



**NS**

EASTERN REGION

**1**

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

**SATURDAY 6 JANUARY  
TO  
FRIDAY 12 JANUARY 1979  
INCLUSIVE**

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

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B

#### SUNDAY 7 JANUARY – DONCASTER SOUTH (AND BRIDGE JN.)

The Up Goods Independent No.1 line between Doncaster South and Bridge Jn. will be taken out of use.

##### Doncaster South

The facing connection Up Passenger Independent No.1 line to Up Goods Independent No.1 line together with the slip connection leading from the Down or Up Main lines to Up Goods Independent No.1 will be taken out of use.

##### Signalling Alterations

All left-hand offset yellow subsidiary signals and Route Indications "G.1" applying towards the Up Goods Independent No.1 line will be abolished, in addition, the Down Main set-back disc signal DS.88 with 5-way Route Indicator will no longer apply towards the Up Goods Independent No.1 line or Up Main disc signal DS.112 and Route Indication "UM" will also be abolished from this signal.

##### Signals Abolished

Up Goods Independent No.1 line set-back disc signal DS.63 with 4-way Route Indicator (applying towards Up Goods Independent No.1 line, Bay 3, Bay 2 or Up Passenger Independent No.2 line, signal DS.89).

Up Goods Independent No.1 line signal DS.77 applying set-back along Up Goods Independent No.1 line to signal DS.85.

Up Goods Independent No.1 line signal DS.85 with 3-way Route Indicator applying set-back towards Down Main, Up Main or Up Passenger Independent No.1 line. (4)

#### WEDNESDAY 10 JANUARY – WANSFORD ROAD

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. (4)

### DETAILS OF WORK ALREADY CARRIED OUT

#### DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.

The work published in Signalling Notice No.99 has not yet been fully implemented but is being progressively introduced. (Amended Item) (UFN)



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

The Up Passenger Independent line disc signal No.DS57 with 5-way Route Indicator applying set-back towards disc signal DS81, disc signal DS77, Bay 3, Bay 2 or disc signal DS89 has been re-positioned 40 yards further south, on the same side of the line and applies as hitherto. (3)

**\*\*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)

**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)

## 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)

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Pages 173/183 (Page 111 Supp. Oper. Instrs.) (Page 26- ND 48D)		
<b>EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL</b>		
<b>Delete:-</b>		
Wakefield East	West	"Down and Up" Goods 54 fitted SLU without brakevan Up Direction only.
<b>Add:-</b>		
Wakefield East	West	"Down and Up" Goods 20 SLU or 54 fitted SLU, without brakevan, Up Direction only.





**NS**

**EASTERN REGION**

**2**

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

**SATURDAY 13 JANUARY**

**TO**

**FRIDAY 19 JANUARY 1979**

**INCLUSIVE**

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B

#### SUNDAY 14 JANUARY – DONCASTER NORTH (LEEDS LINE JUNCTION)

The Down Leeds line between the northernmost facing connection to the Down York line and trailing end of the connection from the Down York line will be taken out of use.

A new temporary Down Leeds line between these points will be brought into use to the West of the existing Down Leeds line.

The following connections will be taken out of use:—

Facing connection Down Leeds to Down York (Northernmost),

Facing connection Down York to Down Leeds.

#### Signalling Alterations:—

Down Main line signal DN.7 applying towards the Great Central or York or Leeds lines will no longer apply to Leeds and the position "1" Junction Indicator will be covered over.

Down Leeds line signal DN.29 applying towards York or Leeds will now apply towards Leeds via the new temporary Down Leeds line.

Down Leeds line signal DN.46 will apply set-back along Down Leeds line to signal DN.56 via the new temporary Down Leeds line only. (5)

#### SUNDAY 14 JANUARY – PONTEFRACT SOUTH

The Signal Box will be abolished.

The following signals will become automatic signals and will be re-numbered as follows:—

Line	Old Number	New Number
Down —	PS. 1	— D.4B
Up —	PS.39	— U.4B
Up —	PS.40	— U.4

All Down line signal-post telephones from signal D.10 to D.4B inclusive and the Up line signal-post telephones on signals U.3, U.4 and U.4B will be connected to Ferrybridge Signal Box.

T.C.B. will continue to apply between Moorthorpe Station and Ferrybridge Station Signal Boxes. (5)

### DETAILS OF WORK ALREADY CARRIED OUT

#### DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.

The work published in Signalling Notice No.99 has not yet been fully implemented but is being progressively introduced. (UFN)



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## DONCASTER SOUTH (AND BRIDGE JN.)

The Up Goods Independent No.1 line between Doncaster South and Bridge Jn. has been taken out of use.

**Doncaster South**

The facing connection Up Passenger Independent No.1 line to Up Goods Independent No.1 line together with the slip connection leading from the Down or Up Main lines to Up Goods Independent No.1 has been taken out of use.

**Signalling Alterations**

All left-hand offset yellow subsidiary signals and Route Indications "G.1" applying towards the Up Goods Independent No.1 line have been abolished, in addition, the Down Main set-back disc signal DS.88 with 5-way Route Indicator no longer applies towards the Up Goods Independent No.1 line or Up Main disc signal DS.112 and Route indication "UM" has also been abolished from this signal.

**Signals Abolished**

Up Goods Independent No.1 line set-back disc signal DS.63 with 4-way Route Indicator (applying towards Up Goods Independent No.1 line, Bay 3, Bay 2 or Up Passenger Independent No.2 line, signal DS.89).

Up Goods Independent No.1 line signal DS.77 applying set-back along Up Goods Independent No.1 line to signal DS.85.

Up Goods Independent No.1 line signal DS.85 with 3-way Route Indicator applying set-back towards Down Main, Up Main or Up Passenger Independent No.1 line. (4)

## DONCASTER SOUTH

The Up Passenger Independent line disc signal No.DS57 with 5-way Route Indicator applying set-back towards disc signal DS81, disc signal DS77, Bay 3, Bay 2 or disc signal DS89 has been re-positioned 40 yards further south, on the same side of the line and applies as hitherto. (3)

## BETWEEN WHITWOOD &amp; 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)

## WANSFORD ROAD

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. (4)





**NS**

**EASTERN REGION**

**3**

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

**SATURDAY 20 JANUARY  
TO  
FRIDAY 26 JANUARY 1979  
INCLUSIVE**

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

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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.

The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\* DECOY NO.1 – BELMONT YARD – BRIDGE JN. &amp; ST. JAMES JN.

The work published in Signalling Notice No.99 has not yet been fully implemented but is being progressively introduced.

## \*\* DONCASTER SOUTH (AND BRIDGE JN.)

The Up Goods Independent No.1 line between Doncaster South and Bridge Jn. has been taken out of use.

**Doncaster South**

The facing connection Up Passenger Independent No.1 line to Up Goods Independent No.1 line together with the slip connection leading from the Down or Up Main lines to Up Goods Independent No.1 has been taken out of use.

**Signalling Alterations**

All left-hand offset yellow subsidiary signals and Route Indications "G.1" applying towards the Up Goods Independent No.1 line have been abolished, in addition, the Down Main set-back disc signal DS.88 with 5-way Route Indicator no longer applies towards the Up Goods Independent No.1 line or Up Main disc signal DS.112 and Route indication "UM" has also been abolished from this signal.

**Signals Abolished**

Up Goods Independent No.1 line set-back disc signal DS.63 with 4-way Route Indicator (applying towards Up Goods Independent No.1 line, Bay 3, Bay 2 or Up Passenger Independent No.2 line, signal DS.89).

Up Goods Independent No.1 line signal DS.77 applying set-back along Up Goods Independent No.1 line to signal DS.85.

Up Goods Independent No.1 line signal DS.85 with 3-way Route Indicator applying set-back towards Down Main, Up Main or Up Passenger Independent No.1 line.

## \*\* DONCASTER SOUTH

The Up Passenger Independent line disc signal No.DS57 with 5-way Route Indicator applying set-back towards disc signal DS81, disc signal DS77, Bay 3, Bay 2 or disc signal DS89 has been re-positioned 40 yards further south, on the same side of the line and applies as hitherto.

## \*\* DONCASTER NORTH (LEEDS LINE JUNCTION)

The Down Leeds line between the northernmost facing connection to the Down York line and trailing end of the connection from the Down York line has been taken out of use.

A new temporary Down Leeds line between these points has been brought into use to the West of the existing Down Leeds line.

The following connections have been taken out of use:—

Facing connection Down Leeds to Down York (Northernmost),

Facing connection Down York to Down Leeds.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* DONCASTER NORTH (LEEDS LINE JUNCTION) – continued****Signalling Alterations :-**

Down Main line signal DN.7 applying towards the Great Central or York or Leeds lines no longer applies to Leeds and the position "1" Junction Indicator has been covered over.

Down Leeds line signal DN.29 applying towards York or Leeds now applies towards Leeds via the new temporary Down Leeds line.

Down Leeds line signal DN.46 applies set-back along Down Leeds line to signal DN.56 via the new temporary Down Leeds line only.

**\*\* 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)

**\*\*PONTEFRAC SOUTH *Sunday 14.1.1979***

The Signal Box has been abolished.

The following signals have become automatic signals and have been re-numbered as follows:-

Line	Old Number	New Number
Down -	PS. 1	- D.4B
Up -	PS.39	- U.4B
Up -	PS.40	- U.4

All Down line signal-post telephones from signal D.10 to D.4B inclusive and the Up line signal-post telephones on signals U.3, U.4 and U.4B have been connected to Ferrybridge Signal Box.

T.C.B. continues to apply between Moorthorpe Station and Ferrybridge Station Signal Boxes.

**\*\* WANSFORD ROAD**

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.



NS.425  
27.1-9.2.79

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

\*\*  
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The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

\*\* SUNDAY 28 JANUARY – DONCASTER SOUTH AND DONCASTER "C" BOX

The Down South Yorkshire Goods line between Doncaster South and Doncaster "C" Box will be taken out of use.

**Doncaster South**

The facing points leading Down Great Northern Goods line to Down South Yorkshire Goods line together with the associated traps will be secured for through running on the Down Great Northern Goods line.

**Signalling Alterations**

DS.21 signal with 2-way theatre type indicator applying along the Down Great Northern Goods line (indication "GN") or towards the Down South Yorkshire Goods line (indication "SY") will now only apply along the Down Great Northern Goods line.

DS.104 disc signal applying set-back Down South Yorkshire Goods line to Down Great Northern Goods line, will be abolished.

**Doncaster "C" Box**

The facing points leading Down South Yorkshire Goods line to Down Great Northern Goods line will be secured for through running on the Down Great Northern Goods line.

The tall Siding signal applying from the Down South Yorkshire Goods line towards Shunt line No.2, Shunt line No.1, Down Great Northern Goods line or Down South Yorkshire Goods line, will be abolished.

The disc signal applying from the Down Great Northern Goods line towards West Yard Sidings, set-back along Down Great Northern Goods line, or towards the Down South Yorkshire Goods line will no longer apply towards the Down South Yorkshire Goods line.

The disc signal applying set-back from the Down South Yorkshire Goods line to Down Great Northern Goods line, or along the Down South Yorkshire Goods line will no longer apply along the Down South Yorkshire Goods line.

\*\* SUNDAY 28 JANUARY – CUDWORTH STATION AND CUDWORTH SOUTH JUNCTION

Cudworth Station Down Goods Home signal together with Cudworth South Junction Down Goods Outer Distant signal mounted below will be renewed 18 yards further south with the arms at reduced heights of 22 feet and 16 feet respectively.

\*\* SUNDAY 28 to MONDAY 29 JANUARY – PRINCE OF WALES COLLIERY BUNKER

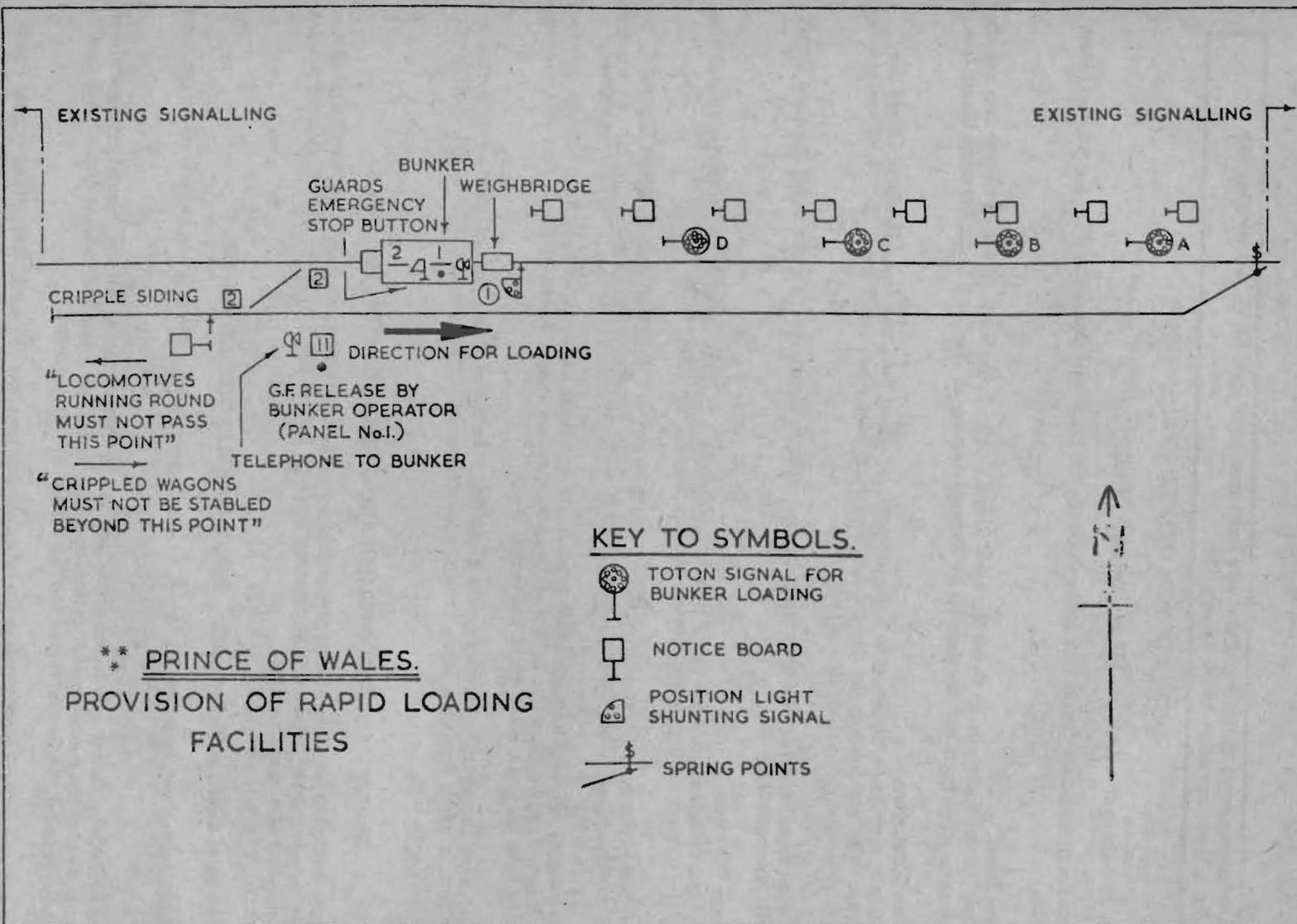
New track layout and signalling as shown on the diagram included in this notice, will be brought into use.

A new connection Bunker line to Run-round line and/or Cripple Siding will be brought into use situated 90 yards West of the Bunker, which will be operated by Ground Frame and released from the Bunker. A telephone between the Ground Frame and the Bunker will be provided.

A notice board will be provided to the left of the run-round line, 24 yards West of the Ground Frame crossover and worded "LOCOMOTIVES RUNNING ROUND MUST NOT PASS THIS POINT" facing East and "CRIPPLED WAGONS MUST NOT BE STABLED BEYOND THIS POINT" facing West.

An elevated position light shunting signal will be brought into use, situated 38 yards East of the Bunker and will apply shunting along Bunker line.

Four "Toton" signals lettered "A", "B", "C" and "D" at 85 yards intervals, situated East of the Bunker will be brought into use.



## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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**To conserve paper, items published in this section will not be shown in subsequent books until otherwise stated. All concerned should keep this book for reference.**

## MISCELLANEOUS NOTICES

★ \*\* SECTIONAL APPENDIX (NORTHERN AREA) B.R.30018

A revised and updated edition of the above publication dated 3 February is in the course of distribution. A new feature is the inclusion of diagrams showing the area covered by the book and the page numbers of the Table A entries.

A slightly altered format has been adopted for Table A and the following differences should be noted. One comprehensive column headed "Running Lines and Signalling System" now shows all through running lines in their correct sequence together with the Signalling System applicable. Unless otherwise shown the method of signalling is Track Circuit Block. The mileage of each location is now shown progressively and relates to lineside mile posts. Individual box to box distances are no longer shown. Only ground frames which control emergency crossovers and those remote from signal boxes are shown.

All Manned, Public, Automatic Half Barrier, Miniature Red/Green warning lights, Open, Closed Circuit Television and Trainmen Operated level crossings are now included in this table but appropriate general instructions relating to various types of crossings are still shown under their respective Tables viz P1, P2, P3 and P4.

Tables B, C, D1, L, S1, S2, S3 and Y are no longer shown; former D2 is now D and former K2 is K. The preamble to tables F, H1, H2, J, K, M, W and X have been re-written – it should be noted specially that tables F, H1 and H2 now define a shunting movement and Table F now lists places where propelling of Freight Brake Vans is authorised.

Instructions relating to the Rule Book Section C – Clearing of Signals and Section H, Station Yard Working have both been re-written. Most "station limits" in Track Circuit Block Areas have been deleted and authorities (where required) transferred to the appropriate table.

While the basic content of local instructions which are still applicable has not been altered, the opportunity has been taken to up-date the details and to omit items which are duplicated elsewhere or which constitute "route knowledge". For example Instructions relating to M.G.R. Trains are now mostly contained in a separate publication "Instructions to staff dealing with M.G.R. Trains".

MO.45NS  
York

19 JANUARY, 1979

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.*



## 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.

The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

## DETAILS OF WORK REFERRED TO IN SECTION B

\*\*  
\* SUNDAY 11 FEBRUARY – DONCASTER SOUTH

The facing connection Up Main line to Up Passenger Independent No.1 line together with the associated trailing slip connection to the Down Main line will be taken out of use.

**Signalling Alterations**

The Up Main line First Home Signal plated DS.26 will no longer apply towards the Up Passenger Independent No.1 line and the position "1" Junction Indicator will be removed.

The Up Passenger Independent No.1 line disc signal DS.81 will only apply set-back along Up Passenger Independent No.1 line.

The Down Main disc signal DS.88 will only apply set-back along Down Main.

\*\*  
\* SUNDAY 11 FEBRUARY – DARTON & WOOLLEY COLLIERY SIDINGS

Darton Down Starting signal together with Woolley Colliery Sidings Down Distant signal mounted below will be renewed 20 yds. further from Darton Signal Box with the arms at reduced heights of 18ft. and 14ft. above rail level respectively.

**Woolley Colliery Sidings**

A new Down Outer Distant signal will be provided mounted below Darton Down Home No.2 signal, 1095 yds. from Woolley Colliery Sidings Down Home signal.

Down Distant signal will be renamed Down Inner Distant signal.

\*\*  
\* TUESDAY 13 FEBRUARY – WAKEFIELD KIRKGATE WEST

The miniature arm signal applying Up Loop to Goods Loop will be abolished.

\*\*  
\* SUNDAY 18 FEBRUARY – GOOSEHILL JUNCTION

The "T" bracket signal carrying to two miniature arm signals applying from Sidings 1 to 5 towards Up Slow and Up Fast lines together with the ground disc signal applying Down Sidings to Spur line will be abolished.

A new 3-tier ground disc signal will be provided on the opposite side of the line and will apply as follows:-

- Top disc – from Sidings 1 to 5 towards Up Fast line.
- Centre disc – from Sidings 1 to 5 towards Up Slow line.
- Bottom disc – from Down Sidings to Spur line.

The separate outlet ground disc signals from the Inside (Sidings 1 to 3) and the Outside (Sidings 4 and 5) Sidings will be abolished.

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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To conserve paper, items published in this section will not be shown in subsequent books until otherwise stated. All concerned should keep this book for reference.

## MISCELLANEOUS NOTICES

\*\*\* BETWEEN APPLEHURST JN. AND SKELLOW JN.

The Main to Main Crossover at 160% will be out of use between 11 and 18 February.

\*\*\* LEEDS STATION

Commencing Sunday 11 February, No.12 Platform line will be blocked from Signal L139 to 75 yards L153 Signal and temporary buffer stops erected.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 197

## LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

\*\*\* NEWCASTLE

Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and it

MO.45NS  
York

G.T.  
Chic

2 FEBRUARY, 1979

Receipt of this notice need not be acknowledged. If the NS notice is not received by the Supervisor.





**NS**

EASTERN REGION

**8**

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

**SATURDAY 24 FEBRUARY**

**TO**

**FRIDAY 2 MARCH 1979**

**INCLUSIVE**

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

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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 25 FEBRUARY—DONCASTER CARR

The points in the Up Engine/P.Way line leading to Engine Lines Nos.1 and 2 or towards the P.Way Depot will be secured for through running towards Engine Lines Nos.1. and Nos.2, and the line leading thereto will be renamed Up Engine Line.

The line leading from this connection to the P.Way Depot together with the associated semaphore exit signal from the P.Way Depot on this section of line applying towards the Signal Box will be abolished.

A new line between the P.Way Depot and Up Decoy Sidings will be brought into use. (11)

## SUNDAY 25 FEBRUARY—CUDWORTH NORTH JUNCTION

The arms of the Down Main Home and Down Goods Home signals will be reduced in height to 18' above rail level. (11)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN HUDDERSFIELD AND HILLHOUSE

The trailing end points in the Down Slow line of the lead from the Down Fast line have been removed and replaced by plain line. (New Item) (11)

## DONCASTER SOUTH

The facing connection Up Main line to Up Passenger Independent No.1 line together with the associated trailing slip connection to the Down Main line has been taken out of use.

**Signalling Alterations**

The Up Main line First Home Signal plated DS.26 no longer applies towards the Up Passenger Independent No.1 line and the position "1" Junction Indicator has been removed.

The Up Passenger Independent No.1 line disc signal DS.81 applies set-back along Up Passenger Independent No.1 line.

The Down Main disc signal DS.88 only applies set-back along Down Main. (10)

**\*\*** DONCASTER SOUTH AND DONCASTER "C" BOX

The Down South Yorkshire Goods line between Doncaster South and Doncaster "C" Box has been taken out of use.

**Doncaster South**

The facing points leading Down Great Northern Goods line to Down South Yorkshire Goods line together with the associated traps have been secured for through running on the Down Great Northern Goods line.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* DONCASTER SOUTH AND DONCASTER "C" BOX – continued****Signalling Alterations**

DS.21 signal with 2-way theatre type indicator applying along the Down Great Northern Goods line (indication "GN") or towards the Down South Yorkshire Goods line (indication "SY") now only applies along the Down Great Northern Goods line.

DS.104 disc signal applying set-back Down South Yorkshire Goods line to Down Great Northern Goods line, has been abolished.

**Doncaster "C" Box**

The facing points leading Down South Yorkshire Goods line to Down Great Northern Goods line have been secured for through running on the Down Great Northern Goods line.

The tall Siding signal applying from the Down South Yorkshire Goods line towards Shunt line No.2, Shunt line No.1, Down Great Northern Goods line or Down South Yorkshire Goods line, has been abolished.

The disc signal applying from the Down Great Northern Goods line towards West Yard Siding set-back along Down Great Northern Goods line, or towards the Down South Yorkshire Goods line no longer applies towards the Down South Yorkshire Goods line.

The disc signal applying set-back from the Down South Yorkshire Goods line to Down Great Northern Goods line, or along the Down South Yorkshire Goods line no longer applies along the Down South Yorkshire Goods line. (8)

**WAKEFIELD KIRKGATE WEST**

The miniature arm signal applying Up Loop to Goods Loop has been abolished. (10)

**GOOSEHILL JUNCTION**

The "T" bracket signal carrying to two miniature arm signals applying from Sidings 1 to 5 towards Up Slow and Up Fast lines together with the ground disc signal applying Down Sidings to Spur line have been abolished.

A new 3-tier ground disc signal has been provided on the opposite side of the line and applies as follows:—

- Top disc – from Sidings 1 to 5 towards Up Fast line.
- Centre disc – from Sidings 1 to 5 towards Up Slow line.
- Bottom disc – from Down Sidings to Spur line.

The separate outlet ground disc signals from the Inside (Sidings 1 to 3) and the Outside (Sidings 4 and 5) Sidings have been abolished. (10)

**DARTON & WOOLLEY COLLIERY SIDINGS**

Darton Down Starting signal together with Woolley Colliery Sidings Down Distant signal mounted below has been renewed 20 yards further from Darton signal Box with the arms at reduced heights of 18 ft. and 14ft. above rail level respectively.

**Woolley Colliery Sidings**

A new Down Outer Distant signal has been provided mounted below Darton Down Home No.2 signal, 1095 yards from Woolley Colliery Sidings Down Home signal.

The Down Distant signal has been renamed Down Inner Distant signal. (10)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* CUDWORTH STATION AND CUDWORTH SOUTH JUNCTION**

Cudworth Station Down Goods Home signal together with Cudworth South Junction Down Goods Outer Distant signal mounted below has been renewed 18 yards further south with the arms at reduced heights of 22 ft. and 16 ft. respectively. (8)

**\*\* PRINCE OF WALES COLLIERY BUNKER**

New track layout and signalling as shown on the diagram included in this notice, has been brought into use.

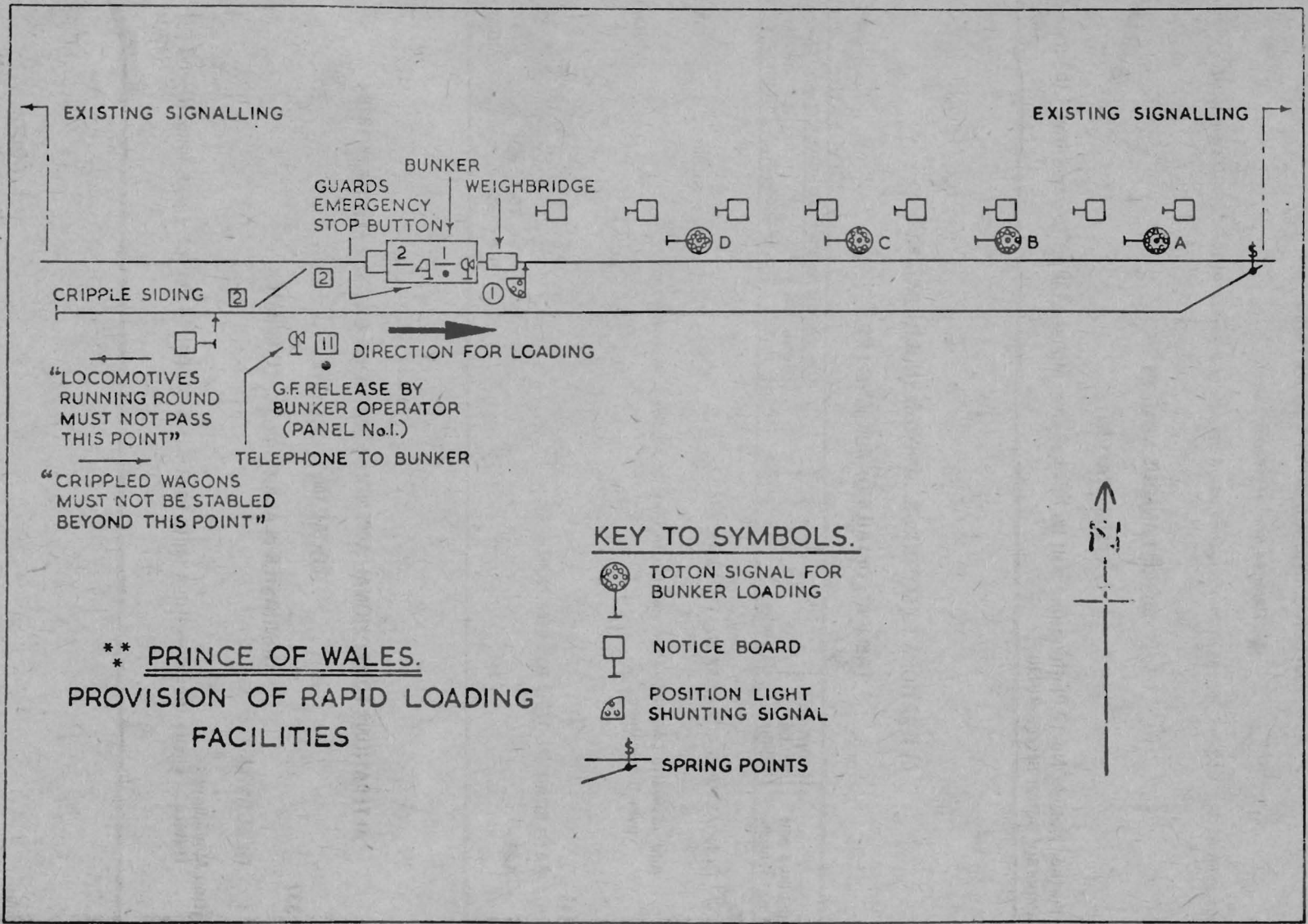
A new connection Bunker line to Run-round line and/or Cripple Siding has been brought into use situated 90 yards West of the Bunker, which is operated by Ground Frame and released from the Bunker. A telephone between the Ground Frame and the Bunker has been provided.

A notice board has been provided to the left of the run-round line, 24 yards West of the Ground Frame crossover and worded "LOCOMOTIVES RUNNING ROUND MUST NOT PASS THIS POINT" facing East and "CRIPPLED WAGONS MUST NOT BE STABLED BEYOND THIS POINT" facing West.

An elevated position light shunting signal has been brought into use, situated 38 yards East of the Bunker and applies shunting along Bunker line.

Four "Toton" signals lettered "A", "B", "C" and "D" at 85 yards intervals, situated East of the Bunker have been brought into use. (8)





NS. 9/79  
3-9-379

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 4 MARCH – DONCASTER STATION AND BENTLEY CROSSING

The Up Leeds line between Bentley Crossing and Doncaster Station area will be taken out of use. A temporary buffer stop will be provided on the Up Leeds line on the Leeds side of Bridge No.10.

The temporary Down Leeds line leading to the Down Leeds line will be renamed the Down Passenger Independent line. A new connection will be brought into use, Down Passenger Independent line to Down York line, the trailing end points in the Down York line will be secured for through running from the Down Passenger Independent line.

The Down York line will be taken out of use between signal DN.7 and Bridge No.10 except for a 100 yards section beyond signal DN.7 and a temporary stop block will be provided at the 100 yard point. Signal DN.7 will be maintained at Danger and a subsidiary disc signal will be provided on the signal post applying shunting Up Main to Stop Block.

The Up York line from signal DN.6 will be taken out of use and the facing connection will be secured for through running Up York line to Up Passenger Independent line. A new facing connection between the Up Main line and the Up Passenger Independent line will be brought into use, the portion of the Up Passenger Independent line between the above connections will be temporarily renamed the Up Main line.

The Junction Indicator, Position '1' on signal DN.6 will be removed, and the signal will apply only via the temporary Up Main line towards DN.18 signal.

A handsignalled route will be available from signal DN.6 to signal DN.20 on the Up Passenger Independent line.

The trailing connection between the Up Passenger Independent line and the Up G.C. line will be secured for through running on the Up Passenger Independent line. The Up G.C. line will be slued into the Through Siding, north of this connection.

Signal DN.16 on the Up G.C. line will be maintained at Danger, and a handsignalled route will be available to Platform No.1 line via the Through Siding and No.3 Siding Old Yard at a speed not exceeding 10 m.p.h. (12)

## SUNDAY 4 MARCH – DONCASTER SOUTH

Handsignalled route will be available from Down Passenger Independent signal DS.17 towards platform No.5 line. (12)

## SUNDAY 4 MARCH – BETWEEN DARTON AND BARNSELY STATION JUNCTION

The catch points in the Up line at 51m. 68chs., 700 yards before reaching BY.46 signal will be abolished. (12)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****WEDNESDAY 7 MARCH – GUISELEY STATION**

The Up Main Distant signal will be renewed with the arm at a reduced height of 12 feet above rail level, 1085 yards from the Home signal (335 yards further from the signal box). (12)

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

Note : This work has not been carried out (U.F.N.)

**DONCASTER SOUTH**

The facing connection Up Main line to Up Passenger Independent No.1 line together with the associated trailing slip connection to the Down Main line has been taken out of use.

**Signalling Alterations**

The Up Main line First Home Signal plated DS.26 no longer applies towards the Up Passenger Independent No.1 line and the position "1" Junction Indicator has been removed.

The Up Passenger Independent No.1 line disc signal DS.81 applies set-back along Up Passenger Independent No.1 line.

The Down Main disc signal DS.88 only applies set-back along Down Main. (10)

**BETWEEN HUDDERSFIELD AND HILLHOUSE**

The trailing end points in the Down Slow line of the lead from the Down Fast line have been removed and replaced by plain line. (11)

**CUDWORTH NORTH JUNCTION**

The arms of the Down Main Home and Down Goods Home signals have been reduced in height to 18' above rail level. (11)

**WAKEFIELD KIRKGATE WEST**

The miniature arm signal applying Up Loop to Goods Loop has been abolished. (10)

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

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

**GOOSE HILL JUNCTION**

The "T" bracket signal carrying to two miniature arm signals applying from Sidings 1 to 5 towards Up Slow and Up Fast lines together with the ground disc signal applying Down Sidings to Spur line have been abolished.

A new 3-tier ground disc signal has been provided on the opposite side of the line and applies as follows:-

- Top disc – from Sidings 1 to 5 towards Up Fast line.
- Centre disc – from Sidings 1 to 5 towards Up Slow line.
- Bottom disc – from Down Sidings to Spur line.

The separate outlet ground disc signals from the Inside (Sidings 1 to 3) and the Outside (Sidings 4 and 5) Sidings have been abolished. (10)

**DARTON & WOOLLEY COLLIERY SIDINGS**

Darton Down Starting signal together with Woolley Colliery Sidings Down Distant signal mounted below has been renewed 20 yards further from Darton signal Box with the arms at reduced heights of 18 ft. and 14 ft. above rail level respectively.

**Woolley Colliery Sidings**

A new Down Outer Distant signal has been provided mounted below Darton Down Home No.2 signal, 1095 yards from Woolley Colliery Sidings Down Home signal.

The Down Distant signal has been renamed Down Inner Distant signal. (10)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## LEEDS STATION

Until Further Notice, No.12 Platform line is blocked from Signal L139 to 75 yards from L153 Signal and temporary buffer stops erected. (10)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	

Page 33

## DONCASTER BLACK CARR JN. TO BERWICK

York

Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines. (14D)

Page 111

## WATH ROAD JN. TO LEEDS CITY NORTH JN.

Add:-

50 50 181m. 70ch. and  
182m. 5ch.

(14D)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 1979

## LOCAL INSTRUCTIONS

Page 337

## DONCASTER BLACK CARR JN. TO BERWICK

## NEWCASTLE

## Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and items (i) and (ii). (14D)

MO.45NS  
YorkG.T. DODDS  
Chief Operating Manager

22 FEBRUARY, 1979

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

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 10 to SUNDAY 11 MARCH – BETWEEN GASCOIGNE WOOD AND SELBY WEST JUNCTION :  
THORPE HALL LEVEL CROSSING

The level crossing gates will be replaced by lifting barriers controlled from Thorpe Hall Gate Box.  
(13)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN LOWTHORPE AND BURTON AGNES – HARPHAM LEVEL CROSSING AT 25m. 10chs.

Attendance has been withdrawn from Harpham level crossing.

The level crossing gates have been padlocked with keys issued to the resident users, and the gate board has been abolished.

A telephone has been provided communicating with Burton Agnes signal box. (New Item) (13)

## DONCASTER CARR

Note : This work has not been carried out (U.F.N.)

## \*\* DONCASTER SOUTH

The facing connection Up Main line to Up Passenger Independent No.1 line together with the associated trailing slip connection to the Down Main line has been taken out of use.

**Signalling Alterations**

The Up Main line First Home Signal plated DS.26 no longer applies towards the Up Passenger Independent No.1 line and the position "1" Junction Indicator has been removed.

The Up Passenger Independent No.1 line disc signal DS.81 applies set-back along Up Passenger Independent No.1 line.

The Down Main disc signal DS.88 only applies set-back along Down Main. (10)

## DONCASTER SOUTH

A handsignalled route is available from Down Passenger Independent signal DS.17 towards platform No.5 line. (12)



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

The Up Leeds line between Bentley Crossing and Doncaster Station area has been taken out of use. A temporary buffer stop has been provided on the Up Leeds line on the Leeds side of Bridge No.10.

The temporary Down Leeds line leading to the Down Leeds line has been renamed the Down Passenger Independent line. A new connection has been brought into use, Down Passenger Independent line to Down York line, the trailing end points in the Down York line has been secured for through running from the Down Passenger Independent line.

The Down York line has been taken out of use between signal DN.7 and Bridge No.10 except for a 100 yards section beyond signal DN.7 and a temporary stop block has been provided at the 100 yard point. Signal DN.7 will be maintained at Danger and a subsidiary disc signal has been provided on the signal post applying shunting Up Main to Stop Block.

The Up York line from signal DN.6 has been taken out of use and the facing connection has been secured for through running Up York line to Up Passenger Independent line. A new facing connection between the Up Main line and the Up Passenger Independent line has been brought into use, the portion of the Up Passenger Independent line between the above connections is temporarily renamed the Up Main line.

The Junction Indicator, Position '1' on signal DN.6 has been removed, and the signal applies only via the temporary Up Main line towards DN.18 signal.

A handsignalled route is available from signal DN.6 to signal DN.20 on the Up Passenger Independent line.

The trailing connection between the Up Passenger Independent line and the Up G.C. line has been secured for through running on the Up Passenger Independent line. The Up G.C. line has been slued into the Through Siding, north of this connection.

Signal DN.16 on the Up G.C. line will be maintained at Danger, and a handsignalled route is available to Platform No.1 line via the Through Siding and No.3 Siding Old Yard at a speed not exceeding 10 m.p.h.  
(12)

**\*\* WAKEFIELD KIRKGATE WEST**

The miniature arm signal applying Up Loop to Goods Loop has been abolished. (10)

**BETWEEN HUDDERSFIELD AND HILLHOUSE**

The trailing end points in the Down Slow line of the lead from the Down Fast line have been removed and replaced by plain line. (11)

**BETWEEN DARTON AND BARNESLEY STATION JUNCTION**

The catch points in the Up line at 51m. 68chs., 700 yards before reaching BY.46 signal have been abolished. (12)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

\*\*  
\* DARTON & WOOLLEY COLLIERY SIDINGS

Darton Down Starting signal together with Woolley Colliery Sidings Down Distant signal mounted below has been renewed 20 yards further from Darton signal Box with the arms at reduced heights of 18 ft. and 14 ft. above rail level respectively.

**Woolley Colliery Sidings**

A new Down Outer Distant signal has been provided mounted below Darton Down Home No.2 signal, 1095 yards from Woolley Colliery Sidings Down Home signal.

The Down Distant signal has been renamed Down Inner Distant signal. (10)

## CUDWORTH NORTH JUNCTION

The arms of the Down Main Home and Down Goods Home signals have been reduced in height to 18' above rail level. (11)

\*\*  
\* GOOSE HILL JUNCTION

The "T" bracket signal carrying to two miniature arm signals applying from Sidings 1 to 5 towards Up Slow and Up Fast lines together with the ground disc signal applying Down Sidings to Spur line have been abolished.

A new 3-tier ground disc signal has been provided on the opposite side of the line and applies as follows:—

- Top disc – from Sidings 1 to 5 towards Up Fast line.
- Centre disc – from Sidings 1 to 5 towards Up Slow line.
- Bottom disc – from Down Sidings to Spur line.

The separate outlet ground disc signals from the Inside (Sidings 1 to 3) and the Outside (Sidings 4 and 5) Sidings have been abolished. (10)

## GUISELEY STATION

The Up Main Distant signal has been renewed with the arm at a reduced height of 12 feet above rail level, 1085 yards from the Home signal (335 yards further from the signal box). (12)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## \*\*\* LEEDS STATION

Until Further Notice, No.12 Platform line is blocked from Signal L139 to 75 yards from L153 Signal and temporary buffer stops erected. (10)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.						(14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
Add:—				50	50	181m. 70ch. and 182m. 5ch. (14D)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 1979

## LOCAL INSTRUCTIONS

Page 337

## DONCASTER BLACK CARR JN. TO BERWICK

## NEWCASTLE

## Propelling Movements

Delete:— Empty diesel multiple units must not be propelled except:— and items (i) and (ii). (14D)

MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

1 MARCH, 1979

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**

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 18 MARCH – DONCASTER CARR

The points in the Up Engine/P.Way line leading to Engine lines Nos.1 and 2 or towards the P.Way Depot will be secured for through running towards Engine lines Nos.1 and 2 and the line leading thereto will be renamed Up Engine line.

The line leading from this connection to the P.Way Depot together with the associated semaphore exits signal from the P.Way Depot on this section of line applying towards the Signal Box will be abolished.

A new line between the P.Way Depot and Up Decoy Sidings will be brought into use. (14)

## SUNDAY 18 MARCH – BETWEEN WAKEFIELD WESTGATE SOUTH JUNCTION AND HARE PARK JUNCTION

The catch points in the Up Main line at 173m. 30chs., 1034 yards before reaching signal L.258, will be secured out of use pending removal. (14)

## DETAILS OF WORK ALREADY CARRIED OUT

## DONCASTER SOUTH

A handsignalled route is available from Down Passenger Independent signal DS.17 towards platform No.5 line. (12)

## DONCASTER STATION AND BENTLEY CROSSING

The Up Leeds line between Bentley Crossing and Doncaster Station area has been taken out of use. A temporary buffer stop has been provided on the Up Leeds line on the Leeds side of Bridge No.10.

The temporary Down Leeds line leading to the Down Leeds line has been renamed the Down Passenger Independent line. A new connection has been brought into use, Down Passenger Independent line to Down York line, the trailing end points in the Down York line has been secured for through running from the Down Passenger Independent line.

The Down York line has been taken out of use between signal DN.7 and Bridge No.10 except for a 100 yards section beyond signal DN.7 and a temporary stop block has been provided at the 100 yard point. Signal DN.7 will be maintained at Danger and a subsidiary disc signal has been provided on the signal post applying shunting Up Main to Stop Block.

The Up York line from signal DN.6 has been taken out of use and the facing connection has been secured for through running Up York line to Up Passenger Independent line. A new facing connection between the Up Main line and the Up Passenger Independent line has been brought into use, the portion of the Up Passenger Independent line between the above connections is temporarily renamed the Up Main line.

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

The Junction Indicator, Position '1' on signal DN.6 has been removed, and the signal applies only via the temporary Up Main line towards DN.18 signal.

A handsignalled route is available from signal DN.6 to signal DN.20 on the Up Passenger Independent line.

The trailing connection between the Up Passenger Independent line and the Up G.C. line has been secured for through running on the Up Passenger Independent line. The Up G.C. line has been slued into the Through Siding, north of this connection.

Signal DN.16 on the Up G.C. line will be maintained at Danger, and a handsignalled route is available to Platform No.1 line via the Through Siding and No.3 Siding Old Yard at a speed not exceeding 10 m.p.h.  
(12)

**\*\* BETWEEN HUDDERSFIELD AND HILLHOUSE**

The trailing end points in the Down Slow line of the lead from the Down Fast line have been removed and replaced by plain line.  
(11)

**BETWEEN DARTON AND BARNSELY STATION JUNCTION**

The catch points in the Up line at 51m. 68chs., 700 yards before reaching BY.46 signal have been abolished.  
(12)

**CUDWORTH NORTH JUNCTION**

The arms of the Down Main Home and Down Goods Home signals have been reduced in height to 18' above rail level.  
(11)

**GUISELEY STATION**

The Up Main Distant signal has been renewed with the arm at a reduced height of 12 feet above rail level, 1085 yards from the Home signal (335 yards further from the signal box).  
(12)

**BETWEEN GASCOIGNE WOOD AND SELBY WEST JUNCTION : THORPE HALL LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled from Thorpe Hall Gate Box.  
(13)

**BETWEEN LOWTHORPE AND BURTON AGNES – HARPAM LEVEL CROSSING AT 25m. 10chs.**

Attendance has been withdrawn from Harpham level crossing.

The level crossing gates have been padlocked with keys issued to the resident users, and the gate board has been abolished.

A telephone has been provided communicating with Burton Agnes signal box.  
(13)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## LEEDS STATION

Until Further Notice, No.12 Platform line is blocked from Signal L139 to 75 yards from L153 Signal and temporary buffer stops erected.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.						(14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
Add:-				50	50	181m. 70ch. and 182m. 5ch.
						(14D)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 1979

## LOCAL INSTRUCTIONS

Page 337

## DONCASTER BLACK CARR JN. TO BERWICK

## NEWCASTLE

## Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and items (i) and (ii).  
(14D)

MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

8 MARCH, 1979

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

**DON'T  
SHARE  
THE  
FATE  
OF  
A  
CARELESS  
MATE**

**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 24 to SUNDAY 25 MARCH – MOORTHORPE SOUTH**

The points leading from Frickley Colliery line to CCE's Siding will be secured out of use pending removal. The disc signal applying CCE's Siding to Down Main or Down Goods line will be abolished.

(15)

**SATURDAY 24 to SUNDAY 25 MARCH—MOORTHORPE SOUTH, MOORTHORPE STATION AND PONTEFRACT BAGHILL SOUTH**

Moorthorpe Station signal box will be abolished and all points formerly operated therefrom will be transferred to Moorthorpe South.

The following Moorthorpe Station Signals will be abolished:—

- Down Main Distant
- Down Goods Distant
- Down Main Home
- Up Main Starting with Moorthorpe South Up Main Distant below
- Up Main to Up Goods Starting

The following signals will be altered:—

Up Main Home repositioned 350 yards nearer the junction and provided with a No.1 position route indicator. The signal will be numbered MS 36 and read along Up Main or Up Main to Up Goods.

Up Branch Home provided with a No.1 position route indicator and numbered MS 28. The signal will read Up Branch to Up Main or Up Goods.

The bracket signal carrying the Down Main starting signal and the Down Main to Down Branch starting signal will be replaced by 3 Aspect Colour light signal with No.1 position route indicator, numbered MS 3 and reading along Down Main or Down Main to Down Branch.

The Down Goods Home will be replaced by 3 Aspect Colour light signal at reduced height, 6 feet before reaching the points leading from Down Goods to Down Main and numbered MS 11.

The Disc Signal Down Main to Up Main, or Up Goods or Down Main will be replaced by G.P.L. signal with 3 way route indicators reading:—

- G – Up Goods
- M – Up Main
- X – Down Goods

The Disc Signal Up Goods to Down Main will be replaced by G.P.L. signal 15 yards nearer Moorthorpe South.

The Disc signal reading from Frickley Colliery to the Down Main or Down Goods will be re-positioned 80 yards nearer Moorthorpe South.

Telephone communication to Moorthorpe South will be provided on all new signals and from point zones at the East and West ends of Moorthorpe Station.

The T.C.B. regulations will now apply between Moorthorpe South and Pontefract Baghill South signal boxes.

(15)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 25 MARCH–DONCASTER : BRIDGE JUNCTION**

The connection Up Goods (East) line to Down Transfer line will be secured out of use pending removal and a new connection will be provided 90 yds further from the signal box. The new connection will form a trap from the Down transfer line.

The associated signal applying from the Down Transfer line will be repositioned 30 yds. further from the signal box. (15)

**SUNDAY 25 MARCH – DONCASTER STATION AND BENTLEY CROSSING**

The temporary Down Passenger Independent (former Down Leeds line) will be taken out of use and a stop-block will be provided 100 yards north of signal DN29.

The temporary connection, Down Passenger Independent (former Down Leeds line) to Down York line will be taken out of use.

The Down York line between signal DN7 and Bridge No.10 will be brought back into use. The temporary stop-block situated 100 yards beyond signal DN7 will be removed, and signal DN7 (Main or Subsidiary) will now apply towards Down York line signal DN9. All connections to and from the Down York line will be secured out of use.

The temporary slue Up G.C. line to Through Siding will be removed and Up G.C. line signal DN16 will be brought back into use.

The route from signal DN16 will now be via the Up G.C. line and the Up Passenger Independent line (temporarily renamed the Up G.C. line) to DN20 signal. The trailing connection from the temporary Up Main to temporary Up G.C. line will be secured out of use. The facing connection from the temporary Up Main to Up Main line will be secured in this position, and the signalled route from Up York line signal DN6 to Up Main line signal DN18 will remain. (15)

**SUNDAY 25 MARCH – HUDDERSFIELD (HILLHOUSE JUNCTION)**

The layout and signalling will be altered as shown on the sketch included in this notice.

The Down Slow line will be removed and the Up Fast line will be secured out of use pending removal.

The Down Fast line will become the Up Main line worked in accordance with the TCB regulations.

The Up Slow line will become the Down Main line worked in accordance with the TCB regulations.

The Junction Indicator, position '1' on Up Main line signal H.644 applying Up Main to former Up Fast line will be removed. (15)

**TUESDAY 27 MARCH – LAISTERDYKE YARD**

A temporary stop-block will be provided on the Single line immediately on the Hall Lane side of Plaintrees Private Siding. (15)

**TUESDAY 27 MARCH – BOWLING JUNCTION**

The Down Branch Home and Distant and Up Branch Starting signals will be abolished.

The position '4' Junction Indicator on the Down Main Home signal will be abolished.

The facing points Up Main to Up Branch will be secured out of use in the normal position pending removal. (15)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****TUESDAY 27 MARCH – HALL LANE**

The signal box and all associated stop signals will be abolished. All points will be secured out of use in the normal position pending removal.

The level crossing barriers will be secured out of use in the raised position. (15)

**DETAILS OF WORK ALREADY CARRIED OUT****NORTON**

A temporary level crossing located 60 yards on the Colliery side of No.1 ground frame has been brought into use across the Colliery Running line. Attendance at the crossing will be provided between 07 00 and 19 00 each day (Mon. to Sat.).

A "STOP FOR ORDERS" notice board has been erected to the right of the running line 55 yards on the Colliery side of the crossing.

The miniature arm signal applying Colliery Running line to Coalite Sidings has been abolished.  
(New Item) (U.F.N.)

**DONCASTER CARR**

The points in the Up Engine/P.Way line leading to Engine lines Nos.1 and 2 or towards the P.Way Depot have been secured for through running towards Engine lines Nos.1 and 2 and the line leading thereto has been renamed Up Engine line.

The line leading from this connection to the P.Way Depot together with the associated semaphore exits signal from the P.Way Depot on this section of line applying towards the Signal Box have been abolished.

A new line between the P.Way Depot and Up Decoy Sidings has been brought into use. (14)

**\*\* DONCASTER SOUTH**

A handsignalled route is available from Down Passenger Independent signal DS.17 towards platform No.5 line. (12)

**\*\* DONCASTER STATION AND BENTLEY CROSSING**

The Up Leeds line between Bentley Crossing and Doncaster Station area has been taken out of use. A temporary buffer stop has been provided on the Up Leeds line on the Leeds side of Bridge No.10.

The Up York line from signal DN.6 has been taken out of use and the facing connection has been secured for through running Up York line to Up Passenger Independent line. A new facing connection between the Up Main line and the Up Passenger Independent line has been brought into use, the portion of the Up Passenger Independent line between the above connections is temporarily renamed the Up Main line.

The Junction Indicator, Position '1' on signal DN.6 has been removed, and the signal applies only via the temporary Up Main line towards DN.18 signal. (12)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* UNTIL SUNDAY 25 MARCH – DONCASTER STATION AND BENTLEY CROSSING**

The temporary Down Leeds line leading to the Down Leeds line has been renamed the Down Passenger Independent line.

A new connection has been brought into use, Down Passenger Independent line to Down York line, the trailing end points in the Down York line has been secured for through running from the Down Passenger Independent line.

The Down York line has been taken out of use between signal DN.7 and Bridge No.10 except for a 100 yards section beyond signal DN.7 and a temporary stop block has been provided at the 100 yard point. Signal DN.7 will be maintained at Danger and a subsidiary disc signal has been provided on the signal post applying shunting Up Main to Stop Block.

A handsignalled route is available from signal DN.6 to signal DN.20 on the Up Passenger Independent line.

The trailing connection between the Up Passenger Independent line and the Up G.C. line has been secured for through running on the Up Passenger Independent line. The Up G.C. line has been slued into the Through Siding, north of this connection.

Signal DN.16 on the Up G.C. line will be maintained at Danger, and a handsignalled route is available to Platform No.1 line via the Through Siding and No.3 Siding Old Yard at a speed not exceeding 10m.p.h.  
(12)

**\*\* BETWEEN DARTON AND BARNESLEY STATION JUNCTION**

The catch points in the Up line at 51m. 68chs., 700 yards before reaching BY.46 signal have been abolished.  
(12)

**\*\* CUDWORTH NORTH JUNCTION**

The arms of the Down Main Home and Down Goods Home signals have been reduced in height to 18' above rail level.  
(12)

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

The catch points in the Up Main line at 173m. 30chs., 1034 yards before reaching signal L.258, have been secured out of use pending removal.  
(14)

**\*\* GUISELEY STATION**

The Up Main Distant signal has been renewed with the arm at a reduced height of 12 feet above rail level. 1085 yards from the Home signal (335 yards further from the signal box).  
(12)



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**BETWEEN GASCOIGNE WOOD AND SELBY WEST JUNCTION : THORPE HALL LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled from Thorpe Hall Gate Box.  
(13)

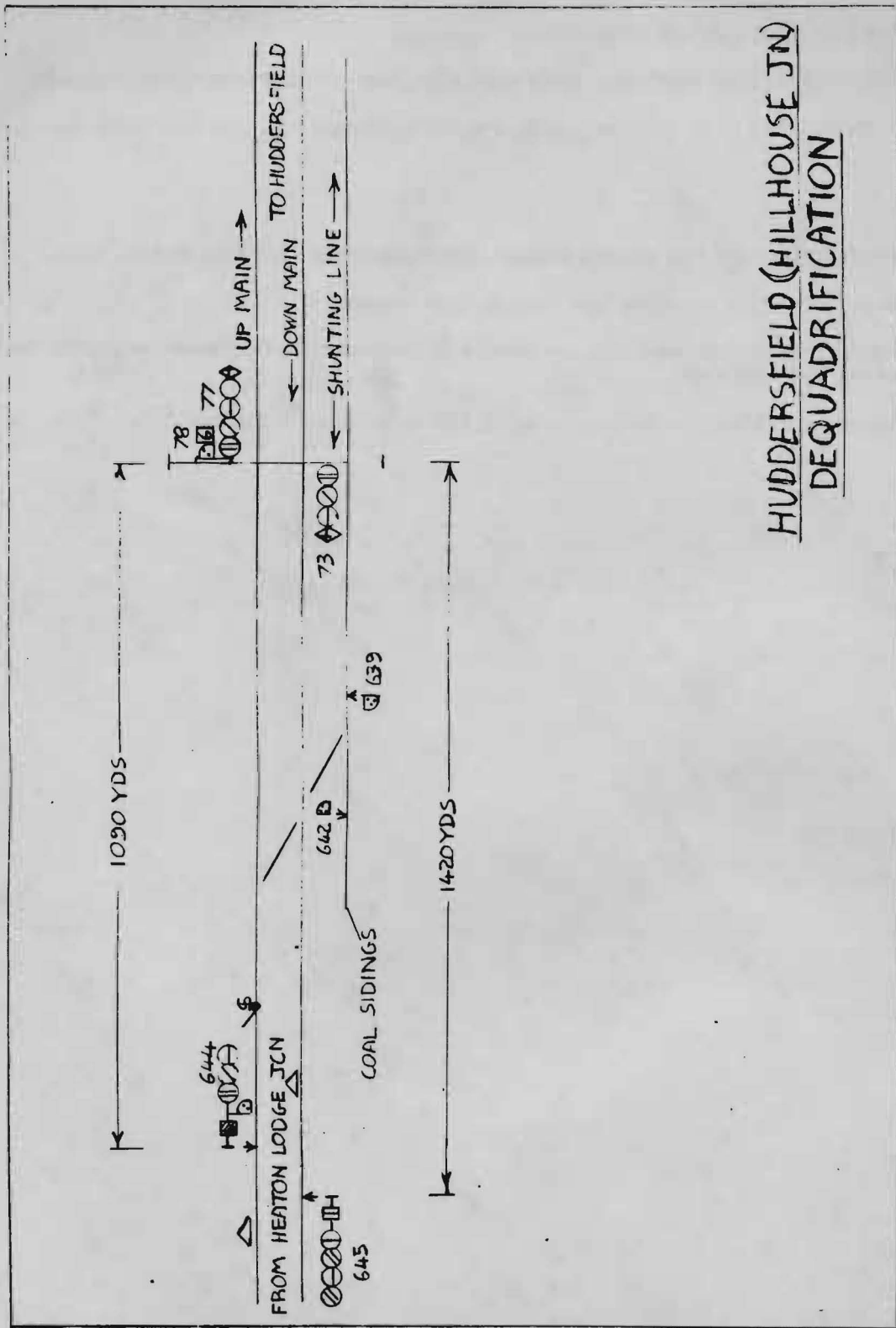
**BETWEEN LOWTHORPE AND BURTON AGNES – HARPHAM LEVEL CROSSING AT 25m. 10chs.**

Attendance has been withdrawn from Harpham level crossing.

The level crossing gates have been padlocked with keys issued to the resident users, and the gate board has been abolished.

A telephone has been provided communicating with Burton Agnes signal box. (13)

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

## MISCELLANEOUS NOTICES

## LEEDS STATION

Until Further Notice, No.12 Platform line is blocked from Signal L139 to 75 yards from L153 Signal and temporary buffer stops erected.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines. (14D)						
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
Add:- 50 50 181m. 70ch. and 182m. 5ch. (14D)						

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 1979

## LOCAL INSTRUCTIONS

Page 337

## DONCASTER BLACK CARR JN. TO BERWICK

## NEWCASTLE

## Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and items (i) and (ii). (14D)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 351

STAINFORTH JN. TO SKELLOW ADWICK JN.

SKELLOW A.M.O.C.O. OIL DEPOT

★ Add :-

TEMPORARY WORKING OF UP TRAINS

1. A train requiring to depart in the Up direction will be set back outside the Home signal for the rounding movement.
2. The locomotive must then be detached and run to Applehurst Jn.
3. The signalman at Applehurst Jn. will instruct the driver to enter the occupied section and proceed cautiously to the rear of his train, keeping a sharp look out.
4. During fog or falling snow, the Guard must protect his train by placing one detonator 100 yards in rear of his train, but before doing so he must advise the Signalman at Skellow. The Guard must then await return of the locomotive from Applehurst Jn.
5. When the locomotive has been recoupled to the train and the train is ready to depart, the Guard must advise the Signal box. (14D)

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MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

15 MARCH, 1979

*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 ALREADY CARRIED OUT****DONCASTER CARR**

The points in the Up Engine/P.Way line leading to Engine lines Nos .1 and 2 or towards the P.Way Depot have been secured for through running towards Engine lines Nos .1 and 2 and the line leading thereto has been renamed Up Engine line.

The line leading from this connection to the P.Way Depot together with the associated semaphore exits signal from the P.Way Depot on this section of line applying towards the Signal Box have been abolished.

A new line between the P.Way Depot and Up Decoy Sidings has been brought into use. (14)

**DONCASTER : BRIDGE JUNCTION**

The connection Up Goods (East) line to Down Transfer line has been secured out of use pending removal and a new connection has been provided 90 yds. further from the signal box. The new connection forms a trap from the Down transfer line.

The associated signal applying from the Down Transfer line has been repositioned 30 yds. further from the signal box. (15)

**DONCASTER STATION AND BENTLEY CROSSING**

The temporary Down Passenger Independent (former Down Leeds line) has been taken out of use and a stop-block has been provided 100 yards north of signal DN29.

The temporary connection, Down Passenger Independent (former Down Leeds line) to Down York line has been taken out of use.

The Down York line between signal DN7 and Bridge No.10 has been brought back into use. The temporary stop-block situated 100 yards beyond signal DN7 has been removed, and signal DN7 (Main or Subsidiary) now applies towards Down York line signal DN9. All connections to and from the Down York line have been secured out of use.

The temporary slue Up G.C. line to Through Siding has been removed and Up G.C. line signal DN16 has been brought back into use.

The route from signal DN16 is now via the Up G.C. line and the Up Passenger Independent line (temporarily)renamed the Up G.C. line) to DN20 signal. The trailing connection from the temporary Up Main to temporary Up G.C. line has been secured out of use. The facing connection from the temporary Up Main to Up Main line has been secured in this position, and the signalled route from Up York line signal DN6 to Up Main line signal DN18 remains. (15)

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

A temporary level crossing located 60 yards on the Colliery side of No.1 ground frame has been brought into use across the Colliery Running line. Attendance at the crossing will be provided between 07 00 and 19 00 each day (Mon. to Sat.).

A "STOP FOR ORDERS" notice board has been erected to the right of the running line 55 yards on the Colliery side of the crossing.

The miniature arm signal applying Colliery Running line to Coalite Sidings has been abolished.  
(U.F.N.)

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

The catch points in the Up Main line at 173m. 30chs., 1034 yards before reaching signal L.258, have been secured out of use pending removal.  
(14)

**HUDDERSFIELD (HILLHOUSE JUNCTION)**

The layout and signalling have been altered as shown on the sketch included in this notice.

The Down Slow line has been removed and the Up Fast line has been secured out of use pending removal.

The Down Fast line has become the Up Main line worked in accordance with the TCB regulations.

The Up Slow line has become the Down Main line worked in accordance with the TCB regulations.

The Junction Indicator, position '1' on Up Main line signal H.644 applying Up Main to former Up Fast line has been removed. See amended Sketch.  
(Amended Item) (15)

**MOORTHORPE SOUTH**

The points leading from Frickley Colliery line to CCE's Siding have been secured out of use pending removal. The disc signal applying CCE's Siding to Down Main or Down Goods line has been abolished.  
(15)

**MOORTHORPE SOUTH, MOORTHORPE STATION AND PONTEFRACT BAGHILL SOUTH**

Moorthorpe Station signal box has been abolished and all points formerly operated therefrom will be transferred to Moorthorpe South.

The following Moorthorpe Station Signals have been abolished:—

- Down Main Distant
- Down Goods Distant
- Down Main Home
- Up Main Starting with Moorthorpe South Up Main Distant below
- Up Main to Up Goods Starting



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****MOORTHORPE SOUTH, MOORTHORPE STATION AND PONTEFRAC T BAGHILL SOUTH – continued**

The following signals have been altered:—

Up Main Home repositioned 350 yards nearer the junction and provided with a No.1 position route indicator. The signal will be numbered MS 36 and read along Up Main or Up Main to Up Goods.

Up Branch Home provided with a No.1 position route indicator and numbered MS 28. The signal reads Up Branch to Up Main or Up Goods.

The bracket signal carrying the Down Main starting signal and the Down Main to Down Branch starting signal has been replaced by 3 aspect colour light signal with No.1 position route indicator, numbered MS 3 and reading along Down Main or Down Main to Down Branch.

The Down Goods Home has been replaced by 3 aspect colour light signal at reduced height, 6 feet before reaching the points leading from Down Goods to Down Main and numbered MS 11.

The Disc Signal Down Main to Up Main, or Up Goods or Down Main has been replaced by G.P.L. signal with 3 way route indicators reading:—

- G – Up Goods
- M – Up Main
- X – Down Goods

The Disc Signal Up Goods to Down Main has been replaced by G.P.L. signal 15 yards nearer Moorthorpe South.

The Disc signal reading from Frickley Colliery to the Down Main or Down Goods has been repositioned 80 yards nearer Moorthorpe South.

Telephone communication to Moorthorpe South has been provided on all new signals and from Point zones at the East and West ends of Moorthorpe Station.

The T.C.B. regulations now apply between Moorthorpe South and Ferrybridge signal boxes. (15)

**LAISTERDYKE YARD**

A temporary stop-block has been provided on the Single line immediately on the Hall Lane side of Plaintrees Private Siding. (15)

**HALL LANE**

The signal box and all associated stop signals have been abolished. All points have been secured out of use in the normal position pending removal.

The level crossing barriers have been secured out of use in the raised position. (15)

**BOWLING JUNCTION**

The Down Branch Home and Distant and Up Branch Starting signals have been abolished.

The position '4' Junction Indicator on the Down Main Home signal have been abolished.

The facing points Up Main to Up Branch have been secured out of use in the normal position pending removal. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**\* \* BETWEEN GASCOIGNE WOOD AND SELBY WEST JUNCTION : THORPE HALL LEVEL CROSSING**

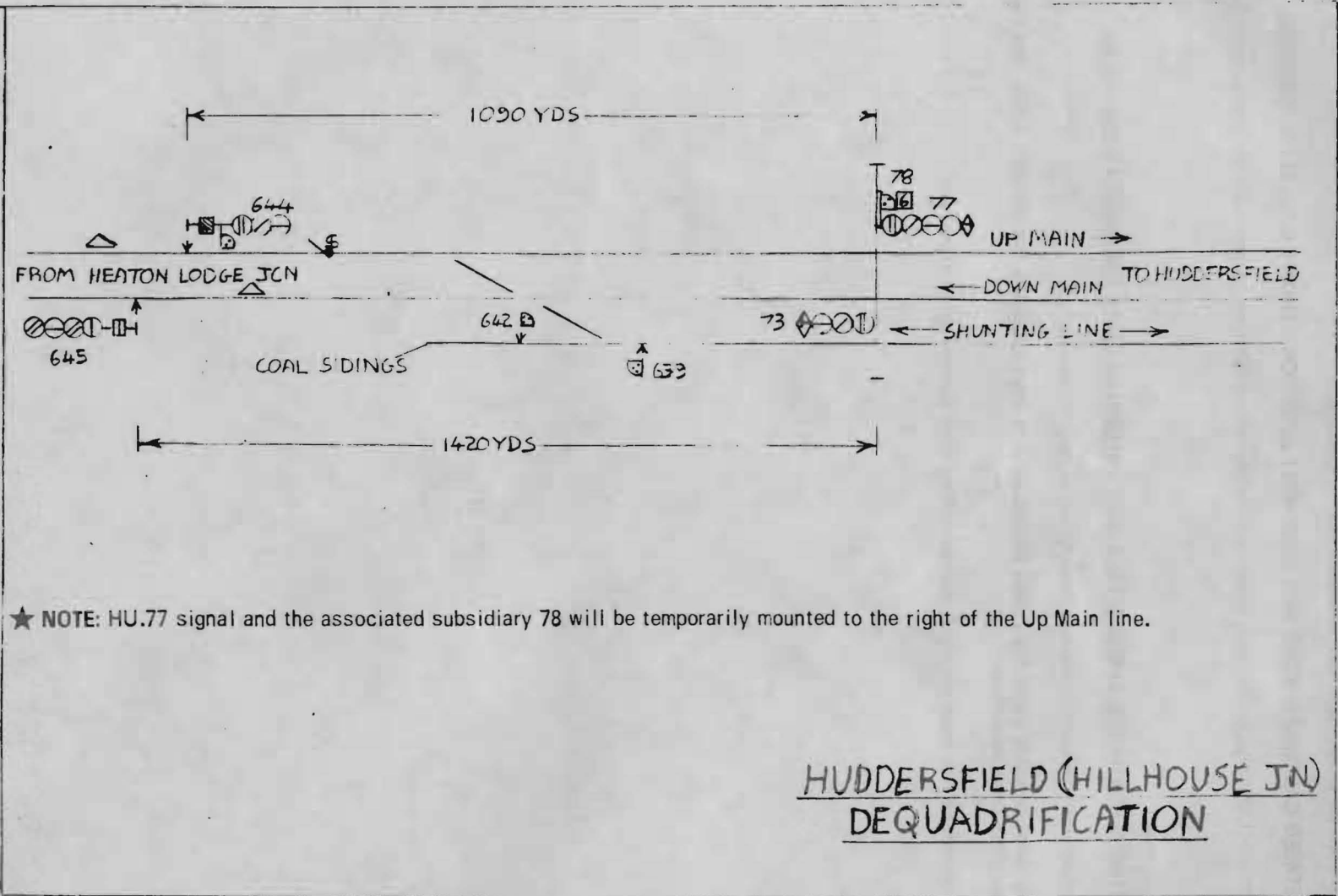
The level crossing gates have been replaced by lifting barriers controlled from Thorpe Hall Gate Box.  
(13)

**\* \* BETWEEN LOWTHORPE AND BURTON AGNES – HARPHAM LEVEL CROSSING AT 25m. 10chs.**

Attendance has been withdrawn from Harpham level crossing.

The level crossing gates have been padlocked with keys issued to the resident users, and the gate board has been abolished.

A telephone has been provided communicating with Burton Agnes signal box. (13)





**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 TO MONDAY 9 APRIL – DONCASTER NORTH**

The Down and Up Leeds and Up York lines will be restored to use and the temporary buffer-stops on the Up Leeds line (adjacent to overbridge No.10) will be removed.

The Up Main (Temporary) will be renamed the Up Passenger Independent line and the points leading thereto in the Up York line (immediately on the Doncaster side of Bridge No.332) will be restored to use.

The following new connections will be brought into use:—

Down Main/Down York to Down Leeds (220 yards Leeds side of Signal D.N.7) (the trailing crossover between the Down and Up Leeds lines which forms part of this new ladder from Down Main to Down Leeds will be secured in the reverse position for through running to Down Leeds). A temporary stop-block will be installed on the Down Leeds line south of this connection and the Down Leeds line (south of the new points) will become an extension of No.1 Spur line.

A new facing connection from Down Passenger Independent line to Down Main line (situated 40 yards on the Leeds side of Signal DN.29) will be brought into use.

The continuation of the Down Passenger Independent line north of Bridge No.329A to the new connection to Down Leeds line will become the Down Leeds Independent line.

The facing connection from Up Passenger Independent line (former Up Main line) leading to Up York and forming the route to the Down G.C. line (secured for the Down G.C. line) will now be worked from the signal box.

A new facing connection leading from the Up Leeds line (immediately on the Doncaster side of DN.12 Signal and under-bridge No.1) to Up Main line will be installed but the facing points in the Up Leeds line will be secured in the reverse position for through running to the Up Main line. (The trailing crossover between the Down and Up York lines which forms part of this route will be restored to use).

**Signalling Alterations**

Down Passenger Independent line signal DN.29 will now have a 2-way route indicator and will apply as follows:—

Indication	Aspect	Applicable to or Towards
L	Main	Down Leeds DN.11 Signal
Y	Main	Down York DN.9 Signal
L	Subsidiary	Down Leeds – line occupied
Y	Subsidiary	Down York – line occupied

The Junction Indicator position "1" on Down Main line Signal DN.7 will be restored to use and will apply towards Down Leeds DN.11 Signal.

Up Leeds line Signal DN.12 will be brought back into use 70 yards further from the signal box and will apply towards Up Main line signal DN.18.

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

## DETAILS OF WORK REFERRED TO IN SECTION B – continued

## SATURDAY 7 TO MONDAY 9 APRIL – DONCASTER NORTH – continued

## Signalling Alterations – continued

The Junction Indicator "1" will be restored to use on Up York line signal DN.6 and will apply as follows:—

Indication	Aspect	Application to or Towards
—	Main	Up Main DN.18.
Position "1"	Main	Up Passenger Independent DN.20.
—	Subsidiary	Up Main – line occupied.
Position "1"	Subsidiary	Up Passenger Independent – line occupied.

## Ground Disc Shunting Signals

Ground Disc signal DN.111 on the Up Main line will be brought back into use and will apply set-back along Up Main up to a new ground disc signal DN.129 situated on the Doncaster side of the Up Main line to Up York or Up Leeds line connection. DN.129 will be maintained at Danger.

Ground disc signal DN.109 on the Up Passenger Independent line will apply set-back along Up Passenger Independent line to "Limit of Shunt" indicator or towards Up Main line to DN.129.

Ground disc signal DN.50 on the Down Main line will be brought back into use and will apply set-back along Down Main to ground disc signal DN.58 (via DN.58R).

Down York line set-back ground disc signal DN.48 will be repositioned 70 yards further from the signal box and brought back into use, and will apply towards Down Main line to signal DN.50.

Ground disc signal DN.46 will be brought back into use and will apply set-back along Down Leeds Independent line or to Down Main line. (17)

## SUNDAY 8 APRIL – BRIDGE JUNCTION

The facing connection from the Up Goods No.1 line, and the portion of the Up Goods Independent No.2 line previously retained for access to the Down Engine, Washer Road and Diesel Depot, will be taken out of use pending removal.

The existing connection from Shakespeare Dock Sidings will lead to the Up Goods No.1 line only, with the facing points forming a trap connection.

The facing connection Up Main to Up Passenger Independent will be secured out of use in the normal position.

The Up Goods Independent No.1 line, from south of Bridge No.323D to the connection between No.1 Up Goods (Fast) and Down Transfer, will be relaid on a new alignment.

A new line named the Locomotive line will be brought into use, leading from a new connection in the Up Goods Independent No.1 to the Down Engine, Washer Road and Diesel Depot.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 8 APRIL – BRIDGE JUNCTION – continued****Signalling Alterations**

Up Main colour light signal BJ46 will apply to the Up Main line only, the junction indicators positions 1 and 2 will be removed and the subsidiary will be taken out of use.

Up Passenger Independent colour light signal BJ36 will apply to the Up Goods Independent No.1 or to the Up Main (with junction indicator position 4). The junction indicator position 1 will be removed.

The Up Goods Independent No.1 ground disc signal (BJ13), south of Bridge No.324, will be abolished.

The Up Goods Independent No.1 ground disc signal (BJ12), with stencil type route indicator, will apply route letter 'P' to Up Passenger Independent, or route letter 'S' to Shakespeare Dock Sidings only.

The route with letter 'D' to the Down Main or Down Goods Independent will be abolished.

The Down Main ground disc signal (BJ22 top disc of two), which reads to Up Main and Up Goods Independent No.1 and No.2, will be abolished.

The Down Goods Independent miniature arm signals, which read to Up Slow No.1 or Down Reception lines and Up Goods Independent No.1 and No.2, will be abolished.

The Shakespeare Dock Sidings miniature arm exit signal (BJ4), applying to the Up Goods Independent No.2 line, will be abolished.

The semaphore arm signal with subsidiary disc signal below, formerly applying to the Up Goods Independent No.2 line south of Bridge No.323D, will be repositioned to the Up Goods Independent No.1 line, and will apply main semaphore arm to No.1 Up Goods Fast line, or subsidiary disc to the Locomotive line.

A new ground position light exit signal BJ8 will be provided on the Locomotive line, reading to Up Goods Independent No.1 line.

A new illuminated notice board worded 'Stop Proceed If Line Clear' will be provided on the Locomotive line north of BJ8 signal, facing to traffic entering the depot.

The existing notice board on the Down Engine line will be replaced by a new illuminated double board worded 'Stop Telephone When Leaving Depot' and 'Proceed If Line Is Clear When Entering Depot'. A telephone will be provided communicating with Bridge Junction signal box.

An A.W.S. permanent test magnet will be provided in the North Departure line. (17)

**SUNDAY 8 APRIL – DONCASTER SOUTH**

Garden Sidings will be closed.

The trailing connections Down Main line to Garden Sidings and Down Goods Independent line to Garden Sidings will be secured out of use in the normal position.

Down Main line disc signal DS.116 will now apply set-back along Down Main line only.

Down Goods Independent line disc signal DS.114 will now apply set-back along Down Goods Independent line only.

The Garden Sidings disc exit signal DS.49 (with 3-way route indicator) will be abolished. (17)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY 9 APRIL—BETWEEN CATTAL AND KNARESBOROUGH**

Whistle Boards will be provided on the Single line at 13m. 50chs. (facing Down direction trains) and at 13m. 70chs. (Facing Up direction trains). (17)

**MONDAY 9 APRIL—LEEDS P.C.D. AREA**

At 08 00 the hand points leading to Nos.1 and 4 Riverside Sidings and the hand points leading to No.6 platform line will be secured out of use pending removal. (17)

**MONDAY 9 APRIL—HUNSLET UP SIDINGS**

No.2 Reynolds Siding will be secured out of use and this siding will be discontinued. (17)

**MONDAY 9 APRIL—MILFORD**

Nos.2 and 3 Up Sidings will be secured out of use pending removal. (17)

**TUESDAY 10 APRIL—CUDWORTH NORTH JUNCTION**

The tall Siding signal applying Through Siding towards the Down Main line or Up Reception lines will be re-positioned 94 yards nearer to the signal box with the arm at a reduced height of 12 feet above rail level. (17)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* DONCASTER CARR**

The points in the Up Engine/P.Way line leading to Engine lines Nos.1 and 2 or towards the P.Way Depot have been secured for through running towards Engine lines Nos.1 and 2 and the line leading thereto has been renamed Up Engine line.

The line leading from this connection to the P.Way Depot together with the associated semaphore exits signal from the P.Way Depot on this section of line applying towards the Signal Box have been abolished

A new line between the P.Way Depot and Up Decoy Sidings has been brought into use. (14)

**DONCASTER : BRIDGE JUNCTION**

The connection Up Goods (East) line to Down Transfer line has been secured out of use pending removal and a new connection has been provided 90 yds. further from the signal box. The new connection forms a trap from the Down transfer line.

The associated signal applying from the Down Transfer line has been repositioned 30 yds. further from the signal box. (15)

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

The temporary Down Passenger Independent (former Down Leeds line) has been taken out of use and a stop-block has been provided 100 yards north of signal DN29.

The temporary connection, Down Passenger Independent (former Down Leeds line) to Down York line has been taken out of use.

The Down York line between signal DN7 and Bridge No.10 has been brought back into use. The temporary stop-block situated 100 yards beyond signal DN7 has been removed, and signal DN7 (Main or Subsidiary) now applies towards Down York line signal DN9. All connections to and from the Down York line have been secured out of use.

The temporary slue Up G.C. line to Through Siding has been removed and Up G.C. line signal DN16 has been brought back into use.

The route from signal DN16 is now via the Up G.C. line and the Up Passenger Independent line (temporarily renamed the Up G.C. line) to DN20 signal. The trailing connection from the temporary Up Main to temporary Up G.C. line has been secured out of use. The facing connection from the temporary Up York line to Up Main line has been secured in this position, and the signalled route from Up York line signal DN6 to Up Main line signal DN18 remains. (15)

**YORK YARD NORTH–YORK YARD SOUTH**

The No.1 Down Yard has been secured out of use pending removal. (16)

**NORTON**

A temporary level crossing located 60 yards on the Colliery side of No.1 ground frame has been brought into use across the Colliery Running line. Attendance at the crossing is provided between 07 00 and 19 00 each day (Mon to Sat).

A "STOP FOR ORDERS" notice board has been erected to the right of the running line 55 yards on the Colliery side of the crossing.

The miniature arm signal applying Colliery Running line to Coalite Sidings has been abolished. (16)

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

The catch points in the Up Main line at 173m. 30chs., 1034 yards before reaching signal L.258, have been secured out of use pending removal. (14)

**HUDDERSFIELD (HILLHOUSE JUNCTION)**

The layout and signalling have been altered as shown on the sketch included in this notice.

The Down Slow line has been removed and the Up Fast line has been secured out of use pending removal.

The Down Fast line has become the Up Main line worked in accordance with the TCB regulations.

The Up Slow line has become the Down Main line worked in accordance with the TCB regulations.

The Junction Indicator, position '1' on Up Main line signal H.644 applying Up Main to former Up Fast line has been removed.

The facing points in the Down Fast have been removed and replaced by plain line and the trailing points in the Up Fast line have been secured in the reverse position pending removal. (Amended Item) (15)

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

The points leading from Frickley Colliery line to CCE's Siding have been secured out of use pending removal. The disc signal applying CCE's Siding to Down Main or Down Goods line has been abolished. (15)

**MOORTHORPE SOUTH, MOORTHORPE STATION AND PONTEFRACT BAGHILL SOUTH**

Moorthorpe Station signal box has been abolished and all points formerly operated therefrom will be transferred to Moorthorpe South.

The following Moorthorpe Station Signals have been abolished:-

- Down Main Distant
- Down Goods Distant
- Down Main Home
- Up Main Starting with Moorthorpe South Up Main Distant below
- Up Main to Up Goods Starting

The following signals have been altered:-

Up Main Home repositioned 350 yards nearer the junction and provided with a No.1 position route indicator. The signal will be numbered MS 36 and read along Up Main or Up Main to Up Goods.

Up Branch Home provided with a No.1 position route indicator and numbered MS 28. The signal reads Up Branch to Up Main or Up Goods.

The bracket signal carrying the Down Main starting signal and the Down Main to Down Branch starting signal has been replaced by 3 aspect colour light signal with No.1 position route indicator, numbered MS 3 and reading along Down Main or Down Main to Down Branch.

The Down Goods Home has been replaced by 3 aspect colour light signal at reduced height, 6 feet before reaching the points leading from Down Goods to Down Main and numbered MS 11.

The Disc Signal Down Main to Up Main, or Up Goods or Down Main has been replaced by G.P.L. signal with 3 way route indicators reading:-

- G – Up Goods
- M – Up Main
- X – Down Goods

The Disc Signal Up Goods to Down Main has been replaced by G.P.L. signal 15 yards nearer Moorthorpe South.

The Disc signal reading from Frickley Colliery to the Down Main or Down Goods has been repositioned 80 yards nearer Moorthorpe South.

Telephone communication to Moorthorpe South has been provided on all new signals and from Point zones at the East and West ends of Moorthorpe Station.

The T.C.B. regulations now apply between Moorthorpe South and Ferrybridge signal boxes. (15)

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

A temporary stop-block has been provided on the Single line immediately on the Hall Lane side of Plaintrees Private Siding. (15)

**HALL LANE**

The signal box and all associated stop signals have been abolished. All points have been secured out of use in the normal position pending removal.

The level crossing barriers have been secured out of use in the raised position. (15)

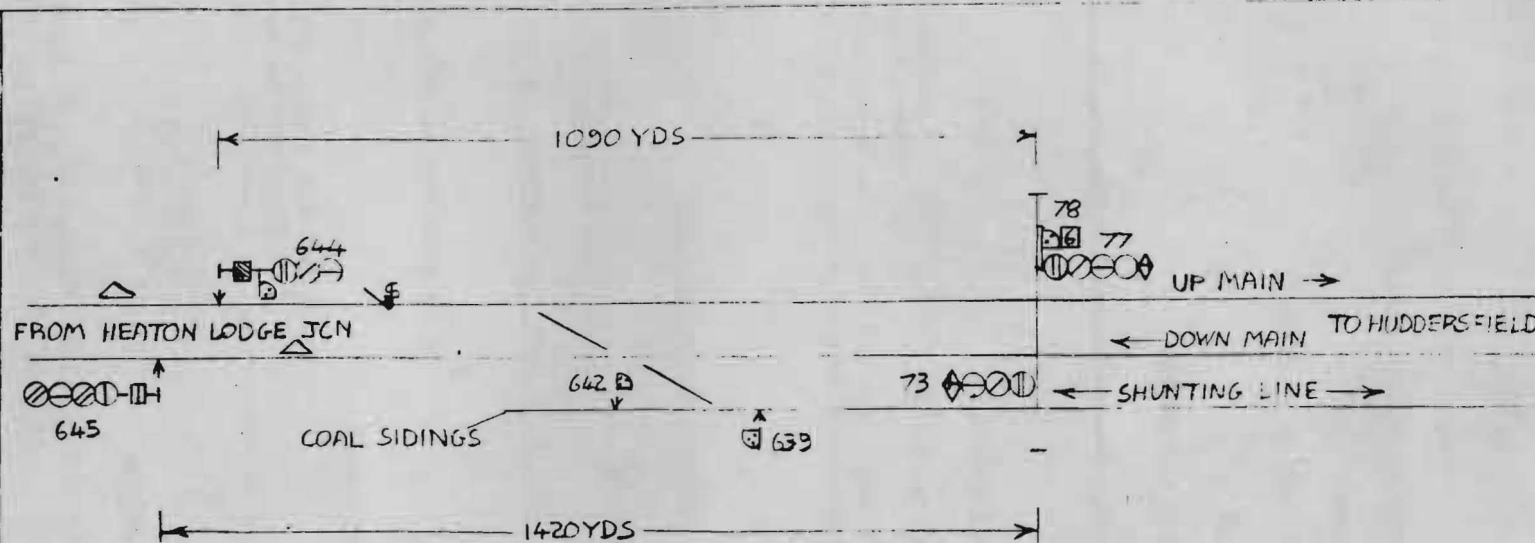
**BOWLING JUNCTION**

The Down Branch Home and Distant and Up Branch Starting signals have been abolished.

The position '4' Junction Indicator on the Down Main Home signal have been abolished.

The facing points Down Main to Up Branch have been secured out of use in the normal position pending removal. (Amended item)(15)





NOTE: HU.77 signal and the associated subsidiary 78 are temporarily mounted to the right of the Up Main line.

HUDDERSFIELD (HILLHOUSE JN)  
DEQUADRIFICATION

## 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

## E R SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN TO BERWICK

Page 330

## SELBY

## SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER

Delete first paragraph

## MISCELLANEOUS NOTICES

## ★ DISTRIBUTION OF ND No. 14D

Due to printing difficulties, the ND 8 weekly No.14 book 7 April to 1 June may not be available before the operative date. In the event of ND14 not being received on time all concerned must retain ND5D and note the following additional items.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	

Page 111 WATH ROAD JN. TO LEEDS NORTH JN.

★ Add:-- 50 50 181m. 70ch and 182m. 5ch.

Page 125 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE

★ Add:-- 20 20 56m. 69ch. and 57m. 17ch.  
(w.e.f. 09 00 Mon. 9 April)

## \*\* LEEDS STATION

Until Further Notice, No.12 Platform line is blocked from Signal L139 to 75 yards from L153 Signal and temporary buffer stops erected. (14)

## YORK YARD NORTH – YORK YARD SOUTH

The No.1 Down Yard has been secured out of use pending removal.

(16)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS: 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
** * Bridge Jn. and * Decoy No.2 * Up Goods No.1 and Down Transfer <b>BLOCKED</b>	Trackwork between 155m. 37chs. and 155m. 11chs. <b>Access to M.P.D. from            South End only.</b> Crane in use.	22 00 Sat to 20 00 Sun <b>Saturday 7 to            Sunday 8 April</b>	-

MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

29 MARCH, 1979

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

**CARE**

*is the*

**PASSWORD**

*to*

**SAFETY**



**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 18 APRIL—WATH NORTH**

The facing connection Up Goods line to Reception lines will be secured out of use in the normal position, pending removal.

The points within the Reception Sidings will be converted to hand operation.

All signals associated with the above will be abolished. (18)

**SUNDAY 22 APRIL—BRIDGE JUNCTION**

The facing connection from the Up Goods No.1 line, and the portion of the Up Goods Independent No.2 line previously retained for access to the Down Engine, Washer Road and Diesel Depot, will be taken out of use pending removal.

The existing connection from Shakespeare Dock Sidings will lead to the Up Goods No.1 line only, with the facing points forming a trap connection.

The facing connection Up Main to Up Passenger Independent will be secured out of use in the normal position.

The Up Goods Independent No.1 line, from south of Bridge No.323D to the connection between No.1 Up Goods (Fast) and Down Transfer, will be relaid on a new alignment.

A new line named the Locomotive line will be brought into use, leading from a new connection in the Up Goods Independent No.1 to the Down Engine, Washer Road and Diesel Depot.

**Signalling Alterations**

Up Main colour light signal BJ46 will apply to the Up Main line only, the junction indicators positions 1 and 2 will be removed and the subsidiary will be taken out of use.

Up Passenger Independent colour light signal BJ36 will apply to the Up Goods Independent No.1 or to the Up Main (with junction indicator position 4). The junction indicator position 1 will be removed.

The Up Goods Independent No.1 ground disc signal (BJ13), south of Bridge No.324, will be abolished.

The Up Goods Independent No.1 ground disc signal (BJ12), with stencil type route indicator, will apply route letter 'P' to Up Passenger Independent, or route letter 'S' to Shakespeare Dock Sidings only.

The route with letter 'D' to the Down Main or Down Goods Independent will be abolished.

The Down Main ground disc signal (BJ22 top disc of two), which reads to Up Main and Up Goods Independent No.1 and No.2, will be abolished.

The Down Goods Independent miniature arm signals, which read to Up Slow No.1 or Down Reception lines and Up Goods Independent No.1 and No.2, will be abolished.

The Shakespeare Dock Sidings miniature arm exit signal (BJ4), applying to the Up Goods Independent No.2 line, will be abolished.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 22 APRIL – BRIDGE JUNCTION – continued****Signalling Alterations – continued**

The semaphore arm signal with subsidiary disc signal below, formerly applying to the Up Goods Independent No.2 line south of Bridge No.323D, will be repositioned to the Up Goods Independent No.1 line, and will apply main semaphore arm to No.1 Up Goods Fast line, or subsidiary disc to the Locomotive line.

A new ground position light exit signal BJ8 will be provided on the Locomotive line, reading to Up Goods Independent No.1 line.

A new illuminated notice board worded 'Stop Proceed If Line Clear' will be provided on the Locomotive line north of BJ8 signal, facing to traffic entering the depot.

The existing notice board on the Down Engine line will be replaced by a new illuminated double board worded 'Stop Telephone When Leaving Depot' and 'Proceed If Line Is Clear When Entering Depot'. A telephone will be provided communicating with Bridge Junction signal box.

An A.W.S. permanent test magnet will be provided in the North Departure line. (17)

**MONDAY 23 APRIL – HALIFAX (CHURCH STREET)**

Various sidings will be secured out of use pending removal.

The siding leading to the coal drop roads will be reduced in length and buffer-stops erected. (18)

**MONDAY 23 APRIL – BRADFORD VALLEY GOODS**

Various sidings will be secured out of use pending removal. (18)

**DETAILS OF WORK ALREADY CARRIED OUT****DRAX POWER STATION**

A temporary level crossing has been brought into use over the Outgoing line at 6m. 10chs. A Crossing Keeper will be in attendance between 07 00 and 17 00. (New Item) (18)

**DONCASTER SOUTH**

Garden Sidings have been closed.

The trailing connections Down Main line to Garden Sidings and Down Goods Independent line to Garden Sidings have been secured out of use in the normal position.

Down Main line disc signal DS.116 now applies set-back along Down Main line only.

Down Goods Independent line disc signal DS.114 now applies set-back along Down Goods Independent line only.

The Garden Sidings disc exit signal DS.49 (with 3-way route indicator) has been abolished. (17)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* DONCASTER : BRIDGE JUNCTION**

The connection Up Goods (East) line to Down Transfer line has been secured out of use pending removal and a new connection has been provided 90 yds. further from the signal box. The new connection forms a trap from the Down transfer line.

The associated signal applying from the Down Transfer line has been repositioned 30 yds. further from the signal box. (15)

**\*\* DONCASTER STATION AND BENTLEY CROSSING**

The temporary Down Passenger Independent (former Down Leeds line) has been taken out of use and a stop-block has been provided 100 yards north of signal DN29.

The temporary connection, Down Passenger Independent (former Down Leeds line) to Down York line has been taken out of use.

The Down York line between signal DN7 and Bridge No.10 has been brought back into use. The temporary stop-block situated 100 yards beyond signal DN7 has been removed, and signal DN7 (Main or Subsidiary) now applies towards Down York line signal DN9. All connections to and from the Down York line have been secured out of use.

The temporary blue Up G.C. line to Through Siding has been removed and Up G.C. line signal DN16 has been brought back into use.

The route from signal DN16 is now via the Up G.C. line and the Up Passenger Independent line (temporarily renamed the Up G.C. line) to DN20 signal. The trailing connection from the temporary Up Main to temporary Up G.C. line has been secured out of use. The facing connection from the temporary Up Main to Up Main line has been secured in this position, and the signalled route from Up York line signal DN6 to Up Main line signal DN18 remains. (15)

**DONCASTER NORTH**

The Down and Up Leeds and Up York lines have been restored to use and the temporary buffer-stops on the Up Leeds line (adjacent to overbridge No.10) have been removed.

The Up Main (Temporary) has been renamed the Up Passenger Independent line and the points leading thereto in the Up York line (immediately on the Doncaster side of Bridge No.332) has been restored to use.

The following new connections have been brought into use:—

Down Main/Down York to Down Leeds (220 yards Leeds side of Signal DN.7) (the trailing crossover between the Down and Up Leeds lines which forms part of this new ladder from Down Main to Down Leeds has been secured in the reverse position for through running to Down Leeds). A temporary stop block has been installed on the Down Leeds line south of this connection and the Down Leeds line (south of the new points) has become an extension of No.1 Spur line.

A new facing connection from Down Passenger Independent line to Down Main line (situated 40 yards on the Leeds side of Signal DN.29) has been brought into use.

The continuation of the Down Passenger Independent line north of Bridge No.329A to the new connection to Down Leeds line has become the Down Leeds Independent line.

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

The facing connection from Up Passenger Independent line (former Up Main line) leading to Up York and forming the route to the Down G.C. line (secured for the Down G.C. line) is now worked from the signal box.

A new facing connection leading from the Up Leeds line (immediately on the Doncaster side of DN.12 Signal and under-bridge No.1) to Up Main line has been installed but the facing points in the Up Leeds line has been secured in the reverse position for through running to the Up Main line. (The trailing crossover between the Down and Up York lines which forms part of this route has been restored to use).

**Signalling Alterations**

Down Passenger Independent line signal DN.29 now has a 2-way route indicator and applies as follows:-

Indication	Aspect	Applicable to or Towards
L	Main	Down Leeds DN.11 Signal
Y	Main	Down York DN.9 Signal
L	Subsidiary	Down Leeds – line occupied
Y	Subsidiary	Down York – line occupied

The Junction Indicator position "1" on Down Main line Signal DN.7 has been restored to use and applies towards Down Leeds DN.11 Signal.

Up Leeds line Signal DN.12 has been brought back into use 70 yards further from the signal box and applies towards Up Main line signal DN.18.

The Junction Indicator "1" restored to use on Up York line signal DN.6 and applies as follows:-

Indication	Aspect	Application to or Towards
–	Main	Up Main DN.18.
Position "1"	Main	Up Passenger Independent DN.20.
–	Subsidiary	Up Main – line occupied.
Position "1"	Subsidiary	Up Passenger Independent – line occupied.

**Ground Disc Shunting Signals**

Ground Disc signal DN.111 on the Up Main line has been brought back into use and applies set-back along Up Main up to a new ground disc signal DN.129 situated on the Doncaster side of the Up Main line to Up York or Up Leeds line connection. DN.129 will be maintained at Danger.

Ground disc signal DN.109 on the Up Passenger Independent line applies set-back along Up Passenger Independent line to "Limit of Shunt" indicator or towards Up Main line to DN.129.

Ground disc signal DN.50 on the Down Main line has been brought back into use and applies set-back along Down Main to ground disc signal DN.58 (via DN.58R).

Down York line set-back ground disc signal DN.48 has been repositioned 70 yards further from the signal box and brought back into use and applies towards Down Main line to signal DN.50.

Ground disc signal DN.46 has been brought back into use and applies set-back along Down Leeds Independent line or to Down Main line. (17)

**\* YORK YARD NORTH – YORK YARD SOUTH**

The No.1 Down Yard has been secured out of use pending removal.

(16)



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

A temporary level crossing located 60 yards on the Colliery side of No.1 ground frame has been brought into use across the Colliery Running line. Attendance at the crossing is provided between 07 00 and 19 00 each day (Mon to Sat).

A "STOP FOR ORDERS" notice board has been erected to the right of the running line 55 yards on the Colliery side of the crossing.

The miniature arm signal applying Colliery Running line to Coalite Sidings has been abolished.

(16)

**BETWEEN CATTAL AND KNARESBOROUGH**

Whistle Boards have been provided on the Single line at 13m. 50chs. (facing Down direction trains) and at 13m. 70chs. (Facing Up direction trains).

(17)

**LEEDS P.C.D. AREA**

The hand points leading to Nos.1 and 4 Riverside Sidings and the hand points leading to No.6 platform line have been secured out of use pending removal.

(17)

**\*\* HUDDERSFIELD (HILLHOUSE JUNCTION)**

The layout and signalling have been altered as shown on the sketch included in this notice.

The Down Slow line has been removed and the Up Fast line has been secured out of use pending removal.

The Down Fast line has become the Up Main line worked in accordance with the TCB regulations.

The Up Slow line has become the Down Main line worked in accordance with the TCB regulations.

The Junction Indicator, position '1' on Up Main line signal H.644 applying Up Main to former Up Fast line has been removed.

The facing points in the Down Fast have been removed and replaced by plain line and the trailing points in the Up Fast line have been secured in the reverse position pending removal.

(16)

**CUDWORTH NORTH JUNCTION**

The tall Siding signal applying Through Siding towards the Down Main line or Up Reception lines has been re-positioned 94 yards nearer to the signal box with the arm at a reduced height of 12 feet above rail level.

(17)

**HUNSLET UP SIDINGS**

No.2 Reynolds Siding has been secured out of use and this siding has been discontinued.

(17)

**MILFORD**

Nos.2 and 3 Up Sidings have been secured out of use pending removal.

(17)

**\*\* MOORTHORPE SOUTH**

The points leading from Frickley Colliery line to CCE's Siding have been secured out of use pending removal. The disc signal applying CCE's Siding to Down Main or Down Goods line has been abolished.

(15)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\* MOORTHORPE SOUTH, MOORTHORPE STATION AND PONTEFRACT BAGHILL SOUTH**

Moorthorpe Station signal box has been abolished and all points formerly operated therefrom will be transferred to Moorthorpe South.

The following Moorthorpe Station Signals have been abolished:—

- Down Main Distant
- Down Goods Distant
- Down Main Home
- Up Main Starting with Moorthorpe South Up Main Distant below
- Up Main to Up Goods Starting

The following signals have been altered:—

Up Main Home repositioned 350 yards nearer the junction and provided with a No.1 position route indicator. The signal will be numbered MS 36 and read along Up Main or Up Main to Up Goods.

Up Branch Home provided with a No.1 position route indicator and numbered MS 28. The signal reads Up Branch to Up Main or Up Goods.

The bracket signal carrying the Down Main starting signal and the Down Main to Down Branch starting signal has been replaced by 3 aspect colour light signal with No.1 position route indicator, numbered MS 3 and reading along Down Main or Down Main to Down Branch.

The Down Goods Home has been replaced by 3 aspect colour light signal at reduced height, 6 feet before reaching the points leading from Down Goods to Down Main and numbered MS 11.

The Disc Signal Down Main to Up Main, or Up Goods or Down Main has been replaced by G.P.L. signal with 3 way route indicators reading:—

- G – Up Goods
- M – Up Main
- X – Down Goods

The Disc Signal Up Goods to Down Main has been replaced by G.P.L. signal 15 yards nearer Moorthorpe South.

The Disc signal reading from Frickley Colliery to the Down Main or Down Goods has been repositioned 80 yards nearer Moorthorpe South.

Telephone communication to Moorthorpe South has been provided on all new signals and from Point zones at the East and West ends of Moorthorpe Station.

The T.C.B. regulations now apply between Moorthorpe South and Ferrybridge signal boxes. (15)

**\* LAISTERDYKE YARD**

A temporary stop-block has been provided on the Single line immediately on the Hall Lane side of Plaintrees Private Siding. (15)

**\* HALL LANE**

The signal box and all associated stop signals have been abolished. All points have been secured out of use in the normal position pending removal.

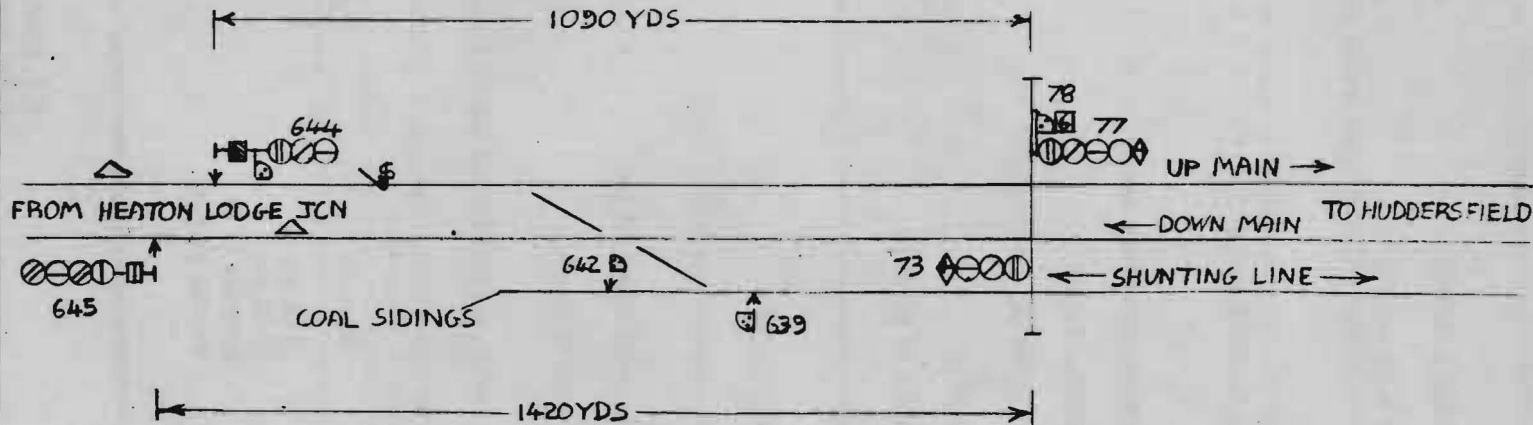
The level crossing barriers have been secured out of use in the raised position. (15)

**\* BOWLING JUNCTION**

The Down Branch Home and Distant and Up Branch Starting signals have been abolished.

The position '4' Junction Indicator on the Down Main Home signal have been abolished.

The facing points Down Main to Up Branch have been secured out of use in the normal position pending removal. (15)



NOTE: HU.77 signal and the associated subsidiary 78 are temporarily mounted to the right of the Up Main line.

HUDDERSFIELD (HILLHOUSE JN)  
DEQUADRIFICATION

## 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

## ★ FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7.

MO/45/1464 (22D)

## E.R. SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN. TO BERWICK

Page 330

## SELBY

SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER  
Delete first paragraph

## ★ LEEDS STATION

Until Further Notice, No.12 Platform line has been restored to normal.

## \*\* YORK YARD NORTH – YORK YARD SOUTH

The No.1 Down Yard has been secured out of use pending removal.

(16)

## REPAIRS IN MOTIVE POWER DEPOTS: 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
★ Bridge Jn. and Decoy No.2 Up Goods No.1, Down Transfer M.P.D. N.E. BLOCKED	Trackwork between 155m. 37chs and 155m. 11chs. Access available at M.P.D. S.E.	22 00 Sat to 18 00 Mon. Saturday 21 to Monday 23 April	

MO.45NS  
YorkG.T. DODDS  
Chief Operating Manager

5 APRIL, 1979

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**

**17**

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

E 30 602

**SATURDAY 28 APRIL**

**TO**

**FRIDAY 4 MAY 1979**

**INCLUSIVE**

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

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION 'B'****SUNDAY 29 APRIL – BRIDGE JUNCTION**

The trailing connection Up Main line to Garden Sidings will be taken out of use and the associated ground disc signal will be abolished.

The trailing connection Up Main to Down Main will be abolished and the associated slip connection to the Down Goods Independent line will be secured out of use pending removal. All associated ground disc signals will be abolished.

The subsidiary signals mounted below the Up Main line signal BJ.46 and Up Passenger Independent line signal BJ.36 will be removed. (20)

**SUNDAY 29 APRIL – HUDDERSFIELD, HILLHOUSE JUNCTION**

Up Main line signal HU.77 and the associated subsidiary (78) will be renewed 3 yards nearer to Huddersfield Station mounted on a separate post on the left-hand side of the line. The theatre type route indicator will be mounted on the top of the post and the red aspect will be 11 feet above rail level.

Down Main line signal HU.73 will be renewed 150 yards nearer to Hillhouse Junction mounted on a separate post with the red aspect 11 feet above rail level. A.W.S. equipment will be brought into use 200 yards before reaching the signal. (20)

**MONDAY 30 APRIL – DRAX POWER STATION LEVEL CROSSING**

Advance warning in the form of a St. George's cross will be provided 235 yards before reaching the crossing.

Combined 10 m.p.h./Whistle boards 

10
W

 will be provided 180 yards before reaching the crossing.

White flashing lights will be provided at the crossing, facing rail movements, which will indicate that the road traffic signals have been activated. (20)

**MONDAY 30 APRIL – HORBURY GOODS YARD**

Nos.3 and 5 Sidings will be secured out of use pending removal. (20)

**DETAILS OF WORK ALREADY CARRIED OUT****WATERLOO COLLIERY SIDING**

Sidings 1, 2 and 3 have been secured out of use pending remodelling. (New Item) (20)

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

The facing connection from the Up Goods No.1 line, and the portion of the Up Goods Independent No.2 line previously retained for access to the Down Engine, Washer Road and Diesel Depot, have been taken out of use pending removal.

The existing connection from Shakespeare Dock Sidings leads to the Up Goods No.1 line only, with the facing points forming a trap connection.

The facing connection Up Main to Up Passenger Independent has been secured out of use in the normal position.

The Up Goods Independent No.1 line, from south of Bridge No.323D to the connection between No.1 Up Goods (Fast) and Down Transfer, has been relaid on a new alignment.

A new line named the Locomotive line has been brought into use, leading from a new connection in the Up Goods Independent No.1 to the Down Engine, Washer Road and Diesel Depot.

**Signalling Alterations**

Up Main colour light signal BJ46 applies to the Up Main line only, the junction indicators positions 1 and 2 have been removed and the subsidiary has been taken out of use.

Up Passenger Independent colour light signal BJ36 applies to the Up Goods Independent No.1 or to the Up Main (with junction indicator position 4). The junction indicator position 1 has been removed.

The Up Goods Independent No.1 ground disc signal (BJ13), south of Bridge No.324, has been abolished.

The Up Goods Independent No.1 ground disc signal (BJ12), with stencil type route indicator, applies route letter 'P' to Up Passenger Independent, or route letter 'S' to Shakespeare Dock Sidings only.

The route with letter 'D' to the Down Main or Down Goods Independent has been abolished.

The Down Main ground disc signal (BJ22 top disc of two), which reads to Up Main and Up Goods Independent No.1 and No.2, has been abolished.

The Down Goods Independent miniature arm signals, which read to Up Slow No.1 or Down Reception lines and Up Goods Independent No.1 and No.2, have been abolished.

The Shakespeare Dock Sidings miniature arm exit signal (BJ4), applying to the Up Goods Independent No.2 line, has been abolished.

The semaphore arm signal with subsidiary disc signal below, formerly applying to the Up Goods Independent No.2 line south of Bridge No.323D, has been repositioned to the Up Goods Independent No.1 line, and applies main semaphore arm to No.1 Up Goods Fast line, or subsidiary disc to the Locomotive line.

A new ground position light exit signal BJ8 has been provided on the Locomotive line, reading to Up Goods Independent No.1 line.

A new illuminated notice board worded 'Stop Proceed If Line Clear' has been provided on the Locomotive line north of BJ8 signal, facing to traffic entering the depot.

The existing notice board on the Down Engine line has been replaced by a new illuminated double board worded 'Stop Telephone When Leaving Depot' and 'Proceed If Line Is Clear When Entering Depot'. A telephone has been provided communicating with Bridge Junction signal box.

An A.W.S. permanent test magnet has been provided in the North Departure line.



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

Garden Sidings have been closed.

The trailing connections Down Main line to Garden Sidings and Down Goods Independent line to Garden Sidings have been secured out of use in the normal position.

Down Main line disc signal DS.116 now applies set-back along Down Main line only.

Down Goods Independent line disc signal DS.114 now applies set-back along Down Goods Independent line only.

The Garden Sidings disc exit signal DS.49 (with 3-way route indicator) has been abolished. (17)

**\*\* DONCASTER NORTH**

The Down and Up Leeds and Up York lines have been restored to use and the temporary buffer-stops on the Up Leeds line (adjacent to overbridge No.10) have been removed.

The Up Main (Temporary) has been renamed the Up Passenger Independent line and the points leading thereto in the Up York line (immediately on the Doncaster side of Bridge No.332) has been restored to use.

The following new connections have been brought into use:—

Down Main/Down York to Down Leeds (220 yards Leeds side of Signal DN.7) (the trailing crossover between the Down and Up Leeds lines which forms part of this new ladder from Down Main to Down Leeds has been secured in the reverse position for through running to Down Leeds). A temporary stop block has been installed on the Down Leeds line south of this connection and the Down Leeds line (south of the new points) has become an extension of No.1 Spur line.

A new facing connection from Down Passenger Independent line to Down Main line (situated 40 yards on the Leeds side of Signal DN.29) has been brought into use.

The continuation of the Down Passenger Independent line north of Bridge No.329A to the new connection to Down Leeds line has become the Down Leeds Independent line.

The facing connection from Up Passenger Independent line (former Up Main line) leading to Up York and forming the route to the Down G.C. line (secured for the Down G.C. line) is now worked from the signal box.

A new facing connection leading from the Up Leeds line (immediately on the Doncaster side of DN.12 Signal and under-bridge No.1) to Up Main line has been installed but the facing points in the Up Leeds line has been secured in the reverse position for through running to the Up Main line. (The trailing crossover between the Down and Up York lines which forms part of this route has been restored to use).

**Signalling Alterations**

Down Passenger Independent line signal DN.29 now has a 2-way route indicator and applies as follows:-

Indication	Aspect	Applicable to or Towards
L	Main	Down Leeds DN.11 Signal
Y	Main	Down York DN.9 Signal
L	Subsidiary	Down Leeds – line occupied
Y	Subsidiary	Down York – line occupied



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

The Junction Indicator position "1" on Down Main line Signal DN.7 has been restored to use and applies towards Down Leeds DN.11 Signal.

Up Leeds line Signal DN.12 has been brought back into use 70 yards further from the signal box and applies towards Up Main line signal DN.18.

The Junction Indicator "1" restored to use on Up York line signal DN.6 and applies as follows:-

Indication	Aspect	Application to or Towards
–	Main	Up Main DN.18.
Position "1"	Main	Up Passenger Independent DN.20.
–	Subsidiary	Up Main – line occupied.
Position "1"	Subsidiary	Up Passenger Independent – line occupied.

**Ground Disc Shunting Signals**

Ground Disc signal DN.111 on the Up Main line has been brought back into use and applies set-back along Up Main up to a new ground disc signal DN.129 situated on the Doncaster side of the Up Main line to Up York or Up Leeds line connection. DN.129 will be maintained at Danger.

Ground disc signal DN.109 on the Up Passenger Independent line applies set-back along Up Passenger Independent line to "Limit of Shunt" indicator or towards Up Main line to DN.129.

Ground disc signal DN.50 on the Down Main line has been brought back into use and applies set-back along Down Main to ground disc signal DN.58 (via DN.58R).

Down York line set-back ground disc signal DN.48 has been repositioned 70 yards further from the signal box and brought back into use and applies towards Down Main line to signal DN.50.

Ground disc signal DN.46 has been brought back into use and applies set-back along Down Leeds Independent line or to Down Main line. (17)

**\*\* BETWEEN CATTAL AND KNARESBOROUGH**

Whistle Boards have been provided on the Single line at 13m. 50chs. (facing Down direction trains) and at 13m. 70chs. (Facing Up direction trains). (17)

**\*\* LEEDS P.C.D. AREA**

The hand points leading to Nos.1 and 4 Riverside Sidings and the hand points leading to No.6 platform line have been secured out of use pending removal. (17)

**HALIFAX (CHURCH STREET)**

Various sidings have been secured out of use pending removal.

The siding leading to the coal drop roads has been reduced in length and buffer-stops erected. (18)

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

The facing connection Up Goods line to Reception lines has been secured out of use in the normal position pending removal.

The points within the Reception Sidings have been converted to hand operation.

All signals associated with the above have been abolished. (18)

**\*\* CUDWORTH NORTH JUNCTION**

The tall Siding signal applying Through Siding towards the Down Main line or Up Reception lines has been re-positioned 94 yards nearer to the signal box with the arm at a reduced height of 12 feet above rail level. (17)

**\*\* HUNSLET UP SIDINGS**

No.2 Reynolds Siding has been secured out of use and this siding has been discontinued. (17)

**DRAX POWER STATION**

A temporary level crossing has been brought into use over the Outgoing line at 6m. 10chs. A Crossing Keeper is in attendance between 07 00 and 17 00. (18)

**\*\* MILFORD**

Nos.2 and 3 Up Sidings have been secured out of use pending removal. (17)

**BRADFORD VALLEY GOODS**

Various sidings have been secured out of use pending removal. (18)

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION 'B'****SUNDAY 6 MAY – DECOY NO.2 AND CARR.**

Carr Signal Box will be abolished.

The South exit from Carr Locomotive Depot will be temporarily closed.

The connections at Decoy No.2 signal box leading to and from the engine line or No.1 Reception Road will be secured leading to/from No.1 Reception Road. The associated signals applying to and from the engine line will be abolished. (21)

**TUESDAY 8 MAY – WEST HESLERTON LEVEL CROSSING AND METES LANE LEVEL CROSSING**

The gate target boards will be abolished and replaced with gate lamps. (21)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* BRIDGE JUNCTION**

The facing connection from the Up Goods No.1 line, and the portion of the Up Goods Independent No.2 line previously retained for access to the Down Engine, Washer Road and Diesel Depot, have been taken out of use pending removal.

The existing connection from Shakespeare Dock Sidings leads to the Up Goods No.1 line only, with the facing points forming a trap connection.

The facing connection Up Main to Up Passenger Independent has been secured out of use in the normal position.

The Up Goods Independent No.1 line, from south of Bridge No.323D to the connection between No.1 Up Goods (Fast) and Down Transfer, has been relaid on a new alignment.

A new line named the Locomotive line has been brought into use, leading from a new connection in the Up Goods Independent No.1 to the Down Engine, Washer Road and Diesel Depot.

**Signalling Alterations**

Up Main colour light signal BJ46 applies to the Up Main line only, the junction indicators positions 1 and 2 have been removed and the subsidiary has been taken out of use.

Up Passenger Independent colour light signal BJ36 applies to the Up Goods Independent No.1 or to the Up Main (with junction indicator position 4). The junction indicator position 1 has been removed.

The Up Goods Independent No.1 ground disc signal (BJ13), south of Bridge No.324, has been abolished.

The Up Goods Independent No.1 ground disc signal (BJ12), with stencil type route indicator, applies route letter 'P' to Up Passenger Independent, or route letter 'S' to Shakespeare Dock Sidings only.

The route with letter 'D' to the Down Main or Down Goods Independent has been abolished.

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

\* The Down Main ground disc signal (BJ22 top disc of two), which reads to Up Main and Up Goods Independent No.1 and No.2, has been abolished

The Down Goods Independent miniature arm signals, which read to Up Slow No.1 or Down Reception lines and Up Goods Independent No.1 and No.2, have been abolished.

The Shakespeare Dock Sidings miniature arm exit signal (BJ4), applying to the Up Goods Independent No.2 line, has been abolished.

The semaphore arm signal with subsidiary disc signal below, formerly applying to the Up Goods Independent No.2 line south of Bridge No.323D, has been repositioned to the Up Goods Independent No.1 line, and applies main semaphore arm to No.1 Up Goods Fast line, or subsidiary disc to the Locomotive line.

A new ground position light exit signal BJ8 has been provided on the Locomotive line, reading to Up Goods Independent No.1 line.

A new illuminated notice board worded 'Stop Proceed If Line Clear' has been provided on the Locomotive line north of BJ8 signal, facing to traffic entering the depot.

The existing notice board on the Down Engine line has been replaced by a new illuminated double board worded 'Stop Telephone When Leaving Depot' and 'Proceed If Line Is Clear When Entering Depot'. A telephone has been provided communicating with Bridge Junction signal box.

An A.W.S. permanent test magnet has been provided in the North Departure line. (19)

**BRIDGE JUNCTION**

The trailing connection Up Main line to Garden Sidings has been taken out of use and the associated ground disc signal has been abolished.

The trailing connection Up Main to Down Main has been abolished and the associated slip connection to the Down Goods Independent line has been secured out of use pending removal. All associated ground disc signals have been abolished.

The subsidiary signals mounted below the Up Main line signal BJ.46 and Up Passenger Independent line signal BJ.36 have been removed. (20)

**HORBURY GOODS YARD**

Nos. 3 and 5 Sidings have been secured out of use pending removal. (20)

**\*\* HALIFAX (CHURCH STREET)**

Various sidings have been secured out of use pending removal.

The siding leading to the coal drop roads has been reduced in length and buffer-stops erected. (18)



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

Up Main line signal HU.77 and the associated subsidiary (78) have been renewed 3 yards nearer to Huddersfield Station mounted on a separate post on the left-hand side of the line. The theatre type route indicator is mounted on the top of the post and the red aspect is 11 feet above rail level.

Down Main line signal HU.73 has been renewed 150 yards nearer to Hillhouse Junction mounted on a separate post with the red aspect 11 feet above rail level. A.W.S. equipment has been brought into use 200 yards before reaching the signal. (20)

**\*\* WATH NORTH**

The facing connection Up Goods line to Reception lines has been secured out of use in the normal position pending removal.

The points within the Reception Sidings have been converted to hand operation.

All signals associated with the above have been abolished. (18)

**WATERLOO COLLIERY SIDING**

Sidings 1, 2 and 3 have been secured out of use pending remodelling. (20)

**\*\* DRAX POWER STATION**

A temporary level crossing has been brought into use over the Outgoing line at 6m. 10chs. A Crossing Keeper is in attendance between 07 00 and 17 00. (18)

**DRAX POWER STATION LEVEL CROSSING**

Advance warning in the form of a St. George's cross has been provided 235 yards before reaching the crossing.

Combined 10 m.p.h./Whistle boards 

10
W

 has been provided 180 yards before reaching the crossing.

White flashing lights have been provided at the crossing, facing rail movements, which indicate that the road traffic signals have been activated. (20)

**\*\* BRADFORD VALLEY GOODS**

Various sidings have been secured out of use pending removal. (18)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX-NORTHERN AREA

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Page 276

Add:- (After Clause 6.)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation D1, D1(T), D2, D3, D4 or D5 shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:-

D1. Trains composed of the following formations:-

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	1 .. .. .	2
2 .. .. .	2 .. .. .	4
3 .. .. .	2 .. .. .	5
3 .. .. .	3 .. .. .	6
4 .. .. .	3 .. .. .	7
4 .. .. .	4 .. .. .	8
5 .. .. .	3 .. .. .	8 )
5 .. .. .	4 .. .. .	9 )
5 .. .. .	5 .. .. .	10 )*
6 .. .. .	4 .. .. .	10 )
6 .. .. .	5 .. .. .	11 )
6 .. .. .	6 .. .. .	12 )

also Diesel Parcels Trains.

D2. Trains composed of the following formations:-

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	1 .. .. .	3
3 .. .. .	1 .. .. .	4
4 .. .. .	1 .. .. .	5
4 .. .. .	2 .. .. .	6
5 .. .. .	1 .. .. .	6 )
5 .. .. .	2 .. .. .	7 )
6 .. .. .	1 .. .. .	7 )*
6 .. .. .	2 .. .. .	8 )
6 .. .. .	3 .. .. .	9 )

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

## Page 276 - Add - continued

D3. Trains composed of the following formations:-

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	- .. .. .	1
2 .. .. .	- .. .. .	2
3 .. .. .	- .. .. .	3
4 .. .. .	- .. .. .	4
5 .. .. .	- .. .. .	5 )*
6 .. .. .	- .. .. .	6 )

D4. High Density Suburban Trains composed of the following formations:-

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	2 .. .. .	4
4 .. .. .	4 .. .. .	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4. timings.

D5. Trans-Pennine sets composed of:

Motor Coach	Trailer	Total No. of Vehicles
4 .. .. .	2 .. .. .	6

\*Note - These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS 312) (22D)

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN TO BERWICK

Page 330

## SELBY

## SELBY SWING BRIDGE - PASSING SIGNALS AT DANGER

Delete first paragraph

(22D)

Amend second paragraph

During single line working in accordance with the Rule Book Section N, signals 1953, 1955, 1956 and 1958, must be obeyed by Drivers of trains approaching the bridge in the wrong direction. (22D)

## DRAX POWER STATION BRANCH

Page 370 Drax Power Station Level Crossing

Delete item and substitute:-

The instructions in the preamble to Table P.4 clause B.1 pages 264/5 apply except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

If it becomes necessary for a set-back movement to take place over the crossing a member of the C.E.G.B. staff must be stationed at the crossing to stop road traffic before such movement commences. (22D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. MO/45/1464 (22D)

## \*\* LEEDS STATION

No.12 Platform line has been restored to normal.

(18)

## ★ ILKLEY STATION

**Commencing Sunday 6 May.** Platforms Nos.1 and 2 will be temporary shortened as necessary while building work is in progress. Drivers must be prepared to draw up to the temporary stop boards or work to the instructions of the Handsignalman. (21)

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MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

26 APRIL, 1979

*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 ALREADY CARRIED OUT****DECOY NO.2 AND CARR**

Carr Signal Box has been abolished.

The South exit from Carr Locomotive Depot has been temporarily closed.

The connections at Decoy No.2 signal box leading to and from the engine line or No.1 Reception Road have been secured leading to/from No.1 Reception Road. The associated signals applying to and from the engine line have been abolished. (21)

**BRIDGE JUNCTION**

The trailing connection Up Main line to Garden Sidings has been taken out of use and the associated ground disc signal has been abolished.

The trailing connection Up Main to Down Main has been abolished and the associated slip connection to the Down Goods Independent line has been secured out of use pending removal. All associated ground disc signals have been abolished.

The subsidiary signals mounted below the Up Main line signal BJ.46 and Up Passenger Independent line signal BJ.36 have been removed. (20)

**WEST HESLERTON LEVEL CROSSING AND METES LANE LEVEL CROSSING**

The gate target boards have been abolished and replaced with gate lamps. (21)

**HORBURY GOODS YARD**

Nos. 3 and 5 Sidings have been secured out of use pending removal. (20)

**HUDDERSFIELD, HILLHOUSE JUNCTION**

Up Main line signal HU.77 and the associated subsidiary (78) have been renewed 3 yards nearer to Huddersfield Station mounted on a separate post on the left-hand side of the line. The theatre type route indicator is mounted on the top of the post and the red aspect is 11 feet above rail level.

Down Main line signal HU.73 has been renewed 150 yards nearer to Hillhouse Junction mounted on a separate post with the red aspect 11 feet above rail level. A.W.S. equipment has been brought into use 200 yards before reaching the signal. (20)

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

Sidings 1, 2 and 3 have been secured out of use pending remodelling.

(20)

**DRAX POWER STATION LEVEL CROSSING**

Advance warning in the form of a St. George's cross has been provided 235 yards before reaching the crossing.

Combined 10 m.p.h./Whistle boards 

10
W

 has been provided 180 yards before reaching the crossing.

White flashing lights have been provided at the crossing, facing rail movements, which indicate that the road traffic signals have been activated.

(20)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX—NORTHERN AREA

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

## WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS

Page 276

Add:— (After Clause 6.)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.  
 Notation D1, D1(T), D2, D3, D4 or D5 shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:—

D1. Trains composed of the following formations:—

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	1 .. .. .	2
2 .. .. .	2 .. .. .	4
3 .. .. .	2 .. .. .	5
3 .. .. .	3 .. .. .	6
4 .. .. .	3 .. .. .	7
4 .. .. .	4 .. .. .	8
5 .. .. .	3 .. .. .	8 )
5 .. .. .	4 .. .. .	9 )
5 .. .. .	5 .. .. .	10 )*
6 .. .. .	4 .. .. .	10 )
6 .. .. .	5 .. .. .	11 )
6 .. .. .	6 .. .. .	12 )

also Diesel Parcels Trains.

D2. Trains composed of the following formations:—

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	1 .. .. .	3
3 .. .. .	1 .. .. .	4
4 .. .. .	1 .. .. .	5
4 .. .. .	2 .. .. .	6
5 .. .. .	1 .. .. .	6 )
5 .. .. .	2 .. .. .	7 )
6 .. .. .	1 .. .. .	7 )*
6 .. .. .	2 .. .. .	8 )
6 .. .. .	3 .. .. .	9 )

D3. Trains composed of the following formations:—

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	— .. .. .	1
2 .. .. .	— .. .. .	2
3 .. .. .	— .. .. .	3
4 .. .. .	— .. .. .	4
5 .. .. .	— .. .. .	5 )*
6 .. .. .	— .. .. .	6 )

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

Page 276 – Add – continued

D4. High Density Suburban Trains composed of the following formations:—

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	2 .. .. .	4
4 .. .. .	4 .. .. .	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4, timings.

D5. Trans-Pennine sets composed of:

Motor Coach	Trailer	Total No. of Vehicles
4 .. .. .	2 .. .. .	6

\*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS 312) (22D)

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN TO BERWICK

Page 330

## SELBY

## SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER

Delete first paragraph (22D)

Amend second paragraph

During single line working in accordance with the Rule Book Section N, signals 1953, 1955, 1956 and 1958, must be obeyed by Drivers of trains approaching the bridge in the wrong direction. (22D)

## DRAX POWER STATION BRANCH

Page 370 Drax Power Station Level Crossing

Delete item and substitute:—

The instructions in the preamble to Table P.4 clause B.1 pages 264/5 apply except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

If it becomes necessary for a set-back movement to take place over the crossing a member of the C.E.G.B. staff must be stationed at the crossing to stop road traffic before such movement commences. (22D)

Page 375

## BRADFORD EXCHANGE STATION

★ Amend first sentence:—

Drivers of D.M.U. and Class 253/254 trains, conveying passengers, entering No.1 Platform, must stop short of the parcels loading bay. (22D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. MO/45/1464 (22D)

## ★ HORSFORTH STATION

Commencing 07 30 Sunday 13 May. While buildingwork is in progress, Drivers must be prepared to draw up at the temporary Stop Boards or work to the instructions of the Handsignalman. (22)

## ★ GLEDHOLT JN. TO MARSDEN

Commencing 17 00 Sunday 13 May. Machines will be working on track adjacent to the Up line which will eventually take the place of the existing Up line in this vicinity. (22)

## ILKLEY STATION

Platforms Nos.1 and 2 are temporarily shortened as necessary while building work is in progress. Drivers must be prepared to draw up to the temporary stop boards or work to the instructions of the Handsignalman. (21)

MO.45NS  
Work

3 MAY, 1979

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.*

**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'****SUNDAY 20 AND MONDAY 21 MAY – BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/  
MARKHAM SIDINGS**

A diagram is included in this notice illustrating the following signalling/permanent way alterations. The permanent way alterations at Low Ellers Junction and the signalling alterations concerning the Low Ellers Curve and South Yorkshire Branch lines are described below, but are not shown on the diagram.

Potteric Carr, Decoy No.2 and Low Ellers Junction Signal boxes, together with all semaphore signals worked therefrom will be abolished.

The Up Main will be renamed Up Fast and new Up East Slow between Bridge Junction and Black Carr Junction will be brought into use.

The new Up East Slow will be formed by a new line (adjacent to the Up Fast) between Bridge Junction and Decoy No.2 and thereafter follow the route of the former Up Goods No.1 between Decoy No.2 and Potteric Carr and connect up to and be continuous with the existing Up East Slow/Down Locomotive line between Potteric Carr and Black Carr Junction. The T.C.B. regulations will apply over these lines between Bridge Junction and Decoy No.1.

The former Down Transfer will become the Up Goods and will be worked in accordance with the Permissive Block Regulations between Bridge Junction and Decoy No.1

The former No.1 Up Goods (Fast) will be renamed Transfer line and will be signalled in the Down direction only at this stage in accordance with the Absolute Block Regulations between Decoy No.1 and Bridge Junction.

**Potteric Carr**

The area will be remodelled as shown on the diagram. All new points will be worked from Decoy No.1 signal box. All existing points will be secured out of use pending removal or replacement by plain line for through running along the Up Fast and new Up East Slow.

**Decoy No.2**

All points will be secured out of use pending removal, or replacement by plain line for through running along the Up Fast and Up East Slow.

**Between Decoy No.2 and Potteric Carr.**

The Up Departure No.1/No.2 and Up Goods No.2 lines will be taken out of use.

**Low Ellers Junction**

The Up Main towards St. Catherine's Junction will become part of the South Yorkshire Branch Single line (2-way working) and the Down Main from St. Catherine's Junction will become part of the Low Ellers Curve (2-way working).

All points at Low Ellers Junction will be secured out of use for through running along the Low Ellers Curve and South Yorkshire Branch Single Lines pending removal of the connections between these lines and replacement by plain line.

**Signalling Alterations**

A new Up direction 2 aspect colour light Distant plated DY216R will be provided at the Markham Sidings end of the South Yorkshire Branch single line, situated 1000 yards before reaching DY216 signal at Low Ellers Curve Junction.

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

## DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 20 and MONDAY 21 MAY – BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/  
MARKHAM SIDINGS – continued

## Signalling Alterations – continued

A new ground position light signal (DY1428) will be provided at Low Ellers Curve Junction applying – Low Ellers Curve to Up South Yorkshire Branch (towards St. Catherines Junction).

A new left-hand off set subsidiary will be provided on DY215 and will apply - Down South Yorkshire Branch to Low Ellers Curve DY1403 signal.

The T.C.B. Regulations (Single Line) will apply over the South Yorkshire Branch single line between Firbeck 'A' and Markham Sidings and over the Low Ellers Curve single line between DY1403/DY1418 at Decoy No.1 and Low Ellers Curve Junction signals DY215/DY1428.

## Bridge Junction

The semaphore arm signal with disc subsidiary at the North end of the former Down Transfer (new Up Goods) will be abolished.

The semaphore Distant signal on the former Down Transfer (new Up Goods) will apply to the new Transfer line.

A new semaphore Distant Arm will be provided on the post of the Bridge Junction Up Goods Home (BJ17/18 Signal), 1210 yards before reaching DY252 Signal.

## Decoy Pointsman's Box

Movements between Up Decoy Sidings (controlled by Decoy Pointsman's Box) and adjacent running lines towards Potteric Carr and Bridge Junction will be by telephone working between Decoy Pointsman's Box and Decoy No.1.

The south exit from Carr Diesel Depot will be re-opened and the stop-blocks removed from the Up Engine Roads No.1 and No.2 (controlled from Decoy No.1).

The former Engine line between Decoy Pointsman's Box and Carr Loco will be restored to use as Up Siding No.4. Up Decoy Sidings No.5 Reception Road will be renamed Up Sidings No.3.

The Down Engine line between the South exit from Carr Loco and Bridge Junction will be restored to use, controlled at the South end by Decoy No.1.

## Description of Signals DY = Decoy No.1 BJ = Bridge Junction

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
BJ15	Transfer	Disc (with associated Main 'Fixed' Red aspect)		BJ12 (Up Passenger Independent in Down direction).
BJ36 (existing)	Up Passenger	M		DY240R Up East Slow (new route).
		M	Junction Indicator Position "1" (restored to use).	BJ17/18
		M	Junction Indicator Position "4"	DY242



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

## DETAILS OF WORK REFERRED TO IN SECTION 'B' - continued

SUNDAY 20 AND MONDAY 21 MAY - BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/  
MARKHAM SIDINGS - continued

## Description of Signals - continued

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
BJ17/18 (existing semaphore)	Up Goods Home	Main Arm		DY252 (Up Goods line clear or occupied).
		Disc Sub.		Loco Washing Plant.
DY215	South Yorkshire Branch	M		Markham Sidings (amended routing).
		S (new offset sub).		Low Ellers Curve DY1403 at Potteric Carr Junction.

The main aspect clearance of DY215 is also controlled by Markham Sidings signal box.

DY216R	South Yorks Branch (Distant to DY216 at 1000 yards braking distance)			DY216
DY231R (existing)	Up East Slow/ Down Engine (Distant to DY231 at 1080 yards braking distance)			DY231
DY231	Up East Slow/ Down Engine	S (with associated main 'Fixed' Red aspect)		DY1405
DY240R (Distant to DY240)	Up East Slow			DY240
DY240	Up East Slow	M		DY212 (existing)
DY242R (Distant signal to DY242)	Up Fast (former Potteric Carr PC11R replated)			DY242
DY242	Up Fast	M		DY214 (existing)
*DY252	Up Goods	S	S	Up Sidings No.3 or 4 notice board.

## Ground Position Light Signals (new signals only)

No.	Line	Route Indication	Application to go Towards
DY1401	Shunt neck		DY1405
*DY1403	Low Ellers Curve		Towards Decoy Up Sidings (Decoy Pointsman's Box)
*DY1405	Decoy Up Sidings Outlet/Inlet line		Towards Decoy Up Sidings (Decoy Pointsman's Box)
DY1418	Decoy Up Sidings Outlet/Inlet line		Shunt neck. DY212 Up East Slow. DY1428 Low Ellers Curve.

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

## DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 20 AND MONDAY 21 MAY - BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/  
MARKHAM SIDINGS - continued

## Ground Position Light Signals (new Signals only) - continued

No.	Line	Route Indication	Application to go Towards
DY1437	Up Sidings No.4		Transfer Line BJ15. Down Engine Notice Board. Carr M.P.D.
DY1428	Low Ellers Curve		DY222 South Yorks Branch towards St. Catherine's Junction.
*DY1446	Carr M.P.D. (South Exit Up Engine No.1/No.2 lines)		Up Sidings Nos.3 or 4 Notice Board.

\*In accordance with instructions obtained by telephone from the Signalman at Decoy No.1.

(Numbers of semaphore signals on the diagram are for reference purposes only).

A.W.S. will be brought into use for the new running signals on the Up Fast and Up East Slow and Up East Slow/Down Engine. (23)

## SUNDAY 20 MAY - SHARLSTON COLLIERY

The West Curve line and the trailing crossover between the Down and Up Goole lines will be secured out of use pending removal and the associated ground position light signals will be abolished.

The left-hand offset position light signal mounted on the Down Goole line signal 321, applying towards the Colliery West Curve line will be removed. (23)

## SUNDAY 20 to SATURDAY 26 MAY - MILFORD

The Up Branch Outer Home signal will be moved 9 feet further from the Up Branch line at the same distance from the signal box for a period of approximately 7 days until the Up Branch line is slewed 9 feet towards the signal. (23)

## DETAILS OF WORK ALREADY CARRIED OUT

## DECOY NO.2 AND CARR

Carr Signal Box has been abolished.

The South exit from Carr Locomotive Depot has been temporarily closed.

The connections at Decoy No.2 signal box leading to and from the engine line or No.1 Reception Road have been secured leading to/from No.1 Reception Road. The associated signals applying to and from the engine line have been abolished. (21)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BRIDGE JUNCTION

The trailing connection Up Main line to Garden Sidings has been taken out of use and the associated ground disc signal has been abolished.

The trailing connection Up Main to Down Main has been abolished and the associated slip connection to the Down Goods Independent line has been secured out of use pending removal. All associated ground disc signals have been abolished.

The subsidiary signals mounted below the Up Main line signal BJ.46 and Up Passenger Independent line signal BJ.36 have been removed. (20)

## WEST HESLERTON LEVEL CROSSING AND METES LANE LEVEL CROSSING

The gate target boards have been abolished and replaced with gate lamps. (21)

## \*\* HORBURY GOODS YARD

Nos. 3 and 5 Sidings have been secured out of use pending removal. (20)

## \*\* HUDDERSFIELD, HILLHOUSE JUNCTION

Up Main line signal HU.77 and the associated subsidiary (78) have been renewed 3 yards nearer to Huddersfield Station mounted on a separate post on the left-hand side of the line. The theatre type route indicator is mounted on the top of the post and the red aspect is 11 feet above rail level.

Down Main line signal HU.73 has been renewed 150 yards nearer to Hillhouse Junction mounted on a separate post with the red aspect 11 feet above rail level. A.W.S. equipment has been brought into use 200 yards before reaching the signal. (20)

## \*\* WATERLOO COLLIERY SIDING

Sidings 1, 2 and 3 have been secured out of use pending remodelling. (20)

## \*\* DRAX POWER STATION LEVEL CROSSING

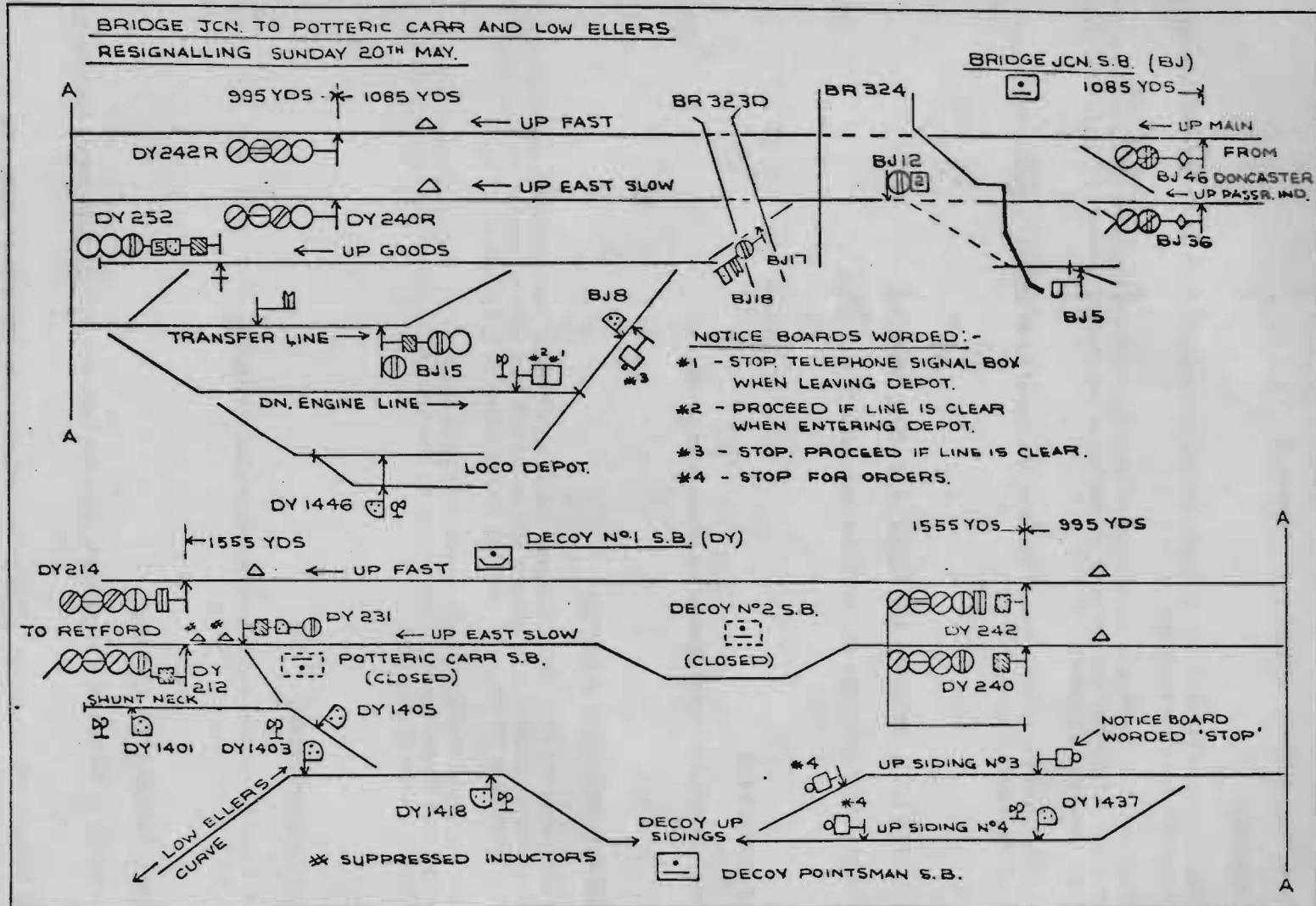
Advance warning in the form of a St. George's cross has been provided 235 yards before reaching the crossing.

Combined 10 m.p.h./Whistle boards 

10
W

 has been provided 180 yards before reaching the crossing.

White flashing lights have been provided at the crossing, facing rail movements, which indicate that the road traffic signals have been activated. (20)





## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX-NORTHERN AREA

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Page 276

Add:- (After Clause 6.)

Clause 7

**Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.**  
**Notation D1, D1(T), D2, D3, D4 or D5 shown in Working Timetables.**

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:-

D1. Trains composed of the following formations:-

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	1 .. .. .	2
2 .. .. .	2 .. .. .	4
3 .. .. .	2 .. .. .	5
3 .. .. .	3 .. .. .	6
4 .. .. .	3 .. .. .	7
4 .. .. .	4 .. .. .	8
5 .. .. .	3 .. .. .	8 )
5 .. .. .	4 .. .. .	9 )
5 .. .. .	5 .. .. .	10 )*
6 .. .. .	4 .. .. .	10 )
6 .. .. .	5 .. .. .	11 )
6 .. .. .	6 .. .. .	12 )

also Diesel Parcels Trains.

D2. Trains composed of the following formations:-

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	1 .. .. .	3
3 .. .. .	1 .. .. .	4
4 .. .. .	1 .. .. .	5
4 .. .. .	2 .. .. .	6
5 .. .. .	1 .. .. .	6 )
5 .. .. .	2 .. .. .	7 )
6 .. .. .	1 .. .. .	7 )*
6 .. .. .	2 .. .. .	8 )
6 .. .. .	3 .. .. .	9 )

D3. Trains composed of the following formations:-

Motor Coach	Trailer	Total No. of Vehicles
1 .. .. .	- .. .. .	1
2 .. .. .	- .. .. .	2
3 .. .. .	- .. .. .	3
4 .. .. .	- .. .. .	4
5 .. .. .	- .. .. .	5 )*
6 .. .. .	- .. .. .	6 )

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

## Page 276 – Add – continued

D4. High Density Suburban Trains composed of the following formations:—

Motor Coach	Trailer	Total No. of Vehicles
2 .. .. .	2 .. .. .	4
4 .. .. .	4 .. .. .	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4. timings.

D5. Trans-Pennine sets composed of:

Motor Coach	Trailer	Total No. of Vehicles
4 .. .. .	2 .. .. .	6

\*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS 312) (22D)

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN TO BERWICK

Page 330

## SELBY

## SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER

Delete first paragraph

(22D)

Amend second paragraph

During single line working in accordance with the Rule Book Section N, signals 1953, 1955, 1956 and 1958, must be obeyed by Drivers of trains approaching the bridge in the wrong direction. (22D)

## DRAX POWER STATION BRANCH

Page 370 Drax Power Station Level Crossing

Delete item and substitute:—

The instructions in the preamble to Table P.4 clause B.1 pages 264/5 apply except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

If it becomes necessary for a set-back movement to take place over the crossing a member of the C.E.G.B. staff must be stationed at the crossing to stop road traffic before such movement commences. (22D)

Page 375

## BRADFORD EXCHANGE STATION

Amend first sentence:—

Drivers of D.M.U. and Class 253/254 trains, conveying passengers, entering No.1 Platform, must stop short of the parcels loading bay. (22D)

★ Page 375

## SHIPLEY

A new North platform (No.5) has been brought into use to cater for trains in Down direction only. The reversal movement of Down trains has ceased. Up trains will continue to be dealt with as previously.

The following amendment to the Sectional Appendix Instructions, referred to above, are necessary:—

Delete from paragraph 3 any reference to Down trains.

(22D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## ★ STOPPING OF HIGH SPEED TRAINS

Stations at which High Speed Trains are regularly booked to stop have been equipped with marker boards worded 'H-Car STOP' on the platforms concerned. Drivers of High Speed Trains must stop with the leading power car opposite the marker boards, so that the train is correctly aligned with the platform markings.

Station staff should direct passengers with reservations to the appropriate coach marking on the platform. (22D)

## FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. MO/45/1464 (22D)

## HORSFORTH STATION

While building work is in progress, Drivers must be prepared to draw up at the temporary Stop Boards or work to the instructions of the Handsignalman. (22)

## GLEDHOLT JN. TO MARSDEN

Machines are working on track adjacent to the Up line which will eventually take the place of the existing Up line in this vicinity. (22)

## ILKLEY STATION

Platforms Nos.1 and 2 are temporarily shortened as necessary while building work is in progress. Drivers must be prepared to draw up to the temporary stop boards or work to the instructions of the Handsignalman. (21)

MO.45NS  
York

G.T. DODDS  
Chief Operating Manager

10 MAY, 1979

*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**

**21/22**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 26 MAY**

**TO**

**FRIDAY 8 JUNE 1979**

**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 27 MAY – BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION

The trailing crossover between the Down and Up Goole lines will be secured out of use in the normal position pending removal and the associated Down Goole line set-back ground position light signal (373) with 4-way stencil type route indicator will no longer apply towards the Up Goole and indication "U" will be abolished. (24)

## SUNDAY 3 JUNE – DONCASTER SOUTH

The trailing connection Up Main to Down Main together with the double slip connection Down Main to Down Passenger Independent No.1 line will be taken out of use.

The portion of the Down Passenger Independent No.1 line between the facing connection to the Down Passenger Independent No.2 line and the above mentioned trailing connection which has previously been out of use will be brought back into use.

The Bay Platform lines Nos.2 and 3 will be taken out of use and all points leading thereto will be secured out of use.

**Signalling Alterations**

A Handsignalled route will be available from the Down Passenger Independent No.1 line signal DS17 towards Platform No.5 line.

Down Main signal DS3 will no longer apply towards the Down Passenger Independent No.1 line and the position No.1 indicator will be removed.

Up Main line ground disc signal DS67 will now apply set back along Up Main or to Up Passenger Independent No.1 line.

Down Passenger Independent No.1 line set back ground disc signal DS90 will be maintained at danger.

Down Main line ground disc signal DS88 will now apply set back along Down Main line to signal DS116.

Up Main line ground disc signal DS53 and Up Passenger Independent line ground disc signal DS57 will no longer apply towards Bay Platform Nos.2 and 3 lines.

The following signals will be abolished:—

Down Main line ground disc signal DS96

Bay Platform No.2 line exit signal DS36

Bay Platform No.3 line exit signal DS38. (24)

## WEDNESDAY 6 JUNE – FRYSTON

The bracket signal carrying the 2 miniature arm Shunting signals applying Colliery Sidings 1, 2 and 3 to Shunt Spur (left-hand doll) and Colliery Siding No.4 and Tip line to Shunt Spur (right-hand doll) will be replaced by 2 ground disc signals as follows:—

Situated to the left of the Colliery Siding No.1 line, 6 yards nearer to the signal box applying Colliery Sidings Nos.1, 2 and 3 to Shunt Spur.

Situated to the left of Colliery Siding No.4, 4 yards nearer to the signal box applying Colliery Siding No.4 and Tip line to Shunt Spur. (24)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT****BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS**

A diagram is included in this notice illustrating the following signalling/permanent way alterations. The permanent way alterations at Low Ellers Junction and the signalling alterations concerning the Low Ellers Curve and South Yorkshire Branch lines are described below, but are not shown on the diagram.

Potteric Carr, Decoy No.2 and Low Ellers Junction Signal boxes, together with all semaphore signals worked therefrom have been abolished.

The Up Main has been renamed Up Fast and new Up East Slow between Bridge Junction and Black Carr Junction has been brought into use.

The new Up East Slow has been formed by a new line (adjacent to the Up Fast) between Bridge Junction and Decoy No.2 and thereafter follows the route of the former Up Goods No.1 between Decoy No.2 and Potteric Carr and connects up to and is continuous with the existing Up East Slow/Down Locomotive line between Potteric Carr and Black Carr Junction. The T.C.B. regulations apply over these lines between Bridge Junction and Decoy No.1.

The former Down Transfer has become the Up Goods and is worked in accordance with the Permissive Block Regulations between Bridge Junction and Decoy No.1.

The former No.1 Up Goods (Fast) has been renamed Transfer line and is signalled in the Down direction only at this stage in accordance with the Absolute Block Regulations between Decoy No.1 and Bridge Junction.

**Potteric Carr**

The area has been remodelled as shown on the diagram. All new points are worked from Decoy No.1 signal box. All existing points have been secured out of use pending removal or replacement by plain line for through running along the Up Fast and new Up East Slow.

**Decoy No.2**

All points have been secured out of use pending removal, or replacement by plain line for through running along the Up Fast and Up East Slow.

**Between Decoy No.2 and Potteric Carr.**

The Up Departure No.1/No.2 and Up Goods No.2 lines has been taken out of use.

**Low Ellers Junction**

The Up Main towards St. Catherine's Junction has become part of the South Yorkshire Branch Single line (2-way working) and the Down Main from St. Catherine's Junction has become part of the Low Ellers Curve (2-way working).

All points at Low Ellers Junction have been secured out of use for through running along the Low Ellers Curve and South Yorkshire Branch Single Lines pending removal of the connections between these lines and replacement by plain line.

**Signalling Alterations**

A new Up direction 2 aspect colour light Distant plated DY216R has been provided at the Markham Sidings end of the South Yorkshire Branch single line, situated 1000 yards before reaching DY216 signal at Low Ellers Curve Junction.

A new ground position light signal (DY1428) has been provided at Low Ellers Curve Junction applying – Low Ellers Curve to Up South Yorkshire Branch towards St. Catherine's Junction).

A new left-hand off set subsidiary has been provided on DY215 and applies Down South Yorkshire Branch to Low Ellers Curve DY1403 signal.

The T.C.B. Regulations (Single Line) apply over the South Yorkshire Branch single line between Firbeck 'A' and Markham Sidings and over the Low Ellers Curve single line between DY1403/DY1418 at Decoy No.1 and Low Ellers Curve Junction signals DY215/DY1428.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS – continued****Bridge Junction**

The semaphore arm signal with disc subsidiary at the North end of the former Down Transfer (new Up Goods) has been abolished.

The semaphore Distant signal on the former Down Transfer (new Up Goods) applies to the new Transfer line.

A new semaphore Distant Arm has been provided on the post of the Bridge Junction Up Goods Home (BJ17/18 Signal), 1210 yards before reaching DY252 Signal.

**Decoy Pointsman's Box**

Movements between Up Decoy Sidings (controlled by Decoy Pointsman's Box) and adjacent running lines towards Potteric Carr and Bridge Junction are by telephone working between Decoy Pointsman's Box and Decoy No.1.

The south exit from Carr Diesel Depot has been re-opened and the stop-blocks removed from the Up Engine Roads No.1 and No.2 (controlled from Decoy No.1)

The former Engine line between Decoy Pointsman's Box and Carr Loco has been restored to use as Up Siding No.4 Up Decoy Sidings No.5 Reception Road has been renamed Up Sidings No.3.

The Down Engine line between the South exit from Carr Loco and Bridge Junction has been restored to use, controlled at the South end by Decoy No.1.

**Description of Signals** DY = Decoy No.1 BJ = Bridge Junction

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
BJ15	Transfer	Disc (with associated Main 'Fixed' Red aspect)		BJ12 (Up Passenger Independent in Down direction).
BJ36 (existing)	Up Passenger	M		DY240R Up East Slow (new route).
		M	Junction Indicator Position "1" (restored to use).	BJ17/18
		M	Junction Indicator Position "4"	DY242
BJ17/18 (existing semaphore)	Up Goods Home	Main Arm		DY252 (Up Goods line clear or occupied).
		Disc Sub.		Loco Washing Plant.
DY215	South Yorkshire Branch	M		Markham Sidings (amended routing).
		S (new offset sub).		Low Ellers Curve DY1403 at Potteric Carr Junction.

The main aspect clearance of DY215 is also controlled by Markham Sidings signal box.



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS - continued

## Description of Signals - continued

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
DY216R	South Yorks Branch (Distant to DY216 at 1000 yards braking distance)			DY216
DY231R (existing)	Up East Slow/ Down Engine (Distant to DY231 at 1080 yards braking distance)			DY231
DY231	Up East Slow/ Down Engine	S (with associated main 'Fixed' Red aspect)		DY1405
DY240R (Distant to DY240)	Up East Slow			DY240
DY240	Up East Slow	M		DY212 (existing)
DY242R (Distant signal to DY242)	Up Fast (former Potteric Carr PC11R replated)			DY242
DY242	Up Fast	M		DY214 (existing)
*DY252	Up Goods	S	S	Up Sidings No.3 or 4 notice board.

## Ground Position Light Signals (new signals only)

No.	Line	Route Indication	Application to go Towards
DY1401	Shunt neck		DY1405
*DY1403	Low Ellers Curve		Towards Decoy Up Sidings (Decoy Pointsman's Box)
*DY1405	Decoy Up Sidings Outlet/Inlet line		Towards Decoy Up Sidings (Decoy Pointsman's Box)
DY1418	Decoy Up Sidings Outlet/Inlet line		Shunt neck. DY212 Up East Slow. DY1428 Low Ellers Curve.
DY1437	Up Sidings No.4		Transfer Line BJ15. Down Engine Notice Board. Carr M.P.D.
DY1428	Low Ellers Curve		DY222 South Yorks Branch towards St. Catherine's Junction.



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS - continued

## Ground Position Light Signals (new Signals only) - continued

No.	Line	Route Indication	Application to go Towards
*DY1446	Carr M.P.D. (South Exit Up Engine No.1/No.2 lines)		Up Sidings Nos.3 or 4 Notice Board.

\*In accordance with instructions obtained by telephone from the Signaller at Decoy No.1.

(Numbers of semaphore signals on the diagram are for reference purposes only).

A.W.S. has been brought into use for the new running signals on the Up Fast and Up East Slow and Up East Slow/Down Engine. (23)

**\*\* DECOY NO.2 AND CARR**

Carr Signal Box has been abolished.

The South exit from Carr Locomotive Depot has been temporarily closed.

The connections at Decoy No.2 signal box leading to and from the engine line or No.1 Reception Road have been secured leading to/from No.1 Reception Road. The associated signals applying to and from the engine line have been abolished. (21)

**\*\* WEST HESLERTON LEVEL CROSSING AND METES LANE LEVEL CROSSING**

The gate target boards have been abolished and replaced with gate lamps. (21)

**\*\* UNTIL SATURDAY 26 MAY - MILFORD**

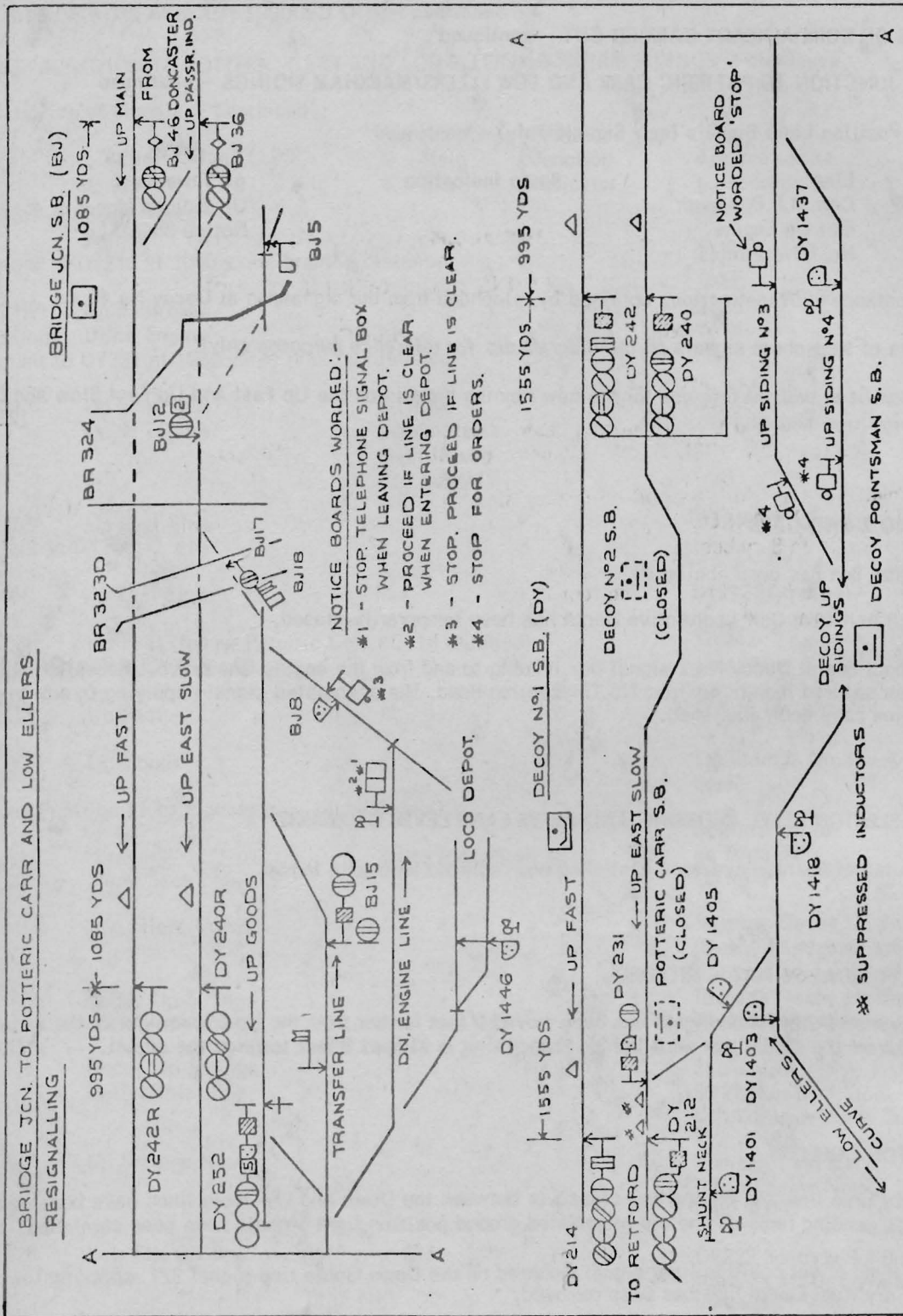
The Up Branch Outer Home signal has been moved 9 feet further from the Up Branch line at the same distance from the signal box until the Up Branch line is slewed 9 feet towards the signal. (21/22)

**SHARLSTON COLLIERY**

The West Curve line and the trailing crossover between the Down and Up Goole lines have been secured out of use pending removal and the associated ground position light signals have been abolished.

The left-hand offset position light signal mounted on the Down Goole line signal 321, applying towards the Colliery West Curve line has been removed. (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



# TO THE LOOK-OUT MAN

Their lives are in

your hands

288  
44  
495  
437  
95  
44  
101  
240

590A (H)  
FIGHTER.

360  
286  
355

~~U. A. A. . . . T. T~~  
GAPENITIS

ROCK  
ROCK

~~WOLF  
DOGF  
BALF  
BOLCH  
WALFH~~

~~WOLF  
DOGF  
BALF  
BOLCH  
WALFH~~

PACK



ALWAYS REMEMBER THIS

WOLF

WALFH  
WALFH



**NS**

**EASTERN REGION**

**23**

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

**SATURDAY 9 JUNE**

**TO**

**FRIDAY 15 JUNE 1979**

**INCLUSIVE**

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION 'B'

## SUNDAY 10 JUNE – BETWEEN ROSSINGTON AND LOVERSALL CARR JN.

In connection with Section C.3.1.1. (b) of the Rule Book, Down Main line Signal DY187 will be capable of displaying flashing double yellow aspects and Signal DY189 a flashing single yellow aspect for the route Down Main to Down Slow line when Signal DY191 displays a proceed aspect with Junction Indicator position '1'. (26)

## SUNDAY 10 JUNE – HUNSLET GOODS JN.

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

Down Main line signal L.899 will now only apply along the Down Main line and the position "1" Jn. Indicator and the subsidiary mounted on this signal will be abolished. (26)

## SUNDAY 10 JUNE – MILFORD

The Down Branch line will be slewed to the East.

## SUNDAY 10 JUNE – GILBERDYKE

The semaphore Down Branch Distant signal will be replaced by a colour light Distant (3- aspect head but only capable of displaying a yellow or green aspect at this stage) 1430 yards before reaching the Down Branch Home signal (540 yards further). (26)

## MONDAY 11 to WEDNESDAY 13 JUNE – MILFORD

The Down Branch Starting signal will be re-positioned to the Down Branch line on completion of the slewing. (26)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS**

A diagram is included in this notice illustrating the following signalling/permanent way alterations. The permanent way alterations at Low Ellers Junction and the signalling alterations concerning the Low Ellers Curve and South Yorkshire Branch lines are described below, but are not shown on the diagram.

Potteric Carr, Decoy No.2 and Low Ellers Junction Signal boxes, together with all semaphore signals worked therefrom have been abolished.

The Up Main has been renamed Up Fast and new Up East Slow between Bridge Junction and Black Carr Junction has been brought into use.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS – continued**

The new Up East Slow has been formed by a new line (adjacent to the Up Fast) between Bridge Junction and Decoy No.2 and thereafter follows the route of the former Up Goods No.1 between Decoy No.2 and Potteric Carr and connects up to and is continuous with the existing Up East Slow/Down Locomotive line between Potteric Carr and Black Carr Junction. The T.C.B. regulations apply over these lines between Bridge Junction and Decoy No.1.

The former Down Transfer has become the Up Goods and is worked in accordance with the Permissive Block Regulations between Bridge Junction and Decoy No.1.

The former No.1 Up Goods (Fast) has been renamed Transfer line and is signalled in the Down direction only at this stage in accordance with the Absolute Block Regulations between Decoy No.1 and Bridge Junction.

**Potteric Carr**

The area has been remodelled as shown on the diagram. All new points are worked from Decoy No.1 signal box. All existing points have been secured out of use pending removal or replacement by plain line for through running along the Up Fast and new Up East Slow.

**Decoy No.2**

All points have been secured out of use pending removal, or replacement by plain line for through running along the Up Fast and Up East Slow.

**Between Decoy No.2 and Potteric Carr.**

The Up Departure No.1/No.2 and Up Goods No.2 lines has been taken out of use.

**Low Ellers Junction**

The Up Main towards St. Catherine's Junction has become part of the South Yorkshire Branch Single line (2-way working) and the Down Main from St. Catherine's Junction has become part of the Low Ellers Curve (2-way working).

All points at Low Ellers Junction have been secured out of use for through running along the Low Ellers Curve and South Yorkshire Branch Single Lines pending removal of the connections between these lines and replacement by plain line.

**Signalling Alterations**

A new Up direction 2 aspect colour light Distant plated DY216R has been provided at the Markham Sidings end of the South Yorkshire Branch single line, situated 1000 yards before reaching DY216 signal at Low Ellers Curve Junction.

A new ground position light signal (DY1428) has been provided at Low Ellers Curve Junction applying – Low Ellers Curve to Up South Yorkshire Branch towards St. Catherine's Junction).

A new left-hand off set subsidiary has been provided on DY215 and applies Down South Yorkshire Branch to Low Ellers Curve DY1403 signal.

The T.C.B. Regulations (Single Line) apply over the South Yorkshire Branch single line between Firbeck 'A' and Markham Sidings and over the Low Ellers Curve single line between DY1403/DY1418 at Decoy No.1 and Low Ellers Curve Junction signals DY215/DY1428.

**Bridge Junction**

The semaphore arm signal with disc subsidiary at the North end of the former Down Transfer (new Up Goods) has been abolished.

The semaphore Distant signal on the former Down Transfer (new Up Goods) applies to the new Transfer line.

A new semaphore Distant Arm has been provided on the post of the Bridge Junction Up Goods Home (BJ17/18 Signal), 1210 yards before reaching DY252 Signal.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS – continued

**Decoy Pointsman's Box**

Movements between Up Decoy Sidings (controlled by Decoy Pointsman's Box) and adjacent running lines towards Potteric Carr and Bridge Junction are by telephone working between Decoy Pointsman's Box and Decoy No.1.

The south exit from Carr Diesel Depot has been re-opened and the stop-blocks removed from the Up Engine Roads No.1 and No.2 (controlled from Decoy No.1)

The former Engine line between Decoy Pointsman's Box and Carr Loco has been restored to use as Up Siding No.4 Up Decoy Sidings No.5 Reception Road has been renamed Up Sidings No.3.

The Down Engine line between the South exit from Carr Loco and Bridge Junction has been restored to use, controlled at the South end by Decoy No.1.

**Description of Signals** DY = Decoy No.1 BJ = Bridge Junction

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
BJ15	Transfer	Disc (with associated Main 'Fixed' Red aspect)		BJ12 (Up Passenger Independent in Down direction).
BJ36 (existing)	Up Passenger	M		DY240R Up East Slow (new route).
		M	Junction Indicator Position "1" (restored to use).	BJ17/18
		M	Junction Indicator Position "4"	DY242
BJ17/18 (existing semaphore)	Up Goods Home	Main Arm		DY252 (Up Goods line clear or occupied).
		Disc Sub.		Loco Washing Plant.
DY215	South Yorkshire Branch	M		Markham Sidings (amended routing).
		S (new offset sub).		Low Ellers Curve DY1403 at Potteric Carr Junction.

The main aspect clearance of DY215 is also controlled by Markham Sidings signal box.

DY216R	South Yorks Branch (Distant to DY216 at 1000 yards braking distance)			DY216
DY231R	Up East Slow/ (existing) Down Engine (Distant to DY231 at 1080 yards braking distance)			DY231



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BRIDGE JUNCTION TO POTTERIC CARR AND LOW ELLERS/MARKHAM SIDINGS - continued

## Description of Signals - continued

No.	Line	Aspect M = Main S = Sub	Route or Junction Indicator	Application to go Towards
DY231	Up East Slow/ Down Engine	S (with associated main 'Fixed' Red aspect)		DY1405
DY240R (Distant to DY240)	Up East Slow			DY240
DY240	Up East Slow	M		DY212 (existing)
DY242R (Distant signal to DY242)	Up Fast (former Potteric Carr PC11R replated)			DY242
DY242	Up Fast	M		DY214 (existing)
*DY252	Up Goods	S	S	Up Sidings No.3 or 4 notice board.

## Ground Position Light Signals (new signals only)

No.	Line	Route Indication	Application to go Towards
DY1401	Shunt neck		DY1405
*DY1403	Low Ellers Curve		Towards Decoy Up Sidings (Decoy Pointsman's Box)
*DY1405	Decoy Up Sidings Outlet/Inlet line		Towards Decoy Up Sidings (Decoy Pointsman's Box)
DY1418	Decoy Up Sidings Outlet/Inlet line		Shunt neck. DY212 Up East Slow. DY1428 Low Ellers Curve.
DY1437	Up Sidings No.4		Transfer Line BJ15. Down Engine Notice Board. Carr M.P.D.
DY1428	Low Ellers Curve		DY222 South Yorks Branch towards St. Catherine's Junction.
*DY1446	Carr M.P.D. (South Exit Up Engine No.1/No.2 lines)		Up Sidings Nos.3 or 4 Notice Board.

\*In accordance with instructions obtained by telephone from the Signaller at Decoy No.1.

(Numbers of semaphore signals on the diagram are for reference purposes only).

A.W.S. has been brought into use for the new running signals on the Up Fast and Up East Slow and Up East Slow/Down Engine. (23)



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

The trailing connection Up Main to Down Main together with the double slip connection Down Main to Down Passenger Independent No.1 line have been taken out of use.

The portion of the Down Passenger Independent No.1 line between the facing connection to the Down Passenger Independent No.2 line and the above mentioned trailing connection which was previously out of use has been brought back into use.

The Bay Platform lines Nos.2 and 3 have been taken out of use and all points leading thereto have been secured out of use.

**Signalling Alterations**

A Handsignalled route is available from the Down Passenger Independent No.1 line signal DS17 towards Platform No.5 line.

Down Main signal DS3 no longer applies towards the Down Passenger Independent No.1 line and the position No.1 indicator will be removed.

Up Main line ground disc signal DS67 now applies set back along Up Main or to Up Passenger Independent No.1 line.

Down Passenger Independent No.1 line set back ground disc signal DS90 will be maintained at danger.

Down Main line ground disc signal DS88 now applies set back along Down Main line to signal DS116.

Up Main line ground disc signal DS53 and Up Passenger Independent line ground disc signal DS57 no longer applies towards Bay Platform Nos.2 and 3 lines.

The following signals have been abolished:–

Down Main line ground disc signal DS96

Bay Platform No.2 line exit signal DS36

Bay Platform No.3 line exit signal DS38.

(24)

**FRYSTON**

The bracket signal carrying the 2 miniature arm Shunting signals applying Colliery Sidings 1, 2 and 3 to Shunt Spur (left-hand doll) and Colliery Siding No.4 and Tip line to Shunt Spur (right-hand doll) have been replaced by 2 ground disc signals as follows:–

Situated to the left of the Colliery Siding No.1 line, 6 yards nearer to the signal box applying Colliery Sidings Nos.1, 2 and 3 to Shunt Spur.

Situated to the left of Colliery Siding No.4, 4 yards nearer to the signal box applying Colliery Siding No.4 and Tip line to Shunt Spur.

(24)

**BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION**

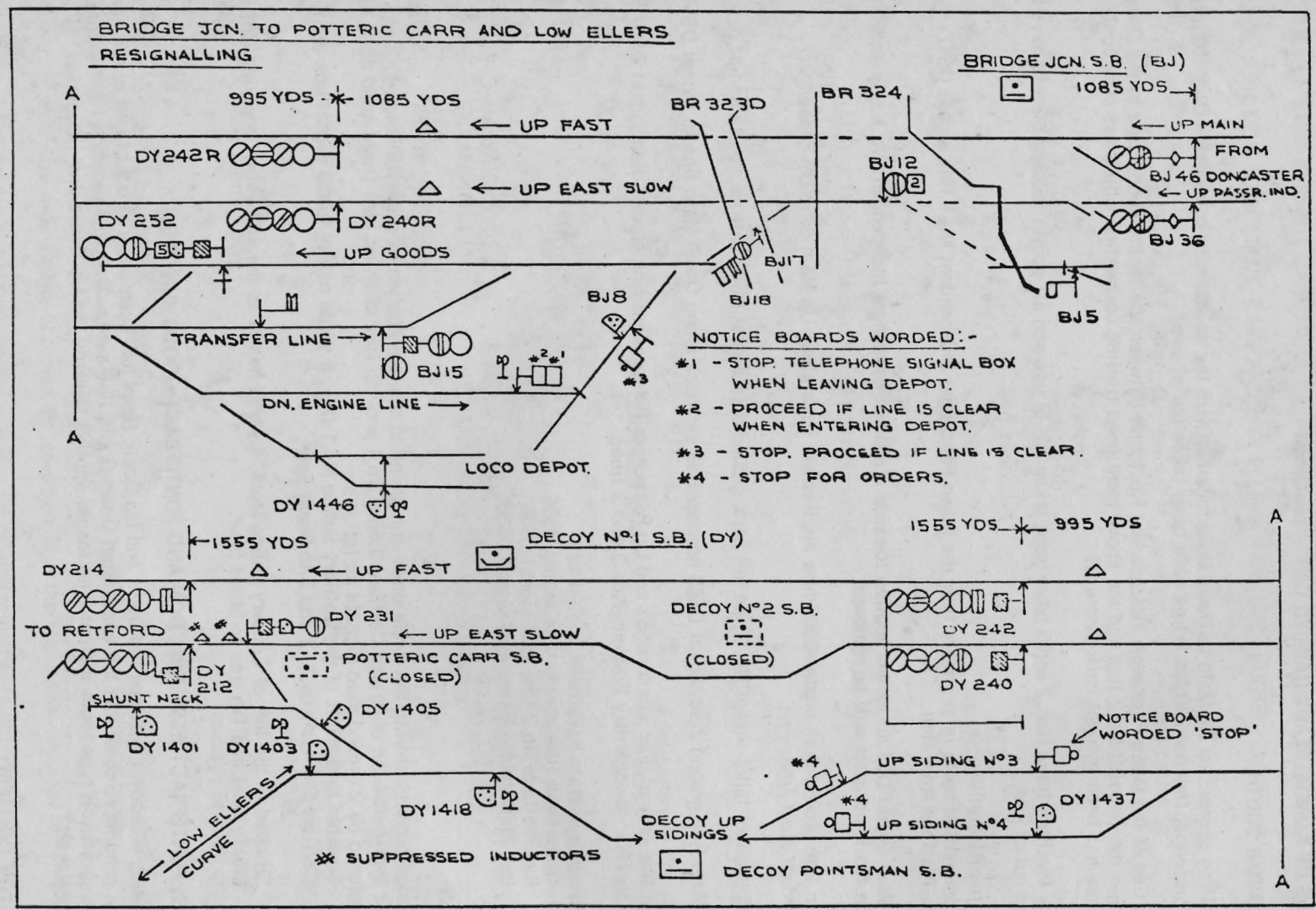
The trailing crossover between the Down and Up Goole lines has been secured out of use in the normal position pending removal and the associated Down Goole line set-back ground position light signal (373) with 4-way stencil type route indicator no longer applies towards the Up Goole and indication "U" has been abolished.

**\*\*SHARLSTON COLLIERY**

The West Curve line and the trailing crossover between the Down and Up Goole lines have been secured out of use pending removal and the associated ground position light signals have been abolished.

The left-hand offset position light signal mounted on the Down Goole line signal 321, applying towards the Colliery West Curve line has been removed.

(23)



## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN ROSSINGTON AND LOVERSALL CARR JN.**

In connection with Section C.3.1.1. (b) of the Rule Book. Down Main line Signal DY187 is capable of displaying flashing double yellow aspects and Signal DY189 a flashing single yellow aspect for the route Down Main to Down Slow line when Signal DY191 displays a proceed aspect with Junction Indicator position '1'. (26)

**\*\* DONCASTER SOUTH**

The trailing connection Up Main to Down Main together with the double slip connection Down Main to Down Passenger Independent No.1 line have been taken out of use.

The portion of the Down Passenger Independent No.1 line between the facing connection to the Down Passenger Independent No.2 line and the above mentioned trailing connection which was previously out of use has been brought back into use.

The Bay Platform lines Nos.2 and 3 have been taken out of use and all points leading thereto have been secured out of use.

**Signalling Alterations**

A Handsignalled route is available from the Down Passenger Independent No.1 line signal DS17 towards Platform No.5 line.

Down Main signal DS3 no longer applies towards the Down Passenger Independent No.1 line and the position No.1 indicator will be removed.

Up Main line ground disc signal DS67 now applies set back along Up Main or to Up Passenger Independent No.1 line.

Down Passenger Independent No.1 line set back ground disc signal DS90 will be maintained at danger.

Down Main line ground disc signal DS88 now applies set back along Down Main line to signal DS116.

Up Main line ground disc signal DS53 and Up Passenger Independent line ground disc signal DS57 no longer applies towards Bay Platform Nos.2 and 3 lines.

The following signals have been abolished:-

- Down Main line ground disc signal DS96
- Bay Platform No.2 line exit signal DS36
- Bay Platform No.3 line exit signal DS38.

(24)

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

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

Down Main line signal L.899 now only applies along the Down Main line and the position "1" Jn. Indicator and the subsidiary mounted on this signal has been abolished. (26)

**\*\* FRYSTON**

The bracket signal carrying the 2 miniature arm Shunting signals applying Colliery Sidings 1, 2 and 3 to Shunt Spur (left-hand doll) and Colliery Siding No.4 and Tip line to Shunt Spur (right-hand doll) have been replaced by 2 ground disc signals as follows:—

Situated to the left of the Colliery Siding No.1 line, 6 yards nearer to the signal box applying Colliery Sidings Nos.1, 2 and 3 to Shunt Spur.

Situated to the left of Colliery Siding No.4, 4 yards nearer to the signal box applying Colliery Siding No.4 and Tip line to Shunt Spur. (24)

**MILFORD**

The Down Branch line has been slewed to the East.

**MILFORD**

The Down Branch Starting signal has been re-positioned to the Down Branch line on completion of the slewing. (26)

**\*\* BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION**

The trailing crossover between the Down and Up Goole lines has been secured out of use in the normal position pending removal and the associated Down Goole line set-back ground position light signal (373) with 4-way stencil type route indicator no longer applies towards the Up Goole and indication "U" has been abolished.

**GILBERDYKE**

The semaphore Down Branch Distant signal has been replaced by a colour light Distant (3-aspect head but only capable of displaying a yellow or green aspect at this stage) 1430 yards before reaching the Down Branch Home signal (540 yards further). (26)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICE

## ★ RULE BOOK AMENDMENTS – ND 22D, 2.6.79 – 3.8.79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

In connection with Engineering work between Dewsbury and Batley, the following temporary special/local instructions apply:—

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.</b>		
Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast
		3 fully fitted vans without brake-van (In connection with engineering works on Sundays only commencing 27 May until 5 August inclusive.

## LOCAL INSTRUCTIONS

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

## DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work on Sundays only commencing 27 May until August inclusive, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signaller at Batley has been advised that a propelling movement is intended.

## ALTERATIONS TO SECTIONAL APPENDIX NORTHERN AREA

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

MO.45NS  
YorkG. GRAHAM  
Chief Operating Manager

8 JUNE, 1979

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

**25**

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

**SATURDAY 23 JUNE**

**TO**

**FRIDAY 29 JUNE 1979**

**INCLUSIVE**

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## SUNDAY 24 JUNE - MILFORD

The trailing connection from the Up Goods line to the No.1 Up Siding will be secured out of use pending removal, and the associated disc signal applying from the No.1 Up Siding towards the Up Goods line will be abolished.

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN ROSSINGTON AND LOVERSALL CARR JN.

In connection with Section C.3.1.1. (b) of the Rule Book. Down Main line Signal DY187 is capable of displaying flashing double yellow aspects and Signal DY189 a flashing single yellow aspect for the route Down Main to Down Slow line when Signal DY191 displays a proceed aspect with Junction Indicator position '1'. (26)

## HUNSLET GOODS JN.

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

Down Main line signal L.899 now only applies along the Down Main line and the position "1" Jn. Indicator and the subsidiary mounted on this signal has been abolished. (26)

## MILFORD

The Down Branch line has been slewed to the East.

## MILFORD

The Down Branch Starting signal has been re-positioned to the Down Branch line on completion of the slewing. (26)

## GILBERDYKE

The semaphore Down Branch Distant signal has been replaced by a colour light Distant (3-aspect head but only capable of displaying a yellow or green aspect at this stage) 1430 yards before reaching the Down Branch Home signal (540 yards further). (26)

## GENERAL INSTRUCTIONS AND NOTICES

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## MISCELLANEOUS NOTICE

## RULE BOOK AMENDMENTS – ND 22D, 2.6.79 – 3.8.79

Page ND9  
Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

## ALTERATIONS TO SECTIONAL APPENDIX NORTHERN AREA

## TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 224		
★ Add: – THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.		
Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast
		3 fully fitted vans without brake- van (In connection with engineering works on Sundays only commencing 27 May until 5 August 1979 inclusive.

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362

★ Add: – DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work on Sundays only commencing 27 May until 5 August 1979 inclusive, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signaller at Batley has been advised that a propelling movement is intended.

MO.45NS  
YorkG. GRAHAM  
Chief Operating Manager

15 JUNE, 1979

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



N.S. 26/79  
30.6.79

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 JULY - DONCASTER SOUTH

The existing connections from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line and Up Main line will be taken out of use.

New connections will be brought into use south of the existing connections which will give access from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line.

The Up Passenger Independent No.1 line from south of the connection to the Up Main line to the new connection from the Up Passenger Independent No.2 line will be taken out of use.

Signalling Alterations

Up Passenger Independent No.1 line signal DS32 will apply to the Up Main line only. The route along the Up Passenger Independent No.1 line will be abolished.

Up Main line disc signal DS53 will apply set back along Up Main line to DS67 signal only. The routes to Up Passenger Independent Nos.1 and 2 lines will be abolished.

Up Passenger Independent No.1 line signals DS57 and DS108 will be abolished.

Up Passenger Independent No.2 line signal DS34 will be replaced by a new 3 aspect colour light signal to the north of the existing signal, and located on the left of the line. The signal will be maintained at danger and a handsignalman will be provided. (29)

DETAILS OF WORK ALREADY CARRIED OUT

\*\* BETWEEN ROSSINGTON AND LOVERSALL CARR JN.

In connection with Section C.3.1.1. (b) of the Rule Book. Down Main line Signal DY187 is capable of displaying flashing double yellow aspects and Signal DY189 a flashing single yellow aspect for the route Down Main to Down Slow line when Signal DY191 displays a proceed aspect with Junction Indicator position '1'. (26)

\*\* HUNSLET GOODS JN.

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

Down Main line signal L.899 now only applies along the Down Main line and the position "1" Jn. Indicator and the subsidiary mounted on this signal has been abolished. (26)

MILFORD

The trailing connection from the Up Goods line to the No.1 Up Siding has been secured out of use pending removal, and the associated disc signal applying from the No.1 Up Siding towards the Up Goods line has been abolished.

MILFORD

The Down Branch line has been slewed to the East. (27)

\*\* MILFORD

The Down Branch Starting signal has been re-positioned to the Down Branch line on completion of the slewing. (26)

\*\* GILBERDYKE

The semaphore Down Branch Distant signal has been replaced by a colour light Distant (3-aspect head but only capable of displaying a yellow or green aspect at this stage) 1430 yards before reaching the Down Branch Home signal (540 yards further) (26)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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## MISCELLANEOUS NOTICE

## RULE BOOK AMENDMENTS – ND 22D, 2.6.79 – 3.8.79

Page ND9  
Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

## ALTERATIONS TO SECTIONAL APPENDIX NORTHERN AREA

## TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 224 Add:—THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.		
Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast
		3 fully fitted vans without brake-van (In connection with engineering works on Sundays only commencing 27 May until 5 August 1979 inclusive.

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362

Add:— DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work on Sundays only commencing 27 May until 5 August 1979 inclusive, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signaller at Batley has been advised that a propelling movement is intended.

MO.45NS  
York  
22 JUNE, 1979G. GRAHAM  
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 8 JULY – DONCASTER NEW SIGNAL BOX**

Supplementary Signalling Notice No.100 is being distributed, giving full details of the commissioning of the new signal box and re-signalling/re-modelling of the Station area.

All concerned must be in possession of a copy of this notice. (30)

**SUNDAY 8 JULY – HAMMERTON STREET**

The Up Main line adjacent to the signal box will be renamed the Departure Spur and a buffer-stop provided approximately 170 yards east of the signal box.

The Arrival Spur will become part of the Up Main line, the buffer-stop dispensed with, and part of the former Up Main line slued to connect.

The facing connection from the Up Main line to the former Arrival Spur will be secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur will be secured in the normal position.

**Catch Points**

The catch points in the Up Main line at 190m. 71chs., 623 yards before reaching signal HS.1588 will be abolished.

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 will be repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 will be abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line will be abolished.

The Locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line will apply towards the Up Main or Departure Spur line. (30)

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

The existing connections from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line and Up Main line have been taken out of use.

New connections have been brought into use south of the existing connections which give access from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line.

The Up Passenger Independent No.1 line from south of the connection to the Up Main line to the new connection from the Up Passenger Independent No.2 line has been taken out of use.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## DONCASTER SOUTH – continued

**Signalling Alterations**

Up Passenger Independent No.1 line signal DS32 applies to the Up Main line only. The route along the Up Passenger Independent No.1 line has been abolished.

Up Main line disc signal DS53 applies set back along Up Main line to DS67 signal only. The routes to Up Passenger Independent Nos.1 and 2 lines have been abolished.

Up Passenger Independent No.1 line signals DS57 and DS108 have been abolished.

Up Passenger Independent No.2 line signal DS34 has been replaced by a new 3-aspect colour light signal to the north of the existing signal, and located on the left of the line. The signal is maintained at danger and a handsignalman provided. (29)

**\*\*MILFORD**

The trailing connection from the Up Goods line to the No.1 Up Siding has been secured out of use pending removal, and the associated disc signal applying from the No.1 Up Siding towards the Up Goods line has been abolished.

**\*\*MILFORD**

The Down Branch line has been slewed to the East. (27)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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## MISCELLANEOUS NOTICE

## ★ NEX - Dual Brake Vans

All staff are to note that the following vehicles:-  
 E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537,  
 E81560, E81565, M81615 and E81624

are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref. MO24), Extn. 032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24 5/71 (31D))

## RULE BOOK AMENDMENTS - ND 22D, 2.6.79 - 3.8.79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 - Please add stars to these two clauses to indicate that these are new items published for the first time.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)  
 TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 221 DONCASTER BLACK CARR JN. TO BERWICK</b>		
★ Delete (w.e.f. 06 00 9 7 79)		
Doncaster South	Bridge Jn.	Up Main and ) Vehicles and E.C.S. Up Passenger ) Independent )
Doncaster North	Doncaster South	Up Main and ) Up Passenger ) Independent ) Nos. 1 and 2 )
Doncaster South	Doncaster North	Down Main and Down ) E.C.S. Clear weather only etc. Passenger ) Independent ) Nos. 1 and 2 )
Doncaster 'C'	Doncaster North	Down SY ) Vehicles and E.C.S. Goods and ) Down GN ) Goods )
Doncaster 'C'	Doncaster North	Down Shunt ) Vehicles and E.C.S. No.1 )
Doncaster North	Marshgate Goods	Down Passr. ) 10 fitted SLU. Independent ) No.1 ) Down Main )

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - continued

Between	Line	Number of vehicles and special conditions
<b>Page 221 - continued</b>		
★ <b>Add (w.e.f. 06 00 9 7 79)</b>		
Doncaster Down Thorne Signal D.308	Carriage Sidings Platform No.1	12 E.C.S. or 10 SLU
Doncaster Down Thorne Signal D.308	Station Platform No.3A	12 E.C.S. or 10 SLU
Doncaster Bridge Jn Down Slow No.2 Signal D.255	Station Platforms Nos.4 and 8	1 empty coaching vehicle or 10 SLU
Doncaster Bridge Jn. Down Slow No.2 Signal D.255	Station (Signal D.293) 2-way Goods	)
Doncaster Station Platforms 3B, 4, 8, and 2-way Goods Signal D.290	Hexthorpe Up Sidings Down Sheffield Goods	1 empty coaching vehicle or 10 SLU. (31D)

**Page 224****Add:- THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.**

Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast	3 fully fitted vans without brake- van (In connection with engineering works on Sundays only commencing 27 May until 5 August 1979 inclusive. (31D)
----------------------------------	---	---------------------	--

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 234 DONCASTER BLACK CARR JN. TO BERWICK</b>				
★ <b>Delete:- (w.e.f. 06 00 9/7/79)</b>				
Bridge Jn.	Doncaster South	-	Slow	Drawn only
Doncaster South	St. James Jn.	Branch	-	Drawn only
Doncaster 'C'	Doncaster South	GN Goods	-	Vehicles drawn etc.
Doncaster North	Doncaster South	Fast	-	)
Doncaster North	Doncaster South	Slow No.1	-	) Vehicles and ECS etc.
Doncaster North	Doncaster South	Slow No.2	-	)
Doncaster South	Doncaster North	-	Fast	)
Doncaster South	Doncaster North	-	Slow No.1	)
Doncaster South	Doncaster North	-	Slow No.2	) Vehicles and ECS etc.
Doncaster North	Doncaster 'C'	SY Goods	-	)
Doncaster North	Doncaster 'C'	GN Goods	-	)
Doncaster North	Doncaster 'C'	Shunt No.1	-	) (31D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued.

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED  
FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Remarks
<b>Page 237 DONCASTER BLACK CARR JN. TO BERWICK</b>			
★ <b>Delete :- (w.e.f. 06 00 9.7.79)</b>			
Doncaster North	Marshgate Goods	Down Main Down Passr Independent No.1	20
Bridge Jn.	Doncaster North	Down Goods Independent/ Down G.N. Goods	60   (31D)

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

(31D)

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362

Add:- DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work on Sundays only commencing 27 May until 5 August 1979 inclusive, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signalman at Batley has been advised that a propelling movement is intended. (31D)

MO.45NS  
York  
29 JUNE, 1979

G. GRAHAM  
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.*

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNE JUNCTION TO GILBERDYKE</b>		
<b>UNTIL FURTHER NOTICE</b>		
Thorne North	Down and Up	08 00 to 17 00. Platform work at 9m. 32chs. Off track machine in use. (79/26)
<b>SATURDAY 14 to SUNDAY 15 JULY</b>		
Goole Station and Saltmarshe Stn. LC	Down <b>BLOCKED</b> Up <b>BLOCKED</b>	22 30 Sat to 12 00 Sun ) Trackwork between 4½m.p. and 4m. 14chs. 23 45 Sat to 08 15 Sun ) <b>23 45 Sat to 08 15</b> <b>Sun. Trains diverted.</b> <b>08 15 to 12 00. Single line working over the Up.</b> Cranes and on and off track machines in use.
<b>HULL WEST PARADE TO SEAMER WEST</b>		
<b>UNTIL FURTHER NOTICE</b>		
Cottingham North and Beverley Parks	Down and Up <b>Between Trains</b>	07 00 to 19 00. Bridgework at 5m. 58chs. Crane and off track machines in use. (79/21)
<b>SUNDAY 15 JULY</b>		
Cottingham North	All	09 00 to 18 00. Signalling work.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY 14 JULY - DRAX POWER STATION

A new weighbridge line will be brought into use from a point 350 yards after passing signal D1 and terminating 900 yards beyond this point. The points leading to and from this line will be secured for the new route. The existing weighbridge line will remain for use in emergency.

The speed discrimination flashing lights will apply to the new weighbridge line. (31)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION 'B' – continued****SUNDAY 15 JULY – MARSHGATE JUNCTION**

A new trailing connection, Down Thorne line to Marshgate Sidings will be brought into use.

A new ground position light exit signal (plated 1496) will be brought into use situated on the left-hand side of Marshgate Siding applying towards the Up Platform Loop, Up Slow, Up Fast, Down Fast or Down Slow lines.

The following signals will each be provided with an additional route indication 'E' applying towards Marshgate Sidings:-

<b>Signal No.</b>	<b>Line on which located</b>	
D.279	Up Platform Loop	
D.281	Up Slow	
D.283	Down Fast	
D.285	Down Slow	
D.287	Platform 6	
D.289	Platform 7	
D.291	Down Platform Loop	
D.293	Two Way Goods	(31)

**SUNDAY 15 JULY – HAMMERTON STREET**

The Down Main 4-aspect colour light signal HS.27 will be repositioned 470 yards further from the signal box. (31)

**DETAILS OF WORK ALREADY CARRIED OUT****DONCASTER NEW SIGNAL BOX**

Supplementary Signalling Notice **No.100** has been distributed, giving full details of the commissioning of the new signal box and re-signalling/re-modelling of the Station area.

All concerned must be in possession of a copy of this notice. (30)

**HAMMERTON STREET**

The Up Main line adjacent to the signal box has been renamed the Departure Spur and a buffer-stop provided approximately 170 yards east of the signal box.

The Arrival Spur has become part of the Up Main line, the buffer-stop dispensed with, and part of the former Up Main line slued to connect.

The facing connection from the Up Main line to the former Arrival Spur has been secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur has been secured in the normal position.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HAMMERTON STREET – continued****Catch Points**

The catch points in the Up Main line at 190m 71chs, 623 yards before reaching signal HS.1588 have been abolished.

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 has been repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 has been abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line has been abolished.

The locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line now apply towards the Up Main or Departure Spur line. (30)

**CUDWORTH STATION**

The trailing end of the connection, Up Main line to Up Branch line has been secured out of use in the reverse position pending removal.

The slip connection, Up Branch to Down Main line has been secured out of use in the normal position pending removal.

The Up Branch line ground disc signal applying towards the Down Main line or Down Goods line has been abolished, (New Item) (31)

**DONCASTER SOUTH**

The existing connections from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line and Up Main line have been taken out of use.

New connections have been brought into use south of the existing connections which give access from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line.

The Up Passenger Independent No.1 line from south of the connection to the Up Main line to the new connection from the Up Passenger Independent No.2 line has been taken out of use.

**Signalling Alterations**

Up Passenger Independent No.1 line signal DS32 applies to the Up Main line only. The route along the Up Passenger Independent No.1 line has been abolished.

Up Main line disc signal DS53 applies set back along Up Main line to DS67 signal only. The routes to Up Passenger Independent Nos.1 and 2 lines have been abolished.

Up Passenger Independent No.1 line signals DS57 and DS108 have been abolished.

Up Passenger Independent No.2 line signal DS34 has been replaced by a new 3-aspect colour light signal to the north of the existing signal, and located on the left of the line. The signal is maintained at danger and a hand signalman provided. (29)

## 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 NOTICE

## NEX - Dual Brake Vans

All staff are to note that the following vehicles:-

E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537,  
E81560, E81565, M81615 and E81624

are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref. MO24), Extn. 032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24 5/71 (31D))

## RULE BOOK AMENDMENTS - ND 22D, 2.6.79 - 3.8.79

Page ND9

## Section T, Part V

Clauses 24.1 and 25.3 - Please add stars to these two clauses to indicate that these are new items published for the first time.

## E.R. SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 221 DONCASTER BLACK CARR JN. TO BERWICK</b>		
<b>Delete</b> (w.e.f. 06 00 9 7 79)		
Doncaster South	Bridge Jn.	Up Main and ) Vehicles and E.C.S. Up Passenger ) Independent ) )
Doncaster North	Doncaster South	Up Main and ) Up Passenger ) Independent ) Nos. 1 and 2 )
Doncaster South	Doncaster North	Down Main and Down Passenger Independent Nos. 1 and 2 E.C.S. Clear weather only etc.
Doncaster 'C'	Doncaster North	Down SY Goods and Down GN Goods Vehicles and E.C.S.
Doncaster 'C'	Doncaster North	Down Shunt No.1 Vehicles and E.C.S.
Doncaster North	Marshgate Goods	Down Passr. Independent No.1 Down Main 10 fitted SLU.

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - continued

Between		Line	Number of vehicles and special conditions
<b>Page 221 - continued</b>			
Add (w.e.f. 06 00 9 7 79)			
Doncaster Down Thorne Signal D.308	Carriage Sidings	Platform No.1	12 E.C.S. or 10 SLU
Doncaster Down Thorne Signal D.308	Station	Platform No.3A	12 E.C.S. or 10 SLU
Doncaster Bridge Jn Down Slow No.2 Signal D.255	Station	Platforms Nos.4 and 8	) ) 1 empty coaching vehicle or ) 10 SLU
Doncaster Bridge Jn. Down Slow No.2 Signal D.255	Station (Signal D.293)	2-way Goods	) ) ) )
Doncaster Station Platforms 3B, 4, 8, and 2-way Goods Signal D.290	Hexthorpe Up Sidings	Down Sheffield Goods	1 empty coaching vehicle or 10 SLU.  (31D)

## Page 224

## Add:-THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.

Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast	3 fully fitted vans without brake- van (In connection with engineering works on Sundays only commencing 27 May until 5 August 1979 inclusive. (31D)
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TABLE G - WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
<b>Page 234 DONCASTER BLACK CARR JN. TO BERWICK</b>					
Delete:- (w.e.f. 06 00 9/7/79)					
Bridge Jn.	Doncaster South	-		Slow	Drawn only
Doncaster South	St. James Jn.	Branch		-	Drawn only
Doncaster 'C'	Doncaster South	GN Goods		-	Vehicles drawn etc.
Doncaster North	Doncaster South	Fast		-	)
Doncaster North	Doncaster South	Slow No.1		-	) Vehicles and ECS etc.
Doncaster North	Doncaster South	Slow No.2		-	)
Doncaster South	Doncaster North	-		Fast	)
Doncaster South	Doncaster North	-		Slow No.1	)
Doncaster South	Doncaster North	-		Slow No.2	) Vehicles and ECS etc.
Doncaster North	Doncaster 'C'	SY Goods		-	)
Doncaster North	Doncaster 'C'	GN Goods		-	)
Doncaster North	Doncaster 'C'	Shunt No.1		-	) (31D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued.

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED  
FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Remarks
<b>Page 237 DONCASTER BLACK CARR JN. TO BERWICK</b>			
<b>Delete :- (w.e.f. 06 00 9.7.79)</b>			
Doncaster North	Marshgate Goods	Down Main Down Passr Independent No.1	20
Bridge Jn.	Doncaster North	Down Goods Independent/ Down G.N. Goods	60   (31D)

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

(31D)

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362

Add:-

## DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work on Sundays only commencing 27 May until 5 August 1979 inclusive, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signaller at Batley has been advised that a propelling movement is intended. (31D)

MO.45NS  
York  
6 JULY, 1979

G. GRAHAM  
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.*

## 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 JULY – DECOY UP YARD

Decoy Pointsman's Box will be reduced in status to a Shunters Cabin and all signals worked therefrom will be abolished, but telephone communication with Decoy No. 1 Signal Box will be retained.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line will be taken out of use. All remaining points will become hand operated.

The Engine line and No.5 Reception line will be slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points will be brought into use adjacent to the former Carr Signal Box, which will be operated from Decoy Signal Box. They will give access to two new sidings known as Up Sidings No. 1 and 2.

The four new Sidings will merge at the south end. Two notice boards will be provided between Sidings 3 and 4 and between Sidings 1 and 2, these will be worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards will be provided connected to the Shunter's Cabin.

Two new Cripple Sidings will be provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone will be provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone will be provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board will be provided worded 'STOP'.

Up Goods line signal DY.252 and Locomotive Depot line signal 1446 will additionally apply towards the new Sidings Nos. 1 and 2. (32)

## MONDAY 23 JULY – DONCASTER CARR : TEMPORARY LEVEL CROSSING AT 154m. 47chs.

A temporary level crossing will be brought into use over the Entrance/Exit line between Decoy Up Sidings and the Engineers Woodyard.

A notice board worded 'STOP. PROCEED IF LINE IS CLEAR' will be provided approximately 25 yards on each rail approach to the crossing.

The level crossing will only be in use between 08 00 and 20 00 hours daily. (32)

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

A new weighbridge line has been brought into use from a point 350 yards after passing signal D1 and terminating 900 yards beyond this point. The points leading to and from this line have been secured for the new route. The former weighbridge line will remain for use in emergency.

The speed discrimination flashing lights apply to the new weighbridge line. (31)

**MARSHGATE JUNCTION**

A new trailing connection, Down Thorne line to Marshgate Sidings has been brought into use.

A new ground position light exit signal (plated 1496) has been brought into use situated on the left-hand side of Marshgate Siding applying towards the Up Platform Loop, Up Slow, Up Fast, Down Fast or Down Slow lines.

The following signals have each been provided with an additional route indication 'E' applying towards Marshgate Sidings :-

<b>Signal No.</b>	<b>Line on which located</b>	
D.279	Up Platform Loop	
D.281	Up Slow	
D.283	Down Fast	
D.285	Down Slow	
D.287	Platform 6	
D.289	Platform 7	
D.291	Down Platform Loop	
D.293	Two Way Goods	(31)

**HAMMERTON STREET**

The Down Main 4-aspect colour light signal etc.

**THIS WORK HAS NOT BEEN CARRIED OUT**

**DONCASTER NEW SIGNAL BOX**

Supplementary Signalling Notice **No.100** has been distributed, giving full details of the commissioning of the new signal box and re-signalling/re-modelling of the Station area.

All concerned must be in possession of a copy of this notice. (30)

**HAMMERTON STREET**

The Up Main line etc.

**THIS WORK HAS NOT BEEN CARRIED OUT**

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

The trailing end of the connection, Up Main line to Up Branch line has been secured out of use in the reverse position pending removal.

The slip connection, Up Branch to Down Main line has been secured out of use in the normal position pending removal.

The Up Branch line ground disc signal applying towards the Down Main line or Down Goods line has been abolished, (New Item) (31)

**\*\* DONCASTER SOUTH**

The existing connections from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line and Up Main line have been taken out of use.

New connections have been brought into use south of the existing connections which give access from the Up Passenger Independent No.2 line to the Up Passenger Independent No.1 line.

The Up Passenger Independent No.1 line from south of the connection to the Up Main line to the new connection from the Up Passenger Independent No.2 line has been taken out of use.

**Signalling Alterations**

Up Passenger Independent No.1 line signal DS32 applies to the Up Main line only. The route along the Up Passenger Independent No.1 line has been abolished.

Up Main line disc signal DS53 applies set back along Up Main line to DS67 signal only. The routes to Up Passenger Independent Nos.1 and 2 lines have been abolished.

Up Passenger Independent No.1 line signals DS57 and DS108 have been abolished.

Up Passenger Independent No.2 line signal DS34 has been replaced by a new 3-aspect colour light signal to the north of the existing signal, and located on the left of the line. The signal is maintained at danger and a hand signalman provided. (29)

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**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS NOTICES**

★ **NORTON**

The temporary level crossing located 60 yards on the Colliery side of No.1 ground frame is no longer in use. (32)

**NEX – Dual Brake Vans**

All staff are to note that the following vehicles:-

- E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537,
- E81560, E81565, M81615 and E81624

are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref. MO24), Extn. 032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24 5/71 (31D))

**RULE BOOK AMENDMENTS – ND 22D, 2.6.79 – 3.8.79**

Page ND9  
Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

**E.R. SECTIONAL APPENDIX (NORTHERN AREA)  
TABLE "F" – PROPELLING TRAINS OR VEHICLES**

Between	Line	Number of vehicles and special conditions
<b>Page 221 DONCASTER BLACK CARR JN. TO BERWICK</b>		
<b>Delete (w.e.f. 06 00 9 7 79)</b>		
Doncaster South	Bridge Jn.	Up Main and ) Vehicles and E.C.S. Up Passenger ) Independent )
Doncaster North	Doncaster South	Up Main and ) Up Passenger ) Independent ) Nos. 1 and 2 )
Doncaster South	Doncaster North	Down Main and Down Passenger Independent Nos. 1 and 2 E.C.S. Clear weather only etc.

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - continued

Between	Line	Number of vehicles and special conditions
<b>Page 221 - continued</b>		
Doncaster 'C'	Doncaster North	Down SY Goods and Down GN Goods
		Vehicles and E.C.S.
Doncaster 'C'	Doncaster North	Down Shunt No.1
		Vehicles and E.C.S.
Doncaster North	Marshgate Goods	Down Passr. Independent No.1
		Down Main
		10 fitted SLU.
<b>Add (w.e.f. 06 00 9 7 79)</b>		
Doncaster Down Thorne Signal D.308	Carriage Sidings	Platform No.1
		12 E.C.S. or 10 SLU
Doncaster Down Thorne Signal D.308	Station	Platform No.3A
		12 E.C.S. or 10 SLU
Doncaster Bridge Jn Down Slow No.2 Signal D.255	Station	Platforms Nos.4 and 8
		1 empty coaching vehicle or 10 SLU
Doncaster Bridge Jn Down Slow No.2 Signal D.255	Station (Signal D.293)	2-way Goods
		1 empty coaching vehicle or 10 SLU.
Doncaster Station Platforms 3B, 4, 8, and 2-way Goods Signal D.290	Hexthorpe Up Sidings	Down Sheffield Goods
		1 empty coaching vehicle or 10 SLU.

(31D)

**Page 224****Add: - THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.**

Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast	3 fully fitted vans without brake-van (In connection with engineering works on Sundays only commencing 27 May until 5 August 1979 inclusive.)
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(31D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued.

TABLE G - WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
<b>Page 234 DONCASTER BLACK CARR JN. TO BERWICK</b>					
<b>Delete:- (w.e.f. 06 00 9/7/79)</b>					
Bridge Jn.	Doncaster South	-		Slow	Drawn only
Doncaster South	St. James Jn.	Branch		-	Drawn only
Doncaster 'C'	Doncaster South	GN Goods		-	Vehicles drawn etc.
Doncaster North	Doncaster South	Fast		-	)
Doncaster North	Doncaster South	Slow No.1		-	) Vehicles and ECS etc.
Doncaster North	Doncaster South	Slow No.2		-	)
Doncaster South	Doncaster North	-		Fast	)
Doncaster South	Doncaster North	-		Slow No.1	)
Doncaster South	Doncaster North	-		Slow No.2	) Vehicles and ECS etc.
Doncaster North	Doncaster 'C'	SY Goods		-	)
Doncaster North	Doncaster 'C'	GN Goods		-	)
Doncaster North	Doncaster 'C'	Shunt No.1		-	) (31D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED  
FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Remarks
<b>Page 237 DONCASTER BLACK CARR JN. TO BERWICK</b>			
<b>Delete :- (w.e.f. 06 00 9.7.79)</b>			
Doncaster North	Marshgate Goods	Down Main Down Passr Independent No.1	20
Bridge Jn.	Doncaster North	Down Goods Independent/ Down G.N. Goods	60

(31D)

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 29 JULY – WAKEFIELD EAST**

The east end of the connection between the Down L. & Y. Goods Loop and Down Goods Yard will be secured out of use in the reverse position pending removal.

The shunting signal applying Down Goods to Down L. & Y. Goods Loop will be abolished. (33)

**SUNDAY 29 JULY – BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

A.W.S. equipment will be brought into use at the following signals:-

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals. (33)

**DETAILS OF WORK ALREADY CARRIED OUT****NORTON, (ASKERN BRANCH)**

The outlet Ground Frame and all associated equipment has been abolished. (New Item) (33)



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

Decoy Pointsman's Box will be reduced in status etc. – **THIS WORK HAS NOT BEEN CARRIED OUT.**

**DONCASTER CARR : TEMPORARY LEVEL CROSSING AT 154m. 47chs.**

A temporary level crossing has been brought into use over the Entrance/Exit line between Decoy Up Sidings and the Engineers Woodyard.

A notice board worded 'STOP. PROCEED IF LINE IS CLEAR' has been provided approximately 25 yards on each rail approach to the crossing.

The level crossing is only in use between 08 00 and 20 00 hours daily. (32)

**DRAX POWER STATION**

A new weighbridge line has been brought into use from a point 350 yards after passing signal D1 and terminating 900 yards beyond this point. The points leading to and from this line have been secured for the new route. The former weighbridge line will remain for use in emergency.

The speed discrimination flashing lights apply to the new weighbridge line. (31)

**MARSHGATE JUNCTION**

A new trailing connection, Down Thorne line to Marshgate Sidings has been brought into use.

A new ground position light exit signal (plated 1496) has been brought into use situated on the left-hand side of Marshgate Siding applying towards the Up Platform Loop, Up Slow, Up Fast, Down Fast or Down Slow lines.

The following signals have each been provided with an additional route indication 'E' applying towards Marshgate Sidings :-

Signal No.	Line on which located
D.279	Up Platform Loop
D.281	Up Slow
D.283	Down Fast
D.285	Down Slow
D.287	Platform 6
D.289	Platform 7
D.291	Down Platform Loop
D.293	Two Way Goods

(31)

**HAMMERTON STREET**

The Down Main 4-aspect colour light signal etc.

**THIS WORK HAS NOW BEEN CARRIED OUT**

(Amended item)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

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

**\*\* DONCASTER NEW SIGNAL BOX**

Supplementary Signalling Notice **No. 100** has been distributed, giving full details of the commissioning of the new signal box and re-signalling/re-modelling of the Station area.

All concerned must be in possession of a copy of this notice. (30)

**HAMMERTON STREET**

The Up Main line etc.

**THIS WORK HAS NOT BEEN CARRIED OUT**

**CUDWORTH STATION**

The trailing end of the connection, Up Main line to Up Branch line has been secured out of use in the reverse position pending removal.

The slip connection, Up Branch to Down Main line has been secured out of use in the normal position pending removal.

The Up Branch line ground disc signal applying towards the Down Main line or Down Goods line has been abolished, (31)

---

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## NORTON

The temporary level crossing located 60 yards on the Colliery side of No.1 ground frame is no longer in use. (32)

## NEX - Dual Brake Vans

All staff are to note that the following vehicles:-

E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537,  
E81560, E81565, M81615 and E81624

are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref. MO24), Extn. 032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24 5/71 (31D))

## RULE BOOK AMENDMENTS - ND 22D, 2.6.79 - 3.8.79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 - Please add stars to these two clauses to indicate that these are new items published for the first time.

## E.R. SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 221 DONCASTER BLACK CARR JN. TO BERWICK</b>		
<b>Delete (w.e.f. 06 00 9 7 79)</b>		
Doncaster South	Bridge Jn.	Up Main and ) Vehicles and E.C.S. Up Passenger ) Independent )
Doncaster North	Doncaster South	Up Main and ) Up Passenger ) Independent ) Nos. 1 and 2 )
Doncaster South	Doncaster North	Down Main and Down ) Passenger ) Independent ) Nos. 1 and 2 ) E.C.S. Clear weather only etc.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - continued

Between	Line	Number of vehicles and special conditions
<b>Page 221 - Delete - continued</b>		
Doncaster 'C'	Doncaster North	Down SY Goods and Down GN Goods
		Vehicles and E.C.S.
Doncaster 'C'	Doncaster North	Down Shunt No.1
		Vehicles and E.C.S.
Doncaster North	Marshgate Goods	Down Passr. Independent No.1
		Down Main
		10 fitted SLU.
<b>Add (w.e.f. 06 00 9 7 79)</b>		
Doncaster Down Thorne Signal D.308	Carriage Sidings	Platform No.1
		12 E.C.S. or 10 SLU
Doncaster Down Thorne Signal D.308	Station	Platform No.3A
		12 E.C.S. or 10 SLU
Doncaster Bridge Jn Down Slow No.2 Signal D.255	Station	Platforms Nos.4 and 8
		)
		) 1 empty coaching vehicle or
		) 10 SLU
		)
Doncaster Bridge Jn. Down Slow No.2 Signal D.255	Station (Signal D.293)	2-way Goods
		)
		)
		)
Doncaster Station Platforms 3B, 4, 8, and 2-way Goods Signal D.290	Hexthorpe Up Sidings	Down Sheffield Goods
		1 empty coaching vehicle or 10 SLU.
		(31D)
<b>Page 224</b>		
<b>Add:-THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.</b>		
Dewsbury Wellington Road Stn.	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast
		3 fully fitted vans without brake-van (In connection with engineering works on Sundays only.
		(31D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued.

TABLE G - WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
<b>Page 234 DONCASTER BLACK CARR JN. TO BERWICK</b>					
<b>Delete:- (w.e.f. 06 00 9/7/79)</b>					
Bridge Jn.	Doncaster South	-		Slow	Drawn only
Doncaster South	St. James Jn.	Branch		-	Drawn only
Doncaster 'C'	Doncaster South	GN Goods		-	Vehicles drawn etc.
Doncaster North	Doncaster South	Fast		-	)
Doncaster North	Doncaster South	Slow No.1		-	) Vehicles and ECS etc.
Doncaster North	Doncaster South	Slow No.2		-	)
Doncaster South	Doncaster North	-		Fast	)
Doncaster South	Doncaster North	-		Slow No.1	)
Doncaster South	Doncaster North	-		Slow No.2	) Vehicles and ECS etc.
Doncaster North	Doncaster 'C'	SY Goods		-	)
Doncaster North	Doncaster 'C'	GN Goods		-	)
Doncaster North	Doncaster 'C'	Shunt No.1		-	) (31D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED  
FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Remarks
<b>Page 237 DONCASTER BLACK CARR JN. TO BERWICK</b>			
<b>Delete :- (w.e.f. 06 00 9.7.79)</b>			
Doncaster North	Marshgate Goods	Down Main Down Passr Independent No.1	20
Bridge Jn.	Doncaster North	Down Goods Independent/ Down G.N. Goods	60

(31D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Page 276

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

★ Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification and supplementary instructions apply in the Eastern Region.

**Clause (b)**

Class 254 trains may proceed forward at 50m.p.h. providing a member of the train crew travels in the vehicle affected.

If, when a Class 254 train is proceeding forward in accordance with clause (b), the same axle box causes a second detector to record an alarm, the train must again be stopped and then dealt with in accordance with the standard instructions.

If, in proceeding forward in accordance with clause (b), a Class 254 train passes over any other detector, the competent member of the technical staff at the examining place must be advised whether or not the train has caused such other detector/s to record a hot axle box.

## LOCAL INSTRUCTIONS

Page 351 (Page 56 ND22D)

## STAINFORTH JN. TO SKELLOW ADWICK JN.

## SKELLOW AMOCO OIL DEPOT

## TEMPORARY WORKING OF UP TRAINS

Delete instruction.

(31D)

## THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362

Add:-

## DEWSBURY WELLINGTON ROAD STATION

**Propelling Movements.** In connection with engineering work, on Sundays only, a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signaller at Batley has been advised that a propelling movement is intended. (31D)

**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
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	Monday 30 July.

MO.45NS  
York  
20 JULY, 1979

G. GRAHAM  
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.*

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNE JUNCTION TO GILBERDYKE</b>		
<b>UNTIL FURTHER NOTICE</b>		
Thorne North	Down and Up	08 00 to 17 00. Platform work at 9m. 32chs. Off track machine in use. (79/26)
<b>HESSLE HAVEN TO DAIRYCOTES WEST VIA HULL YARD</b>		
<b>WEDNESDAY 8 to THURSDAY 9 AUGUST</b>		
Hessle Haven and Dairycotes West	All BLOCKED	23 00 Wed to 05 00 Thu. Trackwork between 0m.p. and 2m. 06chs. On track machines in use. <b>Possession given up to pass trains.</b>
<b>HULL WEST PARADE TO SEAMER WEST</b>		
<b>UNTIL FURTHER NOTICE</b>		
Cottingham North and Beverley Parks	Down and Up Between Trains	07 00 to 19 00. Bridgework at 5m. 58chs. Crane and off track machines in use. (79/21)
<b>SATURDAY 4 to SUNDAY 5 AUGUST</b>		
Carnaby L.C. and Bridlington South	Down and Up BLOCKED	23 15 Sat to 09 30 Sun. Bridgework at 30m. 25chs. Ladders and scaffolding in use.
<b>DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH</b>		
<b>WEDNESDAY 8 to THURSDAY 9 AUGUST</b>		
Dairycoates West and Hessle Road Jn.	Down and Up BLOCKED	23 00 Wed to 05 00 Thu. Trackwork between 0m.p. and 0m 54chs. On track machines in use. <b>Possession given up to pass trains.</b>
<b>HESSLE ROAD TO ALEXANDRA DOCK</b>		
<b>THURSDAY 9 to FRIDAY 10 AUGUST</b>		
Hessle Road and Spring Bank South Jn. :	Down and Up BLOCKED	22 00 Thu to 06 00 Fri. Trackwork between 0 m.p. and 0m 78chs. On track machines in use. ;

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 5 AUGUST – WAKEFIELD KIRKGATE EAST

The head-shunt from Cobra Sidings will be shortened by 100 yards and temporary stop-blocks will be erected. (34)

## SUNDAY 5 AUGUST – BOWLING JUNCTION

The control of the points and signals previously worked from Bowling Junction Signal Box will be transferred to Mill Lane Junction Signal Box.

The facing connection Down Main to Up Branch line together with the Up Branch line between Bowling Junction and Hall Lane will be secured out of use pending removal. The Down Branch line will be renamed the Laisterdyke Down/Up Branch Single line and the method of working will be One Train Working without Staff.

Trap points will be brought into use in the Down/Up Branch line 30 yards before reaching the new M.1566 signal (see below).

## Signalling Alterations

The semaphore Down Branch Home signal will be replaced by a 3-aspect colour light signal plated M.1566, 14 yards further from the junction and a new Down Branch semaphore Distant signal will be provided 360 yards before reaching M.1566 signal.

The following signals will be replated:-

Line	Old No.	New No.
Down Main	B.32	M.1563
Down Main	B.29	M.1567 (the position '4' Junction Indicator will be removed)
Up Main	M.1568/B.1	M.1570 (will also become an automatic signal)
Up Main	B.2	M.1568
Up Main	B.5	M.1564

A new 3-aspect colour light signal plated M.1565 with a 2-way route indicator and a left-hand off-set subsidiary will be brought into use situated in the Up Main cress facing Down Direction movements and will apply Up Main to Down Main (indication 'D'), Down/Up Branch (indication 'B') or Through Siding (subsidiary).

The ground disc signal applying set-back Down Main to Up Main will be replaced by a ground position light signal (1536) situated in the Down Main cress and will apply as hitherto.

The ground disc signal applying set-back Through Sidings to Down Main will be replaced by a ground position light signal (1538) in the same position and will apply as hitherto. (34)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 5 AUGUST – LAISTERDYKE GROUND FRAME**

The Ground Frame will be abolished and all connections to the Main line will be secured out of use in the normal position pending removal.

A new Run-round Loop with 300 yards standage will be brought into use situated between Hall Lane and Laisterdyke, the points will be spring worked.

Notice Boards will be provided at each end of the Loop before reaching the points worded "SPRING POINTS 50 YARDS AHEAD". (34)

**SUNDAY 5 AUGUST – BETWEEN MILFORD AND GASCOIGNE WOOD**

A new trailing connection leading to new sidings, operated by a new 2-lever Ground Frame known as Milford West Sidings Ground Frame will be installed in the Down Branch line at 7m. Ochs. The Ground Frame will be released by Milford signal box and a telephone will be provided adjacent to the Ground Frame connected to the signal box. (34)

**SUNDAY 5 AUGUST – HOUGHTON COLLIERY**

A new trailing connection at approximately 172½m.p. will be brought into use leading from the Up Goods line to Houghton Colliery bunker.

The connection will be operated by a new 2 lever Ground Frame released by Cudworth Station signal box. A telephone will be provided adjacent to the Ground Frame connected to Cudworth Station signal box. (34)

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

The east end of the connection between the Down L. & Y. Goods Loop and Down Goods Yard has been secured out of use in the reverse position pending removal.

The shunting signal applying Down Goods to Down L. & Y. Goods Loop has been abolished. (33)

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING – continued****Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals.

(40D)

**NORTON, (ASKERN BRANCH)**

The outlet Ground Frame and all associated equipment has been abolished.

(33)

**DONCASTER CARR : TEMPORARY LEVEL CROSSING AT 154m. 47chs.**

A temporary level crossing has been brought into use over the Entrance/Exit line between Decoy Up Sidings and the Engineers Woodyard.

A notice board worded 'STOP. PROCEED IF LINE IS CLEAR' has been provided approximately 25 yards on each rail approach to the crossing.

The level crossing is only in use between 08 00 and 20 00 hours daily.

(32)

**\*\* DRAX POWER STATION**

A new weighbridge line has been brought into use from a point 350 yards after passing signal D1 and terminating 900 yards beyond this point. The points leading to and from this line have been secured for the new route. The former weighbridge line will remain for use in emergency.

The speed discrimination flashing lights apply to the new weighbridge line.

(31)

**\*\* MARSHGATE JUNCTION**

A new trailing connection, Down Thorne line to Marshgate Sidings has been brought into use.

A new ground position light exit signal (plated 1496) has been brought into use situated on the left-hand side of Marshgate Siding applying towards the Up Platform Loop, Up Slow, Up Fast, Down Fast or Down Slow lines.

The following signals have each been provided with an additional route indication 'E' applying towards Marshgate Sidings:—

Signal No.	Line on which located
D.279	Up Platform Loop
D.281	Up Slow
D.283	Down Fast
D.285	Down Slow
D.287	Platform 6
D.289	Platform 7
D.291	Down Platform Loop
D.293	Two Way Goods

(31)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* CUDWORTH STATION

The trailing end of the connection, Up Main line to Up Branch line has been secured out of use in the reverse position pending removal.

The slip connection, Up Branch to Down Main line has been secured out of use in the normal position pending removal.

The Up Branch line ground disc signal applying towards the Down Main line or Down Goods line has been abolished, (31)

## 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

## \*\* NORTON

The temporary level crossing located 60 yards on the Colliery side of No.1 ground frame is no longer in use. (32)

## 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
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	

MO.45NS

York

27 JULY, 1979

Receipt of this notice need not be acknowledged. If the NS notice is n  
Supervisor.

## 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 12 and MONDAY 13 AUGUST – SOUTH KIRKBY COLLIERY, NEW DISCHARGE HOPPER

The new N.C.B. Discharge Hopper line and associated Special Position Light Discharge (Toton) signals will be brought into use.

The connection between the Run-Round line and the Bunker Arrival/Departure lines will be brought under control of the N.C.B. Control Room. The former Run-Round will become part of Bunker line 'B' and the former Arrival/Departure line will become part of the new Hopper line 'A'. See diagram included within this notice.

The Ground Position light signals protecting the level crossing will be replaced by new signals (1 for each line).

Leeds signal box will control the points at the main line end (former hand worked points) leading to Line A or B, also, the new exit signal from line B (L.650).

The notice board adjacent to LB1 signal worded 'PROPELLED TRAINS LOCOMOTIVE STOP' etc., will be abolished.

## Description of Signals (New Ground Position Light Signals)

No.	Line	Route Indication	Application to or towards
L650	Line 'B'	M B L	Up Main Up Branch Marshalling Loop
C1	Line 'B'		C3
C5	Line 'A'		C7
C3	Line 'B'		LB1
C7	Line 'A'		LB1 DH1
C2	Line 'B'		L650 L648
C4	Line 'A'		L648
DH1	Line 'A'		Discharge Hopper

## Alterations to existing signalling

Signals L655 (Down Branch); L653 (Down Main); L654 (Up Branch); L649 (Marshalling Loop); and L651 (Up Main) will have an additional route application towards the new Hopper Line 'A' and Indication 'A' will be added to the route indicators on these signals.

Telephones connected to Leeds will be provided adjacent to L650 and L648 signals.

(35)



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

## DETAILS OF WORK ALREADY CARRIED OUT

**DONCASTER – DECOY NORTH JN.****Flashing Yellow aspects at High Speed Junctions Signalling Notice No.100.**

The flashing yellow aspects associated with signals DY195 and DY209 have been taken out of use until further notice. (New item) (35)

**\*\* DONCASTER CARR : TEMPORARY LEVEL CROSSING AT 154m. 47chs.**

A temporary level crossing has been brought into use over the Entrance/Exit line between Decoy Up Sidings and the Engineers Woodyard.

A notice board worded 'STOP. PROCEED IF LINE IS CLEAR' has been provided approximately 25 yards on each rail approach to the crossing.

The level crossing is only in use between 08 00 and 20 00 hours daily. (32)

**NORTON, (ASKERN BRANCH)**

The outlet Ground Frame and all associated equipment has been abolished. (33)

**HOUGHTON COLLIERY**

A new trailing connection at approximately 172½m.p. has been brought into use leading from the Up Goods line to Houghton Colliery bunker.

The connection is operated by a new 2 lever Ground Frame released by Cudworth Station signal box. A telephone is provided adjacent to the Ground Frame connected to Cudworth Station signal box. (34)

**WAKEFIELD EAST**

The east end of the connection etc.

**THIS WORK HAS NOT BEEN CARRIED OUT** (33)

**WAKEFIELD KIRKGATE EAST**

The head-shunt from Cobra Sidings has been shortened by 100 yards and temporary stop-blocks have been erected. (34)

**BETWEEN MILFORD AND GASCOIGNE WOOD**

A new trailing connection leading to new sidings, operated by a new 2-lever Ground Frame known as Milford West Sidings Ground Frame has been installed in the Down Branch line at 7m 0chs. The Ground Frame has been released by Milford signal box and a telephone has been provided adjacent to the Ground Frame connected to the signal box. (34)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BETWEEN MILFORD AND GASCOIGNE WOOD

A temporary level crossing at 7m 41chs has been brought into use over the Down and Up Branch lines. A Crossing Keeper will be in attendance during the time the crossing is in use. (New Item) (35)

## GOLDTHORPE COLLIERY

A notice board has been provided on the Arrival/Departure line at the spring points before reaching the Colliery Bunker worded 'STOP, EXAMINE POINTS'.

Notice boards worded 'STOP, OBTAIN BUNKER OPERATORS PERMISSION BEFORE PROCEEDING' have been provided on the Bunker line controlling movements towards the Bunker in each direction at a distance of 13 yards and 6 yards from the Bunker respectively. (New Item) (35)

## BOWLING JUNCTION

The control of the points and signals previously worked from Bowling Junction Signal Box has been transferred to Mill Lane Junction Signal Box.

The facing connection Down Main to Up Branch line together with the Up Branch line between Bowling Junction and Hall Lane has been secured out of use pending removal. The Down Branch line has been renamed the Laisterdyke Down/Up Branch Single line and the method of working is One Train Working without Staff.

Trap points have been brought into use in the Down/Branch line 30 yards ahead of the new M.1566 signal (see below).

## Signalling Alterations

The semaphore Down Branch Home signal has been replaced by a 3-aspect colour light signal plated M.1566, 14 yards further from the junction and a new Down Branch semaphore Distant signal has been provided 360 yards before reaching M.1566 signal.

The following signals have been replated:—

Line	Old No.	New No.
Down Main	B.32	M.1563
Down Main	B.29	M.1567 (the position '4' Junction Indicator has been removed)
Up Main	M.1568/B.1	M.1570 (has also become an automatic signal)
Up Main	B.2	M.1568
Up Main	B.5	M.1564

A new 3-aspect colour light signal plated M.1565 with a 2-way route indicator and a left-hand off-set subsidiary have been brought into use situated in the Up Main cress facing Down Direction movements and applies Up Main to Down Main (indication 'D'), Down/Up Branch (indication 'B') or Through Siding (subsidiary).

The ground disc signal applying set-back Down Main to Up Main has been replaced by a ground position light signal (1536) situated in the Down Main cress and applies as hitherto.

The ground disc signal applying set-back Through Sidings to Down Main has been replaced by a ground position light signal (1538) in the same position and applies as hitherto. (Amended Item) (34)

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

The Ground Frame has been abolished and all connections to the Main line have been secured out of use in the normal position pending removal.

A new Run-round Loop with 300 yards standage has been brought into use situated between Hall Lane and Laisterdyke, the points are spring worked.

Notice Boards have been provided at each end of the Loop before reaching the points worded "SPRING POINTS 50 YARDS AHEAD". (34)

**HALL LANE (BOWLING BRANCH)**

Hall Lane Signal Box and all signals worked therefrom have been abolished with the exception of the Down and Up Distant signals, which have been retained for Hall Lane level crossing.

The points adjacent to the Signal Box have been secured in the normal position pending removal. Notice Boards have been provided 28 yards on each rail approach to the crossing, on the left hand side of the line, worded "STOP, LOWER BARRIERS BEFORE PROCEEDING".

Trainmen's Barrier Control Pedestals have been provided mid-way between the notice boards and the level crossing on each rail approach to the crossing. (New item) (34)

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

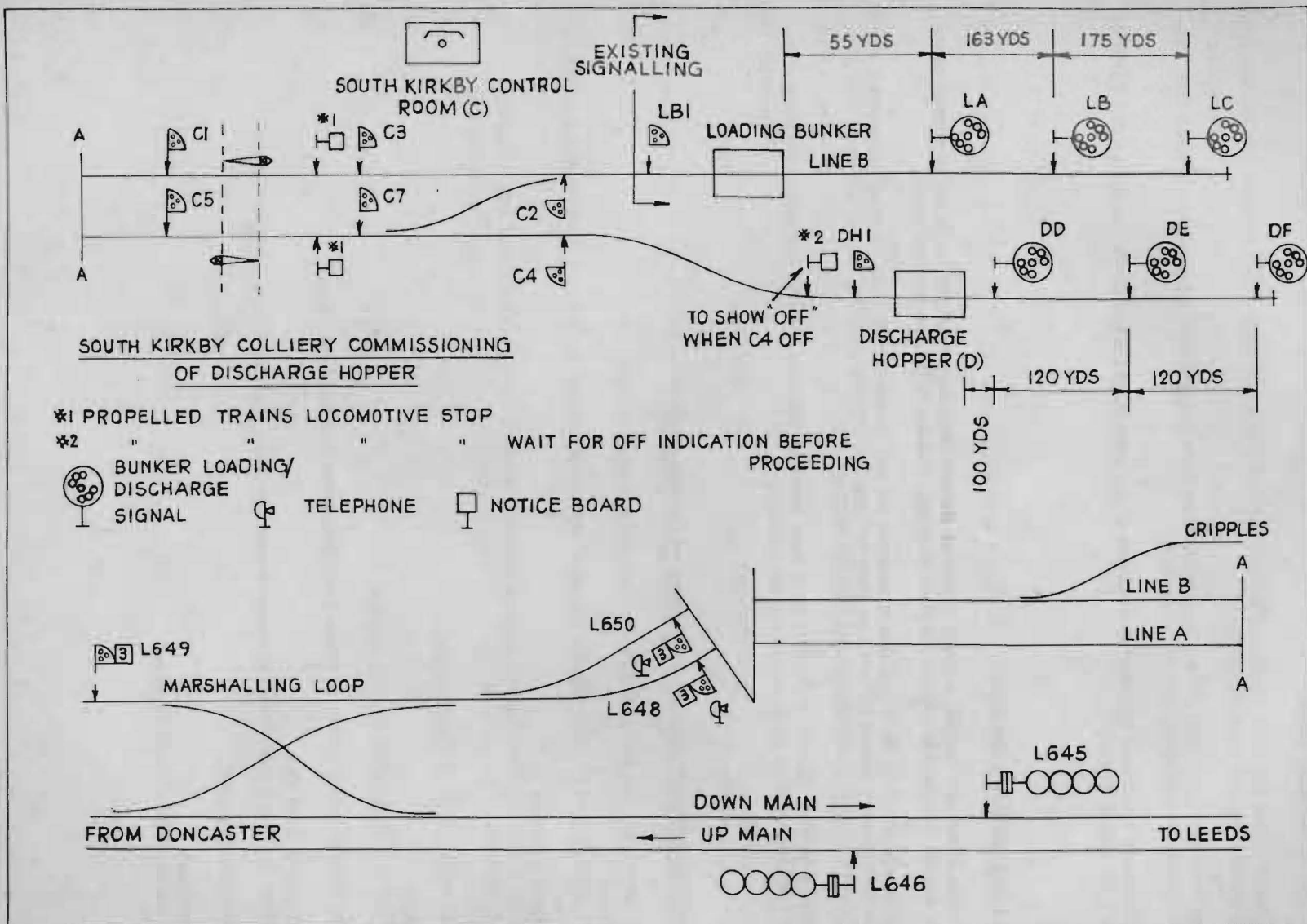
**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals. (40D)





## 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

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
★ Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	Monday 13 August.
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	

MO.45NS  
York  
3 AUGUST, 1979

G. GRAHAM  
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 33/79  
18-248.79

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 5 AUGUST – WAKEFIELD KIRKGATE EAST

The head-shunt from Cobra Sidings will be shortened by 100 yards and temporary stop-blocks will be erected. (34)

## SUNDAY 5 AUGUST – BOWLING JUNCTION

The control of the points and signals previously worked from Bowling Junction Signal Box will be transferred to Mill Lane Junction Signal Box.

The facing connection Down Main to Up Branch line together with the Up Branch line between Bowling Junction and Hall Lane will be secured out of use pending removal. The Down Branch line will be renamed the Laisterdyke Down/Up Branch Single line and the method of working will be One Train Working without Staff.

Trap points will be brought into use in the Down/Up Branch line 30 yards before reaching the new M.1566 signal (see below).

## Signalling Alterations

The semaphore Down Branch Home signal will be replaced by a 3-aspect colour light signal plated M.1566, 14 yards further from the junction and a new Down Branch semaphore Distant signal will be provided 360 yards before reaching M.1566 signal.

The following signals will be replated:-

Line	Old No.	New No.
Down Main	B.32	M.1563
Down Main	B.29	M.1567 (the position '4' Junction Indicator will be removed)
Up Main	M.1568/B.1	M.1570 (will also become an automatic signal)
Up Main	B.2	M.1568
Up Main	B.5	M.1564

A new 3-aspect colour light signal plated M.1565 with a 2-way route indicator and a left-hand off-set subsidiary will be brought into use situated in the Up Main cress facing Down Direction movements and will apply Up Main to Down Main (indication 'D'), Down/Up Branch (indication 'B') or Through Siding (subsidiary).

The ground disc signal applying set-back Down Main to Up Main will be replaced by a ground position light signal (1536) situated in the Down Main cress and will apply as hitherto.

The ground disc signal applying set-back Through Sidings to Down Main will be replaced by a ground position light signal (1538) in the same position and will apply as hitherto. (34)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 5 AUGUST – LAISTERDYKE GROUND FRAME**

The Ground Frame will be abolished and all connections to the Main line will be secured out of use in the normal position pending removal.

A new Run-round Loop with 300 yards standage will be brought into use situated between Hall Lane and Laisterdyke, the points will be spring worked.

Notice Boards will be provided at each end of the Loop before reaching the points worded "SPRING POINTS 50 YARDS AHEAD". (34)

**SUNDAY 5 AUGUST – BETWEEN MILFORD AND GASCOIGNE WOOD**

A new trailing connection leading to new sidings, operated by a new 2-lever Ground Frame known as Mill West Sidings Ground Frame will be installed in the Down Branch line at 7m. 0chs. The Ground Frame will be released by Milford signal box and a telephone will be provided adjacent to the Ground Frame connected to the signal box. (34)

**SUNDAY 5 AUGUST – HOUGHTON COLLIERY**

A new trailing connection at approximately 172½m.p. will be brought into use leading from the Up Goods line to Houghton Colliery bunker.

The connection will be operated by a new 2 lever Ground Frame released by Cudworth Station signal box. A telephone will be provided adjacent to the Ground Frame connected to Cudworth Station signal box. (34)

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

The east end of the connection between the Down L. & Y. Goods Loop and Down Goods Yard has been secured out of use in the reverse position pending removal.

The shunting signal applying Down Goods to Down L. & Y. Goods Loop has been abolished. (33)

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**  
Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**  
Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow shunting signals).

Up Fast and Up Slow Distant signals.

**Roomfleet**  
Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING – continued****Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals.

(40D)

**NORTON, (ASKERN BRANCH)**

The outlet Ground Frame and all associated equipment has been abolished.

(33)

**DONCASTER CARR : TEMPORARY LEVEL CROSSING AT 154m. 47chs.**

A temporary level crossing has been brought into use over the Entrance/Exit line between Decoy Up Sidings and the Engineers Woodyard.

A notice board worded 'STOP. PROCEED IF LINE IS CLEAR' has been provided approximately 25 yards on each rail approach to the crossing.

The level crossing is only in use between 08 00 and 20 00 hours daily.

(32)

**\*\* DRAX POWER STATION**

A new weighbridge line has been brought into use from a point 350 yards after passing signal D1 and terminating 900 yards beyond this point. The points leading to and from this line have been secured for the new route. The former weighbridge line will remain for use in emergency.

The speed discrimination flashing lights apply to the new weighbridge line.

**\*\* MARSHGATE JUNCTION**

A new trailing connection, Down Thorne line to Marshgate Sidings has been brought into use.

A new ground position light exit signal (plated 1496) has been brought into use situated on the left-hand side of Marshgate Siding applying towards the Up Platform Loop, Up Slow, Up Fast, Down Fast or Down Slow lines.

The following signals have each been provided with an additional route indication 'E' applying towards Marshgate Sidings :-

Signal No.	Line on which located
D.279	Up Platform Loop
D.281	Up Slow
D.283	Down Fast
D.285	Down Slow
D.287	Platform 6
D.289	Platform 7
D.291	Down Platform Loop
D.293	Two Way Goods

(31)





**NS**

EASTERN REGION

**34/35**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 25 AUGUST  
TO  
FRIDAY 7 SEPTEMBER 1979  
INCLUSIVE**

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

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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 26 AUGUST – WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW

Calder Bridge Signal Box will be abolished and the control of all points and signals worked therefrom will be transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane will be renamed the Down and Up Turners Lane Curves and movements over these lines will be controlled by Oakenshaw and Wakefield Kirkgate East Signal Boxes in accordance with the Track Circuit Block Regulations.

The Up Goole Goods line between Oakenshaw and Calder Bridge will be renamed Up Calder Goods line and will be worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw will be worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box will be remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the new connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) will be disconnected and secured out of use in the normal position pending remodelling, and movements over them will be handsignalled as required.

The following signals will be replated:—

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals will be provided on WE.1192 and WE.1194 signals which will apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator will be provided on WE.1189 signal. The new subsidiary will apply with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram will apply as follows:—

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
" " " " "	G	Up Goole
" " " " "	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	X	Up Goole
" " " " "	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	Y	Up Calder Goods

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 26 AUGUST – WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW – continued****Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line will be secured out of use pending removal and the associated signals will be abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 will be abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery will be secured out of use pending removal and the associated ground position light signal 1258 will be abolished.

The trailing connection from the Down Turners Lane Curve to the Carriage Sidings will be secured out of use pending removal, ground position light signal 1249 will be moved to a new position as shown on the diagram. (38)

**SUNDAY 2 SEPTEMBER – DEC OY NO.1 (POTTERIC CARR JUNCTION)**

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line will be extended 95 yards further North. The points in the Low Ellers Curve line leading to the Shunt Neck or Up East Slow line will be replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 will be repositioned on the extended Shunt Neck at the trap points end of the new connection. (38)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* CALDER BRIDGE**

The Up Goole Goods to Up Main line connection has been repositioned approximately 50 yards south, all movements through this connection will be handsignalled until Sunday 26 August when the connection will become worked by Wakefield (Kirkgate) East signal box. (New Item)

**DONCASTER – DECOY NORTH JN.****Flashing Yellow aspects at High Speed Junctions Signalling Notice No.100.**

The flashing yellow aspects associated with signals DY195 and DY209 have been taken out of use until further notice. (35)

**DONCASTER**

A new connection leading from Up Fast to Up East Slow has been brought into use immediately opposite the new signal box.

Signal D.294 has an additional route indication 'E' applying towards D.268 on the Up East Slow. (36)

**BETWEEN DUDLEY HILL AND BOWLING JN. : DUDLEY HILL GROUND FRAME**

The Annetts Key has been removed from the points lever and the Key/Staff has been dispensed with. (New item) (37)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN WAKEFIELD WESTGATE AND SOUTH KIRKBY JUNCTION : KINSLEY RAPID LOADING BUNKER**

New rapid loading facilities have been brought into use, movements are controlled by the ground position light signals and marker board as shown on the diagram included within this notice. Access to the bunker is via trailing connection from the Up Goods Loop at approximately 168¾ m.p.

The offset subsidiary signal on Up Main line signal L.628 has been abolished. (36)

**\*\* SOUTH KIRKBY COLLIERY, NEW DISCHARGE HOPPER**

The new N.C.B. Discharge Hopper line and associated Special Position Light Discharge (Toton) signals have been brought into use.

The connection between the Run-Round line and the Bunker Arrival/Departure lines has been brought under control of the N.C.B. Control Room. The former Run-Round will become part of Bunker line 'B' and the former Arrival/Departure line has become part of the new Hopper line 'A'. See diagram included within this notice.

The Ground Position light signals protecting the level crossing have been replaced by new signals (1 for each line).

Leeds signal box controls the points at the main line end (former hand worked points) leading to Line A or B, also, the new exit signal from line B (L.650).

The notice board adjacent to LB1 signal worded 'PROPELLED TRAINS LOCOMOTIVE STOP' etc., has been abolished.

**Description of Signals (New Ground Position Light Signals)**

No.	Line	Route Indication	Application to or towards
L650	Line 'B'	M B L	Up Main Up Branch Marshalling Loop
C1	Line 'B'		C3
C5	Line 'A'		C7
C3	Line 'B'		LB1
C7	Line 'A'		LB1 DH1
C2	Line 'B'		L650 L648
C4	Line 'A'		L648
DH1	Line 'A'		Discharge Hopper

**Alterations to existing signalling**

Signals L655 (Down Branch); L653 (Down Main); L654 (Up Branch); L649 (Marshalling Loop); and L651 (Up Main) have an additional route application towards the new Hopper Line 'A' and indication 'A' has been added to the route indicators on these signals.

Telephones connected to Leeds is provided adjacent to L650 and L648 signals. (35)



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

A new trailing connection at approximately 172½m.p. has been brought into use leading from the Up Goods line to Houghton Colliery bunker.

The connection is operated by a new 2 lever Ground Frame released by Cudworth Station signal box. A telephone is provided adjacent to the Ground Frame connected to Cudworth Station signal box. (34)

**\*\*  
\* WAKEFIELD KIRKGATE EAST**

The head-shunt from Cobra Sidings has been shortened by 100 yards and temporary stop-blocks have been erected. (34)

**\*\*  
\* BETWEEN MILFORD AND GASCOIGNE WOOD**

A new trailing connection leading to new sidings, operated by a new 2-lever Ground Frame known as Milford West Sidings Ground Frame has been installed in the Down Branch line at 7m 0chs. The Ground Frame has been released by Milford signal box and a telephone has been provided adjacent to the Ground Frame connected to the signal box. (34)

**\*\*  
\* BETWEEN MILFORD AND GASCOIGNE WOOD**

A temporary level crossing at 7m 41chs has been brought into use over the Down and Up Branch lines. A Crossing Keeper will be in attendance during the time the crossing is in use. (35)

**\*\*  
\* GOLDTHORPE COLLIERY**

A notice board has been provided on the Arrival/Departure line at the spring points before reaching the Colliery Bunker worded 'STOP, EXAMINE POINTS'.

Notice boards worded 'STOP, OBTAIN BUNKER OPERATORS PERMISSION BEFORE PROCEEDING' have been provided on the Bunker line controlling movements towards the Bunker in each direction at a distance of 13 yards and 6 yards from the Bunker respectively. (35)

**HAMMERTON STREET**

The Up Main line in the vicinity of the signal box has been renamed the Departure Spur and a buffer stop provided approximately 170 yards east of the signal box.

The Arrival Spur has become part of the Up Main line, the buffer stop dispensed with, and part of the former Up Main line slued to connect.

The facing connection from the Up Main line to the former Arrival Spur has been secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur has been secured in the normal position.

**Catch Points**

The catch points in the Up Main line at 190m. 71chs., 623 yards before reaching signal HS.1588 have been abolished.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## HAMMERTON STREET – continued

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 has been repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 has been abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line has been abolished.

The Locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line apply towards the Up Main or Departure Spur line.

## \* \* BOWLING JUNCTION

The control of the points and signals previously worked from Bowling Junction Signal Box has been transferred to Mill Lane Junction Signal Box.

The facing connection Down Main to Up Branch line together with the Up Branch line between Bowling Junction and Hall Lane has been secured out of use pending removal. The Down Branch line has been renamed the Laisterdyke Down/Up Branch Single line and the method of working is One Train Working without Staff.

Trap points have been brought into use in the Down/Branch line 30 yards ahead of the new M.1566 signal (see below).

**Signalling Alterations**

The semaphore Down Branch Home signal has been replaced by a 3-aspect colour light signal plated M.1566, 14 yards further from the junction and a new Down Branch semaphore Distant signal has been provided 360 yards before reaching M.1566 signal.

The following signals have been replated:—

Line	Old No.	New No.
Down Main	B.32	M.1563
Down Main	B.29	M.1567 (the position '4' Junction Indicator has been removed)
Up Main	M.1568/B.1	M.1570 (has also become an automatic signal)
Up Main	B.2	M.1568
Up Main	B.5	M.1564

A new 3-aspect colour light signal plated M.1565 with a 2-way route indicator and a left-hand off-set subsidiary have been brought into use situated in the Up Main cress facing Down Direction movements and applies Up Main to Down Main (indication 'D'), Down/Up Branch (indication 'B') or Through Siding (subsidiary).

The ground disc signal applying set-back Down Main to Up Main has been replaced by a ground position light signal (1536) situated in the Down Main cress and applies as hitherto.

The ground disc signal applying set-back Through Sidings to Down Main has been replaced by a ground position light signal (1538) in the same position and applies as hitherto.

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

The Ground Frame has been abolished and all connections to the Main line have been secured out of use in the normal position pending removal.

A new Run-round Loop with 300 yards standage has been brought into use situated between Hall Lane and Laisterdyke, the points are spring worked.

Notice Boards have been provided at each end of the Loop before reaching the points worded "SPRING POINTS 50 YARDS AHEAD". (34)

**\*\* HALL LANE (BOWLING BRANCH)**

Hall Lane Signal Box and all signals worked therefrom have been abolished with the exception of the Down and Up Distant signals, which have been retained for Hall Lane level crossing.

The points adjacent to the Signal Box have been secured in the normal position pending removal. Notice Boards have been provided 28 yards on each rail approach to the crossing, on the left hand side of the line, worded "STOP, LOWER BARRIERS BEFORE PROCEEDING".

Trainmen's Barrier Control Pedestals have been provided mid-way between the notice boards and the level crossing on each rail approach to the crossing. (34)

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

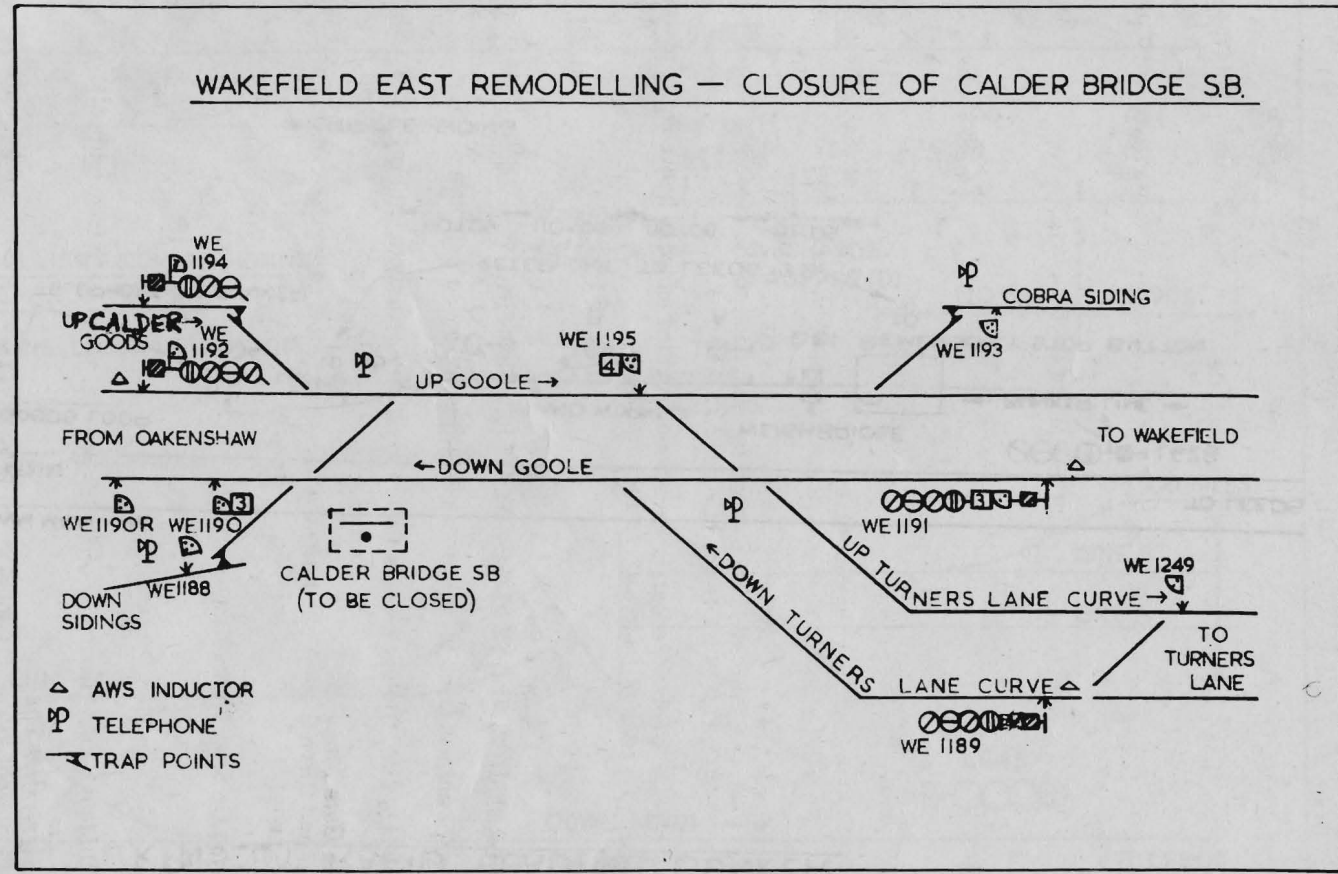
Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals. (40D)

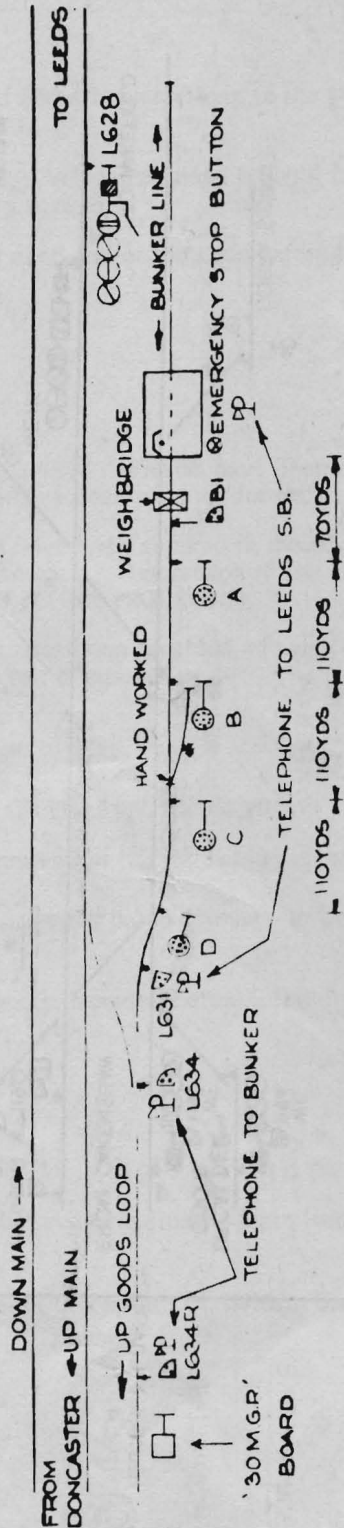


WAKEFIELD EAST REMODELLING - CLOSURE OF CALDER BRIDGE S.B.

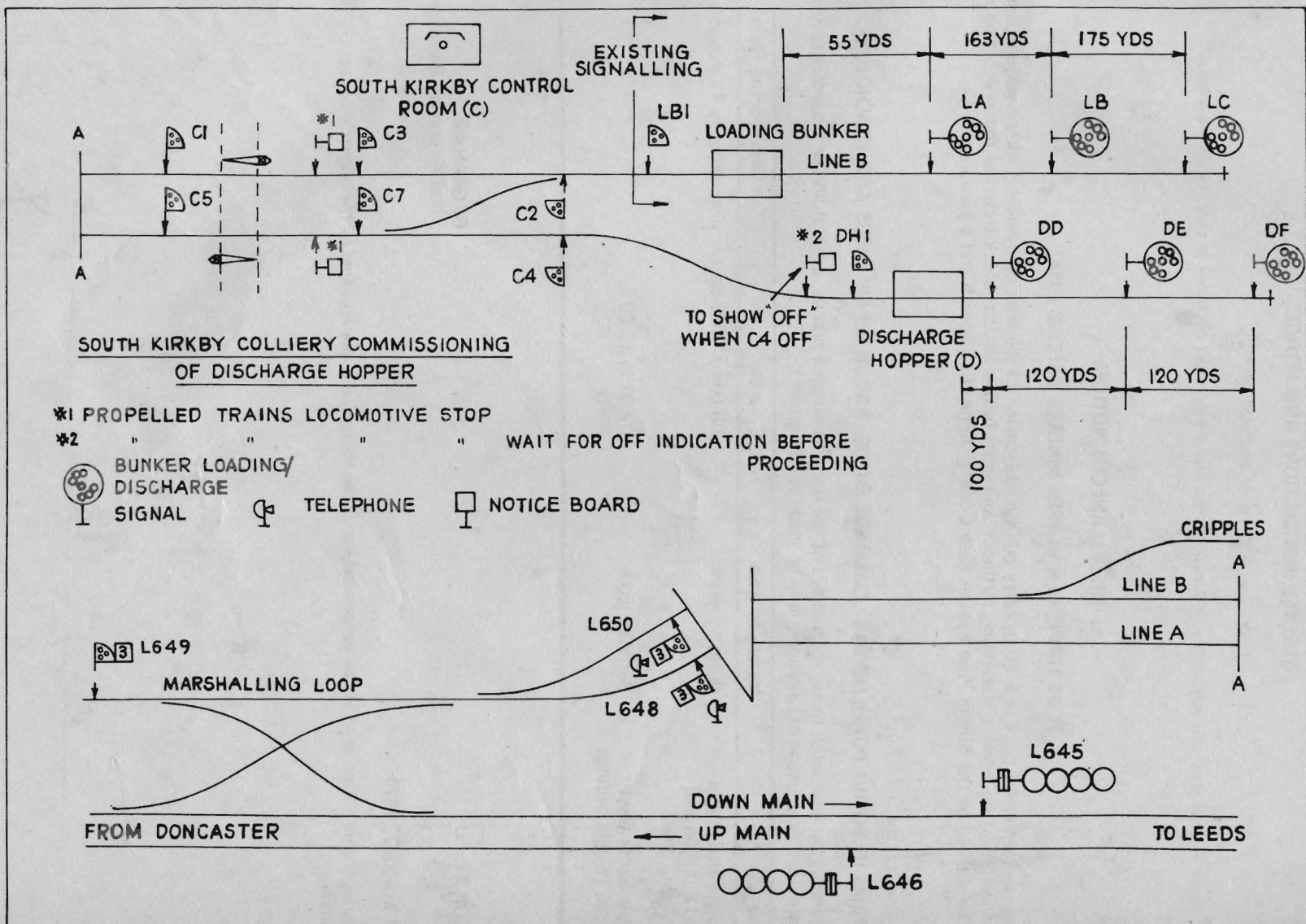




KINSLEY RAPID LOADING BUNKER



\* CRIPPLE SIDING



## 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 SEPTEMBER – DECOY AREA: RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM**

Decoy Signalbox will close, Finningley Signalbox will be altered in status to a Gatebox.

All points and signals within this Area will be controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' will in future carry the prefix 'D'. All signal post, ground frame and point telephones will be connected to Doncaster Signalbox.

**Rossington**

The trailing crossover in the main lines at Rossington Ground Panel will cease to be worked from Decoy interlocking and will be worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover will be abolished.

Rossington Gate Box will be abolished and in future the Level Crossing will be supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic will become controlled signals and will be replaced D.190 and D.189.

**SUNDAY 9 SEPTEMBER – DECOY UP YARD**

Decoy Pointsman's box and all signals worked therefrom will be abolished. Telephone communication will be provided between Doncaster signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line will be taken out of use. All remaining points will become hand operated.

The Engine line and No.5 Reception line will be slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points will be brought into use adjacent to the former Carr Signal Box, which will be operated from Doncaster Signal Box. They will give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings will merge at the south end. Two notice boards will be provided between Sidings 3 and 4 and between Sidings 1 and 2, these will be worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards will be provided connected to the Shunter's cabin.

Two new Cripple Sidings will be provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone will be provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone will be provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board will be provided worded 'STOP'.

Up Goods line signal D.252 and locomotive Depot line signal 1446 will additionally apply towards the new Sidings Nos. 1 and 2.

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

## DETAILS OF WORK REFERRED TO IN SECTION B - continued

## SUNDAY 9 SEPTEMBER - DONCASTER STATION (NORTH END)

A new connection will be brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary will be brought into use. The new signal will be plated D.295 and will apply from the temporary B.R.E.L. Siding towards the:-

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "W"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet will be provided adjacent to the signal and a signal-post telephone will be provided connected to the signal box.

Ground position light signal 1486 applying set-back along Down Leeds Slow line will additionally apply towards the B.R.E.L. Siding.

## SUNDAY 9 SEPTEMBER - BETWEEN DIGGLE JUNCTION AND HEATON LODGE JUNCTION

The Up line between 24m. 12chs. and 22m. 15chs. will be re-aligned approximately 5 yards from the existing alignment.

## DETAILS OF WORK ALREADY CARRIED OUT

## DECOY NO.1 (POTTERIC CARR JUNCTION)

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line has been extended 95 yards further North. The points in the Low Ellers Curve line leading to the Shunt Neck or Up East Slow line have been replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 has been repositioned on the extended Shunt Neck at the trap points end of the new connection. (38)

## \*\* DONCASTER

A new connection leading from Up Fast to Up East Slow has been brought into use immediately opposite the new signal box.

Signal D.294 has an additional route indication 'E' applying towards D.268 on the Up East Slow. (36)



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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

26.8.1979

**WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW**

Calder Bridge Signal Box has been abolished and the control of all points and signals worked therefrom have been transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane have been renamed the Down and Up Turners Lane Curves and movements over these lines is controlled by Wakefield Kirkgate East Signal Box in accordance with the Track Circuit Block Regulations.

The Up Goole Goods line between Oakenshaw and Calder Bridge has been renamed Up Calder Goods line and is worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw are worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box has been remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the new connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) has been disconnected and secured out of use in the normal position pending remodelling, and movements over them are handsignalled as required.

The following signals have been replated:—

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals have been provided on WE.1192 and WE.1194 signals which apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator has been provided on WE.1189 signal. The new subsidiary applies with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram applies as follows:—

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
“ “ “ “ “	G	Up Goole
“ “ “ “ “	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
“ “ “ “ “	M	Down Goole
“ “ “ “ “	X	Up Goole
“ “ “ “ “	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
“ “ “ “ “	M	Down Goole
“ “ “ “ “	Y	Up Calder Goods

**Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line have been secured out of use pending removal and the associated signals have been abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 has been abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery has been secured out of use pending removal and the associated ground position light signal 1258 has been abolished.

The trailing connection from the Up Turners Lane Curve to the Carriage Sidings has been secured out of use pending removal, ground position light signal 1249 has been moved to a new position as shown on the diagram.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* BETWEEN WAKEFIELD WESTGATE AND SOUTH KIRKBY JUNCTION : KINSLEY RAPID LOADING BUNKER**

New rapid loading facilities have been brought into use, movements are controlled by the ground position light signals and marker board as shown on the diagram included within this notice. Access to the bunker is via trailing connection from the Up Goods Loop at approximately 168¾ m.p.

The offset subsidiary signal on Up Main line signal L.628 has been abolished. (36)

**BETWEEN DUDLEY HILL AND BOWLING JN. : DUDLEY HILL GROUND FRAME**

The Annetts Key has been removed from the points lever and the Key/Staff has been dispensed with. (37)

**HAMMERTON STREET**

The Up Main line in the vicinity of the signal box has been renamed the Departure Spur and a buffer stop provided approximately 170 yards east of the signal box.

The Arrival Spur has become part of the Up Main line, the buffer stop dispensed with, and part of the former Up Main line slued to connect.

The facing connection from the Up Main line to the former Arrival Spur has been secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur has been secured in the normal position.

**Catch Points**

The catch points in the Up Main line at 190m. 71chs., 623 yards before reaching signal HS.1588 have been abolished.

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 has been repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 has been abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line has been abolished.

The Locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line apply towards the Up Main or Departure Spur line. (38)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 16 SEPTEMBER – HAMMERTON STREET AND MILL LANE JUNCTION

Hammerton Street Signal Box will be abolished and the control of all points and signals worked therefrom will be transferred to Mill Lane Junction Signal Box.

The area previously controlled by Hammerton Street Signal Box will be remodelled as shown on the diagram included within this notice.

The lines will be worked in accordance with the Track Circuit Block regulations.

The existing signals will be replated as follows:-

Line	Old No.	New No.
Down	HS.1595	M.1595
Down	HS.1593	M.1593
Down	HS.1591	M.1591
Down	HS.1589	M.1589 (Auto)
Down	HS.27	M.1585
Down	HS.28	M.1583 (Auto)
Up	HS.62	M.1584
Up	HS.60	M.1586
Up	HS.1588	M.1588 (Auto)
Up	HS.1590	M.1590

A new left-hand offset subsidiary signal will be provided on Down line signal M.1585 which will apply towards the Arrival/Departure line. (40)

## SUNDAY 16 SEPTEMBER – DONCASTER 'C' BOX AND STATION (NORTH END)

Doncaster 'C' Box will be closed and all signals worked therefrom will be abolished.

A new connection will be brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines numbers 1 and 2 will be removed and replaced by a new Shunt Neck.

A new ground position light signal (1475) will be brought into use and will apply from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, Down Thorne ("Limit of shunt" indicator) Marshgate Sidings.

A new ground position light signal (1482) will be brought into use and will apply from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line will additionally apply towards the West Yard. (40)

## SUNDAY 16 SEPTEMBER – B.R.E.L. NORTH GROUND FRAME

Shunt line No.1 will be taken out of use. Shunt line No.2 will become part of "B" Siding.

All semaphore signals worked from the Ground Frame will be abolished.

The following elevated position light signals will be brought into use:-

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, will no longer apply to Shunt line No.1. (40)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM**

Decoy Signalbox is closed, Finningley Signalbox has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signalbox.

**Rossington**

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is now worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and have been replated D.190 and D.189. (39)

**DECOY NO.1 (POTTERIC CARR JUNCTION)**

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line has been extended 95 yards further North. The points in the Low Ellers Curve line leading to the Shunt Neck or Up East Slow line have been replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 has been repositioned on the extended Shunt Neck at the trap points end of the new connection. (38)

**DECOY UP YARD**

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster Signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which is operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards are provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards are provided connected to the Shunter's cabin.

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone are provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone is provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board is provided worded 'STOP'.

Up Goods line signal D.252 and locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****DONCASTER STATION (NORTH END)**

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal has been plated D.295 and applies from the temporary B.R.E.L. Siding towards the :—

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "W"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet is provided adjacent to the signal and a signal-post telephone is provided connected to the signal box.

Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding.

**BETWEEN DIGGLE JUNCTION AND HEATON LODGE JN.**

The Up line between 24m. 12chs. and 22m. 15chs. has been re-aligned approximately 5 yards from the existing alignment.

**WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW**

Calder Bridge Signal Box has been abolished and the control of all points and signals worked therefrom have been transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane have been renamed the Down and Up Turners Lane Curves and movements over these lines is controlled by Wakefield Kirkgate East Signal Box in accordance with the Track Circuit Block Regulations.

The Up Goole Goods line between Oakenshaw and Calder Bridge has been renamed Up Calder Goods line and is worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw are worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box has been remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the new connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) has been disconnected and secured out of use in the normal position pending remodelling, and movements over them are handsignalled as required.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW – continued

The following signals have been replated:-

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals have been provided on WE.1192 and WE.1194 signals which apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator has been provided on WE.1189 signal. The new subsidiary applies with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram applies as follows:-

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
" " " " "	G	Up Goole
" " " " "	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	X	Up Goole
" " " " "	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	Y	Up Calder Goods

**Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line have been secured out of use pending removal and the associated signals have been abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 has been abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery has been secured out of use pending removal and the associated ground position light signal 1258 has been abolished.

The trailing connection from the Up Turners Lane Curve to the Carriage Sidings has been secured out of use pending removal, ground position light signal 1249 has been moved to a new position as shown on the diagram. (38)

**\*\* BETWEEN DUDLEY HILL AND BOWLING JN. : DUDLEY HILL GROUND FRAME**

The Annetts Key has been removed from the points lever and the Key/Staff has been dispensed with. (37)

**HAMMERTON STREET**

The Up Main line in the vicinity of the signal box has been renamed the Departure Spur and a buffer stop provided approximately 170 yards east of the signal box.

The Arrival Spur has become part of the Up Main line, the buffer stop dispensed with, and part of the former Up Main line stued to connect.

The facing connection from the Up Main line to the former Arrival Spur has been secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur has been secured in the normal position.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## HAMMERTON STREET – continued

**Catch Points**

The catch points in the Up Main line at 190m. 71chs., 623 yards before reaching signal HS.1588 have been abolished.

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 has been repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 has been abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line has been abolished.

The Locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line apply towards the Up Main or Departure Spur line. (38)

## BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

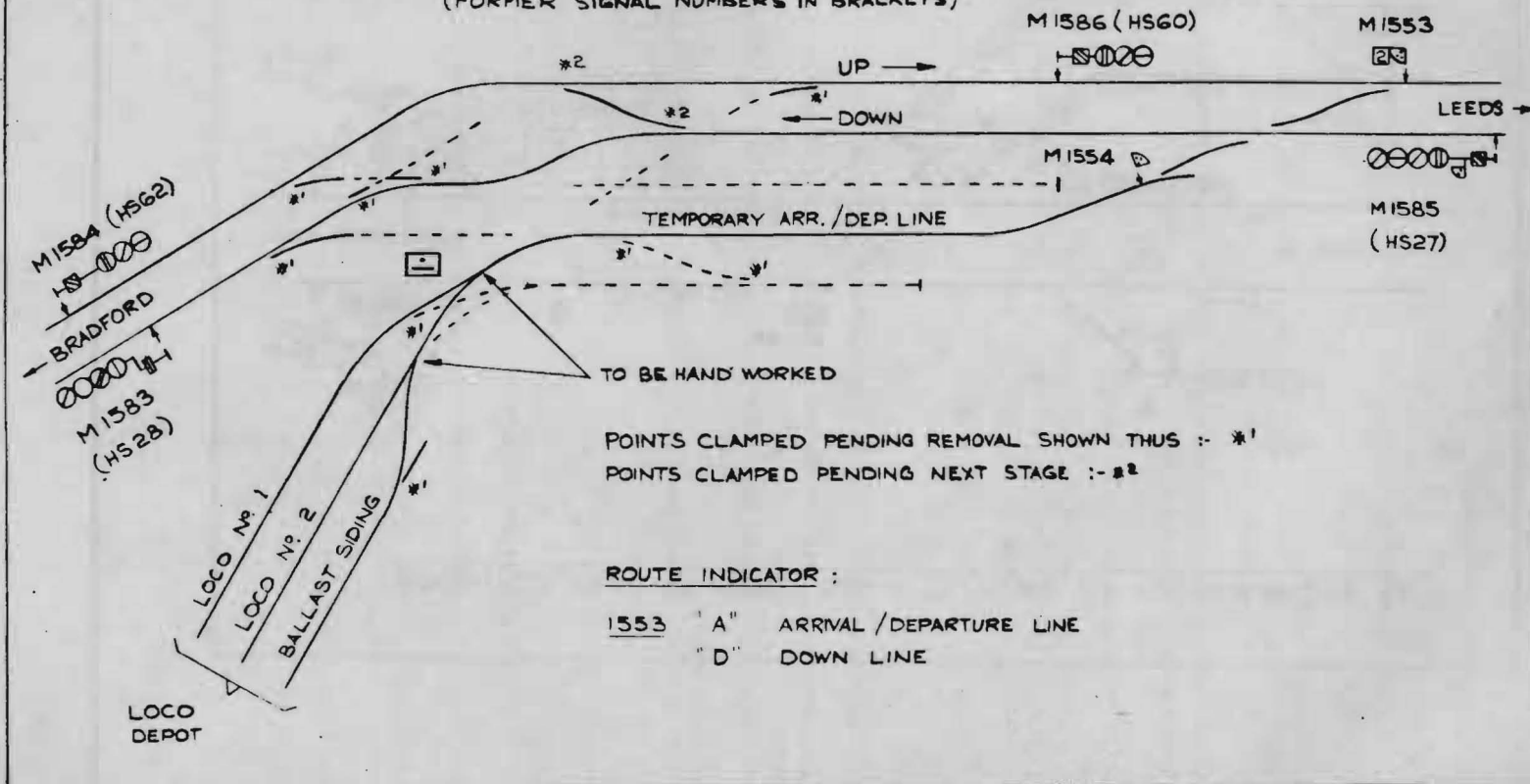
Down and Up Main Distant signals. (40D)

# HAMMERTON STREET

## CLOSURE OF SIGNAL BOX INTERIM LAYOUT

TO BE CONTROLLED FROM MILL LANE S.B.

(FORMER SIGNAL NUMBERS IN BRACKETS)



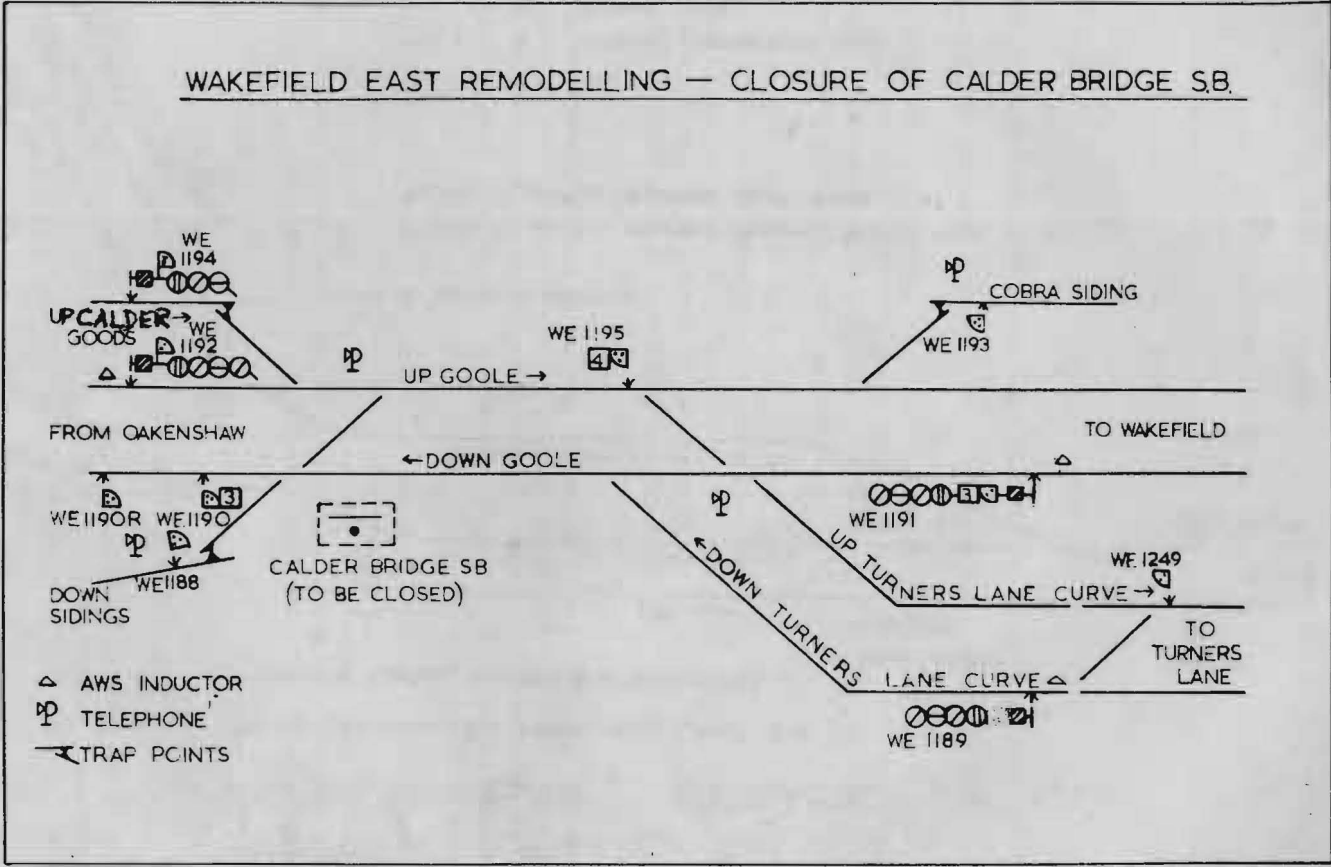
POINTS CLAMPED PENDING REMOVAL SHOWN THUS :- \*1  
 POINTS CLAMPED PENDING NEXT STAGE :- \*2

ROUTE INDICATOR :

- 1553 "A" ARRIVAL / DEPARTURE LINE
- "D" DOWN LINE

LOCO DEPOT





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken ) - The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
- ) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or ) - Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken )
- 6 (i) Door drop lights ) - Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced. (40D)

## 46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6 paragraph 2.5). (40D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	

MO.45NS  
York

G. GRAHAM  
Chief Operating Manager

7 SEPTEMBER, 1979

*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**

**38**

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

**SATURDAY 22 SEPTEMBER  
TO  
FRIDAY 28 SEPTEMBER 1979  
INCLUSIVE**

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

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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 23 SEPTEMBER – HAMMERTON STREET AND MILL LANE

The area formerly controlled by Hammerton Street Signal Box will be re-modelled as shown on diagram (final layout) included within this Notice.

The facing crossover between the Down and Up Main lines will be brought into use.

A new trailing connection from the Down Main line to the new Arrival/Departure line will be provided.

A new right-hand offset subsidiary will be provided on Up Main line signal M.1584 which will apply towards the new Arrival/Departure line via the Main to Main crossover and the new connection from the Down Main line.

Ground position light signals with 2 way route indicators will be brought into use as shown on the diagram and will apply as follows :-

Signal	Indication	Applying Towards
1550	U	Up Main
1550	A	Arrival/Departure
1551	L	Locomotive Depot
1551	D	Down Main
1553	A	Arrival/Departure
1553	D	Down Main

Signal 1551 is released by the Shunter when applying towards the Locomotive Depot. (41)

## SUNDAY 23 SEPTEMBER – PRINCE OF WALES

The Prince of Wales Colliery line ground position light signal (31) with 4 way stencil type route indicator which applies from the colliery line towards the Down Sidings, Down Goods, Down Main or Spur line will be moved 10 yards further from the signalbox and will apply as before.

## DETAILS OF WORK ALREADY CARRIED OUT

## DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM

Decoy Signalbox is closed, Finningley Signalbox has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signalbox.

**Rossington**

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is now worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and have been replated D.190 and D.189. (40D)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* DECOY NO.1 (POTTERIC CARR JUNCTION)

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line has been extended 95 yards further North. The points in the Low Eilers Curve line leading to the Shunt Neck or Up East Slow line have been replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 has been repositioned on the extended Shunt Neck at the trap points end of the new connection. (38)

## DECOY UP YARD

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster Signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which is operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards are provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards are provided connected to the Shunter's cabin.

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone are provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone is provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board is provided worded 'STOP'.

Up Goods line signal D.252 and locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)

## DONCASTER 'C' BOX AND STATION (NORTH END)

Doncaster 'C' Box has been closed and all signals worked therefrom abolished.

A new connection has been brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines numbers 1 and 2 have been removed and replaced by a new Shunt Neck.

A new ground position light signal (1475) has been brought into use and applies from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, Down Thorne ("Limit of Shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) has been brought into use and applies from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line applies additionally towards the West Yard. (40D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****B.R.E.L. NORTH GROUND FRAME**

Shunt line No.1 has been taken out of use. Shunt line No.2 has become part of "B" Siding.

All semaphore signals worked from the Ground Frame have been abolished.

The following elevated position light signals have been brought into use:—

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, no longer applies to Shunt line No.1. (40D)

**DONCASTER STATION (NORTH END)**

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal has been plated D.295 and applies from the temporary B.R.E.L. Siding towards the :—

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "X"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet is provided adjacent to the signal and a signal-post telephone is provided connected to the signal box.

Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding. (39)

**BETWEEN DIGGLE JUNCTION AND HEATON LODGE JN.**

The Up line between 24m. 12chs. and 22m. 15chs. has been re-aligned approximately 5 yards from the existing alignment. (39)

**WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW**

Calder Bridge Signal Box has been abolished and the control of all points and signals worked therefrom have been transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane have been renamed the Down and Up Turners Lane Curves and movements over these lines is controlled by Wakefield Kirkgate East Signal Box in accordance with the Track Circuit Block Regulations.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW – continued**

The Up Goole Goods line between Oakenshaw and Calder Bridge has been renamed Up Calder Goods line and is worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw are worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box has been remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the new connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) has been disconnected and secured out of use in the normal position pending remodelling, and movements over them are handsignalled as required.

The following signals have been replated:—

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals have been provided on WE.1192 and WE.1194 signals which apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator has been provided on WE.1189 signal. The new subsidiary applies with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram applies as follows:—

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
" " " " "	G	Up Goole
" " " " "	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	X	Up Goole
" " " " "	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	Y	Up Calder Goods

**Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line have been secured out of use pending removal and the associated signals have been abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 has been abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery has been secured out of use pending removal and the associated ground position light signal 1258 has been abolished.

The trailing connection from the Up Turners Lane Curve to the Carriage Sidings has been secured out of use pending removal, ground position light signal 1249 has been moved to a new position as shown on the diagram.

(40D)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

\*\*  
\* **HAMMERTON STREET**

The Up Main line in the vicinity of the signal box has been renamed the Departure Spur and a buffer stop provided approximately 170 yards east of the signal box.

The Arrival Spur has become part of the Up Main line, the buffer stop dispensed with, and part of the former Up Main line slued to connect.

The facing connection from the Up Main line to the former Arrival Spur has been secured in the reverse position, and the slip connection in the Main to Main crossover to the former Arrival Spur has been secured in the normal position.

**Catch Points**

The catch points in the Up Main line at 190m. 71chs., 623 yards before reaching signal HS.1588 have been abolished.

**Signalling Alterations**

The 3-aspect colour light Up Main Starting signal HS.60 has been repositioned to the left of the new Up Main line at the same distance from the signal box.

The left-hand off-set subsidiary applying towards the former Arrival Spur line mounted on the Up Main line Home signal HS.62 has been abolished.

The ground disc signal applying from the former Arrival Spur line to Down Main line has been abolished.

The Locomotive No.1 line miniature outlet signal (top arm of two), the Locomotive No.2 line miniature outlet signal, (also top arm of two) and the Ballast Siding ground disc outlet signal, all of which formerly applied towards the Arrival Spur line or Up Main line apply towards the Up Main or Departure Spur line.

(38)

**HAMMERTON STREET AND MILL LANE JUNCTION**

Hammerton Street Signal Box has been abolished and the control of all points and signals worked therefrom has been transferred to Mill Lane Junction Signal Box.

The area previously controlled by Hammerton Street Signal Box has been remodelled as shown on the diagram included within this notice.

The lines are worked in accordance with the Track Circuit Block regulations.

The existing signals have been replated as follows:—

<b>Line</b>	<b>Old No.</b>	<b>New No.</b>
Down	HS.1595	M.1595
Down	HS.1593	M.1593
Down	HS.1591	M.1591
Down	HS.1589	M.1589 (Auto)
Down	HS.27	M.1585
Down	HS.28	M.1583 (Auto)
Up	HS.62	M.1584
Up	HS.60	M.1586
Up	HS.1588	M.1588 (Auto)
Up	HS.1590	M.1590

A new left-hand offset subsidiary signal has been provided on Down line signal M.1585 which applies towards the Arrival/Departure line.

(40D)

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

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

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

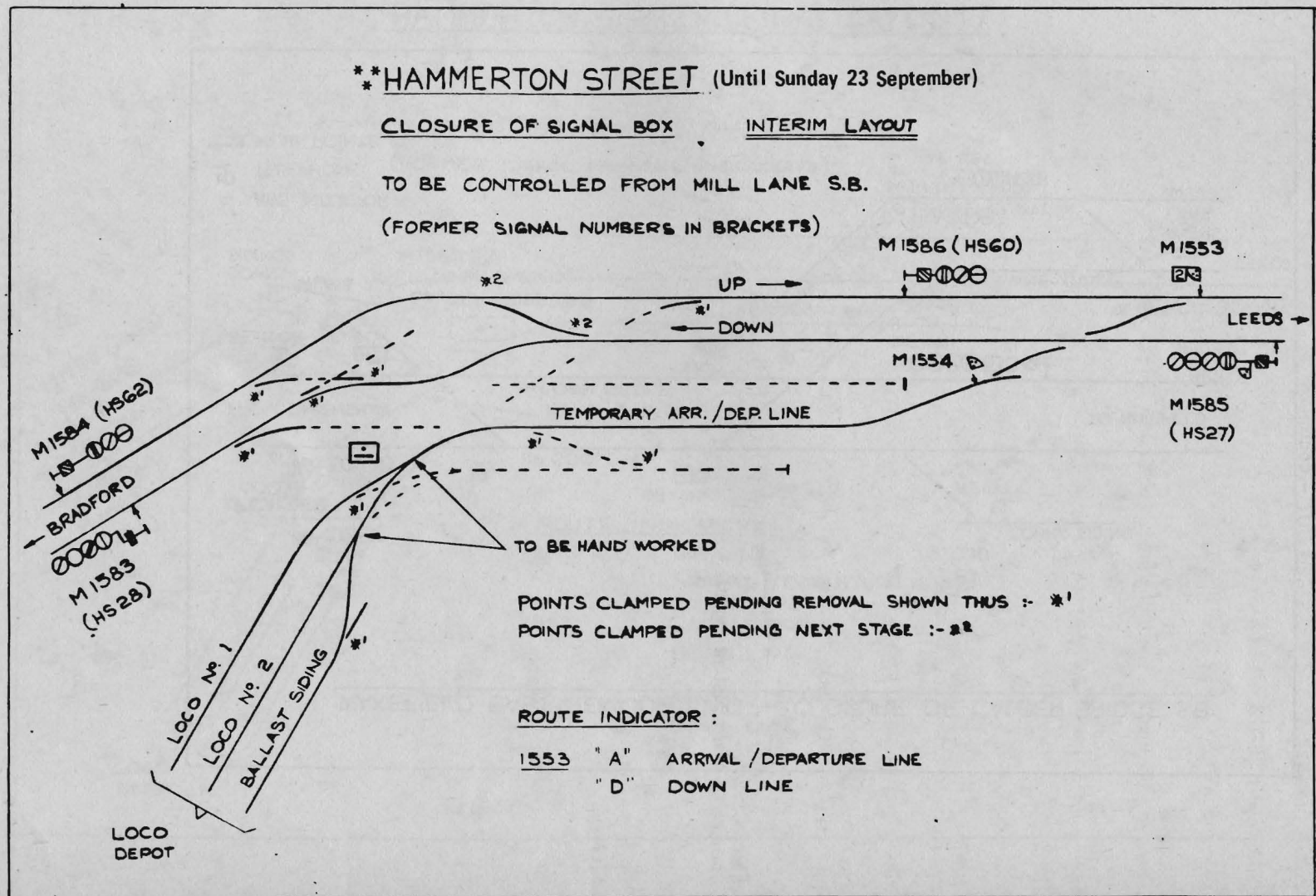
Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

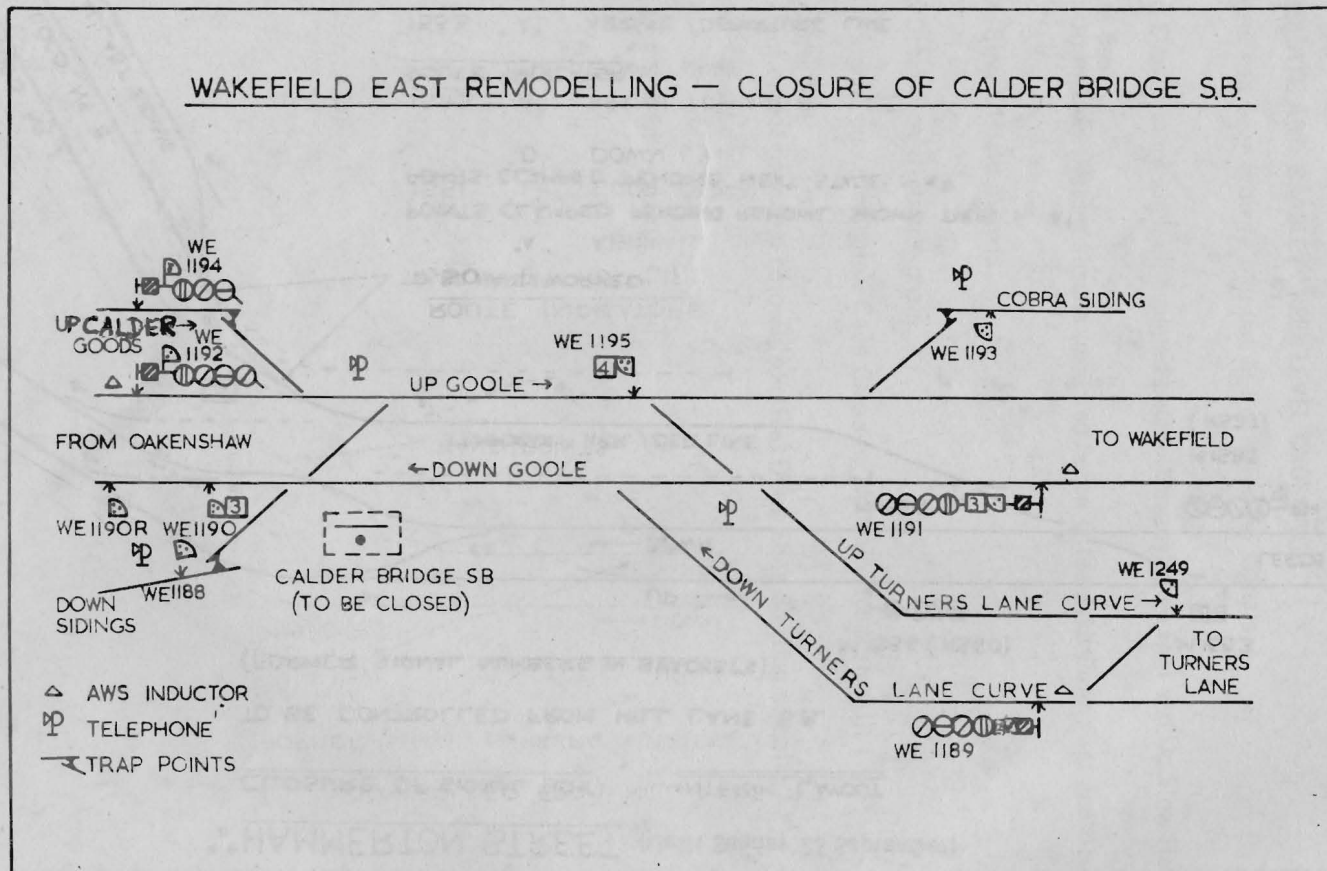
**Crabley Creek**

Down and Up Main Distant signals. :

(40D)



WAKEFIELD EAST REMODELLING - CLOSURE OF CALDER BRIDGE S.B.

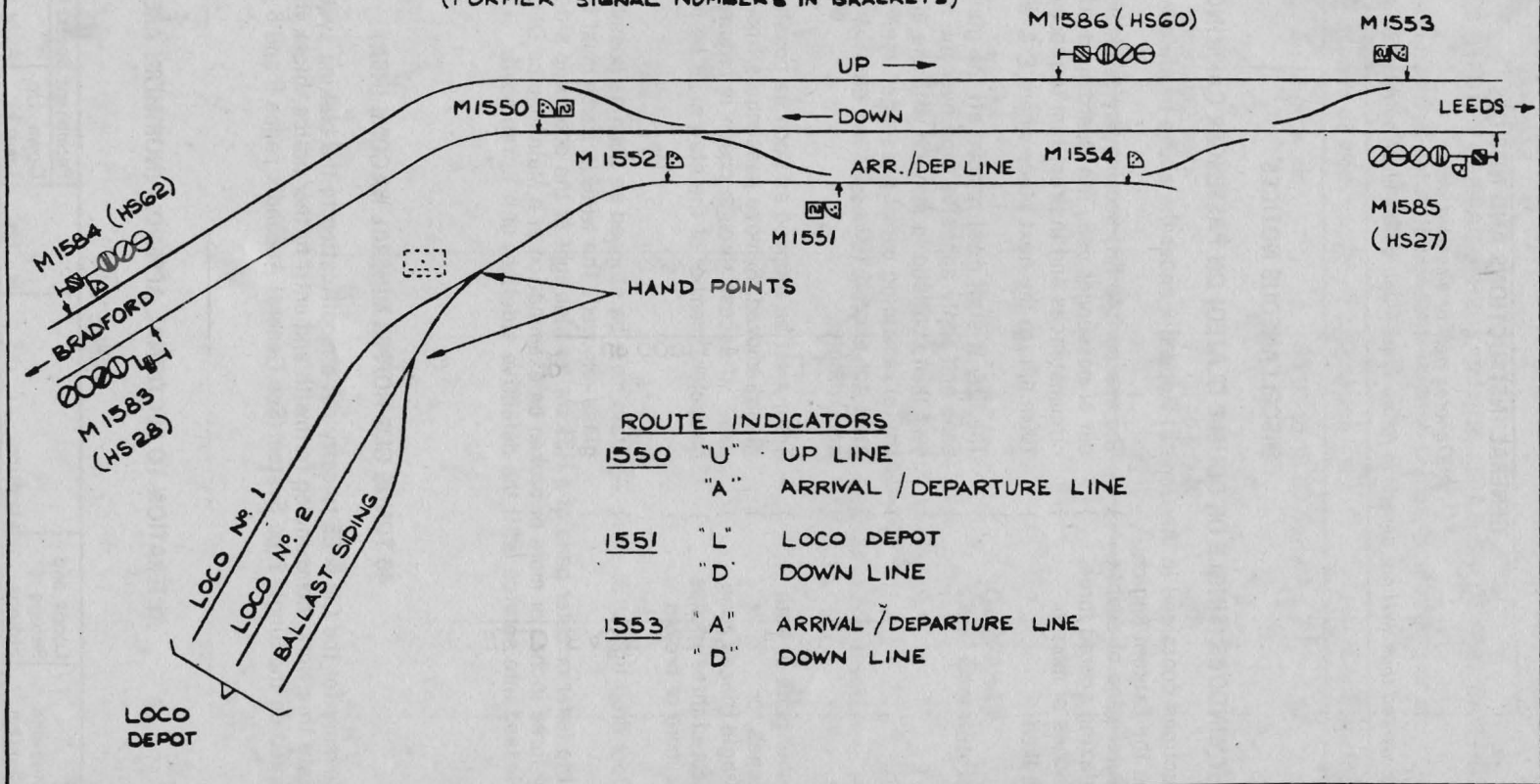


(40D)



# HAMMERTON STREET (FINAL LAYOUT)

CONTROLLED FROM MILL LANE S.B.  
(FORMER SIGNAL NUMBERS IN BRACKETS)



ROUTE INDICATORS

<u>1550</u>	"U"	UP LINE
	"A"	ARRIVAL / DEPARTURE LINE
<u>1551</u>	"L"	LOCO DEPOT
	"D"	DOWN LINE
<u>1553</u>	"A"	ARRIVAL / DEPARTURE LINE
	"D"	DOWN LINE

NS. 39/79  
29.9.-5.10.79

**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**

**SUNDAY 30 SEPTEMBER—DONCASTER MARSHGATE JUNCTION**

A new line will be brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line will be named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 will be provided with an additional route and will apply additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 will apply additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. will be brought into use at the north end of the new line and will apply set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applied to the short Siding in rear of D298 signal will now apply towards ground position light signal 1489 on the Thorne Slow line. (42)

**SUNDAY 30 SEPTEMBER—BENTLEY JUNCTION**

Catch points will be brought into use in the Down Avoiding line at 0m. 72chs.

**SUNDAY 30 SEPTEMBER—HAMMERTON STREET AND MILL LANE**

The area formerly controlled by Hammerton Street Signal Box will be re-modelled as shown on diagram (final layout) included within this Notice.

The facing crossover between the Down and Up Main lines will be brought into use.

A new trailing connection from the Down Main line to the new Arrival/Departure line will be provided.

A new right-hand offset subsidiary will be provided on Up Main line signal M.1584 which will apply towards the new Arrival/Departure line via the Main to Main crossover and the new connection from the Down Main line.

Ground position light signals with 2 way route indicators will be brought into use as shown on the diagram and will apply as follows :—

Signal	Indication	Applying Towards
1550	U	Up Main
1550	A	Arrival/Departure
1551	L	Locomotive Depot
1551	D	Down Main
1553	A	Arrival/Departure
1553	D	Down Main

Signal 1551 is released by the Shunter when applying towards the Locomotive Depot. (42)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM**

Decoy Signalbox is closed, Finningley Signalbox has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signalbox.

**Rossington**

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is now worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and have been replated D.190 and D.189. (40D)

**\*\* DECOY UP YARD**

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster Signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which is operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards are provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards are provided connected to the Shunter's cabin.

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone are provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone is provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board is provided worded 'STOP'.

Up Goods line signal D.252 and locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)

**DONCASTER 'C' BOX AND STATION (NORTH END)**

Doncaster 'C' Box has been closed and all signals worked therefrom abolished.

A new connection has been brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines numbers 1 and 2 have been removed and replaced by a new Shunt Neck.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****DONCASTER 'C' BOX AND STATION (NORTH END) – continued**

A new ground position light signal (1475) has been brought into use and applies from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, Down Thorne ("Limit of Shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) has been brought into use and applies from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line applies additionally towards the West Yard. (40D)

**B.R.E.L. NORTH GROUND FRAME**

Shunt line No.1 has been taken out of use. Shunt line No.2 has become part of "B" Siding.

All semaphore signals worked from the Ground Frame have been abolished.

The following elevated position light signals have been brought into use:—

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, no longer applies to Shunt line No.1. (40D)

**\*\* DONCASTER STATION (NORTH END)**

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal has been plated D.295 and applies from the temporary B.R.E.L. Siding towards the :—

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "X"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet is provided adjacent to the signal and a signal-post telephone is provided connected to the signal box.

Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding. (39)

**\*\* BETWEEN DIGGLE JUNCTION AND HEATON LODGE JN.**

The Up line between 24m. 12chs. and 22m. 15chs. has been re-aligned approximately 5 yards from the existing alignment. (39)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW**

Calder Bridge Signal Box has been abolished and the control of all points and signals worked therefrom have been transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane have been renamed the Down and Up Turners Lane Curves and movements over these lines is controlled by Wakefield Kirkgate East Signal Box in accordance with the Track Circuit Block Regulations.

The Up Goole Goods line between Oakenshaw and Calder Bridge has been renamed Up Calder Goods line and is worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw are worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box has been remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) has been disconnected and secured out of use in the normal position pending remodelling, and movements over them are handsignalled as required.

The following signals have been replated:-

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals have been provided on WE.1192 and WE.1194 signals which apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator has been provided on WE.1189 signal. The new subsidiary applies with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram applies as follows:-

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
" " " " "	G	Up Goole
" " " " "	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	X	Up Goole
" " " " "	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	Y	Up Calder Goods

**Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line have been secured out of use pending removal and the associated signals have been abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 has been abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery has been secured out of use pending removal and the associated ground position light signal 1258 has been abolished.

The trailing connection from the Up Turners Lane Curve to the Carriage Sidings has been secured out of use pending removal, ground position light signal 1249 has been moved to a new position as shown on the diagram.

(40D)

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

The Prince of Wales Colliery line ground position light signal (31) with 4 way stencil type route indicator which applies from the colliery line towards the Down Sidings, Down Goods, Down Main or Spur line has been moved 10 yards further from the signalbox and applies as before. (41)

**HAMMERTON STREET AND MILL LANE JUNCTION**

Hammerton Street Signal Box has been abolished and the control of all points and signals worked therefrom has been transferred to Mill Lane Junction Signal Box.

The area previously controlled by Hammerton Street Signal Box has been remodelled as shown on the diagram included within this notice.

The lines are worked in accordance with the Track Circuit Block regulations.

The existing signals have been replated as follows:—

Line	Old No.	New No.
Down	HS.1595	M.1595
Down	HS.1593	M.1593
Down	HS.1591	M.1591
Down	HS.1589	M.1589 (Auto)
Down	HS.27	M.1585
Down	HS.28	M.1583 (Auto)
Up	HS.62	M.1584
Up	HS.60	M.1586
Up	HS.1588	M.1588 (Auto)
Up	HS.1590	M.1590

A new left-hand offset subsidiary signal has been provided on Down line signal M.1585 which applies towards the Arrival/Departure line. (40D)

**BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING**

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals. (40D)

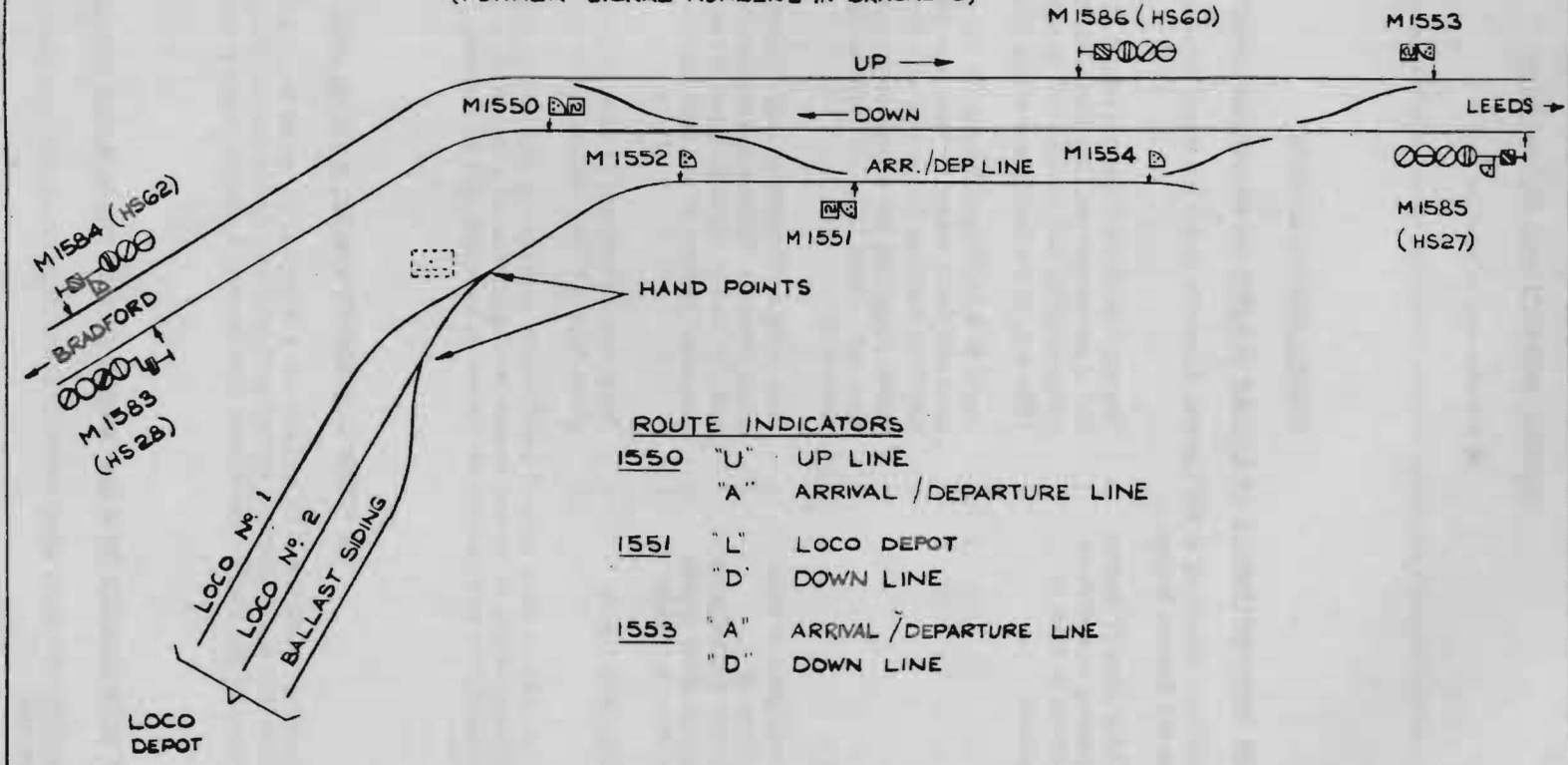
**GILBERDYKE STATION**

Up Siding No.2 has been abolished and No.1 Siding has been shortened to 100 yards in length. (New Item) (42)



# HAMMERTON STREET (FINAL LAYOUT)

CONTROLLED FROM MILL LANE S.B.  
(FORMER SIGNAL NUMBERS IN BRACKETS)



ROUTE INDICATORS

<u>1550</u>	"U"	UP LINE
	"A"	ARRIVAL / DEPARTURE LINE
<u>1551</u>	"L"	LOCO DEPOT
	"D"	DOWN LINE
<u>1553</u>	"A"	ARRIVAL / DEPARTURE LINE
	"D"	DOWN LINE

(42)



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken ) - The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
- ) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or ) - Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken )
- 6 (i) Door drop lights ) - Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced. (40D)

## 46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6 paragraph 2.5). (40D)

## ★ MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 94	EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Between Turners Lane and Lockes Siding			20	20	48m. 67ch. and 49m. 6ch. (40D)
	Add :-					

## ALTERATION TO SECTIONAL APPENDIX (SOUTHERN AREA)

## LOCAL INSTRUCTIONS

Page 445 (Page 123 Supp. Optg. Insts.)

★ Amend heading and instruction:-

**MOVEMENT OF HEAVILY LOADED 46 AND 91.5t GLW VEHICLES  
BETWEEN KIRK SANDALL JN. AND BENTLEY JN.**

Block loads of heavily loaded 46 and 91.5 tonne GLW vehicles travelling via the Down Goods over Bridge No.7 at 2m 69chs, between Kirk Sandall Jn. and Bentley Jn. MUST NOT EXCEED 10 m.p.h. (40D)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
airycoates West, ilcon Private Sidings	Building work	07 00 to 17 00 daily	
★ York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
YorkG. GRAHAM  
Chief Operating Manager

21 SEPTEMBER, 1979

*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 7 OCTOBER – BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap will be brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding will in future be known as the Down Goods. A connection will be provided at the South end of the Down Goods which will give access to the BREL South siding.

The following signals will be provided:—

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this will be plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This will be plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This will be plated 1469.

The following signals will be altered:—

D277 from Down/Up Sheffield will additionally read to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 will additionally read to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) will now be set-back along Down goods. (44)

**DETAILS OF WORK ALREADY CARRIED OUT****DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM**

Decoy Signalbox is closed, Finningley Signalbox has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signalbox.

**Rossington**

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is now worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and have been replated D.190 and D.189. (40D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****\*\* DONCASTER 'C' BOX AND STATION (NORTH END)**

Doncaster 'C' Box has been closed and all signals worked therefrom abolished.

A new connection has been brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines numbers 1 and 2 have been removed and replaced by a new Shunt Neck.

A new ground position light signal (1475) has been brought into use and applies from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, Down Thorne ("Limit of Shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) has been brought into use and applies from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line applies additionally towards the West Yard. (40D)

**\*\* B.R.E.L. NORTH GROUND FRAME**

Shunt line No.1 has been taken out of use. Shunt line No.2 has become part of "B" Siding.

All semaphore signals worked from the Ground Frame have been abolished.

The following elevated position light signals have been brought into use:—

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, no longer applies to Shunt line No.1. (40D)

**DONCASTER MARSHGATE JUNCTION**

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt) Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (42)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* WAKEFIELD KIRKGATE EAST, CALDER BRIDGE AND OAKENSHAW

Calder Bridge Signal Box has been abolished and the control of all points and signals worked therefrom have been transferred to Wakefield Kirkgate East Signal Box.

The Down and Up East Curve lines between Calder Bridge and Turners Lane have been renamed the Down and Up Turners Lane Curves and movements over these lines is controlled by Wakefield Kirkgate East Signal Box in accordance with the Track Circuit Block Regulations.

The Up Goole Goods line between Oakenshaw and Calder Bridge has been renamed Up Calder Goods line and is worked in accordance with the Track Circuit Block Regulations.

The Down and Up Goole lines between Wakefield East and Oakenshaw are worked in accordance with the Track Circuit Block Regulations.

**Calder Bridge**

The area previously controlled by Calder Bridge Signal Box has been remodelled as shown on the diagram included within this notice. The new trailing crossover between the Down and Up Goole lines and the new connection to the Down Sidings shown on the diagram have not been provided at this stage. The existing trailing Main to Main crossover and slip connection to the Down Sidings (on the same site) has been disconnected and secured out of use in the normal position pending remodelling, and movements over them are handsignalled as required.

The following signals have been replated:—

Line	Old Number	New Number
Up Calder Goods	CB.17/20	WE.1194
Up Goole	CB.1/4	WE.1192
Down Turners Lane Curve	CB.52	WE.1189

New left-hand offset subsidiary signals have been provided on WE.1192 and WE.1194 signals which apply towards the Cobra Siding.

A new left-hand offset subsidiary signal with a 2-way route indicator has been provided on WE.1189 signal. The new subsidiary applies with indication 'S' – towards Down Siding or with indication 'M' – towards Down Goole.

The new signals shown on the diagram applies as follows:—

Signal	Indication	Applying Towards
Ground position light 1190 & 1190R	S	Cobra Siding
" " " " "	G	Up Goole
" " " " "	T	Up Turners Lane Curve
Ground position light 1195	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	X	Up Goole
" " " " "	Y	Up Calder Goods
Subsidiary on WE.1191 Main Signal	S	Down Sidings
" " " " "	M	Down Goole
" " " " "	Y	Up Calder Goods

**Wakefield East**

The trailing connections from the Carriage Sidings to the Up Platform line and Up Through line have been secured out of use pending removal and the associated signals have been abolished.

**Turners Lane Junction**

The 2-way route indicator on Up L & Y line signal 1256 has been abolished.

The trailing connection from the Down L & Y line to Parkhill Colliery has been secured out of use pending removal and the associated ground position light signal 1258 has been abolished.

The trailing connection from the Up Turners Lane Curve to the Carriage Sidings has been secured out of use pending removal, ground position light signal 1249 has been moved to a new position as shown on the diagram.

(40D)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## PRINCE OF WALES

The Prince of Wales Colliery line ground position light signal (31) with 4 way stencil type route indicator which applies from the colliery line towards the Down Sidings, Down Goods, Down Main or Spur line has been moved 10 yards further from the signalbox and applies as before. (41)

## \*\*HAMMERTON STREET AND MILL LANE JUNCTION

Hammerton Street Signal Box has been abolished and the control of all points and signals worked therefrom has been transferred to Mill Lane Junction Signal Box.

The area previously controlled by Hammerton Street Signal Box has been remodelled as shown on the diagram included within this notice.

The lines are worked in accordance with the Track Circuit Block regulations.

The existing signals have been replated as follows:–

Line	Old No.	New No.
Down	HS.1595	M.1595
Down	HS.1593	M.1593
Down	HS.1591	M.1591
Down	HS.1589	M.1589 (Auto)
Down	HS.27	M.1585
Down	HS.28	M.1583 (Auto)
Up	HS.62	M.1584
Up	HS.60	M.1586
Up	HS.1588	M.1588 (Auto)
Up	HS.1590	M.1590

A new left-hand offset subsidiary signal has been provided on Down line signal M.1585 which applies towards the Arrival/Departure line. (40D)

## HAMMERTON STREET AND MILL LANE

The area formerly controlled by Hammerton Street Signal Box has been re-modelled as shown on diagram (final layout) included within this Notice.

The facing crossover between the Down and Up Main lines has been brought into use.

A new trailing connection from the Down Main line to the new Arrival/Departure line has been provided.

A new right-hand offset subsidiary has been provided on Up Main line signal M.1584 which applies towards the new Arrival/Departure line via the Main to Main crossover and the new connection from the Down Main line.

Ground position light signals with 2 way route indicators have been brought into use as shown on the diagram and apply as follows:–

Signal	Indication	Applying Towards
1550	U	Up Main
1550	A	Arrival/Departure
1551	L	Locomotive Depot
1551	D	Down Main
1553	A	Arrival/Departure
1553	D	Down Main

Signal 1551 is released by the Shunter when applying towards the Locomotive Depot. (42)

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

## \* \* BETWEEN GILBERDYKE AND CRABLEY CREEK LEVEL CROSSING

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

**Gilberdyke**

Up Fast and Up Slow Distant signals (mounted below Oxmardyke Up Fast and Up Slow Home signals).

**Oxmardyke Gate Box**

Down Fast and Down Slow Distant signals (mounted below Gilberdyke Down Fast and Down Slow Starting signals).

Up Fast and Up Slow Distant signals.

**Broomfleet**

Down Fast and Down Slow Distant signals.

Up Main Distant signal (mounted below Cave Crossing Up Main Home signal).

**Cave Crossing Gate Box**

Down Main Distant signal (mounted below Broomfleet Down Main Starting signal).

Up Main Distant signal.

**Crabley Creek**

Down and Up Main Distant signals.

(40D)

**GILBERDYKE STATION**

Up Siding No.2 has been abolished and No.1 Siding has been shortened to 100 yards in length.

(42)

**BETWEEN WEST PARADE AND HULL PARAGON**

“G” line and Platform 14 line have been converted to Siding lines.

**West Parade**

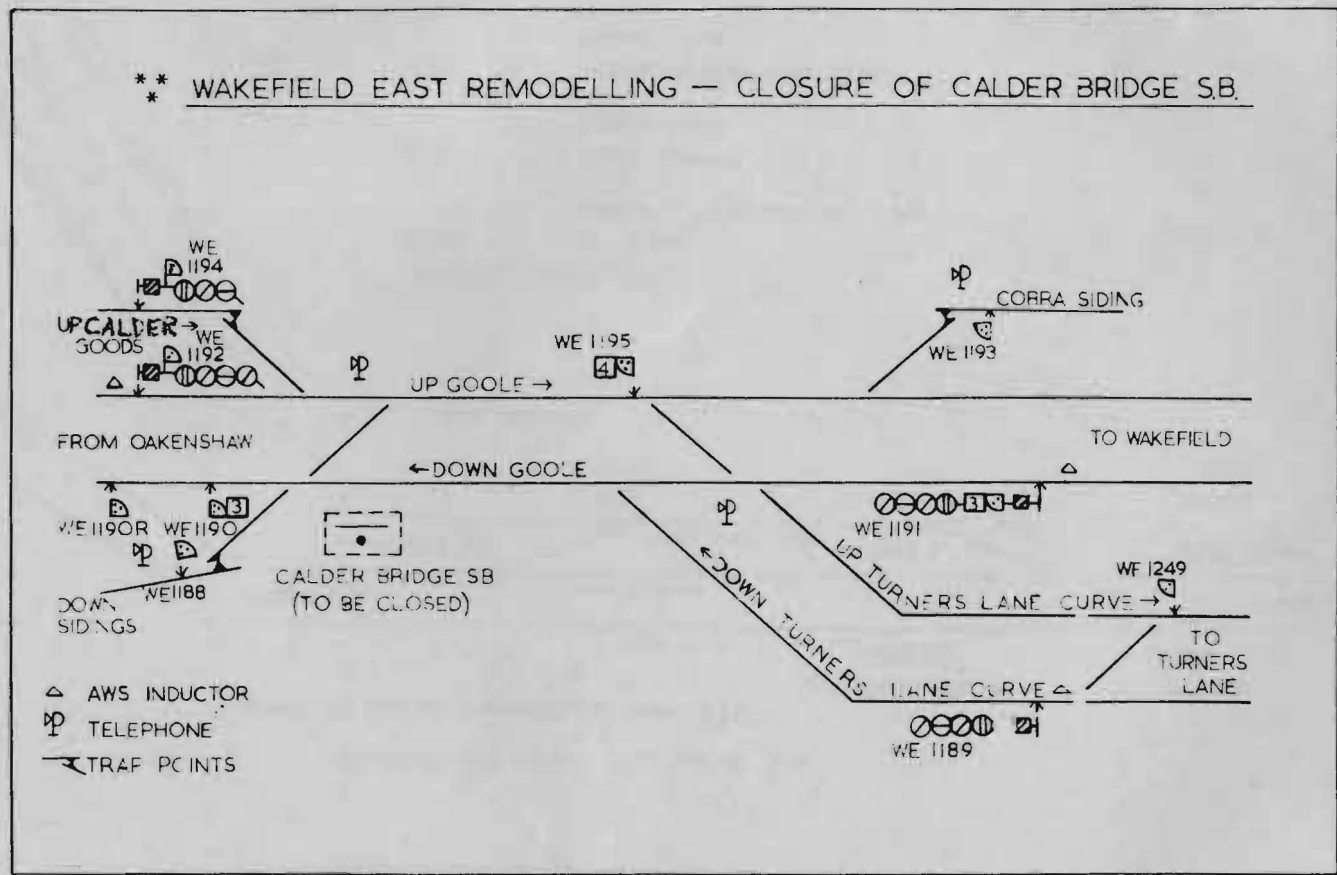
The connection leading from ‘G’ line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. ‘G’ line Signal WP92/97 has been abolished.

**Hull Paragon**

‘G’ line Signal P.216 has been replaced by a ground position light Signal (216) which applies ‘G’ line to Shunt Neck.

(New Item) (43)

\*\* WAKEFIELD EAST REMODELLING - CLOSURE OF CALDER BRIDGE SB.

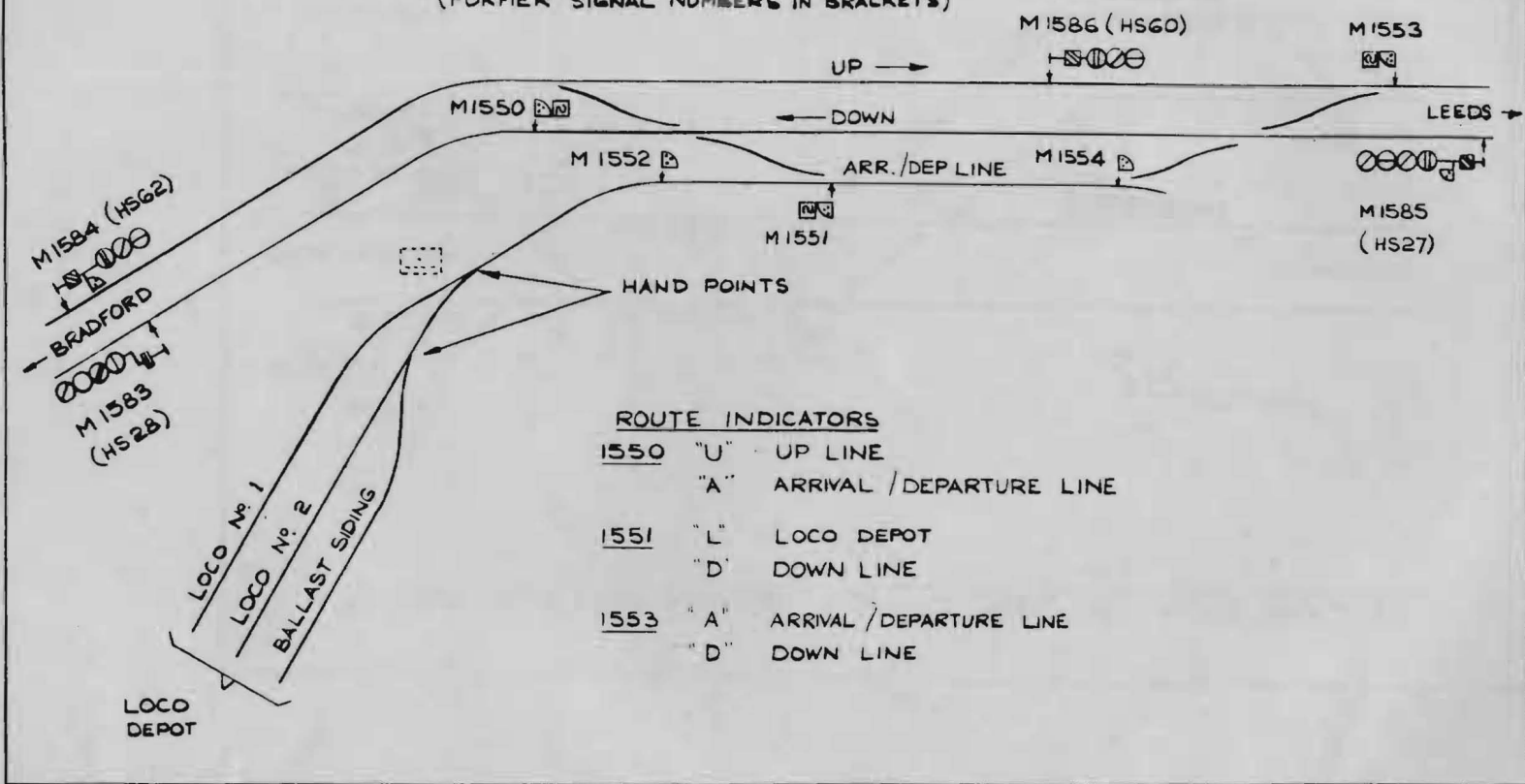


(40D)



# HAMMERTON STREET (FINAL LAYOUT)

CONTROLLED FROM MILL LANE S.B.  
 (FORMER SIGNAL NUMBERS IN BRACKETS)



**ROUTE INDICATORS**

<u>1550</u>	"U"	UP LINE
	"A"	ARRIVAL / DEPARTURE LINE
<u>1551</u>	"L"	LOCO DEPOT
	"D"	DOWN LINE
<u>1553</u>	"A"	ARRIVAL / DEPARTURE LINE
	"D"	DOWN LINE

## 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

## \*\* BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken ) - The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.  
 ) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or ) - Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken )
- 6 (i) Door drop lights ) - Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced. (40D)

## \*\* 46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6 paragraph 2.5). (40D)

## MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS - WORKING INSTRUCTIONS

(Miscellaneous Notices - D Book No.40 commencing 6/10/79).



Delete item.

(48D)

## ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
* Page 94	EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Between Turners Lane and Lockes Siding			20	20	48m. 67ch. and 49m. 6ch. (40D)
*	Add :-					

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
YorkG. GRAHAM  
Chief Operating Manager

28 SEPTEMBER, 1979

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**

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

**DONCASTER MARSHGATE JUNCTION**

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* PRINCE OF WALES

The Prince of Wales Colliery line ground position light signal (31) with 4 way stencil type route indicator which applies from the colliery line towards the Down Sidings, Down Goods, Down Main or Spur line has been moved 10 yards further from the signalbox and applies as before. (41)

## HAMMERTON STREET AND MILL LANE

The area formerly controlled by Hammerton Street Signal Box has been re-modelled as shown on diagram (**final layout**) included within this Notice.

The facing crossover between the Down and Up Main lines has been brought into use.

A new trailing connection from the Down Main line to the new Arrival/Departure line has been provided.

A new right-hand offset subsidiary has been provided on Up Main line signal M.1584 which applies towards the new Arrival/Departure line via the Main to Main crossover and the new connection from the Down Main line.

Ground position light signals with 2 way route indicators have been brought into use as shown on the diagram and apply as follows:–

Signal	Indication	Applying Towards
1550	U	Up Main
1550	A	Arrival/Departure
1551	L	Locomotive Depot
1551	D	Down Main
1553	A	Arrival/Departure
1553	D	Down Main

Signal 1551 is released by the Shunter when applying towards the Locomotive Depot. (42)

## GILBERDYKE STATION

Up Siding No.2 has been abolished and No.1 Siding has been shortened to 100 yards in length. (42)

## BETWEEN WEST PARADE AND HULL PARAGON

'G' line and Platform 14 line have been converted to Siding lines.

**West Parade**

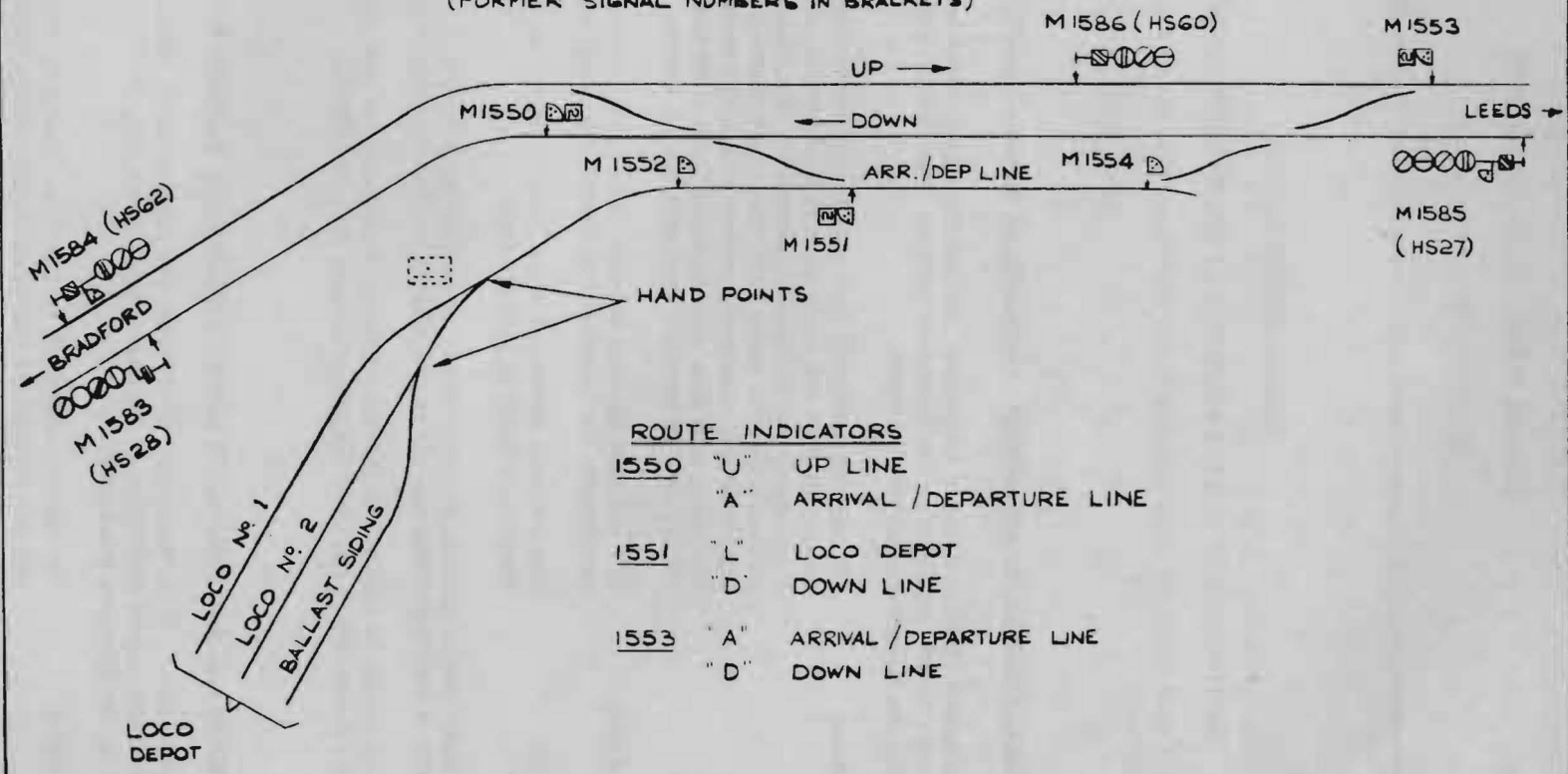
The connection leading from 'G' line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. 'G' line Signal WP92/97 has been abolished.

**Hull Paragon**

'G' line Signal P.216 has been replaced by an elevated position light Signal (216) which applies 'G' line to Shunt Neck. (Amended Item) (48D)

# HAMMERTON STREET (FINAL LAYOUT)

CONTROLLED FROM MILL LANE S.B.  
 (FORMER SIGNAL NUMBERS IN BRACKETS)



## 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

## MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

## ★ DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

At approximately 15 00 on Tuesday 16 October, the warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 10chs. will be replaced by the following experimental signs.

Warning Board	The warning board will be a yellow rectangular shape, without chevron ends, and will incorporate two white electric lights which will flash. The warning board will be surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication will show white numerals on a blue background and the bottom indication will show white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours)
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board will be electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter 'T' on a blue background. The board will be electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman will not be provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45). (44)

## ★ RIGTON L.C. AND HARROGATE NORTH: EXPERIMENTAL WARNING BOARD AND INDICATORS

At approximately 12 00 on Wednesday 17 October, the warning board, speed and termination indicators for the temporary speed restriction on the Down line between 18m. 25chs. and 18m. 33chs. will be replaced by the following experimental signs.

Warning Board	The warning board will be a yellow rectangular shape, without chevron ends, and will incorporate two white electric lights which will flash. The speed indicator will show white numerals on a blue background.
Speed Indicator	will show the restricted speed in blue numerals on a white background. The board will be electrically flood lit from the front.
Termination Indicator	will show a white letter 'T' on a blue background. The board will be electrically flood lit from the front.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS NOTICES – continued

## ★ RIGTON L.C. AND HARROGATE NORTH: EXPERIMENTAL WARNING BOARD AND INDICATORS – continued

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman will not be provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref. MO/45) (44)

## COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS

(Miscellaneous Notices – D Book No.40 commencing 6/10/79).

Delete item.

(48D)

## ★ SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR 29987/12

The above Supplement, which although dated to operate on and from Saturday, 6th October, will operate from Saturday, 3 November, 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.2 by 27th October.

## ★ SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR 29988/6

The above Supplement, which although dated to operate on and from Saturday, 6th October will operate from Saturday 3 November, 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 does not receive a copy of Supplement No. 2 by 27th October. (43)

## ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on page
Page 267		
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.		
★ Wakefield (K) East	Add:– Down Goole (Signal 1190) to Cobra Siding (Calder Bridge Jn.)	–



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
York

G. GRAHAM  
Chief Operating Manager

5 OCTOBER, 1979

*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 21 OCTOBER – BETWEEN HUNSLET SOUTH JUNCTION AND LEEDS ENGINE SHED JUNCTION**

The Down Normanton Goods Line will be taken out of use pending removal and the associated signalling will be abolished.

**Hunslet Station Junction**

The facing connection in the Front Siding leading to the Down Normanton Main line will become trap points.

Front Siding ground position light signal 904 and Back Siding ground position light signal 905 will now only apply towards the Down Normanton Main Line (indication 'M') or the Up Normanton Goods Line (indication 'X').

**Engine Shed Junction**

The facing connection from the Down Normanton Goods to Down Normanton Main will be secured out of use pending removal.

The Through Siding will be renamed Down Siding. The 'Limit of Shunt' indicator will be abolished and buffer-stops will be provided (facing movements from the Leeds or Shipley direction). (45)

**SUNDAY 21 OCTOBER – MILFORD (AND HILLAM GATE BOX)**

Milford Up Goods line Starting signal together with Hillam Gate Box Up Goods line Distant signal mounted below, will be repositioned 74 yards further from Milford signal box.

The "Calling-on" arm will be removed. (45)

**SUNDAY 21 OCTOBER – HARROGATE SOUTH**

No.4 Platform line together with the connection from the Up Main Line will be secured out of use pending removal and the associated signalling/signal route will be abolished. (45)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH – continued**

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

**DONCASTER MARSHGATE JUNCTION**

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)

**\*\* HAMMERTON STREET AND MILL LANE**

The area formerly controlled by Hammerton Street Signal Box has been re-modelled as shown on diagram (final layout) included within this Notice.

The facing crossover between the Down and Up Main lines has been brought into use.

A new trailing connection from the Down Main line to the new Arrival/Departure line has been provided.

A new right-hand offset subsidiary has been provided on Up Main line signal M.1584 which applies towards the new Arrival/Departure line via the Main to Main crossover and the new connection from the Down Main line.

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

Ground position light signals with 2 way route indicators have been brought into use as shown on the diagram and apply as follows:-

Signal	Indication	Applying Towards
1550	U	Up Main
1550	A	Arrival/Departure
1551	L	Locomotive Depot
1551	D	Down Main
1553	A	Arrival/Departure
1553	D	Down Main

Signal 1551 is released by the Shunter when applying towards the Locomotive Depot. (42)

**\*\* GILBERDYKE STATION**

Up Siding No.2 has been abolished and No.1 Siding has been shortened to 100 yards in length. (42)

**BETWEEN WEST PARADE AND HULL PARAGON**

'G' line and Platform 14 line have been converted to Siding lines.

**West Parade**

The connection leading from 'G' line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. 'G' line Signal WP92/97 has been abolished.

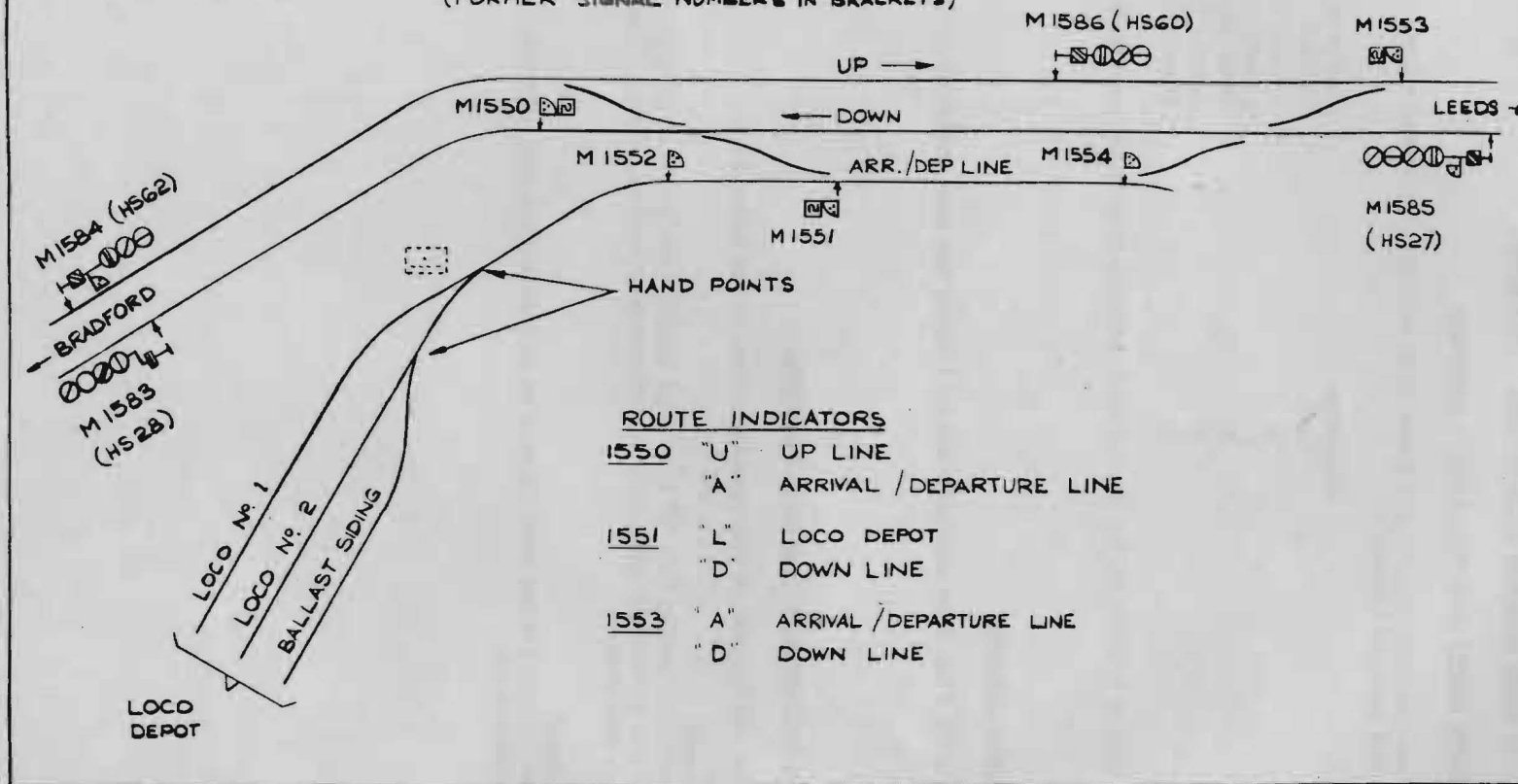
**Hull Paragon**

'G' line Signal P.216 has been replaced by an elevated position light Signal (216) which applies 'G' line to Shunt Neck. (48D)



**\*\* HAMMERTON STREET (FINAL LAYOUT)**

CONTROLLED FROM MILL LANE S.B.  
(FORMER SIGNAL NUMBERS IN BRACKETS)



## 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

## \*\* MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

## DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 10chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter 'T' on a blue background. The board is electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45).

## RIGTON L.C. AND HARROGATE NORTH: EXPERIMENTAL WARNING BOARD AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down line between 18m. 25chs. and 18m. 33chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The speed indicator shows white numerals on a blue background.
Speed Indicator	shows the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	shows a white letter 'T' on a blue background. The board is electrically flood lit from the front.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS NOTICES – continued****RIGTON L.C. AND HARROGATE NORTH: EXPERIMENTAL WARNING BOARD AND INDICATORS – continued**

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalsman will not be provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref. MO/45)

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS**

(Miscellaneous Notices – D Book No.40 commencing 6/10/79).

Delete item.

(48D)

**SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR 29987/12**

The above Supplement, which although dated to operate on and from Saturday, 6th October, will operate from Saturday, 3 November, 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.2 by 27th October.

**SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR 29988/6**

The above Supplement, which although dated to operate on and from Saturday, 6th October will operate from Saturday 3 November, 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 does not receive a copy of Supplement No. 2 by 27th October.

(43)

**ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)****TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1**

Signal Box	Movement	See Special Instructions on page
Page 267	<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b>	
	Add:–	
Wakefield (K) East	Down Goole (Signal 1190) to Cobra Siding (Calder Bridge Jn.)	–

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
York

G. GRAHAM  
Chief Operating Manager

12 OCTOBER, 1979

*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

**43**

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

**SATURDAY 27 OCTOBER**

**TO**

**FRIDAY 2 NOVEMBER 1979**

**INCLUSIVE**

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

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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 28 OCTOBER – BETWEEN GASCOIGNE WOOD AND SELBY : HAGG LANE LEVEL CROSSING**

The level crossing will be re-sited 500 yards East of the present location.

Whistle boards will be provided on each rail approach 240 yards from the crossing.

A telephone will be provided at the crossing connected to Gascoigne Wood signal box.

**SUNDAY 28 OCTOBER – BETWEEN BROUGH AND MELTON LANE**

A.W.S. equipment will be brought into use at the following signals:–

**Brough East**

Down line colour light Distant signal BE.40R.

Down line colour light First Home signal BE.40.

Down line colour light Second Home signal BE.39.

Up line semaphore Distant signal (mounted below Welton Gate Box Up Home signal).

**Welton Gate Box**

Down line semaphore Distant signal (mounted below Brough East Down Starting signal).

Up line semaphore Distant signal (mounted below Melton Lane Up Starting signal).

**Melton Lane**

Down line semaphore Distant signal (mounted below Welton Gate Box Down Home signal).

**SUNDAY 28 OCTOBER – BETWEEN LEEDS NORTH JUNCTION AND APPERLEY JUNCTION.****Leeds**

A.W.S. 'Commencement of gap' signs will be provided after passing Up Shipley line signal L.91 and Up Main line signal L.92.

A.W.S. 'Termination of gap' signs will be provided before reaching Down Shipley line signal L.83 and Down Main line signal L.84.

The A.W.S. 'Commencement of gap' sign situated after passing Up Main line signal L.71 will be abolished.

The A.W.S. 'Termination of gap' sign situated before reaching Down Main line signal L.69 will be abolished.

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

## DETAILS OF WORK REFERRED TO IN SECTION B – continued

## SUNDAY 28 OCTOBER – BETWEEN LEEDS NORTH JUNCTION AND APPERLEY JUNCTION – continued

A.W.S. equipment will be brought into use at the following signals :-

Down Direction		Up Direction	
Line	Signal	Line	Signal
Down Shipley	L.83	Up Shipley	L.91
Down Main	L.84	Up Main	L.92
Down Shipley Fast	L.59	Up Shipley Fast	L.75
Down Shipley Slow	L.61	Up Shipley Slow	L.76
		Up Shipley	L.52
Kirkstall			
Line	Signal	Line	Signal
Down Shipley	K.51	Up Main	K.42
Down Main	K.34	Up Main	semaphore Distant
Apperley Junction			
Line	Signal	Line	Signal
Down Main	semaphore Distant	Up Main	2-aspect colour light Distant
		Up Branch	2-aspect colour light Distant

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

## DONCASTER MARSHGATE JUNCTION

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

## Signalling alterations

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER MARSHGATE JUNCTION – continued****Signalling alterations – continued**

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)

**BETWEEN HUNSLET SOUTH JUNCTION AND LEEDS ENGINE SHED JUNCTION**

The Down Normanton Goods Line has been taken out of use pending removal and the associated signalling has been abolished.

**Hunslet Station Junction**

The facing connection in the Front Siding leading to the Down Normanton Main line have become trap points.

Front Siding ground position light signal 904 and Back Siding ground position light signal 905 now apply only towards the Down Normanton Main Line (indication 'M') or the Up Normanton Goods Line (indication 'X').

**Engine Shed Junction**

The facing connection from the Down Normanton Goods to Down Normanton Main has been secured out of use pending removal.

The Through Siding has been renamed Down Siding. The 'Limit of Shunt' indicator has been abolished and buffer stops have been provided (facing movements) from the Leeds or Shipley direction). (45)

**MILFORD (AND HILLAM GATE BOX)**

Milford Up Goods line Starting signal together with Hillam Gate Box Up Goods line Distant signal mounted below, has been repositioned 74 yards further from Milford signal box.

The "Calling-on" arm has been removed. (45)

**HARROGATE SOUTH**

No.4 platform line together with the connection from the Up Main Line has been secured out of use pending removal and the associated signalling/signal route has been abolished. (45)

**BETWEEN WEST PARADE AND HULL PARAGON**

"G" line and Platform 14 line have been converted to Siding lines.

**West Parade**

The connection leading from 'G' line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. 'G' line Signal WP92/97 has been abolished.

**Hull Paragon**

'G' line Signal P.216 has been replaced by an elevated position light Signal (216) which applies 'G' line to Shunt Neck. (48D)





**NS**

EASTERN REGION

**44**

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

**SATURDAY 3 NOVEMBER**

TO

**FRIDAY 9 NOVEMBER 1979**

**INCLUSIVE**

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

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 4 NOVEMBER – BINGLEY STATION**

The banner repeating signal for the Down Home signal will be abolished.

The Down Starting signal will be abolished.

**MONDAY 5 NOVEMBER – YORK M.P.D. SIDINGS**

No.1 Siding will be secured out of use pending removal.

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

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

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)

**BETWEEN HUNSLET SOUTH JUNCTION AND LEEDS ENGINE SHED JUNCTION**

The Down Normanton Goods Line has been taken out of use pending removal and the associated signalling has been abolished.

**Hunslet Station Junction**

The facing connection in the Front Siding leading to the Down Normanton Main line have become trap points.

Front Siding ground position light signal 904 and Back Siding ground position light signal 905 now apply only towards the Down Normanton Main Line (indication 'M') or the Up Normanton Goods Line (indication 'X').

**Engine Shed Junction**

The facing connection from the Down Normanton Goods to Down Normanton Main has been secured out of use pending removal.

The Through Siding has been renamed Down Siding. The 'Limit of Shunt' indicator has been abolished and buffer stops have been provided (facing movements) from the Leeds or Shipley direction). (45)

**MILFORD (AND HILLAM GATE BOX)**

Milford Up Goods line Starting signal together with Hillam Gate Box Up Goods line Distant signal mounted below, has been repositioned 74 yards further from Milford signal box.

The "Calling-on" arm has been removed. (45)

**BETWEEN MILFORD AND GASCOIGNE WOOD**

The temporary level crossing over the Down and Up Branch lines at 7m. 41chs. has been removed. (New Item) (47)





**NS**

EASTERN REGION

**45**

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

**SATURDAY 10 NOVEMBER  
TO  
FRIDAY 16 NOVEMBER 1979  
INCLUSIVE**

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

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 11 NOVEMBER – FERRYBRIDGE**

A.W.S. equipment will be brought into use at the following signals:-

<b>Down Main</b>	<b>Up Main</b>
F.24 (for Up direction movements)	BS.65
F.29	U.0
D.1	F.2
	F.3

To cater for two-way working on the Down Main the A.W.S. inductor for F.24 and F.29 signals has been positioned mid-way between these signals and is 153 yards from each of them.

A.W.S. equipment will be brought into use at the Up C.E.G.B. line signal F.10. (48)

**SUNDAY 11 NOVEMBER – BETWEEN WATERLOO COLLIERY SIDINGS AND STOURTON JUNCTION**

The Down Goods line between Waterloo Colliery Sidings and Stourton Junction will be taken out of use.

**Waterloo Colliery Sidings**

All points, except Sidings to Up Goods and Up Goods to Up Main will be secured in the normal position pending removal. The associated signalling will be abolished. (48)

**SUNDAY 11 NOVEMBER – FRYSTON**

The Up Main Home signal will be renewed 10 yards nearer to the signal box with the arm at a reduced height of 27 feet above rail level. (48)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

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

The banner repeating signal for the Down Home signal has been abolished.

The Down Starting signal has been abolished.

(48)

**BETWEEN GASCOIGNE WOOD AND SELBY : HAGG LANE LEVEL CROSSING**

The level crossing has been re-sited 500 yards East of the present location.

Whistle boards have been provided on each rail approach 240 yards from the crossing.

A telephone has been provided at the crossing connected to Gascoigne Wood signal box.

(46)

**BETWEEN BROUGH AND MELTON LANE**

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

**Brough East**

Down line colour light Distant signal BE.40R.

Down line colour light First Home signal BE.40.

Down line colour light Second Home signal BE.39.

Up line semaphore Distant signal (mounted below Welton Gate Box Up Home signal).

**Welton Gate Box**

Down line semaphore Distant signal (mounted below Brough East Down Starting signal).

Up line semaphore Distant signal (mounted below Melton Lane Up Starting signal).

**Melton Lane**

Down line semaphore Distant signal (mounted below Welton Gate Box Down Home signal).

(46)

**BETWEEN WEST PARADE AND HULL PARAGON**

“G” line and Platform 14 line have been converted to Siding lines.

**West Parade**

The connection leading from ‘G’ line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. ‘G’ line Signal WP92/97 has been abolished.

**Hull Paragon**

‘G’ line Signal P.216 has been replaced by an elevated position light Signal (216) which applies ‘G’ line to Shunt Neck.

(48D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH – continued**

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

**DONCASTER MARSHGATE JUNCTION**

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)

**YORK MPD SIDINGS**

No.1 Siding has been secured out of use pending removal. (48)

**BETWEEN HOLGATE JUNCTION AND YORK YARD SOUTH**

The following lines have been shortened prior to the installation of a new propane tank:-

No.1 Road Holgate Dock by 100 yards.

No.2 Road Holgate Dock by 40 yards.

No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected. (48)

**FERRYBRIDGE**

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

<b>Down Main</b>	<b>Up Main</b>
F.24 (for Up direction movements)	BS.65
F.29	U.0
D.1	F.2
	F.3

To cater for two-way working on the Down Main the A.W.S. inductor for F.24 and F.29 signals has been positioned mid-way between these signals and is 153 yards from each of them.

A.W.S. equipment has been brought into use at the Up C.E.G.B. line signal F.10. (48)

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

A "Limit of Shunt" indicator has been provided 350 yards Leeds side of the Up Goods (Platform 4) line Starting signals and situated between the Up Goods line and Through Siding applying to the Up Goods line only.

The Up Goods line ground disc shunting signal applying set-back to Down Goods line or Up Sidings has been provided with a 3-Way stencil type route indicator and now applies towards Down Goods line with indication "G" set-back along Up Goods (towards "Limit of Shunt" indicator) with indication "X" or towards Up Sidings with indication "S". (49)

**BETWEEN WATERLOO COLLIERY SIDINGS AND STOURTON JUNCTION**

The Down Goods line between Waterloo Colliery Sidings and Stourton Junction has been taken out of use.

**Waterloo Colliery Sidings**

All points except Sidings to Up Goods and Up Goods to Up Main have been secured in the normal position pending removal. The associated signalling has been abolished. (48)

**BETWEEN CUDWORTH NORTH JN. AND MONK BRETTON**

The Single line has been relaid and realigned by approximately 3 yards. (49)

**FRYSTON**

The Up Main Home signal has been renewed 10 yards nearer to the signal box with the arm at a reduced height of 27 feet above rail level. (48)

**BETWEEN MILFORD AND GASCOIGNE WOOD**

The temporary level crossing over the Down and Up Branch lines at 7m. 41chs. has been removed. (47)

**BETWEEN WORTLEY JUNCTION AND HEADINGLEY**

The catch points in the Down line at 1m. 25chs. (580 yards before reaching signal D.1) have been abolished. (49)

**BINGLEY STATION**

The banner repeating signal for the Down Home signal has been abolished.

The Down Starting signal has been abolished. (48)

**BETWEEN WEST PARADE AND HULL PARAGON**

"G" line and Platform 14 line have been converted to Siding lines.

**West Parade**

The connection leading from 'G' line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. 'G' line Signal WP92/97 has been abolished.

**Hull Paragon**

'G' line Signal P.216 has been replaced by an elevated position light Signal (216) which applies 'G' line to Shunt Neck. (48D)



## 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

## DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 20chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter "T" on a blue background. The board is electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45). (Until Further Notice)

ALTERATION TO GENERAL INSTRUCTIONS AND NOTICES – SD40D AND  
ND40D – Page 3 SD40D and Page 3 ND40D

**BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

Add after paragraphs 2(a), (b), and (c) :-

"Note a number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal Stations on the East Coast Main Line. When C and W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. set can revert to running a line speed with full use of the coach seating bays restored".

(48D)

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS**

(Miscellaneous Notices – D Book No.40 commencing 6/10/79).  
Delete item.

(48D)





**NS**

EASTERN REGION

**46**

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

**SATURDAY 17 NOVEMBER**

TO

**FRIDAY 23 NOVEMBER 1979**

**INCLUSIVE**

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

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 18 NOVEMBER – BETWEEN WORTLEY JUNCTION AND HEADINGLEY**

The catch points in the Down line at 1m. 25chs. (580 yards before reaching signal D.1) will be abolished. (49)

**SUNDAY 18 NOVEMBER – CUDWORTH STATION**

A "Limit of Shunt" indicator will be provided 350 yards Leeds side of the Up Goods (Platform 4) line Starting signals and situated between the Up Goods line and Through Siding applying to the Up Goods line only.

The Up Goods line ground disc shunting signal applying set-back to Down Goods line or Up Sidings will be provided with a 3-Way stencil type route indicator and will now apply towards Down Goods line with indication "G", set-back along Up Goods (towards "Limit of Shunt" indicator) with indication "X" or towards Up Sidings with indication "S". (49)

**SUNDAY 18 NOVEMBER – BETWEEN CUDWORTH NORTH JN. AND MONK BRETTON**

The Single line will be relaid and realigned by approximately 3 yards. (49)

**SUNDAY 18 NOVEMBER – BETWEEN THORNE SOUTH AND THORNE JUNCTION : KIRTON LANE LEVEL CROSSING AT 8m. 47chs.**

The level crossing gates will be replaced by lifting barriers controlled from the Gate Box, Steady Amber/Flashing Red road signals will be provided. (49)

**MONDAY 19 NOVEMBER – DONCASTER TRACTION MAINTENANCE 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 Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' will be provided. (49)

**MONDAY 19 NOVEMBER – BETWEEN DONCASTER BRIDGE JUNCTION AND CARR : LEVEL CROSSING 'B'**

A temporary Level Crossing with hand operated barriers will be brought into use over the Down Engine Line, Transfer line and Up Goods line at 155m.p. A Crossing Keeper will be in attendance during the time the crossing is in use. (49)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48D)

**DONCASTER MARSHGATE JUNCTION**

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48D)

**YORK MPD SIDINGS**

No.1 Siding has been secured out of use pending removal. ; (48)

**BETWEEN HOLGATE JUNCTION AND YORK YARD SOUTH**

The following lines have been shortened prior to the installation of a new propane tank:-

- No.1 Road Holgate Dock by 100 yards. ;
- No.2 Road Holgate Dock by 40 yards. ;
- No.3 Road Holgate Dock by 150 yards. ;

Buffer stops have been erected. ; (48)

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

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

<b>Down Main</b>	<b>Up Main</b>
F.24 (for Up direction movements)	BS.65
F.29	U.0
D.1	F.2 F.3

To cater for two-way working on the Down Main the A.W.S. inductor for F.24 and F.29 signals has been positioned mid-way between these signals and is 153 yards from each of them.

A.W.S. equipment has been brought into use at the Up C.E.G.B. line signal F.10. (48)

**BETWEEN WATERLOO COLLIERY SIDINGS AND STOURTON JUNCTION**

The Down Goods line between Waterloo Colliery Sidings and Stourton Junction has been taken out of use.

**Waterloo Colliery Sidings**

All points except Sidings to Up Goods and Up Goods to Up Main have been secured in the normal position pending removal. The associated signalling has been abolished. (48)

**FRYSTON**

The Up Main Home signal has been renewed 10 yards nearer to the signal box with the arm at a reduced height of 27 feet above rail level. (48)

**BETWEEN MILFORD AND GASCOIGNE WOOD**

The temporary level crossing over the Down and Up Branch lines at 7m. 41chs. has been removed. (47)

**\*\* BETWEEN LEEDS NORTH JUNCTION AND APPERLEY JUNCTION****Leeds**

A.W.S. 'Commencement of gap' signs have been provided after passing Up Shipley line signal L.91 and Up Main line signal L.92.

A.W.S. 'Termination of gap' signs have been provided before reaching Down Shipley line signal L.83 and Down Main line signal L.84.

The A.W.S. 'Commencement of gap' sign situated after passing Up Main line signal L.71 has been abolished.

The A.W.S. 'Termination of gap' sign situated before reaching Down Main line signal L.69 has been abolished.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* BETWEEN LEEDS NORTH JUNCTION AND APPERLEY JUNCTION – continued

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

Down Direction		Up Direction	
Line	Signal	Line	Signal
Down Shipley	L.83	Up Shipley	L.91
Down Main	L.84	Up Main	L.92
Down Shipley Fast	L.59	Up Shipley Fast	L.75
Down Shipley Slow	L.61	Up Shipley Slow	L.76
		Up Shipley	L.52
<b>Kirkstall</b>			
Line	Signal	Line	Signal
Down Shipley	K.51	Up Main	K.42
Down Main	K.34	Up Main	semaphore Distant
<b>Apperley Junction</b>			
Line	Signal	Line	Signal
Down Main	semaphore Distant	Up Main	2-aspect colour light Distant
		Up Branch	2-aspect colour light Distant (46)

**BINGLEY STATION**

The banner repeating signal for the Down Home signal has been abolished.

The Down Starting signal has been abolished.

(48)

## \*\* BETWEEN GASCOIGNE WOOD AND SELBY : HAGG LANE LEVEL CROSSING

The level crossing has been re-sited 500 yards East of the present location.

Whistle boards have been provided on each rail approach 240 yards from the crossing.

A telephone has been provided at the crossing connected to Gascoigne Wood signal box.

(46)

## \*\* BETWEEN BROUGH AND MELTON LANE

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

**Brough East**

Down line colour light Distant signal BE.40R.

Down line colour light First Home signal BE.40.

Down line colour light Second Home signal BE.39.

Up line semaphore Distant signal (mounted below Welton Gate Box Up Home signal).



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

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

**\*\* BETWEEN BROUGH AND MELTON LANE – continued**

**Welton Gate Box**

Down line semaphore Distant signal (mounted below Brough East Down Starting signal).

Up line semaphore Distant signal (mounted below Melton Lane Up Starting signal).

**Melton Lane**

Down line semaphore Distant signal (mounted below Welton Gate Box Down Home signal). (46)

**BETWEEN WEST PARADE AND HULL PARAGON**

“G” line and Platform 14 line have been converted to Siding lines.

**West Parade**

The connection leading from ‘G’ line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. ‘G’ line Signal WP92/97 has been abolished.

**Hull Paragon**

‘G’ line Signal P.216 has been replaced by an elevated position light Signal (216) which applies ‘G’ line to Shunt Neck. (48D)

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 25 NOVEMBER – DONCASTER MARSHGATE JUNCTION**

The facing connection from the Down Slow line to the Down Fast line consisting of the remains of a double slip will be relaid as a single lead.

The Siding line will be renamed the Down Leeds Goods line.

New connections will be brought into use giving access from the Down Goods line or West Yard to the Down Leeds Goods line (former Siding line) and from the Down Leeds Goods line to the Down Leeds Slow line.

The connection from the B.R.E.L. North Sidings to the Down Leeds Goods line will be relaid.

**Signalling Alterations**

Down Goods line signal D.295 will additionally apply towards the Down Leeds Goods line with theatre indication "C", main aspect or subsidiary.

The West Yard Sidings ground position light exit signal 1475 will also apply towards the Down Leeds Goods line.

Down Leeds Goods line (former Siding line) ground position light signal 1490 applying set-back to B.R.E.L. North Sidings will additionally apply towards the West Yard or set-back along Down Goods line.

Down Leeds Slow line ground position light signal 1488 applying set-back along Down Leeds Slow line towards 1486 signal will additionally apply towards the West Yard or set-back along Down Goods line.  
(50)

**DETAILS OF WORK ALREADY CARRIED OUT****DONCASTER TRACTION MAINTENANCE 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 Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (49)

**BETWEEN DONCASTER BRIDGE JUNCTION AND CARR : LEVEL CROSSING 'B'**

A temporary Level Crossing with hand operated barriers has been brought into use over the Down Engine Line, Transfer line and Up Goods line at 155m.p. A Crossing Keeper has been in attendance during the time the crossing is in use. (49)

**BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH**

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 2 DECEMBER – BETWEEN THORNE JUNCTION AND GOOLE****Thorne Moor**

The signal box will be abolished and the signalling altered in accordance with the diagram included within this notice.

The trailing crossover will be secured out of use but will be retained for emergency purposes.

The level crossing gates will be replaced by Automatic Half Barriers and a telephone will be provided connected to Goole signal box.

Whistle boards will be provided 280 yards before reaching the crossing on each rail approach to the crossing.

Track Circuit Block regulations will apply between Stainforth Junction and Goole signal boxes.

**North Common Lane Level Crossing at 13 m.p.**

The telephone at this crossing will be connected to Goole signal box.

**Creykes Level Crossing at 10½ m.p.**

The crossing will be provided with miniature Red/Green lights for road users and field type gates. A telephone will be provided connected to Goole signal box.

Whistle boards will be provided 342 yards before reaching the crossing on each rail approach to the crossing.

**Hook Moor Level Crossing at 9m. 37chs.**

A telephone will be provided at this crossing connected to Goole signal box. (51)

**DETAILS OF WORK ALREADY CARRIED OUT****DONCASTER TRACTION MAINTENANCE 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 Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (49)

**BETWEEN DONCASTER BRIDGE JUNCTION AND CARR : LEVEL CROSSING 'B'**

A temporary Level Crossing with hand operated barriers has been brought into use over the Down Engine Line, Transfer line and Up Goods line at 155m.p. A Crossing Keeper has been in attendance during the time the crossing is in use. (49)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \* \* BETWEEN DONCASTER SOUTH YORKSHIRE JN. AND DONCASTER NORTH

New facing connection with associated trap has been brought into use giving access from the Down/Up West Slow No.2 or the Down/Up Sheffield to the existing BREL Siding. This siding is now known as the Down Goods. A connection has been provided at the South end of the Down Goods which gives access to the BREL South siding.

The following signals have been provided:-

Ground position light. Set-back Down Goods to Down/Up West Slow No.2 (D262) or to Down/Up Hexthorpe Goods (D265) or to Down Sheffield (D699) this is plated 1466.

Ground position light. Set-back Down Goods to BREL South siding or along Down Goods towards 1466. This is plated 1468.

Ground position light. BREL South siding towards Down Goods D295. This is plated 1469.

The following signals have been altered:-

D277 from Down/Up Sheffield reads additionally to the Down Goods with theatre indication "G".

D275 from Down/Up West Slow No.2 reads additionally to the Down Goods with theatre indication "G".

The route to BREL siding from ground position light signals 1486 (Down Leeds Slow) and 1490 (Down Leeds Goods) is now set-back along Down Goods. (48)

**DONCASTER MARSHGATE JUNCTION**

The facing connection from the Down Slow line to the Down Fast line consisting of the remains of a double slip has been relaid as a single lead.

The Siding line has been renamed the Down Leeds Goods line.

New connections have been brought into use giving access from the Down Goods line or West Yard to the Down Leeds Goods line (former Siding line) and from the Down Leeds Goods line to the Down Leeds Slow line.

The connection from the B.R.E.L. North Sidings to the Down Leeds Goods line has been relaid.

**Signalling Alterations**

Down Goods line signal D.295 applies additionally towards the Down Leeds Goods line with theatre indication "G", main aspect or subsidiary.

The West Yard Sidings ground position light exit signal 1475 applies also towards the Down Leeds Goods line.

Down Leeds Goods line (former Siding line) ground position light signal 1490 applying set-back to B.R.E.L. North Sidings applies additionally towards the West Yard or set-back along Down Goods line.

Down Leeds Slow line ground position light signal 1488 applying set-back along Down Leeds Slow line. towards 1486 signal applies additionally towards the West Yard or set-back along Down Goods line. (50)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* DONCASTER MARSHGATE JUNCTION

A new line has been brought into use from the Down Thorne line using the former Through Siding connected to the short Siding approaching D298 signal. The line has been named the Thorne Slow line.

**Signalling alterations**

Down Thorne line signal D308 has been provided with an additional route and applies additionally towards the new Thorne Slow line (signal D298) with route indication 'T'.

Marshgate Siding ground position light signal 1496 applies additionally towards the new Thorne Slow line (signal D298).

A new ground position light signal (1489) with 2-way route ind. has been brought into use at the north end of the new line and applies set-back Thorne Slow line towards Down Thorne line (Limit of Shunt Indicator) with indication 'X' or Marshgate Siding with indication 'E'.

The routes on Old Yard line signal 1479, Up Slow line signal D291 (with route indication 'W') and Up Platform line signal D279 (with route indication 'W') which applies to the short Siding in rear of D298 signal now applies towards ground position light signal 1489 on the Thorne Slow line. (48)

## \*\* YORK MPD SIDINGS

No.1 Siding has been secured out of use pending removal. (48)

## \*\* BETWEEN HOLGATE JUNCTION AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank:-

- No.1 Road Holgate Dock by 100 yards.
- No.2 Road Holgate Dock by 40 yards.
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected. (48)

## \*\* FERRYBRIDGE

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

Down Main	Up Main
F.24 (for Up direction movements)	BS.65
F.29	U.0
D.1	F.2
	F.3

To cater for two-way working on the Down Main the A.W.S. inductor for F.24 and F.29 signals has been positioned mid-way between these signals and is 153 yards from each of them.

A.W.S. equipment has been brought into use at the Up C.E.G.B. line signal F.10. (48)



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

A "Limit of Shunt" indicator has been provided 350 yards Leeds side of the Up Goods (Platform 4) line Starting signals and situated between the Up Goods line and Through Siding applying to the Up Goods line only.

The Up Goods line ground disc shunting signal applying set-back to Down Goods line or Up Sidings has been provided with a 3-Way stencil type route indicator and now applies towards Down Goods line with indication "G" set-back along Up Goods (towards "Limit of Shunt" indicator) with indication "X" or towards Up Sidings with indication "S". (49)

**\*\*  
\* BETWEEN WATERLOO COLLIERY SIDINGS AND STOURTON JUNCTION**

The Down Goods line between Waterloo Colliery Sidings and Stourton Junction has been taken out of use.

**Waterloo Colliery Sidings**

All points except Sidings to Up Goods and Up Goods to Up Main have been secured in the normal position pending removal. The associated signalling has been abolished. (48)

**BETWEEN CUDWORTH NORTH JN. AND MONK BRETTON**

The Single line has been relaid and realigned by approximately 3 yards. (49)

**\*\*  
\* FRYSTON**

The Up Main Home signal has been renewed 10 yards nearer to the signal box with the arm at a reduced height of 27 feet above rail level. (48)

**BETWEEN WORTLEY JUNCTION AND HEADINGLEY**

The catch points in the Down line at 1m. 25chs. (580 yards before reaching signal D.1) have been abolished. (48)

**\*\*  
\* BINGLEY STATION**

The banner repeating signal for the Down Home signal has been abolished.

The Down Starting signal has been abolished. (48)

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

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

**\*\* BETWEEN WEST PARADE AND HULL PARAGON**

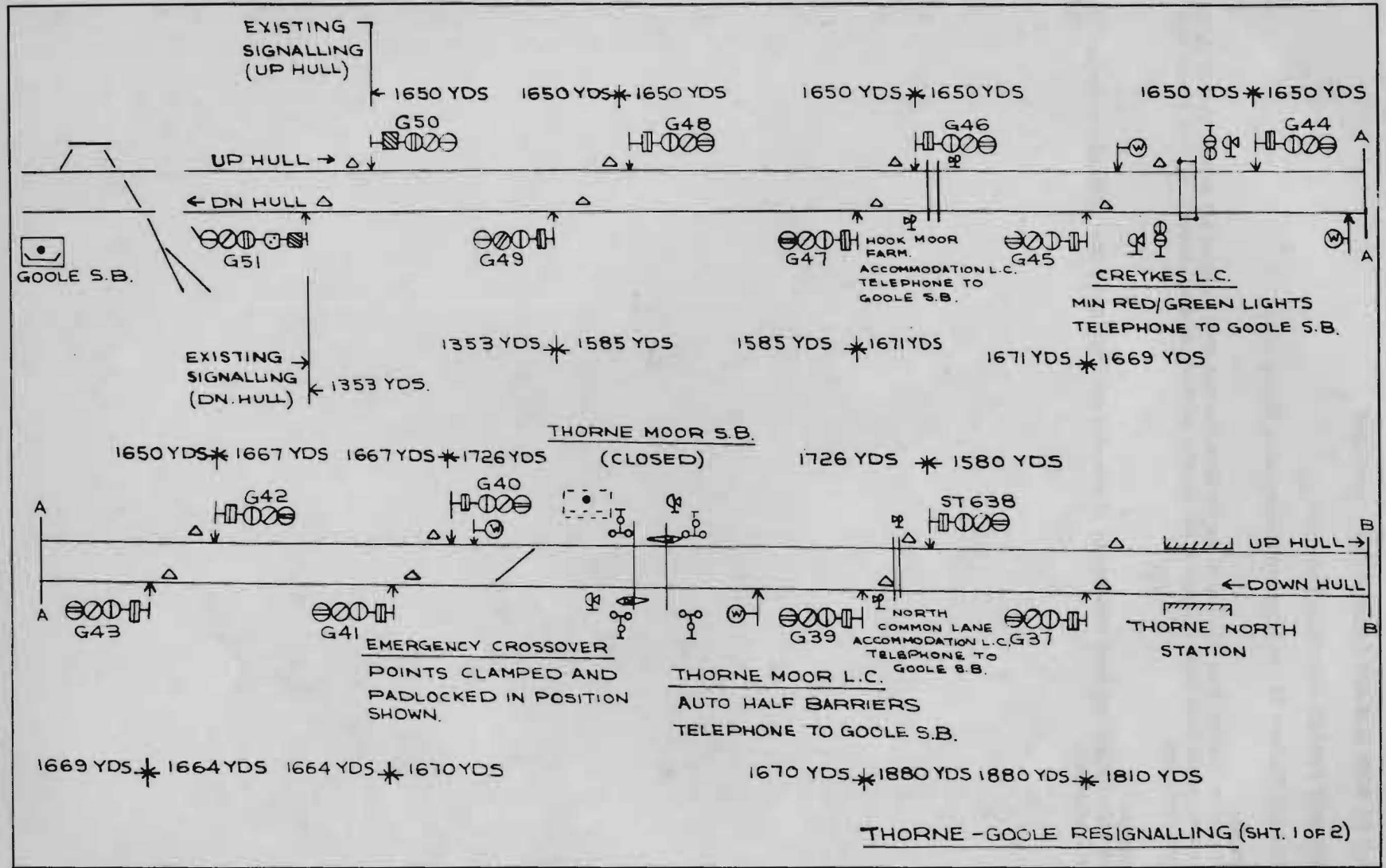
“G” line and Platform 14 line have been converted to Siding lines.

**West Parade**

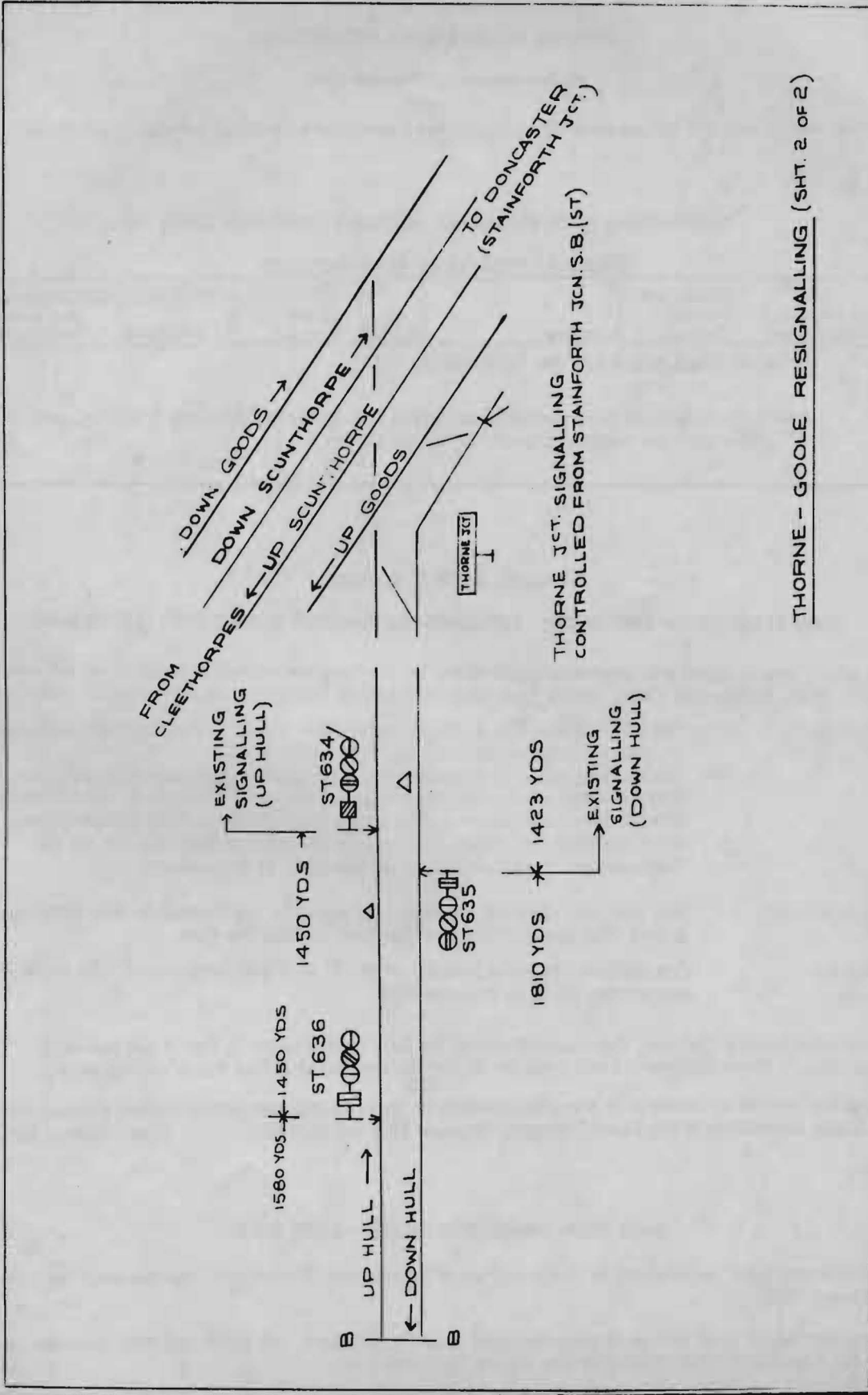
The connection leading from ‘G’ line to the Up Main line has been secured out of use pending removal and the trap points have been secured in the reverse position pending removal. ‘G’ line Signal WP92/97 has been abolished.

**Hull Paragon**

‘G’ line Signal P.216 has been replaced by an elevated position light Signal (216) which applies ‘G’ line to Shunt Neck. (48)



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

## ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

## DONCASTER BLACK CARR JN. TO BERWICK

Page 27

★ Add in running lines column additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D. Leeds Goods". (5D)

## MISCELLANEOUS NOTICES

## DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 20chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter 'T' on a blue background. The board is electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45). (Until Further Notice)

## RULE BOOK AMENDMENT PAGES – ISSUE NO.5

The above mentioned supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of the B.R. Rule Book, BR.87109 and who does not receive Issue No.5 by 8 December must promptly advise his Supervisor. (49)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## SUPPLEMENT NO.4 - REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS - BR.29960/25

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
York

G. GRAHAM  
Chief Operating Manager

23 NOVEMBER, 1979

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

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 9 DECEMBER - HORBURY JUNCTION

The ground disc signal situated between the Down Slow and Down Fast lines applying Down Fast to Up Branch, Up Fast or Up Slow will be replaced by a ground position light signal situated in the Down Main cress with the same application.

The ground disc signal applying Down Slow to Up Branch, Up Fast or Up Slow will be replaced by a ground position light signal on the same site with the same application.

The semaphore signal applying Down Slow to Down Branch or Sidings will be replaced by a ground position light signal with a 2-way stencil type route indicator on the same site and will apply Down Slow to Down Branch (with indication 'X') or Down Slow to Sidings (with indication 'S').

The ground disc signal applying Up Slow to Down Fast or Down Slow and the disc signal applying Sidings or Goods Yard to Down Fast or Down Slow will be replaced by ground position light signals on the same sites and with the same applications. (52)

## DETAILS OF WORK ALREADY CARRIED OUT

## \* \* DONCASTER TRACTION MAINTENANCE 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 Depot (155m. 9chs. E.C.M.L. mileage). A telephone to the attendant at Level Crossing 'B' has been provided. (49)

## \* \* BETWEEN DONCASTER BRIDGE JUNCTION AND CARR : LEVEL CROSSING 'B'

A temporary Level Crossing with hand operated barriers has been brought into use over the Down Engine Line, Transfer line and Up Goods line at 155m.p. A Crossing Keeper has been in attendance during the time the crossing is in use. (49)

## DONCASTER MARSHGATE JUNCTION

The facing connection from the Down Slow line to the Down Fast line consisting of the remains of a double slip has been relaid as a single lead.

The Siding line has been renamed the Down Leeds Goods line.

New connections have been brought into use giving access from the Down Goods line or West Yard to the Down Leeds Goods line (former Siding line) and from the Down Leeds Goods line to the Down Leeds Slow line.

The connection from the B.R.E.L. North Sidings to the Down Leeds Goods line has been relaid.

## Signalling Alterations

Down Goods line signal D.295 applies additionally towards the Down Leeds Goods line with theatre indication "G", main aspect or subsidiary.

The West Yard Sidings ground position light exit signal 1475 applies also towards the Down Leeds Goods line.

Down Leeds Goods line (former Siding line) ground position light signal 1490 applying set-back to B.R.E.L. North Sidings applies additionally towards the West Yard or set-back along Down Goods line.

Down Leeds Slow line ground position light signal 1488 applying set-back along Down Leeds Slow line, towards 1486 signal applies additionally towards the West Yard or set-back along Down Goods line. (50)

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

A "Limit of Shunt" indicator has been provided 350 yards Leeds side of the Up Goods (Platform 4) line Starting signals and situated between the Up Goods line and Through Siding applying to the Up Goods line only.

The Up Goods line ground disc shunting signal applying set-back to Down Goods line or Up Sidings has been provided with a 3-Way stencil type route indicator and now applies towards Down Goods line with indication "G" set-back along Up Goods (towards "Limit of Shunt" indicator) with indication "X" or towards Up Sidings with indication "S". (49)

**\*\* BETWEEN CUDWORTH NORTH JN. AND MONK BRETTON**

The Single line has been relaid and realigned by approximately 3 yards. (49)

**\*\* BETWEEN WORTLEY JUNCTION AND HEADINGLEY**

The catch points in the Down line at 1m. 25chs. (580 yards before reaching signal D.1) have been abolished. (49)

**BETWEEN THORNE JUNCTION AND GOOLE****Thorne Moor**

The signal box has been abolished and the signalling altered in accordance with the diagram included within this notice.

The trailing crossover has been secured out of use but is retained for emergency purposes.

The level crossing gates have been replaced by Automatic Half Barriers and a telephone has been provided connected to Goole signal box.

Whistle boards have been provided 280 yards before reaching the crossing on each rail approach to the crossing.

Track Circuit Block regulations apply between Stainforth Junction and Goole signal boxes.

**North Common Lane Level Crossing at 13m.p.**

The telephone at this crossing is connected to Goole signal box.

**Creykes Level Crossing at 10¼ m.p.**

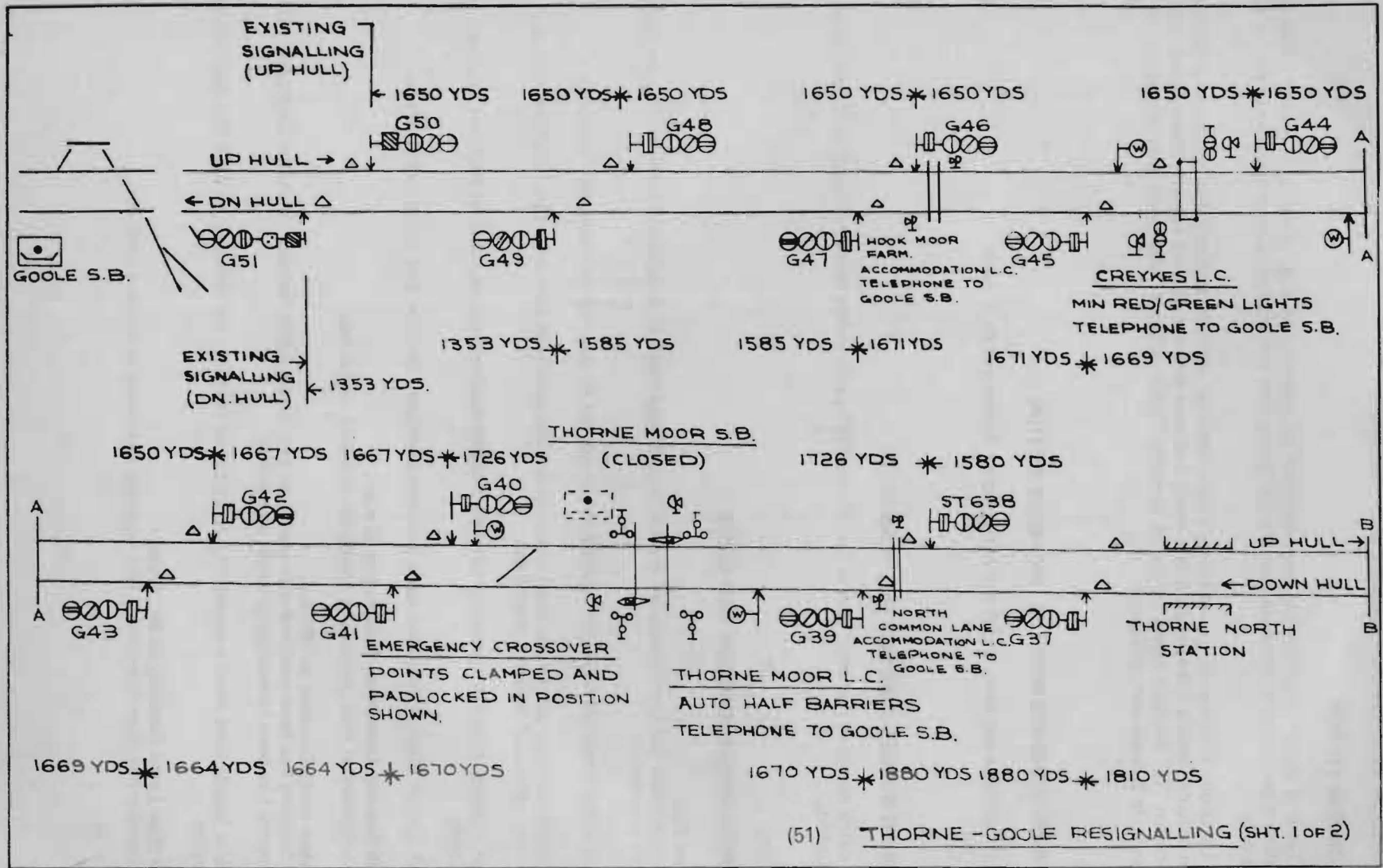
The crossing has been provided with miniature Red/Green lights for road users and field type gates. A telephone has been connected to Goole signal box.

Whistle boards have been provided 342 yards before reaching the crossing on each rail approach to the crossing.

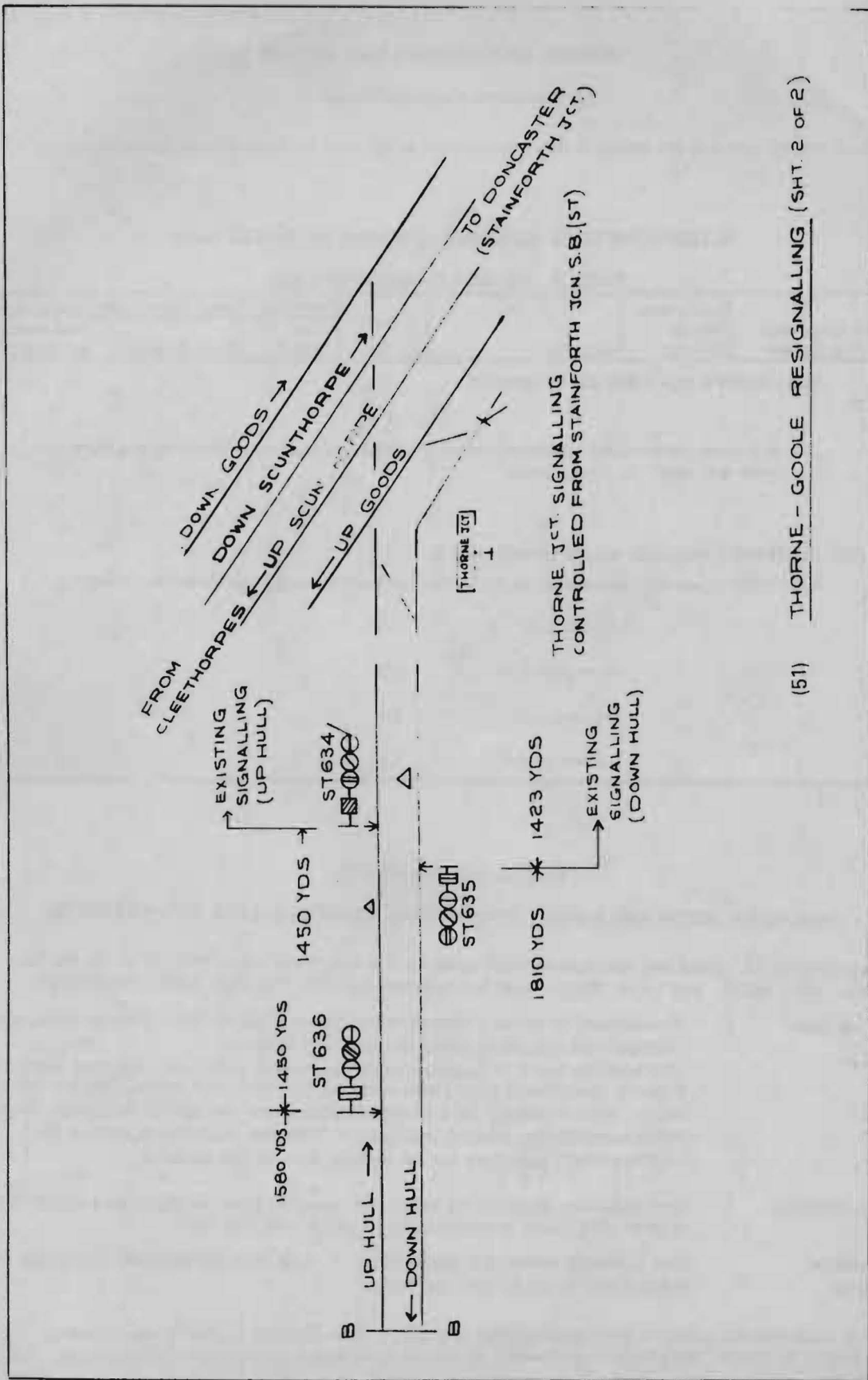
**Hook Moor Level Crossing at 9m. 37chs.**

A telephone has been provided at this crossing connected to Goole signal box. (51)





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(51) THORNE - GOOLE RESIGNALLING (SHT. 2 OF 2)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

## DONCASTER BLACK CARR JN. TO BERWICK

Page 27

Add in running lines column additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D. Leeds Goods." (5D)

## Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.

★ Add "OPEN (Type BI)" below each of the following level crossings together with mileages.

N.C.B. L.C.	0.66	
New Moor L.C.	0.68	
Potland L.C.	1.47	
Linton Lane L.C.	2.47	(5D)

## MISCELLANEOUS NOTICES

## DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 20chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter 'T' on a blue background. The board is electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45). (Until Further Notice)

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS NOTICES – continued

## \*\* RULE BOOK AMENDMENT PAGES – ISSUE NO.5

The above mentioned supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of the B.R. Rule Book, BR.87109 and who does not receive Issue No.5 by 8 December must promptly advise his Supervisor. (49)

**BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON  
PASSENGER CARRYING COACHING STOCK**

(Page ND-5. Page SD-4)

★ **Add as second paragraph to Note**

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner.

\*\* SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL  
INSTRUCTIONS – BR.29960/25

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

**REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MO.45NS  
York

G. GRAHAM  
Chief Operating Manager

30 NOVEMBER, 1979

*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**

**50**

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

**SATURDAY 15 DECEMBER  
TO  
FRIDAY 21 DECEMBER 1979  
INCLUSIVE**

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

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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 16 DECEMBER – BETWEEN GOOSE HILL JUNCTION AND WAKEFIELD KIRKGATE EAST

A.W.S. will be brought into use at the following signals:—

**Down L & Y**

Wakefield (K) East:— WE1257; WE1259; Lockes Sidings semaphore Distant.

**Goose Hill Junction**:— Semaphore Outer Distant mounted below Lockes Sidings Down Home Signal.

Semaphore Inner Distant mounted below Lockes Sidings Down Starting Signal.

**Up L & Y****Lockes Sidings**

Semaphore Distant from Up Fast (mounted below Goose Hill Junction Up Fast 4th Home).

Semaphore Distant from Up Slow (mounted below Goose Hill Junction Up Slow 2nd Home) : Lockes Sidings LS33.

Wakefield (K) East :— WE1260, WE1256; WE3(Westgate 48/56)

**Up East Curve**

WE1246

(52/1)

## SUNDAY 16 DECEMBER – FERRYBRIDGE AREA

A.W.S. will be brought into use at the following signals:—

**Between Knottingley West Junction and Ferrybridge North Junction**

**Down Branch** – Ferrybridge F28 signal.

**Between Pontefract Goods Junction and Ferrybridge South Junction**

**Down Goods Branch** – Ferrybridge F33 signal.

**Between Moorthorpe Station Junction and Ferrybridge South Junction****Down Main**

D4 auto D3 auto

Ferrybridge F30 signal

**Up Main**

U3 auto U4 auto U4B auto.

(52/1)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* DONCASTER MARSHGATE JUNCTION**

The facing connection from the Down Slow line to the Down Fast line consisting of the remains of a double slip has been relaid as a single lead.

The Siding line has been renamed the Down Leeds Goods line.

New connections have been brought into use giving access from the Down Goods line or West Yard to the Down Leeds Goods line (former Siding line) and from the Down Leeds Goods line to the Down Leeds Slow line.

The connection from the B.R.E.L. North Sidings to the Down Leeds Goods line has been relaid.

**Signalling Alterations**

Down Goods line signal D.295 applies additionally towards the Down Leeds Goods line with theatre indication "G", main aspect or subsidiary.

The West Yard Sidings ground position light exit signal 1475 applies also towards the Down Leeds Goods line.

Down Leeds Goods line (former Siding line) ground position light signal 1490 applying set-back to B.R.E.L. North Sidings applies additionally towards the West Yard or set-back along Down Goods line.

Down Leeds Slow line ground position light signal 1488 applying set-back along Down Leeds Slow line. towards 1486 signal applies additionally towards the West Yard or set-back along Down Goods line.  
(50)

**HORBURY JUNCTION**

The ground disc signal situated between the Down Slow and Down Fast lines applying Down Fast to Up Branch, Up Fast or Up Slow has been replaced by a ground position light signal situated in the Down Main cress with the same application.

The ground disc signal applying Down Slow to Up Branch, Up Fast or Up Slow has been replaced by a ground position light signal on the same site with the same application.

The semaphore signal applying Down Slow to Down Branch or Sidings will be replaced by a ground position light signal with a 2-way stencil type route indicator on the same site and applies Down Slow to Down Branch (with indication 'X') or Down Slow to Sidings (with indication 'S').

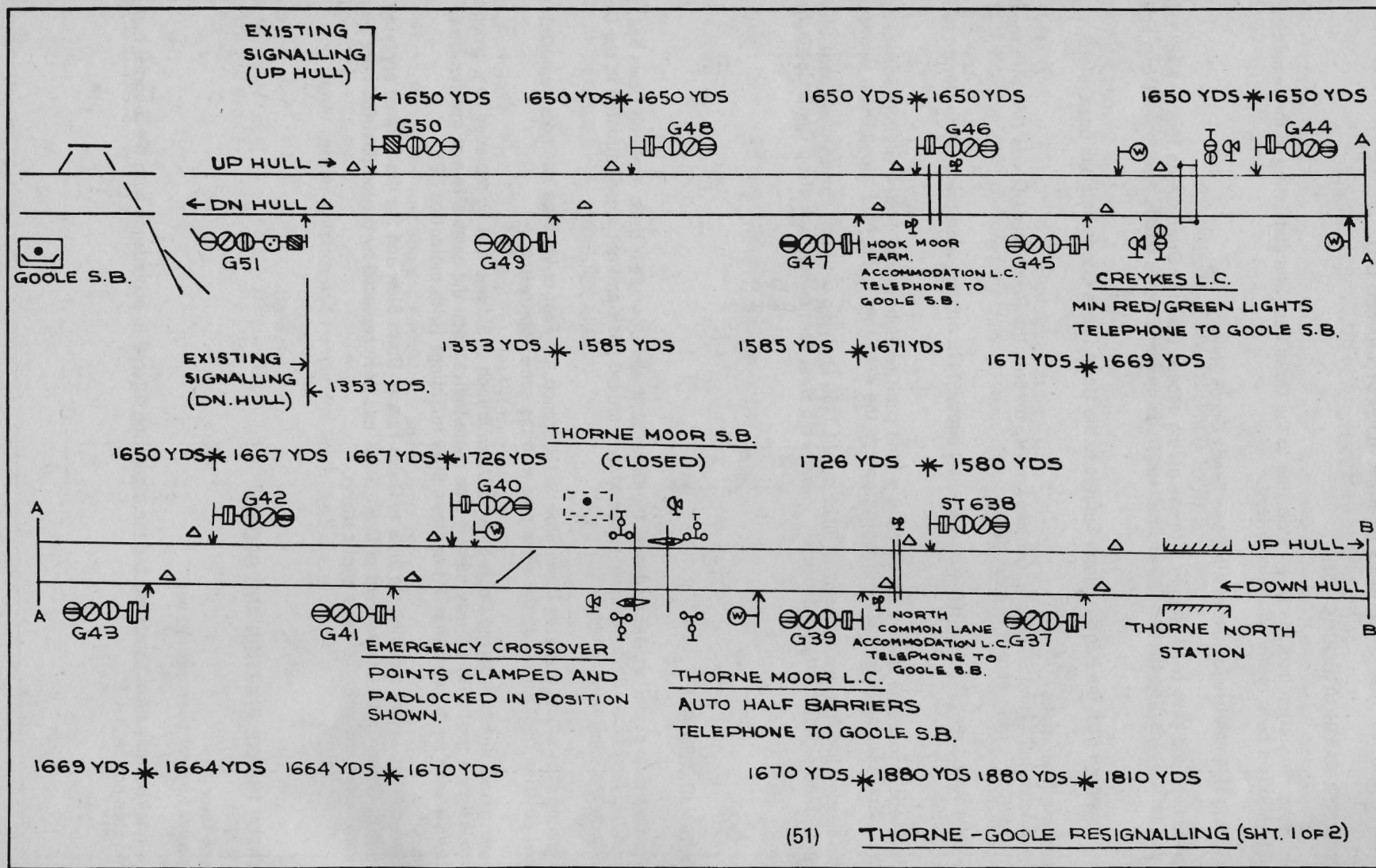
The ground disc signal applying Up Slow to Down Fast or Down Slow and the disc signal applying Sidings or Goods Yard to Down Fast or Down Slow has been replaced by ground position light signals on the same sites and with the same applications.  
(52)

**\*\* BETWEEN THORNE JUNCTION AND GOOLE****Thorne Moor**

This work has not been carried out.

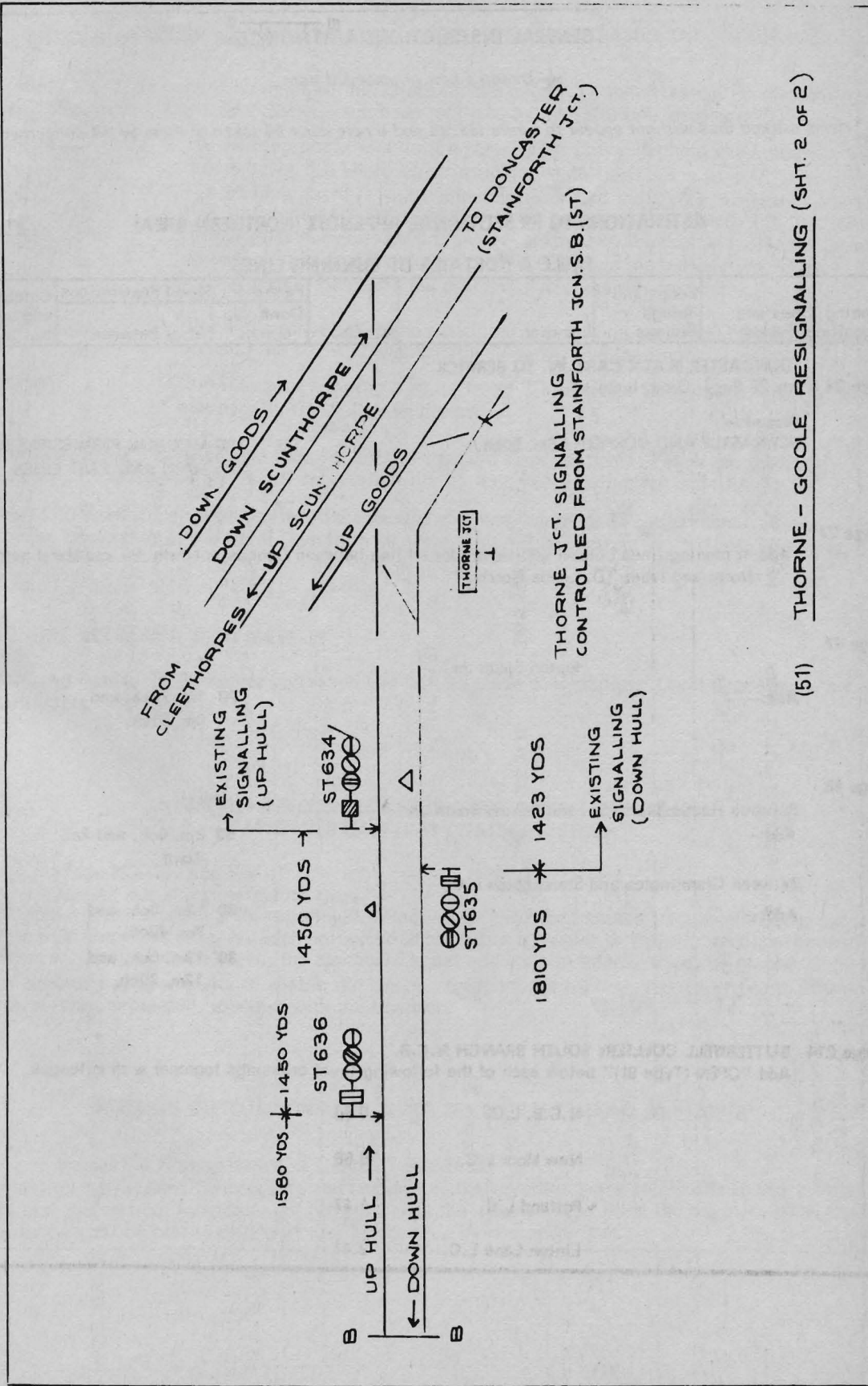
The signal box has been abolished and the signalling altered in accordance with the diagram included within this notice.







SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(51) THORNE - GOOLE RESIGNALLING (SHT. 2 OF 2)

NS 51/52  
22.12.79  
- 4.1.80

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

NIL

#### DETAILS OF WORK ALREADY CARRIED OUT

##### FERRYBRIDGE AREA

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

##### Between Knottingley West Junction and Ferrybridge North Junction

**Down Branch** – Ferrybridge F28 signal.

##### Between Pontefract Goods Junction and Ferrybridge South Junction

**Down Goods Branch** – Ferrybridge F33 signal.

##### Between Moorthorpe Station Junction and Ferrybridge South Junction

##### Down Main

D4 auto D3 auto  
Ferrybridge F30 signal

##### Up Main

U3 auto U4 auto U4B auto.

(1)

##### BETWEEN GOOSE HILL JUNCTION AND WAKEFIELD KIRKGATE EAST

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

##### Down L & Y

Wakefield (K) East:— WE1257; WE1259; Lockes Sidings semaphore Distant.

**Goose Hill Junction**:— Semaphore Outer Distant mounted below Lockes Sidings Down Home Signal.

Semaphore Inner Distant mounted below Lockes Sidings Down Starting Signal.

##### Up L & Y

##### Lockes Sidings

Semaphore Distant from Up Fast (mounted below Goose Hill Junction Up Fast 4th Home).

Semaphore Distant from Up Slow (mounted below Goose Hill Junction Up Slow 2nd Home) : Lockes Sidings LS33.

Wakefield (K) East :— WE1260, WE1256; WE3(Westgate 48/56)

##### Up East Curve

WE1246

(1)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****\* \* HORBURY JUNCTION**

The ground disc signal situated between the Down Slow and Down Fast lines applying Down Fast to Up Branch, Up Fast or Up Slow has been replaced by a ground position light signal situated in the Down Main cress with the same application.

The ground disc signal applying Down Slow to Up Branch, Up Fast or Up Slow has been replaced by a ground position light signal on the same site with the same application.

The semaphore signal applying Down Slow to Down Branch or Sidings will be replaced by a ground position light signal with a 2-way stencil type route indicator on the same site and applies Down Slow to Down Branch (with indication 'X') or Down Slow to Sidings (with indication 'S').

The ground disc signal applying Up Slow to Down Fast or Down Slow and the disc signal applying Sidings or Goods Yard to Down Fast or Down Slow has been replaced by ground position light signals on the same sites and with the same applications. (52)

**BETWEEN THORNE JUNCTION AND GOOLE****Thorne Moor**

The signal box has been abolished and the signalling altered in accordance with the diagrams included within this notice.

The trailing crossover has been secured out of use but is retained for emergency purposes.

The level crossing gates have been replaced by Automatic Half Barriers and a telephone has been provided connected to Goole signal box.

Whistle boards have been provided 280 yards before reaching the crossing on each rail approach to the crossing.

Track Circuit Block regulations apply between Stainforth Junction and Goole signal boxes.

**North Common Lane Level Crossing at 13m.p.**

The telephone at this crossing is connected to Goole signal box.

**Creykes Level Crossing at 10¼m.p.**

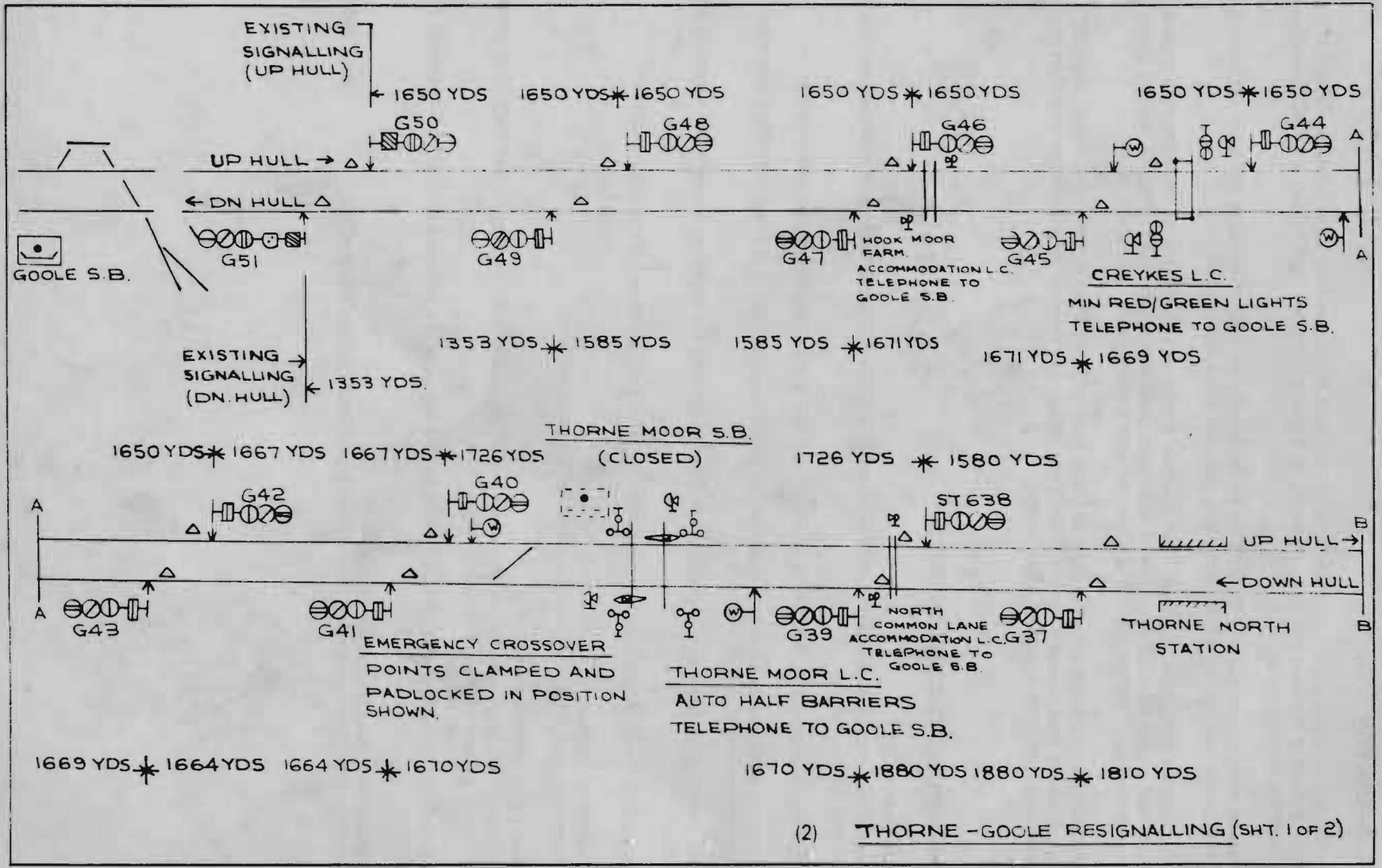
The crossing has been provided with miniature Red/Green lights for road users and field type gates. A telephone has been connected to Goole signal box.

Whistle boards have been provided 342 yards before reaching the crossing on each rail approach to the crossing.

**Hook Moor level Crossing at 9m. 37chs.**

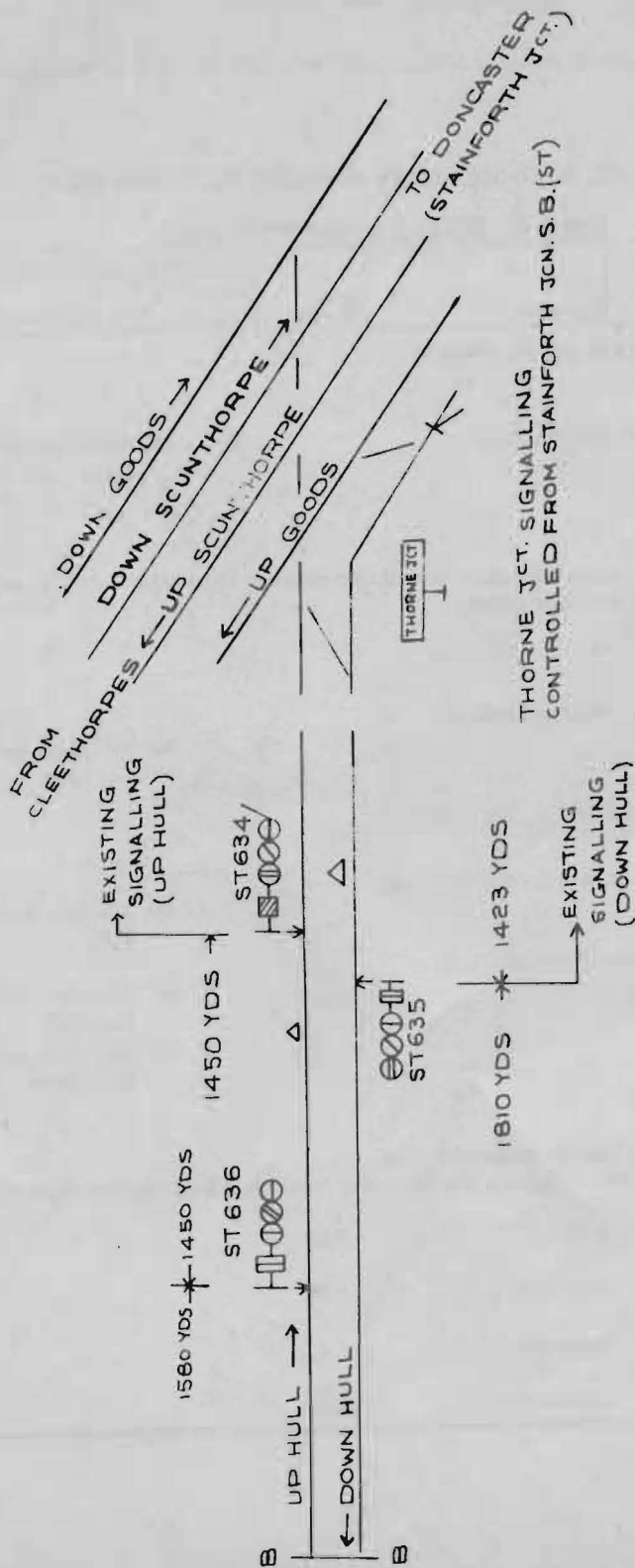
A telephone has been provided at this crossing connected to Goole signal box.

**(New Item) (2)**





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(2) THORNE - GOOLE RESIGNALING. (SHT. 2 OF 2)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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## ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>						
Page 24 (Page 28 Supp. Optg. Insts.)						
Amend:—						
		NEWCASTLE AND MORPETH 16m. 50ch.		80	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES (5D)
Page 27						
Add in running lines column additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D. Leeds Goods." (5D)						
Page 47						
		Heaton South Jn.		70	1m. 76ch. and 0m. 51ch.	(5D)
Page 48						
		Between Heaton North Jn. and Benton South Jn.		80	3m. 0ch. and 2m. 7ch.	(5D)
		Between Cramlington and Stannington L.C.		80	12m. 0ch. and 7m. 40ch.	
				80	13m. 0ch. and 12m. 20ch.	(5D)
Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.						
Add "OPEN (Type B)" below each of the following level crossings together with mileages.						
		N.C.B. L.C.		0.66		
		New Moor L.C.		0.68		
		Potland L.C.		1.47		
		Linton Lane L.C.		2.47		(5D)

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

## MISCELLANEOUS NOTICES

## DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 60chs. and 156m. 20chs. have been replaced by the following experimental signs.

Warning Board	The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
Speed Indicator	One indicator showing the restricted speed in blue numerals on a white background. The board is electrically flood lit from the front.
Termination Indicator	One indicator showing a white letter "T" on a blue background. The board is electrically flood lit from the front.

For this experimental purpose, the requirements of the Rule Book Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref.MO/45). (Until Further Notice)

## GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

## BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

(Page ND-5, Page SD-4)

Add as second paragraph to **Note**

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner. (5D)

## WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS BR.33069/2

Page 2

Amend the first sentence of Clause 1.6 to read:--

The standard instructions for coupling and uncoupling Buckeye Stock are applicable to these trains, except that the vertical lock does not project below the coupler head when the couplers have engaged and reliance must be placed on a pull test being made by one power car. (5D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of work	Duration	Commencing Date
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sdgs.	Building work	08 00 to 18 00 daily	

MP.32NS  
York

G. GRAHAM  
Chief Operating Manager

14 DECEMBER, 1979

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