

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 8 JANUARY : DECOY NO.2**

The Up Main outer home signal will be repositioned 100 yards further from the signal box with the arm at a reduced height of 27ft. above rail level. A diamond sign will be provided. (4)

SUNDAY 8 JANUARY - DONCASTER NORTH

The trailing connection Old Yard No.1 Siding to Up Passenger Independent No.1 line will be abolished.

The trailing connection Old Yard Sidings Nos.2 to 4 to Up Passenger Independent No.1 line will be abolished.

The routes (Indication P.1) from signals DN.74 and DN.80 to Up Passenger Independent No.1 line will be abolished.

The route (Indication P.1) from signal DN.99 set back to Old Yard Siding No.1 or Nos 2 to 4 will be abolished. (4)

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)

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)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

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)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

** Items marker 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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.

Page 27

Benton North Junction

★ Delete all details.
Killingworth Station (L.C.)

★ Amend mileage to read 1m. 1124 yards.

Page 49 NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

★ Amend description of Signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

South Gosforth

★ Delete:— C. Down line, 550 yards before reaching D3B signal. 100

Benton Station

★ Delete:— C. Down line, 550 yards before reaching B41 signal. —

Benton Station Junction

★ Amend:—
(Controlled by Benton signal box)
(See page 51 for Benton S.W. curve)

★ Delete:— 25 — Over junction towards Benton North Junction (Branch Speed Limit).

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 49 - continued

Benton East Junction

Delete:-

C. Down Main line, 120
545 yards before
reaching D5B signal.

Page 50

Backworth Junction

Delete:-

(See page 158
for Backworth
to Morpeth
via Seghill)

30 - Over junction towards
Morpeth 6m. 0ch. to
6m. 78ch. (Manors to
Morpeth mileage)

Amend description of signalling between West Monkseaton Station and Monkseaton Station to read:-
"One Train Working" (No staff).

Page 51 BENTON NORTH WEST CURVE

Delete table,
BENTON SOUTH WEST CURVE

Benton Station Junction No.1

Delete:-

(See page 49 for
Manors Junction
to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute
SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
SOUTH GOSFORTH AND COXLIDGE

10 MAXIMUM PERMISSIBLE SPEED
(Both ON MAIN AND SINGLE LINES.
directions)

South Gosforth Station Junction
(Controlled by
South Gosforth
signal box)

(See page 49
for Manors to
Tynemouth via
Backworth)

T.C.B.

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	U	Position	Gradient (Rising unless otherwise shown) 1 in

Page 52 - substitute - continued

See Local Instructions Page 294	South Gosforth	-	899									
	West Junction (Controlled by South Gosforth signal box)											
One Train Working	West Gosforth Station											
	Coxlodge Station (L.C.)	1	515						30	MAXIMUM SPEED ON SINGLE (Both LINE, directions)		
	Bells (L.C.) (P.1)											
	Kenton Bank (L.C.) (P.1)											
	Callerton (L.C.) (P.1)											
	Callerton I.C.I. Sidings											

Page 159 (Page 71 Supp. No.1)

PERCY MAIN NORTH TO EARSDON JUNCTION

- ★ Amend description of signalling in first column between Percy Main North and Earsdon to read:- "Absolute Block".
- Percy Main North
- ★ Add:- 25 25 Over level crossings at 1m. 57ch.
- Bettys Lonnen (L.C.) (P.4)
- Blue Bell
- ★ Delete block post dot and Add (G.B.)
- ★ Delete:- CW. Up line 280 106 yards before reaching Blue Bell No.1 Up Home signal.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE P4 – OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARSDON JUNCTION

Bettys Lonnen

★ Delete wording in remarks column,

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

★ Amend heading to read:–
SOUTH GOSFORTH TO COXLODGE★ Add:–
WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND
"START OF ONE TRAIN WORKING AT COXLODGE"

1. Method

- 1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:–
- (a) Any movement is allowed to enter the single line siding or
 - (b) Any work is commenced affecting safety of the line or
 - (c) Any obstruction is placed on the line.
- 1.2 Only one train will be allowed on the sidings line at any one time and the Signalman at South Gosforth must be advised when a train arrives complete with tail lamp, at signal SG.16.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. Rule Book

- 2.1 Section H
Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.
- 2.2 Section M
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.
- 2.3 Section Q
The provisions of this Section must be applied, except that protection by Handsignalmen will not be necessary.
- 2.4 Section S
The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.
- 2.5 Section T
The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

★ Add:–COXLODGE TO CALLERTON I.C.I. SIDINGS

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working"; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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 (See Amendment to Rule Book).

MISCELLANEOUS NOTICES

★ BELMONT SIDINGS – NORTH END

Commencing Monday 9 January the Shunt Neck at North End Belmont Sidings will be shortened by approximately 55 yards and a Temporary Buffer Stop erected.

★ BELMONT SIDINGS – NORTH END

Commencing Sunday 8 January. No.16 Siding will be shortened by approximately 55 yards.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

22 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

EASTERN REGION

2

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

**SATURDAY 14 JANUARY
TO
FRIDAY 20 JANUARY 1978
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 15 JANUARY – DECOY – BALBY – BRIDGE JUNCTION

Decoy No.1 Signal Box

The Down Departure line and the associated colour light signal plated DY.243 will be temporarily taken out of use.

The routes to the Down Departure line from the following signals will be temporarily taken out of use:-

- DY.233 (Down Fast)
- DY.235 (Reception lines 1 to 4)
- DY.237 (Down Lincoln Flyover)
- DY.239 (Reception lines 5 to 7 and Sidings)

Colour light signal DY.243 applying along the former Down Reception line will be temporarily taken out of use.

The Wagon Shop Siding will temporarily become part of a new Down Reception line.

Balby Jn.

The Down Arrival line will be taken out of use. (This line is an extension of the Down Departure line at Decoy No.1).

The Stop Board protecting the East Sidings on the Down Arrival line will be abolished.

Down Goods No.3 line between Balby Junction and Bridge Junction will be taken out of use pending removal together with all connections leading to this line.

The Key Road will become part of the New Down Reception line.

The Shunt Neck will be slewed into the former Down Goods No.3 at the Bridge Junction end and will also become part of the new Down Reception line.

The new Down Reception line will be worked in accordance with the Permissive Block Regulations between Balby Junction and Bridge Junction signal boxes.

The route to the former Down Goods No.3 line from the following signals will be abolished:-

- BJ67/BA2 Down Main Home (Position 3 indicator)
- Down Goods Home
- Miniature arm from West Siding.

The semaphore signal applying set back Shunt Neck and set back Down Reception will be abolished.

Bridge Junction

The signal from Down Goods No.3 will in future apply from the Down Reception line. (5)

SUNDAY 15 JANUARY – DONCASTER NORTH

The Ground Disc Signal No.101 situated on the Up Passenger Independent No.2 applying set – back from Up Passenger No.2 will no longer apply to Old Sidings Nos. 2 to 4.

The Ground Disc Signal No.80 situated at the exit from Old Yard Sidings Nos. 2 to 4 will be fixed at Danger. (5)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

DECOY NO.2

The Up Main outer home signal has been repositioned 100 yards further from the signal box with the arm at a reduced height of 27ft. above rail level. A diamond sign has been provided. (4)

DONCASTER NORTH

The trailing connection Old Yard No.1 Siding to Up Passenger Independent No.1 line has been abolished.

The trailing connection Old Yard Sidings Nos.2 to 4 to Up Passenger Independent No.1 line has been abolished.

The routes (Indication P.1) from signals DN.74 and DN.80 to Up Passenger Independent No.1 line have been abolished.

The route (Indication P.1) from signal DN.99 set back to Old Yard Siding No.1 or Nos.2 to 4 has been abolished. (4)

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)

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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.

Page 27

*Benton North**Junction*

Delete all details.

Killingworth

Station (L.C.)

Amend mileage to read 1m. 1124 yards.

Page 49

NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

Amend description of Signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

South Gosforth

Delete:—

C. Down line, 550 100
yards before reaching
D3B signal.

Benton Station

Delete:—

C. Down line, 550 —
yards before reaching
B41 signal.*Benton Station**Junction*

Amend:—

(Controlled by

Benton signal box)

(See page 51

for Benton S.W. curve)

Delete:—

25 — Over junction towards
Benton North Junction
(Branch Speed Limit).

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 49 - continued
Benton East Junction
 Delete:-

Page 50
Backworth Junction
 Delete:-
 (See page 158 for Backworth to Morpeth via Seghill)

C. Down Main line, 120
 545 yards before reaching D5B signal.

30 - Over junction towards Morpeth 6m. 0ch. to 6m. 78ch. (Manors to Morpeth mileage)

Amend description of signalling between West Monkseaton Station and Monkseaton Station to read:-
 "One Train Working" (No staff).

Page 51 **BENTON NORTH WEST CURVE**
 Delete table.
BENTON SOUTH WEST CURVE

Benton Station Junction No.1
 Delete:-
 (See page 49 for Manors Junction to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)
SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
 Delete table and substitute
SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
SOUTH GOSFORTH AND COXLODGE

10 MAXIMUM PERMISSIBLE SPEED
 (Both ON MAIN AND SINGLE LINES, directions)

T.C.B. {
South Gosforth Station Junction
 (Controlled by South Gosforth signal box)
 (See page 49 for Manors to Tynemouth via Backworth)

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 52 - substitute - continued

See Local Instructions
Page 294

One Train Working

South Gosforth - 899
 West Junction
 (Controlled by
 South Gosforth
 signal box)
 West Gosforth
 Station
 Coxlodge 1 515
 Station (L.C.)
 Bells (L.C.) (P.1)
 Kenton Bank
 (L.C.) (P.1)
 Callerton
 (L.C.) (P.1)
 Callerton
 I.C.I. Sidings

30 MAXIMUM SPEED ON SINGLE
 (Both LINE,
 directions)

Page 159 (Page 71 Supp. No.1)

PERCY MAIN NORTH TO EARSDON JUNCTION

Amend description of signalling in first column between Percy Main North and Earsdon to read:-
 "Absolute Block".

Percy Main
 North
 Add:-

25 25 Over level crossings at
 1m. 57ch.

Bettys Lonnen
 (L.C.) (P.4)

Blue Bell
 Delete block post dot and Add (G.B.)

Delete:-

CW. Up line 280 106
 yards before reaching
 Blue Bell No.1 Up
 Home signal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE P4 - OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARS DON JUNCTION

Bettys Lonnen

Delete wording in remarks column.

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Amend heading to read:-

SOUTH GOSFORTH TO COXLODGE

Add:-

WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND "START OF ONE TRAIN WORKING AT COXLODGE"**1. Method**

- 1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:-
- Any movement is allowed to enter the single line siding or
 - Any work is commenced affecting safety of the line or
 - Any obstruction is placed on the line.
- 1.2 Only one train will be allowed on the sidings line at any one time and the Signaller at South Gosforth must be advised when a train arrives complete with tail lamp, at signal SG.16.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. Rule Book**2.1 Section H**

Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.

2.2 Section M

The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.

2.3 Section Q

The provisions of this Section must be applied, except that protection by Handsignalmen will not be necessary.

2.4 Section S

The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.

2.5 Section T

The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

Add:-COXLODGE TO CALLERTON I.C.I. SIDINGS

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working"; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 (See Amendment to Rule Book).

MISCELLANEOUS NOTICES

★ DONCASTER UP DECOY YARD

Nos. 11, 12 and 13 Sidings have been taken out of use pending removal. (5)

BELMONT SIDINGS - NORTH END

The Shunt Neck at North End Belmont Sidings has been shortened by approximately 55 yards and a Temporary Buffer Stop erected. (4)

BELMONT SIDINGS - NORTH END

No. 16 Siding has been shortened by approximately 55 yards. (4)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

6 JANUARY, 1978

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 22 JANUARY – DONCASTER NORTH**

The facing connection Old Yard Siding No.4 to Up Passenger Independent No.2 will be abolished and buffer stops erected at the South end of Old Yard Siding No.4.

A new connection Old Yard Siding No.3 to Up Passenger Independent No.2 will be brought into use.

The disc signal (80) formally fixed at Danger will be brought back into use, it will be repositioned 25 yards further South with no alteration to form and will apply to the Up Passenger Independent No.2 (Indication 'P2').

The disc signal (101) applying set-back Up Passenger Independent No.2 will be repositioned to the new connection and now also apply to Old Yard Siding No.3.

The disc signal (86) applying Old Yard Siding No.4 to Up Passenger Independent No.2 will be abolished.

The elevated disc signal (131) applying set-back will only apply to 101 signal. (6)

WEDNESDAY 25 JANUARY – BETWEEN HARE PARK JUNCTION AND WAKEFIELD WESTGATE SOUTH

A 50 m.p.h. Advance Warning Indicator will be erected at 173m. 63chs. giving warning of the Permanent Speed Restriction commencing at 174m. 58chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1642 yards.

The Advance Warning Indicator will be illuminated and an A.W.S. permanent magnet will be provided 200 yards before reaching the Warning Indicator. (6)

DETAILS OF WORK ALREADY CARRIED OUT**DOY – BALBY – BRIDGE JUNCTION****Decoy No.1 Signal Box**

The Down Departure line and the associated colour light signal plated DY.243 have been temporarily taken out of use.

The routes to the Down Departure line from the following signals have been temporarily taken out of use:—

- DY.233 (Down Fast)
- DY.235 (Reception lines 1 to 4)
- DY.237 (Down Lincoln Flyover)
- DY.239 (Reception lines 5 to 7 and Sidings)

Colour light signal DY.243 applying along the former Down Reception line has been temporarily taken out of use.

The Wagon Shop Siding has temporarily become part of a new Down Reception line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY – BALBY – BRIDGE JUNCTION – continued****Balby Jn.**

The Down Arrival line has been taken out of use. (This line is an extension of the Down Departure line at Decoy No.1).

The Stop Board protecting the East Sidings on the Down Arrival line has been abolished.

Down Goods No.3 line between Balby Junction and Bridge Junction has been taken out of use pending removal together with all connections leading to this line.

The Key Road has become part of the New Down Reception line.

The Shunt Neck has been slewed into the former Down Goods No.3 at the Bridge Junction end and has also become part of the new Down Reception line.

The new Down Reception line is worked in accordance with the Permissive Block Regulations between Balby Junction and Bridge Junction signal boxes.

The route to the former Down Goods No.3 line from the following signals has been abolished:-
 BJ67/BA2 Down Main Home (Position 3 indicator)
 Down Goods Home
 Miniature arm from West Siding.

The semaphore signal applying set back Shunt Neck and set back Down Reception has been abolished.

Bridge Junction

The signal from Down Goods No.3 now applies from the Down Reception line. (5)

DONCASTER NORTH

The Ground Disc Signal No.101 situated on the Up Passenger Independent No.2 applying set – back from Up Passenger No.2 no longer applies to Old Sidings Nos.2 to 4.

The Ground Disc Signal No.80 situated at the exit from Old Yard Sidings Nos.2 to 4 has been fixed at Danger. (5)

DECOY NO.2

The Up Main outer home signal has been repositioned 100 yards further from the signal box with the arm at a reduced height of 27ft. above rail level. A diamond sign has been provided. (4)

DONCASTER NORTH

The trailing connection Old Yard No.1 Siding to Up Passenger Independent No.1 line has been abolished.

The trailing connection Old Yard Sidings Nos.2 to 4 to Up Passenger Independent No.1 line has been abolished.

The routes (Indication P.1) from signals DN.74 and DN.80 to Up Passenger Independent No.1 line have been abolished.

The route (Indication P.1) from signal DN.99 set back to Old Yard Siding No.1 or Nos.2 to 4 has been abolished. (4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** 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. (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)

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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.

Page 27

*Benton North**Junction*

Delete all details.

Killingworth

Station (L.C.)

Amend mileage to read 1m. 1124 yards.

★ Page 49 NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

Amend description of Signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

South Gosforth

Delete:—

C. Down line, 550 100
yards before reaching
D3B signal.

Benton Station

Delete:—

C. Down line, 550 —
yards before reaching
B41 signal.*Benton Station**Junction*

Amend:—

(Controlled by

Benton signal box)

(See page 51

for Benton S.W. curve)

Delete:—

25 — Over junction towards
Benton North Junction
(Branch Speed Limit).

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 49 - continued
Benton East Junction
 Delete:-

C. Down Main line, 120
 545 yards before reaching D5B signal.

★ Page 50
Backworth Junction
 Delete:-
 (See page 158 for Backworth to Morpeth via Seghill)

30 - Over junction towards Morpeth 6m. 0ch. to 6m. 78ch. (Manors to Morpeth mileage)

Amend description of signalling between West Monkseaton Station and Monkseaton Station to read:-
 "One Train Working" (No staff).

★ Page 51 BENTON NORTH WEST CURVE
 Delete table.
 BENTON SOUTH WEST CURVE

Benton Station Junction No.1
 Delete:-
 (See page 49 for Manors Junction to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)
 SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
 Delete table and substitute
 SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
 SOUTH GOSFORTH AND COXLODGE

10 MAXIMUM PERMISSIBLE SPEED
 (Both ON MAIN AND SINGLE LINES directions)

T.C.B. {
South Gosforth Station Junction
 (Controlled by South Gosforth signal box)
 (See page 49 for Manors to Tynemouth via Backworth)

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

Page 52 - substitute - continued

See Local Instructions Page 294	South Gosforth	-	899								
	West Junction (Controlled by South Gosforth signal box)										
One Train Working	West Gosforth Station										
	Coxlodge Station (L.C.)	1	515					30		MAXIMUM SPEED ON SINGLE (Both LINE directions)	
	Bells (L.C.) (P.1)										
	Kenton Bank (L.C.) (P.1)										
	Callerton (L.C.) (P.1)										
	Callerton I.C.I. Sidings										

★Page 159 (Page 71 Supp. No.1)

PERCY MAIN NORTH TO EARSDON JUNCTION

Amend description of signalling in first column between Percy Main North and Earsdon to read:- "Absolute Block".

Percy Main North

Add:-

25 25 Over level crossings at 1m. 57ch.

Bettys Lonnen (L.C.) (P.4)

Blue Bell

Delete block post dot and Add (G.B.)

Delete:-

CW. Up line 280 yards before reaching Blue Bell No.1 Up Home signal. 106

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE P4 - OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARSDON JUNCTION

Bettys Lonnen

Delete wording in remarks column.

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Amend heading to read:-

SOUTH GOSFORTH TO COXLODGE

Add:-

WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND "START OF ONE TRAIN WORKING AT COXLODGE"

1. Method

- 1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:-
- Any movement is allowed to enter the single line siding or
 - Any work is commenced affecting safety of the line or
 - Any obstruction is placed on the line.
- 1.2 Only one train will be allowed on the sidings line at any one time and the Signalman at South Gosforth must be advised when a train arrives complete with tail lamp, at signal SG.16.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. Rule Book

- 2.1 Section H
Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.
- 2.2 Section M
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.
- 2.3 Section Q
The provisions of this Section must be applied, except that protection by Handsignalmen will not be necessary.
- 2.4 Section S
The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.
- 2.5 Section T
The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

Add:-COXLODGE TO CALLERTON I.C.I. SIDINGS

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working"; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 (See Amendment to Rule Book).

MISCELLANEOUS NOTICES

DONCASTER UP DECOY YARD

Nos. 11, 12 and 13 Sidings have been taken out of use pending removal. (5)

BELMONT SIDINGS - NORTH END

The Shunt Neck at North End Belmont Sidings has been shortened by approximately 55 yards and a Temporary Buffer Stop erected. (4)

BELMONT SIDINGS - NORTH END

No. 16 Siding has been shortened by approximately 55 yards. (4)

★ BELMONT YARD

MONDAY 23 JANUARY

Nos. 1 to 4 Sidings and Brake Siding will be taken out of use. (6)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

13 JANUARY, 1978

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 29 JANUARY : BLACK CARR JUNCTION**

The connection Up East Slow/Down Locomotive to Up Lincoln/Down Locomotive line will be relaid on a different alignment. (7)

SUNDAY 29 JANUARY – LOFTHOUSE GROUND FRAME

The ground frame will be abolished.

The trailing crossover between the Down and Up Doncaster lines together with the trailing connection to the Up Siding will be removed and plain line installed. (7)

DETAILS OF WORK ALREADY CARRIED OUT**DECOY – BALBY – BRIDGE JUNCTION****Decoy No.1 Signal Box**

The Down Departure line and the associated colour light signal plated DY.243 have been temporarily taken out of use.

The routes to the Down Departure line from the following signals have been temporarily taken out of use:—

- DY.233 (Down Fast)
- DY.235 (Reception lines 1 to 4)
- DY.237 (Down Lincoln Flyover)
- DY.239 (Reception lines 5 to 7 and Sidings)

Colour light signal DY.243 applying along the former Down Reception line has been temporarily taken out of use.

The Wagon Shop Siding has temporarily become part of a new Down Reception line.

Balby Jn.

The Down Arrival line has been taken out of use. (This line is an extension of the Down Departure line at Decoy No.1).

The Stop Board protecting the East Sidings on the Down Arrival line has been abolished.

Down Goods No.3 line between Balby Junction and Bridge Junction has been taken out of use pending removal together with all connections leading to this line.

The Key Road has become part of the New Down Reception line.

The Shunt Neck has been slewed into the former Down Goods No.3 at the Bridge Junction end and has also become part of the new Down Reception line.

The new Down Reception line is worked in accordance with the Permissive Block Regulations between Balby Junction and Bridge Junction signal boxes.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DECOY – BALBY – BRIDGE JUNCTION – continued

Balby Jn. – continued.

The route to the former Down Goods No.3 line from the following signals has been abolished:-

BJ67/BA2 Down Main Home (Position 3 indicator)

Down Goods Home

Miniature arm from West Siding.

The semaphore signal applying set back Shunt Neck and set back Down Reception has been abolished.

Bridge Junction

The signal from Down Goods No.3 now applies from the Down Reception line.

(5)

* * **DECOY NO.2**

The Up Main outer home signal has been repositioned 100 yards further from the signal box with the arm at a reduced height of 27ft. above rail level. A diamond sign has been provided. (4)

* * **DONCASTER NORTH**

The trailing connection Old Yard No.1 Siding to Up Passenger Independent No.1 line has been abolished.

The trailing connection Old Yard Sidings Nos.2 to 4 to Up Passenger Independent No.1 line has been abolished.

The routes (Indication P.1) from signals DN.74 and DN.80 to Up Passenger Independent No.1 line have been abolished.

The route (Indication P.1) from signal DN.99 set back to Old Yard Siding No.1 or Nos.2 to 4 has been abolished. (4)

DONCASTER NORTH

The Ground Disc Signal No.101 situated on the Up Passenger Independent No.2 applying set – back from Up Passenger No.2 no longer applies to Old Sidings Nos.2 to 4.

The Ground Disc Signal No.80 situated at the exit from Old Yard Sidings Nos.2 to 4 has been fixed at Danger. (5)

The facing connection Old Yard Siding No.4 to Up Passenger Independent No.2 has been abolished and buffer stops erected at the South end of Old Yard Siding No.4.

A new connection Old Yard Siding No.3 to Up Passenger Independent No.2 has been brought into use.

The disc signal (80) formally fixed at Danger has been brought back into use, it will be repositioned 25 yards further South with no alteration to form and applies to the Up Passenger Independent No.2 (Indication 'P2').

The disc signal (101) applying set-back Up Passenger Independent No.2 has been repositioned to the new connection and now also applies to Old Yard Siding No.3.

The disc signal (86) applying Old Yard Siding No.4 to Up Passenger Independent No.2 has been abolished.

The elevated disc signal (131) applying set-back will only apply to 101 signal.

(6)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HAR PARK JUNCTION AND WAKEFIELD WESTGATE SOUTH

A 50m.p.h. Advance Warning Indicator has been erected at 173m. 63chs. on the Down line giving warning of the Permanent Speed Restriction commencing at 174m. 58chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1642 yards.

The Advance Warning Indicator will be illuminated and an A.W.S. permanent magnet has been provided 200 yards before reaching the Warning Indicator. (6)

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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.

Page 27

Benton North Junction
Delete all details.

Killingworth Station (L.C.)
Amend mileage to read 1m. 1124 yards.

Page 49 NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

Amend description of Signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

South Gosforth
Delete:- C. Down line, 550 yards before reaching D3B signal. 100

Benton Station
Delete:- C. Down line, 550 yards before reaching B41 signal. -

Benton Station Junction
Amend:- (Controlled by Benton signal box) (See page 51 for Benton S.W. curve)

Delete:- 25 - Over junction towards Benton North Junction (Branch Speed Limit).

Benton East Junction
Delete:- C. Down Main line, 545 yards before reaching D5B signal. 120

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 50

Backworth Junction

Delete:—

(See page 158 for Backworth to Morpeth via Seghill)

30 – Over junction towards Morpeth 6m. 0ch. to 6m. 78ch. (Manors to Morpeth mileage)

Amend description of signalling between West Monkseaton Station and Monkseaton Station to read:—
“One Train Working” (No staff).

Page 51 BENTON NORTH WEST CURVE

Delete table.

BENTON SOUTH WEST CURVE

Benton Station Junction No.1

Delete:—

(See page 49 for Manors Junction to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

SOUTH GOSFORTH AND COXLODGE

10 MAXIMUM PERMISSIBLE SPEED
(Both ON MAIN AND SINGLE LINES.
directions)

T.C.B.

South Gosforth Station Junction
(Controlled by South Gosforth signal box)

(See page 49 for Manors to Tynemouth via Backworth)

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 52 - substitute - continued

See Local Instructions Page 294

One Train Working

South Gosforth - 899

West Junction
(Controlled by South Gosforth signal box)

West Gosforth Station

Coxlodge Station (L.C.) 1 515

30 MAXIMUM SPEED ON SINGLE (Both LINE. directions)

Bells (L.C.) (P.1)

Kenton Bank (L.C.) (P.1)

Callerton (L.C.) (P.1)

Callerton I.C.I. Sidings

Page 159 (Page 71 Supp. No.1)

PERCY MAIN NORTH TO EARSDON JUNCTION

Amend description of signalling in first column between Percy Main North and Earsdon to read:-
"Absolute Block".

Percy Main North
Add:-

25 25 Over level crossings at 1m. 57ch.

Betys Lannon (L.C.) (P.4)

Blue Bell
Delete block post dot and Add (G.B.)

Delete:-

CW. Up line 280 yards before reaching Blue Bell No.1 Up Home signal. 106

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE P4 – OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARSDON JUNCTION

Bettys Lonnen

Delete wording in remarks column.

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Amend heading to read:–

SOUTH GOSFORTH TO COXLODGE

Add:–

WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND "START OF ONE TRAIN WORKING AT COXLODGE"

1. Method

- 1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:–
 - (a) Any movement is allowed to enter the single line siding or
 - (b) Any work is commenced affecting safety of the line or
 - (c) Any obstruction is placed on the line.
- 1.2 Only one train will be allowed on the sidings line at any one time and the Signaller at South Gosforth must be advised when a train arrives complete with tail lamp, at signal SG.16.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. Rule Book

- 2.1 Section H
Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.
- 2.2 Section M
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.
- 2.3 Section Q
The provisions of this Section must be applied, except that protection by Handsignalmen will not be necessary.
- 2.4 Section S
The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.
- 2.5 Section T
The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

Add:–COXLODGE TO CALLERTON I.C.I. SIDINGS

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working"; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 (See Amendment to Rule Book). (5D)

MISCELLANEOUS NOTICES

DONCASTER UP DECOY YARD

Nos. 11, 12 and 13 Sidings have been taken out of use pending removal. (5)

* * BELMONT SIDINGS - NORTH END

The Shunt Neck at North End Belmont Sidings has been shortened by approximately 55 yards and a Temporary Buffer Stop erected. (4)

* * BELMONT SIDINGS - NORTH END

No. 16 Siding has been shortened by approximately 55 yards. (4)

BELMONT YARD

Nos.1 to 4 Sidings and Brake Siding have been taken out of use. (6)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

20 JANUARY, 1978

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

★ TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

As from Sunday 5 February, between 08 00 and 10 00 an audible warning indication will be provided for every Warning Board for each temporary speed restriction on the following sections of line.

Selby West Jn.	Selby Canal Jn.	Single
Gilberdyke Jn.	Thorne Moor	Up
Thorne Moor	Gilberdyke Jn.	Down
Carcroft Jn.	Skellow Jn.	Down and Up
Hare Park Jn.	Crofton West Jn.	Down and Up
Gelder Road Jn.	Holbeck West Jn.	Down and Up
Hebden Bridge	Wakefield Kirkgate East	All Passenger lines
Milner Royd Jn.	Mill Lane Jn.	Down and Up
Greetland Jn.	Dryclough Jn.	Down and Up
Bradley Jn.	Bradley Wood Jn.	Single
Huddersfield exc.	Heaton Lodge Jn.	All
Thornhill LNW Jn.	Holbeck East Jn.	Down and Up
Low Moor	Thornhill Jn.	Single
Oakenshaw South Jn.	Crofton East Jn.	Down and Up
Church Fenton	York Chaloners Whin	Down and Up Normanton Down and Up Leeds
Wakefield Kirkgate East exc.	Goole Engine Shed	All Passenger lines
Whitehall Jn.	Mill Lane Jn.	Down and Up
Wortley Jn.	Harrogate South	Down and Up
Leeds City East Jn.	Selby South Jn.	Down and Up
Micklefield Station Jn.	Church Fenton	Down and Up

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY 4 to SUNDAY 5 FEBRUARY—DONCASTER NORTH**

The connections giving access from Marshgate Through Siding to Old Yard Sidings Nos.1 to 6 will be abolished.

Down Main set-back ground disc signal DN58 (also DN58R) will no longer apply towards Old Yard Sidings.

All other associated signals or signal routes will be abolished. (8)

SUNDAY 5 FEBRUARY—YORK STATION

The points (562) from No.6 Platform line to Middle Road will be secured out of use in the normal position pending removal. The associated No.6 Platform line 3-aspect colour light signal (Y232) will be abolished.

Ground position light signal (Y233) will now no longer apply from No.7 to No.6 Platform line. (8)

DETAILS OF WORK ALREADY CARRIED OUT**BLACK CARR JUNCTION**

The connection Up East Slow/Down Locomotive to Up Lincoln/Down Locomotive line has been relaid on a different alignment. (7)

LOFTHOUSE GROUND FRAME

The ground frame has been abolished.

The trailing crossover between the Down and Up Doncaster lines together with the trailing connection to the Up Siding has been removed and plain line installed. (7)

**** DECOY - BALBY - BRIDGE JUNCTION****Decoy No.1 Signal Box**

The Down Departure line and the associated colour light signal plated DY.243 have been temporarily taken out of use.

The routes to the Down Departure line from the following signals have been temporarily taken out of use:—

- DY.233 (Down Fast)
- DY.235 (Reception lines 1 to 4)
- DY.237 (Down Lincoln Flyover)
- DY.239 (Reception lines 5 to 7 and Sidings)

Colour light signal DY.243 applying along the former Down Reception line has been temporarily taken out of use.

The Wagon Shop Siding has temporarily become part of a new Down Reception line.

Balby Jn.

The Down Arrival line has been taken out of use. (This line is an extension of the Down Departure line at Decoy No.1).

The Stop Board protecting the East Sidings on the Down Arrival line has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DECOY - BALBY - BRIDGE JUNCTION - continued

Balby Jn. - continued.

Down Goods No.3 line between Balby Junction and Bridge Junction has been taken out of use pending removal together with all connections leading to this line.

The Key Road has become part of the New Down Reception line.

The Shunt Neck has been slewed into the former Down Goods No.3 at the Bridge Junction end and has also become part of the new Down Reception line.

The new Down Reception line is worked in accordance with the Permissive Block Regulations between Balby Junction and Bridge Junction signal boxes.

The route to the former Down Goods No.3 line from the following signals has been abolished:-

- BJ67/BA2 Down Main Home (Position 3 indicator)
- Down Goods Home
- Miniature arm from West Siding.

The semaphore signal applying set back Shunt Neck and set back Down Reception has been abolished.

Bridge Junction

The signal from Down Goods No.3 now applies from the Down Reception line.

(5)

** DONCASTER NORTH

The Ground Disc Signal No.101 situated on the Up Passenger Independent No.2 applying set - back from Up Passenger No.2 no longer applies to Old Sidings Nos.2 to 4.

The Ground Disc Signal No.80 situated at the exit from Old Yard Sidings Nos.2 to 4 has been fixed at Danger.

(5)

The facing connection Old Yard Siding No.4 to Up Passenger Independent No.2 has been abolished and buffer stops erected at the South end of Old Yard Siding No.4.

A new connection Old Yard Siding No.3 to Up Passenger Independent No.2 has been brought into use.

The disc signal (80) formally fixed at Danger has been brought back into use, it will be repositioned 25 yards further South with no alteration to form and applies to the Up Passenger Independent No.2 (Indication 'P2').

The disc signal (101) applying set-back Up Passenger Independent No.2 has been repositioned to the new connection and now also applies to Old Yard Siding No.3.

The disc signal (86) applying Old Yard Siding No.4 to Up Passenger Independent No.2 has been abolished.

The elevated disc signal (131) applying set-back will only apply to 101 signal.

(6)

BETWEEN HARE PARK JUNCTION AND WAKEFIELD WESTGATE SOUTH

A 50m.p.h. Advance Warning Indicator has been erected at 173m. 63chs. on the Down line giving warning of the Permanent Speed Restriction commencing at 174m. 58chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1642 yards.

The Advance Warning Indicator will be illuminated and an A.W.S. permanent magnet has been provided 200 yards before reaching the Warning Indicator.

(6)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F - PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177			
★ Add :-			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 - Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

★ Delete heading and item.

(13D)

MISCELLANEOUS NOTICES

★ HICKLETON

On Monday 6 February the South End Shunt Neck will be shortened by approximately 180 yards and a temporary Stop Block erected.

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

27 JANUARY, 1978

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 12 to MONDAY 13 FEBRUARY – THORNHILL JUNCTION – LOW MOOR**

The Down Bradford Branch line will become part of the Bradford Branch Single line and will be worked in both directions in accordance with the Track Circuit Block Regulations between Low Moor signal box and Thornhill Junction (controlled from Healey Mills signal box).

The Up Bradford Branch line between Thornhill Junction and No.329 points will be taken out of use and the points secured out of use in the normal position pending removal.

A new facing connection between the Down and Up Slow lines, situated approximately 110 yards on the Healey Mills side of Thornhill Junction, will be provided.

The facing points Down Slow to Branch Single line will be renewed on a different alignment.

New trap points in the Branch Single line 50 yards on the Low Moor side of Thornhill Junction will be brought into use.

A new ground position light signal (HM.52) will be provided situated on the cess side of the Down Slow, 125 yards on the Healey Mills side of the connection to the Branch Single line and will apply Down Slow to Branch Single line.

Down Branch 3-aspect colour light signal HM.30 will have its red aspect and telephone removed and will become the Distant signal for HM.32 signal.

3-aspect colour light signal HM.28 (Down Bradford Branch) will have its yellow aspects removed and will now display Red or Green aspects only.

2-aspect colour light signal HM.27 (Down Heckmondike Curve) at present capable of displaying Red or Yellow aspects will be converted to show Red or Green aspects.

Up Bradford Branch 3-aspect colour light signal HM.31 will be abolished.

Up Slow 4-aspect colour light signal HM.57 will apply (when red in conjunction with Junction Indicator position 4) Up Slow to Branch Single line via the new Down Slow to Up Slow facing connection.

Up Branch 3-aspect colour light signal HM.29 will have its red aspect and telephone removed and become the Distant signal for HM.25. (9)

MONDAY 13 FEBRUARY – DONCASTER NORTH

The following points will be secured out of use pending removal:-

The trailing points Up Passenger Independent to Down Main
The facing points Up Passenger Independent to Old Yard Sidings No.1
The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals will be abolished:-

DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2
DN113 Old Yard Sidings No.1 to Down Main
DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 will apply set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

MONDAY 13 FEBRUARY - DONCASTER NORTH - continued.

The following signal routes will be taken out of use:—

Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "C"),

Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1,

Signal DN20 (with Junction Indicator position "1") Up Passenger Independent to Up Passenger Independent No.2 via Old Yard Sidings No.1. (9)

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.

Selby West Jn.	Selby Canal Jn.	Single
Gilberdyke Jn.	Thorne Moor	Up
Thorne Moor	Gilberdyke Jn.	Down
Carcroft Jn.	Skellow Jn.	Down and Up
Hare Park Jn.	Crofton West Jn.	Down and Up
Gelderd Road Jn.	Holbeck West Jn.	Down and Up
Hebden Bridge	Wakefield Kirkgate East	All Passenger lines
Milner Royd Jn.	Mill Lane Jn.	Down and Up
Greetland Jn.	Dryclough Jn.	Down and Up
Bradley Jn.	Bradley Wood Jn.	Single
Huddersfield exc.	Heaton Lodge Jn.	All
Thornhill LNW Jn.	Holbeck East Jn.	Down and Up
Low Moor	Thornhill Jn.	Single
Oakenshaw South Jn.	Crofton East Jn.	Down and Up
Church Fenton	York Chaloners Whin	Down and Up Normanton Down and Up Leeds
Wakefield Kirkgate East exc.	Goole Engine Shed	All Passenger lines
Whitehall Jn.	Mill Lane Jn.	Down and Up
Wortley Jn.	Harrogate South	Down and Up
Leeds City East Jn.	Selby South Jn.	Down and Up
Micklefield Station Jn.	Church Fenton	Down and Up

(8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLACK CARR JUNCTION

The connection Up East Slow/Down Locomotive to Up Lincoln/Down Locomotive line has been relaid on a different alignment. (7)

DONCASTER NORTH

The connections giving access from Marshgate Through Siding to Old Yard Sidings Nos.1 to 6 have been abolished.

Down Main set-back ground disc signal DN58 (also DN58R) no longer applies towards Old Yard Sidings.

All other associated signals or signal routes have been abolished. (8)

YORK STATION

The points (562) from No.6 Platform line to Middle Road have been secured out of use in the normal position pending removal. The associated No.6 Platform line 3-aspect colour light signal (Y232) has been abolished.

Ground position light signal (Y233) no longer applies from No.7 to No.6 Platform line. (8)

LOFTHOUSE GROUND FRAME

The ground frame has been abolished.

The trailing crossover between the Down and Up Doncaster lines together with the trailing connection to the Up Siding has been removed and plain line installed. (7)

**** BETWEEN HARE PARK JUNCTION AND WAKEFIELD WESTGATE SOUTH**

A 50m.p.h. Advance Warning Indicator has been erected at 173m. 63chs. on the Down line giving warning of the Permanent Speed Restriction commencing at 174m. 58chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1642 yards.

The Advance Warning Indicator will be illuminated and an A.W.S. permanent magnet has been provided 200 yards before reaching the Warning Indicator. (6)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177			
Add :-			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 – Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item. (13D)

MISCELLANEOUS NOTICES

HICKLETON

The South End Shunt Neck has been shortened by approximately 180 yards and a temporary Stop Block erected. (8)

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

3 FEBRUARY, 1978

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 18 to SUNDAY 19 FEBRUARY – KNOTTINGLEY**

The trap points in the Wagon Arrival line will be repositioned 45 yards nearer the signal box and those in the Wagon Departure line will be moved 15 yards nearer the signal box. (Trains will be hand-signalled through these connections from 19 to 26 February).

Ground position light signal (388) reading Wagon Arrival line to Up Goole or Down Branch will be repositioned 48 yards nearer to the signal box and the associated telephone will be repositioned accordingly.

3-aspect colour light signal (389) and its associated Route indicator reading Wagon Departure line to Up Goole (indication M) or to Down Branch (indication B) will be repositioned 16 yards nearer to the signal box and the A.W.S. inductor repositioned accordingly.

The signal-post telephone will be sited adjacent to this signal on a separate post. (10)

SUNDAY 19 FEBRUARY AND UNTIL FURTHER NOTICE – BETWEEN BOWLING JUNCTION AND SPRING MILL STREET

The Down Through/Siding will be restricted to 130 yards headroom from the Mill Lane Junction end. Temporary buffer stops will be erected. (10)

THURSDAY 23 FEBRUARY – GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. •

Goole Mineral Junction signal box will be abolished together with all signals worked therefrom.

The Up Goods line between Mineral Junction signal box and Engine Shed signal box will be renamed the "Departure Line".

The Down line between Mineral Junction signal box and Engine Shed signal box will be renamed the "Arrival Line".

The Down Goods line between Mineral Junction signal box and Goods Junction signal box will be closed.

The Up Goods line between Mineral Junction and Goods Junction signal boxes will be renamed the departure Line.

The Down High level line from Mineral Junction signal box to the handworked crossover between the Up and Down High level lines will be closed.

Goole Mineral Junction

The Facing Points giving access to the "Canal Sidings" from the former Up Goods will be secured for the "Departure Line".

The Facing Crossover between the Down Goods and the Down Sidings or Neck will be secured to give access to the Down Sidings or Neck from the "Arrival Line". The line known as the Neck Buffers will be closed and the Down Goods closed beyond this point.

The Trailing Crossover between the Down and Up Goods will be secured out of use for running on the Arrival and Departure lines.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B - continued****THURSDAY 23 FEBRUARY - GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. - continued****Goole Mineral Junction - continued**

The connection between the Down Sidings and the Neck will become Handworked points.

The connection between the Garden Sidings and the Up Goods (Departure Line) will become Handworked points.

The connection between the Up Goods (Departure Line) and the Up High Level line will become Handworked points and the Trap in the High Level line will be secured for through running.

A Notice board will be positioned between the Departure Line and the Garden Sidings applying to traffic proceeding towards Engine Shed signal box worded "Stop and Await Instructions".

A Notice board will be positioned at the exit from the Down Sidings worded "Stop and Await Instruction".

A Notice board worded "Stop Telephone" will be positioned on the "Up High Level Line" protecting the connection from the "Down High Level Line" and applying to trains from the Docks. A Telephone will be provided at this board connected to the Chargemans office.

A Notice board will be positioned at the entrance to the Down Sidings in the "Arrival Line" worded "Stop Await Instructions".

Goole Goods Junction signalbox - Will become a Points box.

The West Dock North Siding will be closed.

The tall siding signal from the West Dock North Siding to the Up Goods will be abolished.

The Disc from "Up Siding" to the "West Dock North Siding" will be abolished.

The connection "Up Siding" to "Up Goods" will be abolished.

The top arm of the double armed tall Siding Signal from the "Up Siding" applying to the "Up Goods" (Departure Line) will be removed.

The connection "Down Through Siding" to "Down Siding" will be secured for running from the "Down Siding" to "The Grid".

The disc from the "Down Siding" which applied to the "Down Through Siding" or to "The Grid" or to the Up Goods (Departure Line) via the preceding disc "Set Back Down Goods to Up Goods" will in future only apply to "The Grid" or to the "Departure Line". The preceding disc "Set Back Down Goods to Up Goods" will be abolished.

The tall siding signal from the "Down Through Siding" to the "Down Siding" will be abolished.

The connection Down Through Siding to Weigh Sidings will be secured for running to the Weigh Sidings. The disc signal in the "Down Through Siding" protecting the "Weigh Siding" connection will be abolished.

The Down Goods End of the Down Goods to Up Goods (Departure Line) trailing crossover will be secured for running to the Departure Line.

The facing connection "Down Goods" to "Down Siding" will be secured for running to the "Down Siding".

The connection "Down Goods" to "No.2 Siding West Dock" will be secured for running from the "End Neck" to "No.2 Siding West Dock".

The Facing disc "Down Goods" to "No.2 Siding" or "No.1 Siding West Dock" or "Wall Side" will be abolished.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****THURSDAY 23 FEBRUARY — GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. — continued****Goole Mineral Junction — continued**

The connection "Down Goods" to "Wallside" will be secured for running from the "End Neck" to "Wallside".

The tall siding signal set back "Up Goods" to "Down Siding" or "Down Goods" or "Up Siding" or along "Up Goods" (Departure Line) will no longer apply to the "Up Siding" or "Down Goods".

The Down Goods Home Signal will be abolished.

The Up Goods (Departure Line) starting signal which also carries a distant for Goole Mineral Junction will become a single arm tall siding signal.

The notice board from the Weigh Siding will be reworded as follows:—
"Movements must not be made past this board in the direction of the Down Through Siding without permission".

Goole Engine Shed

The Down Home from Wakefield to the Down Goods which carried a distant for Goole Mineral Junction will be replaced by a miniature arm applying from the Down Main to the Down Arrival.

All lines within the Goole Dock Area will now be considered as sidings. (10)

DETAILS OF WORK ALREADY CARRIED OUT**THORNHILL JUNCTION — LOW MOOR**

The Down Bradford Branch line has become part of the Bradford Branch Single line and is worked in both directions in accordance with the Track Circuit Block Regulations between Low Moor signal box and Thornhill Junction (controlled from Healey Mills signal box).

The Up Bradford Branch line between Thornhill Junction and No.329 points have been taken out of use and the points secured out of use in the normal position pending removal.

A new facing connection between the Down and Up Slow lines, situated approximately 110 yards on the Healey Mills side of Thornhill Junction, has been provided.

The facing points Down Slow to Branch Single line have been renewed on a different alignment.

New trap points in the Branch Single line 50 yards on the Low Moor side of Thornhill Junction have been brought into use.

A new ground position light signal (HM.52) has been provided, situated on the cess side of the Down Slow, 125 yards on the Healey Mills side of the connection to the Branch Single line and apply Down Slow to Branch Single line.

Down Branch 3-aspect colour light signal HM.30 has had its red aspect and telephone removed and has become the Distant signal for HM.32 signal.

3-aspect colour light signal HM.28 (Down Bradford Branch) has had its yellow aspects removed and now displays Red or Green aspects only.

2-aspect colour light signal HM.27 (Down Heckmondwyke Curve) at present capable of displaying Red or Yellow aspects has been converted to show Red or Green aspects.

Up Bradford Branch 3-aspect colour light signal HM.31 has been abolished.

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

Up Slow 4-aspect colour light signal HM.57 applies (when read in conjunction with Junction Indicator position 4) Up Slow to Branch Single line via the new Down Slow to Up Slow facing connection.

Up Branch 3-aspect colour light signal HM.29 has had its red aspect and telephone removed and become the Distant signal for HM.25. (9)

DONCASTER NORTH – THIS WORK NOT CARRIED OUT

The following points have been secured out of use pending removal:—

- The trailing points Up Passenger Independent to Down Main
- The facing points Up Passenger Independent to Old Yard Sidings No.1
- The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals have been abolished:—

- DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2
- DN113 Old Yard Sidings No.1 to Down Main
- DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 applies set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

The following signal routes have been taken out of use:—

- Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "C"),
- Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1,
- Signal DN20 (with Junction Indicator position "1") Up Passenger Independent to Up Passenger Independent No.2 via Old Yard Sidings No.1. (9)

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.

Selby West Jn.	Selby Canal Jn.	Single
Gilberdyke Jn.	Thorne Moor	Up
Thorne Moor	Gilberdyke Jn.	Down
Carcroft Jn.	Skellow Jn.	Down and Up
Hare Park Jn.	Crofton West Jn.	Down and Up
Gelderd Road Jn.	Holbeck West Jn.	Down and Up
Hebden Bridge	Wakefield Kirkgate East	All Passenger lines
Milner Royd Jn.	Mill Lane Jn.	Down and Up
Greetland Jn.	Dryclough Jn.	Down and Up
Bradley Jn.	Bradley Wood Jn.	Single

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS – continued**

Huddersfield exc.	Heaton Lodge Jn.	All	
Thornhill LNW Jn.	Holbeck East Jn.	Down and Up	
Low Moor	Thornhill Jn.	Single	
Oakenshaw South Jn.	Crofton East Jn.	Down and Up	
Church Fenton	York Chaloners Whin	Down and Up Normanton Down and Up Leeds	
Wakefield Kirkgate East exc.	Goole Engine Shed	All Passenger lines	
Whitehall Jn.	Mill Lane Jn.	Down and Up	
Wortley Jn.	Harrogate South	Down and Up	
Leeds City East Jn.	Selby South Jn.	Down and Up	
Micklefield Station Jn.	Church Fenton	Down and Up	(8)

****BLACK CARR JUNCTION**

The connection Up East Slow/Down Locomotive to Up Lincoln/Down Locomotive line has been relaid on a different alignment. (7)

DONCASTER NORTH

The connections giving access from Marshgate Through Siding to Old Yard Sidings Nos.1 to 6 have been abolished.

Down Main set-back ground disc signal DN58 (also DN58R) no longer applies towards Old Yard Sidings.

All other associated signals or signal routes have been abolished. (8)

YORK STATION

The points (562) from No.6 Platform line to Middle Road have been secured out of use in the normal position pending removal. The associated No.6 Platform line 3-aspect colour light signal (Y232) has been abolished.

Ground position light signal (Y233) no longer applies from No.7 to No.6 Platform line. (8)

****LOFTHOUSE GROUND FRAME**

The ground frame has been abolished.

The trailing crossover between the Down and Up Doncaster lines together with the trailing connection to the Up Siding has been removed and plain line installed. (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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F - PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
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Add :-			
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Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 - Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item.

(13D)

MISCELLANEOUS NOTICES

★ WEDNESDAY 22 FEBRUARY - DONCASTER STATION

Commencing 10 00 the new platform 1 and 4 extensions will be brought into use giving overall platform length of 379 yards and 324 yards respectively. (10)

HICKLETON

The South End Shunt Neck has been shortened by approximately 180 yards and a temporary Stop Block erected. (8)

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

10 FEBRUARY, 1978

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 25 to MONDAY 27 FEBRUARY – KNOTTINGLEY WEST JUNCTION**

The repositioned trap points in the Wagon Arrival line and the new points Wagon Arrival line to Wagon Departure line will be brought into use and the Handsignalsman withdrawn.

The facing connection Down Goole to Up Askern will be abolished and replaced by a new facing crossover Down Goole to Up Goole 4 yards nearer to the signal box.

The connection Up Goole to Up Askern will be renewed 43 yards nearer to the signal box and ground position light signal 385 will be repositioned to this connection to the left of the Up Goole line and will now apply along Up Goole line towards ground position light signal 392, or towards Wagon Arrival or Departure lines or towards Up Askern line.

The facing points Up Askern to Wagon Arrival line and facing points Up Askern to Wagon Departure line will be replaced by a connection to a Single line leading to another connection to the Arrival and Departure lines. (11)

SUNDAY 26 FEBRUARY – DONCASTER NORTH

The following points will be secured out of use pending removal:—

- The trailing points Up Passenger Independent to Down Main
- The facing points Up Passenger Independent to Old Yard Sidings No.1
- The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals will be abolished:—

- DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2
- DN113 Old Yard Sidings No.1 to Down Main
- DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 applies set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

The following signal routes will be taken out of use:—

- Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "G").
- Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1,

The Junction Indicator Position 1 and subsidiary disc signal associated with the Up Passenger Home (DN20) signal will be removed and this signal will now apply along the Up Passenger Independent. (11)

TUESDAY 28 FEBRUARY – SOWERBY BRIDGE WEST

The connection between No.1 and No.2 Up Sidings will become hand worked and the associated miniature arm outlet signals will be abolished. (11)

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

The trap points in the Wagon Arrival line have been repositioned 45 yards nearer the signal box and those in the Wagon Departure line have been moved 15 yards nearer the signal box. (Trains will be hand-signalled through these connections from 19 to 26 February).

Ground position light signal (388) reading Wagon Arrival line to Up Goole or Down Branch has been repositioned 48 yards nearer to the signal box and the associated telephone has been repositioned accordingly.

3-aspect colour light signal (389) and its associated Route indicator reading Wagon Departure line to Up Goole (indication M) or to Down Branch (indication B) has been repositioned 16 yards nearer to the signal box and the A.W.S. inductor repositioned accordingly.

The signal-post telephone has been sited adjacent to this signal on a separate post. (10)

BETWEEN BOWLING JUNCTION AND SPRING MILL STREET

The Down Through/Siding has been restricted to 130 yards headroom from the Mill Lane Junction end.

Temporary buffer stops have been erected. (10)

GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B.

Goole Mineral Junction signal box has been abolished together with all signals worked therefrom.

The Up Goods line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Departure Line."

The Down line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Arrival Line."

The Down Goods line between Mineral Junction signal box and Goods Junction signal box has been closed.

The Up Goods line between Mineral Junction and Goods Junction signal boxes has been renamed the departure line.

The Down High level line from Mineral Junction signal box to the handworked crossover between the Up and Down High level lines has been closed.

Goole Mineral Junction

The Facing Points giving access to the "Canal Sidings" from the former Up Goods have been secured for the "Departure Line."

The Facing Crossover between the Down Goods and the Down Sidings or Neck have been secured to give access to the Down Sidings or Neck from the "Arrival Line." The line known as the Neck Buffers have been closed and the Down Goods closed beyond this point.

The Trailing Crossover between the Down and Up Goods has been secured out of use for running on the Arrival and Departure lines.

The connection between the Down Sidings and the Neck have become Handworked points.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. – continued****Goole Mineral Junction – continued**

The connection between the Garden Sidings and the Up Goods (Departure Line) have become Handworked points.

The connection between the Up Goods (Departure Line) and the Up High Level line have become Handworked points and the Trap in the High Level line has been secured for through running.

A Notice board has been positioned between the Departure Line and the Garden Sidings applying to traffic proceeding towards Engine Shed signal box worded "Stop and Await Instructions".

A Notice board has been positioned at the exit from the Down Sidings worded "Stop and Await Instructions".

A Notice board worded "Stop Telephone" has been positioned on the "Up High Level Line" protecting the connection from the "Down High Level Line" and applying to trains from the Docks. A telephone has been provided at this board connected to the Chargemans office.

A Notice board has been positioned at the entrance to the Down Sidings in the "Arrival Line" worded "Stop Await Instructions".

Goole Goods Junction signalbox – has become a Points box.

The West Dock North Siding has been closed.

A tall siding signal from the West Dock North Siding to the Up Goods has been abolished.

The Disc from "Up Siding" to the "West Dock North Siding" has been abolished.

The connection "Up Siding" to "Up Goods" has been abolished.

The top arm of the double armed tall Siding Signal from the "Up Siding" applying to the "Up Goods" (Departure Line) has been removed.

The connection "Down Through Siding" to "Down Siding" has been secured for running from the "Down Siding" to "The Grid".

The disc from the "Down Siding" which applied to the "Down Through Siding" or to "The Grid" or to the Up Goods (Departure Line) via the preceding disc "Set Back Down Goods to Up Goods" will now only apply to "The Grid" or to the "Departure Line". The preceding disc "Set Back Down Goods to Up Goods" has been abolished.

The tall siding signal from the "Down Through Siding" to the "Down Siding" has been abolished.

The connection Down Through Siding to Weigh Sidings has been secured for running to the Weigh Sidings. The disc signal in the "Down Through Siding" protecting the "Weigh Siding" connection has been abolished.

The Down Goods End of the Down Goods to Up Goods (Departure Line) trailing crossover has been secured for running to the Departure Line.

The facing connection "Down Goods" to "Down Siding" has been secured for running to the "Down Siding".

The connection "Down Goods" to "No.2 Siding West Dock" has been secured for running from the "End Neck" to "No.2 Siding West Dock".

The Facing disc "Down Goods" to "No.2 Siding" or "No.1 Siding West Dock" or "Wall Side" has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. - continued****Goole Mineral Junction - continued**

The connection "Down Goods" to "Wallside" has been secured for running from the "End Neck" to "Wallside".

The tall siding signal set back "Up Goods" to "Down Siding" or "Down Goods" or "Up Siding" or along "Up Goods" (Departure Line) no longer applies to the "Up Siding" or "Down Goods".

The Down Goods Home Signal has been abolished.

The Up Goods (Departure Line) starting signal which also carries a distant for Goole Mineral Junction has become a single arm tall siding signal.

The notice board from the Weigh Siding has been reworded as follows:-
"Movements must not be made past this board in the direction of the Down Through Siding without permission".

Goole Engine Shed

The Down Home from Wakefield to the Down Goods which carried a distant for Goole Mineral Junction has been replaced by a miniature arm applying from the Down Main to the Down Arrival.

All lines within the Goole Dock Area are now to be considered as sidings. (10)

THORNHILL JUNCTION - LOW MOOR

The Down Bradford Branch line has become part of the Bradford Branch Single line and is worked in both directions in accordance with the Track Circuit Block Regulations between Low Moor signal box and Thornhill Junction (controlled from Healey Mills signal box).

The Up Bradford Branch line between Thornhill Junction and No.329 points have been taken out of use and the points secured out of use in the normal position pending removal.

A new facing connection between the Down and Up Slow lines, situated approximately 110 yards on the Healey Mills side of Thornhill Junction, has been provided.

The facing points Down Slow to Branch Single line have been renewed on a different alignment.

New trap points in the Branch Single line 50 yards on the Low Moor side of Thornhill Junction have been brought into use.

A new ground position light signal (HM.52) has been provided, situated on the cess side of the Down Slow, 125 yards on the Healey Mills side of the connection to the Branch Single line and apply Down Slow to Branch Single line.

Down Branch 3-aspect colour light signal HM.30 has had its red aspect and telephone removed and has become the Distant signal for HM.32 signal.

3-aspect colour light signal HM.28 (Down Bradford Branch) has had its yellow aspects removed and now displays Red or Green aspects only.

2-aspect colour light signal HM.27 (Down Heckmondwyke Curve) at present capable of displaying Red or Yellow aspects has been converted to show Red or Green aspects.

Up Bradford Branch 3-aspect colour light signal HM.31 has been abolished.

Up Slow 4-aspect colour light signal HM.57 applies (when read in conjunction with Junction Indicator position 4) Up Slow to Branch Single line via the new Down Slow to Up Slow facing connection.

Up Branch 3-aspect colour light signal HM.29 has had its red aspect and telephone removed and become the Distant signal for HM.25. (9)

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

Selby West Jn.	Selby Canal Jn.	Single
Gilberdyke Jn.	Thorne Moor	Up
Thorne Moor	Gilberdyke Jn.	Down
Carcroft Jn.	Skellow Jn.	Down and Up
Hare Park Jn.	Crofton West Jn.	Down and Up
Gelderd Road Jn.	Holbeck West Jn.	Down and Up
Hebden Bridge	Wakefield Kirkgate East	All Passenger lines
Milner Royd Jn.	Mill Lane Jn.	Down and Up
Greetland Jn.	Dryclough Jn.	Down and Up
Bradley Jn.	Bradley Wood Jn.	Single
Huddersfield exc.	Heaton Lodge Jn.	All
Thornhill LNW Jn.	Holbeck East Jn.	Down and Up
Low Moor	Thornhill Jn.	Single
Oakenshaw South Jn.	Crofton East Jn.	Down and Up
Church Fenton	York Chaloners Whin	Down and Up Normanton Down and Up Leeds
Wakefield Kirkgate St exc.	Goole Engine Shed	All Passenger lines
Whitehall Jn.	Mill Lane Jn.	Down and Up
Wortley Jn.	Harrogate South	Down and Up
Leeds City East Jn.	Selby South Jn.	Down and Up
Micklefield Station Jn.	Church Fenton	Down and Up

(8)

**** DONCASTER NORTH**

The connections giving access from Marshgate Through Siding to Old Yard Sidings Nos.1 to 6 have been abolished.

Down Main set-back ground disc signal DN58 (also DN58R) no longer applies towards Old Yard Sidings.

All other associated signals or signal routes have been abolished.

(8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** YORK STATION**

The points (562) from No.6 Platform line to Middle Road have been secured out of use in the normal position pending removal. The associated No.6 Platform line 3-aspect colour light signal (Y232) has been abolished.

Ground position light signal (Y233) no longer applies from No.7 to No.6 Platform line. (8)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177	Add :-		
	NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH		
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 – Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item.

(13D)

LOCAL INSTRUCTIONS

Page 312

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

★ Amend heading to read:-
WAKEFIELD (KIRKGATE) EAST TO GOOLE (ENGINE SHED JUNCTION)

Page 314

DOWN FREIGHT TRAINS

GOOLE

★ Delete heading and item

Page 329

STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION
GOOLE

WORKING OF FREIGHT TRAINS TERMINATING AT GOOLE DOCKS

★ Delete heading and item

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ WEDNESDAY 1 MARCH - DONCASTER STATION

Commencing 10 00 the new platform 1 and 4 extensions will be brought into use giving overall platform length of 379 yards and 324 yards respectively. (10)

** HICKLETON

The South End Shunt Neck has been shortened by approximately 180 yards and a temporary Stop Block erected. (8)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

17 FEBRUARY, 1978

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

9

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

SATURDAY 4 MARCH

TO

FRIDAY 10 MARCH 1978

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 5 MARCH – HUDDERSFIELD, LONGWOOD GOODS AND MARSDEN

Longwood Goods signal box will be abolished. The Down Main line between Marsden and Huddersfield will now be worked in accordance with the Track Circuit Block Regulations throughout. The Up Main line between L31 signal (to be replated HU195 – see below) and Marsden will be worked in accordance with the Absolute Block Regulations.

Down Main Signalling Alterations :

Longwood Goods semaphore Outer Distant signal and 3-aspect colour light Home signal L25 will be abolished. The 2-aspect (yellow/green) colour light Inner Distant signal L26 will be replated D23R and become the Distant signal 2177 yards before reaching D23.

Up Main Signalling Alterations :

Huddersfield 3-aspect colour light signal HU189 will become an automatic signal and replated accordingly.

3-aspect automatic colour light signal U24 will be replated HU191.

Longwood Goods 3-aspect colour light Home signal L32 will be re-numbered HU193 and become an automatic signal and replated accordingly.

The Longwood Goods 2-aspect Starting Signal L31 will be re-numbered HU195 and become the Huddersfield Starting signal.

A telephone connected to Huddersfield signal box will be provided.

General

All signal-post telephones formerly connected to Longwood Goods signal box will now communicate with Huddersfield signal box.

The special emergency lineside telephone system between Longwood Goods and Marsden will now communicate with Marsden/Huddersfield. (12)

DETAILS OF WORK ALREADY CARRIED OUT

KNOTTINGLEY WEST JUNCTION

The repositioned trap points in the Wagon Arrival line and the new points Wagon Arrival line to Wagon Departure line have been brought into use and the Handsignalman withdrawn.

The facing connection Down Goole to Up Askern has been abolished and replaced by a new facing crossover Down Goole to Up Goole 4 yards nearer to the signal box.

The connection Up Goole to Up Askern has been renewed 43 yards nearer to the signal box and ground position light signal 385 has been repositioned to this connection to the left of the Up Goole line and now applies along Up Goole line towards ground position light signal 392, or towards Wagon Arrival or Departure lines or towards Up Askern line.

The facing points Up Askern to Wagon Arrival line and facing points Up Askern to Wagon Departure line have been replaced by a connection to a Single line leading to another connection to the Arrival and Departure lines. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER NORTH

The following points have been secured out of use pending removal :–

The trailing points Up Passenger Independent to Down Main

The facing points Up Passenger Independent to Old Yard Sidings No.1

The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals have been abolished :–

DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2

DN113 Old Yard Sidings No.1 to Down Main

DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 applies set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

The following signal routes have been taken out of use :–

Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "G").

Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1,

The Junction Indicator Position 1 and subsidiary disc signal associated with the Up Passenger Home (DN20) signal has been removed and this signal now applies along the Up Passenger Independent.

(11)

SOWERBY BRIDGE WEST

The connection between No.1 and No.2 Up Sidings have become hand worked and the associated miniature arm outlet signals have been abolished.

(11)

KNOTTINGLEY

The trap points in the Wagon Arrival line have been repositioned 45 yards nearer the signal box and those in the Wagon Departure line have been moved 15 yards nearer the signal box. (Trains will be hand-signalled through these connections from 19 to 26 February).

Ground position light signal (388) reading Wagon Arrival line to Up Goole or Down Branch has been repositioned 48 yards nearer to the signal box and the associated telephone has been repositioned accordingly.

3-aspect colour light signal (389) and its associated Route indicator reading Wagon Departure line to Up Goole (indication M) or to Down Branch (indication B) has been repositioned 16 yards nearer to the signal box and the A.W.S. inductor repositioned accordingly.

The signal-post telephone has been sited adjacent to this signal on a separate post.

(10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN BOWLING JUNCTION AND SPRING MILL STREET**

The Down Through/Siding has been restricted to 130 yards headroom from the Mill Lane Junction end.

Temporary buffer stops have been erected.

(10)

GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B.

Goole Mineral Junction signal box has been abolished together with all signals worked therefrom.

The Up Goods line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Departure Line."

The Down line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Arrival Line."

The Down Goods line between Mineral Junction signal box and Goods Junction signal box has been closed.

The Up Goods line between Mineral Junction and Goods Junction signal boxes has been renamed the departure line.

The Down High level line from Mineral Junction signal box to the handworked crossover between the Up and Down High level lines has been closed.

Goole Mineral Junction

The Facing Points giving access to the "Canal Sidings" from the former Up Goods have been secured for the "Departure Line."

The Facing Crossover between the Down Goods and the Down Sidings or Neck have been secured to give access to the Down Sidings or Neck from the "Arrival Line." The line known as the Neck Buffers have been closed and the Down Goods closed beyond this point.

The Trailing Crossover between the Down and Up Goods has been secured out of use for running on the Arrival and Departure lines.

The connection between the Down Sidings and the Neck have become Handworked points.

The connection between the Garden Sidings and the Up Goods (Departure Line) have become Handworked points.

The connection between the Up Goods (Departure Line) and the Up High Level line have become Handworked points and the Trap in the High Level line has been secured for through running.

A Notice board has been positioned between the Departure Line and the Garden Sidings applying to traffic proceeding towards Engine Shed signal box worded "Stop and Await Instructions".

A Notice board has been positioned at the exit from the Down Sidings worded "Stop and Await Instructions".

A Notice board worded "Stop Telephone" has been positioned on the "Up High Level Line" protecting the connection from the "Down High Level Line" and applying to trains from the Docks. A telephone has been provided at this board connected to the Chargemans office.

A Notice board has been positioned at the entrance to the Down Sidings in the "Arrival Line" worded "Stop Await Instructions".

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. – continued

Goole Goods Junction signalbox – has become a Points box.

The West Dock North Siding has been closed.

A tall siding signal from the West Dock North Siding to the Up Goods has been abolished.

The Disc from "Up Siding" to the "West Dock North Siding" has been abolished.

The connection "Up Siding" to "Up Goods" has been abolished.

The top arm of the double armed tall Siding Signal from the "Up Siding" applying to the "Up Goods" (Departure Line) has been removed.

The connection "Down Through Siding" to "Down Siding" has been secured for running from the "Down Siding" to "The Grid".

The disc from the "Down Siding" which applied to the "Down Through Siding" or to "The Grid" or to the Up Goods (Departure Line) via the preceding disc "Set Back Down Goods to Up Goods" will now only apply to "The Grid" or to the "Departure Line". The preceding disc "Set Back Down Goods to Up Goods" has been abolished.

The tall siding signal from the "Down Through Siding" to the "Down Siding" has been abolished.

The connection Down Through Siding to Weigh Sidings has been secured for running to the Weigh Sidings. The disc signal in the "Down Through Siding" protecting the "Weigh Siding" connection has been abolished.

The Down Goods End of the Down Goods to Up Goods (Departure Line) trailing crossover has been secured for running to the Departure Line.

The facing connection "Down Goods" to "Down Siding" has been secured for running to the "Down Siding".

The connection "Down Goods" to "No.2 Siding West Dock" has been secured for running from the "End Neck" to "No.2 Siding West Dock".

The Facing disc "Down Goods" to "No.2 Siding" or "No.1 Siding West Dock" or "Wall Side" has been abolished.

The connection "Down Goods" to "Wallside" has been secured for running from the "End Neck" to "Wallside".

The tall siding signal set back "Up Goods" to "Down Siding" or "Down Goods" or "Up Siding" or along "Up Goods" (Departure Line) no longer applies to the "Up Siding" or "Down Goods".

The Down Goods Home Signal has been abolished.

The Up Goods (Departure Line) starting signal which also carries a distant for Goole Mineral Junction has become a single arm tall siding signal.

The notice board from the Weigh Siding has been reworded as follows:—
"Movements must not be made past this board in the direction of the Down Through Siding without permission".

Goole Engine Shed

The Down Home from Wakefield to the Down Goods which carried a distant for Goole Mineral Junction has been replaced by a miniature arm applying from the Down Main to the Down Arrival.

All lines within the Goole Dock Area are now to be considered as sidings.

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

The Down Bradford Branch line has become part of the Bradford Branch Single line and is worked in both directions in accordance with the Track Circuit Block Regulations between Low Moor signal box and Thornhill Junction (controlled from Healey Mills signal box).

The Up Bradford Branch line between Thornhill Junction and No.329 points have been taken out of use and the points secured out of use in the normal position pending removal.

A new facing connection between the Down and Up Slow lines, situated approximately 110 yards on the Healey Mills side of Thornhill Junction, has been provided.

The facing points Down Slow to Branch Single line have been renewed on a different alignment.

New trap points in the Branch Single line 50 yards on the Low Moor side of Thornhill Junction have been brought into use.

A new ground position light signal (HM.52) has been provided, situated on the cess side of the Down Slow, 125 yards on the Healey Mills side of the connection to the Branch Single line and apply Down Slow to Branch Single line.

Down Branch 3-aspect colour light signal HM.30 has had its red aspect and telephone removed and has become the Distant signal for HM.32 signal.

3-aspect colour light signal HM.28 (Down Bradford Branch) has had its yellow aspects removed and now displays Red or Green aspects only.

2-aspect colour light signal HM.27 (Down Heckmondwyke Curve) at present capable of displaying Red or Yellow aspects has been converted to show Red or Green aspects.

Up Bradford Branch 3-aspect colour light signal HM.31 has been abolished.

Up Slow 4-aspect colour light signal HM.57 applies (when read in conjunction with Junction Indicator position 4) Up Slow to Branch Single line via the new Down Slow to Up Slow facing connection.

Up Branch 3-aspect colour light signal HM.29 has had its red aspect and telephone removed and become the Distant signal for HM.25.

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 11 TO SUNDAY 12 MARCH – PRINCE OF WALES (PONTEFRACT MONKHILL GOODS JUNCTION)**

The slip connection to the Up Sidings will be abolished.

The Up Siding will be extended at the East end to give approximately 330 yards standage.

Route indication "L" will be abolished from Down Goole ground position light signal 373 and the signal will no longer read towards Up Sidings.

Ground position light signal 371 applying Up Sidings to Down Goole will be abolished. (13)

SUNDAY 12 MARCH – HOWDEN STATION

The semaphore Down Main Distant signal will be replaced by a new 3-aspect colour light signal (only capable of displaying yellow or green aspects at this stage) 630 yards further from the signal box and 1,700 yards from the Home signal. (13)

DETAILS OF WORK ALREADY CARRIED OUT**HUDDERSFIELD, LONGWOOD GOODS AND MARSDEN**

Longwood Goods signal box has been abolished. The Down Main line between Marsden and Huddersfield is now worked in accordance with the Track Circuit Block Regulations throughout. The Up Main line between L31 signal (to be replaced HU195 – see below) and Marsden is worked in accordance with the Absolute Block Regulations.

Down Main Signalling Alterations :

Longwood Goods semaphore Outer Distant signal and 3-aspect colour light Home signal L25 has been abolished. The 2-aspect (yellow/green) colour light Inner Distant signal L26 has been replaced D23R and become the Distant signal 2177 yards before reaching D23.

Up Main Signalling Alterations :

Huddersfield 3-aspect colour light signal HU189 has become an automatic signal and replaced accordingly.

3-aspect automatic colour light signal U24 has been replaced HU191.

Longwood Goods 3-aspect colour light Home signal L32 has been re-numbered HU193 and become an automatic signal and replaced accordingly.

The Longwood Goods 2-aspect Starting Signal L31 has been re-numbered HU195 and become the Huddersfield Starting signal.

A telephone connected to Huddersfield signal box has been provided.

General

All signal-post telephones formerly connected to Longwood Goods signal box now communicate with Huddersfield signal box.

The special emergency lineside telephone system between Longwood Goods and Marsden now communicate with Marsden/Huddersfield. (13)

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

The repositioned trap points in the Wagon Arrival line and the new points Wagon Arrival line to Wagon Departure line have been brought into use and the Handsignalman withdrawn.

The facing connection Down Goole to Up Askern has been abolished and replaced by a new facing crossover Down Goole to Up Goole 4 yards nearer to the signal box.

The connection Up Goole to Up Askern has been renewed 43 yards nearer to the signal box and ground position light signal 385 has been repositioned to this connection to the left of the Up Goole line and now applies along Up Goole line towards ground position light signal 392, or towards Wagon Arrival or Departure lines or towards Up Askern line.

The facing points Up Askern to Wagon Arrival line and facing points Up Askern to Wagon Departure line have been replaced by a connection to a Single line leading to another connection to the Arrival and Departure lines. (11)

SKELLOW JUNCTION

No.36 ground disc shunting signal has been repositioned 50 yards nearer the signal box on the cess side of the Up Main with no alteration to application. (New item) (13)

DONCASTER NORTH

The following points have been secured out of use pending removal :-

The trailing points Up Passenger Independent to Down Main

The facing points Up Passenger Independent to Old Yard Sidings No.1

The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals have been abolished :-

DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2

DN113 Old Yard Sidings No.1 to Down Main

DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 applies set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

The following signal routes have been taken out of use :-

Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "G").

Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1,

The Junction Indicator Position 1 and subsidiary disc signal associated with the Up Passenger Home (DN20) signal has been removed and this signal now applies along the Up Passenger Independent. (11)

SOWERBY BRIDGE WEST

The connection between No.1 and No.2 Up Sidings have become hand worked and the associated miniature arm outlet signals have been abolished. (11)

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

The trap points in the Wagon Arrival line have been repositioned 45 yards nearer the signal box and those in the Wagon Departure line have been moved 15 yards nearer the signal box. (Trains will be hand-signalled through these connections from 19 to 26 February).

Ground position light signal (388) reading Wagon Arrival line to Up Goole or Down Branch has been repositioned 48 yards nearer to the signal box and the associated telephone has been repositioned accordingly.

3-aspect colour light signal (389) and its associated Route indicator reading Wagon Departure line to Up Goole (indication M) or to Down Branch (indication B) has been repositioned 16 yards nearer to the signal box and the A.W.S. inductor repositioned accordingly.

The signal-post telephone has been sited adjacent to this signal on a separate post. (10)

**** BETWEEN BOWLING JUNCTION AND SPRING MILL STREET**

The Down Through/Siding has been restricted to 130 yards headroom from the Mill Lane Junction end. Temporary buffer stops have been erected. (10)

**** GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B.**

Goole Mineral Junction signal box has been abolished together with all signals worked therefrom.

The Up Goods line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Departure Line."

The Down line between Mineral Junction signal box and Engine Shed signal box has been renamed the "Arrival Line."

The Down Goods line between Mineral Junction signal box and Goods Junction signal box has been closed.

The Up Goods line between Mineral Junction and Goods Junction signal boxes has been renamed the departure line.

The Down High level line from Mineral Junction signal box to the handworked crossover between the Up and Down High level lines has been closed.

Goole Mineral Junction

The Facing Points giving access to the "Canal Sidings" from the former Up Goods have been secured for the "Departure Line."

The Facing Crossover between the Down Goods and the Down Sidings or Neck have been secured to give access to the Down Sidings or Neck from the "Arrival Line." The line known as the Neck Buffers have been closed and the Down Goods closed beyond this point.

The Trailing Crossover between the Down and Up Goods has been secured out of use for running on the Arrival and Departure lines.

The connection between the Down Sidings and the Neck have become Handworked points.

The connection between the Garden Sidings and the Up Goods (Departure Line) have become Handworked points.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. – continued**

The connection between the Up Goods (Departure Line) and the Up High Level line have become Handworked points and the Trap in the High Level line has been secured for through running.

A Notice board has been positioned between the Departure Line and the Garden Sidings applying to traffic proceeding towards Engine Shed signal box worded "Stop and Await Instructions".

A Notice board has been positioned at the exit from the Down Sidings worded "Stop and Await Instructions".

A Notice board worded "Stop Telephone" has been positioned on the "Up High Level Line" protecting the connection from the "Down High Level Line" and applying to trains from the Docks. A telephone has been provided at this board connected to the Chagemans office.

A Notice board has been positioned at the entrance to the Down Sidings in the "Arrival Line" worded "Stop Await Instructions".

Goole Goods Junction signalbox – has become a Points box.

The West Dock North Siding has been closed.

A tall siding signal from the West Dock North Siding to the Up Goods has been abolished.

The Disc from "Up Siding" to the "West Dock North Siding" has been abolished.

The connection "Up Siding" to "Up Goods" has been abolished.

The top arm of the double armed tall Siding Signal from the "Up Siding" applying to the "Up Goods" (Departure Line) has been removed.

The connection "Down Through Siding" to "Down Siding" has been secured for running from the "Down Siding" to "The Grid".

The disc from the "Down Siding" which applied to the "Down Through Siding" or to "The Grid" or to the Up Goods (Departure Line) via the preceding disc "Set Back Down Goods to Up Goods" will now only apply to "The Grid" or to the "Departure Line". The preceding disc "Set Back Down Goods to Up Goods" has been abolished.

The tall siding signal from the "Down Through Siding" to the "Down Siding" has been abolished.

The connection Down Through Siding to Weigh Sidings has been secured for running to the Weigh Sidings. The disc signal in the "Down Through Siding" protecting the "Weigh Siding" connection has been abolished.

The Down Goods End of the Down Goods to Up Goods (Departure Line) trailing crossover has been secured for running to the Departure Line.

The facing connection "Down Goods" to "Down Siding" has been secured for running to the "Down Siding".

The connection "Down Goods" to "No.2 Siding West Dock" has been secured for running from the "End Neck" to "No.2 Siding West Dock".

The Facing disc "Down Goods" to "No.2 Siding" or "No.1 Siding West Dock" or "Wall Side" has been abolished.

The connection "Down Goods" to "Wallside" has been secured for running from the "End Neck" to "Wallside".

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued******GOOLE GOODS JUNCTION TO GOOLE ENGINE SHED S.B. - continued**

The tall siding signal set back "Up Goods" to "Down Siding" or "Down Goods" or "Up Siding" or along "Up Goods" (Departure Line) no longer applies to the "Up Siding" or "Down Goods".

The Down Goods Home Signal has been abolished.

The Up Goods (Departure Line) starting signal which also carries a distant for Goole Mineral Junction has become a single arm tall siding signal.

The notice board from the Weigh Siding has been reworded as follows:-

"Movements must not be made past this board in the direction of the Down Through Siding without permission".

Goole Engine Shed

The Down Home from Wakefield to the Down Goods which carried a distant for Goole Mineral Junction has been replaced by a miniature arm applying from the Down Main to the Down Arrival.

All lines within the Goole Dock Area are now to be considered as sidings.

(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 86 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

★ Amend heading to read :

WAKEFIELD (KIRKGATE) EAST TO GOOLE ENGINE SHED JN.

★ Amend

WAKEFIELD (KIRKGATE) EAST AND GOOLE ENGINE SHED JN. 50 50 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

★ Delete all entries beyond Goole Engine Shed

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177 Add :—			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 – Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item.

(13D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 312 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Amend heading to read:-

WAKEFIELD (KIRKGATE) EAST TO GOOLE (ENGINE SHED JUNCTION)

Page 314 DOWN FREIGHT TRAINS GOOLE

Delete heading and item

Page 329 STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION
GOOLE

WORKING OF FREIGHT TRAINS TERMINATING AT GOOLE DOCKS
Delete heading and item

MISCELLANEOUS NOTICES

DONCASTER STATION

No.7 platform has been taken out of use until further notice and No.8 platform has been reduced in length at the north end by 40 yards. (12)

** DONCASTER STATION

The new platforms 1 and 4 extensions have been brought into use giving overall platform length of 379 yards and 324 yards respectively. (10)

THORPE MARSH POWER STATION

With effect from Monday 27 March, B line will be out of use between Signals Nos. 5 and 6 for the installation of a weighbridge. All trains, incoming and outgoing, will use A line. Earthworks near No. 6 signal.

★ SUNDAY 12 MARCH - HICKLETON

A new facing connection will be installed in the Up Main at 15m. 17chs. and secured out of use until further notice. (13)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

1 MARCH, 1978

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 19 MARCH – DONCASTER NORTH**

The connection from the Down Passenger Independent No.2 to the Down Passenger Independent No.1 will be secured out of use for running on the Down Passenger Independent No.2 and running to or from Bay No.7 to the Down Passenger Independent No.1.

The Engine Spur and Turntable Road will be taken out of use and the connections thereto from the Down Passenger Independent No.2 and the Down Passenger Independent No.1 will be secured out of use.

The second crossover Down Passenger Independent No.1 to Down Main will be secured out of use.

Signalling Alterations :-

Down Passenger Independent No.2 Platform Starting Signal DN.39 will no longer read to the Turntable Road or to the Down Passenger Independent No. 1.

Down Passenger Independent No.1 -DN.27 signal will no longer apply to the Engine Spur or to the Down Main.

The setback Down Main disc signal DN.66 will no longer apply towards the Down Passenger Independent No.1.

The disc signals DN.68, DN.70, DN.82 and DN105 in the Engine Spur and Turntable Road will be taken out of use.

Set back disc signal DN.109 in the Up Passenger Independent will be repositioned slightly nearer to the station platform with no alteration to form or application. (14)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER NORTH**

The following points have been secured out of use pending removal :-

The trailing points Up Passenger Independent to Down Main

The facing points Up Passenger Independent to Old Yard Sidings No.1

The facing points Old Yard Sidings No.1 to Up Passenger Independent No.2

The following signals have been abolished :-

DN74 Old Yard Sidings No.1 to Up Passenger Independent No.2

DN113 Old Yard Sidings No.1 to Down Main

DN121 Set-back Up Passenger Independent to Down Main or "Limit of Shunt" indicator.

Signal DN109 applies set-back along Up Passenger Independent to "Limit of Shunt" Indicator.

SECTION C - SIGNAL LINE WORKS AND ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** DONCASTER NORTH - continued**

The following signal routes have been taken out of use :-

- Signal DN58 Set-back Down Main to Up Passenger Independent (route indication "F") or to Old Yard Sidings No.1 (route indication "G").
- Signal DN101 Set-back Up Passenger Independent No.2 to Old Yard Sidings No.1.

The Junction Indicator Position 1 and subsidiary disc signal associated with the Up Passenger Home (DN20) signal has been removed and this signal now applies along the Up Passenger Independent.

(11)

**** KNOTTINGLEY WEST JUNCTION**

The repositioned trap points in the Wagon Arrival line and the new points Wagon Arrival line to Wagon Departure line have been brought into use and the Handsignalman withdrawn.

The facing connection Down Goole to Up Askern has been abolished and replaced by a new facing crossover Down Goole to Up Goole 4 yards nearer to the signal box.

The connection Up Goole to Up Askern has been renewed 43 yards nearer to the signal box and ground position light signal 385 has been repositioned to this connection to the left of the Up Goole line and now applies along Up Goole line towards ground position light signal 392, or towards Wagon Arrival or Departure lines or towards Up Askern line.

The facing points Up Askern to Wagon Arrival line and facing points Up Askern to Wagon Departure line have been replaced by a connection to a Single line leading to another connection to the Arrival and Departure lines.

(11)

SKELLOW JUNCTION

No.36 ground disc shunting signal has been repositioned 50 yards nearer the signal box on the cess side of the Up Main with no alteration to application.

(13)

**** SOWERBY BRIDGE WEST**

The connection between No.1 and No.2 Up Sidings have become hand worked and the associated miniature arm-outlet signals have been abolished.

(11)

HUDDERSFIELD, LONGWOOD GOODS AND MARSDEN

Longwood Goods signal box has been abolished. The Down Main line between Marsden and Huddersfield is now worked in accordance with the Track Circuit Block Regulations throughout. The Up Main line between L31 signal (to be replaced HU195 - see below) and Marsden is worked in accordance with the Absolute Block Regulations.

Down Main Signalling Alterations :

Longwood Goods semaphore Outer Distant signal and 3-aspect colour light Home signal L25 has been abolished. The 2-aspect (yellow/green) colour light Inner Distant signal L26 has been replaced D23R and become the Distant signal 2177 yards before reaching D23.

SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

Huddersfield, Longwood Goods and Marsden — continued

Up Main Signalling Alterations :

Huddersfield 3-aspect colour light signal HU189 has become an automatic signal and replated accordingly.

3-aspect automatic colour light signal U24 has been replated HU191.

Longwood Goods 3-aspect colour light Home signal L32 has been re-numbered HU193 and become an automatic signal and replated accordingly.

The Longwood Goods 2-aspect Starting Signal L31 has been re-numbered HU195 and become the Huddersfield Starting signal.

A telephone connected to Huddersfield signal box has been provided.

General

All signal-post telephones formerly connected to Longwood Goods signal box now communicate with Huddersfield signal box.

The special emergency lineside telephone system between Longwood Goods and Marsden now communicate with Marsden/Huddersfield. (12)

PRINCE OF WALES (PONTEFRAC T MONKHILL GOODS JUNCTION)

The slip connection to the Up Sidings has been abolished.

The Up Siding has been extended at the East end to give approximately 330 yards standage.

Route indication "L" has been abolished from Down Goole ground position light signal 373 and the signal no longer reads towards Up Sidings.

Ground position light signal 371 applying Up Sidings to Down Goole has been abolished. (13)

HOWDEN STATION

The semaphore Down Main Distant signal has been replaced by a new 3-aspect colour light signal (only capable of displaying yellow or green aspects at this stage) 630 yards further from the signal box and 1,700 yards from the Home signal. (13)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 86 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Amend heading to read :

WAKEFIELD (KIRKGATE) EAST TO GOOLE ENGINE SHED JN.

Amend

WAKEFIELD (KIRKGATE) EAST AND GOOLE ENGINE SHED JN. 50 50 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

Delete all entries beyond Goole Engine Shed

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177 Add :-			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 – Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item.

(13D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 312 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Amend heading to read:-
WAKEFIELD (KIRKGATE) EAST TO GOOLE (ENGINE SHED JUNCTION)

Page 314 GOOLE

DOWN FREIGHT TRAINS
Delete heading and item

Page 329 STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION
GOOLE

WORKING OF FREIGHT TRAINS TERMINATING AT GOOLE DOCKS
Delete heading and item

MISCELLANEOUS NOTICES

DONCASTER STATION

No.7 platform has been taken out of use until further notice and No.8 platform has been reduced in length at the north end by 40 yards. (12)

★ THORPE MARSH POWER STATION

With effect from Monday 27 March, B line will be out of use between Signals Nos. 5 and 6 for the installation of a weighbridge. All trains, incoming and outgoing, will use A line. Earthworks near No. 6 signal.

HICKLETON

A new facing connection will be installed in the Up Main at 15m. 17chs. and secured out of use until further notice. (13)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

10 MARCH , 1978

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 ALREADY CARRIED OUT**DONCASTER NORTH**

The connection from the Down Passenger Independent No.2 to the Down Passenger Independent No.1 has been secured out of use for running on the Down Passenger Independent No.2 and running to or from Bay No.7 to the Down Passenger Independent No.1.

The Engine Spur and Turntable Road have been taken out of use and the connections thereto from the Down Passenger Independent No.2 and the Down Passenger Independent No.1 have been secured out of use.

The second facing connection Down Passenger Independent No.1 to Down Main has been secured out of use.

Signalling Alterations :-

Down Passenger Independent No.2 Platform Starting Signal DN.39 no longer reads to the Turntable Road or to the Down Passenger Independent No.1.

Down Passenger Independent No.1 DN.27 signal no longer applies to the Engine Spur.

The setback Down Main disc signal DN.66 no longer applies towards the Down Passenger Independent No.1.

The disc signals DN.68, DN.70, DN.82 and DN.105 in the Engine Spur and Turntable Road have been taken out of use.

Set back disc signal DN.109 in the Up Passenger Independent has been repositioned slightly nearer to the station platform with no alteration to form or application. (14)

WAKEFIELD (WESTGATE) AND GELDERD ROAD JN.

The catch points in the Down Doncaster at 178m. 12chs. (1050 yards before reaching L.221 signal) have been removed and plain line installed. (New item) (16)

**** SKELLOW JUNCTION**

No.36 ground disc shunting signal has been repositioned 50 yards nearer the signal box on the cess side of the Up Main with no alteration to application. (13)

**** HUDDERSFIELD, LONGWOOD GOODS AND MARSDEN**

Longwood Goods signal box has been abolished. The Down Main line between Marsden and Huddersfield is now worked in accordance with the Track Circuit Block Regulations throughout. The Up Main line between L31 signal (to be replaced HU195 - see below) and Marsden is worked in accordance with the Absolute Block Regulations.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****** HUDDERSFIELD, LONGWOOD GOODS AND MARSDEN - continued****Down Main Signalling Alterations :**

Longwood Goods semaphore Outer Distant signal and 3-aspect colour light Home signal L25 has been abolished. The 2-aspect (yellow/green) colour light Inner Distant signal L26 has been replated D23R and become the Distant signal 2177 yards before reaching D23.

Up Main Signalling Alterations :

Huddersfield 3-aspect colour light signal HU189 has become an automatic signal and replated accordingly.

3-aspect automatic colour light signal U24 has been replated HU191.

Longwood Goods 3-aspect colour light Home signal L32 has been re-numbered HU193 and become an automatic signal and replated accordingly.

The Longwood Goods 2-aspect Starting Signal L31 has been re-numbered HU195 and become the Huddersfield Starting signal.

A telephone connected to Huddersfield signal box has been provided.

General

All signal-post telephones formerly connected to Longwood Goods signal box now communicate with Huddersfield signal box.

The special emergency lineside telephone system between Longwood Goods and Marsden now communicate with Marsden/Huddersfield. (12)

**** PRINCE OF WALES (PONTEFRACT MONKHILL GOODS JUNCTION)**

The slip connection to the Up Sidings has been abolished.

The Up Siding has been extended at the East end to give approximately 330 yards standage.

Route indication "L" has been abolished from Down Goole ground position light signal 373 and the signal no longer reads towards Up Sidings.

Ground position light signal 371 applying Up Sidings to Down Goole has been abolished. (13)

**** HOWDEN STATION**

The semaphore Down Main Distant signal has been replaced by a new 3-aspect colour light signal (only capable of displaying yellow or green aspects at this stage) 630 yards further from the signal box and 1,700 yards from the Home signal. (13)

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:

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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		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 86 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Amend heading to read :

WAKEFIELD (KIRKGATE) EAST TO GOOLE ENGINE SHED JN.

Amend

WAKEFIELD (KIRKGATE) EAST AND GOOLE ENGINE SHED JN. 50 50 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

Delete all entries beyond Goole Engine Shed (13D)

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 177 Add :-			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
Benton Stn. Jn.	Jesmond Crossover (Signal B5)	Up B & T	16 SLU air braked clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 – Supp. No. 1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item. (13D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 312 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Amend heading to read:-
WAKEFIELD (KIRKGATE) EAST TO GOOLE (ENGINE SHED JUNCTION)

Page 314 DOWN FREIGHT TRAINS GOOLE

Delete heading and item

**Page 329 STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION
GOOLE**

WORKING OF FREIGHT TRAINS TERMINATING AT GOOLE DOCKS
Delete heading and item

MISCELLANEOUS NOTICES

**** DONCASTER STATION**

No.7 platform has been taken out of use until further notice and No.8 platform has been reduced in length at the north end by 40 yards. (12)

THORPE MARSH POWER STATION

With effect from Monday 27 March, B line will be out of use between Signals Nos. 5 and 6 for the installation of a weighbridge. All trains, incoming and outgoing, will use A line. Earthworks near No. 6 signal.

**** HICKLETON**

A new facing connection will be installed in the Up Main at 15m. 17chs. and secured out of use until further notice. (13)

**NO.45NS
York**

**G.R.H. ORBELL
Chief Operating Manager**

17 MARCH, 1978

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 9 APRIL – DONCASTER NORTH**

The Down Passenger Independent No.2 will be diverted to follow a new temporary alignment on the course of the former Turn-table Road, joining the Down Passenger Independent No.1 adjacent to the former Engine Spur, and the portion north of Signal DN39 will be taken out of use.

The points between the Down Passenger Independent No.2 and the Down South Yorkshire Goods will be secured for through running along the Down South Yorkshire Goods.

Colour light signal DN41 (applying Down Passenger Independent No.2 to Down Passenger Independent or to Down Main), will be repositioned on the left-hand side of the new temporary Down Passenger Independent No.2, 21 yards north of Doncaster North Signal Box, but its subsidiary signal will be abolished. The indications of the route indicator will be:—

“P” – Down Passenger Independent signal DN29

“M” – Down Main signal DN7

Movements along the Down Passenger Independent No.2 from DN39 will be via the new alignment.

Set back movements from Down Main ground disc Signal DN58 and from Down Independent ground disc DN60 towards the new temporary Down Passenger Independent No.2 will be re-routed via the Down Passenger Independent.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

**** DONCASTER NORTH**

The connection from the Down Passenger Independent No.2 to the Down Passenger Independent No.1 has been secured out of use for running on the Down Passenger Independent No.2 and running to or from Bay No.7 to the Down Passenger Independent No.1.

The Engine Spur and Turntable Road have been taken out of use and the connections thereto from the Down Passenger Independent No.2 and the Down Passenger Independent No.1 have been secured out of use.

The second facing connection Down Passenger Independent No.1 to Down Main has been secured out of use.

Signalling Alterations :-

Down Passenger Independent No.2 Platform Starting Signal DN.39 no longer reads to the Turntable Road or to the Down Passenger Independent No.1.

Down Passenger Independent No.1 DN.27 signal no longer applies to the Engine Spur.

The setback Down Main disc signal DN.66 no longer applies towards the Down Passenger Independent No.1.

The disc signals DN.68, DN.70, DN.82 and DN.105 in the Engine Spur and Turntable Road have been taken out of use.

Set back disc signal DN.109 in the Up Passenger Independent has been repositioned slightly nearer to the station platform with no alteration to form or application. (14)

WAKEFIELD (WESTGATE) AND GELDERD ROAD JN.

The catch points in the Down Doncaster at 178m. 12chs. (1050 yards before reaching L.221 signal) have been removed and plain line installed. (New item) (16)

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

** THORPE MARSH POWER STATION

With effect from Monday 27 March, B line will be out of use between Signals Nos. 5 and 6 for the installation of a weighbridge. All trains, incoming and outgoing, will use A line. Earthworks near No. 6 signal. (14)

★ Add:- PROTOTYPE MGR WAGON B359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (MS11/156) (20)

O.45NS
orkG.R.H. ORBELL
Chief Operating Manager

24 MARCH, 1978

Receipt of this notice need not be acknowledged: If the NS notice is not received by the normal time, advise your Supervisor;

**An open door on a
moving train invites**

INJURY

DAMAGE

DELAY.

**Close those doors firmly
before trains depart.**

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 APRIL – BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)

The Down Goods line between Decoy No.1 and Balby Junction will be taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods will be removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 will be taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below will be abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines will have the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings).

(18)

SUNDAY 16 APRIL – EASTRINGTON

The semaphore Down Main Distant signal will be replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 225 yards further from the signal box and 1645 yards from the Home signal.

(18)

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

The Down Passenger Independent No.2 has been diverted to follow a new temporary alignment on the course of the former Turn-table Road, joining the Down Passenger Independent No.1 adjacent to the former Engine Spur, and the portion north of Signal DN39 has been taken out of use.

The points between the Down Passenger Independent No.2 and the Down South Yorkshire Goods have been secured for through running along the Down South Yorkshire Goods.

Colour light signal DN41 (applying Down Passenger Independent No.2 to Down Passenger Independent or to Down Main), has been repositioned on the left-hand side of the new temporary Down Passenger Independent No.2, 21 yards north of Doncaster North Signal Box, but the associated subsidiary signal has been abolished. The indications of the route indicator are as follows:—

“P” – Down Passenger Independent signal DN29

“M” – Down Main signal DN7

Movements along the Down Passenger Independent No.2 from DN39 will be via the new alignment.

Set back movements from Down Main ground disc Signal DN58 and from Down Independent ground disc DN60 towards the new temporary Down Passenger Independent No.2 will be re-routed via the Down Passenger Independent.

WAKEFIELD (WESTGATE) AND GELDERD ROAD JN.

The catch points in the Down Doncaster at 178m. 12chs. (1050 yards before reaching L.221 signal) have been removed and plain line installed.

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 ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

100 TONNE STEEL AB WAGONS

Delete:- Heading and item.

MISCELLANEOUS NOTICES

Add:-

PROTOTYPE MGR WAGON 359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
 2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
 3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (MS11/156) (20)
-

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

6 APRIL, 1978

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**WEDNESDAY 26 APRIL – APPERLEY JUNCTION**

The Up Branch Semaphore Distant signal will be replaced by a two aspect colour light distant 11ft. above rail level. (20)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use. ;

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos. 1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos. 5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use. ;

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings). ;

(21)

EASTRINGTON

The semaphore Down Main Distant signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 225 yards further from the signal box and 1645 yards from the Home signal. ;

(18)

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

The Down Passenger Independent No.2 has been diverted to follow a new temporary alignment on the course of the former Turn-table Road, joining the Down Passenger Independent No.1 adjacent to the former Engine Spur, and the portion north of Signal DN39 has been taken out of use.

The points between the Down Passenger Independent No.2 and the Down South Yorkshire Goods have been secured for through running along the Down South Yorkshire Goods.

Colour light signal DN41 (applying Down Passenger Independent No.2 to Down Passenger Independent or to Down Main), has been repositioned on the left-hand side of the new temporary Down Passenger Independent No.2, 21 yards north of Doncaster North Signal Box, but the associated subsidiary signal has been abolished. The indications of the route indicator are as follows:—

“P” – Down Passenger Independent signal DN29

“M” – Down Main signal DN7

Movements along the Down Passenger Independent No.2 from DN39 will be via the new alignment.

Set back movements from Down Main ground disc Signal DN58 and from Down Independent ground disc DN60 towards the new temporary Down Passenger Independent No.2 will be re-routed via the Down Passenger Independent. (17)

**** WAKEFIELD (WESTGATE) AND GELDERD ROAD JN.**

The catch points in the Down Doncaster at 178m. 12chs. (1050 yards before reaching L.221 signal) have been removed and plain line installed. (16)



NS

EASTERN REGION

17

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

SATURDAY 29 APRIL

TO

FRIDAY 5 MAY 1978

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 30 APRIL – DONCASTER SOUTH**

The disc signal DS.92 at the south end of Platform 8 which applies set back along Down Passenger Independent No.2 will be re-positioned on the opposite side of the line (between the Down Passenger Independent No.2 and the Up South Yorkshire Goods Independent) and will apply as hitherto.

The Down Bay Platform sidings at the south end of the station will be abolished. (20)

THURSDAY 4 MAY – HEALEY MILLS (THORNHILL JUNCTION – LOW MOOR SINGLE LINE).

Up Branch signal HM.29 will be repositioned adjacent to the single line. (20)

ILKLEY JUNCTION

The Up Main Starting signal has been renewed 2 yards nearer the signal box with the arm at a reduced height of 16 feet above rail level. (New Item) (19)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings).

(21)

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

The Down Passenger Independent No.2 has been diverted to follow a new temporary alignment on the course of the former Turn-table Road, joining the Down Passenger Independent No.1 adjacent to the former Engine Spur, and the portion north of Signal DN39 has been taken out of use.

The points between the Down Passenger Independent No.2 and the Down South Yorkshire Goods have been secured for through running along the Down South Yorkshire Goods.

Colour light signal DN41 (applying Down Passenger Independent No.2 to Down Passenger Independent or to Down Main), has been repositioned on the left-hand side of the new temporary Down Passenger Independent No.2, 21 yards north of Doncaster North Signal Box, but the associated subsidiary signal has been abolished. The indications of the route indicator are as follows :-

“P” – Down Passenger Independent signal DN29

“M” – Down Main signal DN7

Movements along the Down Passenger Independent No.2 from DN39 will be via the new alignment.

Set back movements from Down Main ground disc Signal DN58 and from Down Independent ground disc DN60 towards the new temporary Down Passenger Independent No.2 will be re-routed via the Down Passenger Independent. (17)

APPERLEY JUNCTION

The Up Branch Semaphore Distant signal has been replaced by a two aspect colour light distant 11ft. above rail level. (20)

EASTINGTON

The semaphore Down Main Distant signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 225 yards further from the signal box and 1645 yards from the Home signal. (18)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

100 TONNE STEEL AB WAGONS

Delete:— Heading and item.

(20)

MISCELLANEOUS NOTICES

Add:—

PROTOTYPE MGR WAGON 359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

★ DONCASTER STATION SUNDAY 30 APRIL

No.8 Platform will be shortened further in length from the South end by 84 yards.

(20)

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

20 APRIL, 1978

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

18

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

SATURDAY 6 MAY

TO

FRIDAY 12 MAY 1978

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 7 MAY – MIRFIELD STATION**

A temporary level crossing will be brought into use over the Down and Up Slow lines at 38m. 29chs. (at the Eastwood end of the station).

A Crossing Keeper will be in attendance between 07 30 and 17 30 hours when the crossing is in use.

SATURDAY 6 to SUNDAY 7 MAY – HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION

The Arrival line at Goldthorpe Colliery will be dispensed with and the Departure line (renamed Arrival & Departure line) will join up with the new Goldthorpe Branch single line which will join the Up Main at Hickleton Main Colliery Sidings by new facing points 300 yards South of the signal box. All connection between Goldthorpe Colliery Bunker and Dearne Valley South Junction will be severed. The new single line will be worked in accordance with 'One Train Working' arrangements, but no train staff will be provided.

The above should be read in conjunction with the diagram included herein.

The new trailing points in the Up Main 200 yards South of the signal box leading to the Shunting line will also be brought into use.

Hickleton Main Colliery Sidings

The Up Sidings will be remodelled. All new points within the sidings will be handworked.

The following semaphore signals will be dispensed with:—

- Up Inner Distant
- Up 2nd Home
- Up Starting
- Down Inner Distant
- Down 2nd Home
- Shunting line to Hickleton Colliery (top of 2 miniature arms)
- Shunting line to Sidings (bottom of two miniature arms)
- Exit signal from Sidings 1, 2 and 3 to Up line or Shunting line (miniature arm)
- Disc—siding 1 to Up line
- Disc—siding to Shunting line

Altered Signals

The Down Main 1st Home will become the Down Home and the Down Outer Distant will become the Down Distant.

The Up Main 1st Home will be renamed Up Home and the Up Outer Distant will become the Up Distant.

The disc signal reading Down Main to Up Main will be replaced by a ground position light signal (No.24) situated in the cress of the Down Main.

The disc signal reading Up Main to Down Main or to Sidings will be replaced by a ground position light signal No.4 situated in the cress of the Up Main and reading to Down Main only.

The miniature arm signal reading Hickleton Colliery to Up Main or to Shunting line will read to Shunting line only.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY 6 to SUNDAY 7 MAY – HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION – continued.****New Signals**

No.13 Goldthorpe Colliery Branch Home signal situated 50 yards on the Goldthorpe Colliery side of the trap points at the exit from the Goldthorpe Colliery line and reading towards the Down Main.

A new semaphore Up Main Starting signal will be provided (arm 17ft. above rail level) and an offset miniature arm will be provided applying towards Goldthorpe Colliery.

Signal-post telephones connected to Hickleton Main Colliery Sidings signal box will be provided on No.13 signal, on the new Up Main Starting signal and also on the Down and Up Home signals.

The signal and point numbers shown on the diagram are for reference purposes only.

Cudworth (Dearne Valley South Junction)

The points leading to and from Goldthorpe Colliery will be secured out of use.

Down Dearne Valley South Branch line signal C87 will be maintained at Red.

The route—reading from C91 signal towards Dearne Valley South Branch will be disconnected. (21)

SUNDAY 7 MAY – GILBERDYKE

The Semaphore Down Main Distant Signal will be replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 743 yds. further from the Signal Box and 1512 yds. from the Home signal. (21)

WEDNESDAY 10 MAY – WRESSLE & HOWDEN

The gate target boards at Rowland Hall level crossing will be abolished. (21)

WEDNESDAY 10 MAY – EASTRINGTON & GILBERDYKE

The gate target boards at Bennetland level crossing will be abolished. (21)

WEDNESDAY 10 MAY – SALTMARSHE & GILBERDYKE

The gate target boards at Green Oak Goit and Mill Lane level crossings will be abolished. (21)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings). (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SUNDAY 30 APRIL – DONCASTER SOUTH**

The disc signal DS.92 at the south end of Platform 8 which applies set back along Down Passenger Independent No.2 has been re-positioned on the opposite side of the line (between the Down Passenger Independent No.2 and the Up South Yorkshire Goods Independent) and will apply as hitherto.

The Down Bay Platform sidings at the south end of the station have been abolished. (20)

HEALEY MILLS (THORNHILL JUNCTION – LOW MOOR SINGLE LINE).

Up Branch signal HM.29 has been re-positioned adjacent to the Single line. (20)

BOWLING JUNCTION

All ground shunting signals formerly controlled from Bowling Jn. Signal box have been abolished.
(New item) (21)

ILKLEY JUNCTION

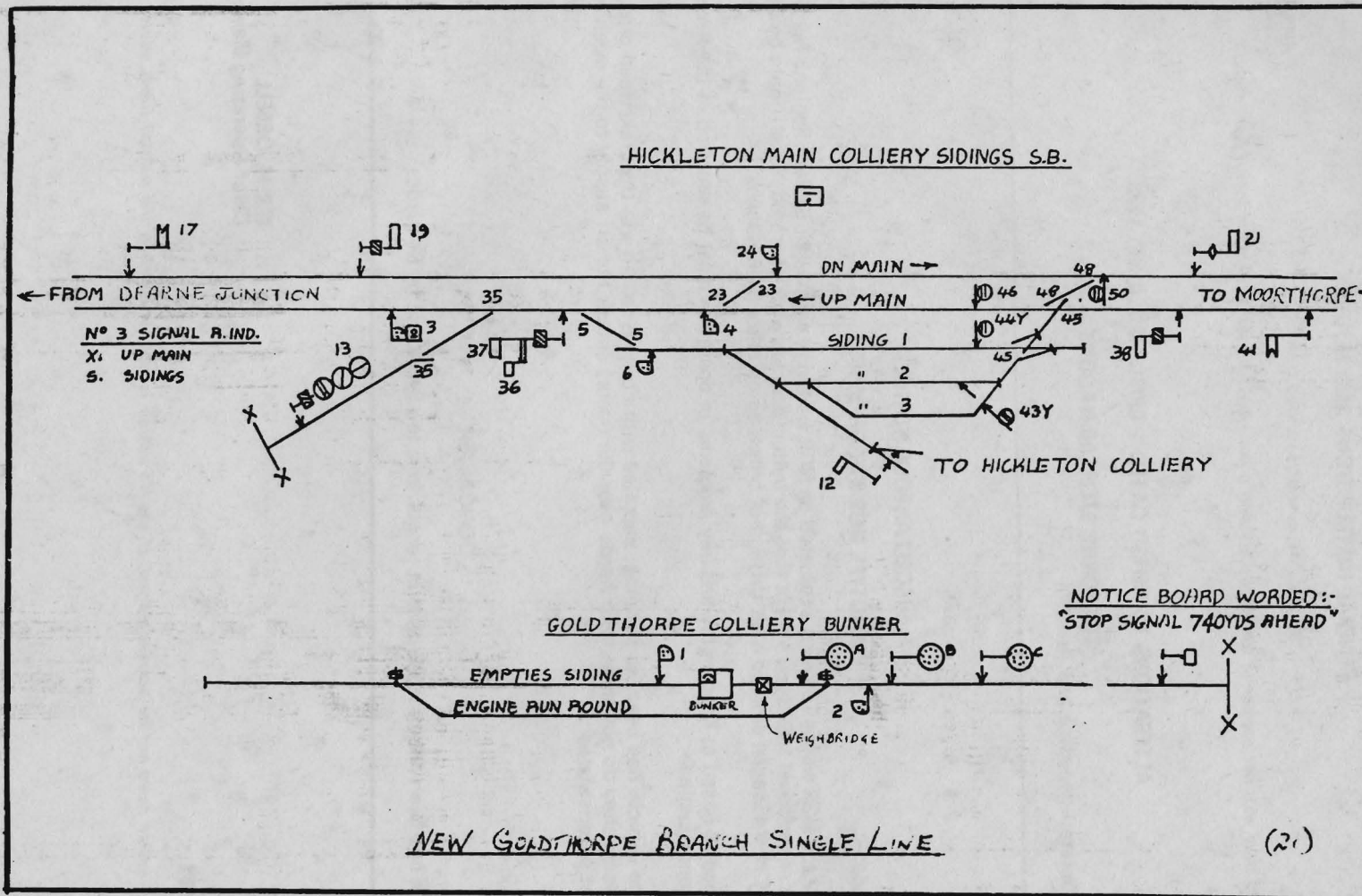
The Up Main Starting signal has been renewed 2 yards nearer the signal box with the arm at a reduced height of 16 feet above rail level. (19)

APPERLEY JUNCTION

The Up Branch Semaphore Distant signal has been replaced by a two aspect colour light distant 11ft. above rail level. (20)

**** EASTRINGTON**

The semaphore Down Main Distant signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 225 yards further from the signal box and 1645 yards from the Home signal. (18)



A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST		
UNTIL FURTHER NOTICE		
Bridlington South and Driffield	All	08 00 to 16 00. Signalling work. Off track machines in use. (77/51)
SUNDAY 14 MAY		
Nafferton	Down and Up	08 00 to 16 00. Signalling work.

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 14 MAY - CUDWORTH STATION AND CUDWORTH SOUTH JUNCTION

Cudworth Station and Cudworth South Junction

The gantry carrying Cudworth Station Down Main to Down Goods and Down Main Home semaphore signals together with Cudworth South Jn. Down Main Outer Distant semaphore signal mounted below will be abolished. A new 4-aspect colour light signal (capable of displaying a red, single yellow or green aspect only at this stage) with a position 4 Junction Indicator (which will apply towards the Down Goods) will be provided 1135 yards from the Down Main Starting signal (560 yards further from the signal box) and plated C.7. A telephone connected to Cudworth Station Signal Box will be provided.

Cudworth Station

The semaphore Down Main Distant signal will be abolished and replaced by a 4-aspect colour light signal (only capable of displaying a single yellow or green aspect at this stage) and plated C.6. It will be 1602 yards before reaching C.7 signal (1302 yards further from the signal box). (22)

SUNDAY 14 MAY - DONCASTER SOUTH

Doncaster South Signal box Siding will be taken out of use and the connections between Down Passenger Independent Nos.1 and 2 lines and this Siding will be secured out of use in the normal position pending removal.

Ground disc signals Nos.73 and 75 applying from the Siding to Down Passenger Independent No.1 and No.2 respectively will be abolished.

Down Passenger Independent No.2 ground disc signal No.92 and Down Passenger Independent No.1 ground disc signal No.94 will only apply set-back along their respective lines.

Down Passenger Independent No.1 searchlight type signal DS.15 will be repositioned 25 yards further south. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings).

(21)

DONCASTER SOUTH

The disc signal DS.92 at the south end of Platform 8 which applies set back along Down Passenger Independent No.2 has been re-positioned on the opposite side of the line (between the Down Passenger Independent No.2 and the Up South Yorkshire Goods Independent) and will apply as hitherto.

The Down Bay Platform sidings at the south end of the station have been abolished. (20)

MIRFIELD STATION

A temporary level crossing has been brought into use over the Down and Up Slow lines at 38m. 29chs. (at the Eastwood end of the station).

A Crossing Keeper will be in attendance between 07 30 and 17 30 hours when the crossing is in use.

HEALEY MILLS (THORNHILL JUNCTION – LOW MOOR SINGLE LINE).

Up Branch signal HM.29 has been re-positioned adjacent to the Single line. (20)

HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION

The Arrival line at Goldthorpe Colliery has been dispensed with and the Departure line (renamed Arrival & Departure line) joins up with the new Goldthorpe Branch single line which joins the Up Main at Hickleton Main Colliery Sidings by new facing points 300 yards South of the signal box. All connection between Goldthorpe Colliery Bunker and Dearne Valley South Junction have been severed. The new single line will be worked in accordance with 'One Train Working' arrangements but no train staff will be provided.

The above should be read in conjunction with the diagram included herein.

The new trailing points in the Up Main 200 yards South of the signal box leading to the Shunting line have also been brought into use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION – continued****Hickleton Main Colliery Sidings**

The Up Sidings have been remodelled. All new points within the sidings are handworked.

The following semaphore signals have been dispensed with:–

- Up Inner Distant
- Up 2nd Home
- Up Starting
- Down Inner Distant
- Down 2nd Home
- Shunting line to Hickleton Colliery (top of 2 miniature arms)
- Shunting line to Sidings (bottom of two miniature arms)
- Exit signal from Sidings 1, 2 and 3 to Up line or Shunting line (miniature arm)
- Disc-siding 1 to Up line
- Disc-siding to Shunting line

Altered Signals

The Down Main 1st Home has become the Down Home and the Down Outer Distant has become the Down Distant.

The Up Main 1st Home has been renamed Up Home and the Up Outer Distant has become the Up Distant.

The disc signal reading Down Main to Up Main has been replaced by a ground position light signal (No.24) situated in the cess of the Down Main.

The disc signal reading Up Main to Down Main or to Sidings has been replaced by a ground position light signal No.4 situated in the cess of the Up Main and reading to Down Main only.

The miniature arm signal reading Hickleton Colliery to Up Main or to Shunting line will read to Shunting line only.

New Signals

No.13 Goldthorpe Colliery Branch Home signal situated 50 yards on the Goldthorpe Colliery side of the trap points at the exit from the Goldthorpe Colliery line and reading towards the Down Main.

A new semaphore Up Main Starting signal has been provided (arm 17ft. above rail level) and an offset miniature arm has been provided applying towards Goldthorpe Colliery.

Signal-post telephones connected to Hickleton Main Colliery Sidings signal box have been provided on No.13 signal, on the new Up Main Starting signal and also on the Down and Up Home signals.

The signal and point numbers shown on the diagram are for reference purposes only.

Cudworth (Dearne Valley South Junction)

The points leading to and from Goldthorpe Colliery has been secured out of use.

Down Dearne Valley South Branch line signal C87 will be maintained at Red.

The route-reading from C91 signal towards Dearne Valley South Branch has been disconnected. (21)

BOWLING JUNCTION

All ground shunting signals formerly controlled from Bowling Jn. Signal box have been abolished.

(21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** ILKLEY JUNCTION**

The Up Main Starting signal has been renewed 2 yards nearer the signal box with the arm at a reduced height of 16 feet above rail level. (19)

APPERLEY JUNCTION

The Up Branch Semaphore Distant signal has been replaced by a two aspect colour light distant 11ft. above rail level. (20)

GILBERDYKE

The Semaphore Down Main Distant Signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 743 yds. further from the Signal Box and 1512 yds. from the Home signal. (21)

WRESSLE & HOWDEN

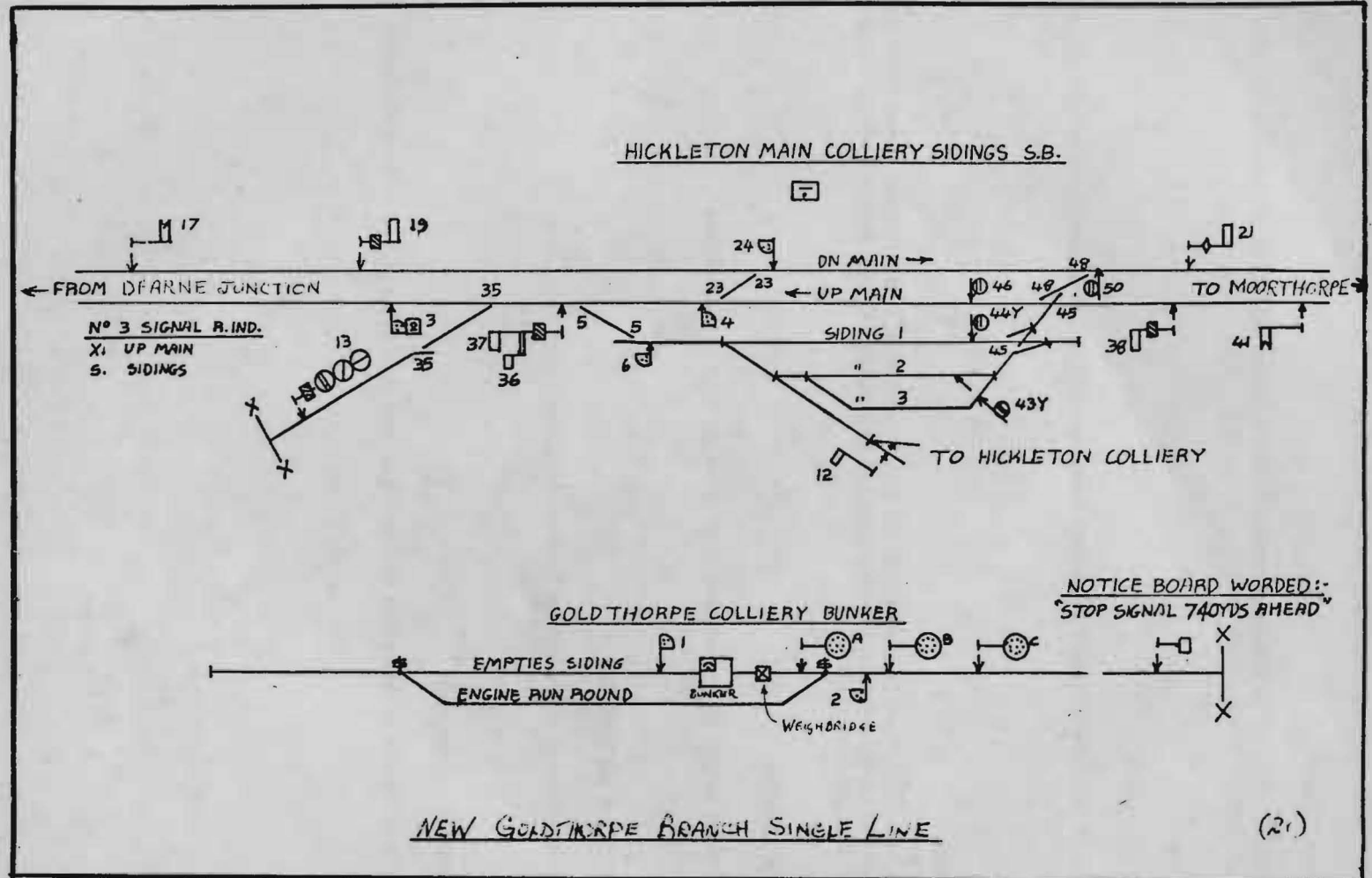
The gate target boards at Rowland Hall level crossing have been abolished. (21)

EASTRINGTON & GILBERDYKE

The gate target boards at Bennetland level crossing have been abolished. (21)

SALTMARSHE & GILBERDYKE

The gate target boards at Green Oak Goit and Mill Lane level crossings have been abolished. (21)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

Supplement No.3 to the General Appendix, which will operate on and from Saturday 3 June, will be distributed to all concerned during May.

Any person who has been issued with a General Appendix must advise his Supervisor if he does not receive a copy of Supplement No.3 by Saturday 20 May. (22)

ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

100 TONNE STEEL AB WAGONS

Delete:- Heading and item.

(20)

MISCELLANEOUS NOTICES

Add:-

PROTOTYPE MGR WAGON 359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

DONCASTER

No.8 Platform has been shortened further in length from the South end by 84 yards. (20)

★ HICKLETON MAIN COLLIERY SIDINGS

SUNDAY 14 MAY UNTIL SUNDAY 21 MAY

No.3 Siding will be temporarily out of use between Sunday 14 and Sunday 21 May.

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

4 MAY, 1978

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 ALREADY CARRIED OUT**BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings).
(21)

**** DONCASTER SOUTH**

The disc signal DS.92 at the south end of Platform 8 which applies set back along Down Passenger Independent No.2 has been re-positioned on the opposite side of the line (between the Down Passenger Independent No.2 and the Up South Yorkshire Goods Independent) and will apply as hitherto.

The Down Bay Platform sidings at the south end of the station have been abolished. (20)

DONCASTER SOUTH

Doncaster South Signal box Siding has been taken out of use and the connections between Down Passenger Independent Nos.1 and 2 lines and this Siding have been secured out of use in the normal position pending removal.

Ground disc signals Nos.73 and 75 applying from the Siding to Down Passenger Independent No.1 and No.2 respectively have been abolished.

Down Passenger Independent No.2 ground disc signal No.92 and Down Passenger Independent No.1 ground disc signal No.94 will only apply set-back along their respective lines.

Down Passenger Independent No.1 searchlight type signal DS.15 has been repositioned 25 yards further south. (22)

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

A temporary level crossing has been brought into use over the Down and Up Slow lines at 38m. 29chs. (at the Eastwood end of the station).

A Crossing Keeper will be in attendance between 07 30 and 17 30 hours when the crossing is in use. (22)

**** HEALEY MILLS (THORNHILL JUNCTION – LOW MOOR SINGLE LINE).**

Up Branch signal HM.29 has been re-positioned adjacent to the Single line. (20)

CUDWORTH STATION AND CUDWORTH SOUTH JUNCTION**Cudworth Station and Cudworth South Junction**

The bracket post carrying Cudworth Station Down Main to Down Goods and Down Main Home semaphore signals together with Cudworth South Jn. Down Main Outer Distant semaphore signal mounted below have been abolished. A new 4-aspect colour light signal (capable of displaying a red, single yellow or green aspect only at this stage) with a position 4 Junction Indicator (which applies towards the Down Goods) has been provided 1135 yards from the Down Main Starting signal (560 yards further from the signal box) and plated C.7. A telephone connected to Cudworth Station Signal Box has been provided.

Cudworth Station

The semaphore Down Main Distant signal has been abolished and replaced by a 4-aspect colour light signal (only capable of displaying a single yellow or green aspect at this stage) and plated C.6. It is located 1602 yards before reaching C.7. signal (1302 yards further from the signal box). (22)

HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION

The Arrival line at Goldthorpe Colliery has been dispensed with and the Departure line (renamed Arrival & Departure line) joins up with the new Goldthorpe Branch single line which joins the Up Main at Hickleton Main Colliery Sidings by new facing points 300 yards South of the signal box. All connection between Goldthorpe Colliery Bunker and Dearne Valley South Junction have been severed. The new single line will be worked in accordance with 'One Train Working' arrangements but no train staff will be provided.

The above should be read in conjunction with the diagram included herein.

The new trailing points in the Up Main 200 yards South of the signal box leading to the Shunting line have also been brought into use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION – continued****Hickleton Main Colliery Sidings**

The Up Sidings have been remodelled. All new points within the sidings are handworked.

The following semaphore signals have been dispensed with:–

- Up Inner Distant
- Up 2nd Home
- Up Starting
- Down Inner Distant
- Down 2nd Home
- Shunting line to Hickleton Colliery (top of 2 miniature arms)
- Shunting line to Sidings (bottom of two miniature arms)
- Exit signal from Sidings 1, 2 and 3 to Up line or Shunting line (miniature arm)
- Disc-siding 1 to Up line
- Disc-siding to Shunting line

Altered Signals

The Down Main 1st Home has become the Down Home and the Down Outer Distant has become the Down Distant.

The Up Main 1st Home has been renamed Up Home and the Up Outer Distant has become the Up Distant.

The disc signal reading Down Main to Up Main has been replaced by a ground position light signal (No.24) situated in the cess of the Down Main.

The disc signal reading Up Main to Down Main or to Sidings has been replaced by a ground position light signal No.4 situated in the cess of the Up Main and reading to Down Main only.

The miniature arm signal reading Hickleton Colliery to Up Main or to Shunting line will read to Shunting line only.

New Signals

No.13 Goldthorpe Colliery Branch Home signal situated 50 yards on the Goldthorpe Colliery side of the trap points at the exit from the Goldthorpe Colliery line and reading towards the Down Main.

A new semaphore Up Main Starting signal has been provided (arm 17ft. above rail level) and an offset miniature arm has been provided applying towards Goldthorpe Colliery.

Signal-post telephones connected to Hickleton Main Colliery Sidings signal box have been provided on No.13 signal, on the new Up Main Starting signal and also on the Down and Up Home signals.

The signal and point numbers shown on the diagram are for reference purposes only.

Cudworth (Dearne Valley South Junction)

The points leading to and from Goldthorpe Colliery has been secured out of use.

Down Dearne Valley South Branch line signal C87 will be maintained at Red.

The route-reading from C91 signal towards Dearne Valley South Branch has been disconnected. (21)

BOWLING JUNCTION

All ground shunting signals formerly controlled from Bowling Jn. Signal box have been abolished. (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****APPERLEY JUNCTION**

The Up Branch Semaphore Distant signal has been replaced by a two aspect colour light distant 11ft. above rail level. (20)

GILBERDYKE

The Semaphore Down Main Distant Signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 743 yds. further from the Signal Box and 1512 yds. from the Home signal. (21)

WRESSLE & HOWDEN

The gate target boards at Rowland Hall level crossing have been abolished. (21)

EASTRINGTON & GILBERDYKE

The gate target boards at Bennetland level crossing have been abolished. (21)

SALTMARSHE & GILBERDYKE

The gate target boards at Green Oak Goit and Mill Lane level crossings have been abolished. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

Supplement No.3 to the General Appendix, which will operate on and from Saturday 3 June, will be distributed to all concerned during May.

Any person who has been issued with a General Appendix must advise his Supervisor if he has not received a copy of Supplement No.3 by Saturday 20 May. (22)

** ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4 100 TONNE STEEL AB WAGONS

Delete:- Heading and item. (20)

MISCELLANEOUS NOTICES

Add:- ** PROTOTYPE MGR WAGON 359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

** DONCASTER

No.8 Platform has been shortened further in length from the South end by 84 yards. (20)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

11 MAY, 1978

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 4 JUNE – DONCASTER SOUTH

The facing connection from South Yorkshire Down Goods Independent to Down Passenger Independent No.2 will be secured out of use for through running as the South Yorkshire Down Goods Independent.

The facing connection from Down Main to Down Passenger Independent No.2 will be secured out of use for through running on the Down Main.

The portion of the Down Passenger Independent No.2 between the South end of the station and approximately the Plant Works footbridge will be taken out of use.

A new facing connection will be brought into use from the Down Passenger Independent No.1 at a point adjacent to the Doncaster South signal box and joining the Down Passenger Independent No.2 at approximately the Plant Works footbridge.

The Down Passenger Independent No.1 from the new facing connection to No.90 ground disc signal will be taken out of use.

The following signals will be abolished:-

- Down Passenger Independent No.2 colour light signal DS.17,
- Down Passenger Independent No.2 ground disc signal 110,
- Platform No.5 line elevated disc signal No.94 applying set back along Down Passenger Independent No.1.

Signalling alterations:-

- Down Sheffield Branch signal DS.13,
- Garden Sidings exit disc signal DS.49
- Down Main signal DS.1

will no longer apply towards the Down Passenger Independent No.2 line.

Down Passenger Independent No.1 colour light signal No. DS.15 will be renumbered DS.17 and will only apply along the Down Passenger Independent No.2 line.

Down Branch Ground disc signal DS.106 applying set back to Down Main will be renumbered DS.110.

Down Passenger Independent No.2 line ground disc signal No.92 applying set back from Platform No.8 will be repositioned on the east side of the re-aligned Down Passenger Independent No.2 and will now apply set back to disc signal 110 (formerly No.106). (24)

SUNDAY 4 JUNE – BETWEEN SELBY AND GILBERDYKE

A.W.S. will be brought into use between and including the following signals:-

Down Main

Between Hemingbrough automatic signal H.1873 and Gilberdyke Down Distant inclusive.

Up Main

Between Eastrington Up Distant and Selby Up Distant S. 1874R inclusive.

(24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK REFERRED TO IN SECTION B—continued****WEDNESDAY 7 JUNE – BETWEEN SELBY AND GILBERDYKE •**

The gate target boards at Woodlane, Cross Common and Hagg Lane level crossings will be abolished. (24)

THURSDAY 8 JUNE – BETWEEN GRISTHORPE AND SEAMER WEST •

The gate target boards at Lebberton level crossing will be abolished. (24)

DETAILS OF WORK ALREADY CARRIED OUT**** BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)**

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals – DY233 (Down Fast), DY235 (Nos.1 to 4 Reception Sidings), DY237 (Down Flyover), DY239 (Nos.5 to 7 Reception Sidings).

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings). (21)

**** DONCASTER SOUTH**

Doncaster South Signal box Siding has been taken out of use and the connections between Down Passenger Independent Nos.1 and 2 lines and this Siding have been secured out of use in the normal position pending removal.

Ground disc signals Nos.73 and 75 applying from the Siding to Down Passenger Independent No.1 and No.2 respectively have been abolished.

Down Passenger Independent No.2 ground disc signal No.92 and Down Passenger Independent No.1 ground disc signal No.94 will only apply set-back along their respective lines.

Down Passenger Independent No.1 searchlight type signal DS.15 has been repositioned 25 yards further south. (22)

**** MIRFIELD STATION 7.5.78**

A temporary level crossing has been brought into use over the Down and Up Slow lines at 38m. 29chs. (at the Eastwood end of the station).

A Crossing Keeper will be in attendance between 07 30 and 17 30 hours when the crossing is in use. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* CUDWORTH STATION AND CUDWORTH SOUTH JUNCTION**Cudworth Station and Cudworth South Junction**

The bracket post carrying Cudworth Station Down Main to Down Goods and Down Main Home semaphore signals together with Cudworth South Jn. Down Main Outer Distant semaphore signal mounted below have been abolished. A new 4-aspect colour light signal (capable of displaying a red, single yellow or green aspect only at this stage) with a position 4 Junction Indicator (which applies towards the Down Goods) has been provided 1135 yards from the Down Main Starting signal (560 yards further from the signal box) and plated C.7. A telephone connected to Cudworth Station Signal Box has been provided.

Cudworth Station

The semaphore Down Main Distant signal has been abolished and replaced by a 4-aspect colour light signal (only capable of displaying a single yellow or green aspect at this stage) and plated C.6. It is located 1602 yards before reaching C.7. signal (1302 yards further from the signal box). (22)

G/7.5.73

**
* HICKLETON MAIN COLLIERY SIDINGS – GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION

The Arrival line at Goldthorpe Colliery has been dispensed with and the Departure line (renamed Arrival & Departure line) joins up with the new Goldthorpe Branch single line which joins the Up Main at Hickleton Main Colliery Sidings by new facing points 300 yards South of the signal box. All connection between Goldthorpe Colliery Bunker and Dearne Valley South Junction have been severed. The new single line will be worked in accordance with 'One Train Working' arrangements but no train staff will be provided.

The above should be read in conjunction with the diagram included herein.

The new trailing points in the Up Main 200 yards South of the signal box leading to the Shunting line have also been brought into use.

Hickleton Main Colliery Sidings

The Up Sidings have been remodelled. All new points within the sidings are handworked.

The following semaphore signals have been dispensed with:-

- Up Inner Distant
- Up 2nd Home
- Up Starting
- Down Inner Distant
- Down 2nd Home
- Shunting line to Hickleton Colliery (top of 2 miniature arms)
- Shunting line to Sidings (bottom of two miniature arms)
- Exit signal from Sidings 1, 2 and 3 to Up line or Shunting line (miniature arm)
- Disc-siding 1 to Up line
- Disc-siding to Shunting line

Altered Signals

The Down Main 1st Home has become the Down Home and the Down Outer Distant has become the Down Distant.

The Up Main 1st Home has been renamed Up Home and the Up Outer Distant has become the Up Distant.

The disc signal reading Down Main to Up Main has been replaced by a ground position light signal (No.24) situated in the cess of the Down Main.

The disc signal reading Up Main to Down Main or to Sidings has been replaced by a ground position light signal No.4 situated in the cess of the Up Main and reading to Down Main only.

The miniature arm signal reading Hickleton Colliery to Up Main or to Shunting line will read to Shunting line only.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** HICKLETON MAIN COLLIERY SIDINGS - GOLDTHORPE COLLIERY AND DEARNE VALLEY SOUTH JUNCTION - continued

New Signals

No.13 Goldthorpe Colliery Branch Home signal situated 50 yards on the Goldthorpe Colliery side of the trap points at the exit from the Goldthorpe Colliery line and reading towards the Down Main.

A new semaphore Up Main Starting signal has been provided (arm 17ft. above rail level) and an offset miniature arm has been provided applying towards Goldthorpe Colliery.

Signal-post telephones connected to Hickleton Main Colliery Sidings signal box have been provided on No.13 signal, on the new Up Main Starting signal and also on the Down and Up Home signals.

The signal and point numbers shown on the diagram are for reference purposes only.

Cudworth (Dearne Valley South Junction)

The points leading to and from Goldthorpe Colliery has been secured out of use.

Down Dearne Valley South Branch line signal C87 will be maintained at Red.

The route-reading from C91 signal towards Dearne Valley South Branch has been disconnected. (21)

** BOWLING JUNCTION

All ground shunting signals formerly controlled from Bowling Jn. Signal box have been abolished. (21)

** GILBERDYKE ✓ 7.5.78

The Semaphore Down Main Distant Signal has been replaced by a new 3-aspect colour light signal (only capable of displaying a yellow or green aspect at this stage) 743 yds. further from the Signal Box and 1512 yds. from the Home signal. (21)

** WRESSLE & HOWDEN ✓ 10.5.78

The gate target boards at Rowland Hall level crossing have been abolished. (21)

** EASTRINGTON & GILBERDYKE ✓ 10.5.78

The gate target boards at Bennetland level crossing have been abolished. (21)

** SALTARSHE & GILBERDYKE ✓ 10.5.78

The gate target boards at Green Oak Goit and Mill Lane level crossings have been abolished. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

Supplement No. 3 to the General Appendix, operates from Saturday 3 June.

Any person who has been issued with a General Appendix must advise his Supervisor if he has not received a copy of Supplement No.3. (22)

MISCELLANEOUS NOTICES

★ MILFORD - GASCOIGNE WOOD

As from 07 00 Sunday 4 June increased use will be made of the level crossing at 6m. 46chs. A crossing Keeper will be in attendance 07 00 to 19 00. (24)

★ SPEED RESTRICTIONS : TANK WAGONS ETC., 15FT. WHEEL BASE OR LESS

The speed of certain 2-axle rail tanks with a wheel base of 15ft. or less, and PRESFLO, CEMFLO and R.I.V. 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 show the applicable speed, and every effort should be made to provide guards with a valid train list.

If no train list is available, and any doubt exists, 45m.p.h. restriction must be applied. (MS12/86/7) (22D)

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of work	Duration	Commencing Date
Doncaster M.P.D. No.3 Road BLOCKED	Trackwork at 155m. 5chs.	07 00 to 17 00	Sunday 28 May
Doncaster M.P.D. No.5 Road BLOCKED	Trackwork.	07 00 to 17 00	Sunday 4 June

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

18 MAY, 1978

Receipt of this notice need not be acknowledged: If the NS notice is not received by the normal time, advise your Supervisor.

**An open door on a
moving train invites**

INJURY

DAMAGE

DELAY.

**Close those doors firmly
before trains depart.**



NS

EASTERN REGION

23

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

SATURDAY 10 JUNE

TO

FRIDAY 16 JUNE 1978

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

SATURDAY 10 JUNE – HULL YARD

Nos. 15, 16 and 17 lines No. 8 Section will be secured out of use pending removal.

SUNDAY 11 JUNE – HEMINGBROUGH

The Up Second Home signal will be abolished.

The Up First Home signal will be renamed Up Home signal and a signal post telephone will be provided connected to Hemingbrough signal box.

WEDNESDAY 14 JUNE – GUISELEY JUNCTION

The arm of the Up Branch First Home signal will be reduced in height to 16ft. above rail level.

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER SOUTH

The facing connection from South Yorkshire Down Goods Independent to Down Passenger Independent No. 2 has been secured out of use for through running as the South Yorkshire Down Goods Independent.

The facing connection from Down Main to Down Passenger Independent No. 2 has been secured out of use for through running on the Down Main.

The portion of the Down Passenger Independent No. 2 between the South end of the station and approximately the Plant Works footbridge has been taken out of use.

A new facing connection has been brought into use from the Down Passenger Independent No. 1 at a point adjacent to the Doncaster South signal box and joining the Down Passenger Independent No. 2 at approximately the Plant Works footbridge.

The Down Passenger Independent No. 1 from the new facing connection to No. 90 ground disc signal has been taken out of use.

The following signals have been abolished:—

- Down Passenger Independent No. 2 colour light signal DS.17,
- Down Passenger Independent No. 2 ground disc signal 110,
- Platform No. 5 line elevated disc signal No. 94 applying set back along Down Passenger Independent No. 1.

The direct routes from Down Main signal DS.1, Down Sheffield Branch signal DS.13 and Garden Sidings exit disc signal DS.49 to Down Passenger Independent No. 2 will no longer be available but will apply via DS.17 signal (previously DS.15) through the new connection.

Down Passenger Independent No. 1 colour light signal No. DS.15 has been renumbered DS.17 and only applies along the Down Passenger Independent No. 2 line.

Down Branch Ground disc signal DS.106 applying set back to Down Main has been renumbered DS.110.

Down Passenger Independent No. 2 line ground disc signal No. 92 applying set back from Platform No. 8 has been repositioned on the east side of the re-aligned Down Passenger Independent No. 2 and now applies set back to disc signal 110 (formerly No. 106).

(Amended item) (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER : BALBY JUNCTION**

The East Sidings Nos.6 and 8 has been taken out of use, with the connections from these sidings to the Down Goods No.1 and the Down Goods No.2.

The Points between the Temporary Down Reception and the Down Goods No.2 have been secured at the Down Goods No.2 End for access to that line only.

The following signals have been altered:–

The tall siding signal 'Set Back' Down Goods No.2 no longer applies to the East Sidings.

The Double armed Tall Signal from the East Sidings has been abolished.

The Disc Set Back Down Goods No.1 to the East Sidings has been abolished. (24)

BETWEEN SELBY AND GILBERDYKE

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

Down Main

Between Hemingbrough automatic signal H.1873 and Gilberdyke Down Distant inclusive.

Up Main

Between Eastrington Up Distant and Selby Up Distant S. 1874R inclusive. (24)

MILFORD

The miniature calling on arm on the post of the Up Goods Starting Signal has been abolished. (26)
(New item)

BETWEEN SELBY AND GILBERDYKE

The gate target boards at Woodlane, Cross Common and Hagg Lane level crossings have been abolished. (24)

BETWEEN GRISTHORPE AND SEAMER WEST

The gate target boards at Lebberston level crossing have been abolished. (24)

1
DON'T TAKE

CHANCES,

YOUR FAMILY

CAN'T

AFFORD IT

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 18 JUNE – BALBY JUNCTION**

The connection between the temporary Down Reception line and Belmont Sidings Nos.9 to 15 will be secured for running on the temporary Down Reception line. (27)

SUNDAY 18 JUNE – HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

A.W.S. will be brought into use between and including the following signals:—

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal. An A.W.S. commencement of gap sign will be provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign will be provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal. (27)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER DOWN DECOY YARD**

The existing single ended sidings Nos. 6 to 16 have been re-numbered 1 to 11 (following No.7 Reception line) and No. 17 Siding has been renamed Cripple Siding. (New Item) (27)

**** DONCASTER SOUTH**

The facing connection from South Yorkshire Down Goods Independent to Down Passenger Independent No.2 has been secured out of use for through running as the South Yorkshire Down Goods Independent.

The facing connection from Down Main to Down Passenger Independent No.2 has been secured out of use for through running on the Down Main.

The portion of the Down Passenger Independent No.2 between the South end of the station and approximately the Plant Works footbridge has been taken out of use.

A new facing connection has been brought into use from the Down Passenger Independent No.1 at a point adjacent to the Doncaster South signal box and joining the Down Passenger Independent No.2 at approximately the Plant Works footbridge.

The Down Passenger Independent No.1 from the new facing connection to No.90 ground disc signal has been taken out of use.

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

The following signals have been abolished:—

Down Passenger Independent No.2 colour light signal DS.17,
Down Passenger Independent No.2 ground disc signal 110,
Platform No.5 line elevated disc signal No.94 applying set back along Down Passenger Independent No.1.

The direct routes from Down Main signal DS.1, Down Sheffield Branch signal DS.13 and Garden Sidings exit disc signal DS.49 to Down Passenger Independent No.2 will no longer be available but will apply via DS.17 signal (previously DS.15) through the new connection.

Down Passenger Independent No.1 colour light signal No.DS.15 has been renumbered DS.17 and only applies along the Down Passenger Independent No.2 line.

Down Branch Ground disc signal DS.106 applying set back to Down Main has been renumbered DS.110.

Down Passenger Independent No.2 line ground disc signal No.92 applying set back from Platform No.8 has been repositioned on the east side of the re-aligned Down Passenger Independent No.2 and now applies set back to disc signal 110 (formerly No.106).

(Amended item) (24)

**** DONCASTER : BALBY JUNCTION**

The East Sidings Nos.6 and 8 has been taken out of use, with the connections from these sidings to the Down Goods No.1 and the Down Goods No.2.

The Points between the Temporary Down Reception and the Down Goods No.2 have been secured at the Down Goods No.2 End for access to that line only.

The following signals have been altered:—

The tall siding signal 'Set Back' Down Goods No.2 no longer applies to the East Sidings.

The Double armed Tall Signal from the East Sidings has been abolished.

The Disc Set Back Down Goods No.1 to the East Sidings has been abolished. (24)

**** LOVERSALL UP CURVE LINE**

A temporary level crossing is in use at 152m. 47chs.

A crossing keeper will be in attendance during periods of use. (24)

GUISELEY JUNCTION

The arm of the Up Branch First Home signal has been reduced in height to 16ft. above rail level. (26)

MILFORD

The miniature calling on arm on the post of the Up Goods Starting Signal has been abolished. (26)

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

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

Down Main

Between Hemingbrough automatic signal H.1873 and Gilberdyke Down Distant inclusive.

Up Main

Between Eastrington Up Distant and Selby Up Distant S. 1874R inclusive.

(24)

* BETWEEN SELBY AND GILBERDYKE**

The gate target boards at Woodlane, Cross Common and Hagg Lane level crossings have been abolished.

(24)

HEMINGBROUGH •

The Up Second Home signal has been abolished.

The Up First Home signal has been renamed Up Home signal and a signal post telephone has been provided connected to Hemingbrough signal box.

(26)

HULL YARD

Nos.15, 16 and 17 lines No.8 Section have been secured out of use pending removal.

(26)

*** BETWEEN GRISTHORPE AND SEAMER WEST**

The gate target boards at Leberston level crossing have been abolished.

(24)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

★ Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

★ Page 87 ND22

The item under the heading GOLDTHORPE COLLIERY should be deleted.

Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(27)

MISCELLANEOUS NOTICES

NOSTELL COLLIERY SIDINGS

No.1 Siding has been spiked out of use.

** MILFORD – GASCOIGNE WOOD

Increased use will be made of the level crossing at 6m. 46chs. A crossing Keeper is in attendance
07 00 to 19 00. (24)

★ DONCASTER STATION

Drivers of stopping trains in No.5 Platform must draw to the end of the platform when DN.25 signal
shows a proceed aspect. (27)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 25 JUNE – DAIRYCOATES WEST AND HESSLE ROAD ***

All points and signals leading in and out of No.7 Section will be abolished including Dairycoates West Up South Branch Home signal. (28)

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

The connection between the temporary Down Reception line and Belmont Sidings Nos.9 to 15 has been secured for running on the temporary Down Reception line. (27)

DONCASTER DOWN DECOY YARD

The existing single ended sidings Nos. 6 to 16 have been re-numbered 1 to 11 (following No.7 Reception line) and No. 17 Siding has been renamed Cripple Siding. (27)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal. An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal. (31D)

MILFORD

The miniature calling on arm on the post of the Up Goods Starting Signal has been abolished. (26)

GUISELEY JUNCTION

The arm of the Up Branch First Home signal has been reduced in height to 16ft. aboverail level. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEMINGBROUGH

The Up Second Home signal has been abolished.

The Up First Home signal has been renamed Up Home signal and a signal post telephone has been provided connected to Hemingbrough signal box. (26)

HULL YARD

Nos.15, 16 and 17 lines No.8 Section have been secured out of use pending removal. (26)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

(31D)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

Page 87 ND22

The item under the heading **GOLDTHORPE COLLIERY** should be **deleted**.

Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

MISCELLANEOUS NOTICES

★ HILLHOUSE JN. AND BRADLEY JN.

Commencing **Sunday 25 June**, the Up Main between 27m. 49chs. and 27m. 09chs. will be re-aligned approximately 5 yards from the existing alignment. (28)

NOSTELL COLLIERY SIDINGS

No.1 Siding has been spiked out of use.

DONCASTER STATION

Drivers of stopping trains in No.5 Platform must draw to the end of the platform when DN.25 signal shows a proceed aspect. (27)

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

15 JUNE, 1978

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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 2 JULY – BALBY JN.**

The points Up sidings/Down Main together with the relevant signals will be abolished. (29)

SUNDAY 2 JULY – HUDDERSFIELD

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

Down Slow to Shunting Line (337)
Platform No.1 to Up Main (364)

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

Up Slow to Platform No.8 (347)

Signalling Alterations

- 75 Up Fast to Platform Nos.1, 4, 5 and Up Main double yellow aspect abolished.
- 77 Up Slow to Platform Nos.1, 4, 5, 6, 8 and Up Main double yellow aspect abolished.
- 79 Ground Position Light Signal Down Slow to 85, Platform Nos.6 and 8 or 88 signal will be repositioned 45yds. nearer to the station.
- 103 Down Loop to Down Slow, the subsidiary signal on this signal will be off-set to the left and will apply Down Loop to Shunting Line, the route indicator will be abolished.
- 121 Platform No.4 to Down Main, the "C" indication in the subsidiary signal will be abolished.
- 123 Down Main to Platform No.4, the "C" indication in the subsidiary signal will be abolished.
- 125 Platform No.4 to 97 signal, the "C" indication in the subsidiary signal will be abolished, the route indicator on this signal will apply to subsidiary signal only.
- 127 Platform No.1 to 143 double yellow aspect abolished. The "C" indication in the subsidiary signal will be abolished.
- 131 Up Main to Platform No.1, double yellow aspect will be abolished, the "C" indication in the subsidiary signal will be abolished.
- 141 Platform No.2 to Up Fast, the subsidiary signal and off-set miniature green aspect will be abolished.
- 143 Platform No.1 to Up Fast, the subsidiary signal and off-set miniature green aspect will be abolished.
- 145 Up Main to Up Fast, the subsidiary signal, route indicator and off-set miniature green aspect will be abolished.
- 147 Down Main to Up Fast, the subsidiary signal and off-set miniature green aspect will be abolished.
- 149 Platform No.4 to Up Fast, the route indicator will apply for the subsidiary signal only, and the off-set miniature green aspect will be abolished.
- 158 Ground Position Light Signal Shunting Down Loop to "Limit of Shunt" will be moved 30 yds. along the Down Loop towards 103 signal situated on the left hand side of the line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 2 JULY – HUDDERSFIELD – continued****Signalling Alterations – continued**

165 Down Fast to Down Platform No.4 and Down Main, the "C" indication in the subsidiary signal will be abolished.

169 Down Slow to Down Loop, Platform Nos.4 and 8, the "C" indication in the subsidiary signal will be abolished.

The "Limit of Shunt" indicator will be moved 100yds. further in rear of 169 signal situated on the left hand side of the line.

The following signals will be abolished:—

129 Platform No.1 to 143/144 Signal.

80 Ground Position Light Signal Shunting Line to 82 signal.

83A Ground Position Light Signal Shunting Line to Down Direction.

83B Ground Position Light Signal Shunting Line to Down Slow.

113 Ground Position Light Signal Down Slow to Down Loop.

114 Ground Position Light Signal Down Siding to Down Siding No.12.

116 Ground Position Light Signal Down Siding No.12 to 84 signal.

A telephone will be provided in connection with Ground Position Light Signal No.82.

The Wall Siding Ground Frame will be abolished.

The notice board reading from Down Sidings Nos.1 to 11 will be abolished and the associated telephone will be repositioned adjacent to Ground Position Light Signal No.84. (29)

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

The connection between the temporary Down Reception line and Belmont Sidings Nos.9 to 15 has been secured for running on the temporary Down Reception line. (27)

DONCASTER DOWN DECOY YARD

The existing single ended sidings Nos. 6 to 16 have been re-numbered 1 to 11 (following No.7 Reception line) and No. 17 Siding has been renamed Cripple Siding. (27)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Indicator for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION – continued****Up Normanton Main**

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal.

(31D)

*** * MILFORD**

The miniature calling on arm on the post of the Up Goods Starting Signal has been abolished.

(26)

*** * * GUISELEY JUNCTION**

The arm of the Up Branch First Home signal has been reduced in height to 16ft. above rail level. (26)

*** * * HEMINGBROUGH**

The Up Second Home signal has been abolished.

The Up First Home signal has been renamed Up Home signal and a signal post telephone has been provided connected to Hemingbrough signal box. (26)

*** * * HULL YARD**

Nos.15, 16 and 17 lines No.8 Section have been secured out of use pending removal. (26)

DAIRYCOATES WEST AND HESSLE ROAD

All points and signals leading in and out of No.7 Section have been abolished including Dairycoates West Up South Branch Home signal. (28)

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 B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II - Multiple-Unit Stock - Procedure

Add ★ to this item

(31D)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

Page 87 ND22

The item under the heading GOLDTHORPE COLLIERY should be **deleted**.

Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY - EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

MISCELLANEOUS NOTICES

HILLHOUSE JN. AND BRADLEY JN.

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (28)

NOSTELL COLLIERY SIDINGS

No.1 Siding has been spiked out of use.

DONCASTER STATION

Drivers of stopping trains in No.5 Platform must draw to the end of the platform when DN.25 signal shows a proceed aspect. (27)

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

22 JUNE, 1978

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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 9 JULY – DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION**

Balby Junction signal box together with all points and signals worked therefrom will be abolished.

The Block Section on the Up Main line will be between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line Decoy No.1 and Bridge Junction signal boxes will be worked under the "No Block" Regulations and will be re-aligned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals will be taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction will be taken out of use.

Between St. James Junction and Bridge Junction

The Absolute Block regulations will apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main line will apply Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line will be taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection will be secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods will be slued to join the Up Goods by single-ended trailing points (facing to Down trains see below) approximately 37 yards further north.

The Down Goods/Down Goods No.2 south of this slue will be taken out of use and movements from Down Main towards Down Goods will be diverted via the Up Goods and new single-ended points.

The following signals will be abolished:-

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Siding 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal will be renewed as a colour light signal (capable of displaying a red or yellow aspect) with a Position "1" Junction Indicator approximately 55 yards further from the signal box.

The outlet signal Up Sidings West to Up Goods will be repositioned on the left hand side of the re-aligned sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY OUT

BALBY JUNCTION

The trailing connection Down Main to Up Sidings and the associated signalling has been abolished.
(New item) (30)

BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

A temporary Level Crossing has been brought into use at approximately 154¼m.p. on the Temporary Down Reception line during 07 00 and 18 00 hours daily. A Crossing Keeper will be in attendance during the time the crossing is in use.
(New item) (30)

HEALEY MILLS YARD

A foot crossing has been provided at 43m. 23chs. crossing the Down Fast and Down Slow lines and continuing over the five sidings for use as an emergency access to the Ambulance Room.
(New item) (30)

**** BALBY JUNCTION**

The connection between the temporary Down Reception line and Belmont Sidings Nos.9 to 15 has been secured for running on the temporary Down Reception line.
(27)

BALBY JUNCTION

The points Up sidings/Down Main together with the relevant signals have been abolished. (29)

**** DONCASTER DOWN DECOY YARD**

The existing single ended sidings Nos. 6 to 16 have been re-numbered 1 to 11 (following No.7 Reception line) and No. 17 Siding has been renamed Cripple Siding.
(27)

**** NOSTELL COLLIERY SIDINGS**

No.1 Siding has been spiked out of use.

HUDDERSFIELD

The following points have been secured in the normal position pending removal :-
Down Slow to Shunting Line (337)
Platform No.1 to Up Main (364)

The following points have been secured in the reverse position pending removal :-
Up Slow to Platform No.8 (347)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HUDDERSFIELD – continued

Signalling Alterations

- 75 Up Fast to Platform Nos.1, 4, 5 and Up Main double yellow aspect abolished.
- 77 Up Slow to Platform Nos.1, 4, 5, 6, 8 and Up Main double yellow aspect abolished.
- 79 Ground Position Light Signal Down Slow to 85, Platform Nos.6 and 8 or 88 signal has been repositioned 45yds. nearer to the station.
- 103 Down Loop to Down Slow, the subsidiary signal on this signal will be off-set to the left and apply Down Loop to Shunting Line, the route indicator has been abolished.
- 121 Platform No.4 to Down Main, the "C" indication in the subsidiary signal has been abolished.
- 123 Down Main to Platform No.4, the "C" indication in the subsidiary signal has been abolished.
- 125 Platform No.4 to 97 signal, the "C" indication in the subsidiary signal has been abolished, the route indicator on this signal will apply to subsidiary signal only.
- 127 Platform No.1 to 143 double yellow aspect abolished. The "C" indication in the subsidiary signal has been abolished.
- 131 Up Main to Platform No.1, double yellow aspect has been abolished, the "C" indication in the subsidiary signal has been abolished.
- 141 Platform No.2 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 143 Platform No.1 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 145 Up Main to Up Fast, the subsidiary signal, route indicator and off-set miniature green aspect has been abolished.
- 147 Down Main to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 149 Platform No.4 to Up Fast, the route indicator will apply for the subsidiary signal only, and the off-set miniature green aspect has been abolished.
- 158 Ground Position Light Signal Shunting Down Loop to "Limit of Shunt" has been moved 30 yds. along the Down Loop towards 103 signal situated on the left hand side of the line.
- 165 Down Fast to Down Platform No.4 and Down Main, the "C" indication in the subsidiary signal has been abolished.
- 169 Down Slow to Down Loop, Platform Nos.4 and 8, the "C" indication in the subsidiary signal has been abolished.

The "Limit of Shunt" indicator has been moved 100yds. further in rear of 169 signal situated on the left hand side of the line.

The following signals have been abolished:-

- 129 Platform No.1 to 143/144 Signal.
- 80 Ground Position Light Signal Shunting Line to 82 signal.
- 83A Ground Position Light Signal Shunting Line to Down Direction.
- 83B Ground Position Light Signal Shunting Line to Down Slow.
- 113 Ground Position Light Signal Down Slow to Down Loop.
- 114 Ground Position Light Signal Down Siding to Down Siding No.12.
- 116 Ground Position Light Signal Down Siding No.12 to 84 signal.

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

A telephone has been provided in connection with Ground Position Light Signal No.82.

The Wall Siding Ground Frame has been abolished.

The notice board reading from Down Sidings Nos.1 to 11 has been abolished and the associated telephone has been repositioned adjacent to Ground Position Light Signal No.84. (29)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Inductor for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal. (31D)

HILLHOUSE JN. AND BRADLEY JN.

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (28)

BETWEEN CATTAL AND KNARESBOROUGH : OAKWOOD FARM LEVEL CROSSING

Miniature Red/Green warning lights and associated notice boards have been provided at Oakwood Farm Level Crossing for public use. Whistle boards have been provided on each rail approach to the crossing. Telephone communication has been provided connected to Knaresborough signal box. (New Item) (30)

DAIRYCOATES WEST AND HESSLE ROAD

All points and signals leading in and out of No.7 Section have been abolished including Dairycoates West Up South Branch Home signal. (28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

(31D)

ALTERATIONS TO 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 15 DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)

Bridge Jn.

★ Amend:--

10 – Down Reception to St. James West Jn.

(31D)

TABLE "G" – WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	

Page 185

YORK YARDS (HOLGATE JUNCTION) TO YORK SKELTON

★ NOTE:– During the period of signalling work from Saturday 8 July to Monday 10 July at York, as published in Section B of this notice, the wrong direction authority from York Yard South to Holgate via the Down Goods for light locomotive or locomotive propelling not more than 6 freight wagons is modified as follows:–

York Yard South	Holgate	Goods	–	50 S.L.U. To be accompanied by the Operating Supervisor. (27)
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Page 310 and Page 87 ND22

The item under the heading GOLDTHORPE COLLIERY should be ~~deleted~~.

Page 318 and Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

★ WORKING MANUAL FOR RAIL STAFF - BR.30054

PART 6 - PREPARATION AND WORKING OF FREIGHT TRAINS

The above mentioned Part of the Working Manual for Rail Staff, except Section "H" - Local Instructions, has been re-issued (dated May 1978). All staff issued with these pages must ensure they receive a copy of the amendments, including Signal boxes, which are now included in the distribution of this Part.

Coinciding with this re-issue of Part 6, Part 5 (Blue) - Preparation and Working of Freightliner Trains is withdrawn. (28)

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS BR.33069/2 OCTOBER 1977

Page 4 Clause 4.1

★ Amend "1 tonne" to read "1.5 tonnes".

Note:- In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc. to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the guard to check on the presence of the draw gear and lamp bracket when taking over a train. (31D)

MISCELLANEOUS NOTICES

★ DECOY NO.1 AND BRIDGE JN.

From Sunday 9 July the alignment of the Temporary Down Reception will be altered between 154m. 65chs. and 155m.p., the line being slued into No.25 siding. (31)

DONCASTER STATION

Drivers of stopping trains in No.5 Platform must draw to the end of the platform when DN.25 signal shows a proceed aspect. (27)

NORMANTON STATION

On and from Sunday 9 July, until further notice, Drivers of stopping trains must draw up to the temporary stop boards provided, or work to the instructions of the Handsignalmen, as the case may be. (UFN)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

29 JUNE, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

REMEMBER
THE BRAKE CONTINUITY TEST

—It Is VITAL—

Your Life May Depend On It.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY OUT**BETWEEN DECOY NO.1 AND BRIDGE JUNCTION**

A temporary Level Crossing has been brought into use at approximately 154 $\frac{1}{2}$ m.p. on the Temporary Down Reception line during 07 00 and 18 00 hours daily. A Crossing Keeper will be in attendance during the time the crossing is in use. (30)

DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION

Balby Junction signal box together with all points and signals worked therefrom has been abolished.

The Block Section on the Up Main line is between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line Decoy No.1 and Bridge Junction signal boxes are worked under the "No Block" Regulations and have been re-aligned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals has been taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction has been taken out of use.

Between St. James Junction and Bridge Junction

The Absolute Block regulations now apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main line now applies Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line have been taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection has been secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods has been slued to join the Up Goods by single-ended trailing points (facing to Down trains see below) approximately 37 yards further north.

The Down Goods/Down Goods No.2 south of this slue has been taken out of use and movements from Down Main towards Down Goods have been diverted via the Up Goods and new single-ended points.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION – continued

St. James Junction – continued

The following signals have been abolished:–

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Siding 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal has been renewed as a colour light signal (capable of displaying a red or yellow aspect) with a Position "1" Junction Indicator approximately 55 yards further from the signal box.

The outlet signal Up Sidings West to Up Goods has been repositioned on the left hand side of the re-aligned sidings. (30)

BALBY JUNCTION

The trailing connection Down Main to Up Sidings and the associated signalling has been abolished. (30)

BALBY JUNCTION

The points Up sidings/Down Main together with the relevant signals have been abolished. (29)

BETWEEN CATTAL AND KNARESBOROUGH : OAKWOOD FARM LEVEL CROSSING

Miniature Red/Green warning lights and associated notice boards have been provided at Oakwood Farm Level Crossing for public use. Whistle boards have been provided on each rail approach to the crossing. Telephone communication has been provided connected to Knaresborough signal box. (30)

HUDDERSFIELD

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

- Down Slow to Shunting Line (337)
- Platform No.1 to Up Main (364)

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

- Up Slow to Platform No.8 (347)

Signalling Alterations

75 Up Fast to Platform Nos.1, 4, 5 and Up Main double yellow aspect abolished.

77 Up Slow to Platform Nos.1, 4, 5, 6, 8 and Up Main double yellow aspect abolished.

79 Ground Position Light Signal Down Slow to 85, Platform Nos.6 and 8 or 88 signal has been repositioned 45yds. nearer to the station.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HUDDERSFIELD – continued

Signalling Alterations – continued

- 103 Down Loop to Down Slow, the subsidiary signal on this signal will be off-set to the left and apply Down Loop to Shunting Line, the route indicator has been abolished.
- 121 Platform No.4 to Down Main, the "C" indication in the subsidiary signal has been abolished.
- 123 Down Main to Platform No.4, the "C" indication in the subsidiary signal has been abolished.
- 125 Platform No.4 to 97 signal, the "C" indication in the subsidiary signal has been abolished, the route indicator on this signal will apply to subsidiary signal only.
- 127 Platform No.1 to 143 double yellow aspect abolished. The "C" indication in the subsidiary signal has been abolished.
- 131 Up Main to Platform No.1, double yellow aspect has been abolished, the "C" indication in the subsidiary signal has been abolished.
- 141 Platform No.2 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 143 Platform No.1 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 145 Up Main to Up Fast, the subsidiary signal, route indicator and off-set miniature green aspect has been abolished.
- 147 Down Main to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 149 Platform No.4 to Up Fast, the route indicator will apply for the subsidiary signal only, and the off-set miniature green aspect has been abolished.
- 158 Ground Position Light Signal Shunting Down Loop to "Limit of Shunt" has been moved 30 yds. along the Down Loop towards 103 signal situated on the left hand side of the line.
- 165 Down Fast to Down Platform No.4 and Down Main, the "C" indication in the subsidiary signal has been abolished.
- 169 Down Slow to Down Loop, Platform Nos.4 and 8, the "C" indication in the subsidiary signal has been abolished.
- The "Limit of Shunt" indicator has been moved 100yds. further in rear of 169 signal situated on the left hand side of the line.

The following signals have been abolished:-

- 129 Platform No.1 to 143/144 Signal.
- 80 Ground Position Light Signal Shunting Line to 82 signal.
- 83A Ground Position Light Signal Shunting Line to Down Direction.
- 83B Ground Position Light Signal Shunting Line to Down Slow.
- 113 Ground Position Light Signal Down Slow to Down Loop.
- 114 Ground Position Light Signal Down Siding to Down Siding No.12.
- 116 Ground Position Light Signal Down Siding No.12 to 84 signal.

A telephone has been provided in connection with Ground Position Light Signal No.82.

The Wall Siding Ground Frame has been abolished.

The notice board reading from Down Sidings Nos.1 to 11 has been abolished and the associated telephone has been repositioned adjacent to Ground Position Light Signal No.84. (29)

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

A foot crossing has been provided at 43m. 23chs. crossing the Down Fast and Down Slow lines and continuing over the five sidings for use as an emergency access to the Ambulance Room.

(30)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Inductor for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal.

(31D)

*** DAIRYCOATES WEST AND HESSLE ROAD**

All points and signals leading in and out of No.7 Section have been abolished including Dairycoates West Up South Branch Home signal.

(28)

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 B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

(31D)

ALTERATIONS TO 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 15 DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)
Bridge Jn.

Amend:—

10 – Down Reception to St. James
West Jn. (31D)

Page 310 and Page 87 ND22

The item under the heading GOLDTHORPE COLLIERY should be **deleted**.

Page 318 and Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

**
* WORKING MANUAL FOR RAIL STAFF – BR.30054

PART 6 – PREPARATION AND WORKING OF FREIGHT TRAINS

The above mentioned Part of the Working Manual for Rail Staff, except Section "H" – Local Instructions, has been re-issued (dated May 1978). All staff issued with these pages must ensure they receive a copy of the amendments, including Signal boxes, which are now included in the distribution of this Part.

Coinciding with this re-issue of Part 6, Part 5 (Blue) – Preparation and Working of Freightliner Trains is withdrawn. (28)

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS BR.33069/2 OCTOBER 1977

Page 4 Clause 4.1

Amend "1 tonne" to read "1.5 tonnes".

Note:– In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc. to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the guard to check on the presence of the draw gear and lamp bracket when taking over a train. (31D)

★ SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10

The above Supplement, which will operate on and from Saturday 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.1 by 22 July.

MISCELLANEOUS NOTICES

★ HILLHOUSE JN. AND BRADLEY JN.

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (31)

★ BETWEEN HILLHOUSE JN. AND BRADLEY JN.

The Down Main between 27m. 9chs. and 27m. 49chs. has been realigned approximately 5 yards from the existing alignment. (31)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DECOY NO.1 AND BRIDGE JN.

The alignment of the Temporary Down Reception has been altered between 154m. 65chs and 155 m.p. the line being slued into No.25 siding. (31)

DONCASTER STATION

Drivers of stopping trains in No.5 Platform must draw to the end of the platform when DN.25 signal shows a proceed aspect. (27)

NORMANTON STATION

Until further notice, Drivers of stopping trains must draw up to the temporary stop boards provided, or work to the instructions of the Handsignalmen, as the case may be. (31)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

7 JULY, 1978

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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 JULY—BENTLEY CROSSING

The Level Crossing gates will be replaced by Lifting Barriers controlled from the Signal Box. (32)

SUNDAY 23 JULY—HEALEY MILLS

The following 3-aspect colour light signals will be replaced in the same position by Ground Position Light signals with 3 way route indicators as follows:—

HM.138

Applying Engine Line Q to Down Fast indication "F".
Applying Engine Line Q to Down Slow indication "S".
Applying Engine Line Q to Engine Line R indication "R".

HM.139

Applying Engine Release Line No.1 to Down Fast indication "F".
Applying Engine Release Line No.1 to Down Slow indication "S".
Applying Engine Release Line No.1 to Engine Line R indication "R".

HM.141

Applying Engine Release Line No.2 to Down Fast indication "F".
Applying Engine Release Line No.2 to Down Slow indication "S".
Applying Engine Release Line No.2 to Engine Line R indication "R". (32)

DETAILS OF WORK ALREADY OUT

BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

A temporary Level Crossing has been brought into use at approximately 154 $\frac{1}{2}$ m.p. on the Temporary Down Reception line during 07 00 and 18 00 hours daily. A Crossing Keeper will be in attendance during the time the crossing is in use. (30)

DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION

Balby Junction signal box together with all points and signals worked therefrom has been abolished.

The Block Section on the Up Main line is between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line, Decoy No.1 and Bridge Junction signal boxes are worked under the "No Block" Regulations and have been re-aligned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals has been taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction has been taken out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION--
continued**Between St. James Junction and Bridge Junction**

The Absolute Block regulations now apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main line now applies Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line have been taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection has been secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods has been slued to join the Up Goods by single-ended trailing points (facing to Down trains see below) approximately 37 yards further north.

The Down Goods/Down Goods No.2 south of this slue has been taken out of use and movements from Down Main towards Down Goods have been diverted via the Up Goods and new single-ended points.

The following signals have been abolished:—

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Siding 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal has been renewed as a colour light signal (capable of displaying a red or yellow aspect) with a Position "1" Junction Indicator approximately 55 yards further from the signal box.

The outlet signal Up Sidings West to Up Goods has been repositioned on the left hand side of the re-aligned sidings. (30)

BALBY JUNCTION

The trailing connection Down Main to Up Sidings and the associated signalling has been abolished. (30)

**** BALBY JUNCTION**

The points Up sidings/Down Main together with the relevant signals have been abolished. (29)

BETWEEN CATTAL AND KNARESBOROUGH : OAKWOOD FARM LEVEL CROSSING

Miniature Red/Green warning lights and associated notice boards have been provided at Oakwood Farm Level Crossing for public use. Whistle boards have been provided on each rail approach to the crossing. Telephone communication has been provided connected to Knaresborough signal box. (30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * HUDDERSFIELD

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

Down Slow to Shunting Line (337)
Platform No.1 to Up Main (364)

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

Up Slow to Platform No.8 (347)

Signalling Alterations

- 75 Up Fast to Platform Nos.1, 4, 5 and Up Main double yellow aspect abolished.
- 77 Up Slow to Platform Nos.1, 4, 5, 6, 8 and Up Main double yellow aspect abolished.
- 79 Ground Position Light Signal Down Slow to 85, Platform Nos.6 and 8 or 88 signal has been repositioned 45yds. nearer to the station.
- 103 Down Loop to Down Slow, the subsidiary signal on this signal will be off-set to the left and apply Down Loop to Shunting Line, the route indicator has been abolished.
- 121 Platform No.4 to Down Main, the "C" indication in the subsidiary signal has been abolished.
- 123 Down Main to Platform No.4, the "C" indication in the subsidiary signal has been abolished.
- 125 Platform No.4 to 97 signal, the "C" indication in the subsidiary signal has been abolished, the route indicator on this signal will apply to subsidiary signal only.
- 127 Platform No.1 to 143 double yellow aspect abolished. The "C" indication in the subsidiary signal has been abolished.
- 131 Up Main to Platform No.1, double yellow aspect has been abolished, the "C" indication in the subsidiary signal has been abolished.
- 141 Platform No.2 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 143 Platform No.1 to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 145 Up Main to Up Fast, the subsidiary signal, route indicator and off-set miniature green aspect has been abolished.
- 147 Down Main to Up Fast, the subsidiary signal and off-set miniature green aspect has been abolished.
- 149 Platform No.4 to Up Fast, the route indicator will apply for the subsidiary signal only, and the off-set miniature green aspect has been abolished.
- 158 Ground Position Light Signal Shunting Down Loop to "Limit of Shunt" has been moved 30 yds. along the Down Loop towards 103 signal situated on the left hand side of the line.
- 165 Down Fast to Down Platform No.4 and Down Main, the "C" indication in the subsidiary signal has been abolished.
- 169 Down Slow to Down Loop, Platform Nos.4 and 8, the "C" indication in the subsidiary signal has been abolished.
- The "Limit of Shunt" indicator has been moved 100yds. further in rear of 169 signal situated on the left hand side of the line.

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

The following signals have been abolished:-

- 129 Platform No.1 to 143/144 Signal.
- 80 Ground Position Light Signal Shunting Line to 82 signal.
- 83A Ground Position Light Signal Shunting Line to Down Direction.
- 83B Ground Position Light Signal Shunting Line to Down Slow.
- 113 Ground Position Light Signal Down Slow to Down Loop.
- 114 Ground Position Light Signal Down Siding to Down Siding No.12.
- 116 Ground Position Light Signal Down Siding No.12 to 84 signal.

A telephone has been provided in connection with Ground Position Light Signal No.82.

The Wall Siding Ground Frame has been abolished.

The notice board reading from Down Sidings Nos.1 to 11 has been abolished and the associated telephone has been repositioned adjacent to Ground Position Light Signal No.84. (29)

HEALEY MILLS YARD

A foot crossing has been provided at 43m. 23chs. crossing the Down Fast and Down Slow lines and continuing over the five sidings for use as an emergency access to the Ambulance Room. (30)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Inductor for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal.

(31D)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

(31D)

ALTERATIONS TO 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 15 DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)
Bridge Jn.

Amend:—

10 – Down Reception to St.James West Jn. (31D)

Page 310 and Page 87 ND22

The item under the heading GOLDTHORPE COLLIERY should be ~~deleted~~.

Page 318 and Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS BR.33069/2 OCTOBER 1977

Page 4 Clause 4.1

Amend "1 tonne" to read "1.5 tonnes".

Note:- In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc. to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the guard to check on the presence of the draw gear and lamp bracket when taking over a train. (31D)

SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10

The above Supplement, which will operate on and from Saturday 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1. (31D)

★ SUPPLEMENT NO.1 – EXTRACTS FROM WORKING INSTRUCTIONS FOR
A.C. ELECTRIFIED LINES – BR29988/4

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extracts from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1. (31D)

MISCELLANEOUS NOTICES

HILLHOUSE JN. AND BRADLEY JN.

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (31)

BETWEEN HILLHOUSE JN. AND BRADLEY JN.

The Down Main between 27m. 9chs. and 27m. 49chs. has been realigned approximately 5 yards from the existing alignment. (31)

DECOY NO.1 AND BRIDGE JN.

The alignment of the Temporary Down Reception has been altered between 154m. 65chs and 155 m.p. the line being slued into No.25 siding. (31)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

NORMANTON STATION

Until further notice, Drivers of stopping trains must draw up to the temporary stop boards provided, or work to the instructions of the Handsignalmen, as the case may be. (31)

★ **MOVEMENT OF 51 TONNE TWO AXLE TANK WAGONS AND 102 TONNE FOUR AXLE BOGIE TANK WAGONS IN THE DOWN DIRECTION BETWEEN DRYCLOUGH JN. AND HALIFAX**

51 tonne two axle tank wagons and 102 tonne four axle bogie tank wagons (H.M.L.D. or E.) must **not** travel between Drycrough Jn. and Halifax Station in the Down Direction.

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of Work	Duration	Commencing Date
★ Doncaster M.P.D. Engine line BLOCKED	Trackwork between 154 $\frac{3}{4}$ m.p. and 155m. 15chs.	Sunday 23 July 07 00 to 19 00	-

MO.45NS
York

14 JULY, 1978

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 Supervisor.

SIGNALLING AND PERMANENT WAY ALTERATIONS

**
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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**** BETWEEN DECOY NO.1 AND BRIDGE JUNCTION**

A temporary Level Crossing has been brought into use at approximately 154 $\frac{3}{4}$ m.p. on the Temporary Down Reception line during 07 00 and 18 00 hours daily. A Crossing Keeper will be in attendance during the time the crossing is in use. (30)

DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION

Balby Junction signal box together with all points and signals worked therefrom has been abolished.

The Block Section on the Up Main line is between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line Decoy No.1 and Bridge Junction signal boxes are worked under the "No Block" Regulations and have been re-aligned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals has been taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction has been taken out of use.

Between St. James Junction and Bridge Junction

The Absolute Block regulations now apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main line now applies Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line have been taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection has been secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods has been slued to join the Up Goods by single-ended trailing points (facing to Down trains see below) approximately 37 yards further north.

The Down Goods/Down Goods No.2 south of this slue has been taken out of use and movements from Down Main towards Down Goods have been diverted via the Up Goods and new single-ended points.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION – continued****St. James Junction – continued**

The following signals have been abolished:—

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Siding 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal has been renewed as a colour light signal (at ground level with the red aspect uppermost), with a 2-way stencil type route indicator approximately 55 yards further from the signal box, and will apply as follows:—

- | | |
|------------|-------------------------------|
| Indication | 'M' – towards Doncaster South |
| " | 'G' – towards Bridge Jn. |

The outlet signal Up Sidings West to Up Goods has been repositioned on the left hand side of the re-aligned sidings. (Amended item) (31)

**** BALBY JUNCTION**

The trailing connection Down Main to Up Sidings and the associated signalling has been abolished. (30)

**** BETWEEN CATTAL AND KNARESBOROUGH : OAKWOOD FARM LEVEL CROSSING**

Miniature Red/Green warning lights and associated notice boards have been provided at Oakwood Farm Level Crossing for public use. Whistle boards have been provided on each rail approach to the crossing. Telephone communication has been provided connected to Knaresborough signal box. (30)

BENTLEY CROSSING

The Level Crossing gates have been replaced by Lifting Barriers controlled from the Signal Box. (32)

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

The following 3-aspect colour light signals have been replaced in the same position by Ground Position Light signals with 3 way route indicators as follows:—

HM.138

Applying Engine Line Q to Down Fast indication "F".
Applying Engine Line Q to Down Slow indication "S".
Applying Engine Line Q to Engine Line R indication "R".

HM.139

Applying Engine Release Line No.1 to Down Fast indication "F".
Applying Engine Release Line No.1 to Down Slow indication "S".
Applying Engine Release Line No.1 to Engine Line R indication "R".

HM.141

Applying Engine Release Line No.2 to Down Fast indication "F".
Applying Engine Release Line No.2 to Down Slow indication "S".
Applying Engine Release Line No.2 to Engine Line R indication "R".

(32)

**** HEALEY MILLS YARD**

A foot crossing has been provided at 43m. 23chs. crossing the Down Fast and Down Slow lines and continuing over the five sidings for use as an emergency access to the Ambulance Room.

(30)

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Inductor for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

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L.87 signal.

Up Whitehall

L.871 signal.

(31D)

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ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple-Unit Stock – Procedure

Add ★ to this item

(31D)

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10 – Down Reception to St.James
West Jn. (31D)

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Page 318 and Page 89 ND22

GOLDTHORPE COLLIERY BRANCH

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

Add ★ to this item

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS BR.33069/2 OCTOBER 1977

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MISCELLANEOUS NOTICES

HILLHOUSE JN. AND BRADLEY JN.

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (31)

BETWEEN HILLHOUSE JN. AND BRADLEY JN.

The Down Main between 27m. 9chs. and 27m. 49chs. has been realigned approximately 5 yards from the existing alignment. (31)

DECOY NO.1 AND BRIDGE JN.

The alignment of the Temporary Down Reception has been altered between 154m. 65chs and 155 m.p. the line being slued into No.25 siding. (31)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

NORMANTON STATION

Until further notice, Drivers of stopping trains must draw up to the temporary stop boards provided, or work to the instructions of the Handsignalmen, as the case may be. (31)

**MOVEMENT OF 51 TONNE TWO AXLE TANK WAGONS AND 102 TONNE FOUR AXLE BOGIE TANK WAGONS
IN THE DOWN DIRECTION BETWEEN DRYCLOUGH JN. AND HALIFAX**

51 tonne two axle tank wagons and 102 tonne four axle bogie tank wagons (H.M.L.D. or E.) must **not** travel between Dryclough Jn. and Halifax Station in the Down Direction.

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of Work	Duration	Commencing Date
★ Doncaster M.P.D. Shed Roads BLOCKED	Trackwork between 154m. 70chs. and 155m. 15chs. Crane in use.	Sunday 30 July 07 00 to 17 00	

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

21 JULY, 1978

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

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DETAILS OF WORK ALREADY CARRIED OUT**** DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION**

Balby Junction signal box together with all points and signals worked therefrom has been abolished.

The Block Section on the Up Main line is between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line Decoy No.1 and Bridge Junction signal boxes are worked under the "No Block" Regulations and have been re-aligned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals has been taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction has been taken out of use.

Between St. James Junction and Bridge Junction

The Absolute Block regulations now apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main line now applies Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line have been taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection has been secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods has been slued to join the Up Goods by single-ended trailing points (facing to Down trains see below) approximately 37 yards further north.

The Down Goods/Down Goods No.2 south of this slue has been taken out of use and movements from Down Main towards Down Goods have been diverted via the Up Goods and new single-ended points.

The following signals have been abolished:-

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Siding 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal has been renewed as a colour light signal (at ground level with the red aspect uppermost), with a 2-way stencil type route indicator approximately 55 yards further from the signal box, and will apply as follows:-

- Indication 'M' - towards Doncaster South
- " 'G' - towards Bridge Jn.

The outlet signal Up Sidings West to Up Goods has been repositioned on the left hand side of the re-aligned sidings.

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

The Level Crossing gates have been replaced by Lifting Barriers controlled from the Signal Box. (32)

NOSTELL GROUND FRAME

The connections leading to the former No.1 Siding have been secured out of use in the reverse position pending removal.

The ground frame No.3 lever has been taken out of use and the connection from Up Main to Sidings will be operated by No.2 lever. **(New Item)** (34)

HEALEY MILLS

The following 3-aspect colour light signals have been replaced in the same position by Ground Position Light signals with 3 way route indicators as follows:-

HM.138

Applying Engine Line Q to Down Fast indication "F".
Applying Engine Line Q to Down Slow indication "S".
Applying Engine Line Q to Engine Line R indication "R".

HM.139

Applying Engine Release Line No.1 to Down Fast indication "F".
Applying Engine Release Line No.1 to Down Slow indication "S".
Applying Engine Release Line No.1 to Engine Line R indication "R".

HM.141

Applying Engine Release Line No.2 to Down Fast indication "F".
Applying Engine Release Line No.2 to Down Slow indication "S".
Applying Engine Release Line No.2 to Engine Line R indication "R". (32)

OAKENSHAW JUNCTION

The connection (No.2052) in Wakefield C.E.G.B. Sidings to B.E.A. Sidings has been secured in the reverse position pending removal. The associated Ground Position Light Signal (290) now applies towards the B.E.A. Sidings only. **(New Item)** (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HUNSLET SOUTH JUNCTION TO LEEDS CITY NORTH JUNCTION AND ENGINE SHED JUNCTION TO WHITEHALL JUNCTION

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

Down Normanton Main

Hunslet South Junction semaphore Home signal combined with Leeds R.906 Colour light Distant signal to L.93 signal.

Note : The Inductor for R.906 is approximately 150 yards before reaching the signal.

An A.W.S. commencement of gap sign has been provided after passing L.93 signal.

Up Normanton Main

L.870 signal to L.902 signal and A.W.S. termination of gap sign has been provided before reaching L.870 signal.

Down Whitehall

L.87 signal.

Up Whitehall

L.871 signal.

(31D)

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**** HILLHOUSE JN. AND BRADLEY JN.**

The Up Main between 27m. 49chs. and 27m. 9chs. has been re-aligned approximately 5 yards from the existing alignment. (31)

**** BETWEEN HILLHOUSE JN. AND BRADLEY JN.**

The Down Main between 27m. 9chs. and 27m. 49chs. has been realigned approximately 5 yards from the existing alignment. (31)

**** DECOY NO.1 AND BRIDGE JN.**

The alignment of the Temporary Down Reception has been altered between 154m. 65chs and 155 m.p. the line being slued into No.25 siding. (31)

★ SUNDAY 6 AUGUST – BRADLEY JUNCTION AND HILLHOUSE

The Up line between 28m. 36chs. and 28m. 06chs. will be realigned approximately 3 yards from its existing alignment. (34)

★ MIRFIELD

No.7 Up Siding has been spiked out of use. (34)

MOVEMENT OF 51 TONNE TWO AXLE TANK WAGONS AND 102 TONNE FOUR AXLE BOGIE TANK WAGONS IN THE DOWN DIRECTION BETWEEN DRYCLOUGH JN. AND HALIFAX

51 tonne two axle tank wagons and 102 tonne four axle bogie tank wagons (H.M.L.D. or E.) must **not** travel between Dryclough Jn. and Halifax Station in the Down Direction.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

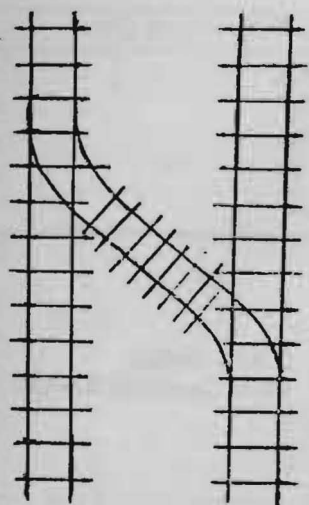
Locations	Nature of Work	Duration	Commencing Date
★ Doncaster M.P.D. Shed Roads BLOCKED	Trackwork between 154m. 60chs. and 155m. 15chs. Crane in use.	Sunday 6 August 07 00 to 17 00	

MO.45NS
York

28 JULY, 1978

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 Supervisor.



HAZARD.

**CROSSOVERS CAN MEAN
UNUSUAL MOVEMENTS**

**WATCH
YOUR
BACK**



NS

EASTERN REGION

32

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

SATURDAY 12 AUGUST

TO

FRIDAY 18 AUGUST 1978

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 a note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 AUGUST – YORK YARD SOUTH

The following points will be secured out of use in the normal position pending removal and the associated Ground Position Light signals abolished :-

Up Scarborough Goods Line to M.P.D. Sidings Nos. 2 and 3 (106 points)
 No.1 S.E. Group Sidings to Down Reception No.2 line (127 points)
 Down Reception No.1 line to Down Reception No.2 line (128 points)
 The Hand-Points between the Up Departure line.

The trap points (125) in the Down Mineral line will be secured out of use in the reverse position pending removal.

The set-back Down Mineral line Ground Position Light signal (46) will be repositioned 40 yards nearer the Signal Box.

The Down Doncaster Goods line 3-aspect colour light signal No.12 together with the off-set subsidiary signal and theatre type route indicator will be abolished.

SUNDAY 13 AUGUST – MIRFIELD

The Down Fast line banner repeater signal R.565 will be abolished. (35)

SUNDAY 13 AUGUST – MARSDEN

The Up Goods Loop banner repeater signal R.3 will be abolished. (35)

SUNDAY 13 AUGUST – HAMMERTON STREET AND MILL LANE

Hammerton Street

The Down Main 4-aspect colour light starting signal HS.28 will have the second yellow aspect re-instated but will no longer display a green aspect.

Mill Lane

The Down Branch 2-aspect colour light signal ML.1581 applying towards the platforms will display a red or yellow aspect instead of red or green aspect.

The Down Main 2-aspect colour light signal ML.1569 applying towards the platforms will display a red or yellow aspect instead of red or Green aspect. (35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

**
* BENTLEY CROSSING

The Level Crossing gates have been replaced by Lifting Barriers controlled from the Signal Box. (32)

NOSTELL GROUND FRAME

The connections leading to the former No.1 Siding have been secured out of use in the reverse position pending removal.

The ground frame No.3 lever has been taken out of use and the connection from Up Main to Sidings will be operated by No.2 lever. (34)

**
* HEALEY MILLS

The following 3-aspect colour light signals have been replaced in the same position by Ground Position Light signals with 3 way route indicators as follows:-

HM.138

Applying Engine Line Q to Down Fast indication "F".
Applying Engine Line Q to Down Slow indication "S".
Applying Engine Line Q to Engine Line R indication "R".

HM.139

Applying Engine Release Line No.1 to Down Fast indication "F".
Applying Engine Release Line No.1 to Down Slow indication "S".
Applying Engine Release Line No.1 to Engine Line R indication "R".

HM.141

Applying Engine Release Line No.2 to Down Fast indication "F".
Applying Engine Release Line No.2 to Down Slow indication "S".
Applying Engine Release Line No.2 to Engine Line R indication "R". (32)

OAKENSHAW JUNCTION

The connection (No.2052) in Wakefield C.E.G.B. Sidings to B.E.A. Sidings has been secured in the reverse position pending removal. The associated Ground Position Light Signal (290) now applies towards the B.E.A. Sidings only. (34)

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 20 AUGUST – DONCASTER NORTH**

The Up Main signal DN.18 applying along Up Main or Up Main to Up Passenger Independent (with position "1" Junction Indicator) or to South Yorkshire Up Goods Independent (with position "4" Junction Indicator) will be repositioned 24 yds. south of its present position and will apply as hitherto, the draw ahead disc signal will be abolished.

The Track Circuit Block Regulations will apply on the South Yorkshire Up Goods Independent line between Doncaster North and Doncaster South Signal Boxes.

The Down Main set-back disc signal applying towards G.N. Down Goods Independent (indication "A"), S.Y. Down Goods Independent (indication "B"), Down Passenger Independent No.2 (indication "P2"), Down Passenger No.1 (indication "P1") or set-back along Down Main (indication "DM") will be repositioned 10 yds. south of its present position with no alteration to form or application. (37)

SUNDAY 20 AUGUST – BETWEEN HUNSLET SOUTH JUNCTION & LEEDS ENGINE SHED JUNCTION

The Down Normanton Goods line and the associated signalling will be taken out of use pending removal.

The through Siding at Engine Shed Junction will be renamed Down Siding and the "Limit of Shunt" indicator removed. Temporary buffer stops will be provided.

The facing connections Down Normanton Main to Down Normanton Goods and Down Normanton Goods to Down Normanton Main will be secured out of use pending removal.

The facing connection in the Front Siding to Down Normanton Main line will become trap points.

The position "1" Junction Indicator and the off-set subsidiary signal on the Down Normanton Main 3-aspect colour light signal L.899 will be abolished.

The Front Siding Ground Position Light signal L.904 and the Back Siding Ground Position Light signal L.905 will only apply towards the Up Normanton Goods line (indication "X") and the Down Normanton Main line (indication "M"). (37)

DETAILS OF WORK ALREADY CARRIED OUT**DEARNE VALLEY COLLIERY SIDINGS**

The Up Goods end of the trailing Down Goods to Up Goods crossover has been abolished.

A new "Limit of Shunt" indicator has been provided on the Down Goods line 200 yards before reaching the trailing Down Goods to Colliery Sidings connection.

The Up Goods disc signal (on the Dearne Valley South Jn. side of the Signal Box) formerly applying Up Goods to Down Goods has been replaced by a "Limit of Shunt" indicator.

The Up Goods disc signal (on the Wath side of the Signal Box) applying set-back along Up Goods or Up Goods to Colliery Sidings has been replaced by a double disc signal.

The Down Goods disc signal formerly applying towards the Colliery Sidings or towards Up Goods has been replaced by a double disc signal applying set-back along Down Goods to the new "Limit of Shunt" indicator or Down Goods to Colliery Sidings. (New Item) (37)

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

The following points have been secured out of use in the normal position pending removal and the associated Ground Position Light signals abolished :-

- Up Scarborough Goods Line to M.P.D. Sidings Nos. 2 and 3 (106 points)
- No.1 S.E. Group Sidings to Down Reception No.2 line (127 points)
- Down Reception No.1 line to Down Reception No.2 line (128 points)
- The Hand-Points between the Up Departure line.

The trap Points (125) in the Down Mineral line have been secured out of use in the reverse position pending removal.

The set-back Down Mineral line Ground Position Light signal (46) has been repositioned 40 yards nearer the Signal Box.

The Down Doncaster Goods line 3-aspect colour light signal No.12 together with the off-set subsidiary signal and theatre type route indicator has been abolished.

NOSTELL GROUND FRAME

The connections leading to the former No.1 Siding have been secured out of use in the reverse position pending removal.

The ground frame No.3 lever has been taken out of use and the connection from Up Main to Sidings will be operated by No.2 lever. (34)

MIRFIELD

The Down Fast line banner repeater signal R.565 has been abolished. (35)

MARSDEN

The Up Goods Loop banner repeater signal R.3 has been abolished. (35)

OAKENSHAW JUNCTION

The connection (No.2052) in Wakefield C.E.G.B. Sidings to B.E.A. Sidings has been secured in the reverse position pending removal. The associated Ground Position Light Signal (290) now applies towards the B.E.A. Sidings only. (34)

HAMMERTON STREET AND MILL LANE**Hammerton Street**

The Down Main 4-aspect colour light starting signal HS.28 has had the second yellow aspect re-instated but no longer displays a green aspect.

Mill Lane

The Down Branch 2-aspect colour light signal ML.1581 applying towards the platforms displays a red or yellow aspect instead of red or green aspect.

The Down Main 2-aspect colour light signal ML.1569 applying towards the platforms displays a red or yellow aspect instead of red or Green aspect. (35)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

BRADLEY JUNCTION AND HILLHOUSE

The Up line between 28m. 36chs. and 28m. 06chs. has been realigned approximately 3 yards from its existing alignment. (34)

MIRFIELD

No.7 Up Siding has been spiked out of use. (34)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

11 AUGUST, 1978

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

34/35

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 26 AUGUST

TO

FRIDAY 8 SEPTEMBER 1978

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 a note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 SEPTEMBER – CARR BOX AND DECOY NO.2

The Coal Yard Sidings and Coal Departure line will be taken out of use and the associated signals abolished. (38)

SUNDAY 27 AUGUST – LEEDS PARCELS CONCENTRATION DEPOT

The double slips in No.1 and No.2 Reception lines will be replaced by two single leads, and consequently these sidings will be shortened by 19 yds.

A trailing lead out of No.1 and No.2 Reception will be positioned 25 yds east of Control Cabin and a further connection will be positioned 20 yds east of the Control Cabin in the Parcels Reception line leading towards the Shunt line.

The trap points and associated Ground Subsidiary signal L.122 will be repositioned approximately 15 yds nearer the Control Cabin.

The Ground Subsidiary signal PD.18 reading out of No.1 and No.2 Reception lines will be repositioned approximately 27 yds further from the Control Cabin. (38)

SUNDAY 3 SEPTEMBER – ROYAL OAK NORTH

The Signal Box together with all points and signals worked therefrom will be abolished. (38)

SHIPLEY ANGLE SIDINGS

Commencing Friday 1 September, Shipley Angle Sidings will be abandoned. The points will be secured out of use and associated signalling abolished. (38)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER NORTH

The Up Main signal DN.18 applying along Up Main or Up Main to Up Passenger Independent (with position "1" Junction Indicator) or to South Yorkshire Up Goods Independent (with position "4" Junction Indicator) has been repositioned 24 yds. south of its present position and applies as hitherto, the draw ahead disc signal has been abolished.

The Track Circuit Block Regulations apply on the South Yorkshire Up Goods Independent line between Doncaster North and Doncaster South signal boxes.

The Down Main set-back disc signal applying towards G.N. Down Goods Independent (indication "A"), S.Y. Down Goods Independent (indication "B"), Down Passenger Independent No.2 (indication "P2"), Down Passenger No.1 (indication "P1") or set-back along Down Main (indication "DM") have been repositioned 10 yds. south of its present position with no alteration to form or application. (37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** YORK YARD SOUTH**

The following points have been secured out of use in the normal position pending removal and the associated Ground Position Light signals abolished :-

Up Scarborough Goods Line to M.P.D. Sidings Nos. 2 and 3 (106 points)

No.1 S.E. Group Sidings to Down Reception No.2 line (127 points)

Down Reception No.1 line to Down Reception No.2 line (128 points)

The Hand-Points between the Up Departure line.

The trap Points (125) in the Down Mineral line have been secured out of use in the reverse position pending removal.

The set-back Down Mineral line Ground Position Light signal (46) has been repositioned 40 yards nearer the Signal Box.

The Down Doncaster Goods line 3-aspect colour light signal No.12 together with the off-set subsidiary signal and theatre type route indicator has been abolished. (35)

**** NOSTELL GROUND FRAME**

The connections leading to the former No.1 Siding have been secured out of use in the reverse position pending removal.

The ground frame No.3 lever has been taken out of use and the connection from Up Main to Sidings will be operated by No.2 lever. (34)

**** MIRFIELD**

The Down Fast line banner repeater signal R.565 has been abolished. (35)

**** MARSDEN**

The Up Goods Loop banner repeater signal R.3 has been abolished. (35)

DEARNE VALLEY COLLIERY SIDINGS

The Up Goods end of the trailing Down Goods to Up Goods crossover has been abolished.

A new "Limit of Shunt" indicator has been provided on the Down Goods line 200 yards before reaching the trailing Down Goods to Colliery Sidings connection.

The Up Goods disc signal (on the Dearne Valley South Jn. side of the Signal Box) formerly applying Up Goods to Down Goods has been replaced by a "Limit of Shunt" indicator.

The Up Goods disc signal (on the Wath side of the Signal Box) applying set-back along Up Goods or Up Goods to Colliery Sidings has been replaced by a double disc signal.

The Down Goods disc signal formerly applying towards the Colliery Sidings or towards Up Goods has been replaced by a double disc signal applying set-back along Down Goods to the new "Limit of Shunt" indicator or Down Goods to Colliery Sidings. (37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN HUNSLET SOUTH JUNCTION & LEEDS ENGINE SHED JUNCTION**

The Down Normanton Goods line and the associated signalling have been taken out of use pending removal.

The through Siding at Engine Shed Junction has been renamed Down Siding and the "Limit of Shunt" indicator removed. Temporary buffer stops have been provided.

The facing connections Down Normanton Main to Down Normanton Goods and Down Normanton Goods to Down Normanton Main have been secured out of use pending removal.

The facing connection in the Front Siding to Down Normanton Main line has become trap points.

The position "1" Junction Indicator and the off-set subsidiary signal on the Down Normanton Main 3-aspect colour light L.899 has been abolished.

The Front Siding Ground Position Light signal L.904 and the Back Siding Ground Position Light signal L.905 only apply towards the Up Normanton Goods line (indication "X") and the Down Normanton Main line (indication "M"). (37)

**** OAKENSHAW JUNCTION**

The connection (No.2052) in Wakefield C.E.G.B. Sidings to B.E.A. Sidings has been secured in the reverse position pending removal. The associated Ground Position Light Signal (290) now applies towards the B.E.A. Sidings only. (34)

**** HAMMERTON STREET AND MILL LANE****Hammerton Street**

The Down Main 4-aspect colour light starting signal HS.28 has had the second yellow aspect re-instated but no longer displays a green aspect.

Mill Lane

The Down Branch 2-aspect colour light signal ML.1581 applying towards the platforms displays a red or yellow aspect instead of red or green aspect.

The Down Main 2-aspect colour light signal ML.1569 applying towards the platforms displays a red or yellow aspect instead of red or Green aspect. (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

ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 102 (Page 62 Supplement No.3)

LOCKING OF CORRIDOR AND GANGWAY DOORS

★

Delete complete instruction and substitute:—
LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
 2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:—
 - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
 3. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:—
 - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:—
 - 3.2.1 there is a restaurant/buffet car on the train, or
 - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 3.2.3 the brake vehicle is empty, or
 - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
 4. Where the gangway connections cannot be made, then the doors on both sides must be locked.
 5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
 6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible. (40D)
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BRADLEY JUNCTION AND HILLHOUSE

The Up line between 28m. 36chs. and 28m. 06chs. has been realigned approximately 3 yards from its existing alignment. (36)

** MIRFIELD
*

No.7 Up Siding has been spiked out of use. (34)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

18 AUGUST, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

DON'T TAKE

CHANCES,

YOU CAN'T

AFFORD IT



NS

EASTERN REGION

36

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

SATURDAY 9 SEPTEMBER

TO

FRIDAY 15 SEPTEMBER 1978

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 SEPTEMBER—BETWEEN BRADLEY JUNCTION AND HILLHOUSE JUNCTION

The Up Main line between 28m. 5chs. and 27m. 49chs. will be re-aligned approximately 5 yards from its existing alignment. (39)

SUNDAY 10 SEPTEMBER—SHERBURN-IN-ELMET SOUTH, SHERBURN-IN-ELMET NORTH AND CHURCH FENTON

A.W.S. equipment will be brought into use at the following signals:—

Down Main Line	Up Normanton Line	
SS.19	CF.722	
SN.23	SN.716	
SN.22	SN.712	
	SN.8	(39)

SUNDAY 10 SEPTEMBER—SHERBURN-IN-ELMET SOUTH AND SHERBURN-IN-ELMET NORTH

A.W.S. equipment will be brought into use at Sherburn-in-Elmet South Up Branch Distant Signal (mounted below Gascoigne Wood Up Starting signal) and Sherburn-in-Elmet North Up Branch Distant Signal (mounted below Sherburn-in-Elmet South Up Branch Home signal). (39)

DETAILS OF WORK ALREADY CARRIED OUT

CARR BOX AND DECOY NO.2

The Coal Yard Sidings and Coal Departure line have been taken out of use and the associated signals abolished. (38)

DONCASTER NORTH

The Up Main signal DN.18 applying along Up Main or Up Main to Up Passenger Independent (with position "1" Junction Indicator) or to South Yorkshire Up Goods Independent (with position "4" Junction Indicator) has been repositioned 24 yds. south of its present position and applies as hitherto, the draw ahead disc signal has been abolished.

The Track Circuit Block Regulations apply on the South Yorkshire Up Goods Independent line between Doncaster North and Doncaster South signal boxes.

The Down Main set-back disc signal applying towards G.N. Down Goods Independent (indication "A"), S.Y. Down Goods Independent (indication "B"), Down Passenger Independent No.2 (indication "P2"), Down Passenger No.1 (indication "P1") or set-back along Down Main (indication "DM") have been repositioned 10 yds. south of its present position with no alteration to form or application. (37)

DEARNE VALLEY COLLIERY SIDINGS

The Up Goods end of the trailing Down Goods to Up Goods crossover has been abolished.

A new "Limit of Shunt" indicator has been provided on the Down Goods line 200 yards before reaching the trailing Down Goods to Colliery Sidings connection.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DEARNE VALLEY COLLIERY SIDINGS - continued

The Up Goods disc signal (on the Dearne Valley South Jn. side of the Signal Box) formerly applying Up Goods to Down Goods has been replaced by a "Limit of Shunt" indicator.

The Up Goods disc signal (on the Wath side of the Signal Box) applying set-back along Up Goods or Up Goods to Colliery Sidings has been replaced by a double disc signal.

The Down Goods disc signal formerly applying towards the Colliery Sidings or towards Up Goods has been replaced by a double disc signal applying set-back along Down Goods to the new "Limit of Shunt" indicator or Down Goods to Colliery Sidings. (37)

BETWEEN HUNSLET SOUTH JUNCTION & LEEDS ENGINE SHED JUNCTION

The Down Normanton Goods line and the associated signalling have been taken out of use pending removal.

The through Siding at Engine Shed Junction has been renamed Down Siding and the "Limit of Shunt" indicator removed. Temporary buffer stops have been provided.

The facing connections Down Normanton Main to Down Normanton Goods and Down Normanton Goods to Down Normanton Main have been secured out of use pending removal.

The facing connection in the Front Siding to Down Normanton Main line has become trap points.

The position "1" Junction Indicator and the off-set subsidiary signal on the Down Normanton Main 3-aspect colour light signal L.899 has been abolished.

The Front Siding Ground Position Light signal L.904 and the Back Siding Ground Position Light signal L.905 only apply towards the Up Normanton Goods line (indication "X") and the Down Normanton Main line (indication "M"). (37)

LEEDS PARCELS CONCENTRATION DEPOT

The double slips in No.1 and No.2 Reception lines have been replaced by two single leads, and consequently these sidings have been shortened by 19 yds.

A trailing lead out of No.1 and No.2 Reception has been positioned 25 yds east of Control Cabin and a further connection has been positioned 20 yds east of the Control Cabin in the Parcels Reception line leading towards the Shunt line.

The trap points and associated Ground Subsidiary signal L.122 have been repositioned approximately 15 yds nearer the Control Cabin.

The Ground Subsidiary signal PD.18 reading out of No.1 and No.2 Reception lines have been repositioned approximately 27 yds further from the Control Cabin. (38)

SHIPLEY ANGLE SIDINGS

Shipley Angle Sidings have been abandoned. The points have been secured out of use and associated signalling abolished. (38)

ROYAL OAK NORTH

The Signal Box together with all points and signals worked therefrom have been abolished. (38)

MISCELLANEOUS NOTICES

** BRADLEY JUNCTION AND HILLHOUSE

The Up line between 28m. 36chs. and 28m. 06chs. has been realigned approximately 3 yards from its existing alignment. (36)

MO. 45NS
York

G. R. H. ORBELL
Chief Operating Manager

25 AUGUST, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**WEDNESDAY 20 SEPTEMBER – ILKLEY JN.**

The Platform No.1 line semaphore Down Starting signal will be replaced on the left-hand side of the line with the arm at a reduced height of 12 feet above rail level. (39)

DETAILS OF WORK ALREADY CARRIED OUT**CARR BOX AND DECOY NO.2**

The Coal Yard Sidings and Coal Departure line have been taken out of use and the associated signals abolished. (38)

**** DONCASTER NORTH**

The Up Main signal DN.18 applying along Up Main or Up Main to Up Passenger Independent (with position "1" Junction Indicator) or to South Yorkshire Up Goods Independent (with position "4" Junction Indicator) has been repositioned 24 yds. south of its present position and applies as hitherto, the draw ahead disc signal has been abolished.

The Track Circuit Block Regulations apply on the South Yorkshire Up Goods Independent line between Doncaster North and Doncaster South signal boxes.

The Down Main set-back disc signal applying towards G.N. Down Goods Independent (indication "A"), S.Y. Down Goods Independent (indication "B"), Down Passenger Independent No.2 (indication "P2"), Down Passenger No.1 (indication "P1") or set-back along Down Main (indication "DM") have been repositioned 10 yds. south of its present position with no alteration to form or application. (37)

BETWEEN BRADLEY JN. AND HILLHOUSE JN.

The Up Main line between 28m. 5chs. and 27m. 49chs. has been re-aligned approximately 5 yards from its existing alignment. (39)

**** DEARNE VALLEY COLLIERY SIDINGS**

The Up Goods end of the trailing Down Goods to Up Goods crossover has been abolished.

A new "Limit of Shunt" indicator has been provided on the Down Goods line 200 yards before reaching the trailing Down Goods to Colliery Sidings connection.

The Up Goods disc signal (on the Dearne Valley South Jn. side of the Signal Box) formerly applying Up Goods to Down Goods has been replaced by a "Limit of Shunt" indicator.

The Up Goods disc signal (on the Wath side of the Signal Box) applying set-back along Up Goods or Up Goods to Colliery Sidings has been replaced by a double disc signal.

The Down Goods disc signal formerly applying towards the Colliery Sidings or towards Up Goods has been replaced by a double disc signal applying set-back along Down Goods to the new "Limit of Shunt" indicator or Down Goods to Colliery Sidings. (37)

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

BETWEEN HUNSLET SOUTH JUNCTION & LEEDS ENGINE SHED JUNCTION – THIS WORK HAS NOT BEEN CARRIED OUT.

SHERBURN-IN-ELMET SOUTH, SHERBURN-IN-ELMET NORTH AND CHURCH FENTON

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

Down Main Line	Up Normanton Line	
SS.19	CF.722	
SN.23	SN.716	
SN.22	SN.712	
	SN.8	(39)

SHERBURN-IN-ELMET SOUTH AND SHERBURN-IN-ELMET NORTH

A.W.S. equipment has been brought into use at Sherburn-in-Elmet South Up Branch Distant Signal (mounted below Gascoigne Wood Up Starting signal) and Sherburn-in-Elmet North Up Branch Distant Signal (mounted below Sherburn-in-Elmet South Up Branch Home signal). (39)

LEEDS PARCELS CONCENTRATION DEPOT

The double slips in No.1 and No.2 Reception lines have been replaced by two single leads, and consequently these sidings have been shortened by 19 yds.

A trailing lead out of No.1 and No.2 Reception has been positioned 25 yds east of Control Cabin and a further connection has been positioned 20 yds east of the Control Cabin in the Parcels Reception line leading towards the Shunt line.

The trap points and associated Ground Subsidiary signal L.122 have been repositioned approximately 15 yds nearer the Control Cabin.

The Ground Subsidiary signal PD.18 reading out of No.1 and No.2 Reception lines have been repositioned approximately 27 yds further from the Control Cabin. (38)

SHIPLEY ANGLE SIDINGS

Shipley Angle Sidings have been abandoned. The points have been secured out of use and associated signalling abolished. (38)

ROYAL OAK NORTH

The Signal Box together with all points and signals worked therefrom have been abolished. (38)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 102 (Page 62 Supplement No.3)

LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and substitute :-

LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
 2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
 - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
 3. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:-
 - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway door must be locked unless:-
 - 3.2.1 there is a restaurant/buffet car on the train, or
 - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 3.2.3 the brake vehicle is empty, or
 - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
 4. Where the gangway connections cannot be made, then the doors on both sides must be locked.
 5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
 6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible. (40D)
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ WAKEFIELD TO GOOLE : ACKTON HALL

From Sunday 17 September, until Sunday 8 October, Track testing will be taking place in the Down Line at 53m. 30chs. (½ mile in rear of Signal 0330).

This test will produce the effect of noisy, rough riding over a 20 yds. length, but there will be no lessening of track standard and trains should maintain line speeds. (40)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

8 SEPTEMBER, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

STORES MILL

LANE

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 23 to MONDAY 25 SEPTEMBER – BETWEEN POTTERIC CARR & BRIDGE JUNCTION**

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No.98 and all concerned should be in possession of a copy of this Notice.

Up Engine/P. Way Line

The Down direction arrow should be deleted from the diagram.

Up Main signal PC.11R will be capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25) applying set back from Up Engine/P.Way line towards the Loco/P.Way depots will be replaced by a miniature arm signal 16ft. above rail level. (41)

SUNDAY 24 SEPTEMBER – DONCASTER NORTH

The connection Up Grimsby line to Up Main will be abolished. The Up Grimsby line signal DN.16 applying Up Grimsby to Up Main or Up Passenger Independent will only apply Up Grimsby to Up Passenger Independent to signal DN.20, and the associated Junction Indicator Position "1" will be abolished. (41)

DETAILS OF WORK ALREADY CARRIED OUT**CUDWORTH – DEARNE VALLEY SOUTH JN.**

The Dearne Valley South Branch Down line signal C.87 has been taken out of use. (New Item) (41)

* CARR BOX AND DECOY NO.2**

The Coal Yard Sidings and Coal Departure line have been taken out of use and the associated signals abolished. (38)

BETWEEN BRADLEY JN. AND HILLHOUSE JN.

The Up Main line between 28m. 5chs. and 27m. 49chs. has been re-aligned approximately 5 yards from its existing alignment. (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****SHERBURN-IN-ELMET SOUTH, SHERBURN-IN-ELMET NORTH AND CHURCH FENTON**

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

Down Main Line	Up Normanton Line	
SS.19	CF.722	
SN.23	SN.716	
SN.22	SN.712	
	SN.8	(39)

SHERBURN-IN-ELMET SOUTH AND SHERBURN-IN-ELMET NORTH

A.W.S. equipment has been brought into use at Sherburn-in-Elmet South Up Branch Distant Signal (mounted below Gascoigne Wood Up Starting signal) and Sherburn-in-Elmet North Up Branch Distant Signal (mounted below Sherburn-in-Elmet South Up Branch Home signal). (39)

*** * LEEDS PARCELS CONCENTRATION DEPOT**

The double slips in No.1 and No.2 Reception lines have been replaced by two single leads, and consequently these sidings have been shortened by 19 yds.

A trailing lead out of No.1 and No.2 Reception has been positioned 25 yds east of Control Cabin and a further connection has been positioned 20 yds east of the Control Cabin in the Parcels Reception line leading towards the Shunt line.

The trap points and associated Ground Subsidiary signal L.122 have been repositioned approximately 15 yds nearer the Control Cabin.

The Ground Subsidiary signal PD.18 reading out of No.1 and No.2 Reception lines have been repositioned approximately 27 yds further from the Control Cabin. (38)

*** * SHIPLEY ANGLE SIDINGS**

Shipley Angle Sidings have been abandoned. The points have been secured out of use and associated signalling abolished. (38)

ILKLEY JN.

The Platform No.1 line semaphore Down Starting signal has been replaced on the left-hand side of the line with the arm at a reduced height of 12 feet above rail level. (39)

*** * ROYAL OAK NORTH**

The Signal Box together with all points and signals worked therefrom have been abolished. (38)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

Page 102 (Page 62 Supplement No.3)

LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and substitute :-

LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

- The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
 - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
 3. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:-
 - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:-
 - 3.2.1 there is a restaurant/buffet car on the train, or
 - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 3.2.3 the brake vehicle is empty, or
 - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
 4. Where the gangway connections cannot be made, then the doors on both sides must be locked.
 5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
 6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible. (40D)
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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE G - WRONG DIRECTION WORKING

From	To	Line		Remarks
		Down	Up	
Page 184 DONCASTER (BLACK CARR JN.) TO BERWICK MARSHALL MEADOWS				
★ Decoy No.2	Add:- Carr	-	Engine/ P.W. line	60 SLU. Propelling movements with or without brakevan leading in clear weather only. (w.e.f. 24.9.78)

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of work	Duration	Commencing Date
Doncaster Carr Loco Shed Roads BLOCKED	Trackwork. Crane in use.	Sunday 24 September 07 00 to 17 00	-

MISCELLANEOUS NOTICES

★ LOW MOOR TO THORNHILL JN.

As from the 25th September, there will be an increased use of level crossing at 0m. 78chs. (41)

WAKEFIELD TO GOOLE : ACKTON HALL

Until Sunday 8 October, Track testing will be taking place in the Down Line at 53m. 30chs. (½ mile in rear of Signal 0330).

This test will produce the effect of noisy, rough riding over a 20 yds. length, but there will be no lessening of track standard and trains should maintain line speeds. (40)

MO.45NS
York

G.R.H. ORBELL
Chief Operating Manager

15 SEPTEMBER, 1978

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

39

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

SATURDAY 30 SEPTEMBER

TO

FRIDAY 6 OCTOBER 1978

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT JN.)

TUESDAY 3 to FRIDAY 6 OCTOBER

Guiseley Jn. and Esholt Jn.	Down and Up BLOCKED	22 30 Tue to Thu to 06 30 Wed to Fri. In connection with work between Esholt Jn. and Guiseley Jn.
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SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

UNTIL FURTHER NOTICE

Bradford Forster Square Station	All Between Trains	07 30 to 17 00. Bridgework at 208m. 52chs. (78/16)
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MONDAY 2 OCTOBER

Manningham Station Jn. and Bradford Forster Square Station	10 00 to 13 00 West Arrival BLOCKED 13 00 to 16 00 East Departure BLOCKED	10 00 to 16 00. Trackwork between 207m. 70chs. and 208m. 33chs. 10 00 to 13 00. Trains to travel on East Arrival line. 13 00 to 16 00. Trains to travel on West Departure line. On track machines in use.
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LEEDS CITY TO HULL (PARAGON)

UNTIL FURTHER NOTICE

Peckfield and Micklefield Station	Down and Up Between Trains	07 30 to 17 00. Bridgework at 10m. 71chs. Crane and off track machines in use. (78/33)
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Selby and Barlby North Jn.	All	07 00 to 16 00. Signalling work. (78/39) Commencing 07 00 Sunday 1 October.
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Hessle Haven and Hessle Road	Down and Up Between Trains	08 00 to 20 00. Building work at 3m. 46chs. Cranes and off track machines in use. (77/9)
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SUNDAY 1 OCTOBER

Hemingborough and Wressle	Down BLOCKED	00 01 to 08 00. Trackwork at 25m. 14chs. Possession given up to pass 1D52, 02 45 Leeds to Hull.
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Howden	Down and Up Between Trains	07 00 to 17 00. Earthwork at 22m. 27chs.
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Hull Paragon	All	00 01 to 08 00. Signalling work.
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MONDAY 2 to FRIDAY 6 OCTOBER

Neville Hill West Jn.	All	08 00 to 16 00 daily. Signalling work.
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WEDNESDAY 4 OCTOBER

Ferriby	All	08 00 to 16 00. Signalling work.
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THURSDAY 5 and FRIDAY 6 OCTOBER

Hessle Haven and Hessle Road	00 30 to 04 00 and 05 00 to 05 45 Down and Up BLOCKED	00 30 to 05 45 daily. Bridgework at 3m. 46chs. Crane in use.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 OCTOBER – BETWEEN MILFORD AND BURTON SALMON

A.W.S. equipment will be brought into use at the following signals :-

Milford – at the Up Main Semaphore Distant signal and the Down Main colour light signal M.10 and the Down Sidings Outlet colour light signal M.27 (the inductor for this signal will be located 10 yards after passing the signal.)

Hillam Gates – at the Down and Up Distant signals.

Burton Salmon – Down Main colour light Distant signal and Up Main semaphore splitting Distant signals.
(42)

SUNDAY 1 OCTOBER – BETWEEN GASCOIGNE WOOD AND MILFORD

A.W.S. equipment will be brought into use at Milford Up Branch Distant signal (mounted below Gascoigne Wood Up Branch Starting signal). The inductor will be positioned 100 yards before reaching the signal.
(42)

SUNDAY 1 OCTOBER – BETWEEN ESHOLT JN. AND GUISELEY STATION

The catch points in the Down Main line at 204m. 38chs. will be repositioned at 204m. 47chs. and will now be 1162 yards before reaching Guiseley Station Down Home signal.
(42)

SUNDAY 1 OCTOBER – ROYAL OAK SOUTH

The Signal Box together with all points and signals worked therefrom (including the Down and Up South Curves) will be abolished.

The block section will now be between Hunmanby Station and Filey Station Signal Boxes.
(42)

WEDNESDAY 4 OCTOBER – SHIPLEY (BINGLEY JN.)

The trailing crossover between the Down and Up Leeds lines and the associated ground disc signal (top of two) will be abolished.

The Down Leeds line Home signal will be repositioned 25 yards nearer Skipton with the arm at a reduced height of 18 feet above rail level.
(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT
BETWEEN POTTERIC CARR & BRIDGE JUNCTION

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.98 and all concerned should be in possession of a copy of this Notice.

Up Engine/P. Way Line

The Down direction arrow should be deleted from the diagram.

Up Main signal PC.11R is capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25) applying set back from Up Engine/P.Way line towards the Loco/P.Way depots has been replaced by a miniature arm signal 16ft. above rail level. (41)

DONCASTER NORTH

The connection Up Grimsby line to Up Main has been abolished. The Up Grimsby line signal DN.16 applying Up Grimsby to Up Main or Up Passenger Independent only applies Up Grimsby to Up Passenger Independent to signal DN.20, and the associated Junction Indicator Position "1" has been abolished. (41)

**** BETWEEN BRADLEY JN. AND HILLHOUSE JN.**

The Up Main line between 28m. 5chs. and 27m. 49chs. has been re-aligned approximately 5 yards from its existing alignment. (39)

CUDWORTH - DEARNE VALLEY SOUTH JN.

The Dearne Valley South Branch Down line signal C.87 has been taken out of use. (41)

**** SHERBURN-IN-ELMET SOUTH, SHERBURN-IN-ELMET NORTH AND CHURCH FENTON**

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

Down Main Line	Up Normanton Line
SS.19	CF.722
SN.23	SN.716
SN.22	SN.712
	SN.8

(39)

**** SHERBURN-IN-ELMET SOUTH AND SHERBURN-IN-ELMET NORTH**

A.W.S. equipment has been brought into use at Sherburn-in-Elmet South Up Branch Distant Signal (mounted below Gascoigne Wood Up Starting signal) and Sherburn-in-Elmet North Up Branch Distant Signal (mounted below Sherburn-in-Elmet South Up Branch Home signal). (39)

**** ILKLEY JN.**

The Platform No.1 line semaphore Down Starting signal has been replaced on the left-hand side of the line with the arm at a reduced height of 12 feet above rail level. (39)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE G - WRONG DIRECTION WORKING

From	To	Line		Remarks
		Down	Up	
Page 184 DONCASTER (BLACK CARR JN.) TO BERWICK MARSHALL MEADOWS				
Decoy No.2	Add:- Carr	-	Engine/ P.W. line	60 SLU. and light locomotives. Propelling movements with or without brakevan leading in clear weather only.

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of work	Duration	Commencing Date
★ Doncaster Carr Loco Shed Roads BLOCKED	Trackwork between 154¾ m.p. and 155m. 15chs.	Sunday 1 October 07 00 to 17 00	-

MISCELLANEOUS NOTICES

HILLHOUSE JN. TO BRADLEY JN.

The Down Main between 28m. 5chs. and 28m. 27chs. will be re-aligned approx. 3 yards from its existing alignment. Commencing Sunday 1 October. (42)

LOW MOOR TO THORNHILL JN.

There is an increased use of level crossing at 0m. 78chs. (41)

WAKEFIELD TO GOOLE : ACKTON HALL

Until Sunday 8 October, Track testing will be taking place in the Down Line at 53m. 30chs. (½ mile in rear of Signal 0330). (40)

This test will produce the effect of noisy, rough riding over a 20 yds. length, but there will be no lessening of track standard and trains should maintain line speeds.

G.R.H. ORBELL
Chief Operating Manager

MO.45NS
York

22 SEPTEMBER, 1978

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

40

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

**SATURDAY 7 OCTOBER
TO
FRIDAY 13 OCTOBER 1978
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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DONCASTER (BLACK CARR JN.) TO SKELTON BRIDGE - continued		
MONDAY 9 to FRIDAY 13 OCTOBER		
Decoy No.1 and Bridge Jn.	Down Main	08 00 to 18 00 daily. Signalling work at 154m. 69chs. and at 155m. 19chs. Crane in use.
Doncaster North and Doncaster South	Up Independent No. 2 Between Trains	07 30 to 16 00 daily. Buildingwork at 155m. 70chs.
SHAFTHOLME TO FERRYBRIDGE		
UNTIL FURTHER NOTICE		
Askern and Norton	Down and Up Between Trains	08 00 to 18 00. Earthwork at 65m. 27chs. Crane and off track machines in use. (78/38)
WEDNESDAY 11 to FRIDAY 13 OCTOBER		
Knottingley South Jn.	Down and Up BLOCKED	21 30 Wed and Thu to 05 30 Thu and Fri. Trackwork between 59¼m.p. and 59m. 5chs. Possession given up to pass MGR trains. On track machine in use.
YORK (SKELTON) TO HARROGATE NORTH		
UNTIL FURTHER NOTICE		
Starbeck	Down and Up Between Trains	07 00 to 17 00. Demolishing station buildings between 18m. 23chs. and 18m. 27chs. Ladders and off track machines in use. (78/26)
SATURDAY 7 to SUNDAY 8 OCTOBER		
Skelton and Poppleton Station	Down and Up BLOCKED	22 30 Sat to 14 00 Sun. Trackwork between 2m 49chs. and 2m. 68chs. Possession given up to pass 2L68, 09 10 Harrogate to York and 2L68, 10 01 York to Harrogate on the Up under Single line working conditions. Crane and on track machines in use.
Starbeck and Harrogate North	Down and Up BLOCKED	22 30 Sat to 09 00 Sun. Trackwork and earthwork between 19m. 46chs. and 19m. 61chs. Cranes and off track machines in use.
MONDAY 9 to FRIDAY 13 OCTOBER		
Starbeck and Harrogate North	Down and Up BLOCKED	22 30 Mon to Thu to 05 30 Tue to Fri. Trackwork between 18¼m.p. and 20m. 30chs. On track machines in use.
YORK TO SCARBOROUGH		
UNTIL FURTHER NOTICE		
Malton Station and Rillington	Down and Up Between Trains	08 00 to 18 00. Bridgework at 23m. 6chs. Cranes and off track machines in use. (77/45)
SUNDAY 8 OCTOBER		
York Station Burton Lane	Down and Up BLOCKED	06 00 to 17 00. Trackwork between 0m. 48chs. and 1m. 01chs. Crane and on and off track machines in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 and SUNDAY 8 OCTOBER – SOUTH KIRKBY COLLIERY

The connection at the entrance to the Colliery leading to the Bunker Line will be remodelled approximately 60 yards nearer to the Main Line connections. The points at the Main Line end of this new connection will be temporarily hand-worked.

An illuminated notice board worded 'STOP, TELEPHONE' will be provided to control exit movements from the Bunker Line.

The telephone adjacent to L648 signal must be used.

(43)

SUNDAY 8 OCTOBER – DONCASTER NORTH AND DONCASTER SOUTH

The South Yorkshire Up Goods Independent line will be taken out of use, and the associated signals, (DS.42 and DS.118) will be abolished. All points leading to and from this line will be secured out of use pending removal. The Junction Indicator position "4" on Up Main line signal DN18 applying Up Main to South Yorkshire Up Goods Independent will be abolished.

(43)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN POTTERIC CARR & BRIDGE JUNCTION

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.98 and all concerned should be in possession of a copy of this Notice.

Up Engine/P. Way Line

The Down direction arrow should be deleted from the diagram.

Up Main signal PC.11R is capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25) applying set back from Up Engine/P.Way line towards the Loco/P.Way depots has been replaced by a miniature arm signal 16ft. above rail level. (41)

DONCASTER NORTH

The connection Up Grimsby line to Up Main has been abolished. The Up Grimsby line signal DN.16 applying Up Grimsby to Up Main or Up Passenger Independent only applies Up Grimsby to Up Passenger Independent to signal DN.20, and the associated Junction Indicator Position "1" has been abolished. (41)

SECTION C - SIGMALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****CUDWORTH - DEARNE VALLEY SOUTH JN.**

The Dearne Valley South Branch Down line signal C.87 has been taken out of use. (41)

BETWEEN MILFORD AND BURTON SALMON

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

Milford - at the Up Main Semaphore Distant signal and the Down Main colour light signal M.10 and the Down Sidings Outlet colour light signal M.27 (the inductor for this signal will be located 10 yards after passing the signal.)

Hillam Gates - at the Down and Up Distant signals.

Burton Salmon - Down Main colour light Distant signal and Up Main semaphore splitting Distant signals. (42)

BETWEEN GASCOIGNE WOOD AND MILFORD

A.W.S. equipment has been brought into use at Milford Up Branch Distant signal (mounted below Gascoigne Wood Up Branch Starting signal). The inductor has been positioned 100 yards before reaching the signal. (42)

BETWEEN ESHOLT JN. AND GUISELEY STATION

The catch points in the Down Main line at 204m. 38chs. have been repositioned at 204m. 47chs. and are 1162 yards before reaching Guseley Station Down Home signal. (42)

SHIPLEY (BINGLEY JN.)

The trailing crossover between the Down and Up Leeds lines and the associated ground disc signal (top of two) has been abolished.

The Down Leeds line Home signal has been repositioned 25 yards nearer Skipton with the arm at a reduced height of 12 feet above rail level. (Amended item) (42)

ROYAL OAK SOUTH

The Signal Box together with all points and signals worked therefrom (including the Down and Up South Curves) have been abolished.

The block section is now between Hunmanby Station and Filey Station Signal Boxes. (42)

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 15 DONCASTER BLACK CARR JN. TO BERWICK MARSHALL MEADOWS

★ Delete additional Up dotted line between Doncaster South and North and also reference thereto in ND40D. (w.e.f. Sun 8/10/78).

(48)

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of work	Duration	Commencing Date
★ Doncaster Carr Loco Shed Roads BLOCKED	Trackwork between 154¾ m.p. and 155m. 15chs.	Sunday 8 October 07 00 to 17 00	-

MISCELLANEOUS NOTICES

HILLHOUSE JN. TO BRADLEY JN.

The Down Main between 28m. 5chs. and 28m. 27chs. has been re-aligned approx. 3 yards from its existing alignment. (42)

LOW MOOR TO THORNHILL JN.

There is an increased use of level crossing at 0m. 78chs. (41)

** WAKEFIELD TO GOOLE : ACKTON HALL

Until Sunday 8 October, Track testing will be taking place in the Down Line at 53m. 30chs. (½ mile in rear of Signal 0330).

This test will produce the effect of noisy, rough riding over a 20 yds. length, but there will be no lessening of track standard and trains should maintain line speeds. (40)

MO.45NS
York
29 SEPTEMBER, 1978

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 Supervisor.

**NS**

EASTERN REGION

41

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

**SATURDAY 14 OCTOBER
TO
FRIDAY 20 OCTOBER 1978
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN POTTERIC CARR & BRIDGE JUNCTION**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.98 and all concerned should be in possession of a copy of this Notice.

Up Engine/P. Way Line

The Down direction arrow should be deleted from the diagram.

Up Main signal PC.11R is capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25) applying set back from Up Engine/P.Way line towards the Loco/P.Way depots has been replaced by a miniature arm signal 16ft. above rail level. (41)

**** DONCASTER NORTH**

The connection Up Grimsby line to Up Main has been abolished. The Up Grimsby line signal DN.16 applying Up Grimsby to Up Main or Up Passenger Independent only applies Up Grimsby to Up Passenger Independent to signal DN.20, and the associated Junction Indicator Position "1" has been abolished. (41)

DONCASTER NORTH AND DONCASTER SOUTH

The South Yorkshire Up Goods Independent line have been taken out of use, and the associated signals, (DS.42 and DS.118) abolished. All points leading to and from this line have been secured out of use pending removal. The Junction Indicator position "4" on Up Main line signal DN18 applying Up Main to South Yorkshire Up Goods Independent has been abolished. (43)

SOUTH KIRKBY COLLIERY

The connection at the entrance to the Colliery leading to the Bunker Line has been remodelled approximately 60 yards nearer to the Main Line connections. The points at the Main Line end of this new connection have been temporarily hand-worked.

An notice board worded 'STOP, TELEPHONE' has been provided to control exit movements from the Bunker Line. (43)

The telephone adjacent to L648 signal must be used.

**** CUDWORTH - DEARNE VALLEY SOUTH JN.**

The Dearne Valley South Branch Down line signal C.87 has been taken out of use. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MILFORD AND BURTON SALMON

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

Milford - at the Up Main Semaphore Distant signal and the Down Main colour light signal M.10 and the Down Sidings Outlet colour light signal M.27 (the inductor for this signal will be located 10 yards after passing the signal.)

Hillam Gates - at the Down and Up Distant signals.

Burton Salmon - Down Main colour light Distant signal and Up Main semaphore splitting Distant signals. (42)

BETWEEN GASCOIGNE WOOD AND MILFORD

A.W.S. equipment has been brought into use at Milford Up Branch Distant signal (mounted below Gascoigne Wood Up Branch Starting signal). The inductor has been positioned 100 yards before reaching the signal. (42)

BETWEEN ESHOLT JN. AND GUISELEY STATION

The catch points in the Down Main line at 204m. 38chs. have been repositioned at 204m. 47chs. and are 1162 yards before reaching Guiseley Station Down Home signal. (42)

SHIPLEY (BINGLEY JN.)

The trailing crossover between the Down and Up Leeds lines and the associated ground disc signal (top of two) has been abolished.

The Down Leeds line Home signal has been repositioned 25 yards nearer Skipton with the arm at a reduced height of 12 feet above rail level. (42)

ROYAL OAK SOUTH

The Signal Box together with all points and signals worked therefrom (including the Down and Up South Curves) have been abolished.

The block section is now between Hunmanby Station and Filey Station Signal Boxes. (42)

NS-21
GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

★Page 102 (page 62 of Supplement No.3) –

LOCKING OF CORRIDOR AND GANGWAY DOORS

LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
 - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
 - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
 - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
 - 4.2.1 there is a catering vehicle on the train, or
 - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

(This supersedes entry on page 4 of the ND 40D notice and the entry on pages 12/13 of the SD 40D notice) (48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS(NORTHERN AREA)
BR. 31293 DATED 7 OCTOBER 1978.

Front Cover

★ Delete:-
Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment
(Where specially authorised)" Dated January 1973. Page 16

Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE
EQUIPMENT (WHERE SPECIALLY ATHORISED)" DATED JANUARY 1973.

(48D)

★ Delete heading and all entries. (48D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 15 DONCASTER BLACK CARR JN. TO BERWICK MARSHALL MEADOWS

Delete additional Up dotted line between Doncaster South and North and also reference thereto in ND40D.

(48)

TABLE "F1" - PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
---------	-------	---

Pages 173/183

EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL

★ Delete			
Wakefield East	West	Down and Up Goods	20 SLU without brakevan.
★ Add			
Wakefield East	West	Up Goods Loop	50 fitted SLU without brakevan.
WAKEFIELD KIRKGATE EAST TO GOOLE (ENGINE SHED JN.)			
★ Delete			
Calder Bridge	Wakefield Kirkgate East	Up Main	Freight vehicles without brakevan.
★ Add			
Calder Bridge	Wakefield East	Up Goole/ Goods Loop	50 fitted SLU without brakevan.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

HILLHOUSE JN. TO BRADLEY JN.

The Down Main between 28m. 5chs. and 28m. 27chs. has been re-aligned approx. 3 yards from its existing alignment. (42)

(48D)

** LOW MOOP TO THORNHILL JN.

There is an increased use of level crossing at 0m. 78chs. (41)

(48D)

MO. 45NS
York

G. R. H. ORBELL
Chief Operating Manager

6 OCTOBER 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

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NS

EASTERN REGION

42

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

SATURDAY 21 OCTOBER

TO

FRIDAY 27 OCTOBER 1978

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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 OCTOBER – DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No.99 and all concerned should be in possession of a copy of this notice. The date on the front cover and in the text should be altered to agree with the above.

Until Further Notice

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use on this date and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and new Down Reception lines will not be brought into use at this stage.

Belmont Yard

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

Permanent Way Alterations

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

Engine/Permanent Way Line

This line should be shown on the diagram as Up Engine/Permanent Way line and the Down direction arrow should be deleted.

Up Main signal PC11R will be capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25), applying set-back from Up Engine/Permanent Way line towards the Loco/Permanent Way depots has been replaced by a miniature arm signal 16ft. above the rail level. (45)

SUNDAY 22 OCTOBER – BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

The temporary level crossing at approximately 154 $\frac{3}{4}$ m.p. on the Temporary Down Reception line will be taken out of use and the Crossing Keeper withdrawn. (45)

SUNDAY 22 OCTOBER – DECOY SOUTH JUNCTION

A Staff crossing with illuminated notices worded "CAUTION:- CROSS ONLY WHEN LIGHT SHOWS" will be provided to the South of D.234 signal, covering the exit from Nos.1 to 7 Reception Sidings. (45)

SUNDAY 22 OCTOBER – BETWEEN FERRYBRIDGE AND BURTON SALMON

A.W.S. equipment will be brought into use at Burton Salmon Down Branch signals D.O. and BS.12. (45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 22 OCTOBER – BETWEEN FRYSTON AND MILFORD**

A.W.S. equipment will be brought into use at the following signals:-

Fryston – At the Up Main semaphore Distant signal.

Burton Salmon – At the Down Main colour light signals BS.14 and BS.11 and at the Up line colour light signal BS.63.

Milford – At the Down Main semaphore Distant signal. (45)

DETAILS OF WORK ALREADY CARRIED OUT**HOWDEN**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.
(New item) (45)

DONCASTER NORTH AND DONCASTER SOUTH

The South Yorkshire Up Goods Independent line have been taken out of use, and the associated signals, (DS.42 and DS.118) abolished. All points leading to and from this line have been secured out of use pending removal. The Junction Indicator position "4" on Up Main line signal DN18 applying Up Main to South Yorkshire Up Goods Independent has been abolished. (43)

SOUTH KIRKBY COLLIERY

The connection at the entrance to the Colliery leading to the Bunker Line has been remodelled approximately 60 yards nearer to the Main Line connections. The points at the Main Line end of this new connection have been temporarily hand-worked.

An notice board worded 'STOP, TELEPHONE' has been provided to control exit movements from the Bunker Line.

The telephone adjacent to L648 signal must be used. (43)

**** BETWEEN MILFORD AND BURTON SALMON**

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

Milford – at the Up Main Semaphore Distant signal and the Down Main colour light signal M.10 and the Down Sidings Outlet colour light signal M.27 (the inductor for this signal will be located 10 yards after passing the signal.)

Hillam Gates – at the Down and Up Distant signals.

Burton Salmon – Down Main colour light Distant signal and Up Main semaphore splitting Distant signals. (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** * BETWEEN GASCOIGNE WOOD AND MILFORD

A.W.S. equipment has been brought into use at Milford Up Branch Distant signal (mounted below Gascoigne Wood Up Branch Starting signal). The inductor has been positioned 100 yards before reaching the signal. (42)

** * BETWEEN ESHOLT JN. AND GUISELEY STATION

The catch points in the Down Main line at 204m. 38chs. have been repositioned at 204m. 47chs. and are 1162 yards before reaching Guiseley Station Down Home signal. (42)

** * SHIPLEY (BINGLEY JN.)

The trailing crossover between the Down and Up Leeds lines and the associated ground disc signal (top of two) has been abolished.

The Down Leeds line Home signal has been repositioned 25 yards nearer Skipton with the arm at a reduced height of 12 feet above rail level. (42)

** * ROYAL OAK SOUTH 1.10.1978 (Sunday)

The Signal Box together with all points and signals worked therefrom (including the Down and Up South Curves) have been abolished.

The block section is now between Hunmanby Station and Filey Station Signal Boxes. (42)



NS

EASTERN REGION

44

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

SATURDAY 4 NOVEMBER

TO

FRIDAY 10 NOVEMBER 1978

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 a note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 NOVEMBER : DONCASTER SOUTH

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line will be abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line will be provided.

Down Branch signal DS.13 with indication "GN" will apply towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 will apply towards the South Yorkshire Down Goods Independent line (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 will no longer apply towards the South Yorkshire Down Goods Independent line. (47)

SUNDAY 5 NOVEMBER - NEVILLE HILL WEST JUNCTION

The trailing Main to Main crossover (nearest Cross Gates) will be repositioned 150 yds. towards Cross Gates and the associated Ground Position Light signal (L.782) (and 3-way route indicator) repositioned accordingly, and on the cess side of the line. (47)

MONDAY 6 NOVEMBER : SOUTH KIRKBY COLLIERY BUNKER

The trailing connection between the Run-Round and Bunker Arrival and Departure lines will be repositioned nearer to the N.C.B. internal Level Crossing.

The points of this connection at the Arrival/Departure end will be secured in the reverse position for through running to and from the Run-Round line.

The points at the Run-Round end will be hold-up. (47)

WEDNESDAY 8 NOVEMBER - HUNSLET SOUTH JUNCTION

The set-back shunting signal on the Down Arrival line will be repositioned 40 ft. nearer to Leeds on the same side of the line. (47)

DETAILS OF WORK ALREADY CARRIED OUT

DECOY NO.1 - BELMONT YARD - BRIDGE JN. & ST. JAMES JN.

NOTE: This work has not been carried out. All concerned to retain Supplementary Signalling Notice No.99 pending a revised commissioning date. (UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

The temporary level crossing at approximately 154 $\frac{3}{4}$ m.p. on the Temporary Down Reception line has been taken out of use and the Crossing Keeper withdrawn. (45)

DECOY SOUTH JUNCTION

A Staff crossing with illuminated notices worded "CAUTION:- CROSS ONLY WHEN LIGHT SHOWS" has been provided to the South of D. 234 signal, covering the exit from Nos.1 to 7 Reception Sidings. (45)

BETWEEN FERRYBRIDGE AND BURTON SALMON

A.W.S. equipment has been brought into use at Burton Salmon Down Branch signals D.O. and BS.12. (45)

BETWEEN FRYSTON AND MILFORD

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

Fryston - At the Up Main semaphore Distant signal.

Burton Salmon - At the Down Main colour light signals BS.14 and BS.11 and at the Up line colour light signal BS.63. (45)

Milford - At the Down Main semaphore Distant signal. (45)

HOWDEN

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (45)



NS

EASTERN REGION

45

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

**SATURDAY 11 NOVEMBER
TO
FRIDAY 17 NOVEMBER 1978
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 NOVEMBER – CASTLEFORDS STATION AND FRYSTON

A.W.S. will be brought into use at the following signals:—

Castleford Station

3-aspect colour light Down Branch Home signal CS.3

4-aspect colour light Down Main Starting signal CS.7

4-aspect colour light Up Main Home signal CS.37

Fryston

Down Main semaphore Distant signal

4-aspect colour light Up Main Starting signal F.26 incorporating Castleford Station Up Main Distant. (48)

MONDAY 13 NOVEMBER – DONCASTER CARR MOTIVE POWER DEPOT : LEVEL CROSSING 'A'

A temporary Level Crossing with hand operated barriers will be brought into use over the 2 Oil Sidings lines, the Washing Plant and Nos.1 and 2 Sidings lines at the North end of the Motive Power Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' will be provided. (48)

MONDAY 13 NOVEMBER – BETWEEN DONCASTER BRIDGE JUNCTION AND CARR BOX : LEVEL CROSSING 'B'

A temporary Level Crossing with hand operated barriers will be brought into use over the Engine Line, Up Goods No.1 and Down Transfer lines at 155m.p. A Crossing Keeper will be in attendance during the time the crossing is in use. (48)

DETAILS OF WORK ALREADY CARRIED OUT

LEEDS – NEVILLE HILL

No.784 ground position light signal reading from the Up side arrival has been moved approximately 600 yards further from Leeds. (New item) (48)

DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.

NOTE: This work has not been carried out. All concerned to retain Supplementary Signalling Notice No.99 pending a revised commissioning date. (UFN)

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

** BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

The temporary level crossing at approximately 154½ m.p. on the Temporary Down Reception line has been taken out of use and the Crossing Keeper withdrawn. (45)

** DECOY SOUTH JUNCTION

A Staff crossing with illuminated notices worded "CAUTION:- CROSS ONLY WHEN LIGHT SHOWS" has been provided to the South of D. 234 signal, covering the exit from Nos.1 to 7 Reception Sidings. (45)

DONCASTER SOUTH

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line has been abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line has been provided.

Down Branch signal DS.13 with indication "GN" applies towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 applies towards the South Yorkshire Down Goods Independent line (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 no longer applies towards the South Yorkshire Down Goods Independent line. (47)

SOUTH KIRKBY COLLIERY BUNKER

The trailing connection between the Run-Round and Bunker Arrival and Departure lines has been repositioned nearer to the N.C.B. internal Level Crossing.

The points of this connection at the Arrival/Departure end have been secured in the reverse position for through running to and from the Run-Round line.

The points at the Run-Round end are Hold-up.

HUNSLET SOUTH JUNCTION

The set-back shunting signal on the Down Arrival line has been repositioned 40ft. nearer to Leeds on the same side of the line. (47)

** BETWEEN FERRYBRIDGE AND BURTON SALMON

A.W.S. equipment has been brought into use at Burton Salmon Down Branch signals D.O. and BS.12. (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

. BETWEEN FRYSTON AND MILFORD

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

Fryston - At the Up Main semaphore Distant signal.

Burton Salmon - At the Down Main colour light signals BS.14 and BS.11 and at the Up line colour light signal BS.63.

Milford - At the Down Main semaphore Distant signal. (45)

NEVILLE HILL WEST JN.

The trailing Main to Main crossover (nearest Cross Gates) has been repositioned 150 yds. towards Cross Gates and the associated Ground Position Light signal (L.782) (and 3-way route indicator) repositioned accordingly, and on the cess side of the line. (47)

. HOWDEN

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (45)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 19 NOVEMBER : DONCASTER SOUTH**

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line will be abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line will be provided.

Down Branch signal DS.13 with indication "GN" will apply towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 will apply towards the South Yorkshire Down Goods Independent line (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 will no longer apply towards the South Yorkshire Down Goods Independent line. (49)

MONDAY 20 NOVEMBER – BETWEEN POTTERIC CARR AND LOW ELLERS JUNCTION

A temporary level crossing will be brought into use at approximately 0m. 6chs. on the Branch Goods Single line.

A Crossing Keeper will be in attendance during the time that the crossing is in use. (49)

MONDAY 20 NOVEMBER – BETWEEN UP DECOY POINTS BOX AND POTTERIC CARR

Two temporary level crossings will be brought into use at approximately 154m. 4chs. and 154m. 9chs. on the Arrival/Departure and Avoiding lines.

A Crossing Keeper will be in attendance during the time that the crossing is in use. (49)

SUNDAY 19 NOVEMBER – NEVILLE HILL WEST JUNCTION

The facing connection nearest Cross Gates leading from Up Main to Up Goods line will be temporarily secured out of use in the normal position.

A new facing connection between the Up Goods line and the Up Side Arrival line will be brought into use and will be secured in the reverse position.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line will be temporarily taken out of use and any movement from the Up Goods line will be via this new connection to the Up Side Arrival line.

The Up Side Arrival line on the Cross Gates side of the connection will be taken out of use and the Ground Position Light exit signal 784 applying from the Up Side Arrival line will be maintained at red.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK REFERRED TO IN SECTION B - continued****SUNDAY 19 NOVEMBER-NEVILLE HILL WEST JUNCTION-continued**

The Up Goods 3-aspect colour light signal L.786 applying from the Up Goods line will be maintained at red but the subsidiary routes (to Up Goods or to Hunslet Oil Depot Arrival line) will remain in use and will be via the Up Side Arrival line.

The trailing end of the trailing connection from Up Goods line to the Up Side Arrival line will be replaced with plain line.

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line will be secured out of use pending removal.

The Up Goods line Ground Position Light signal 780 will be repositioned 7 yards nearer to Leeds, and will be provided with a stencil type route indicator and with indication 'S' will only apply towards the Up Sidings at this stage. (49)

DETAILS OF WORK ALREADY CARRIED OUT**DECOY NO.1 - BELMONT YARD - BRIDGE JN. & ST. JAMES JN.**

With the exception of the following listed under the heading "Until Further Notice", signalling notice No.99 is being progressively introduced.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use at present and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and the new Down Reception lines will not be brought into use at this stage.

BELMONT YARD

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

PERMANENT WAY ALTERATIONS

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

(Amended item)

DONCASTER CARR MOTIVE POWER DEPOT : LEVEL CROSSING 'A'

A temporary Level Crossing with hand operated barriers has been brought into use over the 2 Oil Sidings lines, the Washing Plant and Nos.1 and 2 Sidings lines at the North end of the Motive Power Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (48)

BETWEEN DONCASTER BRIDGE JN. AND CARR BOX : LEVEL CROSSING 'B'

A temporary Level Crossing with hand operated barriers has been brought into use over the Engine Line, Up Goods No.1 and Down Transfer lines at 155m.p. A Crossing Keeper is in attendance during the time the crossing is in use. (48)

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

The trailing connection between the Run-Round and Bunker Arrival and Departure lines has been repositioned nearer to the N.C.B. internal Level Crossing.

The points of this connection at the Arrival/Departure end have been secured in the reverse position for through running to and from the Run-Round line.

The points at the Run-Round end are Hold-up.

(47)

HUNSLET SOUTH JUNCTION

The set-back shunting signal on the Down Arrival line has been repositioned 40ft. nearer to Leeds on the same side of the line.

(47)

CASTLEFORD STATION AND FRYSTON

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

Castleford Station

3-aspect colour light Down Branch Home signal CS.3

4-aspect colour light Down Main Starting signal CS.7

4-aspect colour light Up Main Home signal CS.37

Fryston

Down Main semaphore Distant signal

4-aspect colour light Up Main Starting signal F.26 incorporating Castleford Station Up Main Distant.

(48)

LEEDS – NEVILLE HILL

No.784 ground position light signal reading from the Up side arrival has been moved approximately 60 yards further from Leeds.

(Amended item) (48)

NEVILLE HILL WEST JN.

The trailing Main to Main crossover (nearest Cross Gates) has been repositioned 150 yds. towards Cross Gates and the associated Ground Position Light signal (L.782) (and 3-way route indicator) repositioned accordingly, and on the cress side of the line.

(47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Page 102 (page 62 of Supplement No.3) –

LOCKING OF CORRIDOR AND GANGWAY DOORS**LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS**

Delete complete instructions and substitute:–
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
 - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
 - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
 - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
 - 4.2.1 there is a catering vehicle on the train, or
 - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

(This supersedes entry on page 4 of the ND 40D notice and the entry on pages 12/13 of the SD 40D notice)

(48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS(NORTHERN AREA)
BR. 31293 DATED 7 OCTOBER 1978.

Front Cover

Delete:-Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment
(Where specially authorised)" Dated January 1973.

Page

16

Pages 16 and 17

**"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE
EQUIPMENT (WHERE SPECIALLY AUTHORIZED)" DATED JANUARY 1973.****Delete heading and all entries.**

(48D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 15 DONCASTER BLACK CARR JN. TO BERWICK MARSHALL MEADOWS

Delete additional Up dotted line between Doncaster South and North and also reference thereto
in ND40D.

(48)

TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
PAGES 173/183		
EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL		
(48D)		
Delete		
Wakefield East	West	Down and Up Goods 20 SLU without brakevan.
Add		
Wakefield East	West	Down and Up Goods 54 fitted SLU without brakevan Up direction only. (48D)
WAKEFIELD KIRKGATE EAST TO GOOLE (ENGINE SHED JN.)		
Delete		
Calder Bridge	Wakefield Kirkgate East	Up Main Freight vehicles without brakevan.
Add		
Calder Bridge	Wakefield East	Up Main 54 fitted SLU without brakevan Up direction only. (48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO THE RULE BOOK

Section B Clause 4.1

Delete entry respecting Tail Lamp and **substitute** :-
Tail Lamp Illuminated red electric lamp or illuminated red blind.

Section C Clause 6.1

Amend item (ii) to read :-
When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

Section H

Delete third entry of clause 3.4.4 (a) and **substitute** :-
Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

Delete clause 4.3.1 (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

Amend clause 5.2.1 to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

Add new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

Delete clause 5.3.3 and **substitute** :-

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

Clause 7.4.1

Add to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

Add at end of clause 13.1.3

....., using the "Ready to start" indicator where provided.

Section N

Delete last sentence of Clause 7.2.

Delete Clause 10.5 – Headcodes

Section T, Part III

Delete clause 9.3 and **substitute** :-

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on his left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO THE RULE BOOK—continued

Section T, Part III – continued

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work. If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

Delete second sentence of clause 11.3 and substitute :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate MUST be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

Add new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

Delete first paragraph of clause 12.1.2 and substitute :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-

(Down) (Up) line from detonators placed at * to detonators placed at * has been taken possession of by (Person in charge of the Possession) at hours

* In accordance with clause 10.1.1 (a) or (b) as appropriate.

12.2 Possession covering two or more block sections

Add at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

Delete second sentence of first paragraph of clause 12.4.1 and substitute :-

The Signaller must make and sign an entry in the Train Register as follows :-

(Down) (Up) line from detonators placed at * to detonators placed at * clear and safe to run on. Possession given up by (Person in charge of the Possession) at hours.

* In accordance with clause 10.1.1 (a) or (b) as appropriate.

Add new clause 12.5

12.5 Transmission of messages

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO THE RULE BOOK - continued

Section T, Part V

Clause 23.1.1.

Amend reference to "one detonator" to : "two detonators, 2 feet apart,"

Clauses 23.1.2., 23.1.3 and 23.1.4.

Amend references to "a detonator" and "the detonator" respectively to : "the detonators,"

Clause 23.3.1

Amend reference to "a detonator" to : "two detonators, 2 feet apart,"

Clause 23.3.2.

Amend references to "a detonator" to : "the detonators."

(48D)

MO. 45NS
York

Chief Operating Manager

10 NOVEMBER, 1978

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 a note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 19 NOVEMBER – NEVILLE HILL WEST JUNCTION**

The facing connection nearest Cross Gates leading from Up Main to Up Goods line will be temporarily secured out of use in the normal position.

A new facing connection between the Up Goods line and the Up Side Arrival line will be brought into use and will be secured in the reverse position.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line will be temporarily taken out of use and any movement from the Up Goods line will be via this new connection to the Up Side Arrival line.

The Up Side Arrival line on the Cross Gates side of the connection will be taken out of use and the Ground Position Light exit signal 784 applying from the Up Side Arrival line will be maintained at red.

The Up Goods 3-aspect colour light signal L.786 applying from the Up Goods line will be maintained at red but the subsidiary routes (to Up Goods or to Hunslet Oil Depot Arrival line) will remain in use and will be via the Up Side Arrival line.

The trailing end of the trailing connection from Up Goods line to the Up Side Arrival line will be replaced with plain line.

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line will be secured out of use pending removal.

The Up Goods line Ground Position Light signal 780 will be repositioned 7 yards nearer to Leeds, and will be provided with a stencil type route indicator and with indication 'S' will only apply towards the Up Sidings at this stage. (49)

THIS WORK HAS NOT BEEN CARRIED OUT.

SUNDAY 26 NOVEMBER – ROYAL OAK GATE BOX

The Down Main Home signal will be repositioned 75 yards from the Gate Box (362 yards nearer) with the arm 15ft. above rail level.

The Up Main Home signal will be repositioned 48 yards from the Gate Box (39 yards further) with the arm 17ft. above rail level. (50)

SUNDAY 26 NOVEMBER – HUNMANBY

The Up Main Distant signal will be repositioned 414 yards further from the Signal Box and mounted on the post of the former Royal Oak South Up Main Home signal with the arm 18ft. above rail level and 1088 yards before reaching Hunmanby Up Main Home signal. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY 27 NOVEMBER – DRAX POWER STATION**

A temporary level crossing over Hopper lines "B" and "C" and the By-pass line will be brought into use 250 yards after passing D.2 signal.

C.E.G.B. staff will be in attendance during the time the level crossing is in use.

A telephone connected to the C.E.G.B. Control Room will be provided. (50)

MONDAY 27 NOVEMBER – HULL YARD

No.8 Section Sidings will be secured out of use pending removal. (50)

WEDNESDAY 29 NOVEMBER – MILFORD

The lower co-acting arm on the Down Main Outer Home Signal will be removed leaving one arm 33ft. above rail level. (50)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN POTTERIC CARR AND LOW ELLERS JN.**

A temporary level crossing has been brought into use at approximately 0m. 6chs. on the Branch Goods Single line.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

BETWEEN UP DECOY POINTS BOX AND POTTERIC CARR

Two temporary level crossings have been brought into use at approximately 154m. 4chs. and 154m. 9chs. on the Arrival/Departure and Avoiding lines.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

DONCASTER CARR MOTIVE POWER DEPOT : LEVEL CROSSING 'A'

A temporary Level Crossing with hand operated barriers has been brought into use over the 2 Oil Sidings lines, the Washing Plant and Nos.1 and 2 Sidings lines at the North end of the Motive Power Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (48)

BETWEEN DONCASTER BRIDGE JN. AND CARR BOX : LEVEL CROSSING 'B'

A temporary Level Crossing with hand operated barriers has been brought into use over the Engine Line, Up Goods No.1 and Down Transfer lines at 155m.p. A Crossing Keeper is in attendance during the time the crossing is in use. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.**

With the exception of the following listed under the heading "Until Further Notice", signalling notice No.99 is being progressively introduced.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use at present and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and the new Down Reception lines will not be brought into use at this stage.

BELMONT YARD

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

PERMANENT WAY ALTERATIONS

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

(Amended item)

DONCASTER SOUTH

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line has been abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line has been provided.

Down Branch signal DS.13 with indication "GN" applies towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 applies towards the South Yorkshire Down Goods Independent line. (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 no longer applies towards the South Yorkshire Down Goods Independent line. (49)

**** SOUTH KIRKBY COLLIERY BUNKER**

The trailing connection between the Run-Round and Bunker Arrival and Departure lines has been repositioned nearer to the N.C.B. internal Level Crossing.

The points of this connection at the Arrival/Departure end have been secured in the reverse position for through running to and from the Run-Round line.

The points at the Run-Round end are Hold-up. (47)

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

The set-back shunting signal on the Down Arrival line has been repositioned 40ft. nearer to Leeds on the same side of the line. (47)

CASTLEFORD STATION AND FRYSTON

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

Castleford Station

3-aspect colour light Down Branch Home signal CS.3

4-aspect colour light Down Main Starting signal CS.7

4-aspect colour light Up Main Home signal CS.37

Fryston

Down Main semaphore Distant signal

4-aspect colour light Up Main Starting signal F.26 incorporating Castleford Station Up Main Distant. (48)

LEEDS – NEVILLE HILL

No.784 ground position light signal reading from the Up side arrival has been moved approximately 60 yards further from Leeds. (Amended item) (48)

**** NEVILLE HILL WEST JN.**

The trailing Main to Main crossover (nearest Cross Gates) has been repositioned 150 yds. towards Cross Gates and the associated Ground Position Light signal (L.782) (and 3-way route indicator) repositioned accordingly, and on the cess side of the line. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Page 102 (page 62 of Supplement No.3) –

LOCKING OF CORRIDOR AND GANGWAY DOORS

LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
 - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
 - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
 - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
 - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
 - 4.2.1 there is a catering vehicle on the train, or
 - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
 - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

(This supersedes entry on page 4 of the ND 40D notice and the entry on pages 12/13 of the SD 40D notice)

(48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS(NORTHERN AREA)
BR. 31293 DATED 7 OCTOBER 1978.

Front Cover

Delete:-
Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment
(Where specially authorised)" Dated January 1973.

Page

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Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE
EQUIPMENT (WHERE SPECIALLY AUTHORIZED)" DATED JANUARY 1973.

Delete heading and all entries.

(48D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 15 DONCASTER BLACK CARR JN. TO BERWICK MARSHALL MEADOWS

Delete additional Up dotted line between Doncaster South and North and also reference thereto in ND40D.

(48D)

TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL		
(48D)		
Delete		
Wakefield East	West	Down and Up Goods 20 SLU without brakevan.
Add		
Wakefield East	West	Down and Up Goods 54 fitted SLU without brakevan Up direction only. (48D)
WAKEFIELD KIRKGATE EAST TO GOOLE (ENGINE SHED JN.)		
Delete		
Calder Bridge	Wakefield Kirkgate East	Up Main Freight vehicles without brakevan.
Add		
Calder Bridge	Wakefield East	Up Main 54 fitted SLU without brakevan Up direction only. (48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO THE RULE BOOK

Section B Clause 4.1

Delete entry respecting Tail Lamp and **substitute** :-
Tail Lamp Illuminated red electric lamp or illuminated red blind.

Section C Clause 6.1

Amend item (ii) to read :-
When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

Section H

Delete third entry of clause 3.4.4 (a) and **substitute** :-
Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

Delete clause 4.3.1 (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

Amend clause 5.2.1 to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

Add new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

Delete clause 5.3.3 and **substitute** :-

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

Clause 7.4.1

Add to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

Add at end of clause 13.1.3

....., using the "Ready to start" indicator where provided.

Section N

Delete last sentence of Clause 7.2.

Delete Clause 10.5 – Headcodes

Section T, Part III

Delete clause 9.3 and **substitute** :-

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on his left arm an armband with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO THE RULE BOOK—continued

Section T, Part III – continued

- 9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work. If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

Delete second sentence of clause 11.3 and **substitute** :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate **MUST** be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

Add new clause 12.1.1 (b) :-

- (b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

Delete first paragraph of clause 12.1.2 and **substitute** :-

- 12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-

(Down) (Up) line from detonators placed at * to detonators placed at * has been taken possession of by (Person in charge of the Possession) at hours

* In accordance with clause 10.1.1 (a) or (b) as appropriate.

12.2 **Possession covering two or more block sections**

Add at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

Delete second sentence of first paragraph of clause 12.4.1 and **substitute** :-

The Signaller must make and sign an entry in the Train Register as follows :-

(Down) (Up) line from detonators placed at * to detonators placed at * clear and safe to run on. Possession given up by (Person in charge of the Possession) at hours.

* In accordance with clause 10.1.1 (a) or (b) as appropriate.

Add new clause 12.5

12.5 **Transmission of messages**

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO THE RULE BOOK - continued

Section T, Part V

Clause 23.1.1.

Amend reference to "one detonator" to : "two detonators, 2 feet apart,"

Clauses 23.1.2., 23.1.3 and 23.1.4.

Amend references to "a detonator" and "the detonator" respectively to : "the detonators,"

Clause 23.3.1

Amend reference to "a detonator" to : "two detonators, 2 feet apart,"

Clause 23.3.2.

Amend references to "a detonator" to : "the detonators."

(48D)

MO.45NS

York

Chief Operating Manager

17 NOVEMBER, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

APPERLEY JCT



NS

EASTERN REGION

48

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

**SATURDAY 2 DECEMBER
TO
FRIDAY 8 DECEMBER 1978
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 2 to MONDAY 4 DECEMBER – DONCASTER NORTH

The facing connection from the Down Main line to Down G.C. line will be secured out of use pending removal.

A series of connections starting in the vicinity of Bridge No. 329A forming a ladder crossing from Down Main to Down G.C. line will be provided as follows :-

Facing Crossover between the Down and Up Main lines.

Connection Up Main to Up Passenger Independent.

New points in the Up Passenger Independent line leading to Down G.C. line.

Altered Signals

Down Main signal DN.7 will be repositioned 51 yards further south (4 yards south of Bridge No. 329A), and will apply as hitherto but the subsidiary signal (applying towards Down Leeds or Down York) will be removed. A signal-post telephone will be provided.

Down Passenger Independent line signal DN.29 will no longer apply towards the Down G.C. line.

Down Main line disc signal DN.50 applying set-back along Down Main will now apply towards DN.58 signal via DN.58R signal.

Up Passenger Independent No.1 line disc signal DN.109 will apply set-back along Up Passenger Independent No.1 line to 'Limit of Shunt' indicator or to Up Main (Signal DN.129)

Up Main line disc signal DN.111 will apply set-back along Up Main (to signal DN.129).

Signal Abolished

Down Main line disc signal DN.52 applying set-back along Down Main or to Down Passenger Independent.

Up Main line disc signal DN.127 applying set-back along Up Main. (51)

SUNDAY 3 DECEMBER – YORK (SOUTH END)

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 will also apply towards Down Leeds Main Y.32 signal. (51)

SUNDAY 3 DECEMBER – NEVILLE HILL WEST JUNCTION

A new facing connection between the Up Goods line and the Up Side Arrival line will be brought into use and will be secured in the reverse position.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line will be temporarily taken out of use and any movement from the Up Goods line will be via this new connection to the Up Side Arrival line.

The Up Side Arrival line on the Cross Gates side of the connection will be taken out of use and the Ground Position light exit signal 784 applying from the Up Side Arrival line will be maintained at red.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK REFERRED TO IN SECTION B - continued****SUNDAY 3 DECEMBER-NEVILLE HILL WEST JUNCTION-continued**

The Up Goods 3-aspect colour light signal L.786 applying from the Up Goods line will be maintained at red but the subsidiary routes (to Up Goods or to Hunslet Oil Depot Arrival line) will remain in use and will be via the Up Side Arrival line.

The trailing end of the connection leading from Up Side Arrival line to the Up Goods line will be replaced with plain line.

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line will be secured out of use pending removal.

The Up Goods line Ground Position Light signal 780 will only apply towards the Up Sidings at this stage. (51)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN POTTERIC CARR AND LOW ELLERS JN.**

A temporary level crossing has been brought into use at approximately 0m. 6chs. on the Branch Goods Single line.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

BETWEEN UP DECOY POINTS BOX AND POTTERIC CARR

Two temporary level crossings have been brought into use at approximately 154m. 4chs. and 154m. 9chs. on the Arrival/Departure and Avoiding lines.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

DONCASTER CARR MOTIVE POWER DEPOT : LEVEL CROSSING 'A'

A temporary Level Crossing with hand operated barriers has been brought into use over the 2 Oil Sidings lines, the Washing Plant and Nos.1 and 2 Sidings lines at the North end of the Motive Power Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (48)

**** BETWEEN DONCASTER BRIDGE JN. AND CARR BOX : LEVEL CROSSING 'B'**

A temporary Level Crossing with hand operated barriers has been brought into use over the Engine Line, Up Goods No.1 and Down Transfer lines at 155m.p. A Crossing Keeper is in attendance during the time the crossing is in use. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.**

With the exception of the following listed under the heading "Until Further Notice", signalling notice No.99 is being progressively introduced.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use at present and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and the new Down Reception lines will not be brought into use at this stage.

BELMONT YARD

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

PERMANENT WAY ALTERATIONS

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

DONCASTER SOUTH

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line has been abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line has been provided.

Down Branch signal DS.13 with indication "GN" applies towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 applies towards the South Yorkshire Down Goods Independent line. (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 no longer applies towards the South Yorkshire Down Goods Independent line. (49)

****CASTLEFORD STATION AND FRYSTON**

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

Castleford Station

3-aspect colour light Down Branch Home signal CS.3

4-aspect colour light Down Main Starting signal CS.7

4-aspect colour light Up Main Home signal CS.37

Fryston

Down Main semaphore Distant signal

4-aspect colour light Up Main Starting signal F.26 incorporating Castleford Station Up Main Distant. (48)

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

MILFORD

The lower co-acting arm on the Down Main Outer Home Signal has been removed leaving one arm 33ft. above rail level. (50)

DRAX POWER STATION

A temporary level crossing over Hopper lines "B" and "C" and the By-pass line has been brought into use 250 yards after passing D.2 signal.

C.E.G.B. staff are in attendance during the time the level crossing is in use.

A telephone connected to the C.E.G.B. Control Room has been provided. (50)

**LEEDS - NEVILLE HILL

No.784 ground position light signal reading from the Up side arrival has been moved approximately 60 yards further from Leeds. (48)

HULL YARD

No.8 Section Sidings has been secured out of use pending removal. (50)

ROYAL OAK GATE BOX

The Down Main Home signal has been repositioned 75 yards from the Gate Box (362 yards nearer) with the arm 15ft. above rail level.

The Up Main Home signal has been repositioned 48 yards from the Gate Box (39 yards further) with the arm 17ft. above rail level. (50)

HUNMANBY

The Up Main Distant signal has been repositioned 414 yards further from the Signal Box and mounted on the post of the former Royal Oak South Up Main Home signal with the arm 18ft. above rail level and 1088 yards before reaching Hunmanby Up Main Home signal. (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ BRADFORD EXCHANGE

Commencing Sunday 3 December until further notice Platform No.1 will be temporarily shortened by 10 yards.

Drivers must draw up to the temporary stop boards or work to the instructions of the handsignalman.
(51)

MO.45NS
York

G.T. DODDS
Chief Operating Manager

24 NOVEMBER, 1978

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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B**UNTIL SUNDAY 10 DECEMBER – NEVILLE HILL WEST JUNCTION**

A new facing connection between the Up Goods line and the Up Side Arrival line has been brought into use secured in the reverse position.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line has been temporarily taken out of use and any movement from the Up Goods line will be via this new connection to the Up Side Arrival line.

The Up Side Arrival line on the Cross Gates side of the connection has been taken out of use and the Ground Position light exit signal 784 applying from the Up Side Arrival line will be maintained at red.

The Up Goods 3-aspect colour light signal L.786 applying from the Up Goods line will be maintained at red but the subsidiary routes (to Up Goods or to Hunslet Oil Depot Arrival line) remain in use and will be via the Up Side Arrival line.

The trailing end of the connection leading from Up Side Arrival line to the Up Goods line has been temporarily replaced with plain line.

The Up Goods line Ground Position Light signal 780 will only apply towards the Up Sidings at this stage.
(49)

SUNDAY 10 DECEMBER – NEVILLE HILL WEST JN.

The new facing connection immediately after passing Up Main 4-aspect colour light signal L.785 leading to Main line to Up Goods line will be brought into use and the route from this signal "Jn. Indicator position "1" " to the Up Goods line will now be via this new connection.

The new facing connection between the Up Goods line and the Up Side Arrival line at present secured in the reverse position will be brought into use and the Up Side Arrival line on the Cross Gates side of this connection, together with the Up Side Arrival line Ground Position Light signal 784 will be brought back into use.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line will be brought back into use.

The trailing end of the connection leading from Up Side Arrival line to the Up Goods line, temporarily replaced with plain line, will be restored to use.

The route from the Hunslet Oil Depot Down Departure line and signal L.776 will be via the Up Goods line.

Ground Position Light Signal 780 which will be repositioned 7 yards nearer Leeds and provided with a 4-way stencil type route indicator will apply as follows:-

Indication "X" to Up Goods
 " " "A" to Up Side Arrival
 " " "S" to Up Sidings
 " " "M" to Down Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 10 DECEMBER – NEVILLE HILL WEST JN. – continued**

A new Ground Position Light shunting signal 781 (applying to Down direction movements on the Up Side Arrival line) with 3-way stencil type route indicator will be provided opposite 780 signal and will apply as follows:—

Indication "X" to Up Goods
 " " "A" to Up Side Arrival
 " " "S" to Up Sidings

The Main aspects and Main route of the Up Goods 3-aspect colour light signal L.786 will be brought back into use.

The connection from the Down Departure line to Up Main line will be abolished and replaced by a trailing connection to the Up Goods line. The trap points at the exit from the Down Departure line will be abolished. (52)

SUNDAY 10 DECEMBER – WANSFORD

The gate target board on the Bridlington side of the level crossing will be abolished.

The disc signal applying Up Siding to Down Main or along Up Siding will be repositioned 10 yds. on the Hull side of the crossing.

A new disc shunting signal applying along the Up Siding (Up Direction) will be provided 10 yds. on the Bridlington side of the crossing. (52)

MONDAY 11 DECEMBER – KNOTTINGLEY EAST JUNCTION

The over-run to the Up Goods Siding situated at 58m. 62chs., will be abolished.

The facing points will be retained as trap points. (52)

DETAILS OF WORK ALREADY CARRIED OUT**** BETWEEN POTTERIC CARR AND LOW ELLERS JN.**

A temporary level crossing has been brought into use at approximately 0m. 6chs. on the Branch Goods Single line.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

**** BETWEEN UP DECOY POINTS BOX AND POTTERIC CARR**

Two temporary level crossings have been brought into use at approximately 154m. 4chs. and 154m. 9chs. on the Arrival/Departure and Avoiding lines.

A Crossing Keeper is in attendance during the time that the crossing is in use. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.**

With the exception of the following listed under the heading "Until Further Notice", signalling notice No.99 is being progressively introduced.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use at present and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and the new Down Reception lines will not be brought into use at this stage.

Belmont Yard

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

Permanent Way Alterations

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

(Amended item) (UFN)

**** DONCASTER SOUTH**

The facing connection from the Down Sheffield line to the South Yorkshire Down Goods Independent line has been abolished. A new facing connection Down Sheffield line to the G.N. Down Goods Independent line has been provided.

Down Branch signal DS.13 with indication "GN" applies towards the GN Down Goods Independent line and towards the South Yorkshire Down Goods Independent line via the GN Down Goods Independent line and signal DS.21.

GN Down Goods Independent line signal DS.21 applies towards the South Yorkshire Down Goods Independent line. (Route indication "SY") and the GN Down Goods Independent line (route indication "GN").

Down Branch Ground Disc signal DS.51 no longer applies towards the South Yorkshire Down Goods Independent line. (49)

DONCASTER NORTH

The facing connection from the Down Main line to Down G.C. line has been secured out of use pending removal.

A series of connections starting in the vicinity of Bridge No.329A forming a ladder crossing from Down Main to Down G.C. line has been provided as follows:-

Facing Crossover between the Down and Up Main lines.

Connection Up Main to Up Passenger Independent.

New points in the Up Passenger Independent line leading to Down G.C. line.

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

Down Main signal DN.7 has been repositioned 51 yards further south (4 yards south of Bridge No.329A), and applies as hitherto but the subsidiary signal (applying towards Down Leeds or Down York) has been removed. A signal-post telephone has been provided.

Down Passenger Independent line signal DN.29 no longer applies towards the Down G.C. line.

Down Main line disc signal DN.50 applying set-back along Down Main now applies towards DN.58 signal via DN.58R signal.

Up Passenger Independent No.1 line disc signal DN.109 applies set-back along Up Passenger Independent No.1 line to 'Limit of Shunt' indicator or to Up Main (Signal DN.129).

Up Main line disc signal DN.111 applies set-back along Up Main (to signal DN.129).

Signal Abolished

Down Main line disc signal DN.52 applying set-back along Down Main or to Down Passenger Independent.

Up Main line disc signal DN.127 applying set-back along Up Main. (51)

YORK (SOUTH END)

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 now also applies towards Down Leeds Main Y.32 signal. (51)

MILFORD

The lower co-acting arm on the Down Main Outer Home Signal has been removed leaving one arm 33ft. above rail level. (50)

DRAX POWER STATION

A temporary level crossing over Hopper lines "B" and "C" and the By-pass line has been brought into use 250 yards after passing D.2 signal.

C.E.G.B. staff are in attendance during the time the level crossing is in use.

A telephone connected to the C.E.G.B. Control Room has been provided. (50)

NEVILLE HILL WEST JUNCTION

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line has been abolished. (51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HULL YARD

No.8 Section Sidings has been secured out of use pending removal. (50)

ROYAL OAK GATE BOX

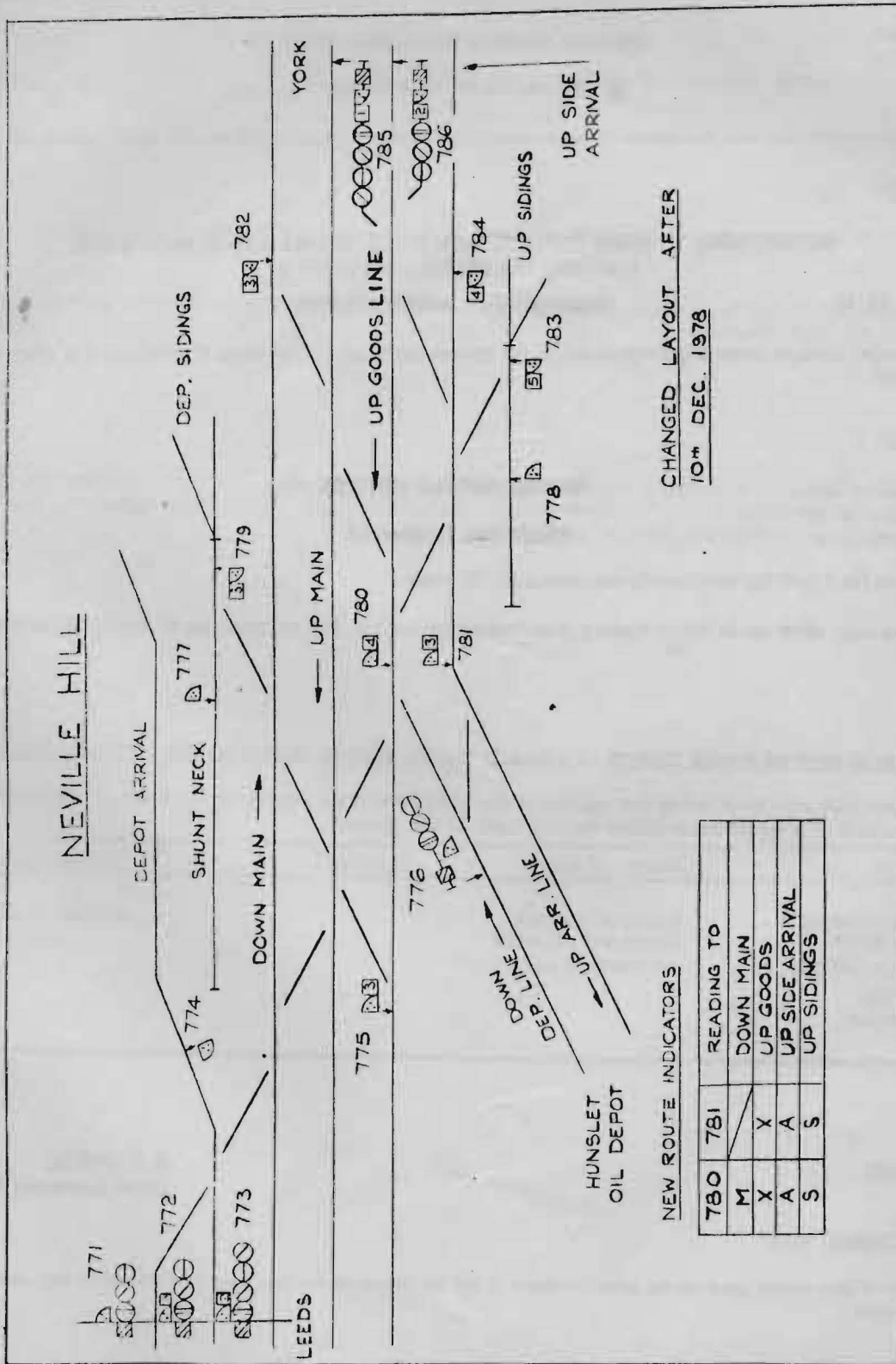
The Down Main Home signal has been repositioned 75 yards from the Gate Box (362 yards nearer) with the arm 15ft. above rail level.

The Up Main Home signal has been repositioned 48 yards from the Gate Box (39 yards further) with the arm 17ft. above rail level. (50)

HUNMANBY

The Up Main Distant signal has been repositioned 414 yards further from the Signal Box and mounted on the post of the former Royal Oak South Up Main Home signal with the arm 18ft. above rail level and 1088 yards before reaching Hunmanby Up Main Home signal. (50)

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

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID
LOADING COLLIERIES : B.R.30059/5**

★ Pages 43/45

THORPE MARSH POWER STATION

New pages issued under separate cover. Staff concerned must advise their Supervisor if a copy is not received. (5D)

MISCELLANEOUS NOTICES**BRADFORD EXCHANGE**

Platform No.1 will be temporarily shortened by 10 yards.

Drivers must draw up to the temporary stop boards or work to the instructions of the handsignalman. (51)

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

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

Location	Nature of work	Duration	Commencing Date
★ Bradford Forster Square West Carriage Sidings BLOCKED as required.	Engineering work. Crane and off track machines in use.		Monday 11 December

MO.45NS
York

1 DECEMBER, 1978

G.T. DODDS
Chief Operating Manager*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 a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 17 DECEMBER – DRINGHOUSES UP SIDINGS**

No.'s 1 and 2 Hump Sidings will be disconnected at the North end. New connections (worked by hand levers) will be provided into the North end Reception Sidings to form two additional reception lines. The sidings will be re-named No. 5 and No. 6 Reception lines and each will be provided with a notice board at each end worded:-

“STOP FOR ORDERS”

at the South end and:-

“STOP – Telephone for instructions”

at the North end.

The present notice board at the North end of the Up Reception Line No.4 will be moved 55 yards further South. (1)

SUNDAY 17 DECEMBER – BETWEEN WHITWOOD & CASTLEFORD STATION

A.W.S. equipment will be brought into use at the following signals:-

Whitwood

3-aspect colour light Up Main Home signal W.12.

Semaphore Up Main Inner Home signal (mounted below Castleford Gates Up Main Starting signal).

Castleford Gates

Semaphore Down Main Distant signal (mounted below Whitwood Down Main Starting signal)

Semaphore Up Main Inner Distant signal (mounted below Castleford Station Up Main Starting signal)

4-aspect colour light Up Main Home signal CG.5 (incorporating Whitwood Up Main Outer Distant signal)

Castleford Station

Semaphore Down Main Distant signal (mounted below Castleford Gates Down Main Starting signal)

(1)

SUNDAY 17 DECEMBER – BETWEEN CASTLEFORD OLD JUNCTION & LEDSTONE STATION

A.W.S. equipment will be brought into use at the following signals:-

3-Aspect colour light Up Branch Home signal CS.10

2-Aspect colour light Up Branch Distant signal CS.9.

(1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT****DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.**

With the exception of the following listed under the heading "Until Further Notice", signalling notice No.99 is being progressively introduced.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use at present and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and the new Down Reception lines will not be brought into use at this stage.

Belmont Yard

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

Permanent Way Alterations

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

(UFN)

DONCASTER NORTH

The facing connection from the Down Main line to Down G.C. line has been secured out of use pending removal.

A series of connections starting in the vicinity of Bridge No.329A forming a ladder crossing from Down Main to Down G.C. line has been provided as follows:—

Facing Crossover between the Down and Up Main lines.

Connection Up Main to Up Passenger Independent.

New points in the Up Passenger Independent line leading to Down G.C. line.

Altered Signals

Down Main signal DN.7 has been repositioned 51 yards further south (4 yards south of Bridge No.329A), and applies as hitherto but the subsidiary signal (applying towards Down Leeds or Down York) has been removed. A signal-post telephone has been provided.

Down Passenger Independent line signal DN.29 no longer applies towards the Down G.C. line.

Down Main line disc signal DN.50 applying set-back along Down Main now applies towards DN.58 signal via DN.58R signal.

Up Passenger Independent No.1 line disc signal DN.109 applies set-back along Up Passenger Independent No.1 line to 'Limit of Shunt' indicator or to Up Main (Signal DN.129).

Up Main line disc signal DN.111 applies set-back along Up Main (to signal DN.129).

Signal Abolished

Down Main line disc signal DN.52 applying set-back along Down Main or to Down Passenger Independent.

Up Main line disc signal DN.127 applying set-back along Up Main.

(51)

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

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 now also applies towards Down Leeds Main Y.32 signal. (51)

**** MILFORD**

The lower co-acting arm on the Down Main Outer Home Signal has been removed leaving one arm 33ft. above rail level. (50)

KNOTTINGLEY EAST JUNCTION

The over-run to the Up Goods Siding situated at 58m. 62chs. has been abolished.

The facing points have been retained as trap points. (52)

**** DRAX POWER STATION**

A temporary level crossing over Hopper lines "B" and "C" and the By-pass line has been brought into use 250 yards after passing D.2 signal.

C.E.G.B. staff are in attendance during the time the level crossing is in use.

A telephone connected to the C.E.G.B. Control Room has been provided. (50)

NEVILLE HILL WEST JUNCTION

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line has been abolished. (51)

NEVILLE HILL WEST JN

The new facing connection immediately after passing Up Main 4-aspect colour light signal L.785 leading Up Main line to Up Goods line has been brought into use and the route from this signal "Jn. Indicator Position "1" " to the Up Goods line is now via this new connection.

The new facing connection between the Up Goods line and the Up Side Arrival line at present secured in the reverse position has been brought into use and the Up Side Arrival line on the Cross Gates side of this connection, together with the Up Side Arrival line Ground Position Light signal 784 have been brought back into use.

The portion of the Up Goods line between the connections leading to and from the Up Side Arrival line has been brought back into use.

The trailing end of the connection leading from Up Side Arrival line to the Up Goods line, temporarily replaced with plain line, has been restored to use.

The route from the Hunslet Oil Depot Down Departure line and signal L.776 is via the Up Goods line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****NEVILLE HILL WEST JN. – continued**

Ground Position Light Signal 780 which has been repositioned 7 yards nearer Leeds and provided with a 4-way stencil type route indicator applies as follows:—

Indication "X" to Up Goods
 " " "A" to Up Side Arrival
 " " "S" to Up Sidings
 " " "M" to Down Main

A new Ground Position Light shunting signal 781 (applying to Down direction movements on the Up Side Arrival line) with 3-way stencil type route indicator has been provided opposite 780 signal and applies as follows:—

Indication "X" to Up Goods
 " " "A" to Up Side Arrival
 " " "S" to Up Sidings

The Main aspects and Main route of the Up Goods 3-aspect colour light signal L.786 have been brought back into use.

The connection from the Down Departure line to Up Main line has been abolished and replaced by a trailing connection to the Up Goods line. The trap points at the exit from the Down Departure line have been abolished. (52)

**** HULL YARD**

No.8 Section Sidings has been secured out of use pending removal. (50)

**** ROYAL OAK GATE BOX**

The Down Main Home signal has been repositioned 75 yards from the Gate Box (362 yards nearer) with the arm 15ft. above rail level.

The Up Main Home signal has been repositioned 48 yards from the Gate Box (39 yards further) with the arm 17ft. above rail level. (50)

WANSFORD

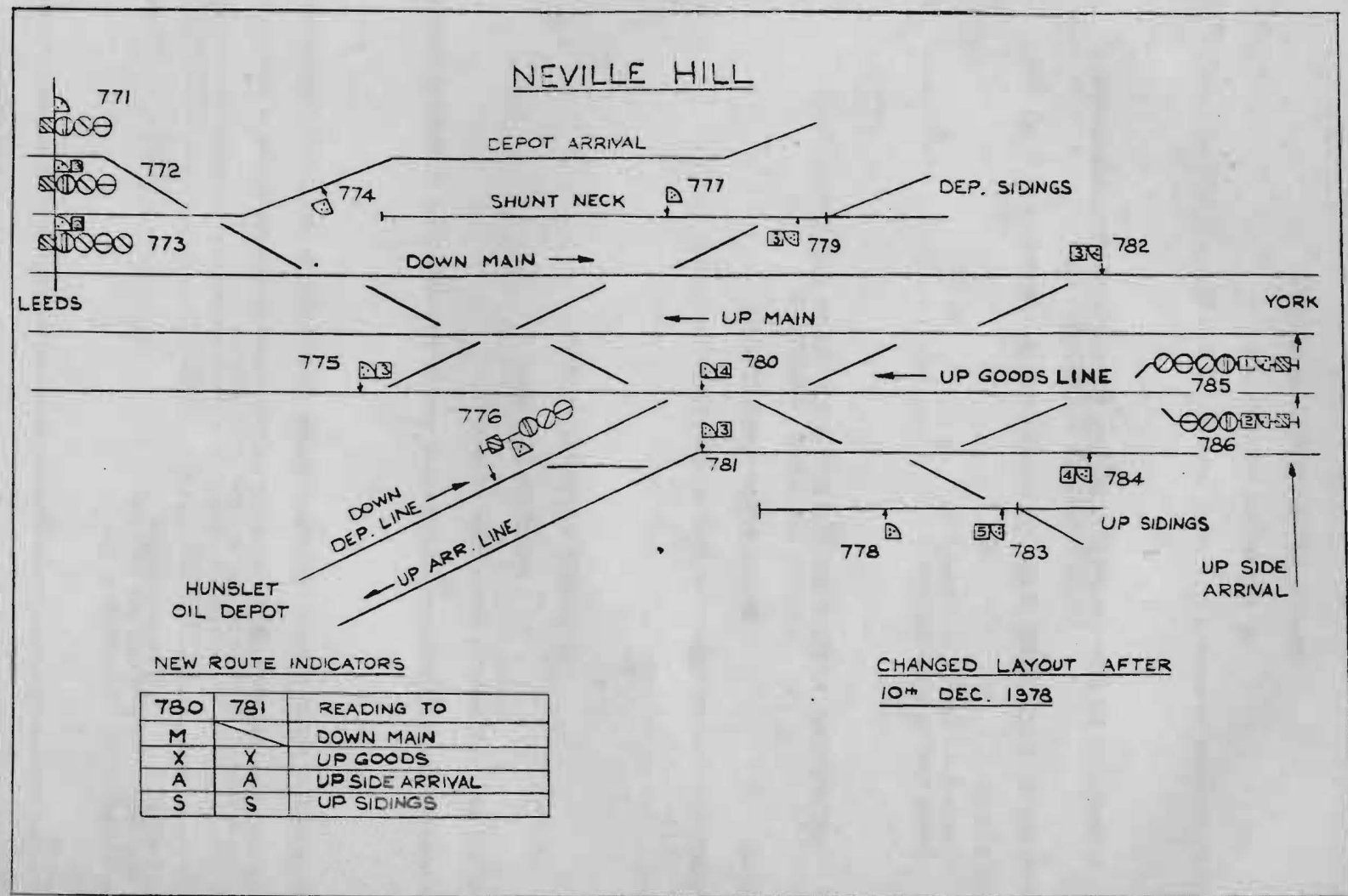
The gate target board on the Bridlington side of the level crossing has been abolished.

The disc signal applying Up Siding to Down Main or along Up Siding has been repositioned 10 yds. on the Hull side of the crossing.

A new disc shunting signal applying along the Up Siding (Up Direction) has been provided 10 yds. on the Bridlington side of the crossing. (52)

**** HUNMANBY**

The Up Main Distant signal has been repositioned 414 yards further from the Signal Box and mounted on the post of the former Royal Oak South Up Main Home signal with the arm 18ft. above rail level and 1088 yards before reaching Hunmanby Up Main Home signal. (50)



NEW ROUTE INDICATORS

780	781	READING TO
M		DOWN MAIN
X	X	UP GOODS
A	A	UPSIDE ARRIVAL
S	S	UP SIDINGS

CHANGED LAYOUT AFTER
10th DEC. 1978

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

**ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
DATED 7 OCTOBER 1978 BR31293**

Page 17

WORKING INSTRUCTION FOR CLASS 253 AND 254 TRAINS - BR33069/2 OCTOBER 1977

Page 3 (BR33069/2)

★ Clause 2.4 - Section H, clause 5.12
Delete heading and instruction

(5D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID
LOADING COLLIERIES : B.R.30059/5**

Pages 43/45

THORPE MARSH POWER STATION

New pages issued under separate cover. Staff concerned must advise their Supervisor if a copy is not received. (5D)

MISCELLANEOUS NOTICES**BRADFORD EXCHANGE**

Platform No.1 will be temporarily shortened by 10 yards.

Drivers must draw up to the temporary stop boards or work to the instructions of the handsignalman. (51)

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

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

Location	Nature of work	Duration	Commencing Date
Bradford Forster Square West Carriage Sidings	Engineering work. Crane and off track machines in use.		
BLOCKED as required.			

MO.45NS
YorkG.T. DODDS
Chief Operating Manager

8 DECEMBER, 1978

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

NS. 51252
23.12.78 -
5.1.79

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 2 JANUARY - DONCASTER SOUTH

The Up Passenger Independent line disc signal No. DS57 with 5-way Route Indicator applying set-back towards disc signal DS.81, disc signal DS.77, Bay 3, Bay 2 or disc signal DS.89, will be re-positioned 40 yards further south, on the same side of the line and will apply as hitherto. (3)

DETAILS OF WORK ALREADY CARRIED OUT

DECOY NO.1 - BELMONT YARD - BRIDGE JN. & ST. JAMES JN.

Signalling Notice No.99 has now been fully implemented and all concerned should be in possession of a copy of this notice. (Amended item) (2)

** DONCASTER NORTH

The facing connection from the Down Main line to Down G.C. line has been secured out of use pending removal.

A series of connections starting in the vicinity of Bridge No.329A forming a ladder crossing from Down Main to Down G.C. line has been provided as follows:-

Facing Crossover between the Down and Up Main lines.

Connection Up Main to Up Passenger Independent.

New points in the Up Passenger Independent line leading to Down G.C. line.

Altered Signals

Down Main signal DN.7 has been repositioned 51 yards further south (4 yards south of Bridge No.329A), and applies as hitherto but the subsidiary signal (applying towards Down Leeds or Down York) has been removed. A signal-post telephone has been provided.

Down Passenger Independent line signal DN.29 no longer applies towards the Down G.C. line.

Down Main line disc signal DN.50 applying set-back along Down Main now applies towards DN.58 signal via DN.58R signal.

Up Passenger Independent No.1 line disc signal DN.109 applies set-back along Up Passenger Independent No.1 line to 'Limit of Shunt' indicator or to Up Main (Signal DN.129).

Up Main line disc signal DN.111 applies set-back along Up Main (to signal DN.129).

Signal Abolished

Down Main line disc signal DN.52 applying set-back along Down Main or to Down Passenger Independent.

Up Main line disc signal DN.127 applying set-back along Up Main. (51)

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

No's 1 and 2 Hump Sidings have been disconnected at the North end. New connections (worked by hand levers) have been provided into the North end Reception Sidings to form two additional reception lines. The sidings have been re-named No.5 and No.6 Reception lines and each has been provided with a notice board at each end worded :-

“STOP FOR ORDERS”

at the South end and:-

“STOP – Telephone for instructions”

at the North end.

The present notice board at the North end of the Up Reception Line No.4 has been moved 55 yards further South. (1)

**** YORK (SOUTH END)**

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 now also applies towards Down Leeds Main Y.32 signal. (51)

BETWEEN WHITWOOD & CASTLEFORD STATION

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

Whitwood

3-aspect colour light Up Main Home signal W.12.

Semaphore Up Main Inner Home signal (mounted below Castleford Gates Up Main Starting signal).

Castleford Gates

Semaphore Down Main Distant signal (mounted below Whitwood Down Main Starting signal)

Semaphore Up Main Inner Distant signal (mounted below Castleford Station Up Main Starting signal)

4-aspect colour light Up Main Home signal CG.5 (incorporating Whitwood Up Main Outer Distant signal)

Castleford Station

Semaphore Down Main Distant signal (mounted below Castleford Gates Down Main Starting signal)

(4)

BETWEEN CASTLEFORD OLD JUNCTION & LEDSTONE STATION

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

3-Aspect colour light Up Branch Home signal CS.10

2-Aspect colour light Up Branch Distant signal CS.9.

(1)

**** KNOTTINGLEY EAST JUNCTION**

The over-run to the Up Goods Siding situated at 58m. 62chs. has been abolished.

The facing points have been retained as trap points.

(52)

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

The facing connection leading from the Up Goods line to Hunslet Oil Depot Arrival line has been abolished. (51)

**** NEVILLE HILL WEST JN**

The new facing connection immediately after passing Up Main 4-aspect colour light signal L.785 leading Up Main line to Up Goods line has been brought into use and the route from this signal "Jn. Indicator Position "1" " to the Up Goods line is now via this new connection.

The new facing connection between the Up Goods line and the Up Side Arrival line at present secured in the reverse position has been brought into use and the Up Side Arrival line on the Cross Gates side of this connection, together with the Up Side Arrival line Ground Position Light signal 784 have been brought back into use.

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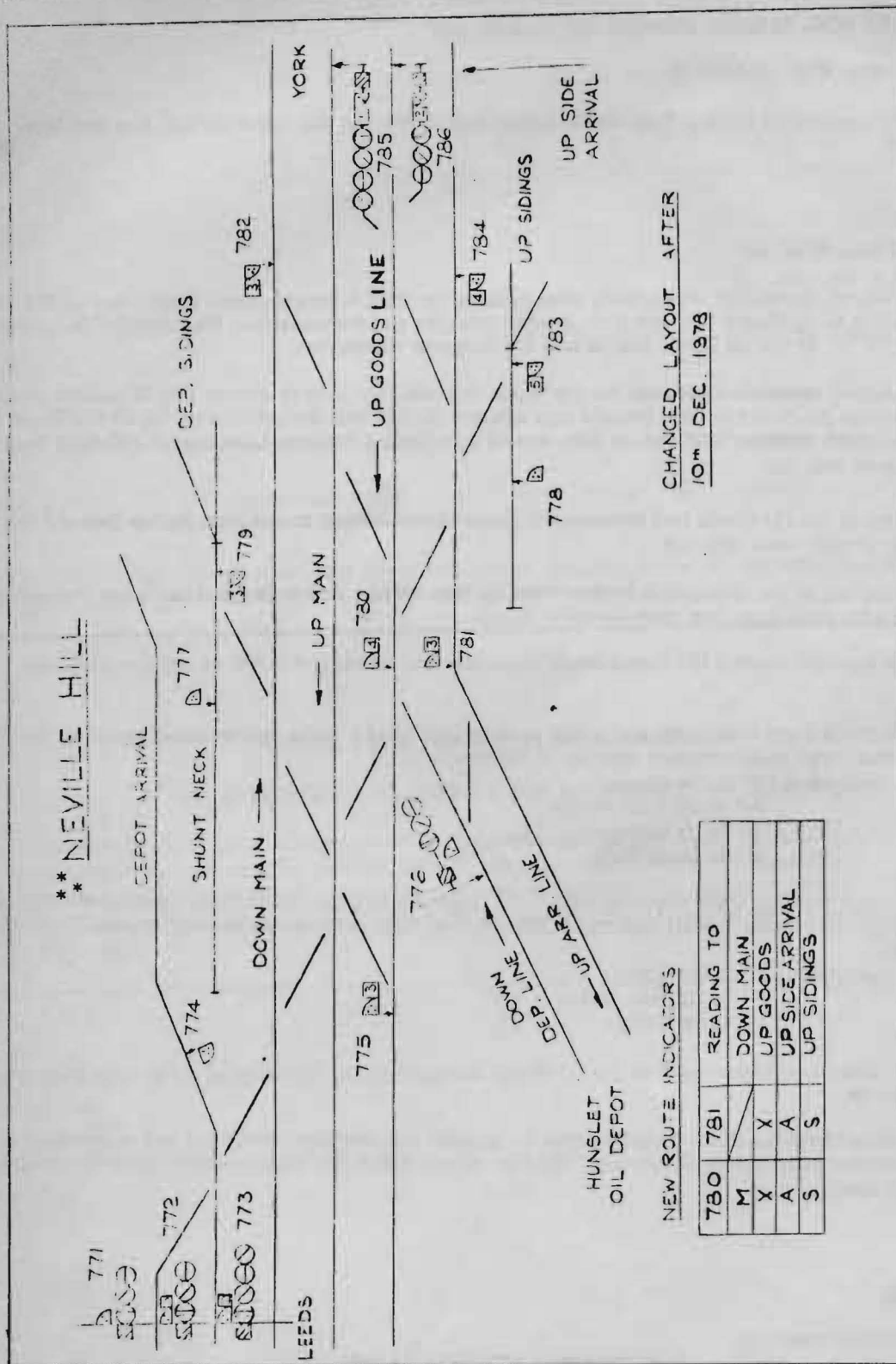
The connection from the Down Departure line to Up Main line has been abolished and replaced by a trailing connection to the Up Goods line. The trap points at the exit from the Down Departure line have been abolished. (52)

WANSFORD

The gate target board etc.

THIS WORK HAS NOT BEEN CARRIED OUT

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



CHANGED LAYOUT AFTER

10th DEC. 1978

NEW ROUTE INDICATORS

780	781	READING TO
M	X	DOWN MAIN
X	A	UP GOODS
A	S	UP SIDE ARRIVAL
S		UP SIDINGS

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

RULE BOOK, BR87109

★ SECTION T, Part V

Clause 21.2.1 Amend last paragraph to:-

The speed indications at both the Warning Board and the Speed Indicator will apply as follows:-

- Top figure (lower speed) – Applicable to all trains, **except** passenger (loaded or empty), postal and newspaper trains, **not** conveying four wheeled vehicles.
- Bottom figure (higher speed) – Applicable only to passenger (loaded or empty), postal and newspaper trains, **not** conveying four wheeled vehicles. (5D)
-

WORKING MANUAL FOR RAIL STAFF BR30054

★ PART 8 – PREPARATION AND WORKING OF PASSENGER TRAINS

Section 'H' – Instructions for Sleeping Car Attendants of the above part of the Working Manual for rail staff is to be withdrawn and replaced by a new publication "Manual for Sleeping Car Attendants – BR29209". All staff currently in possession of the above section of the Working Manual must ensure that they receive a copy of the new publication and on receipt destroy the Working Manual Instructions. (MO24/4/35) (5D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

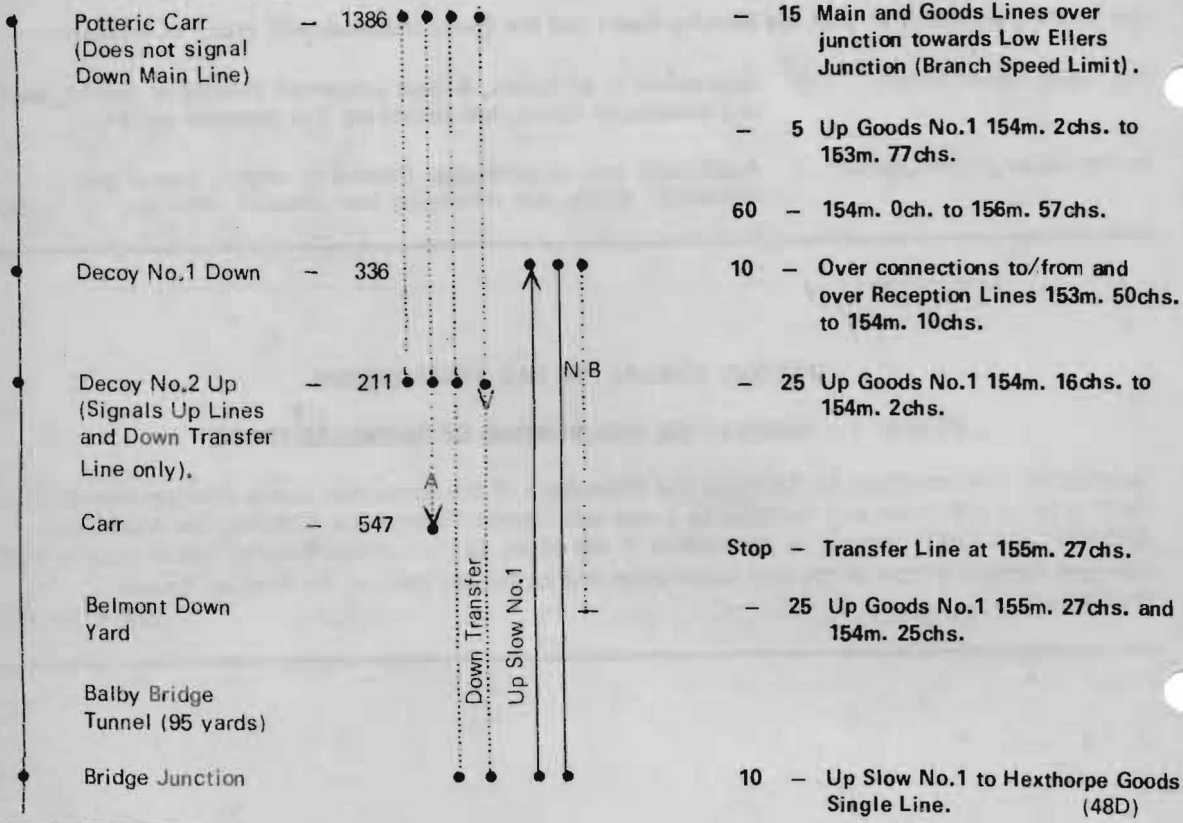
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

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-gons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 14 (Page 6 - Supplement No.1) (Page 43 - Supp. Optg. Insts.) (Pages 7/8 ND40)
DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Delete position of table Potteric Carr to Bridge Junction (inclusive) and substitute:-



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
Pages 173/183 (Page 111 Supp. Oper. Instrs.) (Page 26- ND 48D)		
EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL		
★ Delete:- Wakefield East	West	"Down and Up" Goods 54 fitted SLU without brakevan Up Direction only.
★ Add:- Wakefield East	West	"Down and Up" Goods 20 SLU or 54 fitted SLU, without brakevan, Up Direction only.
WAKEFIELD KIRKGATE EAST TO GOOLE (ENGINE SHED JN.)		
★ Delete:- Calder Bridge	Wakefield East	Up Main 54 fitted SLU without brakevan. Up Direction only.
★ Add:- Calder Bridge	Wakefield East	Up Main 20 SLU, or 54 fitted SLU, without brakevan. (5D)

TABLE H.1. - WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 186			
DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)			
★ Delete:- Doncaster Decoy no.1	Doncaster North	All Down Goods	60
★ Add:- Bridge Jn.	Doncaster North	All Down Goods	60 (5D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
DATED 7 OCTOBER 1978 BR31293

Page 17

WORKING INSTRUCTION FOR CLASS 253 AND 254 TRAINS - BR33069/2 OCTOBER 1977

Page 3 (BR33069/2)

Clause 2.4 - Section H, clause 5.12

Delete heading and instruction

(5D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID
LOADING COLLIERIES : B.R.30059/5

★ Pages 43/44

THORPE MARSH POWER STATION

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MISCELLANEOUS NOTICES

**
* BRADFORD EXCHANGE

Platform No.1 will be temporarily shortened by 10 yards.

Drivers must draw up to the temporary stop boards or work to the instructions of the handsignalman.
(51)

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

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Location	Nature of work	Duration	Commencing Date
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BLOCKED as required.			

MO.45NS
YorkG.T. DODDS
Chief Operating Manager

15 DECEMBER, 1978

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