



NS

EASTERN REGION

52/1

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

★ **THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS**

SATURDAY 25 DECEMBER 1976

TO

FRIDAY 7 JANUARY 1977

INCLUSIVE

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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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**THURSDAY 30 DECEMBER – HOUGHTON COLLIERY SIDINGS**

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

The Block section will then be between Wath North and Cudworth Station on the Main Lines, and between Cudworth Station and Dearne Valley Colliery Sidings on the Goods lines. (4)

TUESDAY 4 JANUARY – SKELTON

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

- Up Independent to Up Sidings
- Down Independent to Down Sidings
- Down Independent to Up Sidings

3-Aspect signal (No. 3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. will be abolished.

No. 23 ground position light signal will now apply along the Down Independent only.

No. 15 ground position light signal applying from Down Sidings towards No. 24 ground position light signal, and No. 48 ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton ground frame together with all signals worked therefrom will be abolished, and all points formerly worked therefrom will be secured out of use in the normal position pending removal. (4)

DETAILS OF WORK ALREADY CARRIED OUT**HILLAM GATE BOX – BURTON SALMON**

The bracket post carrying the Hillam Gate Box Up Main Home and the Burton Salmon Up Main Distant signals to Sheffield and Normanton direction has been re-positioned 11 yards nearer to the level crossing, and the post renewed in modified form with the Home arm, and Distant arm for Normanton direction on the straight post 26ft. and 20ft. above rail level respectively. The Up Distant for Sheffield direction has been renewed on a left-hand bracket 18ft. above rail level. (4)

BROUGH EAST – WELTON GATE BOX

The Brough East Down Main second Home Signal has been replaced by a 4-aspect colour light signal plated BE39 situated 9 yards nearer to the signal box with the Red aspect 11ft. above rail level.

This signal now acts as the Down Main Outer Distant for Welton Gate Box positioned 1,649 yards before reaching the Welton Gate Box Down Home Signal. (4)

APPERLEY JUNCTION

The Up Main Distant signal has been replaced by a 2-aspect colour light Distant situated 115 yards nearer to the signal box, and 1,537 yards from the Up Main Home signal. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FLOCKTON SIDINGS AND HORBURY JUNCTION****Flockton Sidings**

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

The block section is now between Crigglestone Junction and Horbury Junction.

The trailing connection in the Down Branch line is now controlled from a new 2-lever ground frame (known as Flockton Sidings ground frame) released from Horbury Junction signal box. An adjacent telephone connected to that signal box has been provided.

A "Limit of Shunt" indicator has been provided in the cress of the Down Branch, situated 90 yards on the Crigglestone side of the ground frame worked trailing points.

The notice board situated 350 yards on the Horbury side of the Down Branch trailing points worded "Loco of Propelled Trains Stop Here", has been altered to read "Loco of Propelled Trains Stop Here – Wait For Bell Before Proceeding." An adjacent bell has been provided, the plunger for which is situated adjacent to the level crossing within the N.C.B. Sidings.

Horbury Junction

The Down Branch Inner and Outer Distant signals, have been abolished, and replaced by a new Down Branch Distant (arm 16ft. above rail level), situated 1,660 yards before reaching the Down Branch 1st. Home signal. (2)

SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box.

This telephone is located on the left-hand side of the line, 10 yards before reaching the signal. (4)

**** SOWERBY BRIDGE WEST**

The facing connection leading from the Down Main to the Down Siding, has been secured out of use in the normal position pending removal and the associated signals abolished.

The "diamond" sign on the ground disc signal applying set back – Down Main to Up Main, has been removed. (52)

**** CUDWORTH STATION**

A signal post telephone has been provided at the Up Goods Home Signal. (52)

**** HALIFAX SOUTH PARADE NCL SIDINGS**

Nos.5 and 6 Sidings have been removed, points and crossings secured out of use. (52)

**** CAVE CROSSING GATE BOX**

The Up Home Signal, together with the Broomfleet Up Distant signal below has been replaced on a straight post 22 yards further from the gate box. The Home arm is 22ft. above rail level.

The distance between the Cave Crossing Up Distant, and the re-positioned Up Home, has been reduced to 1,306 yards. (52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NAFFERTON

The Up Starting signal has been abolished.

(2)

**BRIDLINGTON SOUTH

The connection leading from No.1 Platform line to Down Siding, and the points giving access to the Down Siding at the South end, have been secured out of use in the normal position pending removal of the Down Siding and Coal Sidings.

All associated signalling has been abolished.

(52)

MISCELLANEOUS NOTICES

★ WOLLEY STATION

Connecting Sunday 2 January 1975, completion of the 120 Platform will be in progress. It is requested that passengers should be advised to use the 120 Platform and to avoid the 121 Platform. Details of the work are given in the instruction on the signposts and boards at the station. The work will be completed by the end of the week.

EASTERN REGION - SIGNALS AND SIGNPOSTS

LOCAL INSTRUCTIONS

LEWIS - BRIDLCASTER (BLACK CARR JUNCTION) TO BERRICK MARSHALL
ROADS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 240

WORKSTATION

Propelling Movement

A propelling movement will not be made with the signal at red. It has been advised that a propelling movement is intended. Details of instructions and restrictions are given in the instruction on the signposts and boards at the station.

Page 280 (Page 112 - Supplement No 1) (Page 88 - Supp. Oct. Inst.)

SHATHOOME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tampering/Lining Machines Types 02 - 18, 03 - 27, 12 - C, 1, Placer 02 - 18, Special and Ballast Regulator - Placer USA - 5000C are prohibited from running between Shathoome and Brayton.

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"

NS 2
8-14.1-77

SIGNALLING AND PERMANENT WAY ALTERATIONS

**
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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 JANUARY – CHURCH FENTON

A new ground position light signal No.715, applying set-back, Down Leeds towards No.3 Platform No.720 signal, will be provided on the right-hand (cess) side of the Down Leeds, and 190 yards on the York side of the signal box. (5)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

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

- Up Independent to Up Sidings
- Down Independent to Down Sidings
- Down Independent to Up Sidings

3-Aspect signal (No. 3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. have been abolished.

No. 23 ground position light signal now applies along the Down Independent only.

No. 15 ground position light signal applying from Down Sidings towards No.24 ground position light signal, and No. 48 ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton ground frame together with all signals worked therefrom has been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

HOUGHTON COLLIERY SIDINGS

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

The Block section is now between Wath North and Cudworth Station on the Main lines, and between Cudworth Station and Dearne Valley Colliery Sidings on the Goods lines. (4)

HILLAM GATE BOX – BURTON SALMON

The bracket post carrying the Hillam Gate Box Up Main Home and the Burton Salmon Up Main Distant signals to Sheffield and Normanton direction has been re-positioned 11 yards nearer to the level crossing, and the post renewed in modified form with the Home arm, and Distant arm for Normanton direction on the straight post 26ft. and 20ft. above rail level respectively. The Up Distant for Sheffield direction has been renewed on a left-hand bracket 18ft. above rail level. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** FLOCKTON SIDINGS AND HORBURY JUNCTION****Flockton Sidings**

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

The block section is now between Crigglestone Junction and Horbury Junction.

The trailing connection in the Down Branch line is now controlled from a new 2-lever ground frame (known as Flockton Sidings ground frame) released from Horbury Junction signal box. An adjacent telephone connected to that signal box has been provided.

A "Limit of Shunt" indicator has been provided in the cress of the Down Branch, situated 90 yards on the Crigglestone side of the ground frame worked trailing points.

The notice board situated 350 yards on the Horbury side of the Down Branch trailing points worded "Loco of Propelled Trains Stop Here", has been altered to read "Loco of Propelled Trains Stop Here – Wait For Bell Before Proceeding." An adjacent bell has been provided, the plunger for which is situated adjacent to the level crossing within the N.C.B. Sidings.

Horbury Junction

The Down Branch Inner and Outer Distant signals, have been abolished, and replaced by a new Down Branch Distant (arm 16ft. above rail level), situated 1,660 yards before reaching the Down Branch 1st. Home signal. (2)

APPERLEY JUNCTION

The Up Main Distant signal has been replaced by a 2-aspect colour light Distant situated 115 yards nearer to the signal box, and 1,537 yards from the Up Main Home signal. (4)

SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box.

This telephone is located on the left-hand side of the line, 10 yards before reaching the signal. (4)

BROUGH EAST – WELTON GATE BOX

The Brough East Down Main second Home Signal has been replaced by a 4-aspect colour light signal plated BE39 situated 9 yards nearer to the signal box with the Red aspect 11ft. above rail level.

This signal now acts as the Down Main Outer Distant for Welton Gate Box positioned 1,649 yards before reaching the Welton Gate Box Down Home Signal. (4)

**** NAFFERTON**

The Up Starting signal has been abolished. (2)

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.
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GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED
 "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines, Plasser type USP 5000C.

Delete Heading and instruction 39A.

(UFN)

Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

MISCELLANEOUS NOTICES

MORLEY STATION

Realignment of the Up Platform is in operation. Drivers must be prepared to stop as per the instruction on the temporary stop board or as instructed by the Hansignalman. (4)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL
 MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280

YORK STATION

Propelling Movements

Delete instructions and substitute:-

A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 - 16, 07 - 275 (S & C.), Plasser 07 - 16 Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued
 LOCAL INSTRUCTIONS - continued

Page 304

DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)

HUDDERSFIELD STATION

Propelling Movements

Delete instruction and **substitute**:-

A propelling movement must not be made until the signalman at Huddersfield has been advised that a propelling movement is intended.

Page 320

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS SIGNAL BOX

Propelling Movements

Delete second paragraph

Page 323

SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

BRADFORD FORSTER SQUARE

BRADFORD FORSTER SQUARE Propelling Movements

Delete :- second paragraph

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P.D.	Painting Buildings and Offices. Ladders and trestles in use.	07 30 to 17 00 U.F.N.	

(6)

MO.45/NS

York

22 DECEMBER, 1976

G.R.H. ORBELL
 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 16 JANUARY – SKELTON**

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, will be secured out of use in the normal position pending removal, and No.1 Up Reception line will be taken out of use until further notice.

The following points will also be dispensed with:-

Up Reception No.1 to Up Reception No.2

No.1 and No.2 Reception line traps

Up Reception line No.2 to No.3

The facing connection-Up Goods-Up Reception lines (previously laid in position), will be brought into use together with the following new points:-

Trap points in the Up Goods line situated on the York side of the new facing connection.

Up Reception line 2 – Up Reception line 3

Up Reception line 3 – Up Reception line 4

Up Reception line 4 – Down Shunting line No.1. (6)

SUNDAY 16 JANUARY – BETWEEN CHURCH FENTON AND MICKLEFIELD

The catch points in the Up Main at 14m. 48chs. (1,324 yards before reaching Peckfield P2 signal), will be removed and plain line installed. (6)

THURSDAY 20 JANUARY – HARROGATE NORTH

The Down Main Distant will be replaced by a 2-aspect colour light distant 700 yards further from the signal box and 1,003 yards from the Down Home signal. (6)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

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

Up Independent to Up Sidings

Down Independent to Down Sidings

Down Independent to Up Sidings

3-Aspect signal (No. 3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. have been abolished.

No. 23 ground position light signal now applies along the Down Independent only.

No. 15 ground position light signal applying from Down Sidings towards No. 24 ground position light signal, and No. 48 ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton ground frame together with all signals worked therefrom has been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HOUGHTON COLLIERY SIDINGS

The signal box has been abolished. The Down Goods Distant has been retained as Cudworth Station Down Goods Outer Distant signal 1,327 yards from the Cudworth Station Down Goods Home. All other signals formerly worked by Houghton Colliery Sidings have been abolished.

The Block section is now between Wath North and Cudworth Station on the Main lines, and between Cudworth Station and Dearne Valley Colliery Sidings on the Goods lines. (Amended Item) (4)

CHURCH FENTON

A new ground position light signal No.715, applying set-back, Down Leeds towards No.3 Platform No.720 signal, has been provided on the right-hand (cess) side of the Down Leeds, and 190 yards on the York side of the signal box. (5)

HILLAM GATE BOX - BURTON SALMON

The bracket post carrying the Hillam Gate Box Up Main Home and the Burton Salmon Up Main Distant signals to Sheffield and Normanton direction has been re-positioned 11 yards nearer to the level crossing and the post renewed in modified form with the Home arm, and Distant arm for Normanton direction on the straight post 26ft. and 20ft. above rail level respectively. The Up Distant for Sheffield direction has been renewed on a left-hand bracket 18ft. above rail level. (4)

APPERLEY JUNCTION

The Up Main Distant signal has been replaced by a 2-aspect colour light Distant situated 115 yards nearer to the signal box, and 1,537 yards from the Up Main Home signal. (4)

SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box. This telephone is located on the left-hand side of the line, 10 yards before reaching the signal. (4)

BROUGH EAST - WELTON GATE BOX

The Brough East Down Main second Home Signal has been replaced by a 4-aspect colour light signal plated BE39 situated 9 yards nearer to the signal box with the Red aspect 11ft. above rail level.

This signal now acts as the Down Main Outer Distant for Welton Gate Box positioned 1,649 yards before reaching the Welton Gate Box Down Home Signal. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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Delete Heading and instruction 39A.

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Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

MISCELLANEOUS NOTICES

MORLEY STATION

Realignment of the Up Platform is in operation. Drivers must be prepared to stop as per the instruction on the temporary stop board or as instructed by the Hansignalman. (4)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280

YORK STATION

Propelling Movements

Delete instructions and substitute:-

A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 - 16, 07 - 275 (S. & C.), Plasser 07 - 16 Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued
 LOCAL INSTRUCTIONS – continued

Page 304

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HUDDERSFIELD STATION

Propelling Movements

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A propelling movement must not be made until the signalman at Huddersfield has been advised that a propelling movement is intended.

Page 320

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS SIGNAL BOX

Propelling Movements

Delete second paragraph

Page 323

SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

BRADFORD FORSTER SQUARE

BRADFORD FORSTER SQUARE Propelling Movements

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REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P.D.	Painting Buildings and Offices. Ladders and trestles in use.	07 30 to 17 00 U.F.N.	(6)

MO.45/NS
 York
 5 JANUARY, 1977

G.R.H. ORBELL
 Chief Operating Manager

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

"NILE SIG. NOTICE NS NO.:-



NS

EASTERN REGION

4

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

SATURDAY 22 JANUARY

TO

FRIDAY 28 JANUARY 1977

INCLUSIVE

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

NS. 4/77
22-28.1.77

NS-17

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 JANUARY – SKELTON

A new facing connection leading from Up Reception line No.2 to Up Reception line No.1 will be installed and the Up Reception line No.1 will be brought back into use. (7)

SUNDAY 23 JANUARY – BETWEEN BURLEY JN. AND GUISELEY STATION

The catch points in the Up line, situated at 206m. 70chs. (1m. 992 yards before reaching Guiseley Station Home Signal) will be removed and plain line installed. (7)

MONDAY 24 JANUARY – KEIGHLEY STATION JN.

The ground disc applying set-back – Down Main to Up Main, will be repositioned approximately 40 yards nearer to Keighley Station. (7)

WEDNESDAY 26 JANUARY – LOCKES SIDING

The trailing connections Up Main to Loop and Loop to Colliery (Goosehill Jn. side of signal box) will be secured out of use pending removal and associated signalling abolished. (7)

DETAILS OF WORK ALREADY CARRIED OUT

**** SKELTON**

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

- Up Independent to Up Sidings
- Down Independent to Down Sidings
- Down Independent to Up Sidings

3-Aspect signal (No. 3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. have been abolished.

No. 23 ground position light signal now applies along the Down Independent only.

No. 15 ground position light signal applying from Down Sidings towards No. 24 ground position light signal, and No. 48 ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton ground frame together with all signals worked therefrom has been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

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

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal, and No.1 Up Reception line taken out of use until further notice.

The following points have also been dispensed with:-

Up Reception No.1 to Up Reception No.2

No.1 and No.2 Reception line traps

Up Reception line No.2 to No.3

The facing connection-Up Goods-Up Reception lines has been brought into use together with the following new points:-

Trap points in the Up Goods line situated on the York side of the new facing connection.

Up Reception line 2 – Up Reception line 3

Up Reception line 3 – Up Reception line 4

Up Reception line 4 – Down Shunting line No.1. (6)

CHURCH FENTON

A new ground position light signal No.715, applying set-back, Down Leeds towards No.3 Platform No.720 signal, has been provided on the right-hand (cess) side of the Down Leeds, and 190 yards on the York side of the signal box. (5)

BETWEEN CHURCH FENTON AND MICKLEFIELD

The catch points in the Up Main at 14m. 48chs. (1,324 yards before reaching Peckfield P2 signal) have been removed and plain line installed. (6)

CLAYTON WEST

The buffer stops and approximately 20 yards of track have been removed from the Loop line and trap points have been maintained between the Siding and the Passenger line. (New Item) (7)

**** HOUGHTON COLLIERY SIDINGS**

The signal box has been abolished. The Down Goods Distant has been retained as Cudworth Station Down Goods Outer Distant signal 1,327 yards from the Cudworth Station Down Goods Home. All other signals formerly worked by Houghton Colliery Sidings have been abolished.

The Block section is now between Wath North and Cudworth Station on the Main lines, and between Cudworth Station and Dearne Valley Colliery Sidings on the Goods lines. (4)

HARROGATE NORTH

The Down Main Distant has been replaced by a 2-aspect colour light distant 700 yards further from the signal box and 1,003 yards from the Down Home signal. (6)

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

**** HILLAM GATE BOX – BURTON SALMON**

The bracket post carrying the Hillam Gate Box Up Main Home and the Burton Salmon Up Main Distant signals to Sheffield and Normanton direction has been re-positioned 11 yards nearer to the level crossing, and the post renewed in modified form with the Home arm, and Distant arm for Normanton direction on the straight post 26ft. and 20ft. above rail level respectively. The Up Distant for Sheffield direction has been renewed on a left-hand bracket 18ft. above rail level. (4)

**** APPERLEY JUNCTION**

The Up Main Distant signal has been replaced by a 2-aspect colour light Distant situated 115 yards nearer to the signal box, and 1,537 yards from the Up Main Home signal. (4)

**** SHIPLEY GUISELEY JUNCTION**

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box. This telephone is located on the left-hand side of the line, 10 yards before reaching the signal. (4)

**** BROUGH EAST – WELTON GATE BOX**

The Brough East Down Main second Home Signal has been replaced by a 4-aspect colour light signal plated BE39 situated 9 yards nearer to the signal box with the Red aspect 11ft. above rail level. This signal now acts as the Down Main Outer Distant for Welton Gate Box positioned 1,649 yards before reaching the Welton Gate Box Down Home Signal. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED
"ON-TRACK" MACHINES

Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines, Plasser type USP 5000C.

Delete Heading and instruction 39A.

(UFN)

Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

MISCELLANEOUS NOTICES

★ HALIFAX STATION

No.1 and No.2 Platform walls are being rebuilt.

A temporary stop board has been provided.

(6D)

** MORLEY STATION

Realignment of the Up Platform is in operation. Drivers must be prepared to stop as per the instruction on the temporary stop board or as instructed by the Hansignalman.

(4)

★ HEBDEN BRIDGE STATION

The Down Platform walls are being rebuilt.

A temporary stop board has been provided.

(6)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL
MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280

YORK STATION

Propelling Movements

Delete instructions and substitute:-

A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued
 LOCAL INSTRUCTIONS – continued

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16 Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

Page 304

DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)

HUDDERSFIELD STATION

Propelling Movements

Delete instruction and substitute:-

A propelling movement must not be made until the signalman at Huddersfield has been advised that a propelling movement is intended.

Page 320

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS SIGNAL BOX

Propelling Movements

Delete second paragraph

Page 323

SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

BRADFORD FORSTER SQUARE

BRADFORD FORSTER SQUARE Propelling Movements

Delete :- second paragraph

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P.D.	Painting Buildings and Offices. Ladders and trestles in use.	07 30 to 17 00 U.F.N.	(6)

MO.45/NS
 York
 12 JANUARY, 1977

G.R.H. ORBELL
 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.:-

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"



NS

EASTERN REGION

5

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

SATURDAY 29 JANUARY

TO

FRIDAY 4 FEBRUARY 1977

INCLUSIVE

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

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 30 JANUARY – CUDWORTH SOUTH JUNCTION

The ground disc shunting signal applying – Up Goods to Down Goods; to Down Main; or to Down Arrival, will be repositioned 15 yards further from the signal box. (8)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3

Up Reception line No.3 – Up Reception line No.4

Up Reception line No.4 – Down Shunting line No.1.

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

Up Dependent to Up Sidings

Down Independent to Down Sidings

Down Independent to Up Sidings.

Up Reception No. 1 to Up Reception No.2

No.1 and No.2 Reception line traps.

Up Reception line No.2 to No.3

Signalling Alterations:—

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 Ground position light signal now applies along the Down Independent only.

No.15 Ground position light signal applying from Down Sidings towards No.24 Ground position light signal, and No.48 Ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton Ground Frame together with all signals worked therefrom has been abolished, and all points secured out of use in the normal position pending removal. (8)

LOCKES SIDING

The trailing connections Up Main to Loop and Loop to Colliery (Goosehill Jn. side of signal box) have been secured out of use pending removal and associated signalling abolished. (7)

17/19/20 Skelton



British Rail

NS

EASTERN REGION

6

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

SATURDAY 5 FEBRUARY

TO

FRIDAY 11 FEBRUARY 1977

INCLUSIVE

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

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 6 FEBRUARY – SKELTON

The following points will be secured out of use in the normal position pending removal :-
Harrogate Sidings Traps

Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent will be commissioned. The points – Down Independent to Down Departure lines will be repositioned 25 yards further North.

The following ground position light signals will be abolished :-

No.41 – Sidings outlet signal

No.44 – Down Independent to Sidings or to Down Branch, or to No. 23 ground position light signal.

No.45 – Down Independent to No. 49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals :-

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards.
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No. 49 signal or to Down Departure lines.
51 "		Up Independent	—	Set back towards Up Independent No. 48 signal or to Down Goods. No. 23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent
	Sub (No. 67)		"H"	Down Harrogate Branch
			"I"	Down Independent No. 23 signal.

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)	Main	Down Goods	"M"	Down Main
			"I"	Down Independent
			"H"	Down Harrogate Branch
	Sub (No. 68)		"I"	Down Independent No. 23 signal. (9)

SUNDAY 6 FEBRUARY – YORK YARD NORTH

Trap points will be installed in the Down Main Goods line at 1m. 42chs.

(9)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3

Up Reception line No.3 – Up Reception line No.4

Up Reception line No.4 – Down Shunting line No.1.

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

Up Dependent to Up Sidings

Down Independent to Down Sidings

Down Independent to Up Sidings.

Up Reception No. 1 to Up Reception No.2

No.1 and No.2 Reception line traps.

Up Reception line No.2 to No.3

Signalling Alterations:—

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 Ground position light signal now applies along the Down Independent only.

No.15 Ground position light signal applying from Down Sidings towards No.24 Ground position light signal, and No.48 Ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton Ground Frame together with all signals worked therefrom has been abolished, and all points secured out of use in the normal position pending removal. (8)

LOCKES SIDING

The trailing connections Up Main to Loop and Loop to Colliery (Goosehill Jn. side of signal box) have been secured out of use pending removal and associated signalling abolished. (7)

CUDWORTH SOUTH JUNCTION

The ground disc shunting signal applying – Up Goods to Down Goods; to Down Main; or to Down Arrival, has been repositioned 15 yards further from the signal box. (8)

**** BETWEEN CHURCH FENTON AND MICKLEFIELD**

The catch points in the Up Main at 14m. 48chs. (1,324 yards before reaching Peckfield P2 signal) have been removed and plain line installed. (6)

CLAYTON WEST

The buffer stops and approximately 20 yards of track have been removed from the Loop line and trap points have been maintained between the Siding and the Passenger line. (7)

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

The Down Main Distant has been replaced by a 2-aspect colour light distant 700 yards further from the signal box and 1,003 yards from the Down Home signal. (6)

BETWEEN BURLEY JN. AND GUISELEY STATION

The catch points in the Up line, situated at 206m. 70chs. (1m. 992 yards before reaching Guiseley Station Home Signal) have been removed and plain line installed. (7)

KEIGHLEY STATION JN.

The ground disc applying set-back – Down Main to Up Main, has been repositioned approximately 40 yards nearer to Keighley Station. (7)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

SKELTON

The walkway access to Skelton Signal Box at 1m. 49chs. has been disturbed and care must be exercised. (8)

** HEBDEN BRIDGE STATION

The Down Platform walls are being rebuilt.
A temporary stop board has been provided. (6)

LOCAL INSTRUCTIONS

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16 Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

MO.45/NS
York
26 JANUARY, 1977

G.R.H. ORBELL
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.-”

WAGONS

are your bread and butter.

Treat them with respect

and use them wisely.

THEY WILL REPAY YOU.

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 13 FEBRUARY – SKELTON**

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

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, will now read towards Up Goods (No.51 signal) only.

Down Goods 3-aspect signal No.S.74 to Down Harrogate Branch; Down Independent or to Down Main, will now read towards Down Harrogate Branch (indication 'H') or to Down Independent (indication 'I') only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4, will be abolished. (10)

FRIDAY 18 FEBRUARY – HULL PARAGON YARD

The connection leading from 'G' line to the Permanent Way Yard will be secured out of use in the normal position pending removal, and the associated signalling will be abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

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

Harrogate Sidings Traps

Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signal have been abolished:–

No.41 – Sidings outlet signal

No.44 – Down Independent to Sidings or to Down Branch, or to No. 23 ground position light signal.

No.45 – Down Independent to No. 49 ground position light signal or to Down Departure line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON – continued

Altered Route Reading of Signals :-

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards.
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No. 49 signal or to Down Departure lines.
51 "		Up Independent	—	Set back towards Up Independent No. 48 signal or to Down Goods. No. 23 ground position light signal.
73 (3 – aspect signal)	Main Sub (No. 67)	Down Departures	"I" "H" "I"	Down Independent Down Harrogate Branch Down Independent No. 23 signal.

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)	Main Sub (No. 68)	Down Goods	"M" "I" "H" "I"	Down Main (Until 13 February) Down Independent Down Harrogate Branch Down Independent No. 23 signal. (9)
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SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3

Up Reception line No.3 – Up Reception line No.4

Up Reception line No.4 – Down Shunting line No.1.

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

Up Dependent to Up Sidings

Down Independent to Down Sidings

Down Independent to Up Sidings.

Up Reception No. 1 to Up Reception No.2

No.1 and No.2 Reception line traps.

Up Reception line No.2 to No.3

Signalling Alterations:-

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 Ground position light signal now applies along the Down Independent only.

No.15 Ground position light signal applying from Down Sidings towards No.24 Ground position light signal, and No.48 Ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton Ground Frame together with all signals worked therefrom has been abolished, and all points secured out of use in the normal position pending removal.
(8)

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

Trap points have been installed in the Down Main Goods line at 1m. 42chs. (9)

**** LOCKES SIDING**

The trailing connections Up Main to Loop and Loop to Colliery (Goosehill Jn. side of signal box) have been secured out of use pending removal and associated signalling abolished. (7)

CUDWORTH SOUTH JUNCTION

The ground disc shunting signal applying – Up Goods to Down Goods; to Down Main; or to Down Arrival, has been repositioned 15 yards further from the signal box. (8)

**** CLAYTON WEST**

The buffer stops and approximately 20 yards of track have been removed from the Loop line and trap points have been maintained between the Siding and the Passenger line. (7)

**** BETWEEN BURLEY JN. AND GUISELEY STATION**

The catch points in the Up line, situated at 206m. 70chs. (1m. 992 yards before reaching Guiseley Station Home Signal) have been removed and plain line installed. (7)

**** KEIGHLEY STATION JN.**

The ground disc applying set-back – Down Main to Up Main, has been repositioned approximately 40 yards nearer to Keighley Station. (7)

NS 8
19-25.2.77

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 20 FEBRUARY – BARNSELY STATION JUNCTION AND JUMBLE LANE

Barnsley Station Junction

A new 3-aspect colour light Up Main Home signal with "position" 4 Junction Indicator applying toward the Down Main, will be provided 835 yards before reaching the signal box and the Up Main 1st and 2nd semaphore Home signals together with the Jumble Lane Inner and Outer Distant below will be abolished. The new colour light signal will be plated BY46 and will incorporate the Jumble Lane Up Main Distant 1,150 yards before reaching the Jumble Lane Up Main Home signal.

A signal-post telephone connected to Barnsley Station Junction will be provided.

The Barnsley Station Junction Up Main Distant will be replaced by a 2-aspect colour light signal (BY46R) situated 950 yards from the new colour light Home signal.

The catch points in the Up Main, will be repositioned 700 yards before reaching the new Home signal.
(11)

SUNDAY 20 FEBRUARY to SATURDAY 19 MARCH – BARNSELY STATION JUNCTION

The Up Dodworth No.1 Home Colour Light signal plated BY50 will be repositioned 17ft. from the running line pending the stiewing of this line.
(11)

MONDAY 21 FEBRUARY – HUNSLET

The points on the Up Through Sidings at 193m. 53chs. will be clipped out of use in the normal position until further notice.
(11)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No. 62 ground position light signal, applying from Down Shunting line No. 1 towards Up Goods or to Up Main, now reads towards Up Goods (No. 51 signal) only.

The route indicator and subsidiary (No. 11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4, has been abolished.
(10)

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

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signal have been abolished :–

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No. 23 ground position light signal.
- No.45 – Down Independent to No. 49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals :–

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards.
38 (ground position light signal)		Down Branch	–	Set back towards Down Independent No. 49 signal or to Down Departure lines.
51 "		Up Independent	–	Set back towards Up Independent No. 48 signal or to Down Goods, No. 23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent Down Harrogate Branch Down Independent No. 23 signal.
	Sub (No. 67)		"H" "I"	

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)	Main	Down Goods	"I"	Down Independent Down Harrogate Branch Down Independent No. 23 signal.
	Sub (No. 68)		"H" "I"	

**** SKELTON**

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3

Up Reception line No.3 – Up Reception line No.4

Up Reception line No.4 – Down Shunting line No.1.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**SKELTON – continued

The following points have been secured out of use in the normal position pending removal:
Up Dependent to Up Sidings

Down Independent to Down Sidings

Down Independent to Up Sidings.

Up Reception No. 1 to Up Reception No.2

No.1 and No 2 Reception line traps.

Up Reception line No.2 to No.3

Signalling Alterations:–

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 Ground position light signal now applies along the Down Independent only.

No.15 Ground position light signal applying from Down Sidings towards No.24 Ground position light signal, and No.48 Ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton Ground Frame together with all signals worked therefrom has been abolished, and all points secured out of use in the normal position pending removal. (8)

**CUDWORTH SOUTH JUNCTION

The ground disc shunting signal applying – Up Goods to Down Goods; to Down Main; or to Down Arrival, has been repositioned 15 yards further from the signal box. (8)

HULL PARAGON YARD

The connection leading from 'G' line to the Permanent Way Yard has been secured out of use in the normal position pending removal, and the associated signalling abolished. (10)

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

★ Delete:– 60 – Slow line, 24m. 50chs. to
26m. 20chs.

Page 58 (Page 29 Supp. No.1)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)

Bramwith
Station (LC)

★ Amend:– 20 20 163m. 0chs. to 162m. 40chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

★ Delete:– 30 – 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

★ Delete:– – 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

★ Amend:– 50 50 20m. 48chs. to 20m. 62chs.

★ Add:– 30 30 20m. 62chs. to 21m. 0chs.

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

SATURDAY 26 and SUNDAY 27 FEBRUARY – SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines will be brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals will be abolished:-

- No.48 Shunting Up Goods to Up Sidings
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal
- No.54 Shunting Up Goods to Up Reception Line or Up Goods

The following signals will now apply as follows:-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) Only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below will be renewed 25 yards further from this signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 27 FEBRUARY—MOORTHORPE SOUTH—FRICKLEY****Moorthorpe South Signal Box**

The following points will be secured in the normal position pending removal and the associated signals will be abolished:—

- Siding – No.2 Down reception
- Running Line – No.1 Down reception
- Slip Points – Up reception

The following points will be secured in the normal position:—

- Running Line – No.2 Down reception

The Shunt Spur and associated signals will be abolished.

The following lines will be abolished:—

- Up reception
- No.1 Down reception
- No.2 Down reception
- Siding adjacent to Up reception

Frickley Colliery Signal Box

The signal box and associated signals will be abolished. All points will be secured in the normal position pending removal with the exception of the Down Colliery to Up Siding connections which will become hand points secured and padlocked in the normal position.

The key for this padlocked can be obtained from the Bunker Operators Control Cabin. (12)

MONDAY 28 FEBRUARY—LAISTERDYKE/PLAINTREES SIDING

The existing redundant double-ended connection into the former Plaintrees Yard will be brought back into use.

The connection will be operated from a one Lever Ground Frame situated adjacent to the former Bowling Private Sidings and locked by Annetts key which will be held at the Chargemans Hut at Laisterdyke ground frame. (12)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, now reads towards Up Goods (No.51 signal) only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4, has been abolished. (10)

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

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signal have been abolished :–

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No. 23 ground position light signal.
- No.45 – Down Independent to No. 49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals :–

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards.
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No. 49 signal or to Down Departure lines.
51 "		Up Independent	—	Set back towards Up Independent No. 48 signal or to Down Goods, No. 23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent Down Harrogate Branch Down Independent No. 23 signal.
	Sub (No. 67)		"H" "I"	

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)	Main	Down Goods	"I"	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.68)		"H" "I"	

(9)

SKELTON – LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use Until Further Notice. (12)

BARNSELY STATION JUNCTION

The Up Dodworth No.1 Home Colour Light signal plated BY50 has been repositioned 17ft. from the running line pending the slewing of this line. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BARNSELY STATION JUNCTION AND JUMBLE LANE****Barnsley Station Junction**

A new 3-aspect colour light Up Main Home signal with "position" 4 Junction Indicator applying toward the Down Main, has been provided 835 yards before reaching the signal box and the Up Main 1st and 2nd semaphore Home signals together with the Jumble Lane Inner and Outer Distant below have been abolished. The new colour light signal has been plated BY46 and incorporates the Jumble Lane Up Main Distant 1,150 yards before reaching the Jumble Lane Up Main Home signal.

A signal-post telephone connected to Barnsley Station Junction has been provided.

The Barnsley Station Junction Up Main Distant has been replaced by a 2-aspect colour light signal (BY46R) situated 950 yards from the new colour light Home signal.

The catch points in the Up Main, have been repositioned 700 yards before reaching the new Home signal.
(11)

HUNSLET

The points on the Up Through Sidings at 193m. 53chs. will be clipped out of use in the normal position until further notice.
(11)

HULL PARAGON YARD

The connection leading from 'G' line to the Permanent Way Yard has been secured out of use in the normal position pending removal, and the associated signalling abolished.
(10)

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Hunning lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standard-gage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

Delete:–

60 – Slow line, 24m. 50chs. to 26m. 20chs.

Page 58 (Page 29 Supp. No.1)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)

Bramwith

Station (LC)

Amend:–

20 20 163m. 0chs. to 162m. 40chs.

Page 77

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Methley North Jn.

★

Add:–

– 70 187m. 35chs. to 185m. 20chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:–

30 – 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:–

– 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

Amend:–

50 50 20m. 48chs. to 20m. 62chs.

Add:–

30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 185 – LEEDS CITY TO HULL (PARAGON)					
Hull Paragon	West Parade	"B" Line		–	Light locomotives and empty diesel multiple units.

NOTE:- (Applies Sat./Sun. 26/27 February). See Section "B".

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
York Yard North	York Yard South	All	10 E.C.S. unfitted.
York Yard South	York (Clifton)	All	10 E.C.S. unfitted. Applies 14 to 28 February.

LOCAL INSTRUCTIONS

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16 Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

★ REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles.

(14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS NORTHERN AREA

MISCELLANEOUS NOTICES

Page 5

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amended Wagon Panels



Add:-

46 tonne G.L.W. hydrocyanic Acid Tanks
(LS54600 - LS54609 inclusive.
TRL51435 - TRL51449 inclusive).

The maximum speed has been reduced to 35m.p.h.
in all conditions of loading.

(14)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

16 FEBRUARY, 1977

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 6 MARCH – SKELTON SIGNAL BOX TO SKELTON BRIDGE****Skelton Bridge**

The following trap points will be secured out of use in the reverse position pending removal:—

Facing Down Slow
Trailing Up Goods

The following points will become motor operated and controlled from Skelton Signal Box:—

Unworked points Up Fast from the Up Slow
Spring points Down Slow from the Down Fast
Unworked points Down Fast from the Down Slow

The following subsidiary signals will be abolished:—

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 will be repositioned 200 yards on the approach side of each signal. (13)

MONDAY 7 MARCH – DOWN DECOY YARD

1 to 5 sidings will be removed and a temporary crossover will be provided between 6 and 7 sidings for running round of trains. (13)

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

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, now reads towards Up Goods (No.51 signal) only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4, has been abolished. (10)

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

DETAILS OF WORK ALREADY CARRIED OUT -- continued

SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished :-

- No.48 Shunting Up Goods to Up Sidings
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal
- No.54 Shunting Up Goods to Up Reception Line or Up Goods

The following signals now apply as follows :-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) Only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below will be renewed 25 yards further from the signal box.

(12)

SKELTON -- LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use Until Further Notice.

(12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****MOORTHORPE SOUTH – FRICKLEY****Moorthorpe South Signal Box**

The following points have been secured in the normal position pending removal and the associated signals abolished:—

- Siding – No.2 Down reception
- Running Line – No.1 Down reception
- Slip Points – Up reception

The following points have been secured in the normal position :—
Running Line – No.2 Down reception

The Shunt Spur and associated signals have been abolished.

The following lines have been abolished :—

- Up reception
- No.1 Down reception
- No.2 Down reception
- Siding adjacent to Up reception

Frickley Colliery Signal Box

The signal box and associated signals have been abolished. All points have been secured in the normal positioning pending removal with the exception of the Down Colliery to Up Siding connections which have become hand points secured and padlocked in the normal position.

The key for this padlock can be obtained from the Bunker Operators Control Cabin. (12)

BARNSELY STATION JUNCTION

The Up Dodworth No.1 Home Colour Light signal plated BY50 has been repositioned 17ft. from the running line pending the slewing of this line. (11)

BARNSELY STATION JUNCTION AND JUMBLE LANE**Barnsley Station Junction**

A new 3-aspect colour light Up Main Home signal with "position" 4 Junction Indicator applying toward the Down Main, has been provided 835 yards before reaching the signal box and the Up Main 1st and 2nd semaphore Home signals together with the Jumble Lane Inner and Outer Distant below have been abolished. The new colour light signal has been plated BY46 and incorporates the Jumble Lane Up Main Distant 1,150 yards before reaching the Jumble Lane Up Main Home signal.

A signal-post telephone connected to Barnsley Station Junction has been provided.

The Barnsley Station Junction Up Main Distant has been replaced by a 2-aspect colour light signal (BY46R) situated 950 yards from the new colour light Home signal.

The catch points in the Up Main, have been repositioned 700 yards before reaching the new Home signal. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

LAISTERDYKE/PLAINTREES SIDING

The double-ended connection into the former Plaintrees Yard has been brought back into use.

The connection will be operated from a one Lever Ground Frame situated adjacent to the former Bowling Private Sidings and locked by Annetts key which will be held at the Chargemans Hut at Laisterdyke ground frame. (12)

HUNSLET

The points on the Up Through Sidings at 193m. 53chs. will be clipped out of use in the normal position until further notice. (11)

HULL PARAGON YARD

The connection leading from 'G' line to the Permanent Way Yard has been secured out of use in the normal position pending removal, and the associated signalling abolished. (10)

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 19 (Page 10 Supp. No.1 -- Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirk Station

Delete:-

60 - Slow line, 24m. 50chs. to
26m. 20chs.

Page 58 (Page 29 Supp. No.1)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)

Bramwith

Station (LC)

Amend:-

20 20 163m. 0chs. to 162m. 40chs.

Page 77

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Methley North Jn.

★

Add:-

- 70 187m. 35chs. to 185m. 30chs.

Page 139 (Page 74 -- Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:-

30 - 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 -- Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:-

- 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

Amend:-

50 50 20m. 48chs. to 20m. 62chs.

Add:-

30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued****TABLE G – WORKING IN WRONG DIRECTION**

From	To	Line	Down	Up	Remarks
Page 185 – LEEDS CITY TO HULL (PARAGON)					
Hull Paragon	West Parade	“B” Line		–	Light locomotives and empty diesel multiple units.
NOTE:– (Applies Sat./Sun. 5/6 March). See Section “B”.					

LOCAL INSTRUCTIONS

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16 Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles. (14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS NORTHERN AREA

MISCELLANEOUS NOTICES

Page 5

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amended Wagon Panels

Add:-

46 tonne G.L.W. hydrocyanic Acid Tanks
(LS54600 - LS54609 inclusive.
TRL51435 - TRL51449 inclusive).

The maximum speed has been reduced to 35m.p.h.
in all conditions of loading.

(14)

★ SHADY LANE LEVEL CROSSING

At 218m. 52chs. between Cononley and Skipton Station South will be subject to increased vehicular use forthwith and until further notice. Drivers to keep a sharp lookout and sound warning horn when approaching the crossing. (13)

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration
Doncaster M.P.D. No.1 to 6 Sidings BLOCKED (South End)	Trackwork between 154m. 62chs. and 154m. 70chs.	06 00 to 18 00 Sunday 6 March.

Access available to and from M.P.D.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

23 FEBRUARY, 1977

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 11
12-18.377

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 13 MARCH - SKELTON

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

SUNDAY 13 MARCH - BETWEEN SKELTON AND TOLLERTON

The following signals will be renumbered:-

	Old	New
Down Slow	D4S	T27
	D5S	T31
	D6S	T35
	D6BS	T39
	D7S	T43
	D8S	T47
Down Fast	D4	T25
	D5	T29
	D6	T33
	D6B	T37
	D7	T41
	D8	T45
Up Slow	U8S	S46
	U7S	S42
	U7BS	S38
	U6S	S34
	U5S	S30
Up Fast	U8	S44
	U7	S40
	U7B	S36
	U6	S32
	U5	S28

(14)

THURSDAY 17 MARCH - SOWERBY BRIDGE WEST

The Down Main Home Signal will be lowered by 4' on the existing post with the arm now at 17' above rail level. (14)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON SIGNAL BOX TO SKELTON BRIDGE

Skelton Bridge

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton Signal Box :-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SKELTON SIGNAL BOX TO SKELTON BRIDGE - continued

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal. (13)

SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished :-

No.48 Shunting Up Goods to Up Sidings

No.49 Shunting Down Goods to Up Reception Lines or Up Goods

No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal

No.54 Shunting Up Goods to Up Reception Line or Up Goods

The following signals now apply as follows :-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) Only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below will be renewed 25 yards further from the signal box. (12)

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

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use Until Further Notice. (12)

DOWN DECOY YARD

1 to 5 sidings have been removed and a temporary crossover provided between 6 and 7 sidings for running round of trains. (13)

DECOY NO.1

Down Decoy No.16 Siding has been shortened by 40 feet. (New Item) (14)

MOORTHORPE SOUTH – FRICKLEY**Moorthorpe South Signal Box**

The following points have been secured in the normal position pending removal and the associated signals abolished:-

Siding – No.2 Down reception
Running Line – No.1 Down reception
Slip Points – Up reception

The following points have been secured in the normal position :-
Running Line – No.2 Down reception

The Shunt Spur and associated signals have been abolished.

The following lines have been abolished :-
Up reception

No.1 Down reception
No.2 Down reception
Siding adjacent to Up reception

Frickley Colliery Signal Box

The signal box and associated signals have been abolished. All points have been secured in the normal positioning pending removal with the exception of the Down Colliery to Up Siding connections which have become hand points secured and padlocked in the normal position.

The key for this padlock can be obtained from the Bunker Operators Control Cabin. (12)

*** * BARNESLEY STATION JUNCTION**

The Up Dodworth No.1 Home Colour Light signal plated BY50 has been repositioned 17ft. from the running line pending the slewing of this line. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BARNESLEY STATION JUNCTION AND JUMBLE LANE****Barnsley Station Junction**

A new 3-aspect colour light Up Main Home signal with "position" 4 Junction Indicator applying toward the Down Main, has been provided 835 yards before reaching the signal box and the Up Main 1st and 2nd semaphore Home signals together with the Jumble Lane Inner and Outer Distant below have been abolished. The new colour light signal has been plated BY46 and incorporates the Jumble Lane Up Main Distant 1,150 yards before reaching the Jumble Lane Up Main Home signal.

A signal-post telephone connected to Barnsley Station Junction has been provided.

The Barnsley Station Junction Up Main Distant has been replaced by a 2-aspect colour light signal (BY46R) situated 950 yards from the new colour light Home signal.

The catch points in the Up Main, have been repositioned 700 yards before reaching the new Home signal. (11)

LAISTERDYKE/PLAINTREES SIDING

The double-ended connection into the former Plaintrees Yard has been brought back into use.

The connection will be operated from a one Lever Ground Frame situated adjacent to the former Bowling Private Sidings and locked by Annetts key which will be held at the Chargemans Hut at Laisterdyke ground frame. (12)

**** HUNSLET**

The points on the Up Through Sidings at 193m. 53chs. will be clipped out of use in the normal position until further notice. (11)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwi shown)

Page 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

Delete:—

60 – Slow line, 24m. 50chs. to
26m. 20chs.

Page 58 (Page 29 Supp. No.1)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)

Bramwith

Station (LC)

Amend:—

20 20 163m. 0chs. to 162m. 40chs.

Page 77

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Methley North Jn.

Add:—

– 70 187m. 35chs. to 185m. 30chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:—

30 – 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:—

– 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

Amend:—

50 50 20m. 48chs. to 20m. 62chs.

Add:—

30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 185 - LEEDS CITY TO HULL (PARAGON)					
Hull Paragon	West Parade	"B" Line	-		Light locomotives and empty diesel multiple units.

NOTE:- (Applies Sat./Sun. 12/13 March). See Section "B".

TABLE H2 - WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
York Yard North	York Yard South	All	10 E.C.S. unfitted.
York Yard South	York (Clifton)	All	10 E.C.S. unfitted. Applies Until 13 March.

LOCAL INSTRUCTIONS

Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 - 16, 07 - 275 (S. & C.), Plasser 07 - 16 Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles. (14)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS NORTHERN AREA

MISCELLANEOUS NOTICES

Page 5

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amended Wagon Panels

Add:—

46 tonne G.L.W. hydrocyanic Acid Tanks
(LS54600 – LS54609 inclusive.
TRL51435 – TRL51449 inclusive).

The maximum speed has been reduced to 35m.p.h.
in all conditions of loading.

(14)

SHADY LANE LEVEL CROSSING

At 218m. 52chs. between Cononley and Skipton Station South will be subject to increased vehicular use forthwith and until further notice. Drivers to keep a sharp lookout and sound warning horn when approaching the crossing. (13)

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration
Doncaster M.P.D. No.1 to 6 Sidings BLOCKED (South End)	Trackwork between 154m. 62chs. and 154m. 70chs.	06 00 to 18 00 Sunday 13 March.

Access available to and from M.P.D.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

2 MARCH, 1977

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 20 MARCH – SKELTON

The 3-aspect colour light signal applying Down Departure lines to Down Slow or Down Harrogate plated S7 will be renewed on a straight post on the same site with the red aspect 11 feet above rail level.

(15)

SUNDAY 20 MARCH – THORNHILL JUNCTION

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

Trailing Up Fast to Down Fast
Facing Down Fast to Down Slow
Facing Up Slow to Up Fast
Trailing Up Branch to Down Branch Sidings
Trailing Up Fast to Up Siding
Trailing Down Slow to Down Siding
Facing Down Slow to Down Fast
Facing Up Fast to Up Slow

The following Ground Position Light Signals will be abolished :-

35	43
38	46
39	47
41	49
42	53

The 2 route indicator on Ground position light signal No.52 will be abolished and the signal retained for further use.

The following colour light signals will have their junction Indicators abolished :-

Signal	Position	Application
HM32	4	Down Branch to Down Fast (D40 signal)
HM33	4	Down Slow to Down Fast (D40 signal)
HM34	1	Down Fast to Down Slow (D40 signal)
HM57	1	Up Slow to Up Fast (580 signal)
HM58	4	Up Fast to Up Slow (578 signal)
HM58	5	Up Fast to Up Branch (HM31 signal) (15)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SKELTON AND TOLLERTON

The following signals have been renumbered:-

	Old	New
Down Slow	D4S	T27
	D5S	T31
	D6S	T35
	D6BS	T39
	D7S	T43
	D8S	T47
Down Fast	D4	T25
	D5	T29
	D6	T33
	D6B	T37
	D7	T41
	D8	T45
Up Slow	U8S	S46
	U7S	S42
	U7BS	S38
	U6S	S34
	U5S	S30
Up Fast	U8	S44
	U7	S40
	U7B	S36
	U6	S32
	U5	S28

(14)

SKELTON SIGNAL BOX TO SKELTON BRIDGE

Skelton Bridge

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton Signal Box:-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal.

(13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished :-

- No.48 Shunting Up Goods to Up Sidings
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal
- No.54 Shunting Up Goods to Up Reception Line or Up Goods

The following signals now apply as follows :-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) Only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below will be renewed 25 yards further from the signal box. (12)

**
* SKELTON – LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use Until Further Notice. (12)

DOWN DECOY YARD

1 to 5 sidings have been removed and a temporary crossover provided between 6 and 7 sidings for running round of trains. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY NO.1**

Down Decoy No.16 Siding has been shortened by 40 feet. (14)

SOWERBY BRIDGE WEST

The Down Main Home Signal has been lowered by 4' on the existing post with the arm now at 17' above rail level. (14)

**** MOORTHORPE SOUTH – FRICKLEY**

Moorthorpe South Signal Box

The following points have been secured in the normal position pending removal and the associated signals abolished:-

Siding – No.2 Down reception
Running Line – No.1 Down reception
Slip Points – Up reception

The following points have been secured in the normal position :-

Running Line – No.2 Down reception

The Shunt Spur and associated signals have been abolished.

The following lines have been abolished :-

Up reception
No.1 Down reception
No.2 Down reception
Siding adjacent to Up reception

Frickley Colliery Signal Box

The signal box and associated signals have been abolished. All points have been secured in the normal positioning pending removal with the exception of the Down Colliery to Up Siding connections which have become hand points secured and padlocked in the normal position.

The key for this padlock can be obtained from the Bunker Operators Control Cabin. (12)

**** LAISTERDYKE/PLAINTREES SIDING**

The double-ended connection into the former Plaintrees Yard has been brought back into use.

The connection will be operated from a one Lever Ground Frame situated adjacent to the former Bowling Private Sidings and locked by Annetts key which will be held at the Chagemans Hut at Laisterdyke ground frame. (12)

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

Delete:–

60 – Slow line, 24m. 50chs. to
26m. 20chs.

Page 58 (Page 29 Supp. No.1)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)

Bramwith

Station (LC)

Amend:–

20 20 163m. 0chs. to 162m. 40chs.

Page 77

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Methley North Jn.

Add:–

– 70 187m. 35chs. to 185m. 30chs.

Page 85

SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD

Sherburn-in-Elmet

South

★

Delete:–

20 20 13m. 64chs. to 14m. 12chs.

Page 107

LEEDS CITY TO HULL PARAGON

South Milford Stn.

★

Delete:–

20 20 6m. 72chs. to 6m. 43chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:–

30 – 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:–

– 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

Amend:–

50 50 20m. 48chs. to 20m. 62chs.

Add:–

30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued****TABLE G – WORKING IN WRONG DIRECTION**

From	To	Line		Remarks
		Down	Up	
Page 185 – LEEDS CITY TO HULL (PARAGON)				
Hull Paragon	West Parade	“B” Line	–	Light locomotives and empty diesel multiple units.
NOTE: – (Applies Sun. 20 March). See Section “B”.				

LOCAL INSTRUCTIONS

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16 Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles. (14)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS NORTHERN AREA**MISCELLANEOUS NOTICES**

Page 5

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK**Amended Wagon Panels**

Add:–

46 tonne G.L.W. hydrocyanic Acid Tanks (LS54600 – LS54609 inclusive. TRL51435 – TRL51449 inclusive).

The maximum speed has been reduced to 35m.p.h. in all conditions of loading.

(14)

SHADY LANE LEVEL CROSSING

At 218m. 52chs. between Cononley and Skipton Station South will be subject to increased vehicular use forthwith and until further notice. Drivers to keep a sharp lookout and sound warning horn when approaching the crossing. (13)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS NORTHERN AREA - continued

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration
Doncaster M.P.D. No.1 to 6 Sidings BLOCKED (South End)	Trackwork between 154m. 62chs. and 154m. 70chs.	06 00 to 18 00 Sunday 20 March.

Access available to and from M.P.D.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

9 MARCH, 1977

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. :-

IDLE WAGONS - BANKRUPTCY

BUSY WAGONS - PROSPERITY

Weaverthorpe



NS

EASTERN REGION

13

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

SATURDAY 26 MARCH

TO

FRIDAY 1 APRIL 1977

INCLUSIVE

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

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

SKELTON

The 3-aspect colour light signal applying Down Departures lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level. (15)

BETWEEN SKELTON AND TOLLERTON

The following signals have been renumbered:-

	Old	New
Down Slow	D4S	T27
	D5S	T31
	D6S	T35
	D6BS	T39
	D7S	T43
	D8S	T47
Down Fast	D4	T25
	D5	T29
	D6	T33
	D6B	T37
	D7	T41
	D8	T45
Up Slow	U8S	S46
	U7S	S42
	U7BS	S38
	U6S	S34
	U5S	S30
Up Fast	U8	S44
	U7	S40
	U7B	S36
	U6	S32
	U5	S28

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SKELTON SIGNAL BOX TO SKELTON BRIDGE

Skelton Bridge

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton Signal Box:-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal. (13)

** DOWN DECOY YARD

1 to 5 sidings have been removed and a temporary crossover provided between 6 and 7 sidings for running round of trains. (13)

DECOY NO.1

Down Decoy No.16 Siding has been shortened by 40 feet. (14)

SOWERBY BRIDGE WEST

The Down Main Home Signal has been lowered by 4' on the existing post with the aim now at 17' above rail level. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THORNHILL JUNCTION

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

- Trailing Up Fast to Down Fast
- Facing Down Fast to Down Slow
- Facing Up Slow to Up Fast
- Trailing Up Branch to Down Branch Sidings
- Trailing Up Fast to Up Siding
- Trailing Down Slow to Down Siding
- Facing Down Slow to Down Fast
- Facing Up Fast to Up Slow

The following Ground Position Light Signals have been abolished:-

35	43
38	46
39	47
41	49
42	52
	53

The following colour light signals have had their junction Indicators abolished:-

Signal	Position	Application
HM32	4	Down Branch to Down Fast (D40 signal)
HM33	4	Down Slow to Down Fast (D40 signal)
HM34	1	Down Fast to Down Slow (D40 signal)
HM57	1	Up Slow to Up Fast (580 signal)
HM58	4	Up Fast to Up Slow (578 signal)
HM58	5	Up Fast to Up Branch (HM31 signal) (Amended Item) (15)

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

WEDNESDAY 6 APRIL : WATH NORTH

The Up Main Home Semaphore Signal Arm at present 29 ft. above rail level will be reduced in height to 17ft. above rail level. (17)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD ROAD

The facing connection Down Goods to Down Goods Siding has been secured out of use and all associated signals abolished. (17)

FRICKLEY COLLIERY

The locked points leading from the Arrival/Departure line to the Run-Round line at the Moorhouse end of the sidings have been converted to hand operation and moved 40 yards nearer to the Bunker. A buffer stop has been provided one locomotive length on the Moorhouse side of the hand points.

The relevant signals have been abolished. (17)

**
* SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

SKELTON

The 3-aspect colour light signal applying Down Departures lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level. (15)

**
* BETWEEN SKELTON AND TOLLERTON

The following signals have been renumbered:—

	Old	New
Down Slow	D4S	T27
	D5S	T31
	D6S	T35
	D6BS	T39
	D7S	T43
	D8S	T47

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN SKELTON AND TOLLERTON - continued

	Old	New		
Down Fast	D4	T25		
	D5	T29		
	D6	T33		
	D6B	T37		
	D7	T41		
	D8	T45		
	Up Slow	U8S	S46	
		U7S	S42	
U7BS		S38		
U6S		S34		
U5S		S30		
Up Fast	U8	S44		
	U7	S40		
	U7B	S36		
	U6	S32		
	U5	S28	(14)	

** DECOY NO.1

Down Decoy No.16 Siding has been shortened by 40 feet. (14)

** SOWERBY BRIDGE WEST

The Down Main Home Signal has been lowered by 4' on the existing post with the arm now at 17' above rail level. (14)

THORNHILL JUNCTION

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

Trailing Up Fast to Down Fast
 Facing Down Fast to Down Slow
 Facing Up Slow to Up Fast
 Trailing Up Branch to Down Branch Sidings
 Trailing Up Fast to Up Siding
 Trailing Down Slow to Down Siding
 Facing Down Slow to Down Fast
 Facing Up Fast to Up Slow

The following Ground Position Light Signals have been abolished:-

35	43
38	46
39	47
41	49
42	52
	53

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THORNHILL JUNCTION – continued

The following colour light signals have had their junction indicators abolished:-

Signal	Position	Application
HM32	4	Down Branch to Down Fast (D40 signal)
HM33	4	Down Slow to Down Fast (D40 signal)
HM34	1	Down Fast to Down Slow (D40 signal)
HM57	1	Up Slow to Up Fast (580 signal)
HM58	4	Up Fast to Up Slow (578 signal)
HM58	5	Up Fast to Up Branch (HM31 signal)

(15)

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

HUTTONS AMBO

The increased user of the above level crossing at 19m. 53chs. has now ceased. (16)

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration
Doncaster M.P.D. No.1 to 6 Sidings BLOCKED (South End)	Trackwork between 154m. 62chs. and 154m. 70chs.	06 00 to 18 00 Sunday 3 April.

Access available to and from M.P.D.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

23 MARCH, 1977

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 10 APRIL : SELBY**

The 3-Lever Ground Frame "D" situated in the Dock Sidings will be abolished and all associated connections and signals will be abolished. (19)

SUNDAY 17 APRIL : BETWEEN LEEDS, WORTLEY JN. AND HORSFORTH

A.W.S. will be brought into use as follows :-

UP LINE

Horsforth No.4 signal to Leeds No.8 signal. A termination sign will be provided after passing Leeds No.8 signal.

DOWN LINE

Leeds No.7 signal to Horsforth No.12 signal. A commence sign will be provided before reaching inductor at Leeds No.7 signal.

All inductors will be 200 yards in advance of all signals. (19)

WEDNESDAY 20 APRIL : ELLAND ✓

The Down Elland Goods Loop and associated signals will be abolished. The connections Down Main to Down Elland Goods Loop and Down Elland Goods Loop to Down Main will be secured in the normal position pending removal.

The off-set miniature yellow aspect on the Up Main Home Signal plated E.3 will be replaced by an off-set subsidiary signal with no alterations to application. (22)

WEDNESDAY 20 APRIL : STOURTON JN.

The call plunger associated with the Down Goods Home signal will be removed, together with the "D" sign. (19)

WEDNESDAY 20 APRIL : WAKEFIELD ROAD

The call plunger associated with the Down Goods Home signal will be removed, together with the "D" sign. (19)

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

The facing connection Down Goods to Down Goods Siding has been secured out of use and all associated signals abolished. (17)

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

The locked points leading from the Arrival/Departure line to the Run-Round line at the Moorhouse end of the sidings have been converted to hand operation and moved 40 yards nearer to the Bunker. A buffer stop has been provided one locomotive length on the Moorhouse side of the hand points.

The relevant signals have been abolished.

(17)

**** SKELTON**

The 3-aspect colour light signal applying Down Departures lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level.

(15)

**** THORNHILL JUNCTION**

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

Trailing Up Fast to Down Fast
Facing Down Fast to Down Slow
Facing Up Slow to Up Fast
Trailing Up Branch to Down Branch Sidings
Trailing Up Fast to Up Siding
Trailing Down Slow to Down Siding
Facing Down Slow to Down Fast
Facing Up Fast to Up Slow

The following Ground Position Light Signals have been abolished:—

35	43
38	46
39	47
41	49
42	52
	53

The following colour light signals have had their junction Indicators abolished:—

Signal	Position	Application
HM32	4	Down Branch to Down Fast (D40 signal)
HM33	4	Down Slow to Down Fast (D40 signal)
HM34	1	Down Fast to Down Slow (D40 signal)
HM57	1	Up Slow to Up Fast (580 signal)
HM58	4	Up Fast to Up Slow (578 signal)
HM58	5	Up Fast to Up Branch (HM31 signal)

(15)

WATH NORTH

The Up Main Home Semaphore Signal Arm at present 29 ft. above rail level will be reduced in height to 17ft. above rail level.

(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.
*

MISCELLANEOUS NOTICES

** HUTTONS AMBO
*

The increased user of the above level crossing at 19m. 53chs. has now ceased.

(16)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

31 MARCH, 1977

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

***NILE SIG. NOTICE NS NO. :-*



NS

EASTERN REGION

17

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

SATURDAY 23 APRIL

TO

FRIDAY 29 APRIL 1977

INCLUSIVE

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

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 24 APRIL : SHERBURN NORTH

The Down Home No.1 Semaphore signal, Down Home No.2 Semaphore signal with Church Fenton's colour light distant below, Down Main to Down Goods Semaphore signal with fixed distant below and subsidiary signal Down Main to Down Goods "calling on" will be abolished.

These signals will be replaced by a new Down Main 4-Aspect colour light signal Plated SN.23 with a No.1 junction indicator and subsidiary signal below 193 yards from Sherburn North Signal Box.

This signal will apply as follows:—
Down Main to Down Main SN.22 signal.

Down Main to Down Goods CF.721 Position 1 junction indicator.

Down Main to Down Goods towards CF.721 signal subsidiary signal with position 1 junction indicator (line occupied).

A telephone communicating with Sherburn North Signal Box will be provided. (20)

SUNDAY 24 APRIL : SHERBURN SOUTH

The Down Main Home 3-aspect colour light signal plated S.19 will be converted to a 4-aspect colour light signal with additional yellow aspect. (20)

THURSDAY 28 APRIL : BETWEEN RIGTON AND HARROGATE SOUTH

A.W.S. will be brought into use as follows:—

Up Line

Between Rigton No.4 and 5 signals.

Down Line

Between Rigton No.2 signal and Harrogate South No.3 signal.

All indicators will be 200 yards on the coach side of all signals. (20)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY

The 3-lever ground frame "D" situated in the Dock Sidings has been abolished and all associated connections and signals have been abolished. (19)



NS

EASTERN REGION

18

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

SATURDAY 30 APRIL

TO

FRIDAY 6 MAY 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SELBY

The 3-lever ground frame "D" situated in the Dock Sidings has been abolished and all associated connections and signals have been abolished. (19)

LOCKES SIDING

A 30 MGR marker board has been provided adjacent to the Down Loop 340 yards in advance of the points Down Goods to Colliery Sidings. A bell has been fixed to the marker board, operated by a plunger situated adjacent to the points Down Main to Down Goods.

The ground shunting signal Down Goods to Shunt Spur has been renewed as a yellow face signal. (New Item) (21)

FARNLEY BRANCH JUNCTION

The facing connection leading from the Up Huddersfield to Cadburys Siding has been removed temporarily and replaced by plain line. (New Item) (21)

SHERBURN NORTH

The Down Home No.1 Semaphore signal, Down Home No.2 Semaphore signal with Church Fenton's colour light distant below, Down Main to Down Goods Semaphore signal with fixed distant below and subsidiary signal Down Main to Down Goods "calling on" have been abolished.

These signals have been replaced by a new Down Main 4-aspect colour light signal Plated SN.23 with a No.1 junction indicator and subsidiary signal below 193 yards from Sherburn North signal box.

This signal applies as follows:-

Down Main to Down Main SN.22 signal.

Down Main to Down Goods CF.721 Position 1 junction indicator.

Down Main to Down Goods towards CF.721 signal subsidiary signal with position 1 junction indicator (line occupied).

A telephone communicating with Sherburn North signal box has been provided. (20)

SHERBURN SOUTH

The Down Main Home 3-aspect colour light signal plated S.19 has been converted to a 4-aspect colour light signal with additional yellow aspect. (20)

NS 19
7-13.5.77

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 7 AND SUNDAY 8 MAY : DOWN DECOY AND LINCOLN FLYOVER

New track will be brought into use, continuing from the Up Lincoln Flyover line to join into a portion of the former Down Goods line at Down Decoy. The new line will be signalled in both directions.

New facing crossover will be provided between the Down and Up Flyover lines, at Decoy South Junction (south end of Down Decoy yard), and to the west of the Flyover bridge.

New colour light signals will be provided, with full track circuiting, controlled from Decoy No.1 signal box.

The new lines are shown in heavy type on the sketch provided in this notice.

The following new signals will be commissioned:-

Number	Application	Indication	Aspect
DY.208	Up Flyover to Up Lincoln Up Flyover to Up Loversall Curve	- Position 3	Main Main
DY.211	Up Flyover to Down Goods	G	Sub
DY.232	Down Goods to Up Flyover Down Goods to Down Flyover Down Goods to St. Catherines Curve	- Position 3 Position 4	Main Main Main
DY.1402	Along Down Goods to Signal 232	-	Ground Signal
The following existing signals will have additional routes as follows:-			
DY.203	Up Lincoln to Up Flyover	-	Main
DY.205	Down Lincoln to Up Flyover	Position 3	Main
DY.213	Down Flyover to Down Goods	G	Sub
DY.219	St. Catherines Curve to Down Goods	G	Sub (22)

DETAILS OF WORK ALREADY CARRIED OUT

** SELBY

The 3-lever ground frame "D" situated in the Dock Sidings has been abolished and all associated connections and signals have been abolished. (19)

DECOY NO.1 AND BALBY JUNCTION

The Down Goods line between Decoy No.1 and Balby Junction has been temporarily taken out of use. An alternative route is available via the existing Wagon Shop Siding (Key Road) using existing signalling.

An illuminated Stop Board has been erected at the North end of the Wagon Shop Siding (Key Road) clear of the fouling point of No.25 siding, Belmont Down Yard North end and is applicable to Down trains. A telephone is provided at this stop board connected to the North End chargemans office. (New item) (20)

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

A 30 MGR marker board has been provided adjacent to the Down Loop 340 yards in advance of the points Down Goods to Colliery Sidings. A bell has been fixed to the marker board, operated by a plunger situated adjacent to the points Down Main to Down Goods.

The ground shunting signal Down Goods to Shunt Spur has been renewed as a yellow face signal. (21)

FARNLEY BRANCH JUNCTION

The facing connection leading from the Up Huddersfield to Cadburys Siding has been removed temporarily and replaced by plain line. (21)

SHERBURN NORTH

The Down Home No.1 Semaphore signal, Down Home No.2 Semaphore signal with Church Fenton's colour light distant below, Down Main to Down Goods Semaphore signal with fixed distant below and subsidiary signal Down Main to Down Goods "calling on" have been abolished.

These signals have been replaced by a new Down Main 4-aspect colour light signal Plated SN.23 with a No.1 junction indicator and subsidiary signal below 193 yards from Sherburn North signal box.

This signal applies as follows:—

Down Main to Down Main SN.22 signal.

Down Main to Down Goods CF.721 Position 1 junction indicator.

Down Main to Down Goods towards CF.721 signal subsidiary signal with position 1 junction indicator (line occupied).

A telephone communicating with Sherburn North signal box has been provided. (20)

SHERBURN SOUTH

The Down Main Home 3-aspect colour light signal plated S.19 has been converted to a 4-aspect colour light signal with additional yellow aspect. (20)

BETWEEN RIGTON AND HARROGATE SOUTH

A.W.S. has been brought into use as follows:—

Up Line

Between Rigton No. 4 and 5 signals.

Down Line

Between Rigton No. 2 signal and Harrogate South No. 3 signal.

All inductors are 200 yards on the approach side of all signals. (20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ELLAND

The Down Elland Goods Loop and associated signals have been abolished. The connections Down Main to Down Elland Goods Loop and Down Elland Goods Loop to Down Main have been secured in the normal position pending removal.

The off-set miniature yellow aspect on the Up Main Home Signal plated E.3 has been replaced by an off-set subsidiary signal with no alterations to application. (22)

** STOURTON JN.

The call plunger associated with the Down Goods Home signal has been removed, together with the "D" sign. (19)

** WAKEFIELD ROAD

The call plunger associated with the Down Goods Home signal has been removed, together with the "D" sign. (19)

HULL CENTRAL GOODS

Wall side and the two adjacent sidings have been clamped out of use pending removal.

The former Dock Sidings adjacent to the East side of Kingston Street Warehouse has also been clamped out of use together with the crossover from the Siding to the main group of Sidings. (New Item) (22)

** BETWEEN LEEDS, WORTLEY JN. AND HORSFORTH

A.W.S. has been brought into use as follows:-

UP LINE

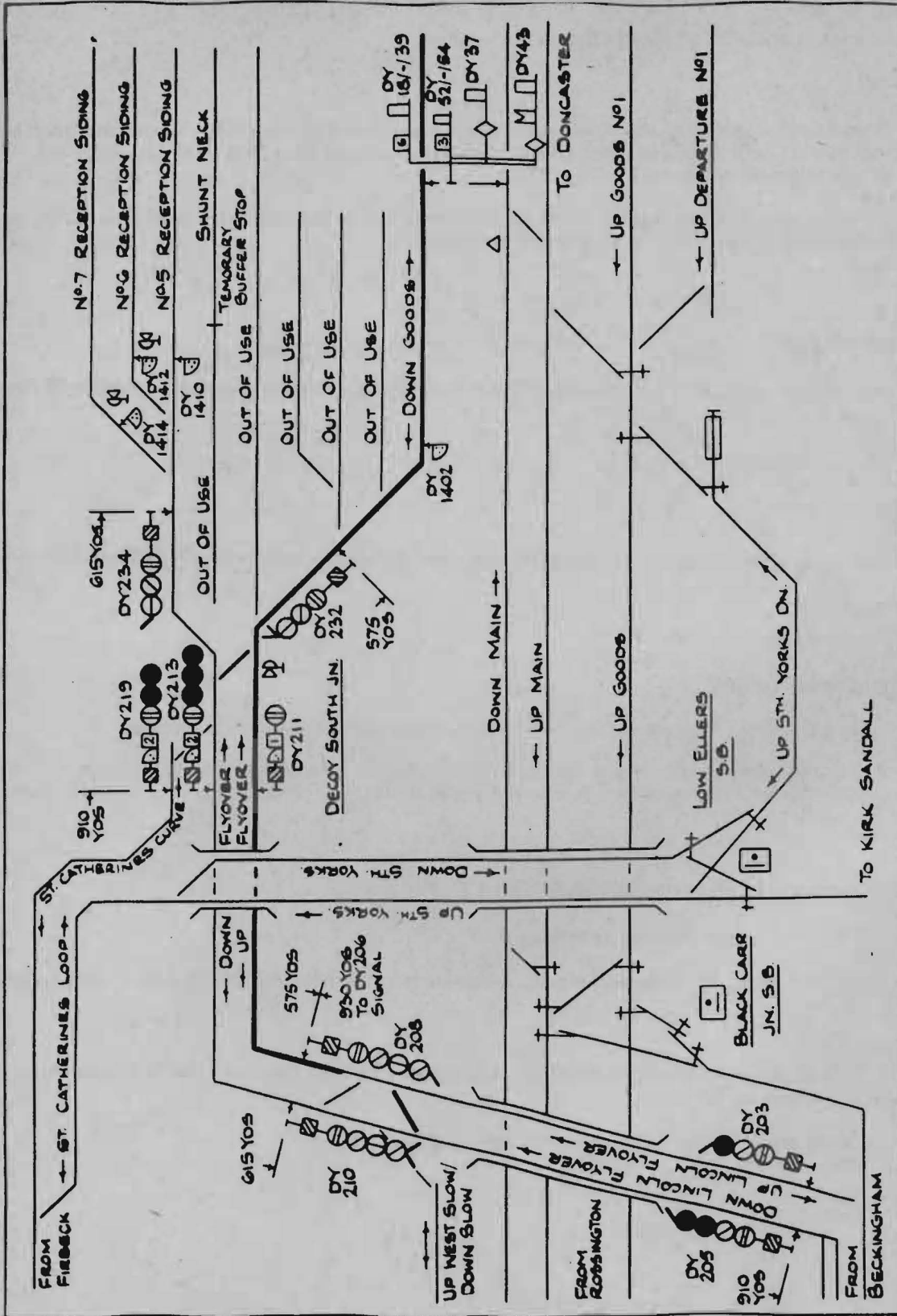
Horsforth No.4 signal to Leeds No.8 signal. A termination sign has been provided after passing Leeds No.8 signal.

DOWN LINE

Leeds No.7 signal to Horsforth No.12 signal. A commence sign has been provided before reaching inductor at Leeds No.7 signal.

All inductors are 200 yards on the approach side of all signals. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Page 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6. under column headed 'Fitted with "Passenger" – Timed Distributor' :-
Ford (Blue), Palvans – (VQB) – Nos 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5 :

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to :

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9. and **substitute** :-

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are :-
Goods (G) : Lever fully to the left.

Passenger (P) : Lever fully to the right.

Amend clause 3.12 to :

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions.

(To operate on and from Monday 2 May)

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 18 (Page 8 ND14)

DONCASTER (BLACK CARR JN. TO BERWICK ETC.)

Skelton

Add:- 30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

Page 107

LEEDS CITY TO HULL (PARAGON)

Amend:-

LEEDS CITY AND MICKLEFIELD (10m. 66chs.)

Micklefield Stn. Jn.

Delete:- 65 - 10m. 63chs. to 10m. 56chs.

Amend:-

70 - Over junction towards Church Fenton 15m. 62chs. to 15m. 43chs. (York to Micklefield mileage).

Page 111

MICKLEFIELD TO CHURCH FENTON

Micklefield Stn. Jn.

Amend:-

- 70 15m. 43chs. to 15m. 62chs.

MISCELLANEOUS NOTICES

Page 5

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

AMENDED WAGON PANELS

Add:- 100 tonne GLW Class A Tanks (LS 85000 - LS 85004)

The Maximum Speed has been reduced to **45 m.p.n.** in all conditions of Loading. (23D)

HUNSLET DOWN SIDING

The sidings adjacent to the Arrival line have been provided with buffer stops at the South End.

No.2 siding has been spiked out of use pending removal. (20)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF B.R.30054 - WHITE PAGES

Brake Force Table E111 (Pages 5, 6 & 7).

As from Monday 2nd, Table E111 withdrawn.

Brake Force Table E11 will apply to all class 8 freight trains.

(23D)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

29 APRIL, 1977

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

BUCKTON LANE LEVEL CROSSING (BETWEEN BRIDLINGTON QUAY AND HUNMANBY)

The Gate Board has been abolished. (23)

** DECOY NO.1 AND BALBY JUNCTION

The Down Goods line between Decoy No.1 and Balby Junction has been temporarily taken out of use. An alternative route is available via the existing Wagon Shop Siding (Key Road) using existing signalling.

An illuminated Stop Board has been erected at the North end of the Wagon Shop Siding (Key Road) clear of the fouling point of No.25 siding, Belmont Down Yard North end and is applicable to Down trains. A telephone is provided at this stop board connected to the North End chargemans office. (20)

DOWN DECOY AND LINCOLN FLYOVER

New track has been brought into use, continuing from the Up Lincoln Flyover line to join into a portion of the former Down Goods line at Down Decoy. The new line is signalled in both directions.

New facing crossover has been provided between the Down and Up Flyover lines, at Decoy South Junction (south end of Down Decoy yard), and to the west of the Flyover bridge.

New colour light signals have been provided, with full track circuiting, controlled from Decoy No.1 signal box.

The new lines are shown in heavy type on the sketch provided in this notice.

The following new signals will be commissioned:-

Number	Application	Indication	Aspect
DY.208	Up Flyover to Up Lincoln	—	Main
	Up Flyover to Up Loversall Curve	Position 3	Main
DY.211	Up Flyover to Down Goods	G	Sub
DY.232	Down Goods to Up Flyover	—	Main
	Down Goods to Down Flyover	Position 3	Main
	Down Goods to St. Catherines Curve	Position 4	Main
DY.1402	Along Down Goods to Signal 232	—	Ground Signal

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

The following existing signals will have additional routes as follows:—

Number	Application	Indication	Aspect	
DY.203	Up Lincoln to Up Flyover	—	Main	
DY.205	Down Lincoln to Up Flyover	Position 3	Main	
DY.213	Down Flyover to Down Goods	G	Sub	
DY.219	St. Catherines Curve to Down Goods	G	Sub	(22)

LOCKES SIDING

A 30 MGR marker board has been provided adjacent to the Down Loop 340 yards in advance of the points Down Goods to Colliery Sidings. A bell has been fixed to the marker board, operated by a plunger situated adjacent to the points Down Main to Down Goods.

The ground shunting signal Down Goods to Shunt Spur has been renewed as a yellow face signal. (21)

FARNLEY BRANCH JUNCTION

The facing connection leading from the Up Huddersfield to Cadburys Siding has been removed temporarily and replaced by plain line. (21)

**** SHERBURN NORTH**

The Down Home No.1 Semaphore signal, Down Home No.2 Semaphore signal with Church Fenton's colour light distant below, Down Main to Down Goods Semaphore signal with fixed distant below and subsidiary signal Down Main to Down Goods "calling on" have been abolished.

These signals have been replaced by a new Down Main 4-aspect colour light signal Plated SN.23 with a No.1 junction indicator and subsidiary signal below 193 yards from Sherburn North signal box.

This signal applies as follows:—

Down Main to Down Main SN.22 signal.

Down Main to Down Goods CF.721 Position 1 junction indicator.

Down Main to Down Goods towards CF.721 signal subsidiary signal with position 1 junction indicator (line occupied).

A telephone communicating with Sherburn North signal box has been provided. (20)

**** SHERBURN SOUTH**

The Down Main Home 3-aspect colour light signal plated S.19 has been converted to a 4-aspect colour light signal with additional yellow aspect. (20)

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

The connections into Didlock Siding, No.3 Siding and Warehouse Siding have been secured out of use pending abandonment of these sidings. (New Item) (23)

**** BETWEEN RIGTON AND HARROGATE SOUTH**

A.W.S. has been brought into use as follows:-

Up Line

Between Rigton No.4 and 5 signals.

Down Line

Between Rigton No.2 signal and Harrogate South No.3 signal.

All inductors are 200 yards on the approach side of all signals. (20)

ELLAND

The Down Elland Goods Loop and associated signals have been abolished. The connections Down Main to Down Elland Goods Loop and Down Elland Goods Loop to Down Main have been secured in the normal position pending removal.

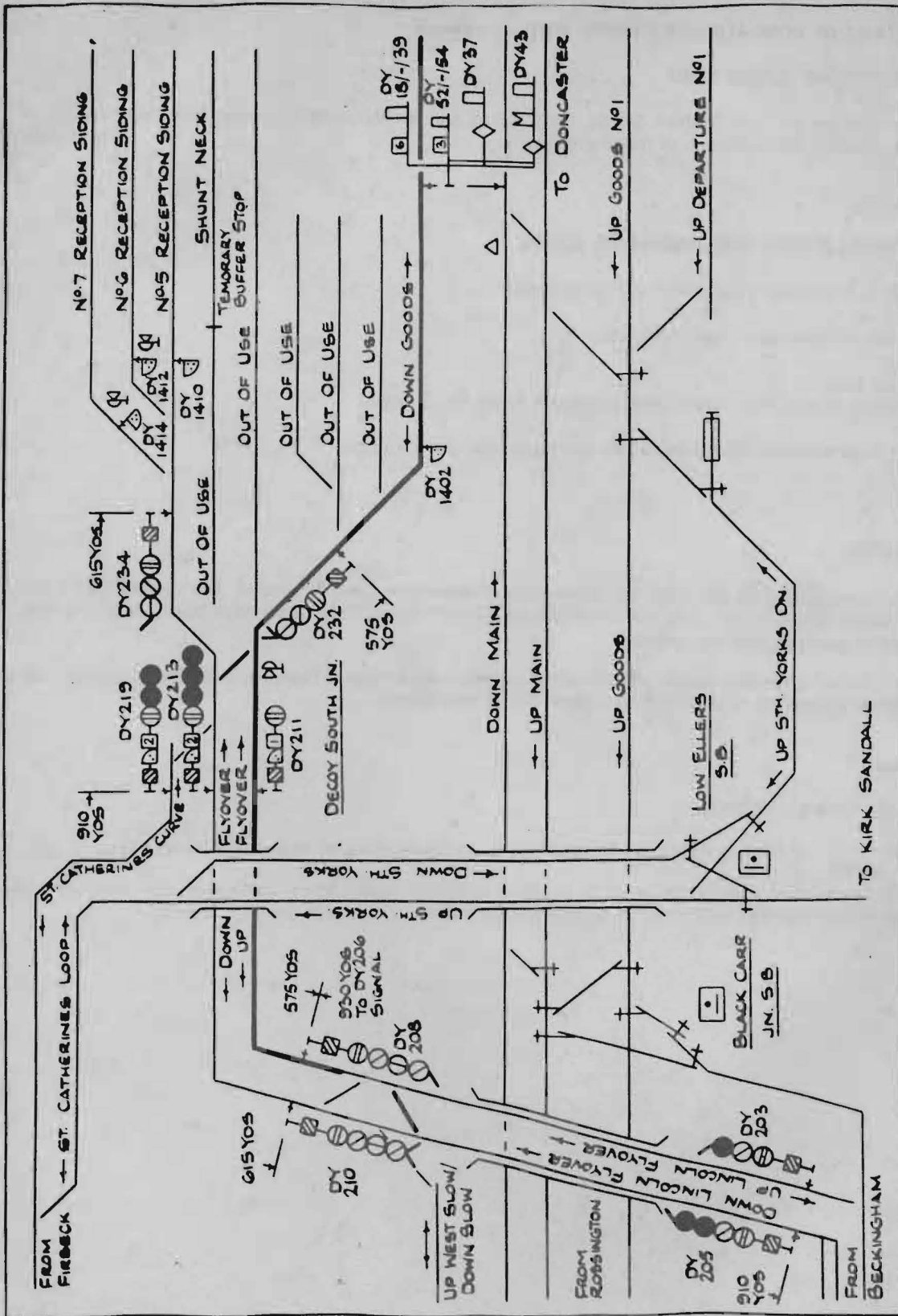
The off-set miniature yellow aspect on the Up Main Home Signal plated E.3 has been replaced by an off-set subsidiary signal with no alterations to application. (22)

HULL CENTRAL GOODS

Wall side and the two adjacent sidings have been clamped out of use pending removal.

The former Dock Sidings adjacent to the East side of Kingston Street Warehouse has also been clamped out of use together with the crossover from the Siding to the main group of Sidings. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Page 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6. under column headed 'Fitted with "Passenger" – Timed Distributor' :-
Ford (Blue), Palvans – (VQB) – Nos 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5 :

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to :

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9. and **substitute** :-

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are :-
Goods (G) : Lever fully to the left.

Passenger (P) : Lever fully to the right.

Amend clause 3.12 to :

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions.

(To operate on and from Monday 2 May)

(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

★ RULE BOOK, SECTION J – CODE OF AUDIBLE SHUNTING SIGNALS

It is the intention to alter the standard code of audible signals, as shown in the Rule Book, Section J, Clauses 3.2.2 and 4.2.2, so that, in future, they are similar to those applicable to the working of multiple-unit trains.

On and from Saturday, 4 June, the standard code will be as follows:—

Signal:	Indicates:
One	Stop
Two	Go ahead
Three	Set back
Four	Ease couplings

Arrangements are in hand to make necessary alterations to the Rule Book giving effect to this change through the medium of the Section D Notice commencing Saturday 4 June. (23D)

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 18 (Page 8 ND14)

DONCASTER (BLACK CARR JN. TO BERWICK ETC.)

Skelton

Add:—

30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

Page 107

LEEDS CITY TO HULL (PARAGON)

Amend:—

LEEDS CITY AND MICKLEFIELD (10m. 66chs.)

Micklefield Stn. Jn.

Delete:—

65 — 10m. 63chs. to 10m. 56chs.

Amend:—

70 — Over junction towards Church Fenton 15m. 62chs. to 15m. 43chs. (York to Micklefield mileage).

Page 111

MICKLEFIELD TO CHURCH FENTON

Micklefield Stn. Jn.

Amend:—

— 70 15m. 43chs. to 15m. 62chs.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Page 5

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

AMENDED WAGON PANELS

Add:- 100 tonne GLW Class A Tanks
(LS 85000 - LS 85004)

The Maximum Speed has been reduced to 45 m.p.h.
in all conditions of Loading. (23D)

* *
* HUNSLET DOWN SIDING

The sidings adjacent to the Arrival line have been provided with buffer stops at the South End.

No.2 siding has been spiked out of use pending removal. (20)

WORKING MANUAL FOR RAIL STAFF B.R.30054 - WHITE PAGES

Brake Force Table E111 (Pages 5, 6 & 7).

As from Monday 2nd, Table E111 withdrawn.

Brake Force Table E11 will apply to all class 8 freight trains. (23D)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

6 MAY, 1977

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

***NILE SIG. NOTICE NS NO. :-*



NS

EASTERN REGION

21

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

SATURDAY 21 MAY

TO

FRIDAY 27 MAY 1977

INCLUSIVE

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

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 22 MAY - ARMLEY MOOR

The Up Main Colour Light Signal controlled from Leeds signal box and plated L.1602 will be repositioned 167 yards on the approach side of its existing position. (24)

DETAILS OF WORK ALREADY CARRIED OUT

BUCKTON LANE LEVEL CROSSING (BETWEEN BRIDLINGTON QUAY AND HUNMANBY)

The Gate Board has been abolished. (23)

DOWN DECOY AND LINCOLN FLYOVER

New track has been brought into use, continuing from the Up Lincoln Flyover line to join into a portion of the former Down Goods line at Down Decoy. The new line is signalled in both directions.

New facing crossover has been provided between the Down and Up Flyover lines, at Decoy South Junction (south end of Down Decoy yard), and to the west of the Flyover bridge.

New colour light signals have been provided, with full track circuiting, controlled from Decoy No.1 signal box.

The new lines are shown in heavy type on the sketch provided in this notice.

The following new signals will be commissioned:-

Number	Application	Indication	Aspect
DY.208	Up Flyover to Up Lincoln	-	Main
	Up Flyover to Up Loversall Curve	Position 4	Main
DY.211	Up Flyover to Down Goods	G	Sub
DY.232	Down Goods to Up Flyover	-	Main
	Down Goods to Down Flyover	Position 4	Main
	Down Goods to St. Catherines Curve	Position 5	Main
DY.1402	Along Down Goods to Signal 232	-	Ground Signal

The following existing signals will have additional routes as follows:-

Number	Application	Indication	Aspect
DY.203	Up Lincoln to Up Flyover	-	Main
DY.205	Down Lincoln to Up Flyover	Position 4	Main
DY.213	Down Flyover to Down Goods	G	Sub
DY.219	St. Catherines Curve to Down Goods	G	Sub

(Amended Item) (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BARLBY (B.O.C.M.) SIDINGS**

The Shunting Signals from Olympia Sidings applying over the level crossing have been abolished.
(New Item) (24)

**** LOCKES SIDING**

A 30 MGR marker board has been provided adjacent to the Down Loop 340 yards in advance of the points Down Goods to Colliery Sidings. A bell has been fixed to the marker board, operated by a plunger situated adjacent to the points Down Main to Down Goods.

The ground shunting signal Down Goods to Shunt Spur has been renewed as a yellow face signal.
(21)

**** FARNLEY BRANCH JUNCTION**

The facing connection leading from the Up Huddersfield to Cadburys Siding has been removed temporarily and replaced by plain line.
(21)

CASTLEFORD GOODS YARD

The connections into Didlock Siding, No.3 Siding and Warehouse Siding have been secured out of use pending abandonment of these sidings.
(23)

ELLAND

The Down Elland Goods Loop and associated signals have been abolished. The connections Down Main to Down Elland Goods Loop and Down Elland Goods Loop to Down Main have been secured in the normal position pending removal.

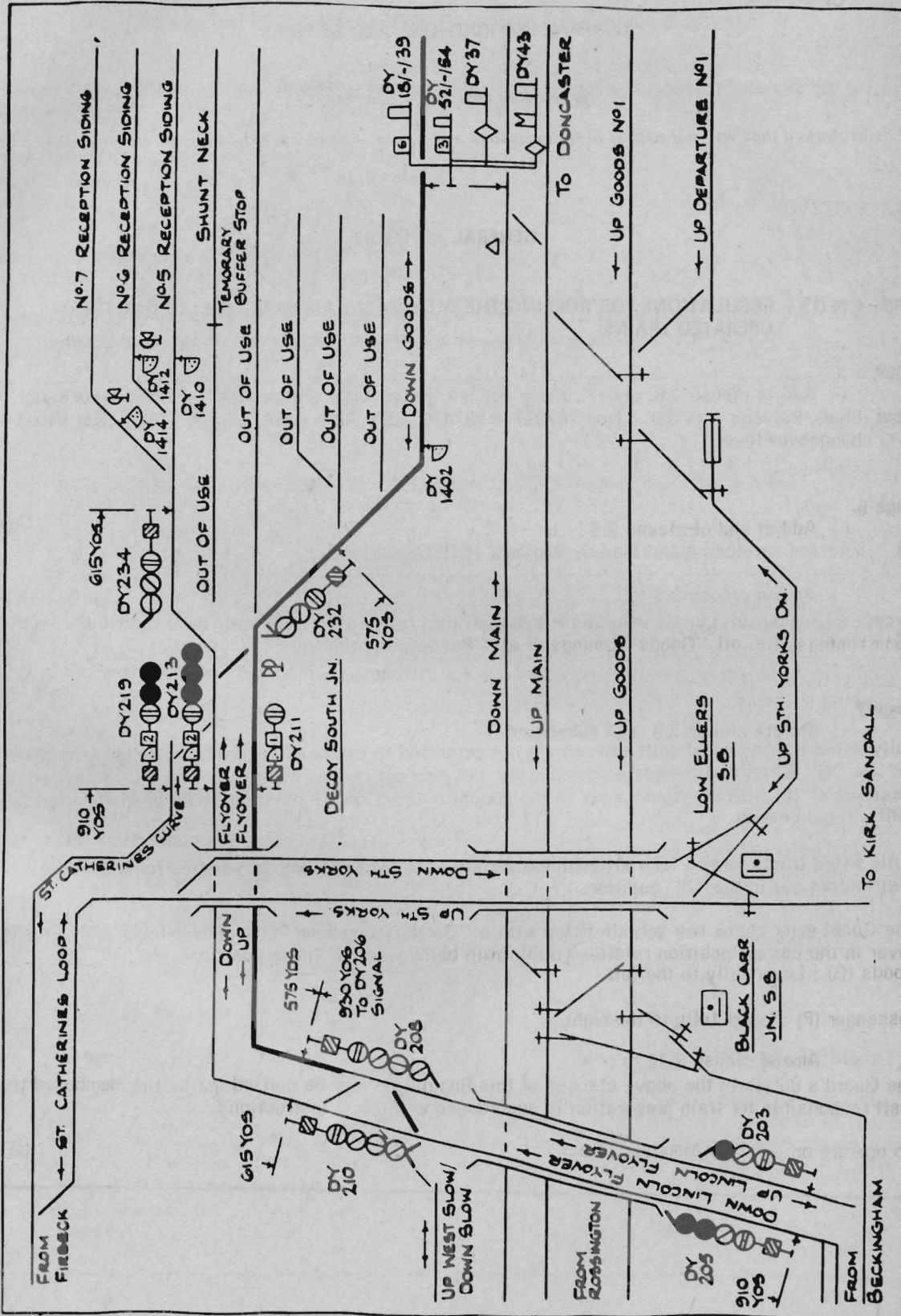
The off-set miniature yellow aspect on the Up Main Home Signal plated E.3 has been replaced by an off-set subsidiary signal with no alterations to application.
(22)

HULL CENTRAL GOODS

Wall side and the two adjacent sidings have been clamped out of use pending removal.

The former Dock Sidings adjacent to the East side of Kingston Street Warehouse has also been clamped out of use together with the crossover from the Siding to the main group of Sidings.
(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





NS

EASTERN REGION

22

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

SATURDAY 28 MAY

TO

FRIDAY 3 JUNE 1977

INCLUSIVE

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

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 29 MAY : PRINCE OF WALES

The slip connection from the Up Main to the Down Sidings together with the Shunt Spur and the Main to Main crossover will be abolished. A new trailing connection from the Down Main to Down Sidings and trailing Main to Main crossover will be brought into use together with new trap points in the Down Sidings located at the former connection Down Sidings to Shunt Spur.

The Disc signal applying Down Sidings to Up Main or Colliery and associated telephone will be repositioned 34 yards further from the signal box with no change to its application. (25)

SUNDAY 29 MAY – ARMLEY MOOR

The Up Main Colour Light Signal controlled from Leeds signal box and plated L.1602 will be repositioned 167 yards on the approach side of its existing position. (25)

WEDNESDAY 1 JUNE : BRIDLINGTON QUAY

The Warehouse Road points have been abandoned. The Coal Yard trap points and the Ground Signals will be connected to the Signal box and the Ground Frame recovered. (25)

DETAILS OF WORK ALREADY CARRIED OUT

BUCKTON LANE LEVEL CROSSING (BETWEEN BRIDLINGTON QUAY AND HUNMANBY)

The Gate Board has been abolished. (23)

**
* DOWN DECOY AND LINCOLN FLYOVER

New track has been brought into use, continuing from the Up Lincoln Flyover line to join into a portion of the former Down Goods line at Down Decoy. The new line is signalled in both directions.

New facing crossover has been provided between the Down and Up Flyover lines, at Decoy South Junction (south end of Down Decoy yard), and to the west of the Flyover bridge.

New colour light signals have been provided, with full track circuiting, controlled from Decoy No.1 signal box.

The new lines are shown in heavy type on the sketch provided in this notice.

The following new signals have been commissioned:-

Number	Application	Indication	Aspect
DY.208	Up Flyover to Up Lincoln	—	Main
	Up Flyover to Up Loversall Curve	Position 4	Main
DY.211	Up Flyover to Down Goods	G	Sub
DY.232	Down Goods to Up Flyover	—	Main
	Down Goods to Down Flyover	Position 4	Main
	Down Goods to St. Catherines Curve	Position 5	Main
DY.1402	Along Down Goods to Signal 232	—	Ground Signal

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** DOWN DECOY AND LINCOLN FLYOVER – continued

The following existing signals will have additional routes as follows:–

Number	Application	Indication	Aspect
DY.203	Up Lincoln to Up Flyover	–	Main
DY.205	Down Lincoln to Up Flyover	Position 4	Main
DY.213	Down Flyover to Down Goods	G	Sub
DY.219	St. Catherines Curve to Down Goods	G	Sub

(22)

YORK YARD SOUTH

No.19 Signal has been temporarily replaced by a ground mounted signal, without route indicator or subsidiary signal.

Drivers will be stopped at the next signal in rear and advised which route their train is to travel.
(New item) (25)

HENSALL

The Down Sidings and associated Slip connection including trailing Main to Main crossover has been secured out of use pending removal.

The associated disc signals have been abolished.
(New Item) (25)

BARLBY (B.O.C.M.) SIDINGS

The Shunting Signals from Olympia Sidings applying over the level crossing have been abolished.
(24)

CASTLEFORD GOODS YARD

The connections into Didlock Siding, No.3 Siding and Warehouse Siding have been secured out of use pending abandonment of these sidings.
(23)

** ELLAND

The Down Elland Goods Loop and associated signals have been abolished. The connections Down Main to Down Elland Goods Loop and Down Elland Goods Loop to Down Main have been secured in the normal position pending removal.

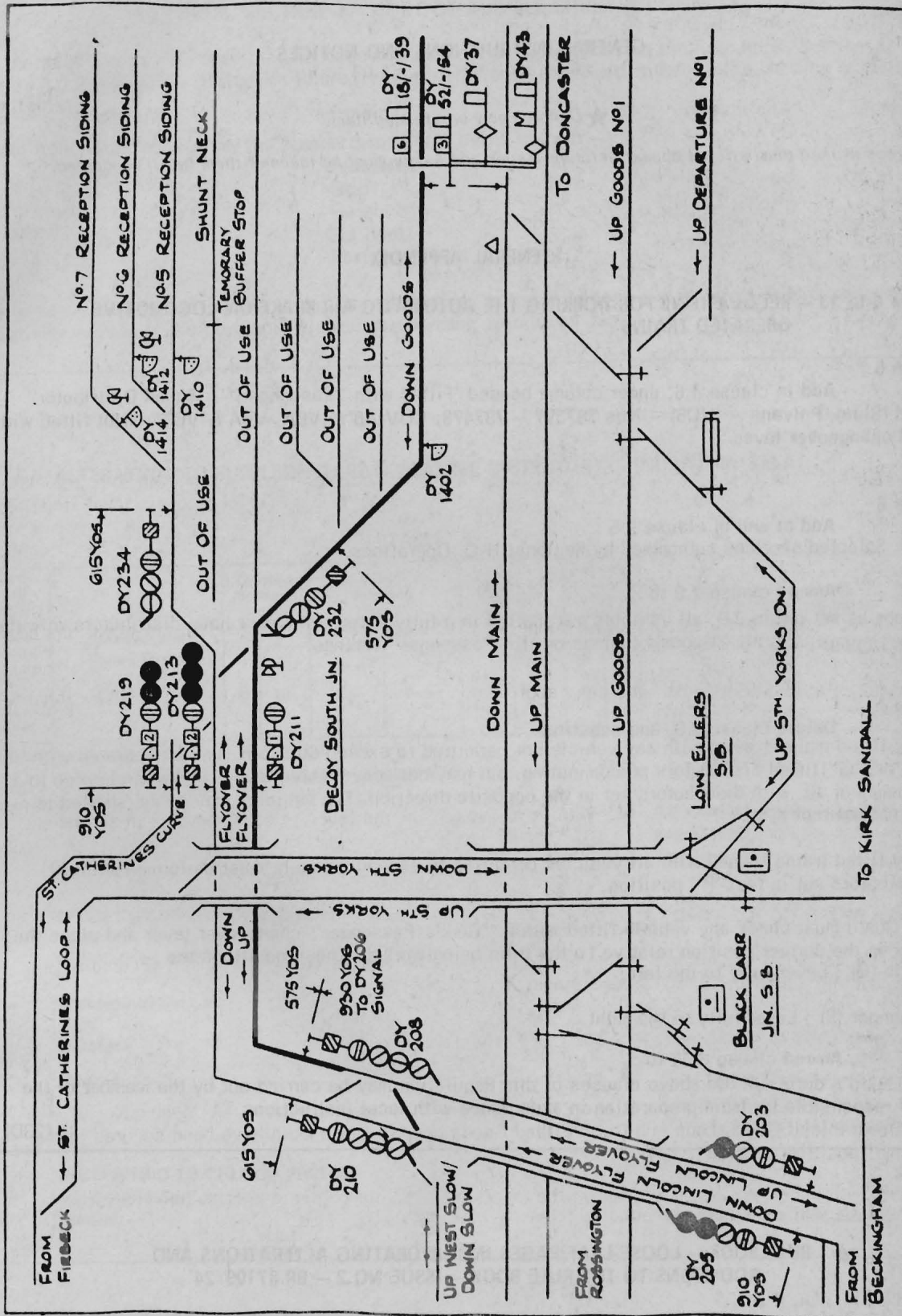
The off-set miniature yellow aspect on the Up Main Home Signal plated E.3 has been replaced by an off-set subsidiary signal with no alterations to application.
(22)

** HULL CENTRAL GOODS

Wall side and the two adjacent sidings have been clamped out of use pending removal.

The former Dock Sidings adjacent to the East side of Kingston Street Warehouse has also been clamped out of use together with the crossover from the Siding to the main group of Sidings.
(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



HAVE NO TRUCK WITH DELAY

NS 23/24
4-17.677**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 4 JUNE : ROYSTON DRIFT MINE**

The notice board worded "STOP TELEPHONE AND EXAMINE POINTS" located on the Drift Mine single line 100 yards before reaching the hand-worked connection leading to the Empty/Arrival/Departure lines with associated telephone communicating with the N.C.B. Control Office will be abolished and replaced on the same site by a new Special Arrival signal with associated telephone communicating with N.C.B. Staff and will be capable of displaying Red/Green miniature lights.

A new notice board worded "EXAMINE POINTS" will be provided 10 yards before reaching the connection leading into the Empty/Arrival/Departure lines.

A notice board worded "AWAIT INSTRUCTIONS" located at the exit from the Empty/Arrival line towards the direction of the loading line will be abolished.

A special Departure signal capable of displaying Red/Green miniature lights together with a notice board below worded "OPERATE SWITCH TO OBTAIN GREEN LIGHT BEFORE PROCEEDING" will be provided at the exit from the Loading Line on the left hand side of the line. This light unit will be provided with a two-position switch and one operated to obtain a Green light will place the Special Arrival signal at Red. (27)

SUNDAY 5 JUNE : DONCASTER DECOY NO.1

All connections from the Departure line (West) to the Wagon Shop Sidings, Engine line, and No.3 Down Reception North will be temporarily taken out of use pending the installation of a new alignment from the Departure line (West) to these Sidings. (27)

*** * FROM SUNDAY 5 TO SUNDAY 12 JUNE : CUTSYKE AND PONTEFRACT WEST JUNCTION**

The Main to Main crossover at 56¾m.p. will be temporarily removed due to engineering work.

THURSDAY 9 JUNE : MYTHOLMROYD WEST ✓

The Up Main to Up Slow connection will be secured out of use pending removal and associated signal abolished.

The Up Slow line between Mytholmroyd West and Hebden Bridge will be taken out of use. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 12 JUNE : DONCASTER DECOY NO.1**

No.1 Down Reception North and No.2 Down Reception North will be taken out of use. All connections from the Down Goods and Through Road to all the North Reception lines, Engine Line and Wagon Shop Sidings will be abolished.

The new alignment from the Departure line (West) to No.3 Down Reception North, Engine Line and Wagon Shop Sidings will be brought into use.

No.2 Engine Spur together with the associated disc signal will be abolished. (27)

SUNDAY 12 JUNE : BETWEEN MILNER ROYD JUNCTION AND HEBDEN BRIDGE

A.W.S. will be brought into use as follows :-

Up Line

Milner Royd Junction Up Main Distant to Hebden Bridge Up Fast Distant.

Down Line

Mytholmroyd Down Fast and Down Slow Distant to Milner Royd Junction Down Main Inner Distant.

All Inductors will be 200 yards on approach side of Distant Signal. (27)

DETAILS OF WORK ALREADY CARRIED OUT**** CASTLEFORD GOODS YARD**

The connections into Didlock Siding, No.3 Siding and Warehouse Siding have been secured out of use pending abandonment of these sidings. (23)

HENSALL

The Down Sidings and associated Slip connection including trailing Main to Main crossover has been secured out of use pending removal.

The associated disc signals have been abolished. (25)

PRINCE OF WALES

The slip connection from the Up Main to the Down Sidings together with the Shunt Spur and the Main to Main crossover has been abolished. A new trailing connection from the Down Main to Down Sidings and trailing Main to Main crossover has been brought into use together with new trap points in the Down Sidings located at the former connection Down Sidings to Shunt Spur.

The Disc signal applying Down Sidings to Up Main or Colliery and associated telephone has been repositioned 34 yards further from the signal box with no change to its application. (25)

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

The Up Main Colour Light Signal controlled from Leeds signal box and plated L.1602 has been repositioned 167 yards on the approach side of its existing position. (25)

**** BARLBY (B.O.C.M.) SIDINGS**

The Shunting Signals from Olympia Sidings applying over the level crossing have been abolished. (24)

BRIDLINGTON QUAY

The Warehouse Road points have been abandoned. The Coal Yard trap points and the Ground Signals have been connected to the Signal box and the Ground Frame recovered. (25)

**** BUCKTON LANE LEVEL CROSSING (BETWEEN BRIDLINGTON QUAY AND HUNMANBY)**

The Gate Board has been abolished. (23)

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

★ MIRFIELD STATION - DEMOLITION OF STATION ROOF

Down and Up Platforms. Drivers of all stopping trains must stop at the marker boards. (27)
Commencing Sunday 12 June.

NEVILLE HILL EAST JN.

The Carriage Depot lines at the East End of Neville Hill Sidings leading to the Train Servicing Shed, (25)
have been removed until further notice.**
* HULL PARAGON TO WEST PARADE

The Down Stock Siding has been shortened by 60 feet. (24)

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration
Doncaster M.P.D. (Shed Roads 1 to 6 Between Trains)	Trackwork between 154m. 62chs. and 154m. 76chs. On track machines in use	09 00 to 16 00 Wednesday 15 and Thursday 16 June.

Access to M.P.D. by local arrangement.

MO.45NS
YorkG.R.H. ORBELL
Chief Operating Manager

27 MAY, 1977

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. :-"

HAVE NO TRUCK WITH DELAY

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 19 JUNE : DECOY NO.1

The facing crossover between the Down Goods and the Down Departure lines with associated double slip will be secured out of use.

The routes from the Down Goods to the Down Departure and the Down Main to the Down Departure will be abolished. (28)

DETAILS OF WORK ALREADY CARRIED OUT

HULL NEW YARD

The siding on the Up Side at the West end of the Yard, previously used for the delivery of coal for Departmental use has been secured out of use pending removal. (New Item) (28)

ROYSTON DRIFT MINE

The notice board worded "STOP TELEPHONE AND EXAMINE POINTS" located on the Drift Mine single line 100 yards before reaching the hand-worked connection leading to the Empty/Arrival/Departure lines with associated telephone communicating with the N.C.B. Control Office has been abolished and replaced on the same site by a new Special Arrival signal with associated telephone communicating with N.C.B. Staff and is capable of displaying Red/Green miniature lights.

A new notice board worded "EXAMINE POINTS" has been provided 10 yards before reaching the connection leading into the Empty/Arrival/Departure lines.

A notice board worded "AWAIT INSTRUCTIONS" located at the exit from the Empty/Arrival line towards the direction of the loading line has been abolished.

A special Departure signal capable of displaying Red/Green miniature lights together with a notice board below worded "OPERATE SWITCH TO OBTAIN GREEN LIGHT BEFORE PROCEEDING" has been provided at the exit from the Loading Line on the left hand side of the line. This light unit has been provided with a two-position switch and one operated to obtain a Green light will place the Special Arrival signal at Red. (27)

DONCASTER DECOY NO.1

All connections from the Departure line (West) to the Wagon Shop Sidings, Engine line, and No.3 Down Reception North have been temporarily taken out of use pending the installation of a new alignment from the Departure line (West) to these Sidings. (27)

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

The Up Main to Up Slow connection has been secured out of use pending removal and associated signal abolished.

The Up Slow line between Mytholmroyd West and Hebden Bridge has been taken out of use. (27)

DONCASTER DECOY NO.1

No.1 Down Reception North and No.2 Down Reception North has been taken out of use. All connections from the Down Goods and Through Road to all the North Reception lines, Engine Line and Wagon Shop Sidings have been abolished.

The new alignment from the Departure line (West) to No.3 Down Reception North, Engine Line and Wagon Shop Sidings has been brought into use.

No.2 Engine Spur together with the associated disc signal have been abolished. (27)

BETWEEN MILNER ROYD JUNCTION AND HEBDEN BRIDGE

A.W.S. has been brought into use as follows:-

Up Line

Milner Royd Junction Up Main Distant to Hebden Bridge Up Fast Distant.

Down Line

Mytholmroyd Down Fast and Down Slow Distant to Milner Royd Junction Down Main Inner Distant.

All Inductors are 200 yards on approach side of Distant Signal. (27)

*** * HENSALL**

The Down Sidings and associated Slip connection including trailing Main to Main crossover has been secured out of use pending removal.

The associated disc signals have been abolished. (25)

*** * PRINCE OF WALES**

The slip connection from the Up Main to the Down Sidings together with the Shunt Spur and the Main to Main crossover has been abolished. A new facing connection from the Down Main to Down Sidings and trailing Main to Main crossover has been brought into use together with new trap points in the Down Sidings located at the former connection Down Sidings to Shunt Spur.

The Disc signal applying Down Sidings to Up Main or Colliery and associated telephone has been repositioned 34 yards further from the signal box with no change to its application. (Amended item) (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** ARMLEY MOOR**

The Up Main Colour Light Signal controlled from Leeds signal box and plated L.1602 has been repositioned 167 yards on the approach side of its existing position. - (25)

**** BRIDLINGTON QUAY**

The Warehouse Road points have been abandoned. The Coal Yard trap points and the Ground Signals have been connected to the Signal box and the Ground Frame recovered. (25)



NS

EASTERN REGION

26

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

SATURDAY 25 JUNE

TO

FRIDAY 1 JULY 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 26 JUNE : DONCASTER DECOY NO. 1**

The new alignment from the Departure Line West to No. 1 Down Reception North and No. 2 Down Reception North will be brought into use. The ground disc signal on the Departure Line West will additionally apply to these lines. (29)

DETAILS OF WORK ALREADY CARRIED OUT**HULL NEW YARD**

The siding on the Up Side at the West end of the Yard, previously used for the delivery of coal for Departmental use has been secured out of use pending removal. (28)

ROYSTON DRIFT MINE

The notice board worded "STOP TELEPHONE AND EXAMINE POINTS" located on the Drift Mine single line 100 yards before reaching the hand-worked connection leading to the Empty/Arrival/Departure lines with associated telephone communicating with the N.C.B. Control Office has been abolished and replaced on the same site by a new Special Arrival signal with associated telephone communicating with N.C.B. Staff and is capable of displaying Red/Green miniature lights.

A new notice board worded "EXAMINE POINTS" has been provided 10 yards before reaching the connection leading into the Empty/Arrival/Departure lines.

A notice board worded "AWAIT INSTRUCTIONS" located at the exit from the Empty/Arrival line towards the direction of the loading line has been abolished.

A special Departure signal capable of displaying Red/Green miniature lights together with a notice board below worded "OPERATE SWITCH TO OBTAIN GREEN LIGHT BEFORE PROCEEDING" has been provided at the exit from the Loading Line on the left hand side of the line. This light unit has been provided with a two-position switch and one operated to obtain a Green light will place the Special Arrival signal at Red. (27)

DONCASTER DECOY NO.1

All connections from the Departure line (West) to the Wagon Shop Sidings, Engine line, and No.3 Down Reception North have been temporarily taken out of use pending the installation of a new alignment from the Departure line (West) to these Sidings. (27)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

MIRFIELD STATION - DEMOLITION OF STATION ROOF

Down and Up Platforms. Drivers of all stopping trains must stop at the marker boards. (27)

NEVILLE HILL EAST JN.

The Carriage Depot lines at the East End of Neville Hill Sidings leading to the Train Servicing Shed, have been removed until further notice. (25)

★ FERRYBRIDGE AND PONTEFRACT BAGHILL SOUTH

Commencing Sunday 19 June the Catchpoints in the Up Main situated at 3m. 31chs. and 3m. 74chs. will be removed. (28)

★ ENERGISATION OF OVERHEAD LINE TRACTION EQUIPMENT

YORK WORKS. 25KV. TEST ROADS

OVERHEAD LINE TRACTION EQUIPMENT erected over Nos. 11 and 12 sidings within the Regional Wagon Repair Shops site at York B.R.E.L. works will be energised at 25,000 volts from midnight Tuesday 7 Jun 1977 and must be regarded as being "ALIVE" at all times. (32D)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

10 JUNE, 1977

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

"NILE SIG. NOTICE NS NO. :-



NS

EASTERN REGION

27

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

SATURDAY 2 JULY

TO

FRIDAY 8 JULY 1977

INCLUSIVE

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

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 3 JULY : DONCASTER DECOY NO.1 AND NO.2

The lines known as the Down Through Road and Up Through Road will be taken out of use pending removal

Decoy No.2

The points in the Down Transfer Line from the Down Through Road will be secured in the normal position for through running to the Down Transfer Line.

The slip points in the crossover from the Up Goods No.1 to the Up Main which give access to the Up Through Road will be secured for through running to the Up Main Line.

The route indicators for signals applying to these roads will be disconnected.

Decoy No.1

The crossover and slips from the Down Through Road (South End) to the Down Departure or Down Goods or Down Main or Down Through Road (North End) will be secured in the normal position for through running to the Down Departure Line only.

The Up Through Road and the Shunt Spur into which it connects will be taken out of use.

The crossover between the Down Through Road (South End) and Up Through Road (South End) and lead to the Departure Line West will be secured for through running on to the Down Through Road (South End) or Departure Line West only.

The crossover Down Main to Down Goods will be in the normal position for through running on the Down Main.

The signals from No.5, No.6 or No.7 Reception Lines will now only apply to the Departure Line West or the Down Departure.

The disc signal from the Shunt Spur will be abolished.

The disc signal from the Departure Line West will now only apply to No.5, 6 or 7 Reception Lines and the Sorting Sidings.

The Down Goods Home Signal will now only apply along the Down Goods.

The Down Main Home Signal to the Down Goods will be abolished.

The Miniature Arm Signal applying set back along the Down Goods or Down Through Road will be abolished.

The disc signal set back from the Down Main will be abolished.

NOTE : From this date Yard Transfer Movements between Up and Down Decoy Yards will be via Low Ellers and St.Catherines Junction or via Bessacarr Junction. (30)



NS

EASTERN REGION

28

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

SATURDAY 9 JULY

TO

FRIDAY 15 JULY 1977

INCLUSIVE

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

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 10 JULY—MOORTHORPE SOUTH

The Running lines will be renamed Frickley Colliery line and the former Up Reception line renamed C.C.E.'s Sidings.

The points formerly secured in the normal position running from the Frickley Colliery line to C.C.E.'s Siding will be brought back into use.

A new Shunting Signal with 2-way stencil type route indicator will be provided on the right-hand side of the C.C.E.'s Siding and will apply as follows:—

- G — Down Goods
- M — Down Main

The existing Shunting Signal with 2-way stencil type route indicator located on the left-hand side of the Frickley Colliery line will be repositioned on the right-hand side of the Frickley Colliery line the same distance from the Signal box and will apply as follows:—

- G — Down Goods
- M — Down Main

The existing 2-way stencil type route indicator located on the bracket carrying the Up Main and Up Goods signals will now apply as follows:—

- S — C.C.E.'s Sidings
- F — Frickley Colliery Line

A Diamond Sign will be provided on the bracket carrying the Down Main Home and Down Main to Down Goods with Moorthorpe Station Distant Signal below. (31)

SUNDAY 10 JULY—ARMLEY MOOR GROUND FRAME

The connection Down Main to Sidings and Main to Main Crossover and associated Ground Frame and Telephone will be repositioned approximately 400 yards West of their present position. (31)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER DECOY NO.1 AND NO.2

The lines known as the Down Through Road and Up Through Road have been taken out of use pending removal.

Decoy No.2

The points in the Down Transfer Line from the Down Through Road have been secured in the normal position for through running to the Down Transfer Line.

The slip points in the crossover from the Up Goods No.1 to the Up Main which give access to the Up Through Road have been secured for through running to the Up Main Line.

The route indicators for signals applying to these roads have been disconnected.



NS

EASTERN REGION

29

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

**SATURDAY 16 JULY
TO
FRIDAY 22 JULY 1977
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 16 JULY - WAKEFIELD KIRKGATE CARRIAGE SIDINGS

No.3 and 9 Sidings (formerly secured out of use) will be brought into use with access from the West End only.

No.9 Siding is limited to a standage of 1 SLU. (32)

SUNDAY 17 JULY - DONCASTER DECOY NO.1

The following connections will be brought into use:-

Facing Down Goods to Down Departure
Facing Down Departure to Departure Line West
Facing Down Departure to Down Goods
Facing Down Goods to Down Main

The Down Goods Home signal with 5-way stencil type route indicator will now additionally apply as follows:-

Route	Indication
Wagon Shop Sidings	W
Down Reception Roads 1 to 3	R
Down Departure	D
Along Down Goods	G (Existing)
Down Main	M

The signal located on the Down Through Road with 3-way stencil type route indicator will additionally apply as follows:-

Down Departure	D (Existing)
Down Goods	G
Down Main	M

The miniature arm signal located on the Down Departure Line applying to No.5, 6 and 7 Reception Roads and the Sorting Sidings or Shunt Neck will be abolished.

The disc signals from the Engine Line and Wagon Shop Siding to Departure Line West will now additionally apply to No.5, 6 and 7 Reception Roads and Sorting Sidings via the Down Through Road in front of the Signal box. A telephone communicating with Decoy No.1 signal box will be provided at these disc signals. (32)

SUNDAY 17 JULY - BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD

The Up Fast line will be redesignated the Up Main line.

Mytholmroyd

The trailing Mains to Mains crossover will be secured in the normal position pending removal and the associated signals abolished.

The Up Fast, Up Main Home together with the Down Main Starting signal will be abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 17 JULY – BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD – continued****Hebden Bridge**

The Shunt Spur will be abolished together with the Up Siding. 100 yards of the former Up Slow line will be retained as a siding with buffer stops provided at the East End.
The connection Up Slow to Up Siding will be secured out of use in the normal position pending removal.

The following signals will be abolished:—

- Shunting Up Slow to Up Siding
- Shunting Up Slow to Spur
- Shunting Up Siding to Spur or Up Main
- Up Fast Home with Distant below.

The Up Slow to Up Main Home with Distant below will now become the Up Main Home with P.N.305 Outer Distant below.

A new ground disc signal will be provided on the left hand side of the points leading from the Up Siding and will apply Shunting Up Siding to Up Main. (32)

MONDAY 18 JULY – STOURTON (BRITISH STEEL CORPORATION)

A new facing hand-worked connection will be provided 108 yards before reaching the B.S.C. level crossing, which will give access to D. & F. Steels Private Siding situated approximately 245 yards beyond the B.S.C. crossing.

A new, unmanned, level crossing will be installed on the approach side of D. & F. Steels works entrance equipped with a swivel type barrier which closes alternatively across road and rail. The normal position of the barriers is across the railway.

A security gate will be provided across the entrance to D. & F. Steels depot, which will be opened as required by the firm's staff.

Notice boards and associated plungers will be provided applicable to the new siding line as under:—

- (a) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 71 yards before reaching the B.S.C. level crossing (Wakefield Road signal box side).
- (b) "PROPELLED TRAINS LOCOMOTIVE STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" 120 yards before reaching D. & F. Steels level crossing.
- (c) "STOP WHISTLE BEFORE PROCEEDING" 27 yards before reaching D. & F. Steels level crossing on both sides of crossing.
- (d) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 27 yards before reaching the B.S.C. level crossing and to the exit side of D. & F. Steels depot.

The sidings complex which serves both B.S.C. and D. & F. Steels will be referred to as the "Stourton Trading Estate" in future publications. (32)

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EASTERN REGION

30

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

**SATURDAY 23 JULY
TO
FRIDAY 29 JULY 1977
INCLUSIVE**

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

**TEMPORARY SPEED RESTRICTIONS –
WARNING ARRANGEMENTS**

1. On and from 6 August, 1977, all Warning Boards for new temporary speed restrictions will be positioned at service braking distance on the approach side of the Speed Indicator (or at such increased distance as may be necessary for sighting purposes), instead of at the fixed distances now laid down in the Rule Book, Section T, clause 22.3.
2. On and from 10 September, 1977, a system of providing A.W.S. warning indications in driving cabs for Warning Boards will gradually be introduced on lines equipped with B.R.A.W.S.

(32)

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 27 JULY – SKELLOW JN.**

The 2-way route indication displaying "N" and "S" associated with Ground Position Light signal 116 will be abolished. (33)

THURSDAY 28 JULY – YORK TO SCARBOROUGH LINE

The gate target boards at Low Scampston, High Scampston and East Heslerton Level Crossings will be abolished. (33)

DETAILS OF WORK ALREADY CARRIED OUT****DONCASTER DECOY NO.1 AND NO.2**

The lines known as the Down Through Road and Up Through Road have been taken out of use pending removal.

Decoy No.2

The points in the Down Transfer Line from the Down Through Road have been secured in the normal position for through running to the Down Transfer Line.

The slip points in the crossover from the Up Goods No.1 to the Up Main which give access to the Up Through Road have been secured for through running to the Up Main Line.

The route indicators for signals applying to these roads have been disconnected.

Decoy No.1

The crossover and slips from the Down Through Road (South End) to the Down Departure or Down Goods or Down Main or Down Through Road (North End) have been secured in the normal position for through running to the Down Departure Line only.

The Up Through Road and the Shunt Spur into which it connects have been taken out of use.

The crossover between the Down Through Road (South End) and Up Through Road (South End) and lead to the Departure Line West has been secured for through running onto the Down Through Road (South End) or Departure Line West only.

The crossover Down Main to Down Goods has been secured in the normal position for through running on the Down Main.

The signals from No.5, No.6 or No.7 Reception Lines now only apply to the Departure Line West or the Down Departure.

The disc signal from the Shunt Spur has been abolished.

The disc signal from the Departure Line West now only applies to No.5, 6 or 7 Reception Lines and the Sorting Sidings.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER DECOY NO.1 AND NO.2 – continued****Decoy No.1 – continued**

The Down Goods Home Signal now only applies along the Down Goods.

The Down Main Home Signal to the Down Goods has been abolished.

The Miniature Arm Signal applying set back along the Down Goods or Down Through Road has been abolished.

The disc signal set back from the Down Main has been abolished.

NOTE : Yard Transfer Movements between Up and Down Decoy Yards are now via Low Eilers and St. Catherines Junction or via Bessacarr Junction. (30)

DONCASTER DECOY NO.1

The following connections have been brought into use:-

Facing Down Goods to Down Departure
Facing Down Departure to Departure Line West
Facing Down Departure to Down Goods
Facing Down Goods to Down Main

The Down Goods Home signal with 5-way stencil type route indicator now additionally applies as follows:-

Route	Indication
Wagon Shop Sidings	W
Down Reception Roads 1 to 3	R
Down Departure	D
Along Down Goods	G (Existing)
Down Main	M

The signal located on the Down Through Road with 3-way stencil type route indicator additionally applies as follows:-

Down Departure	D (Existing)
Down Goods	G
Down Main	M

The miniature arm signal located on the Down Departure Line applying to No.5, 6 and 7 Reception Roads and the Sorting Sidings or Shunt Neck has been abolished.

The disc signals from the Engine Line and Wagon Shop Siding to Departure Line West now additionally applies to No.5, 6 and 7 Reception Roads and Sorting Sidings via the Down Through Road in front of the Signal box. A telephone communicating with Decoy No.1 signal box has been provided at these disc signals. (32)

**** SKELLOW JUNCTION**

All connections leading from Up Main to Up Sidings/Bullcroft Colliery Sidings have been secured out of use in the normal position pending removal of the points and of the Sidings.

All associated signalling abolished. (30)

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

The Up Fast line has been redesignated the Up Main line.

Mytholmroyd

The trailing Mains to Mains crossover has been secured in the normal position pending removal and the associated signals abolished.

The Up Fast Starting, Up Main Home together with the Down Main Starting signal has been abolished.

Hebden Bridge

The Shunt Spur has been abolished together with the Up Siding. 100 yards of the former Up Slow line has been retained as a siding with buffer stops provided at the East End.

The connection Up Slow to Up Siding has been secured out of use in the normal position pending removal.

The following signals have been abolished:-

Shunting Up Slow to Up Siding
 Shunting Up Slow to Spur
 Shunting Up Siding to Spur or Up Main
 Up Fast Home with Distant below.

The Up Slow to Up Main Home with Distant below is now the Up Main Home with P.N. 305 Outer Distant below.

A new ground disc signal has been provided on the left hand side of the points leading from the Up Siding and applies Shunting Up Siding to Up Main. **(Amended item)(32)**

STOURTON (BRITISH STEEL CORPORATION)

A new facing hand-worked connection has been provided 108 yards before reaching the B.S.C. level crossing, which gives access to D. & F. Steels Private Siding situated approximately 245 yards beyond the B.S.C. crossing.

A new, unmanned, level crossing has been installed on the approach side of D. & F. Steels works entrance equipped with a swivel type barrier which closes alternatively across road and rail. The normal position of the barriers is across the railway.

A security gate has been provided across the entrance to D. & F. Steels depot, which will be opened as required by the firm's staff.

Notice boards and associated plungers have been provided applicable to the new siding line as under:-

- (a) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 71 yards before reaching the B.S.C. level crossing (Wakefield Road signal box side).
- (b) "PROPELLED TRAINS LOCOMOTIVE STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" 120 yards before reaching D. & F. Steels level crossing.
- (c) "STOP WHISTLE BEFORE PROCEEDING" 27 yards before reaching D. & F. Steels level crossing on both sides of crossing.
- (d) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 27 yards before reaching the B.S.C. level crossing and to the exit side of D. & F. Steels depot.

The sidings complex which serves both B.S.C. and D. & F. Steels is referred to as the "Stourton Trading Estate" in future publications. **(32)**

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

No.3 and 9 Sidings (formerly secured out of use) have been brought into use with access from the West End only.

No.9 Siding is limited to a standage of 1 SLU. (32)

MOORTHORPE SOUTH

The "Running line" has been renamed Frickley Colliery line and the former Up Reception line renamed C.C.E.'s Sidings.

The points formerly secured in the normal position running from the Frickley Colliery line to C.C.E.'s Siding have been brought back into use.

A new Shunting Signal with 2-way stencil type route indicator has been provided on the right-hand side of the C.C.E.'s Siding and applies as follows :-

G – Down Goods
M – Down Main

The existing Shunting Signal with 2-way stencil type route indicator located on the left-hand side of the Frickley Colliery line has been repositioned on the right-hand side of the Frickley Colliery line the same distance from the Signal box and applies as follows :-

G – Down Goods
M – Down Main

The existing 2-way stencil type route indicator located on the bracket carrying the Up Main and Up Goods signals now applies as follows :-

S – C.C.E.'s Sidings
F – Frickley Colliery Line

A Diamond Sign has been provided on the bracket carrying the Down Main Home and Down Main to Down Goods with Moorthorpe Station Distant Signal below. (31)

ARMLEY MOOR GROUND FRAME

The connection Down Main to Sidings and Main to Main Crossover and associated Ground Frame and Telephone has been repositioned approximately 400 yards West of their present position. (31)

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

The Up Fast line has been redesignated the Up Main line.

Mytholmroyd

The trailing Mains to Mains crossover has been secured in the normal position pending removal and the associated signals abolished.

The Up Fast Starting, Up Main Home together with the Down Main Starting signal has been abolished.

Hebden Bridge

The Shunt Spur has been abolished together with the Up Siding. 100 yards of the former Up Slow line has been retained as a siding with buffer stops provided at the East End.

The connection Up Slow to Up Siding has been secured out of use in the normal position pending removal.

The following signals have been abolished:-

- Shunting Up Slow to Up Siding
- Shunting Up Slow to Spur
- Shunting Up Siding to Spur or Up Main
- Up Fast Home with Distant below.

The Up Slow to Up Main Home with Distant below is now the Up Main Home with P.N. 305 Outer Distant below.

A new ground disc signal has been provided on the left hand side of the points leading from the Up Siding and applies Shunting Up Siding to Up Main. (Amended item)(32)

STOURTON (BRITISH STEEL CORPORATION)

A new facing hand-worked connection has been provided 108 yards before reaching the B.S.C. level crossing, which gives access to D. & F. Steels Private Siding situated approximately 245 yards beyond the B.S.C. crossing.

A new, unmanned, level crossing has been installed on the approach side of D. & F. Steels works entrance equipped with a swivel type barrier which closes alternatively across road and rail. The normal position of the barriers is across the railway.

A security gate has been provided across the entrance to D. & F. Steels depot, which will be opened as required by the firm's staff.

Notice boards and associated plungers have been provided applicable to the new siding line as under:-

- (a) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 71 yards before reaching the B.S.C. level crossing (Wakefield Road signal box side).
- (b) "PROPELLED TRAINS LOCOMOTIVE STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" 120 yards before reaching D. & F. Steels level crossing.
- (c) "STOP WHISTLE BEFORE PROCEEDING" 27 yards before reaching D. & F. Steels level crossing on both sides of crossing.
- (d) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 27 yards before reaching the B.S.C. level crossing and to the exit side of D. & F. Steels depot.

The sidings complex which serves both B.S.C. and D. & F. Steels is referred to as the "Stourton Trading Estate" in future publications. (32)

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

No.3 and 9 Sidings (formerly secured out of use) have been brought into use with access from the West End only.

No.9 Siding is limited to a standage of 1 SLU. (32)

MOORTHORPE SOUTH

The "Running line" has been renamed Frickley Colliery line and the former Up Reception line renamed C.C.E.'s Sidings.

The points formerly secured in the normal position running from the Frickley Colliery line to C.C.E.'s Siding have been brought back into use.

A new Shunting Signal with 2-way stencil type route indicator has been provided on the right-hand side of the C.C.E.'s Siding and applies as follows :-

G – Down Goods
M – Down Main

The existing Shunting Signal with 2-way stencil type route indicator located on the left-hand side of the Frickley Colliery line has been repositioned on the right-hand side of the Frickley Colliery line the same distance from the Signal box and applies as follows :-

G – Down Goods
M – Down Main

The existing 2-way stencil type route indicator located on the bracket carrying the Up Main and Up Goods signals now applies as follows :-

S – C.C.E.'s Sidings
F – Frickley Colliery Line

A Diamond Sign has been provided on the bracket carrying the Down Main Home and Down Main to Down Goods with Moorthorpe Station Distant Signal below. (31)

ARMLEY MOOR GROUND FRAME

The connection Down Main to Sidings and Main to Main Crossover and associated Ground Frame and Telephone has been repositioned approximately 400 yards West of their present position. (31)

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.

**RULE BOOK – LOOSE-LEAF PAGES INCORPORATING ALTERATIONS AND ADDITIONS –
ISSUE NUMBER 3 – BR87109/25**

Issue No.3 of loose-leaf pages to the Rule Book comprising the Re-issue of Section T, Part V, which will operate on and from Saturday 6 August, 1977, are now being distributed to all concerned.

Any member of the staff who has been issued with a Rule Book must advise his Supervisor if he has not received Issue No.3. (32D)

**SUPPLEMENT NO.3 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S
GENERAL INSTRUCTIONS – BR29960/24**

The above supplement is in course of distribution and will operate on and from **Saturday 6 August**.

Any member of the staff who is in possession of booklet BR29960 and who has not received Supplement No 3, must promptly advise his Supervisor. (32D)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)**TABLE W – SET BACK SIGNALS – THE RULE BOOK, SECTION J. 4.1.**

Signal Box	Movement	See Special instruction on page
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Page 227		
Add:-		
Wakefield Road	Down Main to Stourton Trading Estate	307
		(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Page 307 (Page 105/106 Supp. Optg. Insts.)

STOURTON

B.S.C. SIDING

Delete heading and instructions and substitute:-

STOURTON TRADING ESTATE

1. Trains entering the Trading Estate must not exceed 16 S.L.U. and must be propelled.
 2. A train must not be allowed to set back towards the Sidings until the Guard has set the hand points towards the Trading Estate and then advised the Signaller by means of the telephone at the exit from the Freight Lines Terminal.
 3. **British Steel Corporation "Open" level crossing.** No attendance is provided and road traffic is controlled by flashing signals, which must be operated by the Guard using the plungers located in the locked cabinets adjacent to the "STOP/WHISTLE" boards.
 4. The Key to these cabinets is kept in Wakefield Road signal box and must be collected by the Guard from the Signaller and returned to him after use. A lamp unit is provided at the crossing, focussed to shine a white light along the railway in each direction and when lit indicates the road lights are alight and flashing.
 5. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must, after obtaining a white light indication, give an audible signal to the Driver by means of the bell push provided at the "STOP/WHISTLE" boards.
 6. When the audible signal is received, to pass the stop board, the Driver must sound the locomotive horn and commence propelling at a speed not in excess of 5 m.p.h.
 7. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the STOP button located adjacent to the "STOP/WHISTLE" boards.
 8. If, after operating the plunger, to activate the road traffic lights, there is no light in the lamp unit, a condition of failure will exist and the Guard must not authorise the Driver to proceed over the crossing until he is satisfied that it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported by the Guard immediately, to the Signaller at Wakefield Road signal box.
 9. **D and F Steels level crossing.** The normal position of the swivel barrier is across the railway. It must be placed across the roadway by the Leading Railman before any movement is authorised to proceed over the crossing.
 10. The Guard must obtain permission from Steel's staff for the movement to enter Steel's sidings and ascertain into which siding the loaded wagons are to be placed.
 11. The swivel barrier must be replaced to the normal position by the Leading Railman when a movement is complete and the level crossing is again clear.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

HALIFAX STATION

Drivers of stopping trains must be prepared to stop as instructed by the warning boards positioned on Platforms 1 and 2. (32)

**** TEMPORARY SPEED RESTRICTIONS
WARNING ARRANGEMENTS**

In connection with the revised positioning of warning boards for temporary speed restrictions and the ultimate provision of A.W.S. magnets at those warning boards located on A.W.S. fitted Lines, a descriptive pamphlet (BR.30597/1) is being issued to all Trainmen. Any Driver, Driver's Assistant or Guard who has not received a copy of this pamphlet should obtain a copy from his local Supervisor. (30)

"SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate." (32D)

ENERGISATION OF OVERHEAD LINE TRACTION EQUIPMENT

YORK WORKS. 25KV. TEST ROADS

OVERHEAD LINE TRACTION EQUIPMENT erected over Nos.11 and 12 sidings within the Regional Wagon Repair Shops site at York B.R.E.L. works have been energised at 25,000 volts and must be regarded as being "ALIVE" at all times. (32D)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

15 JULY, 1977

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

"NILE SIG. NOTICE NS NO. :-



NS

EASTERN REGION

31

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

SATURDAY 30 JULY

TO

FRIDAY 5 AUGUST 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 31 JULY : HAMMERTON STREET (BRADFORD)**

The Up Arrival Spur will be repositioned approximately 4 yards further from the Up Main line and will be extended by 80 yards. (34)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER DECOY NO.1**

The following connections have been brought into use:-
 Facing Down Goods to Down Departure
 Facing Down Departure to Departure Line West
 Facing Down Departure to Down Goods
 Facing Down Goods to Down Main

The Down Goods Home signal with 5-way stencil type route indicator now additionally applies as follows:-

Route	Indication
Wagon Shop Sidings	W
Down Reception Roads 1 to 3	R
Down Departure	D
Along Down Goods	G (Existing)
Down Main	M

The signal located on the Down Through Road with 3-way stencil type route indicator additionally applies as follows:-

Down Departure	D (Existing)
Down Goods	G
Down Main	M

The miniature arm signal located on the Down Departure Line applying to No.5, 6 and 7 Reception Roads and the Sorting Sidings or Shunt Neck has been abolished.

The disc signals from the Engine Line and Wagon Shop Siding to Departure Line West now additionally applies to No.5, 6 and 7 Reception Roads and Sorting Sidings via the Down Through Road in front of the Signal box. A telephone communicating with Decoy No.1 signal box has been provided at these disc signals. (32)

YORK TO SCARBOROUGH LINE

The gate target boards at Low Scampston, High Scampston and East Heselton Level Crossings have been abolished. (33)

SKELLOW JN.

The 2-way route indication displaying "N" and "S" associated with Ground Position Light signal 116 has been abolished. (33)

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

The Up Fast line has been redesignated the Up Main line.

Mytholmroyd

The trailing Mains to Mains crossover has been secured in the normal position pending removal and the associated signals abolished.

The Up Fast Starting, Up Main Home together with the Down Main Starting signal has been abolished.

Hebden Bridge

The Shunt Spur has been abolished together with the Up Siding. 100 yards of the former Up Slow line has been retained as a siding with buffer stops provided at the East End.

The connection Up Slow to Up Siding has been secured out of use in the normal position pending removal.

The following signals have been abolished:-

Shunting Up Slow to Up Siding
Shunting Up Slow to Spur
Shunting Up Siding to Spur or Up Main
Up Fast Home with Distant below.

The Up Slow to Up Main Home with Distant below is now the Up Main Home with P.N. 305 Outer Distant below.

A new ground disc signal has been provided on the left hand side of the points leading from the Up Siding and applies Shunting Up Siding to Up Main. (32)

STOURTON (BRITISH STEEL CORPORATION)

A new facing hand-worked connection has been provided 108 yards before reaching the B.S.C. level crossing, which gives access to D. & F. Steels Private Siding situated approximately 245 yards beyond the B.S.C. crossing.

A new, unmanned, level crossing has been installed on the approach side of D. & F. Steels works entrance equipped with a swivel type barrier which closes alternatively across road and rail. The normal position of the barriers is across the railway.

A security gate has been provided across the entrance to D. & F. Steels depot, which will be opened as required by the firm's staff.

Notice boards and associated plungers have been provided applicable to the new siding line as under:-

- (a) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 71 yards before reaching the B.S.C. level crossing (Wakefield Road signal box side).
- (b) "PROPELLED TRAINS LOCOMOTIVE STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" 120 yards before reaching D. & F. Steels level crossing.
- (c) "STOP WHISTLE BEFORE PROCEEDING" 27 yards before reaching D. & F. Steels level crossing on both sides of crossing.
- (d) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 27 yards before reaching the B.S.C. level crossing and to the exit side of D. & F. Steels depot.

The sidings complex which serves both B.S.C. and D. & F. Steels is referred to as the "Stourton Trading Estate" in future publications. (32)

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

No.3 and 9 Sidings (formerly secured out of use) have been brought into use with access from the West End only.

No.9 Siding is limited to a standage of 1 SLU. (32)

**** MOORTHORPE SOUTH**

The "Running line" has been renamed Frickley Colliery line and the former Up Reception line renamed C.C.E.'s Sidings.

The points formerly secured in the normal position running from the Frickley Colliery line to C.C.E.'s Siding have been brought back into use.

A new Shunting Signal with 2-way stencil type route indicator has been provided on the right-hand side of the C.C.E.'s Siding and applies as follows :-

G – Down Goods
M – Down Main

The existing Shunting Signal with 2-way stencil type route indicator located on the left-hand side of the Frickley Colliery line has been repositioned on the right-hand side of the Frickley Colliery line the same distance from the Signal box and applies as follows :-

G – Down Goods
M – Down Main

The existing 2-way stencil type route indicator located on the bracket carrying the Up Main and Up Goods signals now applies as follows :-

S – C.C.E.'s Sidings
F – Frickley Colliery Line

A Diamond Sign has been provided on the bracket carrying the Down Main Home and Down Main to Down Goods with Moorthorpe Station Distant Signal below. (31)

**** ARMLEY MOOR GROUND FRAME**

The connection Down Main to Sidings and Main to Main Crossover and associated Ground Frame and Telephone has been repositioned approximately 400 yards West of their present position. (31)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Page 307 (Page 105/106 Supp. Optg. Insts.)

STOURTON

B.S.C. SIDING

Delete heading and instructions and substitute:-

STOURTON TRADING ESTATE

1. Trains entering the Trading Estate must not exceed 16 S.L.U. and must be propelled.
 2. A train must not be allowed to set back towards the Sidings until the Guard has set the hand points towards the Trading Estate and then advised the Signaller by means of the telephone at the exit from the Freight Lines Terminal.
 3. **British Steel Corporation "Open" level crossing.** No attendance is provided and road traffic is controlled by flashing signals, which must be operated by the Guard using the plungers located in the locked cabinets adjacent to the "STOP/WHISTLE" boards.
 4. The Key to these cabinets is kept in Wakefield Road signal box and must be collected by the Guard from the Signaller and returned to him after use. A lamp unit is provided at the crossing, focussed to shine a white light along the railway in each direction and when lit indicates the road lights are alight and flashing.
 5. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must, after obtaining a white light indication, give an audible signal to the Driver by means of the bell push provided at the "STOP/WHISTLE" boards.
 6. When the audible signal is received, to pass the stop board, the Driver must sound the locomotive horn and commence propelling at a speed not in excess of 5 m.p.h.
 7. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the STOP button located adjacent to the "STOP/WHISTLE" boards.
 8. If, after operating the plunger, to activate the road traffic lights, there is no light in the lamp unit, a condition of failure will exist and the Guard must not authorise the Driver to proceed over the crossing until he is satisfied that it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported by the Guard immediately, to the Signaller at Wakefield Road signal box.
 9. **D and F Steels level crossing.** The normal position of the swivel barrier is across the railway. It must be placed across the roadway by the Leading Railman before any movement is authorised to proceed over the crossing.
 10. The Guard must obtain permission from Steel's staff for the movement to enter Steel's sidings and ascertain into which siding the loaded wagons are to be placed.
 11. The swivel barrier must be replaced to the normal position by the Leading Railman when a movement is complete and the level crossing is again clear. (32D)
-

NS 32/77
6-12-877

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 7 AUGUST : RAWCLIFFE STATION

The trailing crossover at 70 miles 65 chains to 70 miles 69 chains will be secured out of use pending removal and the associated disc signals will be abolished. (35)

DETAILS OF WORK ALREADY CARRIED OUT

* DONCASTER DECOY NO.1

The following connections have been brought into use:-

- Facing Down Goods to Down Departure
- Facing Down Departure to Departure Line West
- Facing Down Departure to Down Goods
- Facing Down Goods to Down Main

The Down Goods Home signal with 5-way stencil type route indicator now additionally applies as follows:-

Route	Indication
Wagon Shop Sidings	W
Down Reception Roads 1 to 3	R
Down Departure	D
Along Down Goods	G (Existing)
Down Main	M

The signal located on the Down Through Road with 3-way stencil type route indicator additionally applies as follows:-

Down Departure	D (Existing)
Down Goods	G
Down Main	M

The miniature arm signal located on the Down Departure Line applying to No.5, 6 and 7 Reception Roads and the Sorting Sidings or Shunt Neck has been abolished.

The disc signals from the Engine Line and Wagon Shop Siding to Departure Line West now additionally applies to No.5, 6 and 7 Reception Roads and Sorting Sidings via the Down Through Road in front of the Signal box. A telephone communicating with Decoy No.1 signal box has been provided at these disc signals. (32)

YORK TO SCARBOROUGH LINE

The gate target boards at Low Scampston, High Scampston and East Heselton Level Crossings have been abolished. (33)

SKELLOW JN.

The 2-way route indication displaying "N" and "S" associated with Ground Position Light signal 116 has been abolished. (33)

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

The Up Fast line has been redesignated the Up Main line.

Mytholmroyd

The trailing Mains to Mains crossover has been secured in the normal position pending removal and the associated signals abolished.

The Up Fast Starting, Up Main Home together with the Down Main Starting signal has been abolished.

Hebden Bridge

The Shunt Spur has been abolished together with the Up Siding. 100 yards of the former Up Slow line has been retained as a siding with buffer stops provided at the East End.

The connection Up Slow to Up Siding has been secured out of use in the normal position pending removal.

The following signals have been abolished:-

- Shunting Up Slow to Up Siding
- Shunting Up Slow to Spur
- Shunting Up Siding to Spur or Up Main
- Up Fast Home with Distant below.

The Up Slow to Up Main Home with Distant below is now the Up Main Home with P.N. 305 Outer Distant below.

A new ground disc signal has been provided on the left hand side of the points leading from the Up Siding and applies Shunting Up Siding to Up Main. (32)

**** STOURTON (BRITISH STEEL CORPORATION)**

A new facing hand-worked connection has been provided 108 yards before reaching the B.S.C. level crossing, which gives access to D. & F. Steels Private Siding situated approximately 245 yards beyond the B.S.C. crossing.

A new, unmanned, level crossing has been installed on the approach side of D. & F. Steels works entrance equipped with a swivel type barrier which closes alternatively across road and rail. The normal position of the barriers is across the railway.

A security gate has been provided across the entrance to D. & F. Steels depot, which will be opened as required by the firm's staff.

Notice boards and associated plungers have been provided applicable to the new siding line as under:-

- (a) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 71 yards before reaching the B.S.C. level crossing (Wakefield Road signal box side).
- (b) "PROPELLED TRAINS LOCOMOTIVE STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" 120 yards before reaching D. & F. Steels level crossing.
- (c) "STOP WHISTLE BEFORE PROCEEDING" 27 yards before reaching D. & F. Steels level crossing on both sides of crossing.
- (d) "STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" 27 yards before reaching the B.S.C. level crossing and to the exit side of D. & F. Steels depot.

The sidings complex which serves both B.S.C. and D. & F. Steels is referred to as the "Stourton Trading Estate" in future publications. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** WAKEFIELD KIRKGATE CARRIAGE SIDINGS**

No.3 and 9 Sidings (formerly secured out of use) have been brought into use with access from the West End only.

No.9 Siding is limited to a standage of 1 SLU. (32)

HAMMERTON STREET (BRADFORD)

The Up Arrival Spur has been repositioned approximately 4 yards further from the Up Main line and has been extended by 80 yards. (34)

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 WORKING MANUAL FOR RAIL STAFF B.R. 30054

Buff Pages Part 7

Section.B. Mechanical and Electrical plant

- ★ **Clause B10/10**, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled".
- ★ **Clause B10/13**, amend to read "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential". (40D)

WHITE PAGES

SECTION 6

- ★ **TABLE H (H1/9)** amend to read:-
INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81,82,83,84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (39)

MISCELLANEOUS NOTICES

HEBDEN BRIDGE STATION

A temporary level crossing will be brought into use at the Manchester end of Hebden Bridge platforms between the hours of 08 00 to 16 00 daily. (34)

SHADY LANE LEVEL CROSSING

The increased vehicular use of Shady Lane level crossing, situated at 218m. 52chs. between Cononley and Skipton Station South, has ceased. (34)

** HALIFAX STATION

Drivers of stopping trains must be prepared to stop as instructed by the warning boards positioned on Platforms 1 and 2. (32)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

29 JULY, 1977

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. -"

leave

NOTHING

to chance

be

VIGILANT



NS

EASTERN REGION

33

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

SATURDAY 13 AUGUST

TO

FRIDAY 19 AUGUST 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 AUGUST : GREETLAND

The trailing Main to Main crossover situated at 31 miles 8 chains will be temporarily secured out of use pending renewal. The associated Ground Disc Signal applying Shunting Up Main to Down Main will be abolished and the Ground Disc Signal applying Down Main to Up Main will be temporarily blanked out of use.

The trailing connection Down Main to Oil Sidings will be temporarily taken out of use pending renewal and the associated Ground Disc Signal abolished. (36)

SUNDAY 14 AUGUST : GOOLE (ENGINE SHED) TO SNAITH

A.W.S. will be brought into use on the Up lines as follows:-
GOOLE ENGINE SHED DISTANT
MORPETH UP DISTANT TO SNAITH UP DISTANT

All inductors will be 200 yards before reaching all signals. (36)

SUNDAY 14 AUGUST : SNAITH TO GOOLE

A.W.S. will be brought into use on the Down line as follows:-
DOWN WAKEFIELD G.31 SIGNAL
SNAITH DOWN DISTANT TO GOOLE DOWN WAKEFIELD DISTANT

All inductors will be 200 yards before reaching all signals. (36)

DETAILS OF WORK ALREADY CARRIED OUT

** YORK TO SCARBOROUGH LINE

The gate target boards at Low Scampston, High Scampston and East Heselton Level Crossings have been abolished. (33)

** SKELLOW JN.

The 2-way route indication displaying "N" and "S" associated with Ground Position Light signal 116 has been abolished. (33)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

RAWCLIFFE STATION

The trailing crossover at 70 miles 65 chains to 70 miles 69 chains has been secured out of use pending removal and the associated disc signals have been abolished. (35)

HAMMERTON STREET (BRADFORD)

The Up Arrival Spur has been repositioned approximately 4 yards further from the Up Main line and has been extended by 80 yards. (34)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

HEBDEN BRIDGE STATION

A temporary level crossing will be brought into use at the Manchester end of Hebden Bridge platforms between the hours of 08 00 to 16 00 daily. (34)

SHADY LANE LEVEL CROSSING

The increased vehicular use of Shady Lane level crossing, situated at 218m. 52chs. between Cononley and Skipton Station South, has ceased. (34)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

5 AUGUST, 1977

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

***NILE SIG. NOTICE NS NO. :-*



NS

EASTERN REGION

34

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

SATURDAY 20 AUGUST

TO

FRIDAY 26 AUGUST 1977

INCLUSIVE

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

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 21 AUGUST – DOWN DECOY – BLACK CARR JUNCTION**

Revised signalling will be commissioned.

Full details are shown in Supplementary Signalling Notice No.95, and all concerned should be in possession of a copy of this notice.

The Distant signal on the Down Locomotive line, shown in the text and diagram as DY231R, will actually be plated 231R at this stage. (37)

SUNDAY 21 AUGUST – GREETLAND

The trailing Main to Main crossover situated at 31 miles 8 chains temporarily taken out of use will be brought back into use. The Ground Disc signal applying Shunting Down Main to Up Main will be brought back into use together with a new Down Disc signal applying Shunting Up Main to Down Main which will be located on the cess side of the Up Main line.

The trailing points Down Main to Oil Sidings temporarily taken out of use will be brought back into use and a new Ground Disc signal provided on the cess side of the Down Main line which will apply Shunting Down Main or Oil Sidings. (37)

SUNDAY 21 AUGUST – ELLAND AND GREETLAND

ABSOLUTE BLOCK WORKING ON THE UP LINE WILL BE REPLACED BY TRACK CIRCUIT BLOCK WORKING. (37)

DETAILS OF WORK ALREADY CARRIED OUT**GREETLAND**

The trailing Main to Main crossover situated at 31 miles 8 chains has been temporarily secured out of use pending removal. The associated Ground Disc Signal applying Shunting Up Main to Down Main has been abolished and the Ground Disc Signal applying Down Main to Up Main has been temporarily blanked out of use.

The trailing connection Down Main to Oil Sidings has been temporarily taken out of use pending renewal and the associated Ground Disc Signal abolished. (36)

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

The signalbox has been destroyed by fire and until further notice all points have been secured out of use in the normal position. The stop signals are maintained in the "off" position and the box temporarily ceases to be a block post.

The Block Section is now Low Moor to Mill Lane Jn. and the Absolute Block Regulations apply.
(New item) (37)

DEARNE VALLEY COLLIERY SIDINGS

The Ground Disc Signal applying Up Goods to Colliery Sidings now applies additionally set-back along the Up Goods.
(New item) (37)

GOOLE (ENGINE SHED) TO SNAITH

A.W.S. has been brought into use on the Up lines as follows:-
GOOLE ENGINE SHED DISTANT
RAWCLIFFE UP DISTANT TO SNAITH UP DISTANT

All inductors are 200 yards before reaching all signals. (Amended item) (36)

SNAITH TO GOOLE

A.W.S. has been brought into use on the Down line as follows:-
DOWN WAKEFIELD G.31 SIGNAL
SNAITH DOWN DISTANT TO GOOLE DOWN WAKEFIELD DISTANT

All inductors are 200 yards before reaching all signals. (36)

RAWCLIFFE STATION

The trailing crossover at 70 miles 65 chains to 70 miles 69 chains has been secured out of use pending removal and the associated disc signals have been abolished. (35)

**** HAMMERTON STREET (BRADFORD)**

The Up Arrival Spur has been repositioned approximately 4 yards further from the Up Main line and has been extended by 80 yards. (34)

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"

144 21
3100
288

220
144

- 7.60

SECTION B - TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
STAINFORTH (THORNE JN.) TO GILBERDYKE		
SUNDAY 4 SEPTEMBER		
Goole Bridge	Down and Up Between Trains	05 00 to 12 00, Bridgework at 5m. 08chs.
HULL (WEST PARADE) TO SEAMER WEST		
UNTIL FURTHER NOTICE		
Gristhorpe and Seamer West	Down and Up Between Trains	08 00 to 18 00, Bridgework at 49m. 68chs. Off track machines in use.

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 28 AUGUST : YORK SOUTH**

The gantry carrying the 4- aspect colour light signals plated Y16 and Y19 with associated junction indicators applying to the Down Leeds and Down Doncaster lines respectively will be repositioned 117 yards nearer Chaloners Whin Jn.

Ground position light signal No.18 applying Up Leeds Main to No.22 signal will be repositioned 140 yards nearer Chaloners Whin Jn. (38)

SUNDAY 4 SEPTEMBER : YORK SOUTH (DRINGHOUSES) DOWN SIDINGS

The trap points located on the exit from the Down Sidings will be renewed and repositioned 10 yards further from ground position light signal No.22.

The Ground Position Light signal No.15 applying from the Down Reception Lines and Down Sidings will be repositioned 56 yards further from Ground Position Light signal No.22. (38)

SUNDAY 4 SEPTEMBER : GRIMETHORPE COLLIERY

The Arrival line will be slued into the Departure line at 56 miles 30 chains immediately on the Grimethorpe side of the connections leading to the empty Sidings, and the remaining of the Arrival Line Northwards together with the redundant trailing connections will be removed. The Arrival line will be designated Empties Arrival/Departure line and will be worked as a single line for trains in both directions under the Regulations for One Train Working.

Catch Points in the Arrival Line at 56 miles 46 chains at present spiked out of use will be removed and replaced with Plain line. (38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 4 SEPTEMBER : RAWCLIFFE STATION – SMAITH ROAD LEVEL CROSSING**

The Up Starting signal with Snaith Road Inner Distant below will be abolished. (38)

DETAILS OF WORK ALREADY CARRIED OUT**DOWN DECOY – BLACK CARR JUNCTION**

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No.95, and all concerned should be in possession of a copy of this notice.

The Distant signal on the Down Locomotive line, shown in the text and diagram as DY231R is actually plated 231R at this stage. (37)

GREETLAND

The trailing Main to Main crossover situated at 31 miles 8 chains temporarily taken out of use has been brought back into use. The Ground Disc signal applying Shunting Down Main to Up Main has been brought back into use together with a new Down Disc signal applying Shunting Up Main to Down Main which is located on the cess side of the Up Main line.

The trailing points Down Main to Oil Sidings temporarily taken out of use have been brought back into use and a new Ground Disc signal provided on the cess side of the Down Main line which applies Shunting Down Main or Oil Sidings. (37)

ELLAND AND GREETLAND

ABSOLUTE BLOCK WORKING ON THE UP LINE IS REPLACED BY TRACK CIRCUIT BLOCK WORKING. (37)

BOWLING JN.

This box has been destroyed by fire and temporarily ceases to be a block post. Until further notice all points worked from this box have been secured out of use in the normal position. The Up and Down Main line stop signals maintain a proceed aspect and the diamond/signal post telephone signs have been removed.

The block section is now Mill Lane Jn. to Low Moor (2m. 910 yards). (Amended item) (38)

BARNSLEY STATION JN. TO DODWORTH

The connection between the Single Line and Summer Lane Sidings has been removed, pending abolition of the Ground Frame and Sidings. (New item) (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DEARNE VALLEY COLLIERY SIDINGS

The Ground Disc Signal applying Up Goods to Colliery Sidings now applies additionally set-back along the Up Goods. (37)

**GOOLE (ENGINE SHED) TO SNAITH

A.W.S. has been brought into use on the Up lines as follows:-

GOOLE ENGINE SHED DISTANT
RAWCLIFFE UP DISTANT TO SNAITH UP DISTANT

All inductors are 200 yards before reaching all signals. (36)

**SNAITH TO GOOLE

A.W.S. has been brought into use on the Down line as follows:-

DOWN WAKEFIELD G.31 SIGNAL
SNAITH DOWN DISTANT TO GOOLE DOWN WAKEFIELD DISTANT

All inductors are 200 yards before reaching all signals. (36)

**RAWCLIFFE STATION

The trailing crossover at 70 miles 65 chains to 70 miles 69 chains has been secured out of use pending removal and the associated disc signals have been abolished. (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.

GENERAL INSTRUCTIONS AND NOTICES ND 32D (COMMENCING SATURDAY 6 AUGUST)

Pages 6, 8, 17 and 19 in the above publication have been mis-printed in some copies. A special issue of replacements of these pages has been issued. Anyone who has received a defective copy and not the replacement pages should contact his supervisor. (37)

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND.32)

8. Failure of Apparatus

★ Amend first sentence of second paragraph of clause (b):—

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignaller appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

★ Amend fourth sentence of second paragraph of clause (b) to:—

The Signaller receiving information of the failure must also arrange for the attendance of the Track Changer/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

★ Amend the final paragraph of clause (b) to:—

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed.

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF B.R. 30054

Buff Pages Part 7

Section.B. Mechanical and Electrical plant

★ Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled".

★ Clause B10/13, amend to read "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential". (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:–

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81,82,83,84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (40D)

★ Instruction E1/9
as printed to paragraph 3

Paragraph 4 and sub-clause A,B,C and D to be **deleted** and the following **substituted**.

(a) Between Military Explosives and other Dangerous Goods

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) Between Military Explosives and locomotive/brake van and at end of train

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (see Notes to E1/10) either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided :
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clause A,B,C,D :– as printed.

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**TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS**

On and from 02 00 hours on Sunday 11 September, an audible warning indication will be provided for every warning board for each temporary speed restriction on the following sections of line:—

Kings Cross to Doncaster (Marshgate Junction)
 Doncaster (Marshgate Junction) to York (Holgate Junction)
 York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area.
 Newcastle (Manors Junction) to Berwick (Marshall Meadows)
 Doncaster (Marshgate Junction) to Leeds City (West Junction). (40)

SATURDAY 10 SEPTEMBER – PANNAL

The catch points located at 0m. 32chs., 1m. 560 yds. before reaching Harrogate South Down Distant signal, will be secured out of use pending removal. (40)

SUNDAY 11 SEPTEMBER – CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop will be replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yds. near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 will be provided with an additional route indication and will now apply as follows:—

Position No.1 Down Doncaster to Down Leeds
 Position No.2 Down Doncaster to Down Holgate Loop. (40)

SUNDAY 11 SEPTEMBER – CHALONERS WHIN – HOLGATE JUNCTION

The connection Down Normanton to Down Leeds will be secured out of use in the normal position pending removal. (40)

DETAILS OF WORK ALREADY CARRIED OUT**** DOWN DECOY – BLACK CARR JUNCTION**

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No.95, and all concerned should be in possession of a copy of this notice.

The Distant signal on the Down Locomotive line, shown in the text and diagram as DY231R is actually plated 231R at this stage. (37)

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

The gantry carrying the 4-aspect colour light signals plated Y16 and Y19 with associated junction indicators applying to the Down Leeds and Down Doncaster lines respectively has been repositioned 117 yards nearer Chaloners Whin Jn.

Ground position light signal No.18 applying Up Leeds Main to No.22 signal has been repositioned 140 yards nearer Chaloners Whin Jn. (38)

YORK SOUTH (DRINGHOUSES) DOWN SIDINGS

The trap points located on the exit from the Down Sidings have been renewed and repositioned 10 yards further from ground position light signal No.22.

The Ground Position Light signal No.15 applying from the Down Reception Lines and Down Sidings has been repositioned 56 yards further from Ground Position Light signal No.22. (38)

*** * GREETLAND**

The trailing Main to Main crossover situated at 31 miles 8 chains temporarily taken out of use has been brought back into use. The Ground Disc signal applying Shunting Down Main to Up Main has been brought back into use together with a new Down Disc signal applying Shunting Up Main to Down Main which is located on the cess side of the Up Main line.

The trailing points Down Main to Oil Sidings temporarily taken out of use have been brought back into use and a new Ground Disc signal provided on the cess side of the Down Main line which applies Shunting Down Main or Oil Sidings. (37)

*** * ELLAND AND GREETLAND**

ABSOLUTE BLOCK WORKING ON THE UP LINE IS REPLACED BY TRACK CIRCUIT BLOCK WORKING. (37)

BOWLING JN.

This box has been destroyed by fire and temporarily ceases to be a block post. Until further notice all points worked from this box have been secured out of use in the normal position. The Up and Down Main line stop signals maintain a proceed aspect and the diamond/signal post telephone signs have been removed.

The block section is now Mill Lane Jn. to Low Moor (2m. 910 yards). (38)

WAKEFIELD WESTGATE

The connection Down Siding to Down Doncaster has been re-positioned 50 yards nearer Leeds together with the associated Ground Position Light signal. (New item) (40)

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

The Empty/Arrival line has been extended by approximately 50 yards and a facing hand worked connection provided giving access to the Bunker Line. B.R. locomotives are prohibited from entering their Bunker Line.

The cath points in the Empty/Arrival line have been abolished and replaced by string point with an associated signed drag.

The N.C.B. "Locomotive Stop" has been abolished.

(New item) (40)

* DEARNE VALLEY COLLIERY SIDINGS**

The Ground Disc Signal applying Up Goods to Colliery Sidings now applies additionally set-back along the Up Goods. (37)

GRIMETHORPE COLLIERY

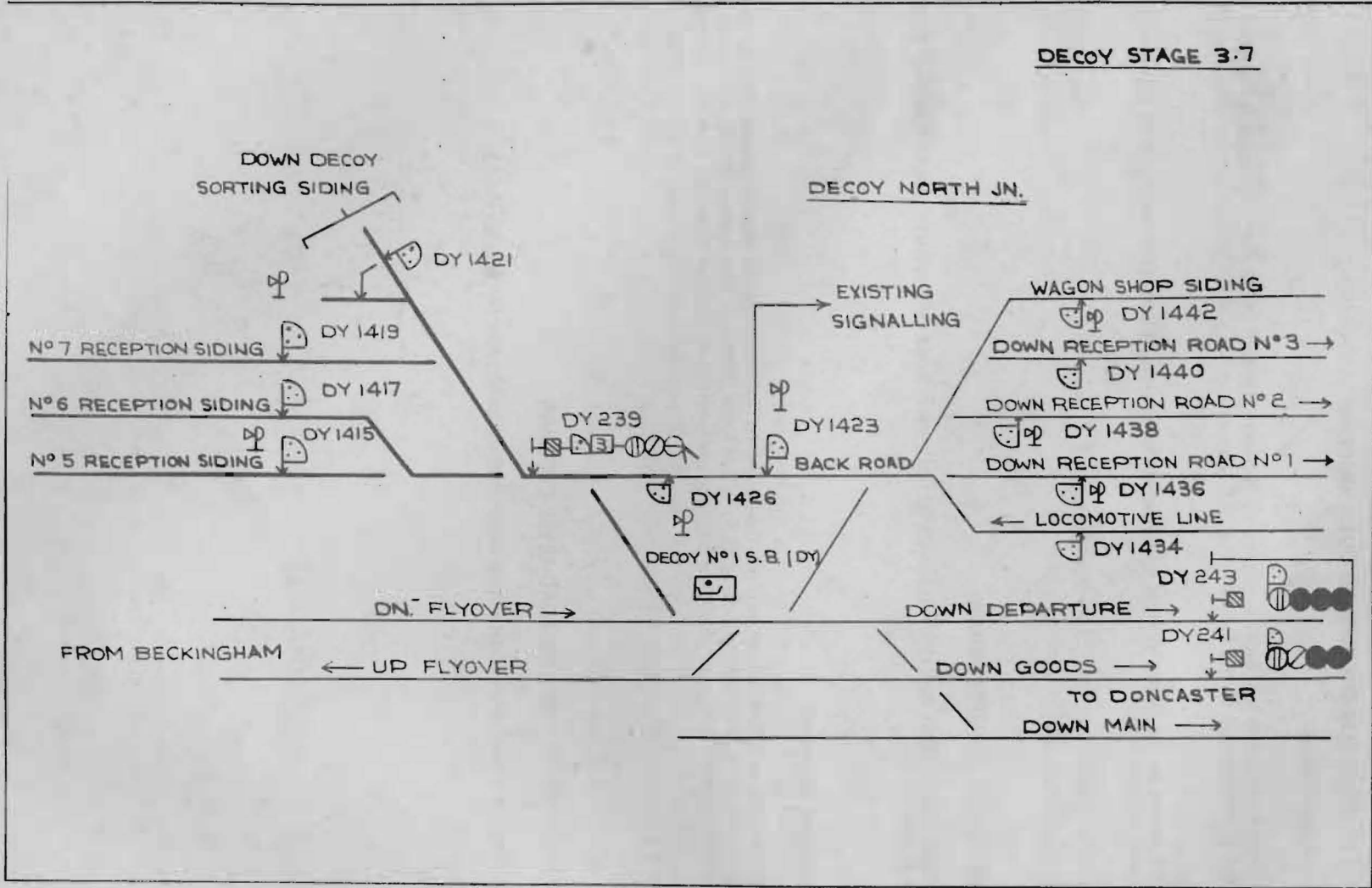
The Arrival line has been slued into the Departure line at 56 miles 30 chains immediately on the Grimethorpe side of the connections leading to the empty Sidings, and the remaining Arrival Line Northwards together with the redundant trailing connections have been removed. The Arrival line has been designated Empties Arrival/Departure line and is worked as a single line for trains in both directions under the Regulations for One Train Working. (Amended Item) (38)

RAWCLIFFE STATION – SNAITH ROAD LEVEL CROSSING

The Up Starting signal with Snaith Road Inner Distant below has been abolished.

(38)

DECOY STAGE 3.7



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.

** GENERAL INSTRUCTIONS AND NOTICES ND 32D (COMMENCING SATURDAY 6 AUGUST)

Pages 6, 8, 17 and 19 in the above publication have been mis-printed in some copies. A special issue of replacements of these pages has been issued. Anyone who has received a defective copy and not the replacement pages should contact his supervisor. (37)

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND.32)

8. Failure of Apparatus

Amend first sentence of second paragraph of clause (b):—

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignaller appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

Amend fourth sentence of second paragraph of clause (b) to:—

The Signaller receiving information of the failure must also arrange for the attendance of the Track Chargehand/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

Amend the final paragraph of clause (b) to:—

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed. (40D)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF B.R. 30054

Buff Pages Part 7

Section B. Mechanical and Electrical plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled".

Clause B10/13, amend to read "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential". (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:–

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81,82,83,84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (40D)

Instruction E1/9
as printed to paragraph 3

Paragraph 4 and sub-clause A,B,C and D to be **deleted** and the following **substituted**.

(a) Between Military Explosives and other Dangerous Goods

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) Between Military Explosives and locomotive/brake van and at end of train

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (see Notes to E1/10) either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided :
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clause A,B,C,D :– as printed.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 54 (Page 52 Supp. Optg. Insts.)

DONCASTER MARSHGATE JN. TO LEEDS CITY (WEST JUNCTION)

Marshgate Jn.

★	Delete:-							70	70	156m. 72chs. to 158m. 2chs.			(w.e.f. 14 00, 12.9.77)
★	Add:-							70	-	156m. 72chs. to 157m. 68chs.			(w.e.f. 14 00, 12.9.77)
										Bentley Crossing (LC)			
★	Add:-							20	-	157m. 68chs. to 158m. 2chs.			(w.e.f. 14 00, 12.9.77- See Section A)
									-	70	158m. 2chs. to 156m. 72chs.		(40D)

Page 61 (Page 53 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Amend description of signalling in first column, between Greetland and Elland to read "T.C.B."

Delete † symbol in first column and footnote at bottom of page. (40D)

Page 63 (Page 54 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Turners Lane Jn.

Amend :- 20 20 49m. 25chs. to 49m. 73chs. (40D)

Page 91

KNOTTINGLEY SOUTH JN. TO EAST JN. (GOODS LINES)

★ Amend Description of Block Signalling in first column to T.C.B.(G)' (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK SIGNALS - THE RULE BOOK, SECTION J. 4.1

Signal Box	Movement	See Special instruction on page
Page 227 WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Add:- Wakefield Road	Down Main to Stourton Trading Estate	307 (40D)

MISCELLANEOUS NOTICES

RULE BOOK, SECTION T, PARTS I, II, IV AND V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean **3 pairs** of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
4-1-2
4-1-3
4-1-4

T II 8-1-1
8-3

T IV 19-1-1
19-3

T V 23-1-1
23-1-2
23-3-1

(40D)

NEVILLE HILL COACHING STOCK DEPOT

Two 'STOP TELEPHONE' boards have been provided at the east end of the Reception lines. (38)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

2 SEPTEMBER, 1977

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. :-

CALL OVERS

The call over of trains is needed so that arrangements can be made for passengers who may miss connections and have already suffered delay and inconvenience.

**LOOK AFTER PASSENGERS -
CALL OVER YOUR TRAIN**

10/10
/ 001
07
/ 02
02
09



NS

EASTERN REGION

38

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

MON 8-9 13
TUE 3-8 5 28
WED 3-8 5
THUR 3-8 5

SATURDAY 17 SEPTEMBER

TO

FRIDAY 23 SEPTEMBER 1977

INCLUSIVE

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

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

TUESDAY 20 SEPTEMBER : POPPLETON

The telephone associated with the Up Main Starting signal will be removed and replaced by a diamond sign. (41)

WEDNESDAY 21 SEPTEMBER : MALTON AND RILLINGTON

A temporary level crossing will be brought into use over the Down and Up lines at 23m. 5chs.

A crossing keeper will be in attendance from 07 00 to 19 00 hours daily. (41)

WEDNESDAY 21 SEPTEMBER : HULL (WEST PARADE) TO SEAMER WEST

The Gate Target Boards will be abolished at the following locations:-

Scarborough
Beswick
Watton
Hutton Gates
Mingledale
Harp Ham
Buckton Lane

(41)

DETAILS OF WORK ALREADY CARRIED OUT

TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:-

Kings Cross to Doncaster (Marshgate Junction)
Doncaster (Marshgate Junction) to York (Holgate Junction)
York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area.
Newcastle (Manors Junction) to Berwick (Marshall Meadows)
Doncaster (Marshgate Junction) to Leeds City (West Junction).

(40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER DECOY NO.1 SIGNAL BOX**

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows:—

No.	Aspect M = Main S = Sub	Route or Junction indicator	Application to or towards
DY239	M	—	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY 1415, 1417, 1419 and 1421 signal will be preceded by DY 239.

(Amended item) (41)

CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yds. near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and will now apply as follows:—

Position No.1 Down Doncaster to Down Leeds

Position No.2 Down Doncaster to Down Holgate Loop.

(40)

CHALONERS WHIN – HOLGATE JUNCTION

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal. (40)

**** YORK SOUTH**

The gantry carrying the 4-aspect colour light signals plated Y16 and Y19 with associated junction indicators applying to the Down Leeds and Down Doncaster lines respectively has been repositioned 117 yards nearer Chaloners Whin Jn.

Ground position light signal No.18 applying Up Leeds Main to No.22 signal has been repositioned 140 yards nearer Chaloners Whin Jn. (38)

*** YORK SOUTH (DRINGHOUSES) DOWN SIDINGS**

The trap points located on the exit from the Down Sidings have been renewed and repositioned 10 yards further from ground position light signal No.22.

The Ground Position Light signal No.15 applying from the Down Reception Lines and Down Sidings has been repositioned 56 yards further from Ground Position Light signal No.22. (38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PANNAL

The catch points located at 0m. 32chs., 1m. 560yds. before reaching Harrogate South Down Distant signal, have been secured out of use pending removal. (40)

** BOWLING JN.

This box has been destroyed by fire and temporarily ceases to be a block post. Until further notice all points worked from this box have been secured out of use in the normal position. The Up and Down Main line stop signals maintain a proceed aspect and the diamond/signal post telephone signs have been removed.

The block section is now Mill Lane Jn. to Low Moor (2m. 910 yards). (38)

WAKEFIELD WESTGATE

The connection Down Siding to Down Doncaster has been re-positioned 50 yards nearer Leeds together with the associated Ground Position Light signal. (40)

WAKEFIELD WESTGATE

The slip connection from the Main to Main crossover leading to the Carr Terminal Sidings has been removed and replaced by a facing connection Up Main to Carr Terminal Sidings in approximately the same position. (New item) (41)

ROYSTON DRIFT MINE

The Empty/Arrival line has been extended by approximately 50 yards and a facing hand worked connection provided giving access to the Bunker Line. B.R. locomotives are prohibited from entering their Bunker Line.

The catch points in the Empty/Arrival line have been abolished and replaced by spring point with an associated sand drag.

The N.C.B. "Locomotive Stop" has been abolished. (40)

** GRIMETHORPE COLLIERY

The Arrival line has been slued into the Departure line at 56 miles 30 chains immediately on the Grimethorpe side of the connections leading to the empty Sidings, and the remaining Arrival Line Northwards together with the redundant trailing connections have been removed. The Arrival line has been designated Empties Arrival/Departure line and is worked as a single line for trains in both directions under the Regulations for One Train Working. (38)

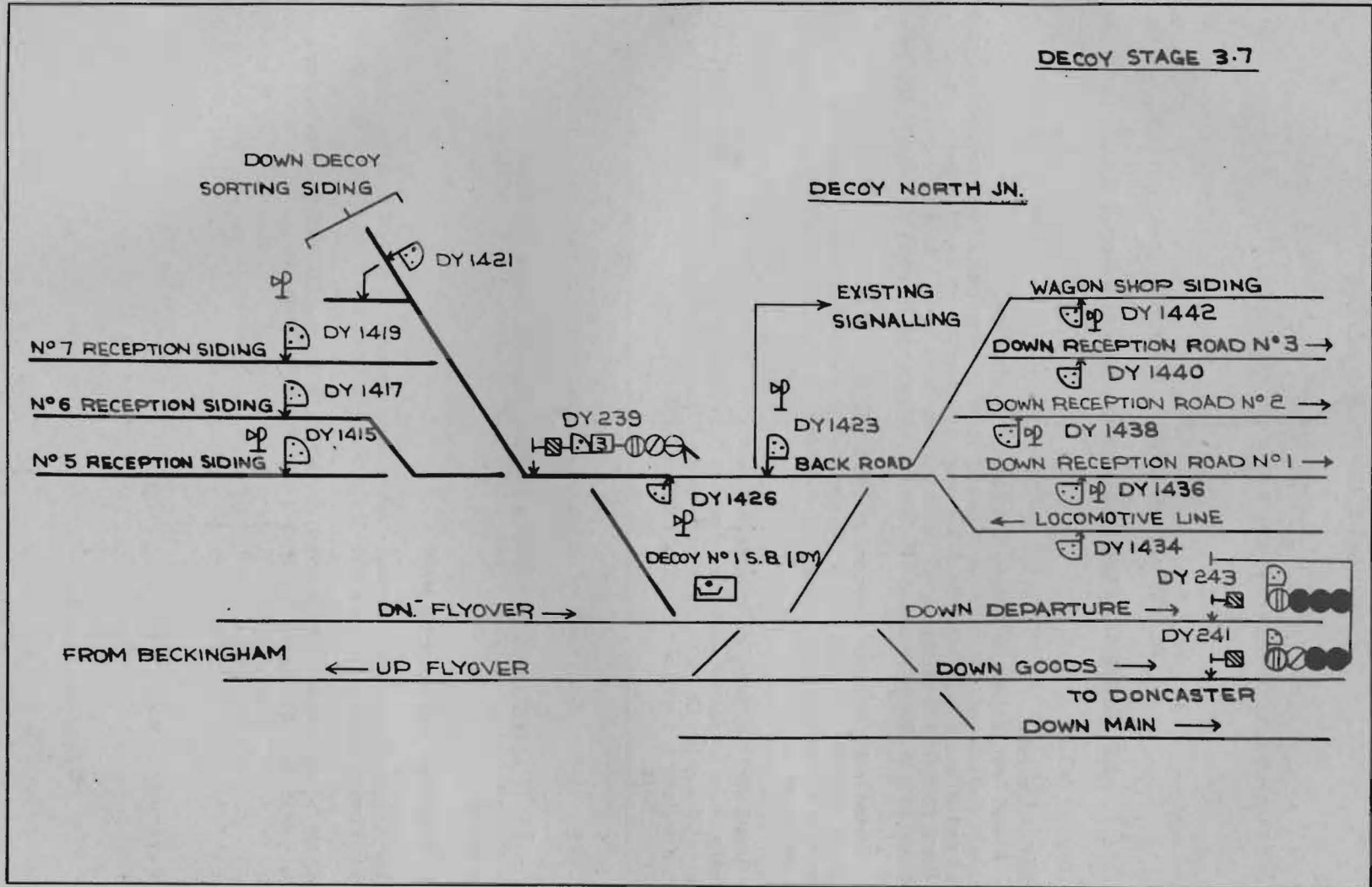
** RAWCLIFFE STATION – SNAITH ROAD LEVEL CROSSING

The Up Starting signal with Snaith Road Inner Distant below has been abolished. (38)

HULL – SWEET DEWS YARD

A New Siding layout has been brought into use together with Run Round Facilities to serve A. Draper and Sons Private Siding. (New Item) (41)

DECOY STAGE 3.7



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.

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND.32)

8. Failure of Apparatus

Amend first sentence of second paragraph of clause (b):—

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignaller appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

Amend fourth sentence of second paragraph of clause (b) to:—

The Signaller receiving information of the failure must also arrange for the attendance of the Track Changer/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

Amend the final paragraph of clause (b) to:—

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed. (40D)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF B.R. 30054

Buff Pages Part 7

Section.B. Mechanical and Electrical plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled".

Clause B10/13, amend to read "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential". (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued

★ Blue Pages

PREPARATION AND WORKING OF FREIGHTLINER TRAINS

Section D – Loading, Unloading and Securing

D.1 Delete existing instruction and substitute

Containers loaded on Freightliner and Lowliner vehicles must be secured by twistlocks at all four corners, except as shown below :-

- a. Where one of the twistlocks is faulty or missing, containers may be secured by three twistlocks.
- b. Containers 15 feet in length cannot be secured at all four corners. They should be secured at four positions, except where one of the twistlocks is faulty or missing when they may be secured at three positions.

Before any attempt is made to unload a container all securing devices must be released.

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:-

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81,82,83,84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (40D)

Instruction E1/9
as printed to paragraph 3

Paragraph 4 and sub-clause A,B,C and D to be **deleted** and the following **substituted**.

(a) **Between Military Explosives and other Dangerous Goods**

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) **Between Military Explosives and locomotive/brake van and at end of train**

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (see Notes to E1/10) either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided.
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clause A,B,C,D :- as printed.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.			Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in	

Page 54 (Page 52 Supp. Optg. Insts.)

DONCASTER MARSHGATE JN. TO LEEDS CITY (WEST JUNCTION)

Marshgate Jn.

Delete:-	70	70	156m. 72chs. to 158m. 2chs.
Add:-	70	-	156m. 72chs. to 157m. 68chs.
Bentley Crossing (LC)			
Add:-	20	-	157m. 68chs. to 158m. 2chs.
	-	70	158m. 2chs. to 156m. 72chs. (40D)

Page 61 (Page 53 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Amend description of signalling in first column, between Greetland and Elland to read "T.C.B."

Delete † symbol in first column and footnote at bottom of page. (40D)

Page 63 (Page 54 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Turners Lane Jn.

Amend :-	20	20	49m. 25chs. to 49m. 73chs. (40D)
----------	----	----	-------------------------------------

Page 91

KNOTTINGLEY SOUTH JN. TO EAST JN. (GOODS LINES)

Amend Description of Block Signalling in first column to T.C.B.(G)' (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK SIGNALS - THE RULE BOOK, SECTION J. 4.1

Signal Box	Movement	See Special instruction on page
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Page 227		
Add:-		
Wakefield Road	Down Main to Stourton Trading Estate	307 (40D)

MISCELLANEOUS NOTICES

RULE BOOK, SECTION T, PARTS I, II, IV AND V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
4-1-2
4-1-3
4-1-4

T II 8-1-1
8-3

T IV 19-1-1
19-3

T V 23-1-1
23-1-2
23-3-1

(40D)

NEVILLE HILL COACHING STOCK DEPOT

Two 'STOP TELEPHONE' boards have been provided at the east end of the Reception lines. (38)

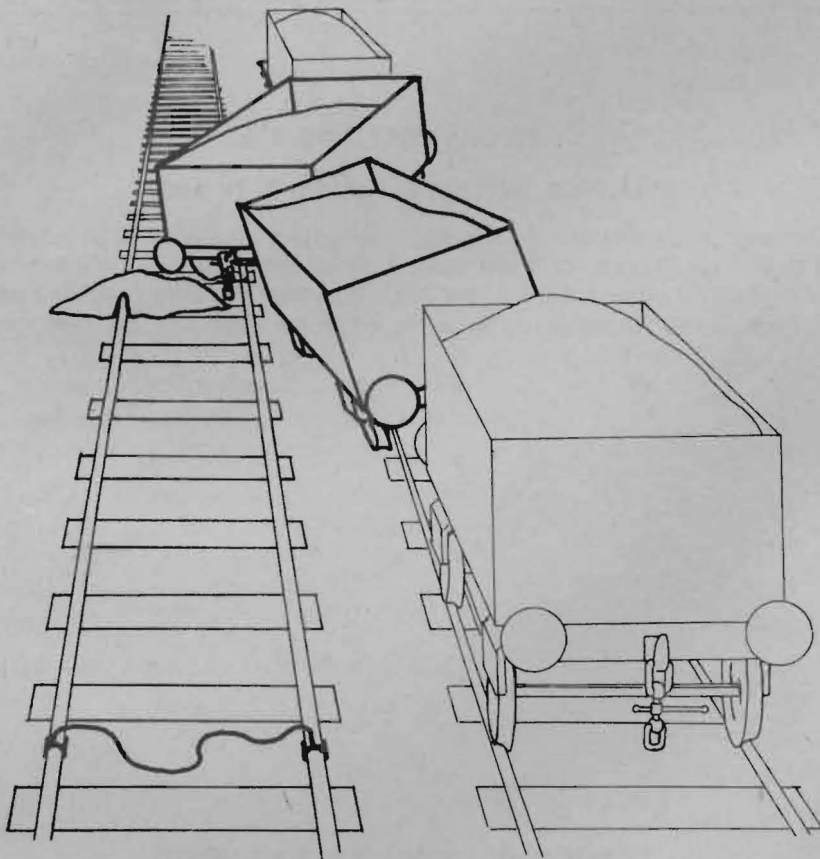
MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

9 SEPTEMBER, 1977

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. :-



**IF YOUR MATE'S TO LIVE TO TELL THE TALE, GET A CLIP DOWN QUICKLY
ON THE NEARBY RAIL. — YES, EVEN WITHIN PROTECTION OF HOME
SIGNALS — RULE BOOK, SECTION M, CLAUSE 3.8.1.**



NS

EASTERN REGION

39

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

SATURDAY 24 SEPTEMBER

TO

FRIDAY 30 SEPTEMBER 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 24/SUNDAY 25 SEPTEMBER: KNOTTINGLEY EAST

The facing connection Up Goods to Depot will be abolished together with the associated ground position light signal 416.

A new connection will be installed leading Down Goods to Depot and 421 Down position light signal will be fitted with a 4-way stencil route indicator applying:-

G = Up Goole Goods Loop

L = Depot

W = Depot

U = Up Goods

433 Up Askern ground position light signal will cease to apply to Up Goods and will in future apply:-

D = Down Askern

U = Up Askern

1 = Down Goods

(42)

DETAILS OF WORK ALREADY CARRIED OUT

TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:-

Kings Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction) to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area.

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City (West Junction).

(40)

DONCASTER DECOY NO.1 SIGNAL BOX

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows:-

No.	Aspect M = Main S = Sub	Route or Junction indicator	Application to or towards
DY239	M	—	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY 1415, 1417, 1419 and 1421 signal will be preceded by DY 239.

(41)

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

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yds. near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and will now apply as follows:—

Position No.1 Down Doncaster to Down Leeds

Position No.2 Down Doncaster to Down Holgate Loop. (40)

CHALONERS WHIN – HOLGATE JUNCTION

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal. (40)

POPPLETON

The telephone associated with the Up Main Starting signal has been removed and replaced by a diamond sign. (41)

PANNAL

The catch points located at 0m. 32chs., 1m. 560 yds. before reaching Harrogate South Down Distant signal, have been secured out of use pending removal. (40)

WAKEFIELD WESTGATE

The connection Down Siding to Down Doncaster has been re-positioned 50 yards nearer Leeds together with the associated Ground Position Light signal. (40)

WAKEFIELD WESTGATE

The slip connection from the Main to Main crossover leading to the Car Terminal Sidings has been removed and replaced by a facing connection Up Main to Car Terminal Sidings in approximately the same position. (41)

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

The Empty/Arrival line has been extended by approximately 50 yards and a facing hand worked connection provided giving access to the Bunker Line. B.R. locomotives are prohibited from entering the Bunker Line.

The catch points in the Empty/Arrival line have been abolished and replaced by spring point with an associated sand drag.

The N.C.B. "Locomotive Stop" has been abolished.

(40)

HULL – SWEET DEWS YARD

A New Siding layout has been brought into use together with Run Round Facilities to serve A. Draper and Sons Private Siding.

(41)

HUNSLET EAST

Illuminated marker boards marked 28 S.L.U., 32 S.L.U., and 35 S.L.U. have been positioned left of Arrival line 230 yards, 250 yards and 270 yards respectively from trailing crossover connection Arrival line to Departure line, and Illuminated Stop lights fitted on Buffer Stop Ends of Arrival and Departure lines.

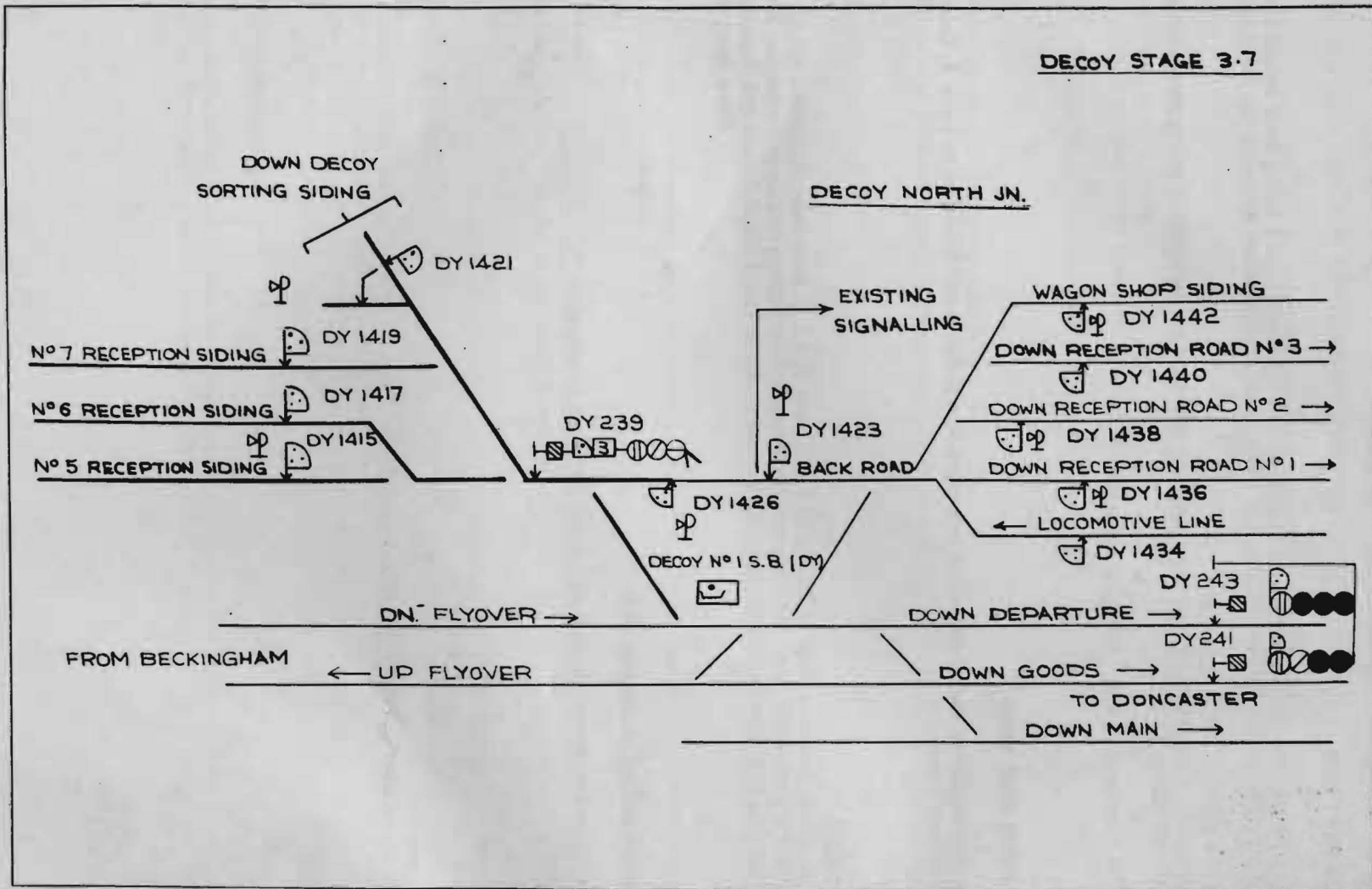
(New item) (41)

HULL (WEST PARADE) TO SEAMER WEST

The Gate Target Boards will be abolished at the following locations:–

Scorborough
Beswick
Watton
Mutton Gates
Ingleddale
Harp
Buckton Lane

(41)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND.32)

8. Failure of Apparatus

Amend first sentence of second paragraph of clause (b):—

The Signalman who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignalman appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

Amend fourth sentence of second paragraph of clause (b) to:—

The Signalman receiving information of the failure must also arrange for the attendance of the Track Chorman/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

Amend the final paragraph of clause (b) to:—

The Signalman must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signalman/men must make an appropriate entry in the Train Register and normal working may then be resumed. (40D)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF B.R. 30054

Buff Pages Part 7

Section.B. Mechanical and Electrical plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled".

Clause B10/13, amend to read "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential". (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued****Blue Pages****PREPARATION AND WORKING OF FREIGHTLINER TRAINS****Section D – Loading, Unloading and Securing****D.1 Delete existing instruction and substitute**

Containers loaded on Freightliner and Lowliner vehicles must be secured by twistlocks at all four corners, except as shown below :-

- a. Where one of the twistlocks is faulty or missing, containers may be secured by three twistlocks.
- b. Containers 15 feet in length cannot be secured at all four corners. They should be secured at four positions, except where one of the twistlocks is faulty or missing when they may be secured at three positions.

Before any attempt is made to unload a container all securing devices must be released.

WHITE PAGES**SECTION 6**

TABLE H (H1/9) amend to read:-

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81,82,83,84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons **MUST** be obtained from Regional Headquarters (Operations).

Form of Authority BR29973 **MUST** be issued to train crews concerned, showing route and conditions of travel applicable. (40D)

Instruction E1/9
as printed to paragraph 3

Paragraph 4 and sub-clause A,B,C and D to be **deleted** and the following **substituted**.

(a) Between Military Explosives and other Dangerous Goods

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) Between Military Explosives and locomotive/brake van and at end of train

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (see Notes to E1/10) either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided :
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clause A,B,C,D :- as printed.

(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 54 (Page 52 Supp. Optg. Insts.)

DONCASTER MARSHGATE JN. TO LEEDS CITY (WEST JUNCTION)

Marshgate Jn.

Delete:— 70 70 156m. 72chs. to 158m. 2chs.

Add:— 70 — 156m. 72chs. to 157m. 68chs.

Bentley Crossing (LC)

Add:— 20 — 157m. 68chs. to 158m. 2chs.

— 70 158m. 2chs. to 156m. 72chs.
(40D)

Page 61 (Page 53 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Amend description of signalling in first column, between Greetland and Elland to read "T.C.B."

Delete † symbol in first column and footnote at bottom of page. (40D)

Page 63 (Page 54 Supp. Optg. Insts.)

EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL)

Turners Lane Jn.

Amend:— 20 20 49m. 25chs. to 49m. 73chs.
(40D)

Page 91

KNOTTINGLEY SOUTH JN. TO EAST JN. (GOODS LINES)

Amend Description of Block Signalling in first column to T.C.B.(G)* (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK SIGNALS - THE RULE BOOK, SECTION J. 4.1

Signal Box	Movement	See Special instruction on page
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Page 227	Add:-	
Wakefield Road	Down Main to Stourton Trading Estate	307 (40D)

MISCELLANEOUS NOTICES

RULE BOOK, SECTION T, PARTS I, II, IV AND V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean **3 pairs** of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4.1.1
4.1.2
4.1.3
4.1.4

T II 8.1.1
8.3

T IV 19.1.1
19.3

T V 23.1.1
23.1.2
23.3.1

(40D)

★ CLAYTON WEST STATION

A "Stop and Await Instructions" board has been erected on the Loop line on the approach side of catch points at 11¼ m.p. (41)

** NEVILLE HILL COACHING STOCK DEPOT

Two 'STOP TELEPHONE' boards have been provided at the east end of the Reception lines. (39)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

16 SEPTEMBER, 1977

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

"NILE SIG. NOTICE NS NO. :-



NS

EASTERN REGION

40

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

SATURDAY 1 OCTOBER

TO

FRIDAY 7 OCTOBER 1977

INCLUSIVE

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

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 OCTOBER : THORNHILL JUNCTION**

HM34 and 58 controlled colour light signals will be converted to automatic signals and replated accordingly. (43)

SUNDAY 2 OCTOBER : HUDDERSFIELD

The Up Slow line between Gledholt Jn. and Huddersfield Station will be abolished.

The Up Loop line through Huddersfield Station together with the platform line to No.7 Platform and Down Spur will be taken out of use.

All points giving access to these lines will be clamped normal pending removal and all signals applying to and from these lines will be abolished.

A new "Limit of Shunt" Notice board will be provided 25 yards on the Gledholt Jn. side of Signal 169.

The 3-aspect colour light signal plated 153 will be fixed at Red and the associated subsidiary signal below will now apply Platform 8 to Down Slow Limit of Shunt board. (43)

MONDAY 3 OCTOBER : BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX

The following 3 Temporary level crossings will be brought into use :-

No.1 - Located at 155 miles 11 chains at the North End of Carr Motive Power Depot over Oil Sidings, Washing Plant line and Two Loco Sidings.

No.2 - Located at 154 miles 7 chains over the Up and Down Engine lines, Up Goods No.2, No. 1 and Down.

No.3 - Located at 154 miles 76 chains from the Coal Sorting Sidings to Balby Jn.

A crossing keeper will be in attendance between 07 00 hours to 19 00 hours located at No.2 temporary level crossing and will also supervise Nos.1 and 3 temporary level crossings. (43)

DETAILS OF WORK ALREADY CARRIED OUT**** TEMPORARY SPEED RESTRICTIONS - WARNING ARRANGEMENTS**

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:-

Kings Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction) to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area.

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City (West Junction). (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER DECOY NO.1 SIGNAL BOX**

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows:-

No.	Aspect M = Main S = Sub	Route or Junction indicator	Application to or towards
DY239	M	—	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY 1415, 1417, 1419 and 1421 signal will be preceded by DY 239.

(41)

**** CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION**

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yds. near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and will now apply as follows:-

Position No.1 Down Doncaster to Down Leeds

Position No.2 Down Doncaster to Down Holgate Loop.

(40)

**** CHALONERS WHIN – HOLGATE JUNCTION**

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal.

(40)

POPPLETON

The telephone associated with the Up Main Starting signal has been removed and replaced by a diamond sign.

(41)

**** PANNAL**

The catch points located at 0m. 32chs., 1m. 560 yds. before reaching Harrogate South Down Distant signal, have been secured out of use pending removal.

(40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* *
* WAKEFIELD WESTGATE

The connection Down Siding to Down Doncaster has been re-positioned 50 yards nearer Leeds together with the associated Ground Position Light signal. (40)

WAKEFIELD WESTGATE

The slip connection from the Main to Main crossover leading to the Car Terminal Sidings has been removed and replaced by a facing connection Up Main to Car Terminal Sidings in approximately the same position. (41)

ROYSTON DRIFT MINE

The Empty/Arrival line has been extended by approximately 50 yards and a facing hand worked connection provided giving access to the Bunker Line. B.R. locomotives are prohibited from entering the Bunker Line.

The catch points in the Empty/Arrival line have been abolished and replaced by spring point with an associated sand drag.

The N.C.B. "Locomotive Stop" has been abolished. (40)

KNOTTINGLEY EAST

The facing connection Up Goods to Depot has been abolished together with the associated ground position light signal 416.

A new connection has been installed leading Down Goods to Depot and 421 Down position light signal has been fitted with a 4-way stencil route indicator applying:-

- G = Up Goole Goods Loop
- L = Depot
- W = Depot
- U = Up Goods

433 Up Askern ground position light signal ceases to apply to Up Goods and now applies:-

- D = Down Askern
- U = Up Askern
- 1 = Down Goods

(42)

HULL – SWEET DEWS YARD

A New Siding layout has been brought into use together with Run Round Facilities to serve A. Draper and Sons Private Siding. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* *
* WAKEFIELD WESTGATE

The connection Down Siding to Down Doncaster has been re-positioned 50 yards nearer Leeds together with the associated Ground Position Light signal. (40)

WAKEFIELD WESTGATE

The slip connection from the Main to Main crossover leading to the Car Terminal Sidings has been removed and replaced by a facing connection Up Main to Car Terminal Sidings in approximately the same position. (41)

ROYSTON DRIFT MINE

The Empty/Arrival line has been extended by approximately 50 yards and a facing hand worked connection provided giving access to the Bunker Line. B.R. locomotives are prohibited from entering the Bunker Line.

The catch points in the Empty/Arrival line have been abolished and replaced by spring point with an associated sand drag.

The N.C.B. "Locomotive Stop" has been abolished. (40)

KNOTTINGLEY EAST

The facing connection Up Goods to Depot has been abolished together with the associated ground position light signal 416.

A new connection has been installed leading Down Goods to Depot and 421 Down position light signal has been fitted with a 4-way stencil route indicator applying:-

- G = Up Goole Goods Loop
- L = Depot
- W = Depot
- U = Up Goods

433 Up Askern ground position light signal ceases to apply to Up Goods and now applies:-

- D = Down Askern
- U = Up Askern
- 1 = Down Goods

(42)

HULL – SWEET DEWS YARD

A New Siding layout has been brought into use together with Run-Round Facilities to serve A. Draper and Sons Private Siding. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HUNSLET EAST

Illuminated marker boards marked 29 S.L.U., 32 S.L.U., and 35 S.L.U. have been positioned left of Arrival line 230 yards, 250 yards and 270 yards respectively from trailing crossover connection Arrival line to Departure line, and Illuminated Stop lights fitted on Buffer Stop Ends of Arrival and Departure lines. **(Amended Item) (41)**

HUNSLET UP SIDINGS

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

No.1 and No.7 Marshalling Sidings and all connections to Balne Road Goods Station have been secured out of use pending removal. **(New Item) (43)**

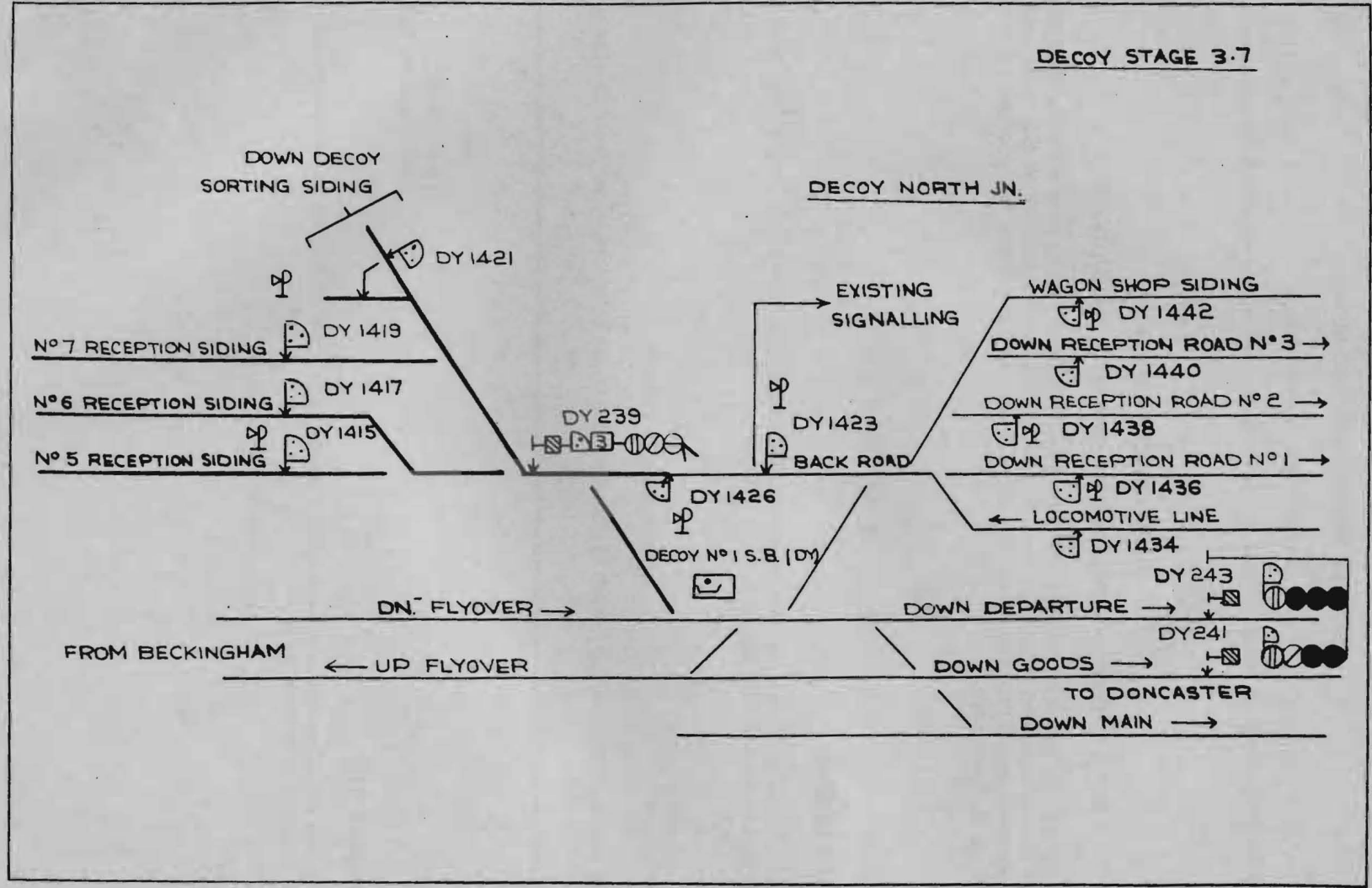
HULL (WEST PARADE) TO SEAMER WEST

The Gate Target Boards will be abolished at the following locations:–

Scorborough
Beswick
Watton
Hutton Gates
Mingledale
Harp
Buckton Lane

(41)

DECOY STAGE 3.7



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 NOTICES

★ ** RE-ISSUE OF SUPPLEMENTARY OPERATING INSTRUCTIONS

The Supplementary Operating Instructions (Northern and Southern) are to be re-issued with effect from 1.10.77. Owing to printing difficulties there is a possibility that the distribution may be delayed. All staff concerned should therefore retain the current S.O.I. together with the 32D book until they are in possession of the re-issue.

★ GARFORTH

SUNDAY 2 OCTOBER

Nos.1 and 2 Dock Roads will be abandoned. A buffer stop will be provided on No.2 Siding, approximately 104yds. east of the existing Dock End. (43)

CLAYTON WEST STATION

A "Stop and Await Instructions" board has been erected on the Loop line on the approach side of catch points at 11¼ m.p. (42)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

23 SEPTEMBER, 1977

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

"NILE SIG. NOTICE NS NO. :-



NS

EASTERN REGION

41

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

SATURDAY 8 OCTOBER

TO

FRIDAY 14 OCTOBER 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 OCTOBER : GARFORTH

The Buffer Stops in the No.2 Siding will be repositioned on the signal box side of the hand worked crossover connection in No.2 siding.

The Loading Dock and the hand worked crossover between No.1 and No.2 Siding lines will be abolished.

The connection in No.1 siding leading to the Up Main will become traps and will be repositioned approximately 16 yards nearer the signal box.

The gantry signal carrying the Up Main Home No.2 4-aspect colour light signal plated 46 together with the Up Siding to Up Main 3-aspect colour light signal plated 5 will be repositioned approximately 16 yards nearer the signal box. (44)

MONDAY 10 OCTOBER : SCULCOATES POWER STATION

The connection from Sculcoates Goods Yard to C.E.G.B. Sidings will be secured out of use and the associated Ground Frame abolished. (44)

DETAILS OF WORK ALREADY CARRIED OUT

**
* DONCASTER DECOY NO.1 SIGNAL BOX

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows:—

No.	Aspect M = Main S = Sub	Route or Junction indicator	Application to or towards
DY239	M	—	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY 1415, 1417, 1419 and 1421 signal will be preceded by DY 239. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX**

The following 3 Temporary level crossings have been brought into use :-

No.1 – Located at 155 miles 11 chains at the North End of Carr Motive Power Depot over Oil Sidings, Washing Plant line and Two Loco Sidings.

No.2 – Located at 154 miles 7 chains over the Up and Down Engine lines, Up Goods No.2, No. 1 and Down.

No.3 – Located at 154 miles 76 chains from the Coal Sorting Sidings to Balby Jn.

A crossing keeper is in attendance between 07 00 hours to 19 00 hours located at No.2 temporary level crossing and also supervises Nos.1 and 3 temporary level crossings. (43)

**** POPPLETON**

The telephone associated with the Up Main Starting signal has been removed and replaced by a diamond sign. (41)

**** WAKEFIELD WESTGATE**

The slip connection from the Main to Main crossover leading to the Car Terminal Sidings has been removed and replaced by a facing connection Up Main to Car Terminal Sidings in approximately the same position. (41)

THORNHILL JUNCTION

HM34 and 58 controlled colour light signals have been converted to automatic signals and replated accordingly. (43)

HUDDERSFIELD

The Up Slow line between Gledholt Jn. and Huddersfield Station has been abolished.

The Up Loop line through Huddersfield Station together with the platform line to No.7 Platform and Down Spur has been taken out of use.

All points giving access to these lines have been clamped normal pending removal and all signals applying to and from these lines have been abolished.

A new "Limit of Shunt" Notice board has been provided 25 yards on the Gledholt Jn. side of Signal 169.

The 3-aspect colour light signal plated 153 is fixed at Red and the associated subsidiary signal below now applies Platform 8 to Down Slow Limit of Shunt board. (43)

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

The facing connection Up Goods to Depot has been abolished together with the associated ground position light signal 416.

A new connection has been installed leading Down Goods to Depot and 421 Down position light signal has been fitted with a 4-way stencil route indicator applying:-

G = Up Goole Goods Loop

L = Depot

W = Depot

U = Up Goods

433 Up Askern ground position light signal ceases to apply to Up Goods and now applies:-

D = Down Askern

U = Up Askern

1 = Down Goods

(42)

**** HULL – SWEET DEWS YARD**

A New Siding layout has been brought into use together with Run Round Facilities to serve A. Draper and Sons Private Siding.

(41)

**** HUNSLET EAST**

Illuminated marker boards marked 29 S.L.U., 32 S.L.U., and 35 S.L.U. have been positioned left of Arrival line 230 yards, 250 yards and 270 yards respectively from trailing crossover connection Arrival line to Departure line, and Illuminated Stop lights fitted on Buffer Stop Ends of Arrival and Departure lines.

(41)

HUNSLET UP SIDINGS

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

No.1 and No.7 Marshalling Sidings and all connections to Balne Road Goods Station have been secured out of use pending removal.

(43)

**** HULL (WEST PARADE) TO SEAMER WEST**

The Gate Target Boards will be abolished at the following locations:-

Scorborough

Beswick

Watton

Hutton Gates

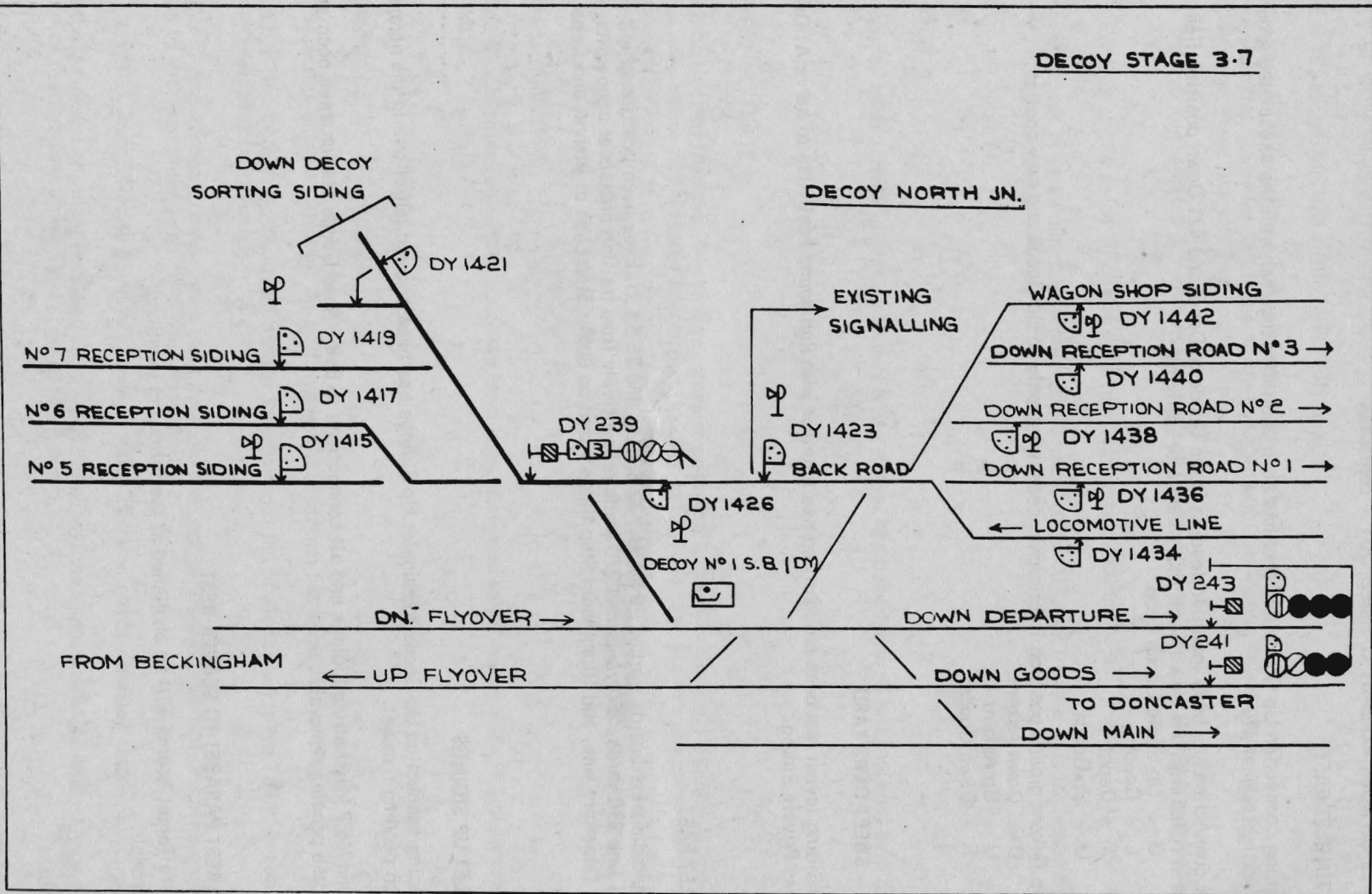
Mingledale

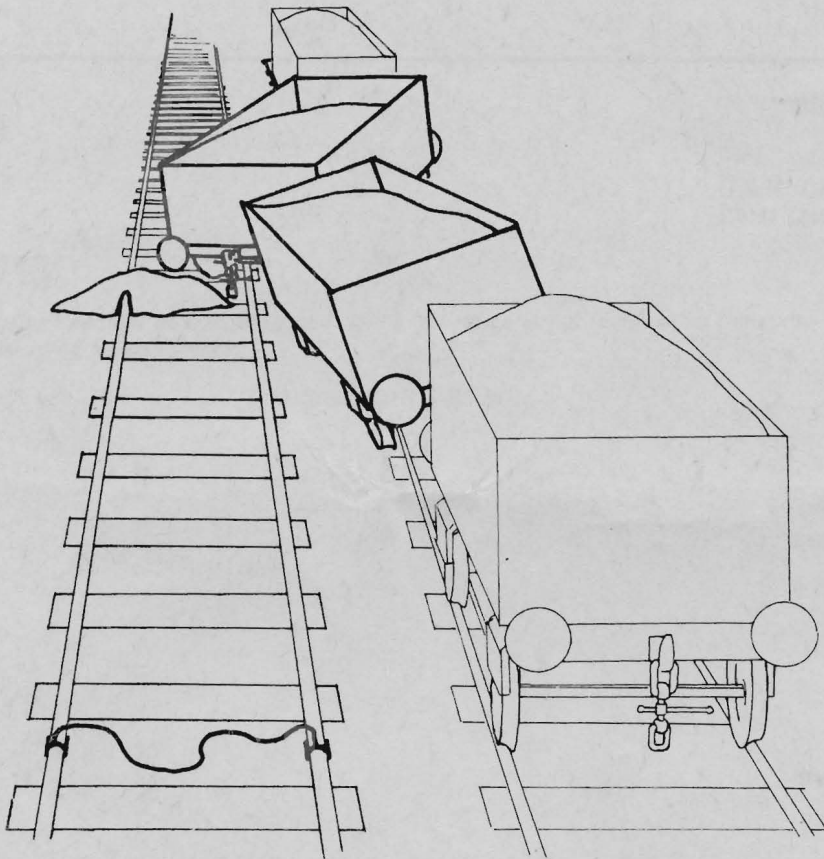
Harp

Buckton Lane

(41)

DECOY STAGE 3.7





**IF YOUR MATE'S TO LIVE TO TELL THE TALE, GET A CLIP DOWN QUICKLY
ON THE NEARBY RAIL. – YES, EVEN WITHIN PROTECTION OF HOME
SIGNALS – RULE BOOK, SECTION M, CLAUSE 3.8.1.**



NS

EASTERN REGION

42

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

SATURDAY 15 OCTOBER

TO

FRIDAY 21 OCTOBER 1977

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**GARFORTH**

The Buffer Stops in the No.2 Siding has been repositioned on the signal box side of the hand worked crossover connection in No.2 siding.

The Loading Dock and the hand worked crossover between No.1 and No.2 Siding lines have been abolished.

The connection in No.1 siding leading to the Up Main have become traps and have been repositioned approximately 16 yards nearer the signal box.

The gantry signal carrying the Up Main Home No.2 4-aspect colour light signal plated 46 together with the Up Siding to Up Main 3-aspect colour light signal plated 5 has been repositioned approximately 16 yards nearer the signal box.

SCULCOATES POWER STATION

The connection from Sculcoates Goods Yard to C.E.G.B. Sidings has been secured out of use and the associated Ground Frame abolished. (44)

FERRYBRIDGE 'A' POWER STATION SIDINGS

Siding No.1 has been shortened to a point 360 yards in the rear of signal No.7. A temporary wheel stop has been provided pending erection of a buffer stop. Sidings Nos.2 and 3 have been secured out of use pending removal. (45)

BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX

The following 3 Temporary level crossings have been brought into use :-

No.1 - Located at 155 miles 11 chains at the North End of Carr Motive Power Depot over Oil Sidings, Washing Plant line and Two Loco Sidings.

No.2 - Located at 154 miles 7 chains over the Up and Down Engine lines, Up Goods No.2, No. 1 and Down.

No.3 - Located at 154 miles 76 chains from the Coal Sorting Sidings to Balby Jn.

A crossing keeper is in attendance between 07 00 hours to 19 00 hours located at No.2 temporary level crossing and also supervises Nos.1 and 3 temporary level crossings. (43)

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

HM34 and 58 controlled colour light signals have been converted to automatic signals and replated accordingly. (43)

HUDDERSFIELD

The Up Slow line between Gledholt Jn. and Huddersfield Station has been abolished.

The Up Loop line through Huddersfield Station together with the platform line to No.7 Platform and Down Spur has been taken out of use.

All points giving access to these lines have been clamped normal pending removal and all signals applying to and from these lines have been abolished.

A new "Limit of Shunt" Notice board has been provided 25 yards on the Gledholt Jn. side of Signal 169.

The 3-aspect colour light signal plated 153 is fixed at Red and the associated subsidiary signal below now applies Platform 8 to Down Slow Limit of Shunt board. (43)

**** KNOTTINGLEY EAST**

The facing connection Up Goods to Depot has been abolished together with the associated ground position light signal 416.

A new connection has been installed leading Down Goods to Depot and 421 Down position light signal has been fitted with a 4-way stencil route-indicator applying:-

- G = Up Goole Goods Loop
- L = Depot
- W = Depot
- U = Up Goods

433 Up Askern ground position light signal ceases to apply to Up Goods and now applies:-

- D = Down Askern
- U = Up Askern
- 1 = Down Goods

(42)

HUNSLET UP SIDINGS

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

No.1 and No.7 Marshalling Sidings and all connections to Balm Road Goods Station have been secured out of use pending removal with the exception of the coal sidings. (Amended item) (43)



NS

EASTERN REGION

43

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

SATURDAY 22 OCTOBER

TO

FRIDAY 28 OCTOBER 1977

INCLUSIVE

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

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

THURSDAY 27 OCTOBER : WEAVERTHORPE

A new Disc signal will be provided on the cess side of the Up Main and will apply Up Main to Down Main. (46)

SUNDAY 23 OCTOBER – GRIMETHORPE

New signalling will be brought into use controlled by a new switch panel located in the Shunters Cabin at Grimethorpe.

A new line leading to the new Rapid Loading Bunker designated "Bunker Line" will be brought into use.

All existing Notice Boards will be abolished.

The following connections will be converted to power operation:-

Coalite Sidings to Down Branch North
Up Branch North to Down Branch North

A new power operated connection Up Branch North to Down Branch North will be brought into use situated 35 yards on the Cudworth Station side of 57½ m.p.

The following new signals will be brought into use:-

Signal No.	Route Indication	Application to or towards
G.1	"D"	G.5
	"U"	G.6
G.1R (Repeater for signal G.1)	"D"	Down Branch.
	"U"	Up Branch.
G.2	—	G.6
G.3	—	Bunker No.1 signal.
G.4	"E"	Empty line.
	"B"	Bunker No.1 signal.
G.5	—	Down Branch North.
G.6	—	Up Branch North to Down Branch North.
G.7	—	Coalite Sidings to Down Branch North.
G.8	"U"	G.4
	"X"	G.3
	"S"	Sidings.
G.10	—	G.4

A sketch is included with this notice depicting the site of new signals and new connections.

Cudworth Station C.91 signal (route indication "N") now applies to or towards G.10 signal.

The "one train working" staff for the Empty Line (formerly known as Empties arrival/departure line) will be withdrawn, but the line will continue to be worked by the same Regulations. Authority to enter the Empty Line is by a proceed aspect on G.4 signal together with route indication "E". (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****WEDNESDAY 26 OCTOBER – SHEPCOTE LANE – TINSLEY PARK**

A new notice board 'Drivers of Propelled Trains Stop Here' will be provided for Westbound trains on the Secondary Engine Line. This notice board will be 137 yards before reaching the 'Stop Await Instructions' board and will be on the right hand side of the line at a height of 11ft.

The ground position light shunt signal, T.P.18, East Arrival to Secondary Engine Line, Engine Line or E.F. Sidings will be re-positioned 2 yards further from Tinsley Park signal box at a height of 11 ft.

New sidings to the North of Tinsley Park signal box will be connected to the North West Arrival by trap and trailing points some 400 yards East of Tinsley Park signal box. The points will be controlled by a new 3 lever ground frame called 'B.S.C. Shepcote Lane Sidings Ground Frame'. The Ground Frame will be released by Shepcote Lane signal box and a telephone will be provided.

A ground level position light shunt signal, T.P.17, will be provided on the cess side of the new trailing points and will apply North West Arrival to East Arrival (controlled by Tinsley Park signal box) or B.S.C. Shepcote Lane Sidings (controlled by Ground Frame). A repeating Ground level position light shunt signal, T.P. 17R, will be provided on the cess side 150 yards East of signal T.P.17, this signal will display identical aspects to signal T.P.17.

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER UP DECOY YARD**

No.1 Siding has been secured out of use pending removal.

(46)

GARFORTH

The Buffer Stops in the No.2 Siding has been repositioned on the signal box side of the hand worked crossover connection in No.2 siding.

The Loading Dock and the hand worked crossover between No.1 and No.2 Siding lines have been abolished.

The connection in No.1 siding leading to the Up Main have become traps and have been repositioned approximately 16 yards nearer the signal box.

The gantry signal carrying the Up Main Home No.2 4-aspect colour light signal plated 46 together with the Up Siding to Up Main 3-aspect colour light signal plated 5 has been repositioned approximately 16 yards nearer the signal box.

(44)

SCULCOATES POWER STATION

The connection from Sculcoates Goods Yard to C.E.G.B. Sidings has been secured out of use and the associated Ground Frame abolished.

(44)

FERRYBRIDGE 'A' POWER STATION SIDINGS

Siding No.1 has been shortened to a point 360 yards in the rear of signal No.7. A temporary wheel stop has been provided pending erection of a buffer stop. Sidings Nos.2 and 3 have been secured out of use pending removal.

(45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX

The following 3 Temporary level crossings have been brought into use :-

No.1 – Located at 155 miles 11 chains at the North End of Carr Motive Power Depot over Oil Sidings, Washing Plant line and Two Loco Sidings.

No.2 – Located at 154 miles 7 chains over the Up and Down Engine lines, Up Goods No.2, No. 1 and Down.

No.3 – Located at 154 miles 76 chains from the Coal Sorting Sidings to Balby Jn.

A crossing keeper is in attendance between 07 00 hours to 19 00 hours located at No.2 temporary level crossing and also supervises Nos.1 and 3 temporary level crossings. (43)

** THORNHILL JUNCTION

HM34 and 58 controlled colour light signals have been converted to automatic signals and replated accordingly. (43)

** HUDDERSFIELD

The Up Slow line between Gledholt Jn. and Huddersfield Station has been abolished.

The Up Loop line through Huddersfield Station together with the platform line to No.7 Platform and Down Spur has been taken out of use.

All points giving access to these lines have been clamped normal pending removal and all signals applying to and from these lines have been abolished.

A new "Limit of Shunt" Notice board has been provided 25 yards on the Gledholt Jn. side of Signal 169.

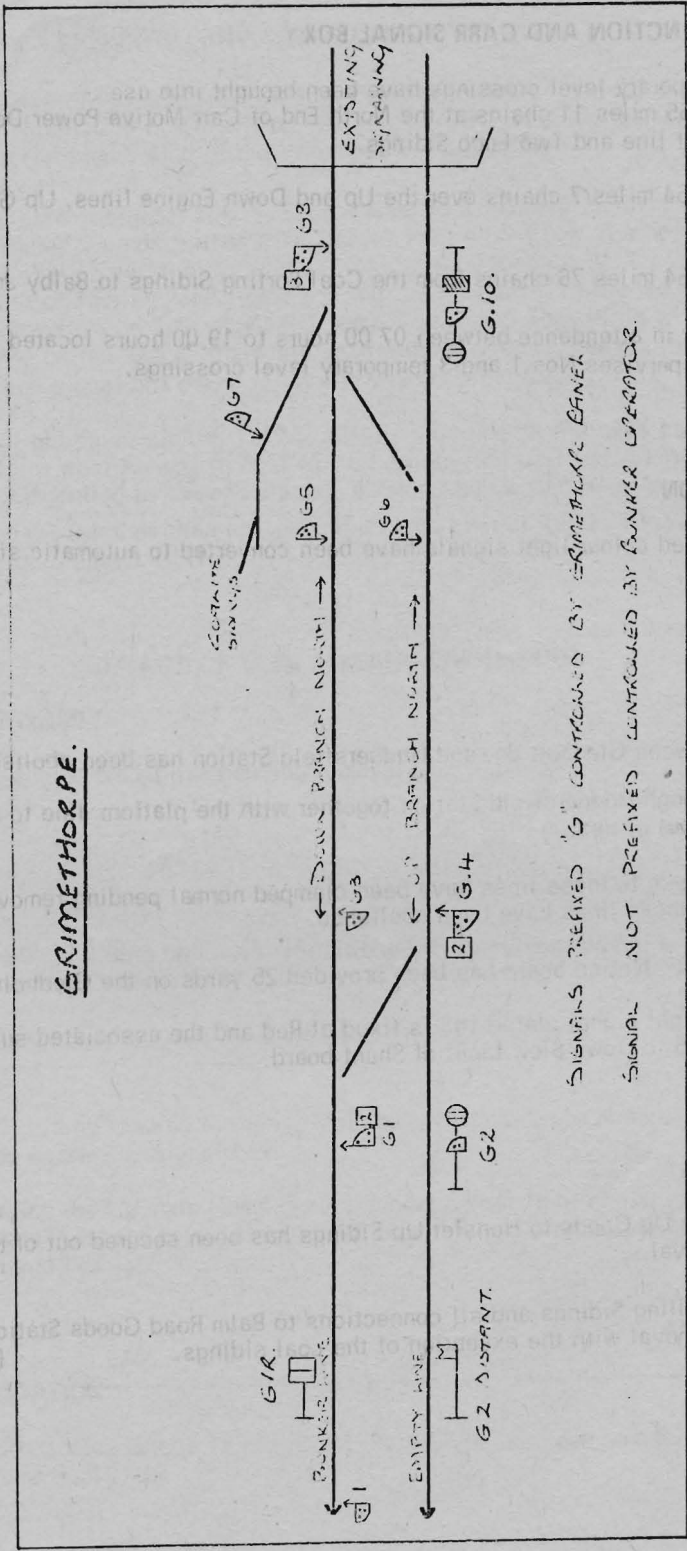
The 3-aspect colour light signal plated 153 is fixed at Red and the associated subsidiary signal below now applies Platform 8 to Down Slow Limit of Shunt board. (43)

** HUNSLET UP SIDINGS

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

No.1 and No.7 Marshalling Sidings and all connections to Balm Road Goods Station have been secured out of use pending removal with the exception of the coal sidings. (Amended item) (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GRIMETHORPE.

SIGNALS PREFIXED 'G' CONTROLLED BY GRIMETHORPE PANEL.
SIGNAL NOT PREFIXED CONTROLLED BY BUNKER OPERATOR.

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 30 OCTOBER : PONTEFRACT SOUTH**

The connection Down Main to Down Sidings will be secured out of use pending removal and the associated signals will be abolished. (47)

SUNDAY 30 OCTOBER : WAKEFIELD WESTGATE

The catch points situated in the Down Doncaster line 614 yards before reaching L.227 signal will be taken out of use pending removal. (47)

SUNDAY 30 OCTOBER : BETWEEN GILBERDYKE AND THORNE MOOR

A.W.S. will be brought into use between Gilberdyke No.G8 colour light signal and Thorne Moor Up Distant colour light signal TN.8.

All inductors will be 200 yards before reaching all signals. (47)

DETAILS OF WORK ALREADY CARRIED OUT**THORNE MOOR ENDS**

The Up Main colour light distant signal plated 8 has been renewed on a straight post with the aspect at the same height above rail level. (Amended item) (46)

PONTEFRACT SOUTH

The trailing connection Up Main to Down Main together with the slip connections leading into the Down Siding and Goods Yard has been secured out of use pending removal.

The following signals have been abolished :-

Shunting Up Main to Down Main
Shunting Up Main to Bridge Yard or Down Sidings
Disc signal applying Down Main to Up Main
Semaphore signal applying Goods Yard to Up Main
Disc signal applying Down Sidings to Up Main (46)

DONCASTER 'C' BOX

No.7 Siding in the West Yard has been shortened by 200 yards. Temporary buffer stops have been provided. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WEAVERTHORPE

A new Disc signal has been provided on the cess side of the Up Main and applies Up Main to Down Main. (46)

GRIMETHORPE

New signalling has been brought into use controlled by a new switch panel located in the Shunters Cabin at Grimethorpe.

A new line leading to the new Rapid Loading Bunker designated "Bunker Line" has been brought into use.

All existing Notice Boards have been abolished.

The following connections have been converted to power operation:—

Coalite Sidings to Down Branch North
Up Branch North to Down Branch North

A new power operated connection Up Branch North to Down Branch North has been brought into use situated 35 yards on the Cudworth Station side of 57½m.p.

The following new signals have been brought into use:—

Signal No.	Route Indication	Application to or towards
G.1	"D"	G.5
	"U"	G.6
G.1R (Repeater for signal G.1)	"ON/OFF"	Down Branch.
	"U"	Up Branch.
G.2	—	G.6
G.3	—	Bunker No.1 signal.
G.4	"E"	Empty line.
	"B"	Bunker No.1 signal.
G.5	—	Down Branch North.
G.6	—	Up Branch North to Down Branch North.
G.7	—	Coalite Sidings to Down Branch North.
G.8	"U"	G.4
	"X"	G.3
	"S"	Sidings.
G.10	—	G.4

A sketch is included with this notice depicting the site of new signals and new connections.

Cudworth Station C.91 signal (route indication "N") now applies to or towards G.10 signal.

The "one train working" staff for the Empty Line (formerly known as Empties arrival/departure line) has been withdrawn, but the line continues to be worked by the same Regulations. Authority to enter the Empty Line is by a proceed aspect on G.4 signal together with route indication "E". (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHEPCOTE LANE – TINSLEY PARK**

A new notice board 'Drivers of Propelled Trains Stop Here' has been provided for Westbound trains on the Secondary Engine Line. This notice board is 137 yards before reaching the 'Stop Await Instructions' board and is on the right hand side of the line at a height of 11ft.

The ground position light shunt signal, T.P. 18, East Arrival to Secondary Engine Line, Engine Line or E. Sidings has been re-positioned 2 yards further from Tinsley Park signal box at a height of 11ft.

New sidings to the North of Tinsley Park signal box have been connected to the North West Arrival by trap and trailing points some 400 yards East of Tinsley Park signal box. The points are controlled by a new 3 lever ground frame called 'B.S.C. Shepcote Lane Sidings Ground Frame'. The Ground Frame is released by Shepcote Lane signal box and a telephone has been provided.

A ground level position light shunt signal, T.P. 17, has been provided on the cress side of the new trailing points and applies North West Arrival to East Arrival (controlled by Tinsley Park signal box) or B.S.C. Shepcote Lane Sidings (controlled by Ground Frame). A repeating Ground level position light shunt signal, T.P. 17R, has been provided on the cress side 150 yards East of signal T.P. 17, this signal display identical aspects to signal T.P. 17. (46)

DONCASTER UP DECOY YARD

No.1 Siding has been secured out of use pending removal. (46)

* GARFORTH**

The Buffer Stops in the No.2 Siding has been repositioned on the signal box side of the hand worked crossover connection in No.2 siding.

The Loading Dock and the hand worked crossover between No.1 and No.2 Siding lines have been abolished.

The connection in No.1 siding leading to the Up Main have become traps and have been repositioned approximately 16 yards nearer the signal box.

The gantry signal carrying the Up Main Home No.2 4-aspect colour light signal plated 46 together with the Up Siding to Up Main 3-aspect colour light signal plated 5 has been repositioned approximately 16 yards nearer the signal box. (44)

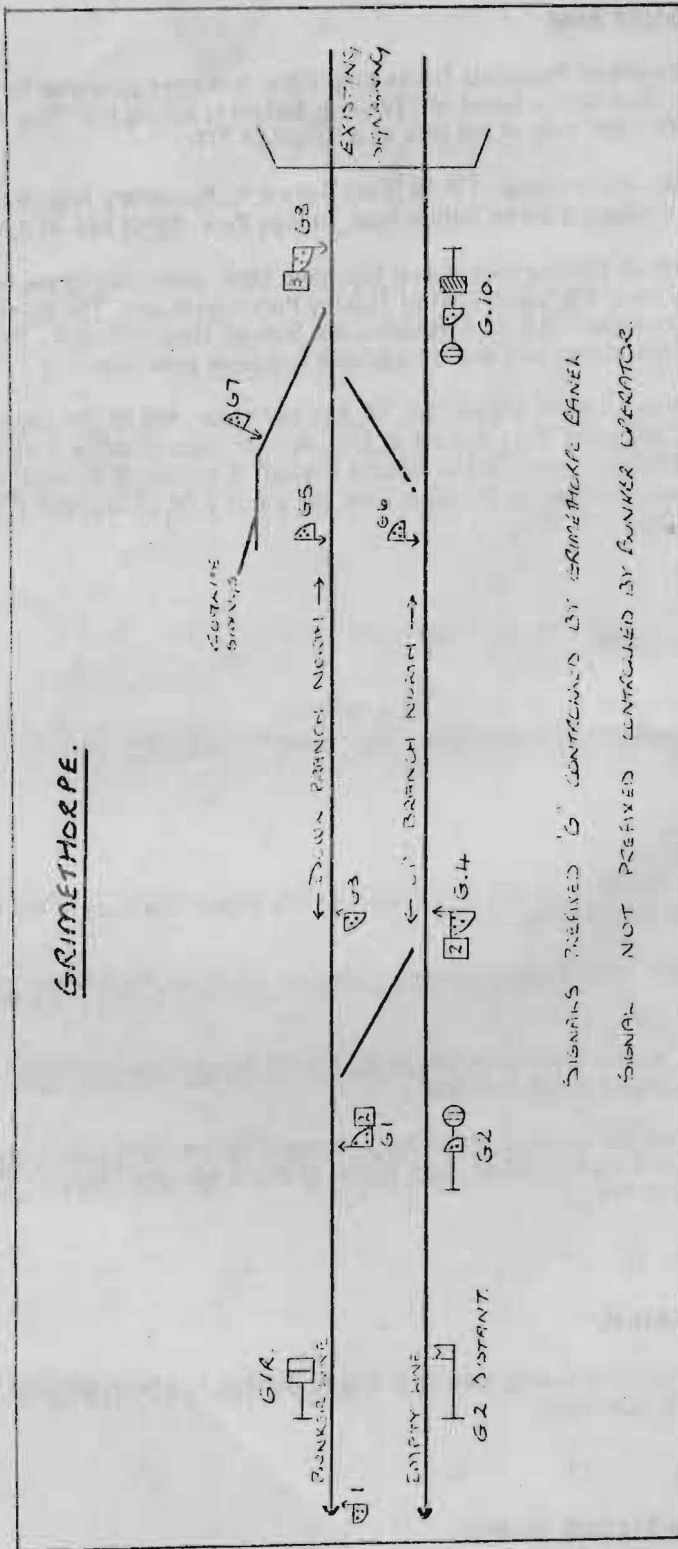
* SCULCOATES POWER STATION**

The connection from Sculcoates Goods Yard to C.E.G.B. Sidings has been secured out of use and the associated Ground Frame abolished. (44)

FERRYBRIDGE 'A' POWER STATION SIDINGS

Siding No.1 has been shortened to a point 360 yards in the rear of signal No.7. A temporary wheel stop has been provided pending erection of a buffer stop. Sidings Nos.2 and 3 have been secured out of use pending removal. (45)

GRIMETHORPE.



SIGNALS PREVIOUSLY CONTROLLED BY GRIMETHORPE PANEL
 SIGNAL NOT PREVIOUSLY CONTROLLED BY BUNKER OPERATOR.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 56 – DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

Wakefield Westgate Station



Delete:-

C. Down Doncaster 106
614 yards before reaching L227 signal.
(w.e.f. 30.10.77) (49D)

Pages 67/68 (Pages 33/34 – Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete :-

CW. Up Slow, 382 96
yards before reaching HU.191 signal.

Delete additional Up running line between Gledholt Junction and Signals HU.145, 147, 149, 153, 155, also additional Up running line between Signal HU.155 and Signal HU.77.

Huddersfield

Delete :-

CW. Up Goods Loop 101
198 yards before reaching HU.155 signal.
(49D)

RULE BOOK

Section N. Clause 7.2

Delete last sentence.

(49D)

Clause 10.5 – Headcodes

Delete item.

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS : CLASS 253 TRAINS
Delete heading and item.

(49D)

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19 (d) and 19 (e) to 19 (c) and 19 (d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by the Track Circuit Block System).

(49D)

MISCELLANEOUS NOTICES

HALIFAX STATION

Realignment of Nos.1 and 2 platforms is in operation. Drivers must draw up to the temporary stop boards before coming to a stand.

(45)

★ BINGLEY STATION

Commencing Monday 31 October. Down stopping trains to stop as directed by display board or to Handsignalman's instructions.

(47)

★ SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

(48)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

21 OCTOBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

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 5 NOVEMBER : MIRFIELD STATION**

Two temporary level crossings over the Down Slow line will be brought into use (one at the Normanton side of the Station and the other at the Eastwood side). The handsignalman will be in attendance between 08 00 and 17 00 hours. A telephone communicating with Healey Mills signal box will be provided.

(48)

SUNDAY 7 NOVEMBER : GRIMETHORPE COLLIERY

A New Bunker signal No.1 will be brought into use and will apply Bunker Line to Bunker Line via the Rapid Loading Bunker. This signal will be controlled by the Bunker Operator.

The following Toton Signals located beyond the Rapid Loading Bunker will be brought into use to control train Movements during Loading Operations :-

Toton Signal	Distance from Bunker	
"A"	405 yards	
"B"	315 yards	
"C"	225 yards	
"D"	135 yards	
"E"	45 yards	(48)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER 'C' BOX**

No.7 Siding in the West Yard has been shortened by 200 yards. Temporary buffer stops have been provided. (46)

DONCASTER UP DECOY YARD

No.1 Siding has been secured out of use pending removal. (46)

**** FERRYBRIDGE 'A' POWER STATION SIDINGS**

Siding No.1 has been shortened to a point 360 yards in the rear of signal No.7. A temporary wheel stop has been provided pending erection of a buffer stop. Sidings Nos.2 and 3 have been secured out of use pending removal. (45)

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

The Up Main colour light distant signal plated 8 has been renewed on a straight post with the aspect at the same height above rail level. (46)

PONTEFRACT SOUTH

The trailing connection Up Main to Down Main together with the slip connections leading into the Down Siding and Goods Yard has been secured out of use pending removal.

The following signals have been abolished :—

- Shunting Up Main to Down Main
- Shunting Up Main to Bridge Yard or Down Sidings
- Disc signal applying Down Main to Up Main
- Semaphore signal applying Goods Yard to Up Main
- Disc signal applying Down Sidings to Up Main

(46)

PONTEFRACT SOUTH

The connection Down Main to Down Sidings has been secured out of use pending removal and the associated signals have been abolished. (42)

WAKEFIELD WESTGATE

The catch points situated in the Down Doncaster line 614 yards before reaching L.227 signal have been taken out of use pending removal. (47)

BETWEEN GILBERDYKE AND THORNE MOOR

A.W.S. has been brought into use between Gilberdyke No.G8 colour light signal and Thorne Moor Up Distant colour light signal TN.8.

All inductors are 200 yards before reaching all signals. (47)

WEAVERTHORPE

A new Disc signal has been provided on the cess side of the Up Main and applies Up Main to Down Main. (46)

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

New signalling has been brought into use controlled by a new switch panel located in the Shunters Cabin at Grimethorpe.

A new line leading to the new Rapid Loading Bunker designated "Bunker Line" has been brought into use.

All existing Notice Boards have been abolished.

The following connections have been converted to power operation:—

Coalite Sidings to Down Branch North
Up Branch North to Down Branch North

A new power operated connection Up Branch North to Down Branch North has been brought into use situated 35 yards on the Cudworth Station side of 57½m.p.

The following new signals have been brought into use:—

Signal No.	Route Indication	Application to or towards
G.1	"D" "U"	G.5 G.6
G.1R (Repeater for signal G.1)	"ON/OFF" "U"	Down Branch. Up Branch.
G.2	—	G.6
G.3	—	Bunker No.1 signal.
G.4	"E" "B"	Empty line. Bunker No.1 signal.
G.5	—	Down Branch North.
G.6	—	Up Branch North to Down Branch North.
G.7	—	Coalite Sidings to Down Branch North.
G.8	"U" "X" "S"	G.4 G.3 Sidings.
G.10	—	G.4

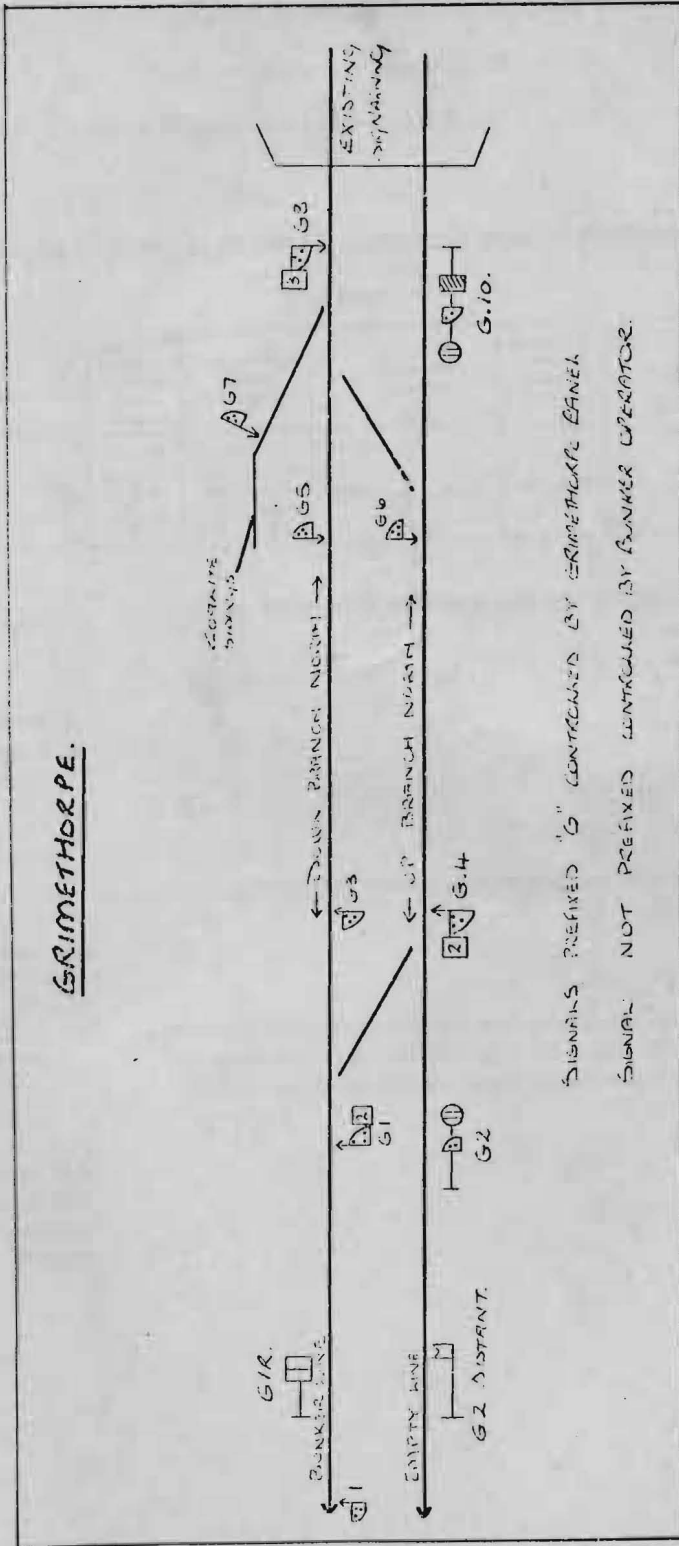
A sketch is included with this notice depicting the site of new signals and new connections.

Cudworth Station C.91 signal (route indication "N") now applies to or towards G.10 signal.

The "one train working" staff for the Empty Line (formerly known as Empties arrival/departure line) has been withdrawn, but the line continues to be worked by the same Regulations. Authority to enter the Empty Line is by a proceed aspect on G.4 signal together with route indication "E". (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GRIMETHORPE.



SIGNALS PREFIXED "G" CONTROLLED BY GRIMETHORPE BUNKER
SIGNAL NOT PREFIXED CONTROLLED BY BUNKER OPERATOR.

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 56 – DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

Wakefield Westgate
Station
Delete:—

C. Down Doncaster 106
614 yards before
reaching L227 signal.
(49D)

Pages 67/68 (Pages 33/34 – Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction
Delete:—

CW. Up Slow, 382 96
yards before reaching
HU.191 signal.

Delete additional Up running line between Gledholt Junction and
Signals HU.145, 147, 149, 153, 155, also additional Up
running line between Signal HU.155 and Signal HU.77.

Huddersfield
Delete:—

CW. Up Goods Loop 101
198 yards before
reaching HU.155
signal.
(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 79 CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

Delete table and substitute :-

DEARNE VALLEY NORTH BRANCH

20 20 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

Dearne Valley North Junction (Controlled by Cudworth Station) (See page 75 for Wath Road Junction to Leeds City North Junction).

15 – 0m. 30chs. (58m. 30chs. Crofton West to Grimethorpe Denaby Sidings mileage) to 0m. 0chs. (Dearne Valley North Branch mileage).

N.B Dearne Valley South Junction (Controlled by Cudworth Station) (See page 80 for Dearne Valley South Branch)

– 10 58m. 0chs. to 57m. 0chs.

Shunting Area Grimethorpe Shunters Cabin (Signals G10 and G5/6/7)

Signals G4/3 and G2

Grimethorpe Colliery 2 1160

★
Up
One Train Only (No Staff)

TABLE Z – LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM

Page 229 (Page 95 – Supp. No.1) (Page 114 Supp. Optg. Insts.)

From	To	Line	Remarks
★ Add:–			
STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION			
Gilberdyke	Thorne Moor	Up	–

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

LOCAL INSTRUCTIONS

Pages 308/309

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO
GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

★ Add:– GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES

1. When tare-weighing is to commence, the train must be down over the weightbridge at a speed not exceeding 3 m.p.h. and must be worked in accordance with the special loading signals.
 2. The train must be propelled during loading and gross weighing.
 3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
 4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation.
-

RULE BOOK

Section N. Clause 7.2
Delete last sentence. (49D)

Clause 10.5 – Headcodes
Delete item. (49D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS : CLASS 253 TRAINS
Delete heading and item. (49D)

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19 (d) and 19 (e) to 19 (c) and 19 (d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by the Track Circuit Block System). (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

* * HALIFAX STATION

Realignment of Nos.1 and 2 platforms is in operation. Drivers must draw up to the temporary stop boards before coming to a stand. (45)

BINGLEY STATION

Down stopping trains to stop as directed by display board or to Handsignalman's instructions. (47)

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book. (48)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

28 OCTOBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.



NS

EASTERN REGION

46

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

**SATURDAY 12 NOVEMBER
TO
FRIDAY 18 NOVEMBER 1977
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 13 NOVEMBER : DONCASTER B.R.E.L. (NORTH GROUND FRAME)**

The Wagon Repair Sidings and C Sidings/West Group connections will be taken out of use.

The Tall Siding Signal from the Wagon Repair Siding will be abolished. (49)

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

Two temporary level crossings over the Down Slow line have been brought into use (one at Normanton side of the Station and the other at the Eastwood side). The handsignalman is in attendance between 08 00 and 17 00 hours. A telephone communicating with Healey Mills signal box has been provided.

(48)

GRIMETHORPE COLLIERY

A New Bunker signal No.1 has been brought into use and applies Bunker Line to Bunker Line via the Rapid Loading Bunker. This signal is controlled by the Bunker Operator.

The following Toton Signals located beyond the Rapid Loading Bunker have been brought into use to control train Movements during Loading Operations:-

Toton Signal	Distance from Bunker	
"A"	405 yards	
"B"	315 yards	
"C"	225 yards	
"D"	135 yards	
"E"	45 yards	(48)

**** DONCASTER 'C' BOX**

No.7 Siding in the West Yard has been shortened by 200 yards. Permanent buffer stops have been provided. (46)

**** DONCASTER UP DECOY YARD**

No.1 Siding has been secured out of use pending removal. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** THORNE MOOR ENDS

The Up Main colour light distant signal plated 8 has been renewed on a straight post with the aspect at the same height above rail level. (46)

** PONTEFRACT SOUTH

The trailing connection Up Main to Down Main together with the slip connections leading into the Down Siding and Goods Yard has been secured out of use pending removal.

The following signals have been abolished:—

Shunting Up Main to Down Main
 Shunting Up Main to Bridge Yard or Down Sidings
 Disc signal applying Down Main to Up Main
 Semaphore signal applying Goods Yard to Up Main
 Disc signal applying Down Sidings to Up Main

(46)

** PONTEFRACT SOUTH

The connection Down Main to Down Sidings has been secured out of use pending removal and the associated signals have been abolished. (46)

WAKEFIELD WESTGATE

The catch points situated in the Down Doncaster line 614 yards before reaching L.227 signal have been taken out of use pending removal. (47)

BETWEEN GILBERDYKE AND THORNE MOOR

A.W.S. has been brought into use between Gilberdyke No.G8 colour light signal and Thorne Moor Up Distant colour light signal TN.8.

All inductors are 200 yards before reaching all signals. (47)

** WEAVERTHORPE

A new Disc signal has been provided on the cess side of the Up Main and applies Up Main to Down Main. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** GRIMETHORPE

New signalling has been brought into use controlled by a new switch panel located in the Shunters Cabin at Grimethorpe.

A new line leading to the new Rapid Loading Bunker designated "Bunker Line" has been brought into use.

All existing Notice Boards have been abolished.

The following connections have been converted to power operation:–

Coalite Sidings to Down Branch North
Up Branch North to Down Branch North

A new power operated connection Up Branch North to Down Branch North has been brought into use situated 35 yards on the Cudworth Station side of 57½m.p.

The following new signals have been brought into use:–

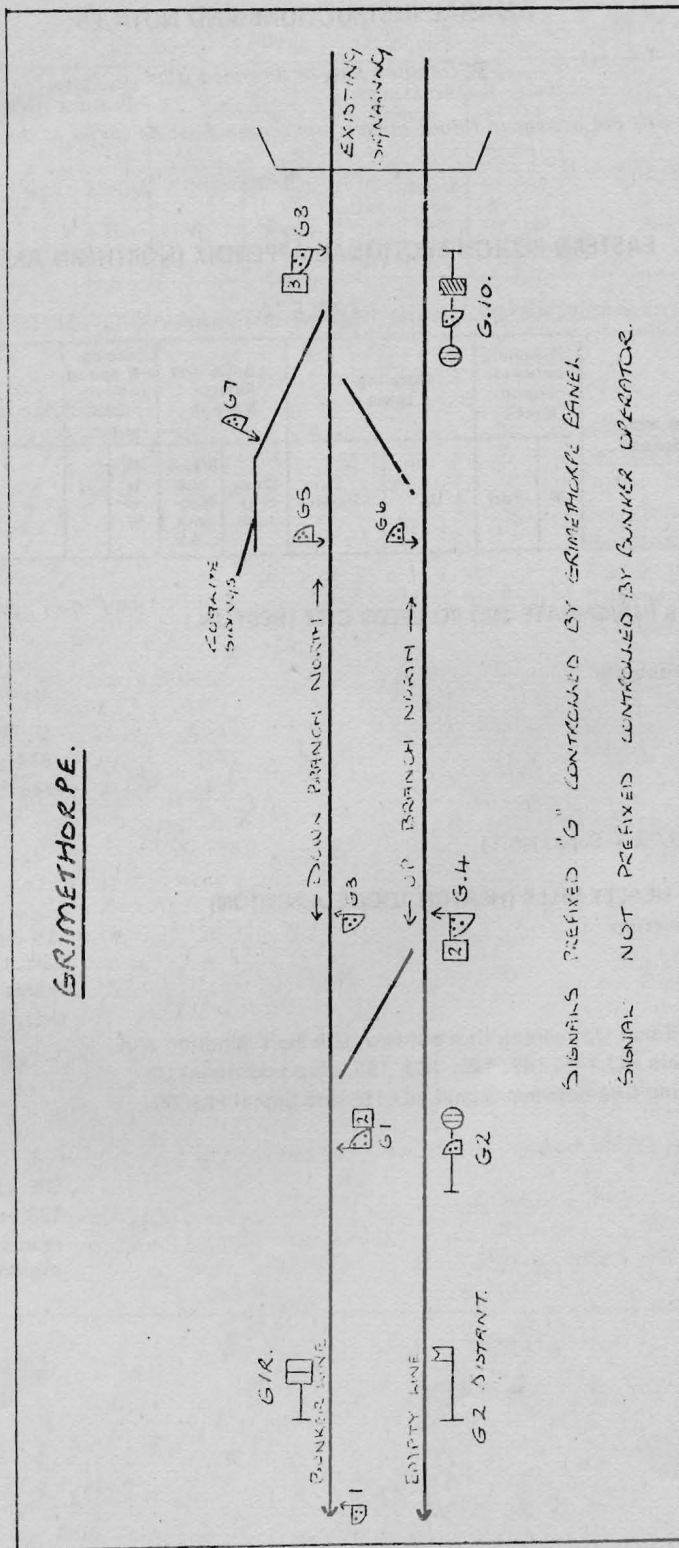
Signal No.	Route Indication	Application to or towards
G.1	"D" "U"	G.5 G.6
G.1R (Repeater for signal G.1)	"ON/OFF" "U"	Down Branch. Up Branch.
G.2	–	G.6
G.3	–	Bunker No.1 signal.
G.4	"E" "B"	Empty line. Bunker No.1 signal.
G.5	–	Down Branch North.
G.6	–	Up Branch North to Down Branch North.
G.7	–	Coalite Sidings to Down Branch North.
G.8	"U" "X" "S"	G.4 G.3 Sidings.
G.10	–	G.4

A sketch is included with this notice depicting the site of new signals and new connections.

Cudworth Station C.91 signal (route indication "N") now applies to or towards G.10 signal.

The "one train working" staff for the Empty Line (formerly known as Empties arrival/departure line) has been withdrawn, but the line continues to be worked by the same Regulations. Authority to enter the Empty Line is by a proceed aspect on G.4 signal together with route indication "E". (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)–continued

Page 219 TABLE P.3 – LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located between	At
★	Add DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.	
No.81	Thirsk and Northallerton	22m. 73chs.
No.82	Thirsk and Northallerton	23m. 33chs.
No.88	Thirsk and Northallerton	27m. 16chs.
No.89	Thirsk and Northallerton	27m. 58chs.
No.174	Lucker and Belford	50m. 37chs.
No.179	Lucker and Belford	54m. 68chs.

TABLE Z – LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM

Page 229 (Page 95 – Supp. No.1) (Page 114 Supp. Optg. Insts.)

From	To	Line	Remarks
Add:– STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION			
Gilberdyke	Thorne Moor	Up	– (49D)

LOCAL INSTRUCTIONS

Pages 308/309

**CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO
GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)****Add:– GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES**

1. When tare-weighing is to commence, the train must be down over the weightbridge at a speed not exceeding 3 m.p.h. and must be worked in accordance with the special loading signals.
2. The train must be propelled during loading and gross weighing.
3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation. (49D)

CALL OVERS

The call over of trains is needed so that arrangements can be made for passengers who may miss connections and have already suffered delay and inconvenience.

**LOOK AFTER PASSENGERS -
CALL OVER YOUR TRAIN**



NS

EASTERN REGION

48

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

SATURDAY 26 NOVEMBER

TO

FRIDAY 2 DECEMBER 1977

INCLUSIVE

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

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 27 NOVEMBER : SKELTON SIGNAL BOX

The Advance Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line will be repositioned 178 yards further North. (51)

SUNDAY 27 NOVEMBER : MILNER ROYD JUNCTION

The Up Main Inner Home signal will be abolished. The Up Main Outer Home signal will become the Up Main Home and will be provided with a telephone communicating with Milner Royd Junction signal box.

The telephone located on the Down Main Home Signal will be abolished.

The 3-aspect Up Branch colour light signal plated MR.1 will be replated MR.702. (51)

SUNDAY 27 NOVEMBER : THORNE JUNCTION TO GILBERDYKE

A.W.S. equipment will be brought into use between Stainforth Down Hull colour light signal ST.635 and Gilberdyke Down Distant Signal.

All inductors will be located 200 yards before reaching the signals. (51)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The Ground Position Light signal with 5-way Route Indication (62) located to the left of the existing Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications :-

- 'M' - Up Main
- 'R' - Up Reception Lines
- 'E' - Down Shunting No.1
- 'G' - Up Goods
- 'D' - Down Departure Lines.

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

ALTOFTS JUNCTION - WHITWOOD - METHLEY JUNCTION

Altofts Junction - Whitwood

The Up Main Distant colour light signal A.984 has had a Red aspect brought into use and has become Whitwood Intermediate Block Home signal, plated W.14. A telephone has been provided communicating with Whitwood signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

ALTOFTS JUNCTION - WHITWOOD - METHLEY JUNCTION - continued

Whitwood

The following semaphore signals have been abolished:—

- Up Main Starter
- Up Main Home
- Up Branch Home
- Up Branch Starter

A New Up Main Home 4-aspect (Top Aspect blank out) colour light signal with a position 4 junction indicator applying to the Up Branch has been brought into use located 310 yards East of the signal box, capable of displaying Red, Yellow or Green aspects, and is plated W.12. The distance to W.14 signal is 1466 yards.

Methley Junction

The Up Whitwood Branch distant signal has been abolished.

(50)

BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX

Bridge Junction

The Up Slow Goods No.2 line has been taken out of use and all signals applying to this line will be maintained at Danger.

The Up Slow Goods No.2 starting signal has been abolished.

Carr Signal Box

The Up Slow Goods No.2 Home with Distant below has been abolished together with the Limit of Shunt A notice board.

All signalled routes applying to the Up Slow Goods No.2 Limit of Shunt have been abolished.

The trailing end of the facing crossover Up Fast Goods No.1 to Up Slow Goods No.2 has been secured for movements to and from the Up Fast Goods line only.

The Down Engine line has been abolished.

The connection from Up Engine Road No.1 to Up Engine Road No.2 has been abolished and the Up Engine Road No.1 has been slued to connect with the former Down Engine line. The Up Engine Road No.1 is now to be known as the Down Engine line.

The stencil signal applying from the former Up Engine Road has been abolished.

Carr M.P.D.

A one-way point lever has been installed at the points controlling the North End of Nos.3 and 4 Shed Roads. The points will be set to lie normally open to No.4 road. The clamp fitted to the points controlling the North End of Nos.2 and 2 Shed Roads have been removed and these points have reverted to two-way working.

(50)

CASTLEFORD GATES

The Up Main Home colour light signal plated C.G.5 is now only capable of displaying Red, Yellow or Green aspects.

The Up Main starting semaphore signal with Whitwoods distant below has been abolished.

(50)

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

The Up Home No.1 and Up Home No.2 semaphore signals have been abolished.

A New Up Home 3-aspect colour light signal capable of displaying Red, Yellow or Green aspects has been provided 315 yards from the signal box with the Red aspect 11ft. above rail level. (51)

DONCASTER B.R.E.L. (NORTH GROUND FRAME)

The Wagon Repair Sidings and C Sidings/West Group connections have been taken out of use.

The Tall Siding Signal from the Wagon Repair Siding has been abolished. (49)

**** MIRFIELD STATION**

Two temporary level crossings over the Down Slow line have been brought into use (one at Normanton side of the Station and the other at the Eastwood side). The handsignalman is in attendance between 08 00 and 17 00 hours. A telephone communicating with Healey Mills signal box has been provided. (48)

**** GRIMETHORPE COLLIERY**

A New Bunker signal No.1 has been brought into use and applies Bunker Line to Bunker Line via the Rapid Loading Bunker. This signal is controlled by the Bunker Operator.

The following Toton Signals located beyond the Rapid Loading Bunker have been brought into use to control train Movements during Loading Operations:—

Toton Signal	Distance from Bunker	
"A"	405 yards	
"B"	315 yards	
"C"	225 yards	
"D"	135 yards	
"E"	45 yards	(48)

**** WAKEFIELD WESTGATE**

The catch points situated in the Down Doncaster line 614 yards before reaching L.227 signal have been taken out of use pending removal. (48)

**** BETWEEN GILBERDYKE AND THORNE MOOR**

A.W.S. has been brought into use between Gilberdyke No.G8 colour light signal and Thorne Moor Up Distant colour light signal TN.8.

All inductors are 200 yards before reaching all signals. (48)

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 4 DECEMBER: DONCASTER OLD YARD**

The Dock Siding and adjacent siding North of the points giving access to Doncaster Old Yard will be taken out of use. (53)

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

The Advanced Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been repositioned 178 yards further North. (51)

MILNER ROYD JUNCTION

The Up Main Inner Home signal has been abolished. The Up Main Outer Home signal has become the Up Main Home and is provided with a telephone communicating with Milner Royd Junction signal box.

The telephone located on the Down Main Home Signal has been abolished.

The 3-aspect Up Branch colour light signal plated MR.1 has been replated MR.702. (51)

THORNE JUNCTION TO GILBERDYKE

W.S. equipment has been brought into use between Stainforth Down Hull colour light signal ST.635 and Gilberdyke Down Distant Signal.

All inductors have been located 200 yards before reaching the signals. (51)

SKELTON

The Ground Position Light signal with 5-way Route Indication (62) located to the left of the existing Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications :-

- 'M' - Up Main
- 'R' - Up Reception Lines
- 'E' - Down Shunting No.1
- 'G' - Up Goods
- 'D' - Down Departure Lines.

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****ALTOFTS JUNCTION – WHITWOOD – METHLEY JUNCTION****Altofts Junction – Whitwood**

The Up Main Distant colour light signal A.984 has had a Red aspect brought into use and has become Whitwood Intermediate Block Home signal, plated W.14. A telephone has been provided communicating with Whitwood signal box.

Whitwood

The following semaphore signals have been abolished:—

Up Main Starter
Up Main Home
Up Branch Home
Up Branch Starter

A New Up Main Home 4-aspect (Top Aspect blank out) colour light signal with a position 4 junction indicator applying to the Up Branch has been brought into use located 310 yards East of the signal box, capable of displaying Red, Yellow or Green aspects, and is plated W.12. The distance to W.14 signal is 1466 yards.

Methley Junction

The Up Whitwood Branch distant signal has been abolished.

(50)

BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX**Bridge Junction**

The Up Slow Goods No.2 line has been taken out of use and all signals applying to this line will be maintained at Danger.

The Up Slow Goods No.2 starting signal has been abolished.

Carr Signal Box

The Up Slow Goods No.2 Home with Distant below has been abolished together with the Limit of Shunt notice board.

All signalled routes applying to the Up Slow Goods No.2 Limit of Shunt have been abolished.

The trailing end of the facing crossover Up Fast Goods No.1 to Up Slow Goods No.2 has been secured for movements to and from the Fast Goods line only.

The existing signalling to the Down Engine line remains. Movements from the South End of Carr M.P.D. continue via engine line No.1 or No.2 but for alterations in side the M.P.D. see below.

Carr M.P.D.

The connection from Up Engine No.2 to Up Engine No.1 has been abolished and the North End of Up Engine Road No.1 has been slued to connect with the Down Engine line. The Up Engine Road No.1 is known as the Down Engine line. The former Down Engine line from the slue to the North End of Carr M.P.D. has been abolished.

A one-way point lever has been installed at the points controlling the North End of Nos.3 and 4 Shed Roads. The points will be set to lie normally open to No.4 road. The clamp fitted to the points controlling the North End of Nos.2 and 2 Shed Roads have been removed and these points have reverted to two-way working.

(Amended item) (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CASTLEFORD GATES

The Up Main Home colour light signal plated C.G.5 is now only capable of displaying Red, Yellow or Green aspects.

The Up Main starting semaphore signal with Whitwoods distant below has been abolished. (50)

COTTINGHAM NORTH

The Up Home No.1 and Up Home No.2 semaphore signals have been abolished.

A New Up Home 3-aspect colour light signal capable of displaying Red, Yellow or Green aspects has been provided 315 yards from the signal box with the Red aspect 11ft. above rail level. (51)

**** DONCASTER B.R.E.L. (NORTH GROUND FRAME)**

The Wagon Repair Sidings and C Sidings/West Group connections have been taken out of use.

The Tall Siding Signal from the Wagon Repair Siding has been abolished. (49)

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 NOTICES

SKELTON JN. AND SKELTON BRIDGE

From 00 01 Monday 21 November 1977 the Down Slow will be realigned between 1m. 46chs. and 2m. 45chs. (50)

DONCASTER M.P.D.

From 16 00 Monday 21 November, until 16 00 Sunday 11 December, access to the North End of the M.P.D. will be by the Up Engine Line. (50)

STRENSALL COMMON ROAD – LEVEL CROSSING

The gate 'Stop Board' has been taken out of use. (51)

HILL HOUSE GOODS YARD

Sidings Nos.2, 3, 6, 7, 8, 9 and 10 are clipped out of use pending removal. (50)

★DONCASTER STATION

Commencing Sunday 4 December, Up Platforms No.1 and 4 at the North End will be shortened by 33 yards. (52)

YORK FOSS ISLANDS GOODS YARD

As from Monday 28 November the crossovers between No.2 Dummy Siding, No.3 Dock siding and No.4 Dock siding will be secured out of use pending removal. (51)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

25 NOVEMBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

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 11 DECEMBER : BRIDGE JUNCTION (DONCASTER)**

The former Up Goods No.2 will be slewed into the Diesel Depot and will in future form the Northern Entrance/Exit to Carr Diesel Depot. A signal will be provided on the locomotive line consisting of a Full arm with lower disc signal mounted on the same post which will control access to the depot.

The down signals formerly applying set-back Up Goods Independent No.2 will be moved approximately 100 yards further south and will now apply from the Locomotive Line as follows:-

- Top Disc will apply to Up Goods Independent No.1 set-back.
- Bottom Disc will apply to the Up Sidings.

Notice boards worded "Stop Telephone" will be provided at the exits from the Down Engine Line and Diesel Depot. The telephone will communicate with Bridge Junction Signal Box.

A Notice Board worded "Stop Telephone Depot" will be provided on the Locomotive Line at the entrance to the Diesel Depot. (53)

TUESDAY 13 DECEMBER : WOMERSLEY

The Up Main Distant semaphore signal will be renewed 339 yards further from the signal box with the arm at a reduced height of 18 ft. above rail level. (53)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER OLD YARD**

The Dock Siding and adjacent siding North of the points given access to Doncaster Old Yard has been taken out of use. (53)

SKELTON SIGNAL BOX

The Advanced Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been repositioned 178 yards further North. (51)

MILNER ROYD JUNCTION

The Up Main Inner Home signal has been abolished. The Up Main Outer Home signal has become the Up Main Home and is provided with a telephone communicating with Milner Royd Junction signal box.

The telephone located on the Down Main Home Signal has been abolished.

The 3-aspect Up Branch colour light signal plated MR.1 has been replated MR.702. (51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****THORNE JUNCTION TO GILBERDYKE**

A.W.S. equipment has been brought into use between Stainforth Down Hull colour light signal ST.635 and Gilberdyke Down Distant Signal.

All inductors have been located 200 yards before reaching the signals. (51)

* *

*** SKELTON**

The Ground Position Light signal with 5-way Route Indication (62) located to the left of the existing Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications:—

- 'M' – Up Main
- 'R' – Up Reception Lines
- 'E' – Down Shunting No.1
- 'G' – Up Goods
- 'D' – Down Departure Lines.

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

*** * ALTOFTS JUNCTION – WHITWOOD – METHLEY JUNCTION****Altofts Junction – Whitwood**

The Up Main Distant colour light signal A.984 has had a Red aspect brought into use and has become Whitwood Intermediate Block Home signal, plated W.14. A telephone has been provided communicating with Whitwood signal box.

Whitwood

The following semaphore signals have been abolished:—

- Up Main Starter
- Up Main Home
- Up Branch Home
- Up Branch Starter

A New Up Main Home 4-aspect (Top Aspect blank out) colour light signal with a position 4 junction indicator applying to the Up Branch has been brought into use located 310 yards East of the signal box, capable of displaying Red, Yellow or Green aspects, and is plated W.12. The distance to W.14 signal is 1466 yards.

Methley Junction

The Up Whitwood Branch distant signal has been abolished. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX****Bridge Junction**

The Up Slow Goods No.2 line has been taken out of use and all signals applying to this line will be maintained at Danger.

The Up Slow Goods No.2 starting signal has been abolished.

Carr Signal Box

The Up Slow Goods No.2 Home with Distant below has been abolished together with the Limit of Shunt notice board.

All signalled routes applying to the Up Slow Goods No.2 Limit of Shunt have been abolished.

The trailing end of the facing crossover Up Fast Goods No.1 to Up Slow Goods No.2 has been secured for movements to and from the Fast Goods line only.

The existing signalling to the Down Engine line remains. Movements from the South End of Carr M.P.D. continue via engine line No.1 or No.2 but for alterations in side the M.P.D. see below.

Carr M.P.D.

The connection from Up Engine No.2 to Up Engine No.1 has been abolished and the North End of Up Engine Road No.1 has been slued to connect with the Down Engine line. The Up Engine Road No.1 is known as the Down Engine line. The former Down Engine line from the slue to the North End of Carr M.P.D. has been abolished.

A one-way point lever has been installed at the points controlling the North End of Nos.3 and 4 Shed Roads. The points will be set to lie normally open to No.4 road. The clamp fitted to the points controlling the North End of Nos.2 and 2 Shed Roads have been removed and these points have reverted to two-way working. (50)

**** CASTLEFORD GATES**

The Up Main Home colour light signal plated C.G.5 is now only capable of displaying Red, Yellow or Green aspects.

The Up Main starting semaphore signal with Whitwoods distant below has been abolished. (50)

COTTINGHAM NORTH *

The Up Home No.1 and Up Home No.2 semaphore signals have been abolished.

A New Up Home 3-aspect colour light signal capable of displaying Red, Yellow or Green aspects has been provided 315 yards from the signal box with the Red aspect 11ft. above rail level. (51)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATION TO ND.49D GENERAL INSTRUCTIONS AND NOTICES

Page ND.2

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV AND V

★ Delete heading and item.

MISCELLANEOUS NOTICES

** SKELTON JN. AND SKELTON BRIDGE

From 00 01 Monday 21 November 1977 the Down Slow will be realigned between 1m. 46chs. and 2m. 45chs. (50)

** DONCASTER M.P.D.

From 16 00 Monday 21 November, until 16 00 Sunday 11 December, access to the North End of the M.P.D. will be by the Up Engine Line. (50)

STRENSALL COMMON ROAD – LEVEL CROSSING

The gate 'Stop Board' has been taken out of use. (51)

** HILL HOUSE GOODS YARD

Sidings Nos.2, 3, 6, 7, 8, 9 and 10 are clipped out of use pending removal. (50)

DONCASTER STATION

Up Platforms No.1 and 4 at the North End has been shortened by 33 yards. (52)

YORK FOSS ISLANDS GOODS YARD

As from Monday 28 November the crossovers between No.2 Dummy Siding, No.3 Dock siding and No.4 Dock siding will be secured out of use pending removal. (51)

MO.45NS
YorkG.R.H. ORBELL
Chief Operating Manager

1 DECEMBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

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 18 DECEMBER : DOWN DECOY YARD – NORTH END**

Staff crossings with illuminated notices worded "DO NOT CROSS UNLESS LIGHT SHOWS" will be provided in the following positions :-

"B" Crossing, to the South of D.239 signal, covering the exits from Nos. 5, 6 and 7 Reception Roads and Decoy Down Sidings.

"A" Crossing, to the South of D.235 signal, covering the Up and Down Flyover lines and the exits from Nos. 1, 2, 3 and 4 Reception Sidings. (1)

SUNDAY 18 DECEMBER – ESHOLT JN.

The Down Main Inner Home and the Up Main Starting and Up Branch Starting signals will be abolished. The Down Main Outer Home signal will become the Down Main Home signal and will be provided with a telephone communicating with Esholt Jn. signal box. (1)

DETAILS OF WORK ALREADY CARRIED OUT**BRIDGE JUNCTION (DONCASTER)**

The former Up Goods No.2 has been slewed into the Diesel Depot and now forms the Northern Entrance/Exit to Carr Diesel Depot. A signal has been provided on the locomotive line consisting of a Full arm with lower disc signal mounted on the same post which controls access to the depot.

The down signals formerly applying set-back Up Goods Independent No.2 have been moved approximately 100 yards further south and now apply from the Locomotive Line as follows :-

Top Disc applies to Up Goods Independent No.1 set back.
Bottom Disc applies to the Up Sidings.

Notice boards worded "Stop Telephone" have been provided at the exits from the Down Engine Line and Diesel Depot. The telephone communicates with Bridge Junction Signal Box.

A Notice Board worded "Stop Telephone Depot" has been provided on the Locomotive Line at the entrance to the Diesel Depot. (53)

WOMERSLEY

The Up Main Distant semaphore signal has been renewed 339 yards further from the signal box with the arm at a reduced height of 18ft above rail level. (53)

DONCASTER OLD YARD

The Dock Siding and adjacent siding North of the points given access to Doncaster Old Yard has been taken out of use. (53)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**** SKELTON SIGNAL BOX**

The Advanced Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been repositioned 178 yards further North. (51)

**** MILNER ROYD JUNCTION**

The Up Main Inner Home signal has been abolished. The Up Main Outer Home signal has become the Up Main Home and is provided with a telephone communicating with Milner Royd Junction signal box.

The telephone located on the Down Main Home Signal has been abolished.

The 3-aspect Up Branch colour light signal plated MR.1 has been replated MR.702. (51)

**** THORNE JUNCTION TO GILBERDYKE**

A.W.S. equipment has been brought into use between Stainforth Down Hull colour light signal ST.635 and Gilberdyke Down Distant Signal.

All inductors have been located 200 yards before reaching the signals. (51)

**** COTTINGHAM NORTH**

The Up Home No.1 and Up Home No.2 semaphore signals have been abolished.

A New Up Home 3-aspect colour light signal capable of displaying Red, Yellow or Green aspects has been provided 315 yards from the signal box with the Red aspect 11ft. above rail level. (51)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATION TO ND.49D GENERAL INSTRUCTIONS AND NOTICES

Page ND.2

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV AND V

Delete heading and item.

MISCELLANEOUS NOTICES

** STRENSALL COMMON ROAD - LEVEL CROSSING

The gate 'Stop Board' has been taken out of use.

(51)

DONCASTER STATION

Up Platforms No.1 and 4 at the North End has been shortened by 33 yards.

(52)

** YORK FOSS ISLANDS GOODS YARD

As from Monday 28 November the crossovers between No.2 Dummy Siding, No.3 Dock siding and No.4 Dock siding will be secured out of use pending removal.

(51)

MO.45NS
YorkG.R.H. ORBELL
Chief Operating Manager

8 DECEMBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

NS 52/53
24.12.77
to
6.1.78

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

DOWN DECOY YARD – NORTH END

Staff crossings with illuminated notices worded "DO NOT CROSS UNLESS LIGHT SHOWS" have been provided in the following positions :-

"B" Crossing, to the South of D.239 signal, covering the exits from Nos. 5, 6 and 7 Reception Roads and Decoy Down Sidings.

"A" Crossing, to the South of D.235 signal, covering the Up and Down Flyover lines and the exits from Nos. 1, 2, 3 and 4 Reception Sidings. (1)

ESHOLT JN.

The Down Main Inner Home and the Up Main Starting and Up Branch Starting signals have been abolished. The Down Main Outer Home signal has become the Down Main Home signal and has been provided with a telephone communicating with Esholt Jn. signal box. (1)

** BRIDGE JUNCTION (DONCASTER)

The former Up Goods No.2 has been slewed into the Diesel Depot and now forms the Northern Entrance/Exit to Carr Diesel Depot. A signal has been provided on the locomotive line consisting of a Full arm with lower disc signal mounted on the same post which controls access to the depot.

The downsignals formerly applying set-back Up Goods Independent No.2 have been moved approximately 100 yards further south and now apply from the Locomotive Line as follows :-

Top Disc applies to Up Goods Independent No.1 set back.
Bottom Disc applies to the Up Sidings.

Notice boards worded "Stop Telephone" have been provided at the exits from the Down Engine Line and Diesel Depot. The telephone communicates with Bridge Junction Signal Box.

A Notice Board worded "Stop Telephone Depot" has been provided on the Locomotive Line at the entrance to the Diesel Depot. (53)

** WOMERSLEY

The Up Main Distant semaphore signal has been renewed 339 yards further from the signal box with the arm at a reduced height of 18ft above rail level. (53)

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

The Dock Siding and adjacent siding North of the points given access to Doncaster Old Yard has been taken out of use. (53)

LEEDS EAST

The Up Main Ground Position Light signal (168) applying Up Main to Platform 5 has been repositioned 7 yards further east, with no alteration to form or application. (New Item) (3)

HUDDERSFIELD

The Down Slow line has been brought back into use together with all signals applying to this line.

A New Down Slow 3-aspect colour light signal capable of displaying Red, Yellow or Green aspects plated HU.169 with associated subsidiary and 3-way theatre type route indicator has been brought into use located in the Tunnel at the Huddersfield Station end with the following indications :-

- L – Down Loop
- 8 – Platform 8
- 4 – Platform 4

The Red aspect will be 8 feet above rail level.

A Diamond sign has been provided together with a telephone communicating with Huddersfield signal box. (3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATION TO ND.49D GENERAL INSTRUCTIONS AND NOTICES

Page ND.2

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV AND V

Delete heading and item.

MISCELLANEOUS NOTICES

***DONCASTER STATION

Up Platforms No.1 and 4 at the North End has been shortened by 33 yards.

(52)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

15 DECEMBER, 1977

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your supervisor.