

NS. 1/80
5-11-80

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

SUNDAY 6 JANUARY – BETWEEN PECKFIELD AND GARFORTH

The catch-points situated in the Up Main at 12m. 12chs., 600 yards before reaching semi-auto signal G50 will be abolished, and plain line installed. (4)

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)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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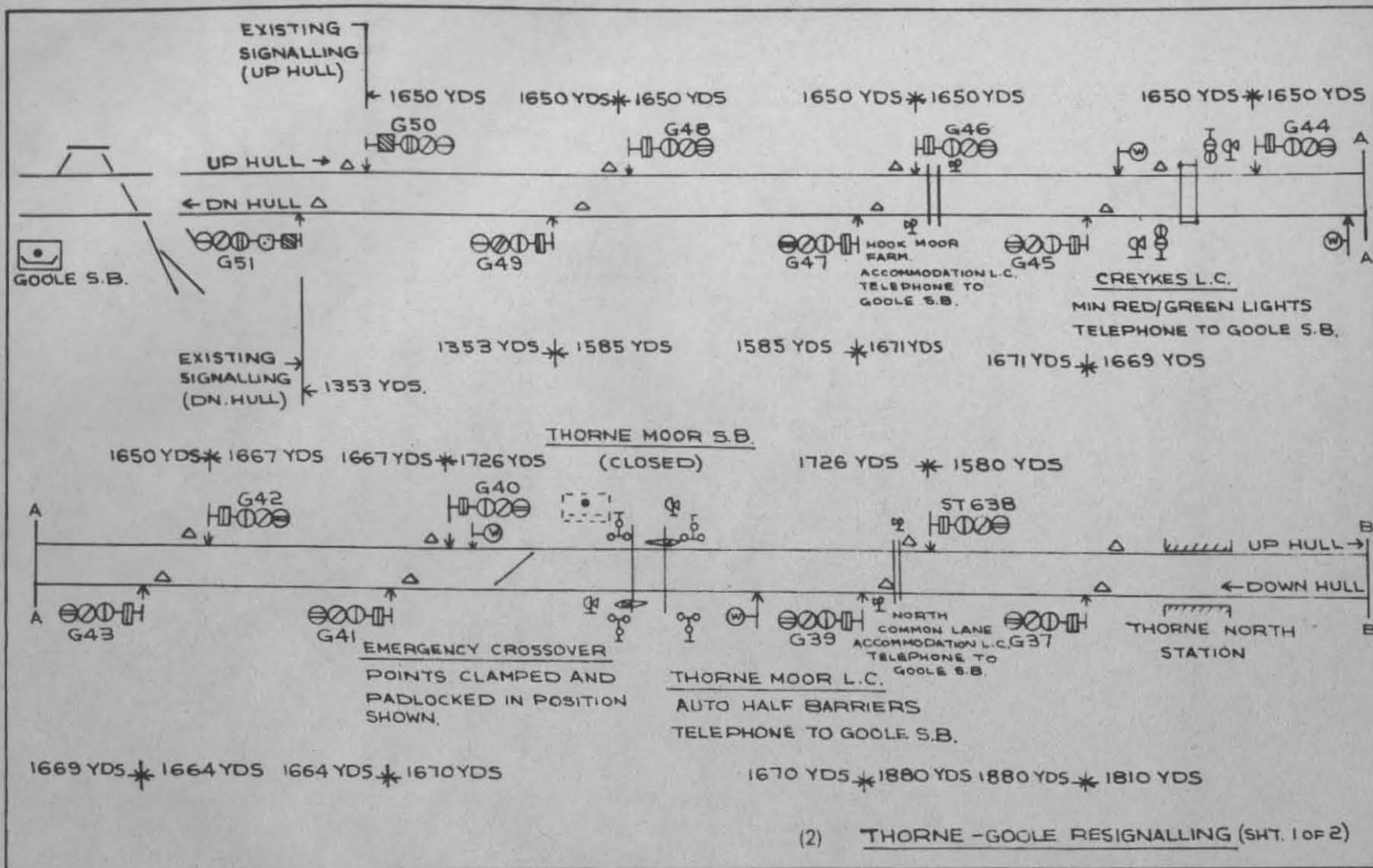
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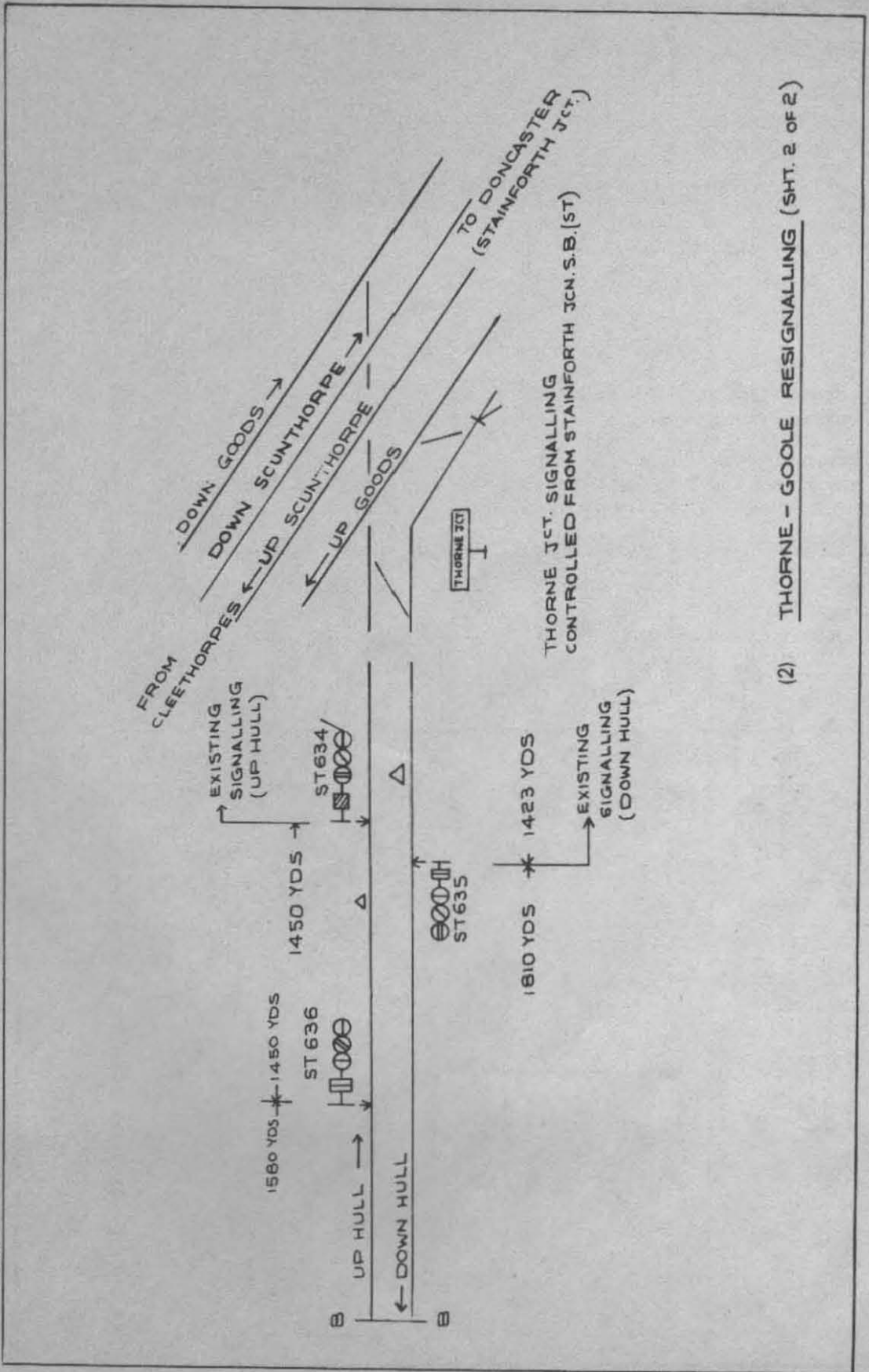
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(2) THORNE - GOOLE RESIGNALLING (SHT. 2 OF 2)

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

(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 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. | | | | | |
| | Add:— | | | 80 | 3m. 0ch. and 2m. 7ch. | (5D) |
| | Between Cramlington and Stannington L.C. | | | | | |
| | Add:— | | | 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 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 Fas 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).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS - continued

- 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)

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.32/NS
York

G. GRAHAM
Chief Operating Manager

21 DECEMBER, 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

2

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

SATURDAY 12 JANUARY

TO

FRIDAY 18 JANUARY 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 JANUARY – DONCASTER STATION (SOUTH END)

The Up side South Bay will be brought back into use and re-named Platform 2.

Platform 3A will be extended at the South end by approx 130 yards.

A new 3-aspect colour light signal (plate D280) will be provided on Platform 2 line with signal post telephone to the signal box.

A left-hand offset sub end 2-way Theatre type route indicator will be provided with the following indications :-

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---------------------------|
| Main | 'E' | Up East Slow |
| Main | 'F' | Up Fast |
| Sub | — | Carriage Sidings |

The following signals will additionally apply towards Platform 2 as follows:-

| No. | Line | Aspect | Route Indication | Application to or towards |
|--------------------------------------|-----------------------|--------|------------------|---------------------------|
| D269 | Down Engine | Main | '2' | Platform 2 |
| | | Sub | '2' | Platform 2 line occupied. |
| Ground Position Light Signals | | | | |
| 1465 | Set back from Up Fast | | '2' | Platform 2 |
| 1467 | Carriage Sidings | | (No indication) | Platform 2 (5) |

DETAILS OF WORK ALREADY CARRIED OUT

STANNINGLEY

The former Stanningley signal box, now used as a ground frame, has been damaged by fire and all points worked therefrom have been secured out of use in the normal position. **Movements to and from the Sidings will be controlled by handsignalmen until further notice.** (New Item) (5)

BETWEEN PECKFIELD AND GARFORTH

The catch-points situated in the Up Main at 12m. 12chs. 600 yards before reaching signal G50 have been abolished and plain line installed. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

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.

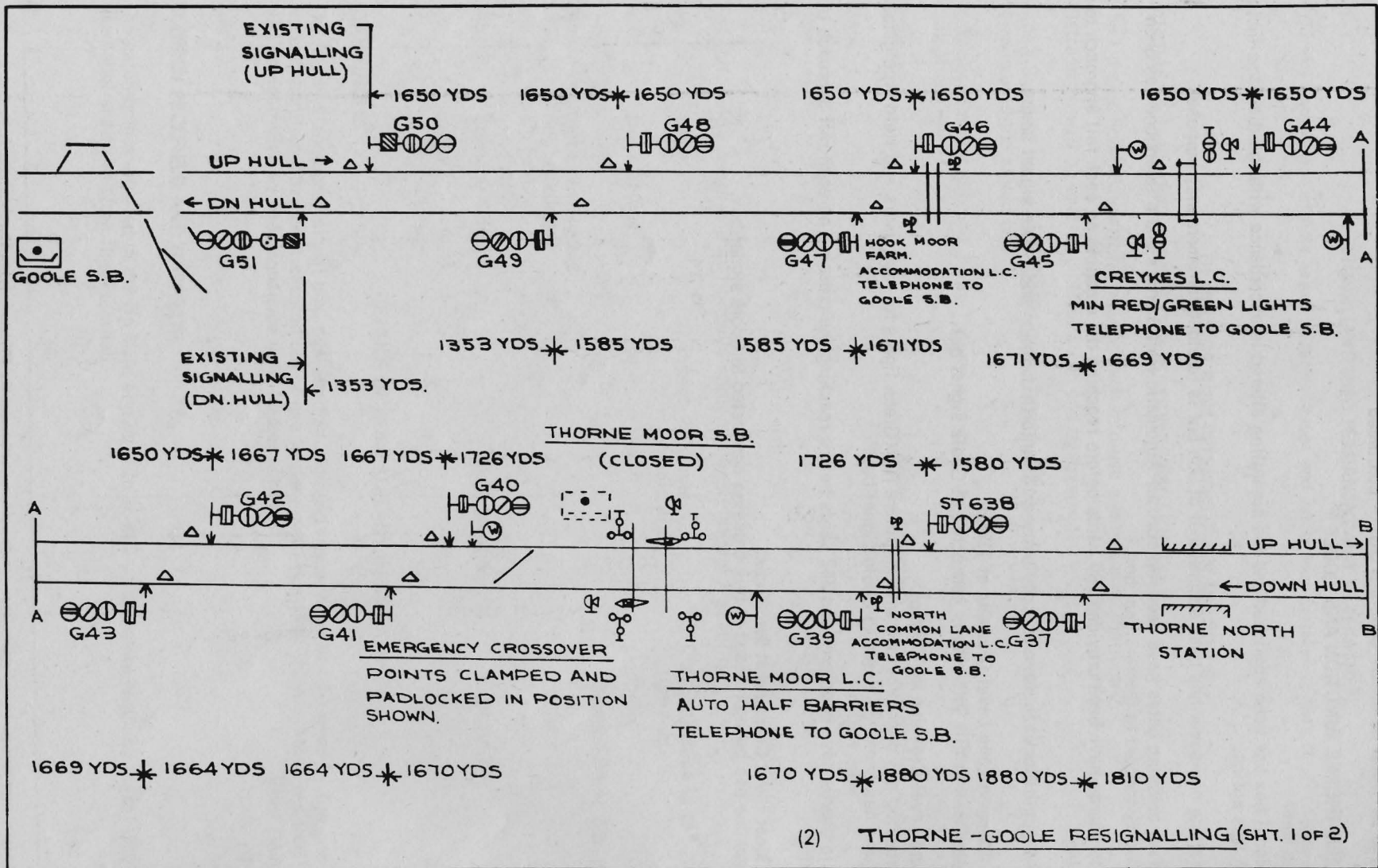
The crossing has been provided with miniature Red/Green lights for road users and field type gates. A telephone has been connected to Goole signal box.

Whistle boards have been provided 342 yards before reaching the crossing on each rail approach to the crossing.

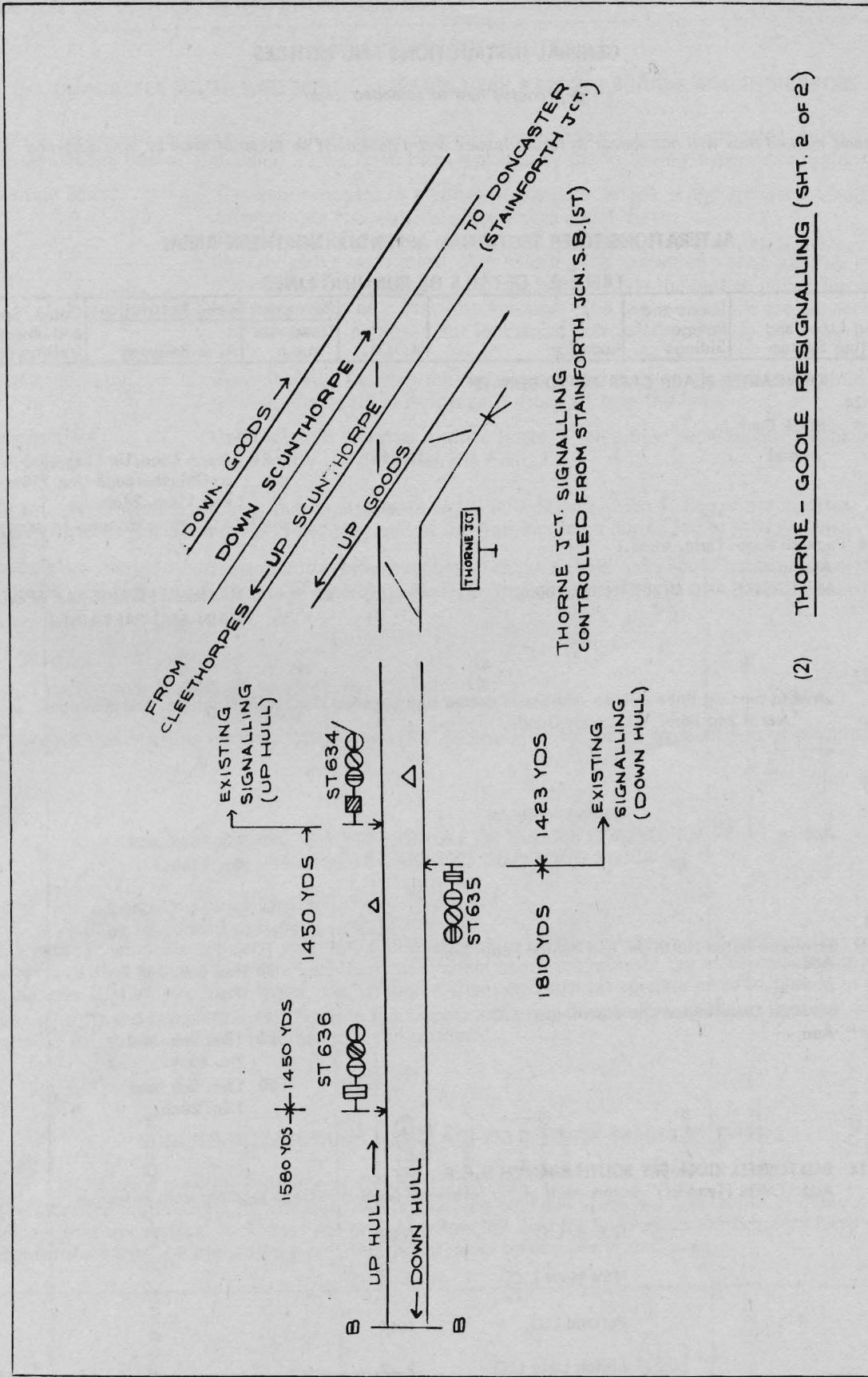
Hook Moor level Crossing at 9m. 37chs.

A telephone has been provided at this crossing connected to Goole signal box.

(2)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(2) THORNE - GOOLE RESIGNALLING (SHT. 2 OF 2)



NS

EASTERN REGION

3

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

**SATURDAY 19 JANUARY
TO
FRIDAY 25 JANUARY 1980
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 20 JANUARY – SHIPLEY GUISELEY JUNCTION

The ground disc signal applying set-back Down Main to Up Fast will be replaced by a full semaphore arm signal (arm 12ft above rail level) in the cess of the Down Main and will apply Down Main to Up Fast.

(6)

SUNDAY 20 JANUARY – MILFORD

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

Facing connection – Down Goods to Down Main
Facing connection – Up Main to Up Goods

Junction points – Down Main to Down Branch
Junction points – Up Branch to Up Main

The Down and Up Branch lines will be diverted to lead into the Down and Up Goods lines.

Signalling Alterations

The gantry carrying the Down Goods to Down Siding 1 and 2 signals; Down Goods Home to Down Main; and Down Goods Home to Down Branch, will be abolished and a new Down Goods Home semaphore signal will be provided 218 yards further from the signal box. Telephone communication will be provided to Milford signal box.

The Up Branch 2nd Home to Up Goods with the 2nd Home to Up Main on the right-hand bracket will be abolished and the Up Branch 1st Home will be renamed Up Branch Home.

The ground disc applying set-back Down Main to Up Main will be maintained in the "ON" position.

The following signals will also be abolished:-

Semaphore:- Down Main Home to Down Branch (right-hand doll)

Semaphore:- Up Main Home to Up Goods (left-hand bracket signal)

Disc:- Up Goods to Up Main or to Down Siding No.1

(6)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER STATION (SOUTH END)

The Up Side South Bay has been brought back into use and re-named Platform 2.

Platform 3A has been extended at the South End by approx. 130 yards.

A new 3-aspect colour light signal (plated D280) has been provided on Platform 2 line with signal post telephone to the signal box.

A left-hand offset sub and 2-way Theatre type route indicator has been provided with the following indications:—

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---------------------------|
| Main | 'E' | Up East Slow |
| Main | 'F' | Up Fast |
| Sub | — | Carriage Sidings |

The following signals apply additionally towards Platform 2 as follows:—

| No. | Line | Aspect | Route Indication | Application to or towards |
|--------------------------------------|-----------------------|--------|------------------|---------------------------|
| D269 | Down Engine | Main | '2' | Platform 2 |
| | | Sub | '2' | Platform 2 line occupied. |
| Ground Position Light Signals | | | | |
| 1465 | Set back from Up Fast | | '2' | Platform 2 |
| 1467 | Carriage Sidings | | (No indication) | Platform 2 (5) |

STANNINGLEY

The former Stanningley signal box, now used as a ground frame, has been damaged by fire and all points worked therefrom have been secured out of use in the normal position. **Movements to and from the Sidings will be controlled by handsignalmen until further notice.** (5)

BETWEEN PECKFIELD AND GARFORTH

The catch-points situated in the Up Main at 12m. 12chs. 600 yards before reaching signal G50 have been abolished and plain line installed. (4)

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

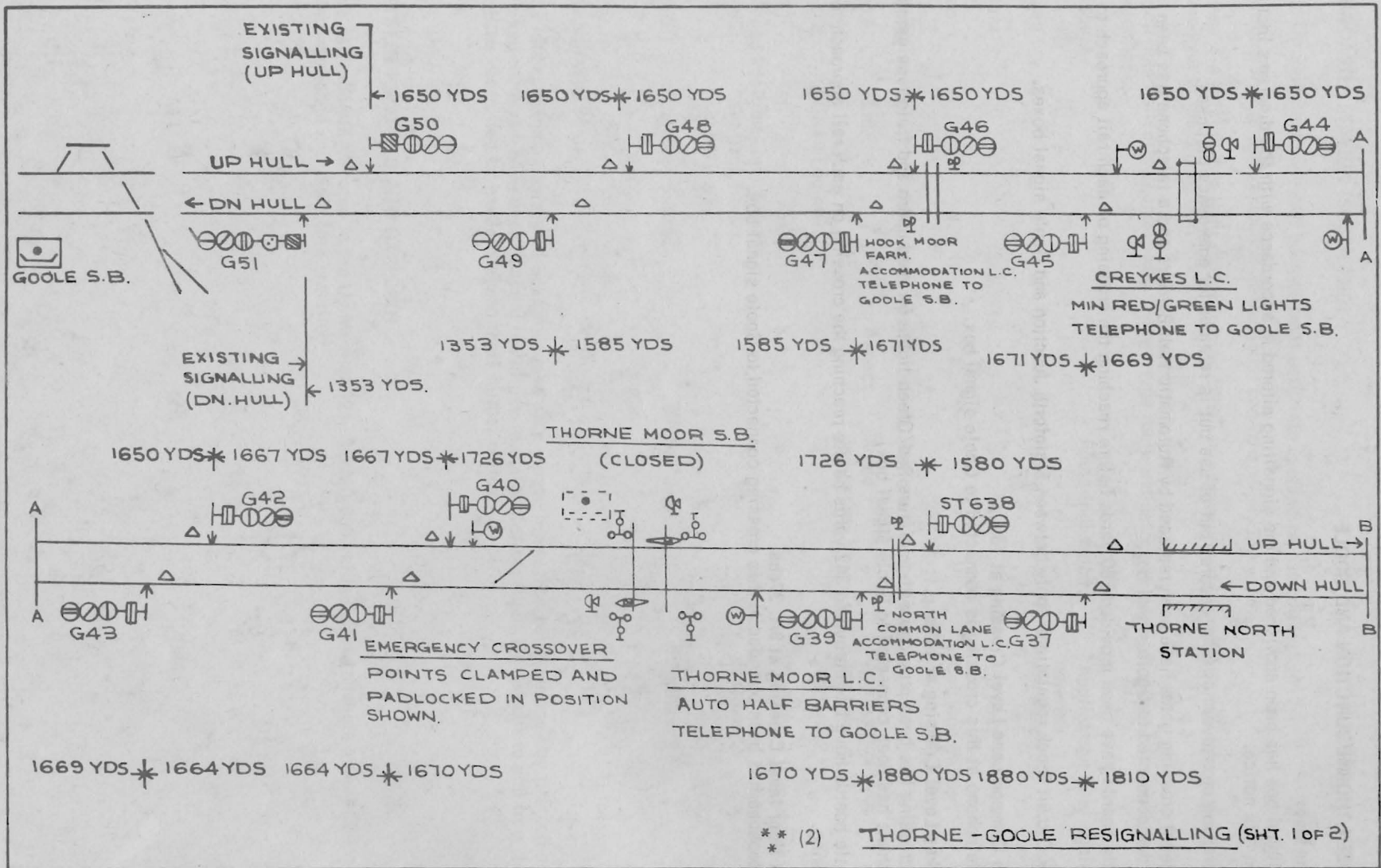
The crossing has been provided with miniature Red/Green lights for road users and field type gates. A telephone has been connected to Goole signal box.

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.

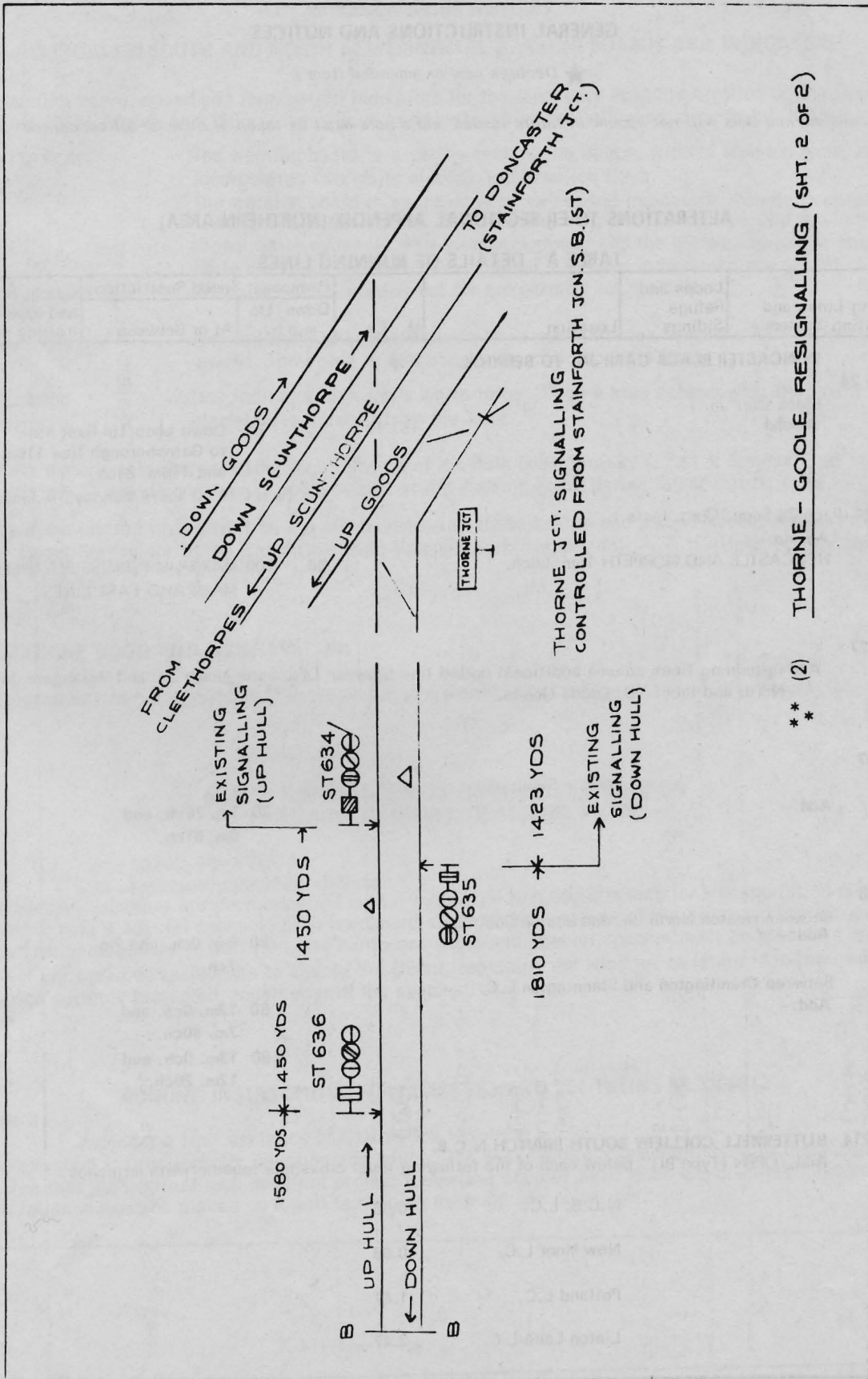
A telephone has been provided at this crossing connected to Goole signal box.

(2)



** (2) THORNE - GOOLE RESIGNALLING (SHT. 1 OF 2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



** (2) THORNE - GOOLE RESIGNALLING (SHT. 2 OF 2)



NS

EASTERN REGION

4

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

SATURDAY 26 JANUARY

TO

FRIDAY 1 FEBRUARY 1980

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 JANUARY – MILFORD

The new connections leading from Up Main to Down Goods and From Down Goods to Up Goods (forming the route from Up Main to Up Goods and Down Goods to Down Main) will be brought into use.

New disc signals will be provided as follows:-

(a) Up Goods towards Down Branch.

(b) In the Cess of the Down Branch (at a point opposite the signal box) and will apply set back towards Up Goods.

The Up Main 2nd Home to Up Goods (left-hand bracket signal) will be re-instated.

The miniature arm shunting signal applying - set back Up Main to Down Sidings or to Down Main will be abolished.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER STATION (SOUTH END)

The Up Side South Bay has been brought back into use and re-named Platform 2.

Platform 3A has been extended at the South End by approx. 130 yards.

A new 3-aspect colour light signal (plated D280) has been provided on Platform 2 line with signal post telephone to the signal box.

A left-hand offset sub and 2-way Theatre type route indicator has been provided with the following indications:-

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---------------------------|
| Main | 'E' | Up East Slow |
| Main | 'F' | Up Fast |
| Sub | — | Carriage Sidings |

The following signals apply additionally towards Platform 2 as follows:-

| No. | Line | Aspect | Route Indication | Application to or towards |
|--------------------------------------|-----------------------|--------|------------------|---------------------------|
| D269 | Down Engine | Main | '2' | Platform 2 |
| | | Sub | '2' | Platform 2 line occupied. |
| Ground Position Light Signals | | | | |
| 1465 | Set back from Up Fast | | '2' | Platform 2 |
| 1467 | Carriage Sidings | | (No indication) | Platform 2 (5) |

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER

The "diamond" sign on Platform 3A, D282 signal has been removed.

(New item) (7)

MILFORD

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

Facing connection – Down Goods to Down Main
Facing connection – Up Main to Up Goods

Junction points – Down Main to Down Branch
Junction points – Up Branch to Up Main

The Down and Up Branch lines have been diverted to lead into the Down and Up Goods lines.

Signalling Alterations

The gantry carrying the Down Goods to Down Siding 1 and 2 signals; Down Goods Home to Down Main; and Down Goods Home to Down Branch, has been abolished and a new Down Goods Home semaphore signal has been provided 218 yards further from the signal box. Telephone communication is provided to Milford signal box.

The Up Branch 2nd Home to Up Goods with the 2nd Home to Up Main on the right-hand bracket has been abolished and the Up Branch 1st Home has been renamed Up Branch Home.

The ground disc applying set-back Down Main to Up Main is maintained in the "ON" position.

The following signals have also been abolished:—

Semaphore:- Down Main Home to Down Branch (right-hand doll)

Semaphore:- Up Main Home to Up Goods (left-hand bracket signal) (restored to use on Sunday 27 January).

Disc:- Up Goods to Up Main or to Down Siding No.1 (6)

STANNINGLEY

The former Stanningley signal box, now used as a ground frame, has been damaged by fire and all points worked therefrom have been secured out of use in the normal position. **Movements to and from the Sidings will be controlled by handsignalmen until further notice.** (5)

SHIPLEY GUISELEY JUNCTION

The ground disc signal applying set-back Down Main to Up Fast has been replaced by a full semaphore arm signal (arm 12ft. above rail level) in the cress of the Down Main and applies Down Main to Up Fast. (6)

** BETWEEN PECKFIELD AND GARFORTH

The catch-points situated in the Up Main at 12m. 12chs. 600 yards before reaching signal G50 have been abolished and plain line installed. (4)

Cub South
B.R. 31262/1



NS

EASTERN REGION

5

PAGE = 13

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

**SATURDAY 2 FEBRUARY
TO
FRIDAY 8 FEBRUARY 1980
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 FEBRUARY – MILFORD

The new main to main (re-modelled) crossover and re-modelled connection Down Main to Down Sidings will be brought into use.

New Ground disc signals will be provided as follows:-

Applying Up Main to Down Main or to Down Sidings. |

Applying Down Main to Up Main (situated 100 yards on the York side of the signalbox). (8)

WEDNESDAY 6 FEBRUARY – STANNINGLEY GROUND FRAME

All associated points will be secured out of use in the normal position pending removal and the associated signals abolished. | (8)

CLIFTON CARRIAGE SIDINGS, SOUTH SHED

Siding Nos.7 to 17 inclusive (new numbering) are being shortened by approximately 11 yards. (8)

DETAILS OF WORK ALREADY CARRIED OUT

**** DONCASTER STATION (SOUTH END)**

The Up Side South Bay has been brought back into use and re-named Platform 2.

Platform 3A has been extended at the South End by approx. 130 yards.

A new 3-aspect colour light signal (plated D280) has been provided on Platform 2 line with signal post telephone to the signal box.

A left-hand offset sub and 2-way Theatre type route indicator has been provided with the following indications:-

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---------------------------|
| Main | 'E' | Up East Slow |
| Main | 'F' | Up Fast |
| Sub | — | Carriage Sidings |

The following signals apply additionally towards Platform 2 as follows:-

| No. | Line | Aspect | Route Indication | Application to or towards |
|--------------------------------------|-----------------------|--------|------------------|---------------------------|
| D269 | Down Engine | Main | '2' | Platform 2 |
| | | Sub | '2' | Platform 2 line occupied. |
| Ground Position Light Signals | | | | |
| 1465 | Set back from Up Fast | | '2' | Platform 2 |
| 1467 | Carriage Sidings | | (No indication) | Platform 2 (5) |

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

The "diamond" sign on Platform 3A, D282 signal has been removed. (7)

MILFORD

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

Facing connection – Down Goods to Down Main
Facing connection – Up Main to Up Goods

Junction points – Down Main to Down Branch
Junction points – Up Branch to Up Main

The Down and Up Branch lines have been diverted to lead into the Down and Up Goods lines.

Signalling Alterations

The gantry carrying the Down Goods to Down Siding 1 and 2 signals; Down Goods Home to Down Main; and Down Goods Home to Down Branch, has been abolished and a new Down Goods Home semaphore signal has been provided 218 yards further from the signal box. Telephone communication is provided to Milford signal box.

The Up Branch 2nd Home to Up Goods with the 2nd Home to Up Main on the right-hand bracket has been abolished and the Up Branch 1st Home has been renamed Up Branch Home.

The ground disc applying set-back Down Main to Up Main is maintained in the "ON" position.

The following signals have also been abolished:—

Semaphore:- Down Main Home to Down Branch (right-hand doll)

Semaphore:- Up Main Home to Up Goods (left-hand bracket signal) (**restored to use on Sunday 27 January**).

Disc:- Up Goods to Up Main or to Down Siding No.1 (6)

MILFORD

The new connections leading from Up Main to Down Goods and from Down Goods to Up Goods (forming the route from Up Main to Up Goods) have been brought into use.

New disc signals have been provided as follows:-

(a) Up Goods towards Down Branch.

(b) In the Cess of the Down Branch (at a point opposite the signal box) and applies set back towards Up Goods.

The Up Main 2nd Home to Up Goods (left-hand bracket signal) has been re-instated.

The miniature arm shunting signal applying - set back Up Main to Down Sidings or to Down Main has been abolished. (7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * STANNINGLEY

The former Stanningley signal box, now used as a ground frame, has been damaged by fire and all points worked therefrom have been secured out of use in the normal position. **Movements to and from the Sidings will be controlled by handsignalmen until further notice.**

(5)

SHIPLEY GUISELEY JUNCTION

The ground disc signal applying set-back Down Main to Up Fast has been replaced by a full semaphore arm signal (arm 12ft. above rail level) in the cess of the Down Main and applies Down Main to Up Fast.

(6)

NSG/80
9-15.2.80

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 FEBRUARY – MILFORD

The Up Branch Home signal will be repositioned 522 yards nearer to the signal box. (9)

MONDAY 11 FEBRUARY – YORK-CLIFTON CARRIAGE SIDINGS

The following arrangements will apply during the demolition of Nos.1, 2 and 3 Bays:-
The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines will be secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines will be secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER

The "diamond" sign on Platform 3A, D282 signal has been removed. (7)

CLIFTON CARRIAGE SIDINGS, SOUTH SHED

Siding Nos.7 to 17 inclusive (new numbering) have been shortened by approximately 11 yards. (8)

**** MILFORD**

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

- Facing connection – Down Goods to Down Main
- Facing connection – Up Main to Up Goods

- Junction points – Down Main to Down Branch
- Junction points – Up Branch to Up Main

The Down and Up Branch lines have been diverted to lead into the Down and Up Goods lines.

Signalling Alterations

The gantry carrying the Down Goods to Down Siding 1 and 2 signals; Down Goods Home to Down Main; and Down Goods Home to Down Branch, has been abolished and a new Down Goods Home semaphore signal has been provided 218 yards further from the signal box. Telephone communication is provided to Milford signal box.

The Up Branch 2nd Home to Up Goods with the 2nd Home to Up Main on the right-hand bracket has been abolished and the Up Branch 1st Home has been renamed Up Branch Home.

The ground disc applying set-back Down Main to Up Main is maintained in the "ON" position.

The following signals have also been abolished:-

- Semaphore:- Down Main Home to Down Branch (right-hand doll)
- Semaphore:- Up Main Home to Up Goods (left-hand bracket signal) (restored to use on Sunday 27 January).
- Disc:- Up Goods to Up Main or to Down Siding No.1 (6)

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

The new connections leading from Up Main to Down Goods and from Down Goods to Up Goods (forming the route from Up Main to Up Goods) have been brought into use.

New disc signals have been provided as follows:-

- (a) Up Goods towards Down Branch.
- (b) In the Cess of the Down Branch (at a point opposite the signal box) and applies set back towards Up Goods.

The Up Main 2nd Home to Up Goods (left-hand bracket signal) has been re-instated.

The miniature arm shunting signal applying - set back Up Main to Down Sidings or to Down Main has been abolished. (7)

MILFORD

The new main to main (re-modelled) crossover and re-modelled connection Down Main to Down Sidings have been brought into use. |

New Ground disc signals have been provided as follows:-

Applying Up Main to Down Main or to Down Sidings. |

Applying Down Main to Up Main (situated 100 yards on the York side of the signalbox). (8)

STANNINGLEY GROUND FRAME

All associated points have been secured out of use in the normal position pending removal and the associated signals abolished. | (8)

**** SHIPLEY GUISELEY JUNCTION**

The ground disc signal applying set-back Down Main to Up Fast has been replaced by a full semaphore arm signal (arm 12ft. above rail level) in the cess of the Down Main and applies Down Main to Up Fast. (6)

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

The new connections leading from Up Main to Down Goods and from Down Goods to Up Goods (forming the route from Up Main to Up Goods) have been brought into use.

New disc signals have been provided as follows:-

- (a) Up Goods towards Down Branch.
- (b) In the Cess of the Down Branch (at a point opposite the signal box) and applies set back towards Up Goods.

The Up Main 2nd Home to Up Goods (left-hand bracket signal) has been re-instated.

The miniature arm shunting signal applying - set back Up Main to Down Sidings or to Down Main has been abolished. (7)

MILFORD

The new main to main (re-modelled) crossover and re-modelled connection Down Main to Down Sidings have been brought into use. |

New Ground disc signals have been provided as follows:-

Applying Up Main to Down Main or to Down Sidings. |

Applying Down Main to Up Main (situated 100 yards on the York side of the signalbox). (8)

STANNINGLEY GROUND FRAME

All associated points have been secured out of use in the normal position pending removal and the associated signals abolished. | (8)

**** SHIPLEY GUISELEY JUNCTION**

The ground disc signal applying set-back Down Main to Up Fast has been replaced by a full semaphore arm signal (arm 12ft. above rail level) in the cess of the Down Main and applies Down Main to Up Fast. (6)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 | |
| Page 94 (Page 23 ND48D) | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | |
| Between Turners Lane and Lockes Siding :- | | | | | | |
| Amend :- | | | | 20 | 48m. 67ch. and 49m. 6ch. | |
| Add :- | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon. 4 Feb.) (14D) | |

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|----------------------------------|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| ★ Add :- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U's and special conditions |
|--|--------------------------------|-----------------|---|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| ★ Delete :- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| ★ GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| ★ Delete :- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |

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. 25chs. 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.

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.32/NS

York

G. GRAHAM
Chief Operating Manager

1 FEBRUARY, 1980

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

7

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

**SATURDAY 16 FEBRUARY
TO
FRIDAY 22 FEBRUARY 1980
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 17 FEBRUARY – BETWEEN BURTON SALMON AND MILFORD

The Down and Up Goods lines will be reclassified as Passenger lines and re-named Down and Up Pontefract respectively. The Absolute Block Regulations will be instituted.

Burton Salmon

The Up Goods 2nd. Home Signal will be abolished. The associated trap points immediately after passing this signal will be abolished and plain line installed.

The Up Goods 1st. Home signals will become the Up Pontefract Home signals and a 'diamond' sign will be provided on the post of these signals.

The catch points in the Down Pontefract (former Down Goods) line adjacent to the signal box will be removed and plain line installed. (10)

SUNDAY 17 FEBRUARY – SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal from Skipton direction will be renewed 64 yards further from the signal box as a straight post signal to the left-hand side of the Up Main, with the arm at a height of 22ft. above rail level.

A signal-post telephone will be provided. (10)

DETAILS OF WORK ALREADY CARRIED OUT

**** DONCASTER**

The "diamond" sign on Platform 3A, D282 signal has been removed. (7)

CLIFTON CARRIAGE SIDINGS, SOUTH SHED

Siding Nos.7 to 17 inclusive (new numbering) have been shortened by approximately 11 yards. (8)

YORK – CLIFTON CARRIAGE SIDINGS

The following arrangements apply during the demolition of Nos.1, 2 and 3 Bays :-

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines have been secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

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

The Up Branch Home signal has been repositioned 522 yards nearer to the signal box. (9)

****MILFORD**

The new connections leading from Up Main to Down Goods and from Down Goods to Up Goods (forming the route from Up Main to Up Goods) have been brought into use.

New disc signals have been provided as follows:-

- (a) Up Goods towards Down Branch.
- (b) In the Cess of the Down Branch (at a point opposite the signal box) and applies set back towards Up Goods.

The Up Main 2nd Home to Up Goods (left-hand bracket signal) has been re-instated.

The miniature arm shunting signal applying - set back Up Main to Down Sidings or to Down Main has been abolished. (7)

MILFORD

The new main to main (re-modelled) crossover and re-modelled connection Down Main to Down Sidings have been brought into use.

New Ground disc signals have been provided as follows:-

Applying Up Main to Down Main or to Down Sidings.

Applying Down Main to Up Main (situated 100 yards on the York side of the signalbox). (8)

STANNINGLEY GROUND FRAME

All associated points have been secured out of use in the normal position pending removal and the associated signals abolished. (8)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 24 FEBRUARY – SHIPLEY, BRADFORD JUNCTION**

The ground disc shunting signal (together with its 2-way stencil-type route indicator applying, indication S- Down Main to Down Bradford or indication L- Down Main to Up Main), will be repositioned in the cess of the Down Main line, 100 yards further from the signal box. (11)

MONDAY 25 FEBRUARY – STOURTON CARRIAGE AND WAGON SIDINGS

Siding Nos. 1 to 3 inclusive will be shortened by approx. 50 yards. Temporary buffer stops will be erected. (11)

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

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the secondary locomotive outlet line. (New Item) (11)

**** CLIFTON CARRIAGE SIDINGS, SOUTH SHED**

Siding Nos. 7 to 17 inclusive (new numbering) have been shortened by approximately 11 yards. (8)

YORK – CLIFTON CARRIAGE SIDINGS

The following arrangements apply during the demolition of Nos. 1, 2 and 3 Bays :-

The hand-worked points leading to Nos. 5 and 6 Departure Sidings or to Nos. 7 to 17 Carriage Shed Lines have been secured out of use to allow movements to and from Nos. 5 and 6 Departure Sidings only.

The hand-worked points leading to Nos. 18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No. 19 Carriage Shed line only. (9)

MILFORD

The Up Branch Home signal has been repositioned 522 yards nearer to the signal box. (9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** MILFORD

The new main to main (re-modelled) crossover and re-modelled connection Down Main to Down Sidings have been brought into use. |

New Ground disc signals have been provided as follows:-

Applying Up Main to Down Main or to Down Sidings. |

Applying Down Main to Up Main (situated 100 yards on the York side of the signalbox). (8)

BETWEEN BURTON SALMON AND MILFORD

The Down and Up Goods lines have been reclassified as Passenger lines and re-named Down and Up Pontefract respectively. The Absolute Block Regulations have been instituted. |

Burton Salmon

The Up Goods 2nd. Home Signal has been abolished. The associated trap points immediately after passing this signal have been abolished and plain line installed. |

The Up Goods 1st. Home signals have become the Up Pontefract Home signals and a 'diamond' sign has been provided on the post of these signals. |

The catch points in the Down Pontefract (former Down Goods) line adjacent to the signal box have been removed and plain line installed. (10)

** STANNINGLEY GROUND FRAME

All associated points have been secured out of use in the normal position pending removal and the associated signals abolished. | (8)

SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal from Skipton direction has been renewed 64 yards further from the signal box as a straight post signal to the left-hand side of the Up Main, with the arm at a height of 22ft. above rail level. |

A signal-post telephone has been provided. (10)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 | |
| Page 94 (Page 23 ND48D) | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | |
| Between Turners Lane and Lockes Siding :- | | | | | | |
| Amend :- | | | | 20 | 48m. 67ch. and 49m. 6ch. | |
| Add :- | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon. 4 Feb.) (14D) | |
| Page 117 | | | | | | |
| ★ NORMANTON ALTOFTS TO YORK CHALONERS WHIN | | | | | | |
| Add after first maximum line speed entry :- | | | | 40 | 40 MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES | |
| Page 119 | | | | | | |
| ★ Delete all details Burton Salmon to Milford inclusive and substitute :- | | | | | | |
| | | Burton Salmon (See page 133) | 16.70 | 20 | Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch. | |
| | | | | 40 | Main to Ferrybridge line 0m.p. and 0m. 15ch. | |
| | | Hillam Gates LC | 15.67 | | | |
| | Milford (See page 123) | 14.70 | 30 | Pontefract line to Gascoigne Wood line. | | |
| Page 133 | | | | | | |
| ★ WATH ROAD JN. TO BURTON SALMON | | | | | | |
| Ferrybridge North Jn. | | | | | | |
| Amend :- | | | | 20 | To Ferrybridge line 2m. 31ch. and 2m. 71ch. | |
| Add :- | | | | 20 | To Down Pontefract line. | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U's and special conditions |
|---|--------------------------------|-----------------|---|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| (14D) | | | |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |
| (14D) | | | |

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. 56chs. and 156m. 24chs. 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

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

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.32/NS

York

G. GRAHAM
Chief Operating Manager

15 FEBRUARY, 1980

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 2 MARCH – DARTON**

The Down Distant signal will be repositioned 423 yards further from the signal box and will then be 1,300 yards from the Down Main 1st Home signal. (12)

SUNDAY 2 MARCH – WAKEFIELD ROAD AND HUNSLET SOUTH JUNCTION

The Wakefield Road Down Goods Starting signal, together with the Hunslet South Junction Down Goods Distant below will be abolished.

Down Goods Distant arms for Hunslet South Junction will be provided on the Wakefield Road Down Home signal gantry (430 yards to Hunslet South Junction Down Goods Home) as follows:-

(a) Below the Down Goods Home and

(b) Below the Down Reception Home to Down Goods. (12)

SUNDAY 2 MARCH – SHIPLEY, BINGLEY JUNCTION

The Up Main Home signal (BJ3) will be repositioned 428 yards further from the signal box.

A position '5' Junction Indicator will be provided on this signal applying towards the Up Bradford line. (The position '4' Junction Indicator, previously applying towards the Up Bradford will be temporarily out of use.)

The Up Main Distant signal will be repositioned 141 yards further from the signal box and will then be 688 yards before reaching the repositioned BJ3 signal. (A 3-aspect colour light head will be provided, but signal Y or G aspects only will be displayed at this stage). (12)

SUNDAY 2 MARCH – SHIPLEY, BRADFORD JUNCTION

The trailing crossover between the Down and Up Main lines will be repositioned approximately 100 yards further from the signal box. (12)

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

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the secondary locomotive outlet line. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** YORK - CLIFTON CARRIAGE SIDINGS

The following arrangements apply during the demolition of Nos.1, 2 and 3 Bays :-

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Line have been secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

LOFTHOUSE JUNCTION

All points have been secured out of use in the normal position pending removal. (New Item) (12)

STOURTON CARRIAGE AND WAGON SIDINGS

Siding Nos.1 to 3 inclusive have been shortened by approx. 50 yards. Temporary buffer stops have been erected. (11)

** MILFORD

The Up Branch Home signal has been repositioned 522 yards nearer to the signal box. (9)

BETWEEN BURTON SALMON AND MILFORD

The Down and Up Goods lines have been reclassified as Passenger lines and re-named Down and Up Pontefract respectively. The Absolute Block Regulations have been instituted.

Burton Salmon

The Up Goods 2nd. Home Signal has been abolished. The associated trap points immediately after pass this signal have been abolished and plain line installed.

The Up Goods 1st. Home signals have become the Up Pontefract Home signals and a 'diamond' sign has been provided on the post of these signals.

The catch points in the Down Pontefract (former Down Goods) line adjacent to the signal box have been removed and plain line installed. (10)

SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal from Skipton direction has been renewed 64 yards further from the signal box as a straight post signal to the left-hand side of the Up Main, with the arm at a height of 22ft. above rail level.

A signal-post telephone has been provided. (10)

SHIPLEY, BRADFORD JUNCTION

The ground disc shunting signal (together with its 2-way stencil-type indicator applying, indication S-Down Main to Down Bradford or indication L-Down Main to Up Main), has been repositioned in the centre of the Down Main line, 100 yards further from the signal box. (11)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 | | |
| Page 94 (Page 23 ND48D) | | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | | |
| Between Turners Lane and Lockes Siding:- | | | | | | | |
| Amend:- | | | | 20 | 48m. 67ch. and 49m. 6ch. | | |
| Add:- | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon. 4 Feb.) (14D) | | |
| Page 117 | | | | | | | |
| NORMANTON ALTOFTS TO YORK CHALONERS WHIN | | | | | | | |
| Add after first maximum line speed entry:- | | | | | | | |
| BURTON SALMON AND MILFORD | | | | 40 | 40 MAXIMUM PERMISSIBLE SPEED ON PONTFRRACT LINES (14D) | | |
| Page 119 | | | | | | | |
| Delete all details Burton Salmon to Milford inclusive and substitute:- | | | | | | | |
| | | Burton Salmon (See page 133) | 16.70 | 20 | Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch. | | |
| | | | | | 40 | Main to Ferrybridge line 0m.p. and 0m. 15ch. | |
| | | | Hillam Gates LC | 15.67 | | | |
| | | Milford (See page 123) | 14.70 | 30 | Pontefract line to Gascoigne Wood line. (14D) | | |
| Page 133 | | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | | |
| Ferrybridge North Jn. | | | | | | | |
| Amend:- | | | | 20 | To Ferrybridge line 2m. 31ch. and 2m. 71ch. (14D) | | |
| Add:- | | | | 20 | To Down Pontefract line. (14D) | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U.'s and special conditions |
|---|--------------------------------|-----------------|--|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| (14D) | | | |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |
| (14D) | | | |

LOCAL INSTRUCTIONS

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

- ★ Delete paragraph 1.
- ★ Renumber paragraphs 2 and 3 to paragraphs 1 and 2 respectively. (14D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH MGR TRAINS AND BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 21 (i)
Item 3.1.

- ★ Amend speed to read 3m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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. 56chs. and 156m. 24chs. 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.

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.32/NS

G. GRAHAM
Chief Operating Manager

York

22 FEBRUARY, 1980

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 MARCH – DONCASTER (NORTH JUNCTION)

The facing connection between Up Fast and Up Slow (route "K") will be taken out of use for a period of one week. The following routes will not be available during this period:—

D279 (Up Platform loop) and D281 (Up Slow) to Down Leeds (D301) or to Down Main (D809).

D300 (Up Main) to Up Platform Loop or to Up Slow via the Up Fast line.

D302 (Up Leeds) to Up Platform Loop or to Up Slow.

(13)

SUNDAY 9 MARCH – SHIPLEY

Between Bradford Junction and Bingley Junction

No.2 Platform line will be taken out of use until further notice. Two-way working will be introduced on No.1 Platform line and will be worked in accordance with the Single line Track Circuit Block Regulations.

Between Guiseley Junction and Bingley Junction

Two-way working will be introduced on No.5 Platform line (Down Main) and will be worked in accordance with the Single line Track Circuit Block Regulations.

Bingley Junction

The new facing crossover between the Down and Up Main lines situated approximately 600 yards on the Skipton side of the signalbox will be brought into use and this will form the route from Up Main to Nos.1 or 5 Platform lines. The facing junction points – Up Main to No.2 Platform line will be secured out of use in the normal position pending removal.

The ground disc signal applying Down Main to No.1 Platform line will be replaced by a ground position light signal (No.2), 35 yards further from the signalbox and will apply:—

Down Main to No.1 Platform or
Set back along Down Main to No.5 Platform.

Junction Indicator Position "5" on Up Main BJ3 signal, will have its route reading altered, and will now apply towards No.1 Platform line preceded by the new ground position light signal.(2).

Junction Indicator Position "4" on BJ3 will be brought into use and will apply towards No.5 Platform (Down Main) preceded by the new ground position light signal (No.2).

Bradford Junction

The No.2 Platform line Home Signal will, until further notice apply to and control movements on No.1 Platform line towards the Down Bradford via the Mains crossover.

The ground disc signal applying No.1 Platform line to Down Bradford or Sidings, together with the two ground disc signals within the sidings will be abolished. Movements to and from the Sidings will be controlled by hand signalmen.

The trailing junction points – No.2 Platform line/Down Main will be secured out of use in the normal position pending removal.

Guiseley Junction

A new semaphore arm signal (Up direction) will be provided at the Guiseley Junction end of No.5 Platform line (on the Down side of the line), and will apply towards the signal applying Down Main to Up Fast.

Telephone communication to Guiseley Junction signalbox will be provided.

(13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the secondary locomotive outlet line. (11)

LOFTHOUSE JUNCTION

All points have been secured out of use in the normal position pending removal. (12)

STOURTON CARRIAGE AND WAGON SIDINGS

Siding Nos.1 to 3 inclusive have been shortened by approx. 50 yards. Temporary buffer stops have been erected. (11)

WAKEFIELD ROAD AND HUNSLET SOUTH JUNCTION

The Wakefield Road Down Goods Starting signal, together with the Hunslet South Junction Down Goods Distant below has been abolished.

Down Goods Distant arms for Hunslet South Junction have been provided on the Wakefield Road Down Home signal gantry (430 yards to Hunslet South Junction Down Goods Home) as follows:-

(a) Below the Down Goods Home and

(b) Below the Down Reception Home to Down Goods. (12)

DARTON

The Down Distant signal has been repositioned 423 yards further from the signal box and is now 1,300 yards from the Down Main 1st Home signal. (12)

** BETWEEN BURTON SALMON AND MILFORD

The Down and Up Goods lines have been reclassified as Passenger lines and re-named Down and Up Pontefract respectively. The Absolute Block Regulations have been instituted.

Burton Salmon

The Up Goods 2nd. Home Signal has been abolished. The associated trap points immediately after passing this signal have been abolished and plain line installed.

The Up Goods 1st. Home signals have become the Up Pontefract Home signals and a 'diamond' sign has been provided on the post of these signals.

The catch points in the Down Pontefract (former Down Goods) line adjacent to the signal box have been removed and plain line installed. (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SHIPLEY GUISELEY JUNCTION

The Up Main 1st. Home signal from Skipton direction has been renewed 64 yards further from the signal box as a straight post signal to the left-hand side of the Up Main, with the arm at a height of 22ft. above rail level.

A signal-post telephone has been provided.

(10)

SHIPLEY, BINGLEY JUNCTION

The Up Main Home signal (BJ3) has been repositioned 428 yards further from the signal box.

A position '5' Junction indicator has been provided on this signal applying towards the Up Bradford line. The position '4' Junction Indicator, previously applying towards the Up Bradford has been temporarily out of use.) Until Sunday 9 March.

The Up Main Distant signal has been repositioned 141 yards further from the signal box and is now 1,688 yards before reaching the repositioned BJ3 signal. (A 3-aspect colour light head has been provided, but signal Y or G aspects only are displayed at this stage.)

(12)

SHIPLEY, BRADFORD JUNCTION

The trailing crossover between the Down and Up Main lines has been repositioned approximately 100 yards further from the signal box.

(12)

SHIPLEY, BRADFORD JUNCTION

The ground disc shunting signal (together with its 2-way stencil-type indicator applying, indication S-Down Main to Down Bradford or indication L-Down Main to Up Main), has been repositioned in the centre of the Down Main line, 100 yards further from the signal box.

(11)

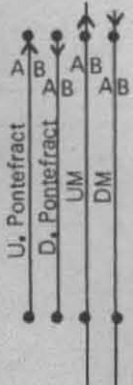
GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 | |
| Page 94 (Page 23 ND48D) | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | |
| Between Turners Lane and Lockes Siding :- | | | | | | |
| Amend :- | | | | 20 | 48m. 67ch. and 49m. 6ch. | |
| Add :- | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon, 4 Feb.) (14D) | |
| Page 117 | | | | | | |
| NORMANTON ALTOFTS TO YORK CHALONERS WHIN | | | | | | |
| Add after first maximum line speed entry :- | | | | | | |
| BURTON SALMON AND MILFORD | | | | 40 | 40 MAXIMUM PERMISSIBLE SPEED ON PONTFRACT LINES (14D) | |
| Page 119 | | | | | | |
| Delete all details Burton Salmon to Milford inclusive and substitute :- | | | | | | |
|  | | | | | | |
| Burton Salmon (See page 133) | | 16.70 | 20 | Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch. | | |
| | | | 40 | Main to Ferrybridge line 0m.p. and 0m. 15ch. | | |
| Hillam Gates LC | | 15.67 | | | | |
| Milford (See page 123) | | 14.70 | 30 | Pontefract line to Gascoigne Wood line. (14D) | | |
| Page 133 | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | |
| Ferrybridge North Jn. | | | | | | |
| Amend :- | | | | 20 | To Ferrybridge line 2m. 31ch. and 2m. 71ch. (14D) | |
| Add :- | | | | 20 | To Down Pontefract line. (14D) | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U's and special conditions |
|---|--------------------------------|-----------------|---|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| (14D) | | | |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |
| (14D) | | | |

LOCAL INSTRUCTIONS

Pages 341/342

FOSS ISLANDS BRANCH



Delete instructions headed "BURTON LANE SIGNAL BOX" and substitute :-

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station, at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.
2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the "Regulations for One Train Working on Single Lines" apply.
3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.
4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Pages 341/342 - substitute - continued

5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signaller.
6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

Page 342

ROWNTREE'S HALT

Delete 2nd and 3rd paragraphs.

(14D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

Delete paragraph 1.

Re-number paragraphs 2 and 3 to paragraphs 1 and 2 respectively.

(14D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH MGR TRAINS AND
BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 21 (i)

Item 3.1.

Amend speed to read 3m.p.h.

(14D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down F between 155m. 56chs. and 156m. 24chs. 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

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

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.32/NS

York

G. GRAHAM
Chief Operating Manager

29 FEBRUARY, 1980

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



British Rail

NS

EASTERN REGION

11

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

**SATURDAY 15 MARCH
TO
FRIDAY 21 MARCH 1980
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

UNTIL SUNDAY 16 MARCH – DONCASTER (NORTH JUNCTION)

The facing connection between Up Fast and Up Slow (route "K") will be taken out of use until Sunday 16 March. The following routes will not be available until the crossover is restored to use.

D279 (Up Platform loop) and D281 (Up Slow) to Down Leeds (D301) or to Down Main (D809).

D300 (Up Main) to Up Platform Loop or to Up Slow via the Up Fast line.

D302 (Up Leeds) to Up Platform Loop or to Up Slow. (13)

SUNDAY 16 MARCH – DONCASTER UP DECOY

Between the sites of the former Carr and Potteric Carr signal boxes, four new running lines will be provided leading into the Up East Slow line north of the site of the former Potteric Carr signal box.

These are two-way Transfer line (running adjacent to the Up Siding No.1 and a continuation of the existing Transfer line); Up Goods No.3; No.2; and No.1 (the Up Goods No.2 and Up Goods No.1 are a continuation of the Up Goods and run adjacent to the Up East Slow line).

New Associated Signals or Signal Routes on existing signals will be provided as follows:-

D250 (existing Transfer line signal)

The route indicator will become 3-way and the following indications will now apply:-

| | | |
|-----|---|------------------------|
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | S | Up Sidings (no change) |

D252 existing signal on the Up Goods

This signal will now function as a 3-aspect signal and new route indications will be added as follows:-

| | | |
|------|---|-----------------------------|
| Main | — | Up Goods No.1 |
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | 2 | Up Goods No.2 |
| Sub | 1 | Up Goods No.1 line occupied |
| Sub | S | Up Sidings (no change) |

D238 – A new 3-aspect signal will be provided at the south end of the Up Goods No.1 which will apply towards the Up East Slow or (Sub) towards the Shunt neck.

A signal-post telephone will be provided.

Ground Position Light Signal

1439 – A new ground position light signal will be provided at the north end of the Transfer line and will apply along the Transfer line (down direction) to Carr MPD or to Down Engine line. An adjacent telephone to Doncaster signal box will be provided.

1420/1422/1424 – New ground position light signals will be provided at the south end of the Transfer line; Up Goods No.3 and Up Goods No.2 respectively and will apply towards the Up East Slow line or Shunt neck. An adjacent telephone connected to Doncaster signal box will be provided.

1446 – The ground position light signal now reading from Carr MPD towards the Up Sidings will now additionally apply towards the Transfer line or to the Up Goods No.3.

1405 – (Down Direction on the Shunt neck) – A 5-way route indicator will be added and the following indications will now apply:-

| Indication | Application to or towards |
|------------|-----------------------------|
| 1 | Up Goods No.1 line occupied |
| 2 | Up Goods No.2 line occupied |
| 3 | Up Goods No.3 line occupied |
| T | Transfer line |
| S | Up Sidings |

(14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****WEDNESDAY 19 MARCH – STOURTON JUNCTION**

An additional route will be provided on the ground disc signal sited left of the Down Goods line, and will read:–

Down Goods to Up Goods; or to
Up Main; or to Shunt Spur (former Down Goods) (14)

SUNDAY 16 MARCH – STOURTON B.S.C. SIDINGS

New notice boards will be provided. Reference should be made to the diagram included in this notice. (14)

SUNDAY 16 MARCH – HUNSLET SOUTH JUNCTION

The two-tier ground disc signal reading – Down Goods to Up Main or to Up Goods will be replaced by a three-tier ground disc signal reading as follows:–

Top disc – Down Goods to Up Goods
Middle disc – Down Goods to Up Main
Bottom disc – Set back along Down Goods (14)

SUNDAY 16 MARCH – SHIPLEY – BRADFORD JUNCTION

The trailing connection leading from Up Main to Sidings will be repositioned 25 yards nearer to the signal box.

The Sidings outlet ground disc signal will be repositioned accordingly, but on the cess side of the Sidings.

A new ground disc signal will be provided on No.1 Platform line adjacent to the Down Home signal (formerly No.2 Platform line Down Home signal) and will apply towards the Sidings.

A new ground disc signal with two-way stencil route indicator will be provided in the cess of No.3 Platform line adjacent to the No.1 Platform line Down Home signal and will apply:–

Indication "M" – No.3 Platform line to Down Main.

Indication "S" – No.3 Platform line to Sidings. (14)

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

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the secondary locomotive outlet line. (11)

**** STOURTON CARRIAGE AND WAGON SIDINGS**

Siding Nos.1 to 3 inclusive have been shortened by approx. 50 yards. Temporary buffer stops have been erected. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WAKEFIELD ROAD AND HUNSLET SOUTH JUNCTION**

The Wakefield Road Down Goods Starting signal, together with the Hunslet South Junction Down Goods Distant below has been abolished.

Down Goods Distant arms for Hunslet South Junction have been provided on the Wakefield Road Down Home signal gantry (430 yards to Hunslet South Junction Down Goods Home) as follows:—

(a) Below the Down Goods Home and

(b) Below the Down Reception Home to Down Goods.

(12)

DARTON

The Down Distant signal has been repositioned 423 yards further from the signal box and is now 1,300 yards from the Down Main 1st Home signal.

(12)

SHIPLEY**Between Bradford Junction and Bingley Junction**

No.2 Platform line has been taken out of use until further notice. Two-way working has been introduced on No.1 Platform line and is worked in accordance with the Single line Track Circuit Block Regulations.

Between Guiseley Junction and Bingley Junction

Two-way working has been introduced on No.5 Platform line (Down Main) and is worked in accordance with the Single line Track Circuit Block Regulations.

Bingley Junction

The new facing crossover between the Down and Up Main lines situated approximately 600 yards on the Skipton side of the signal box has been brought into use and this forms the route from Up Main to Nos.1 or 5 Platform lines. The facing junction points – Up Main to No.2 Platform line have been secured out of use in the normal position pending removal.

The ground disc signal applying Down Main to No.1 Platform line has been replaced by a ground position light signal (No.2), 35 yards further from the signal box and applies:—

Down Main to No.1 Platform or
Set back along Down Main to No.5 Platform.

Junction Indicator Position "5" on Up Main BJ3 signal, has had its route reading altered, and now applies towards No.1 Platform line preceded by the new ground position light signal (2).

Junction Indicator Position "4" on BJ3 has been brought into use and applies towards No.5 Platform (Down Main) preceded by the new ground position light signal (No.2).

Bradford Junction

The No.2 Platform line Home Signal applies to and controls movements on No.1 Platform line towards the Down Bradford via the Mains crossover until further notice.

The ground disc signal applying No.1 Platform line to Down Bradford or Sidings, together with the two ground disc signals within the sidings have been abolished. Movements to and from the Sidings are controlled by handsignalmen.

The trailing junction points – No.2 Platform line/Down Main have been secured out of use in the normal position pending removal.

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

A new semaphore arm signal (Up direction) has been provided at the Guiseley Junction end of No.5 Platform line (on the Down side of the line), and applies towards the signal applying Down Main to Up Fast.

Telephone communication to Guiseley Junction signal box has been provided. (13)

SHIPLEY, BINGLEY JUNCTION

The Up Main Home signal (BJ3) has been repositioned 428 yards further from the signal box. :

The Up Main Distant signal has been repositioned 141 yards further from the signal box and is now 1,688 yards before reaching the repositioned BJ3 signal. (A 3-aspect colour light head has been provided, but single Y or G aspects only are displayed at this stage.) (Amended item) (12)

SHIPLEY, BRADFORD JUNCTION

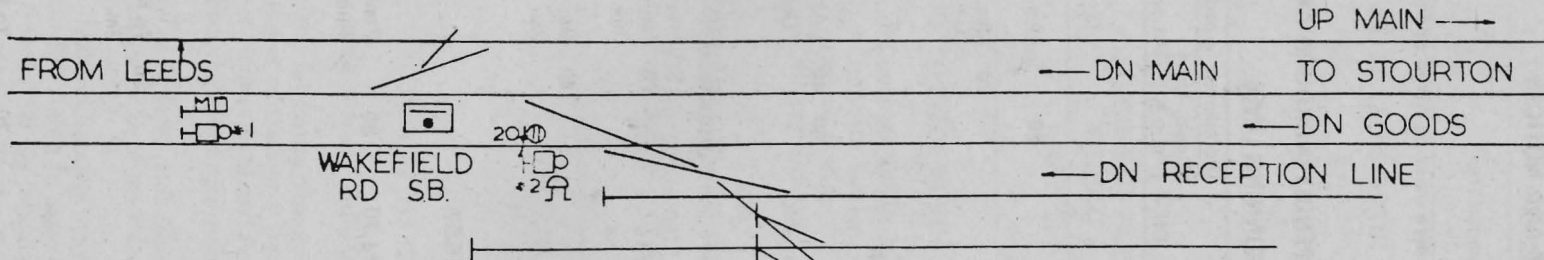
The trailing crossover between the Down and Up Main lines has been repositioned approximately 100 yards further from the signal box. (12)

**** SHIPLEY, BRADFORD JUNCTION**

The ground disc shunting signal (together with its 2-way stencil-type indicator applying, indication S-Down Main to Down Bradford or indication L-Down Main to Up Main), has been repositioned in the cess of the Down Main line, 100 yards further from the signal box. (11)

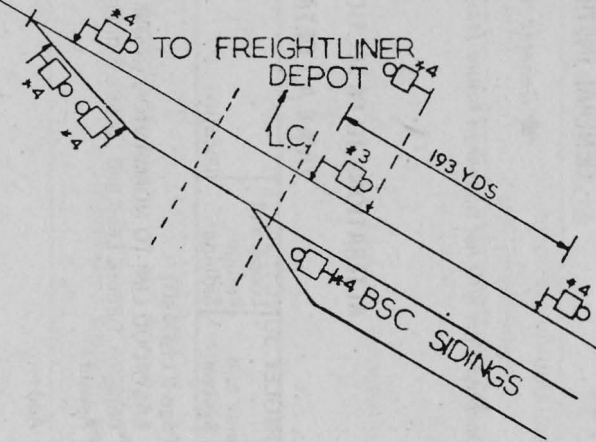
STOURTON - B.S.C. SIDINGS

SUNDAY 16 MARCH



NOTICE BOARDS WORDED AS FOLLOWS:-

1. PROPELLED TRAIN LOCOMOTIVE STOP.
AWAIT ORDERS.
2. PROPELLED TRAINS FOR STOURTON.
TRADING ESTATE LOCOMOTIVE STOP.
WAIT FOR BELL. WHISTLE BEFORE PROCEEDING.
3. PROPELLED TRAINS LOCOMOTIVE STOP.
AWAIT ORDERS. WHISTLE BEFORE PROCEEDING.
4. EXISTING NOTICE BOARD.



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:– | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |

TABLE H.1 – WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS
WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U.'s and special conditions |
|---|-----------------------------------|--------------------|--|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:– | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU (14D) |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:– | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU (14D) |

LOCAL INSTRUCTIONS

Pages 341/342

FOSS ISLANDS BRANCH

Delete instructions headed "BURTON LANE SIGNAL BOX" and substitute:–

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station, at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.
2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the "Regulations for One Train Working on Single Lines" apply.
3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.
4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Pages 341/342 - substitute - continued

5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signaller.
6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

Page 342

ROWNTREE'S HALT

Delete 2nd and 3rd paragraphs.

(14D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

Delete paragraph 1.

Renumber paragraphs 2 and 3 to paragraphs 1 and 2 respectively.

(14D)

MISCELLANEOUS NOTICES**INSTRUCTIONS TO STAFF DEALING WITH MGR TRAINS AND BUNKER/RAPID LOADING COLLIERIES BR.30059/5**

Page 21 (i)

Item 3.1.

Amend speed to read 3m.p.h.

(14D)

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. 56chs. and 156m. 24chs. 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)

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 MARCH – PROVISION OF THE AUTOMATIC WARNING SYSTEM : GOOSE HILL JUNCTION – ALTOFTS JUNCTION – METHLEY NORTH JUNCTION – WHITWOOD

The AWS will be brought into use at the following signals :—

Between Methley North Junction and Whitwood**Down Whitwood Main**

Methley North Junction MJ12 signal. |

Between Altofts Junction and Whitwood**Down Normanton Main**

Whitwood Semaphore Distant (below the Altofts Junction Starting signal). |

Up Normanton Main

Whitwood W14 signal. |

Altofts Junction A986 signal. |

Between Goose Hill Junction and Methley North Junction**Down Fast**

Altofts Junction colour light Outer Distant (below the Goose Hill Junction Semaphore Home signal). |

Altofts Junction colour light Inner Distant (below the Goose Hill Junction Semaphore Starting signal). |

Altofts Junction A987 signal. |

Down Slow

Altofts Junction Semaphore Distant (below the Goose Hill Junction Starting signal). |

Altofts Junction A985 signal. |

Up Midland Main

980 Auto signal. |

Altofts Junction A982 signal. |

Up Slow

Altofts Junction A992 signal. |

Up Fast

Goose Hill Junction GJ64 signal. |

(15)

SUNDAY 23 MARCH – MILFORD

The Down Pontefract Home signal to Down Branch will be re-positioned 4 yards further from the signal box on a bracket post. (15)

SUNDAY 23 MARCH – STANNINGLEY GROUND FRAME

The connection – sidings to Down Main (previously secured out of use in the normal position), will be brought back into use and will be operated from a two-lever ground frame.

Telephone communication to Leeds signal box will be provided. (15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER UP DECOY

Between the sites of the former Carr and Potteric Carr signal boxes, four new running lines have been provided leading into the Up East Slow line north of the site of the former Potteric Carr signal box.

These are two-way Transfer line (running adjacent to the Up Siding No.1 and a continuation of the existing Transfer line); Up Goods No.3; No.2; and No.1 (the Up Goods No.2 and Up Goods No.1 are a continuation of the Up Goods and run adjacent to the Up East Slow line).

New Associated Signals or Signal Routes on existing signals have been provided as follows:-
D250 (existing Transfer line signal)

The route indicator has become 3-way and the following indications now apply:-

| | | |
|-----|---|------------------------|
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | S | Up Sidings (no change) |

D252 existing signal on the Up Goods

The signal now functions as a 3-aspect signal and new route indications have been added as follows:-

| | | |
|------|---|-----------------------------|
| Main | - | Up Goods No.1 |
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | 2 | Up Goods No.2 |
| Sub | 1 | Up Goods No.1 line occupied |
| Sub | S | Up Sidings (no change) |

D238 - A new 3-aspect signal has been provided at the south end of the Up Goods No.1 which applies towards the Up East Slow or (Sub) towards the Shunt neck.

A signal-post telephone has been provided.

Ground Position Light Signal

1439 - A new ground position light signal has been provided at the north end of the Transfer line and applies along the Transfer line (down direction) to Carr MPD or to Down Engine line. An adjacent telephone to Doncaster signal box has been provided.

1420/1422/1424 - New ground position light signals have been provided at the south end of the Transfer line; Up Goods No.3 and Up Goods No.2 respectively and apply towards the Up East Slow line or Shunt neck. An adjacent telephone connected to Doncaster signal box has been provided.

1446 - The ground position light signal now reading from Carr MPD towards the Up Sidings now applies additionally towards the Transfer line or to the Up Goods No.3.

1405 - (Down Direction on the Shunt neck) - A 5-way route indicator has been added and the following indications now apply:-

| Indication | Application to or towards |
|------------|-----------------------------|
| 1 | Up Goods No.1 line occupied |
| 2 | Up Goods No.2 line occupied |
| 3 | Up Goods No.3 line occupied |
| T | Transfer line |
| S | Up Sidings |

(14)

DONCASTER - ST. JAMES JN. AREA

Ground position light signal 1474 controls the outlet from Nos. 2, 3, 4 and 5 Up West Sidings and not No.1 as published, hitherto (page 13 last entry:- Supplementary Signalling Notice No.100). (New Item) (15)

DONCASTER STATION

Whilst work is in progress on Platform 3A, Drivers of stopping trains must bring their trains to a stand at the moveable marker board provided. (New Item) (15)

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

An additional route has been provided on the ground disc signal sited left of the Down Goods line and reads:—

Down Goods to Up Goods; or to
Up Main; or to Shunt Spur (former Down Goods) (14)

STOURTON B.S.C. SIDINGS

New notice boards have been provided. Reference should be made to the diagram included in this notice. (14)

HUNSLET SOUTH JUNCTION

The two-tier ground disc signal reading – Down Goods to Up Main or to Up Goods has been replaced by a three-tier ground disc signal reading as follows:—

Top disc – Down Goods to Up Goods
Middle disc – Down Goods to Up Main
Bottom disc – Set back along Down Goods (14)

**** WAKEFIELD ROAD AND HUNSLET SOUTH JUNCTION**

The Wakefield Road Down Goods Starting signal, together with the Hunslet South Junction Down Goods Distant below has been abolished.

Down Goods Distant arms for Hunslet South Junction have been provided on the Wakefield Road Down Home signal gantry (430 yards to Hunslet South Junction Down Goods Home) as follows:—

(a) Below the Down Goods Home and
(b) Below the Down Reception Home to Down Goods. (12)

**** DARTON**

The Down Distant signal has been repositioned 423 yards further from the signal box and is now 1,300 yards from the Down Main 1st Home signal. (12)

CASTLEFORD EAST BRANCH

The points at Castleford East Branch Ground Frame have been temporarily secured out of use in the normal position. (New Item) (15)

SHIPLEY**Between Bradford Junction and Bingley Junction**

No.2 Platform line has been taken out of use until further notice. Two-way working has been introduced on No.1 Platform line and is worked in accordance with the Single line Track Circuit Block Regulations.

Between Guiseley Junction and Bingley Junction

Two-way working has been introduced on No.5 Platform line (Down Main) and is worked in accordance with the Single line Track Circuit Block Regulations.

Bingley Junction

The new facing crossover between the Down and Up Main lines situated approximately 600 yards on the Skipton side of the signal box has been brought into use and this forms the route from Up Main to Nos.1 or 5 Platform lines. The facing junction points – Up Main to No.2 Platform line have been secured out of use in the normal position pending removal.

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

The ground disc signal applying Down Main to No.1 Platform line has been replaced by a ground position light signal (No.2), 35 yards further from the signal box and applies:-

Down Main to No.1 Platform or
Set back along Down Main to No.5 Platform.

Junction Indicator Position "5" on Up Main BJ3 signal, has had its route reading altered, and now applies towards No.1 Platform line preceded by the new ground position light signal (2).

Junction Indicator Position "4" on BJ3 has been brought into use and applies towards No.5 Platform (Down Main) preceded by the new ground position light signal (No.2).

Bradford Junction

The No.2 Platform line Home Signal applies to and controls movements on No.1 Platform line towards the Down Bradford via the Mains crossover until further notice.

The ground disc signal applying No.1 Platform line to Down Bradford or Sidings, together with the two ground disc signals within the sidings have been abolished. Movements to and from the Sidings are controlled by handsignalmen.

The trailing junction points – No.2 Platform line/Down Main have been secured out of use in the normal position pending removal.

Guiseley Junction

A new semaphore arm signal (Up direction) has been provided at the Guiseley Junction end of No.5 Platform line (on the Down side of the line). and applies towards the signal applying Down Main to Up Fast.

Telephone communication to Guiseley Junction signal box has been provided.

(13)

**** SHIPLEY, BINGLEY JUNCTION**

The Up Main Home signal (BJ3) has been repositioned 428 yards further from the signal box.

The Up Main Distant signal has been repositioned 141 yards further from the signal box and is now 1,688 yards before reaching the repositioned BJ3 signal. (A 3-aspect colour light head has been provided, but single Y or G aspects only are displayed at this stage.) (Amended item) (12)

SHIPLEY – BRADFORD JUNCTION

The trailing connection leading from Up Main to Sidings has been repositioned 25 yards nearer to the signal box.

The Sidings outlet ground disc signal has been repositioned accordingly, but on the cess side of the Sidings.

A new ground disc signal has been provided on No.1 Platform line adjacent to the Down Home signal (formerly No.2 Platform line Down Home signal) and applies towards the Sidings.

A new ground disc signal with two-way stencil route indicator has been provided in the cess of No.3 Platform line adjacent to the No.1 Platform line Down Home signal and applies:-

Indication "M" – No.3 Platform line to Down Main.

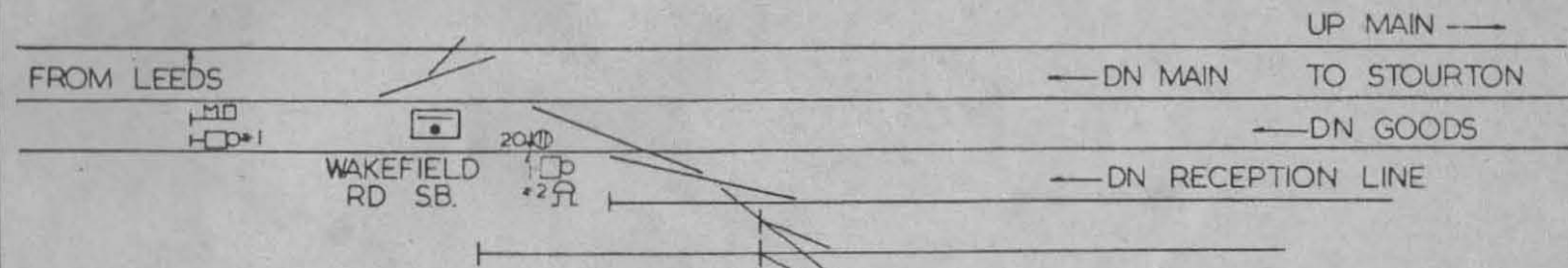
Indication "S" – No.3 Platform line to Sidings.

(14)

**** SHIPLEY, BRADFORD JUNCTION**

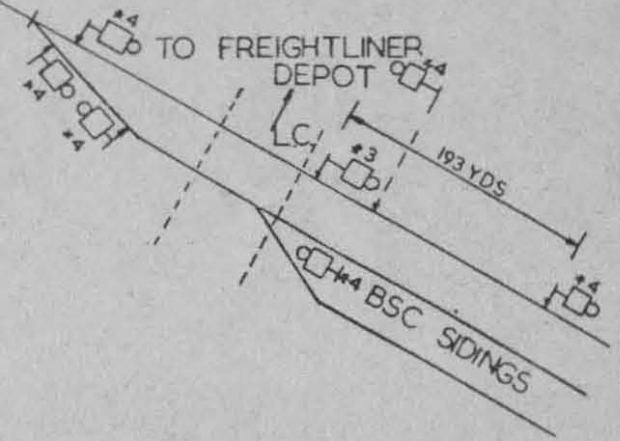
The trailing crossover between the Down and Up Main lines has been repositioned approximately 100 yards further from the signal box. (12)

STOURTON - B.S.C. SIDINGS



NOTICE BOARDS WORDED AS FOLLOWS:

1. PROPELLED TRAIN LOCOMOTIVE STOP. AWAIT ORDERS.
2. PROPELLED TRAINS FOR STOURTON. TRADING ESTATE LOCOMOTIVE STOP. WAIT FOR BELL. WHISTLE BEFORE PROCEEDING.
3. PROPELLED TRAINS LOCOMOTIVE STOP. AWAIT ORDERS. WHISTLE BEFORE PROCEEDING.
4. EXISTING NOTICE BOARD.



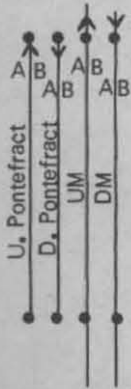
GENERAL INSTRUCTIONS AND NOTICES

★ 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 m.p.h. | |
| Page 94 (Page 23 ND48D) | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | |
| Between Turners Lane and Lockes Siding :- | | | | | | |
| Amend :- | | | | | | |
| | | | | 20 | 48m. 67ch. and 49m. 6ch. | |
| Add :- | | | | | | |
| | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon. 4 Feb.) (14D) | |
| Page 117 | | | | | | |
| NORMANTON ALTOFTS TO YORK CHALONERS WHIN | | | | | | |
| Add after first maximum line speed entry :- | | | | | | |
| | | BURTON SALMON AND MILFORD | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES (14D) |
| Page 119 | | | | | | |
| Delete all details Burton Salmon to Milford inclusive and substitute :- | | | | | | |
|  | | | | | | |
| | | Burton Salmon (See page 133) | 16.70 | 20 | | Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch. |
| | | | | 40 | | Main to Ferrybridge line 0m.p. and 0m. 15ch. |
| | | Hillam Gates LC | 15.67 | | | |
| | | Milford (See page 123) | 14.70 | 30 | | Pontefract line to Gascoigne Wood line. (14D) |
| Page 133 | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | |
| Ferrybridge North Jn. | | | | | | |
| Amend :- | | | | | | |
| | | | | 20 | | To Ferrybridge line 2m. 31ch. and 2m. 71ch. (14D) |
| Add :- | | | | | | |
| | | Burton Salmon | | 20 | | To Down Pontefract line. (14D) |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |
| ★ Delete:- | | | |
| Hunslet South Jn. | Wakefield Rd. | Up Goods | 16 S.L.U. Clear weather only. (14D) |

TABLE "G" WORKING IN WRONG DIRECTION

| From | To | Line | Number of vehicles and special conditions |
|---|----------------|------------|---|
| ★ Page 235 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Hunslet South Jn. | Wakefield Road | Down Goods | 24 S.L.U. (14D) |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U.'s and special conditions |
|---|--------------------------------|-----------------|--|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| (14D) | | | |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |
| (14D) | | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Pages 341/342

FOSS ISLANDS BRANCH

Delete instructions headed "BURTON LANE SIGNAL BOX" and substitute:-

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station, at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.
2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the "Regulations for One Train Working on Single Lines" apply.
3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signalman at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.
4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.
5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signalman.
6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

Page 342

ROWNTREE'S HALT

Delete 2nd and 3rd paragraphs.

(14D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

Delete paragraph 1.

Renumber paragraphs 2 and 3 to paragraphs 1 and 2 respectively.

(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

- ★ **Delete instructions and substitute:-**
1. Up diesel multiple units as Shipley may be propelled from No.2 Platform to the Down Main line at Bradford Junction signal box. The tail lamp of such a train must not be transferred to the opposite end until the crossing movement has been made and the train has stopped at No.3 Platform.
 2. During a failure of track circuit (S) and/or direction lever, the following conditions must also be observed:-
 - (a) Failure between Guiseley Jn. and Bingley Jn. The Down Main line must be used for Down trains only and a Pilotman need not be appointed. (See remarks column in Table A regarding protection).
 - (b) Failure between Bradford Jn. and Bingley Jn. Provided the weather is clear a Pilotman need not be appointed. Trainmen must carry out protection in accordance with the Rule Book, Section M, Clause 3.9(b).
 - (c) Failure of track circuits between Bingley Jn. Down Home signals and Down Main Starting signal (Up Main Home signal).

One of the following methods of working must be instituted:-

- (i) The lines from Guiseley Jn. and Bedford Jn. to Bingley Jn. Down Main Starting signal must be used in the Down direction only and a Pilotman need not be appointed.
- (ii) Working by Pilotman must be instituted from Bingley Jn. Down Main and Down Bradford Home signal to a point on the Down Main line opposite the facing end of the crossover connection on the Up Main line and from the Up Main Home signal to Platform No.2.

Acceptance of trains for Bradford direction under the Warning Arrangements.

- ★ **Delete heading and item.**

Page 380

SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.

- ★ **Delete instruction under this heading and Add:-**
 "For Working Instructions, see page 378." (14D)

LEEDS TO HULL PARAGON

Page 381

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS
AND MARSH LANE YARD

- ★ **Delete instruction and substitute:-**
 Trains, except for one locomotive and brakevan, running between Neville Hill Up Sidings and Marsh Lane Yard must not be propelled. (14D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH MGR TRAINS AND
BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 21 (i)

Item 3.1.

Amend speed to read 3m.p.h.

(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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. 56chs. and 156m. 24chs. 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 Handsignaller 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)

PROCAR 80 CAR CARRIER - PR 90872

The following conditions must be observed with regard to the passage of the above vehicle and details of the services on which it is to be conveyed will be advised separately.

1. Passage of trains to be specially observed.
2. Appropriate reminder appliances to be used to ensure no premature operation of points/signals can be initiated.
3. If power-worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance employed. (Amended Item)(14D)

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

NS 13/80
29.3-4.4.80

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

SUNDAY 30 MARCH – CUDWORTH STATION – HOUGHTON COLLIERY GROUND FRAME – DEARNE VALLEY COLLIERY SIDINGS

Houghton Colliery ground frame will be disconnected, and movements into and out of the colliery will be controlled by Hand-signalmen.

The Cripple Siding at Houghton Colliery will be temporarily out of use.

Signalling Alteration

Down Goods : The Cudworth Station 3-aspect colour light Home No.1 signal (C89) will be repositioned 763 yards further from the signalbox. The semaphore Inner Distant signal will be abolished.

Up Goods : The Dearne Valley Colliery Sidings semaphore Home signal will be replaced by a 2-aspect (R/G) colour light signal (C96) sited 10 yards nearer to Cudworth and this will become the Cudworth Station Up Goods Starting signal (also controlled by Dearne Valley Colliery Sidings). The signal-post telephone will be connected to Cudworth Station signalbox.

The Dearne Valley Colliery Sidings semaphore Distant signal will be abolished.

The Cudworth Station Up Goods second controlled signal (C91), will now function as a 3-aspect signal and the subsidiary will be centralised on the post of the signal. The following indications will apply:-

| Aspect | Route Indication | Application to or towards |
|---------------|------------------|-----------------------------------|
| Main (Yellow) | N | Grimethorpe Branch |
| Sub | N | Grimethorpe Branch line occupied. |
| Main | — | C96 Up Goods Starting. |

The rear route indication will be abolished.

(16)

SUNDAY 30 MARCH – SHIPLEY – BINGLEY JUNCTION TO BRADFORD JUNCTION

No.1 Platform line will be taken out of use and the points leading to and from this line will be secured out of use in the normal position pending removal.

New points connecting No.2 Platform line into the Down Main at Bingley Junction and into the Up Main at Bradford Junction will be brought into use and the two-way working will be transferred to No.2 Platform line. (The Single line Track Circuit Block Regulations will continue to apply.)

All associated signals/signal routes will now apply for this line.

(16)

SUNDAY 30 MARCH – HESSLE ROAD – WALTON STREET – WEST PARADE *

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No.105 and all concerned must be in possession of a copy of this notice.

(16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER UP DECOY

Between the sites of the former Carr and Potteric Carr signal boxes, four new running lines have been provided leading into the Up East Slow line north of the site of the former Potteric Carr signal box.

These are two-way Transfer line (running adjacent to the Up Siding No.1 and a continuation of the existing Transfer line); Up Goods No.3; No.2; and No.1 (the Up Goods No.2 and Up Goods No.1 are a continuation of the Up Goods and run adjacent to the Up East Slow line).

New Associated Signals or Signal Routes on existing signals have been provided as follows:-
D250 (existing Transfer line signal)

The route indicator has become 3-way and the following indications now apply:-

| | | |
|-----|---|------------------------|
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | S | Up Sidings (no change) |

D252 existing signal on the Up Goods

The signal now functions as a 3-aspect signal and new route indications have been added as follows:-

| | | |
|------|---|-----------------------------|
| Main | - | Up Goods No.1 |
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | 2 | Up Goods No.2 |
| Sub | 1 | Up Goods No.1 line occupied |
| Sub | S | Up Sidings (no change) |

D238 - A new 3-aspect signal has been provided at the south end of the Up Goods No.1 which applies towards the Up East Slow or (Sub) towards the Shunt neck.

A signal-post telephone has been provided.

Ground Position Light Signals

1439 - A new ground position light signal has been provided at the north end of the Transfer line and applies along the Transfer line (down direction) to Carr MPD or to Down Engine line. An adjacent telephone to Doncaster signal box has been provided.

1420/1422/1424 - New ground position light signals have been provided at the south end of the Transfer line; Up Goods No.3 and Up Goods No.2 respectively and apply towards the Up East Slow line or Shunt neck. An adjacent telephone connected to Doncaster signal box has been provided.

1446 - The ground position light signal now reading from Carr MPD towards the Up Sidings now applies additionally towards the Transfer line or to the Up Goods No.3.

1405 - (Down Direction on the Shunt neck) - A 5-way route indicator has been added and the following indications now apply:-

| Indication | Application to or towards |
|------------|-----------------------------|
| 1 | Up Goods No.1 line occupied |
| 2 | Up Goods No.2 line occupied |
| 3 | Up Goods No.3 line occupied |
| T | Transfer line |
| S | Up Sidings |

(14)

DONCASTER - ST. JAMES JN. AREA

Ground position light signal 1474 controls the outlet from Nos. 2, 3, 4 and 5 Up West Sidings and not No. 1 as published, hitherto (page 13 last entry:- Supplementary Signalling Notice No.100). (15)

DONCASTER STATION

Whilst work is in progress on Platform 3A, Drivers of stopping trains must bring their trains to a stand at the moveable marker board provided. (15)

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

An additional route has been provided on the ground disc signal sited left of the Down Goods line and reads:-

Down Goods to Up Goods; or to
Up Main; or to Shunt Spur (former Down Goods)

(14)

STOURTON B.S.C. SIDINGS

New notice boards have been provided. Reference should be made to the diagram included in this notice.

(14)

HUNSLET SOUTH JUNCTION

The two-tier ground disc signal reading - Down Goods to Up Main or to Up Goods has been replaced by a three-tier ground disc signal reading as follows:-

Top disc - Down Goods to Up Goods
Middle disc - Down Goods to Up Main
Bottom disc - Set back along Down Goods

(14)

PROVISION OF THE AUTOMATIC WARNING SYSTEM : GOOSE HILL JUNCTION - ALTOFTS JUNCTION - METHLEY NORTH JUNCTION - WHITWOOD

The AWS has been brought into use at the following signals:-

Between Methley North Junction and Whitwood**Down Whitwood Main**

Methley North Junction MJ12 signal.

Between Altofts Junction and Whitwood**Down Normanton Main**

Altofts Junction starting (A983) also acting as the Whitwood Distant.

Up Normanton Main

Whitwood W14 signal.

Altofts Junction A986 signal.

Between Goose Hill Junction and Methley North Junction**Down Fast**

Altofts Junction colour light Outer Distant (below the Goose Hill Junction Semaphore Home signal).

Altofts Junction colour light Inner Distant (below the Goose Hill Junction Semaphore Starting signal).

Altofts Junction A987 signal.

Down Slow

Altofts Junction Semaphore Distant (below the Goose Hill Junction Starting signal).

Altofts Junction A985 signal.

Up Midland Main

980 Auto signal.

Altofts Junction A982 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****PROVISION OF THE AUTOMATIC WARNING SYSTEM : GOOSE HILL JUNCTION - ALTOFTS JUNCTION - METHLEY NORTH JUNCTION - WHITWOOD - continued****Up Slow**

Altofts Junction A992 signal.

Up Fast

Goose Hill Junction GJ64 signal.

(15)

MILFORD

The Down Pontefract Home signal to Down Branch has been re-positioned 4 yards further from the signal box on a bracket post.

(15)

CASTLEFORD EAST BRANCH

The points at Castleford East Branch Ground Frame have been temporarily secured out of use in the normal position.

(15)

STANNINGLEY GROUND FRAME

The connection - sidings to Down Main (previously secured out of use in the normal position), has been brought back into use and is operated from a two-lever ground frame.

Telephone communication to Leeds signal box has been provided.

(15)

*** SHIPLEY****Between Bradford Junction and Bingley Junction**

No.2 Platform line has been taken out of use until further notice. Two-way working has been introduced on No.1 Platform line and is worked in accordance with the Single line Track Circuit Block Regulations.

Between Guiseley Junction and Bingley Junction

Two-way working has been introduced on No.5 Platform line (Down Main) and is worked in accordance with the Single line Track Circuit Block Regulations.

Bingley Junction

The new facing crossover between the Down and Up Main lines situated approximately 600 yards on the Skipton side of the signal box has been brought into use and this forms the route from Up Main to No.2 or 5 Platform lines. The facing junction points - Up Main to No.2 Platform line have been secured out of use in the normal position pending removal.

The ground disc signal applying Down Main to No.1 Platform line has been replaced by a ground position light signal (No.2), 35 yards further from the signal box and applies:-

Down Main to No.1 Platform or
Set back along Down Main to No.5 Platform.

Junction Indicator Position "5" on Up Main BJ3 signal, has had its route reading altered, and now applies towards No.1 Platform line preceded by the new ground position light signal (2).

Junction Indicator Position "4" on BJ3 has been brought into use and applies towards No.5 Platform (Down Main) preceded by the new ground position light signal (No.2).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SHIPLEY – continued

Bradford Junction

The No.2 Platform line Home Signal applies to and controls movements on No.1 Platform line towards the Down Bradford via the Mains crossover until further notice.

The ground disc signal applying No.1 Platform line to Down Bradford or Sidings, together with the two ground disc signals within the sidings have been abolished. Movements to and from the Sidings are controlled by handsignalmen.

The trailing junction points – No.2 Platform line/Down Main have been secured out of use in the normal position pending removal.

Guiseley Junction

A new semaphore arm signal (Up direction) has been provided at the Guiseley Junction end of No.5 Platform line (on the Down side of the line), and applies towards the signal applying Down Main to Up Fast.

Telephone communication to Guiseley Junction signal box has been provided. (13)

SHIPLEY – BRADFORD JUNCTION

The trailing connection leading from Up Main to Sidings has been repositioned 25 yards nearer to the signal box.

The Sidings outlet ground disc signal has been repositioned accordingly, but on the cess side of the Sidings.

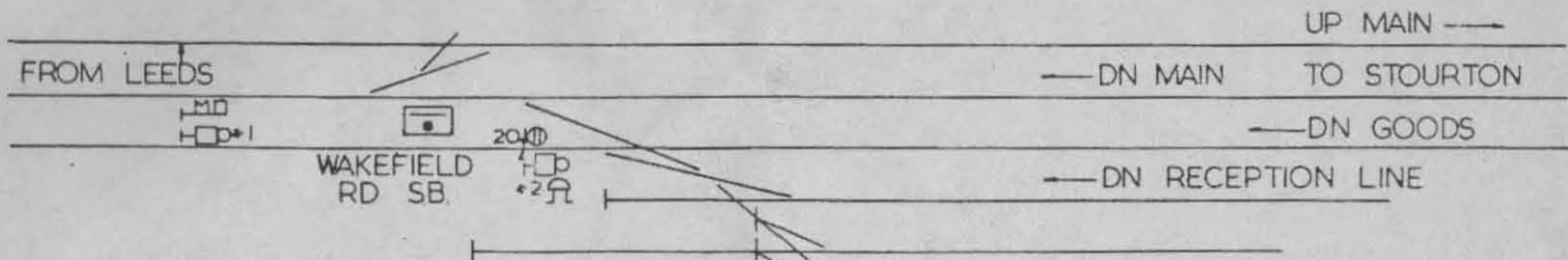
A new ground disc signal has been provided on No.1 Platform line adjacent to the Down Home signal (formerly No.2 Platform line Down Home signal) and applies towards the Sidings.

A new ground disc signal with two-way stencil route indicator has been provided in the cess of No.3 Platform line adjacent to the No.1 Platform line Down Home signal and applies:–

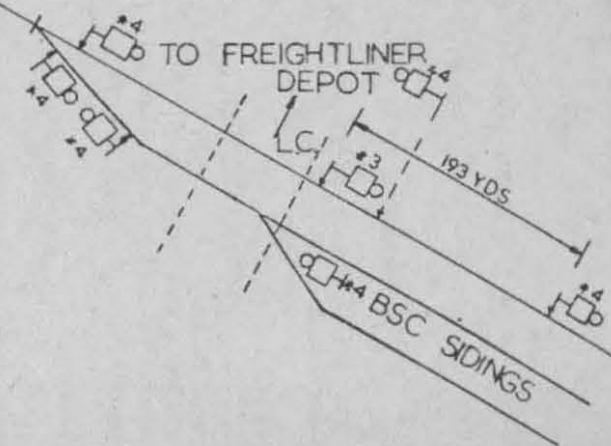
Indication "M" – No.3 Platform line to Down Main.

Indication "S" – No.3 Platform line to Sidings. (14)

STOURTON - B.S.C. SIDINGS



- NOTICE BOARDS WORDED AS FOLLOWS:-
1. PROPELLED TRAIN LOCOMOTIVE STOP
AWAIT INSTRUCTIONS.
 2. PROPELLED TRAINS FOR STOURTON
INDUSTRIAL ESTATE LOCOMOTIVE STOP
AWAIT BELL. WHISTLE BEFORE PROCEEDING.
 3. PROPELLED TRAINS LOCOMOTIVE STOP
AWAIT INSTRUCTIONS. WHISTLE BEFORE PROCEEDING.
 4. EXISTING NOTICE BOARD.



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 | | |
| Page 94 (Page 23 ND48D) | | | | | | | |
| EASTWOOD LMR TO NORMANTON GOOSE HILL | | | | | | | |
| Between Turners Lane and Lockes Siding :- | | | | | | | |
| Amend :- | | | | | | | |
| | | | | 20 | 48m. 67ch. and 49m. 6ch. | | |
| Add :- | | | | | | | |
| | | | | 20 | 49m. 6ch. and 48m. 48ch. (w.e.f. 09 00 Mon. 4 Feb.) (14D) | | |
| Page 117 | | | | | | | |
| NORMANTON ALTOFTS TO YORK CHALONERS WHIN | | | | | | | |
| Add after first maximum line speed entry :- | | | | | | | |
| | | BURTON SALMON AND MILFORD | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES (14D) | |
| Page 119 | | | | | | | |
| Delete all details Burton Salmon to Milford inclusive and substitute :- | | | | | | | |
| | | Burton Salmon (See page 133) | 16.70 | 20 | Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch. | | |
| | | | | | 40 | Main to Ferrybridge line 0m.p. and 0m. 15ch. | |
| | | Hillam Gates LC | 15.67 | | | | |
| | | Milford (See page 123) | 14.70 | 30 | Pontefract line to Gascoigne Wood line. (14D) | | |
| Page 133 | | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | | |
| Ferrybridge North Jn. | | | | | | | |
| Amend :- | | | | | | | |
| | | | | 20 | To Ferrybridge line 2m. 31ch. and 2m. 71ch. (14D) | | |
| Add :- | | | | | | | |
| | | Burton Salmon | | 20 | To Down Pontefract line. (14D) | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

| From | To | Line | Number of vehicles and special conditions |
|---|------------------|------------|---|
| Page 225 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Dearne Valley Colliery Sidings | Cudworth Station | Down Goods | 30 S.L.U. Clear weather only. (14D) |
| Delete:- | | | |
| Hunslet South Jn. | Wakefield Rd. | Up Goods | 16 S.L.U. Clear weather only. (14D) |

TABLE "G" WORKING IN WRONG DIRECTION

| From | To | Line | Number of vehicles and special conditions |
|---|----------------|------------|---|
| Page 235 | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Add:- | | | |
| Hunslet South Jn. | Wakefield Road | Down Goods | 24 S.L.U. (14D) |

TABLE H.1 - WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

| From | To | Line | Maximum number of vehicles S.L.U.'s and special conditions |
|---|--------------------------------|-----------------|--|
| Page 240 (Page ND-46, ND5) | | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | | |
| Delete:- | | | |
| Cudworth North Jn. | Cudworth South Jn. | Up Goods | 40 SLU |
| Cudworth South Jn. | Cudworth Station | Up Goods | 40 SLU |
| Cudworth Station | Dearne Valley Colliery Sidings | Up Goods | 40 SLU |
| (14D) | | | |
| GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. | | | |
| Delete:- | | | |
| Dearne Valley North Jn. | Grimethorpe Colliery | Up Branch Goods | 40 SLU |
| (14D) | | | |

LOCAL INSTRUCTIONS

Pages 341/342

FOSS ISLANDS BRANCH

Delete instructions headed "BURTON LANE SIGNAL BOX" and substitute :-

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station, at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.
2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the "Regulations for One Train Working on Single Lines" apply.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Pages 341/342 - Delete - substitute - continued

3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.
4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.
5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signaller.
6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

Page 342

ROWNTREE'S HALT

Delete 2nd and 3rd paragraphs.

(14D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 378

SHIPLEY

Delete paragraph 1.

Renumber paragraphs 2 and 3 to paragraphs 1 and 2 respectively.

(14D)

Delete instructions and substitute:-

1. Up diesel multiple units as Shipley may be propelled from No.2 Platform to the Down Main line at Bradford Junction signal box. The tail lamp of such a train must not be transferred to the opposite end until the crossing movement has been made and the train has stopped at No.3 Platform.
2. During a failure of track circuit(s) and/or direction lever, the following conditions must also be observed:-
 - (a) Failure between Guiseley Jn. and Bingley Jn. The Down Main line must be used for Down trains only and a Pilotman need not be appointed. (See remarks column in Table A regarding protection).
 - (b) Failure between Bradford Jn. and Bingley Jn. Provided the weather is clear a Pilotman need not be appointed. Trainmen must carry out protection in accordance with the Rule Book, Section M, Clause 3.9(b).
 - (c) Failure of track circuits between Bingley Jn. Down Home signals and Down Main Starting signal (Up Main Home signal).

One of the following methods of working must be instituted:-

- (i) The lines from Guiseley Jn. and Bedford Jn. to Bingley Jn. Down Main Starting signal must be used in the Down direction only and a Pilotman need not be appointed.
- (ii) Working by Pilotman must be instituted from Bingley Jn. Down Main and Down Bradford Home signal to a point on the Down Main line opposite the facing end of the crossover connection on the Up Main line and from the Up Main Home signal to Platform No.2.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 378 - continued

Acceptance of trains for Bradford direction under the Warning Arrangements.
Delete heading and item.

Page 380

SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.

Delete instruction under this heading and Add:-
"For Working Instructions, see page 378."

(14D)

LEEDS TO HULL PARAGON

Page 381

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS
AND MARSH LANE YARD

Delete instruction and substitute:-

Trains, except for one locomotive and brakevan, running between Neville Hill Up Sidings and Marsh Lane Yard must not be propelled.

(14D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH MGR TRAINS AND
BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 21 (i)

Item 3.1.

Amend speed to read 3m.p.h.

(14D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fas between 155m. 56chs. and 156m. 24chs. 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

PROCAR 80 CAR CARRIER - PR 90872

The following conditions must be observed with regard to the passage of the above vehicle and details of the services on which it is to be conveyed will be advised separately.

1. Passage of trains to be specially observed.
2. Appropriate reminder appliances to be used to ensure no premature operation of points/signals can be initiated.
3. If power-worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance employed. (14D)

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

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.32/NS

York

G. GRAHAM
Chief Operating Manager

21 MARCH, 1980

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 6 APRIL - HOUGHTON COLLIERY BUNKER LOADING FACILITIES.

New connections will be brought into use together with the associated signalling. Reference should be made to the diagram included in this notice. (17)

WEDNESDAY 9 APRIL - HUDDERSFIELD

No. 2 Platform line together with the No.2 Platform line Starting Signal (141) will be abolished and the points leading to No.2 Platform line from the Up Fast will be secured out of use in the normal position pending removal. (17)

DETAILS OF WORK ALREADY CARRIED OUT

** DONCASTER UP DECOY

Between the sites of the former Carr and Potteric Carr signal boxes, four new running lines have been provided leading into the Up East Slow line north of the site of the former Potteric Carr signal box.

These are two-way Transfer line (running adjacent to the Up Siding No.1 and a continuation of the existing Transfer line); Up Goods No.3; No.2; and No.1 (the Up Goods No.2 and Up Goods No.1 are a continuation of the Up Goods and run adjacent to the Up East Slow line).

New Associated Signals or Signal Routes on existing signals have been provided as follows:-
D250 (existing Transfer line signal)

The route indicator has become 3-way and the following indications now apply:-

| | | |
|-----|---|------------------------|
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | S | Up Sidings (no change) |

D252 existing signal on the Up Goods

The signal now functions as a 3-aspect signal and new route indications have been added as follows:-

| | | |
|------|---|-----------------------------|
| Main | - | Up Goods No.1 |
| Sub | T | Transfer line |
| Sub | 3 | Up Goods No.3 |
| Sub | 2 | Up Goods No.2 |
| Sub | 1 | Up Goods No.1 line occupied |
| Sub | S | Up Sidings (no change) |

D238 - A new 3-aspect signal has been provided at the south end of the Up Goods No.1 which applies towards the Up East Slow or (Sub) towards the Shunt neck.

A signal-post telephone has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DONCASTER UP DECOY - continued

Ground Position Light Signals

1439 - A new ground position light signal has been provided at the north end of the Transfer line and applies along the Transfer line (down direction) to Carr MPD or to Down Engine line. An adjacent telephone to Doncaster signal box has been provided.

1420/1422/1424 - New ground position light signals have been provided at the south end of the Transfer line; Up Goods No.3 and Up Goods No.2 respectively and apply towards the Up East Slow line or Shunt neck. An adjacent telephone connected to Doncaster signal box has been provided.

1446 - The ground position light signal now reading from Carr MPD towards the Up Sidings now applies additionally towards the Transfer line or to the Up Goods No.3.

1405 - (Down Direction on the Shunt neck) - A 5-way route indicator has been added and the following indications now apply:-

| Indication | Application to or towards |
|------------|-----------------------------|
| 1 | Up Goods No.1 line occupied |
| 2 | Up Goods No.2 line occupied |
| 3 | Up Goods No.3 line occupied |
| T | Transfer line |
| S | Up Sidings |

(14)

** DONCASTER - ST. JAMES JN. AREA

Ground position light signal 1474 controls the outlet from Nos. 2, 3, 4 and 5 Up West Sidings and not No.1 as published, hitherto (page 13 last entry:- Supplementary Signalling Notice No.100). (15)

** DONCASTER STATION

Whilst work is in progress on Platform 3A, Drivers of stopping trains must bring their trains to a stand at the moveable marker board provided. (15)

CUDWORTH STATION - HOUGHTON COLLIERY GROUND FRAME - DEARNE VALLEY COLLIERY SIDINGS

Houghton Colliery ground frame has been disconnected, and movements into and out of the colliery are controlled by Hand-signalmen.

The Cripple Siding at Houghton Colliery is temporarily out of use.

Signalling Alteration

Down Goods : The Cudworth Station 3-aspect colour light Home No.1 signal (C89) has been repositioned 763 yards further from the signalbox. The semaphore Inner Distant signal has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CUDWORTH STATION - HOUGHTON COLLIERY GROUND FRAME - DEARNE VALLEY COLLIERY SIDINGS - continued

Up Goods : The Dearne Valley Colliery Sidings semaphore Home signal has been replaced by a 2-aspect (R/G) colour light signal (C96) sited 10 yards nearer to Cudworth and this becomes the Cudworth Station Up Goods Starting signal (also controlled by Dearne Valley Colliery Sidings). The signal-post telephone is connected to Cudworth Station signalbox.

The Dearne Valley Colliery Sidings semaphore Distant signal has been abolished.

The Cudworth Station Up Goods second controlled signal (C91), now functions as a 3-aspect signal and the subsidiary is centralised on the post of the signal. The following indications apply:-

| Aspect | Route Indication | Application to or towards |
|---------------|------------------|-----------------------------------|
| Main (Yellow) | N | Grimethorpe Branch |
| Sub | N | Grimethorpe Branch line occupied. |
| Main | - | C96 Up Goods Starting. |

The rear route indication has been abolished.

(16)

** STOURTON JUNCTION

An additional route has been provided on the ground disc signal sited left of the Down Goods line and reads:-

Down Goods to Up Goods; or to
Up Main; or to Shunt Spur (former Down Goods)

(14)

** STOURTON B.S.C. SIDINGS

New notice boards have been provided. Reference should be made to the diagram included in this notice.

(14)

** HUNSLET SOUTH JUNCTION

The two-tier ground disc signal reading - Down Goods to Up Main or to Up Goods has been replaced by a three-tier ground disc signal reading as follows:-

Top disc - Down Goods to Up Goods
Middle disc - Down Goods to Up Main
Bottom disc - Set back along Down Goods

(14)

** PROVISION OF THE AUTOMATIC WARNING SYSTEM : GOOSE HILL JUNCTION - ALTOFTS JUNCTION - METHLEY NORTH JUNCTION - WHITWOOD

The AWS has been brought into use at the following signals:-

Between Methley North Junction and Whitwood
Down Whitwood Main
Methley North Junction MJ12 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****PROVISION OF THE AUTOMATIC WARNING SYSTEM : GOOSE HILL JUNCTION - ALTOFTS JUNCTION - METHLEY NORTH JUNCTION - WHITWOOD - continued****Between Altofts Junction and Whitwood****Down Normanton Main**

Altofts Junction starting (A983) also acting as the Whitwood Distant.

Up Normanton Main

Whitwood W14 signal.

Altofts Junction A986 signal.

Between Goose Hill Junction and Methley North Junction**Down Fast**

Altofts Junction colour light Outer Distant (below the Goose Hill Junction Semaphore Home signal).

Altofts Junction colour light Inner Distant (below the Goose Hill Junction Semaphore Starting signal).

Altofts Junction A987 signal.

Down Slow

Altofts Junction Semaphore Distant (below the Goose Hill Junction Starting signal).

Altofts Junction A985 signal.

Up Midland Main

980 Auto signal.

Altofts Junction A982 signal.

Up Slow

Altofts Junction A992 signal.

Up Fast

Goose Hill Junction GJ64 signal.

(15)

**** MILFORD**

The Down Pontefract Home signal to Down Branch has been re-positioned 4 yards further from the signal box on a bracket post at an increased height of 26ft. above rail level. (Amended Item) (15)

**** CASTLEFORD EAST BRANCH**

The points at Castleford East Branch Ground Frame have been temporarily secured out of use in the normal position. (15)

**** STANNINGLEY GROUND FRAME**

The connection - sidings to Down Main (previously secured out of use in the normal position), has been brought back into use and is operated from a two-lever ground frame.

Telephone communication to Leeds signal box has been provided.

(15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KEIGHLEY DOWN SIDINGS

The Warehouse Siding has been shortened by 50 yards and buffer stops erected. (New Item) (17)

SHIPLEY - BINGLEY JUNCTION TO BRADFORD JUNCTION

No.1 Platform line has been taken out of use and the points leading to and from this line have been secured out of use in the normal position pending removal.

New points connecting No.2 Platform line into the Down Main at Bingley Junction and into the Up Main at Bradford Junction have been brought into use and the two-way working transferred to No.2 Platform line. (The Single line Track Circuit Block Regulations continue to apply).

All associated signals/signal routes now apply for this line. (16)

* SHIPLEY - BRADFORD JUNCTION

The trailing connection leading from Up Main to Sidings has been repositioned 25 yards nearer to the signal box.

The Sidings outlet ground disc signal has been repositioned accordingly, but on the cess side of the Sidings.

A new ground disc signal has been provided on No.1 Platform line adjacent to the Down Home signal (formerly No.2 Platform line Down Home signal) and applies towards the Sidings.

A new ground disc signal with two-way stencil route indicator has been provided in the cess of No.3 Platform line adjacent to the No.1 Platform line Down Home signal and applies:-

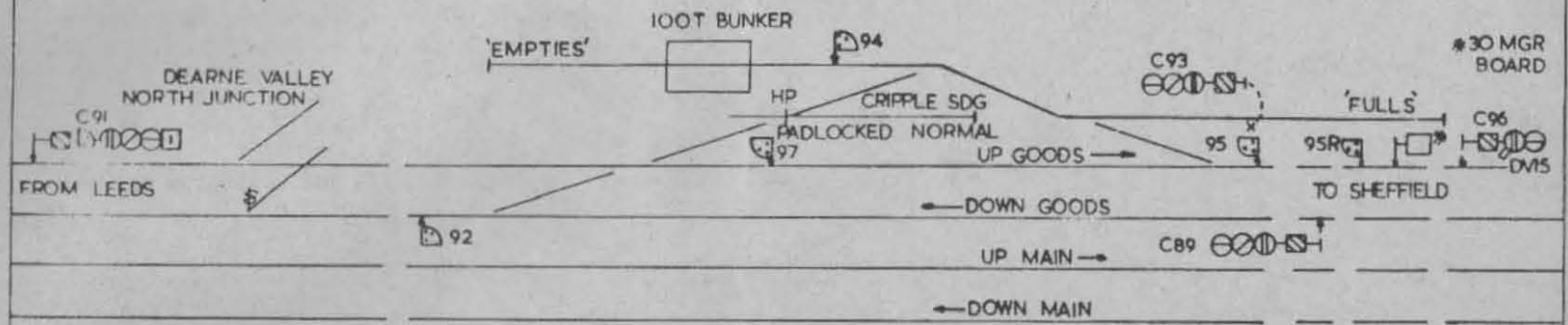
Indication "M" - No.3 Platform line to Down Main.

Indication "S" - No.3 Platform line to Sidings. (14)

HESSLE ROAD - WALTON STREET - WEST PARADE

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.105 and all concerned must be in possession of a copy of this notice. (16)

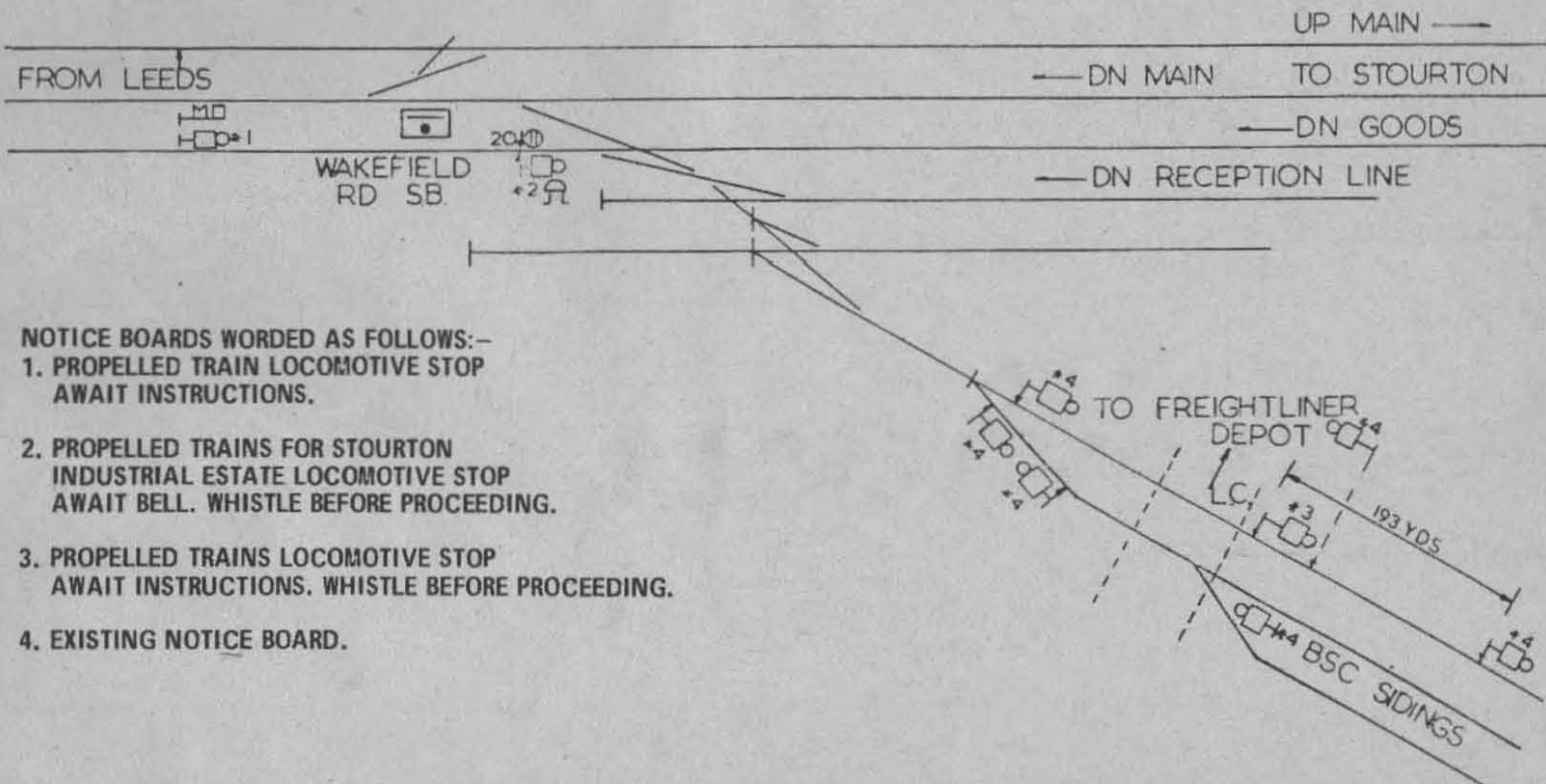
HOUGHTON COLLIERY BUNKER 6 APRIL 1980
TELEPHONE TO CUDWORTH STN SB



C91 ROUTE INDICATOR-
N' GRIMETHORPE BRANCH

\$ - Spring points

** STOURTON - B.S.C. SIDINGS



NOTICE BOARDS WORDED AS FOLLOWS:-

1. PROPELLED TRAIN LOCOMOTIVE STOP
AWAIT INSTRUCTIONS.
2. PROPELLED TRAINS FOR STOURTON
INDUSTRIAL ESTATE LOCOMOTIVE STOP
AWAIT BELL. WHISTLE BEFORE PROCEEDING.
3. PROPELLED TRAINS LOCOMOTIVE STOP
AWAIT INSTRUCTIONS. WHISTLE BEFORE PROCEEDING.
4. EXISTING NOTICE BOARD.

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 m.p.h. | |

Page 133 (Page 48 ND14D)

WATH ROAD JN. TO BURTON SALMON

Ferrybridge North Jn.

★

Amend:—

20 To Knottingley line

2m. 31ch. and 2m. 71ch. (23D)

TABLE W — SET BACK MOVEMENTS — EXEMPTION FROM
RULE BOOK, SECTION J CLAUSE 4.1

| Signal box | Movement | See Special instructions on page |
|------------|----------|----------------------------------|
|------------|----------|----------------------------------|

Page 267

WATH ROAD JN. TO LEEDS NORTH JN.

★

Add:—

Cudworth Station
Signal No.95Up Goods to Houghton
Colliery Bunker line

(23D)

LOCAL INSTRUCTIONS
LEEDS TO HULL PARAGON

Page 383

HULL

WEST PARADE SIGNAL BOX

★

Delete item.

BOTANIC GARDENS DIESEL DEPOT

★

Amend reference to West Parade signal box in third line to read Hessle Road signal box.

PARAGON SIGNAL BOX Method of Cautioning

★

Delete paragraph.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

Page 18 (4)

HOUGHTON MAIN COLLIERY

★ Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signalman will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signalman when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signalman when the loaded train is ready to depart.

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signalman.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signalman must be advised that the train is ready to depart. (23D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fas between 155m. 56chs. and 156m. 24chs. 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

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

★ SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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.32/NS

York

G. GRAHAM
Chief Operating Manager

28 MARCH, 1980

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 20 APRIL - HUDDERSFIELD

Down Slow line signal No.169 will be resited on the right hand side of the line 56 yards further West in the tunnel. (19)

SUNDAY 20 APRIL - HULL PARAGON TO COTTINGHAM NORTH *

The Track Circuit Block Regulations will apply over the Down Scarborough between Hull Paragon and Cottingham North throughout and the Absolute Block Regulations will be discontinued.

Cottingham North - Signalling Alterations
Up Scarborough

The semaphore Starting signal will be abolished and replaced by a 3-aspect colour light signal (displaying Red/Green only at this stage) plated C2, 510 yards after passing the signal box and 230 yards before reaching Thwaite Crossing.

A signal post telephone will be provided.

Down Scarborough

The semaphore 1st Home signal will be abolished and replaced by a 3-aspect colour light signal plated C18, situated 1,043 yards before reaching the signal box (263 yards further) and 298 yards from Thwaite Crossing.

A signal post telephone will be provided.

The Colour light Distant signal will be repositioned 437 yards further from Signal Box to a position 1,410 yards from new C18 signal.

The Down Scarborough Starting signal will be abolished. (19)

DETAILS OF WORK ALREADY CARRIED OUT

HUDDERSFIELD

No.2 Platform line together with the No.2 Platform line Starting Signal (141) have been abolished and the points leading to No.2 Platform line from the Up Fast have been secured out of use in the normal position pending removal. (17)

BETWEEN GLEDHOLT JUNCTION AND MARSDEN

The following catch points in the Up Main will be removed and plain line installed :-

- at 23m 69chs, 900 yards before reaching HU 195 signal.

- at 22m 55chs, 3m 580 yards before reaching the Marsden Distant signal.

(New Item) (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** CUDWORTH STATION - HOUGHTON COLLIERY GROUND FRAME - DEARNE VALLEY COLLIERY SIDINGS

Houghton Colliery ground frame has been disconnected, and movements into and out of the colliery are controlled by Hand-signalmen.

The Cripple Siding at Houghton Colliery is temporarily out of use.

Signalling Alteration

Down Goods : The Cudworth Station 3-aspect colour light Home No.1 signal (C89) has been repositioned 763 yards further from the signalbox. The semaphore Inner Distant signal has been abolished.

Up Goods : The Dearne Valley Colliery Sidings semaphore Home signal has been replaced by a 2-aspect (R/G) colour light signal (C96) sited 10 yards nearer to Cudworth and this becomes the Cudworth Station Up Goods Starting signal (also controlled by Dearne Valley Colliery Sidings). The signal-post telephone is connected to Cudworth Station signalbox.

The Dearne Valley Colliery Sidings semaphore Distant signal has been abolished.

The Cudworth Station Up Goods second controlled signal (C91), now functions as a 3-aspect signal and the subsidiary is centralised on the post of the signal. The following indications apply:-

| Aspect | Route Indication | Application to or towards |
|---------------|------------------|-----------------------------------|
| Main (Yellow) | N | Grimethorpe Branch |
| Sub | N | Grimethorpe Branch line occupied. |
| Main | - | C96 Up Goods Starting. |

The rear route indication has been abolished.

(16)

HOUGHTON COLLIERY BUNKER LOADING FACILITIES

New connections have been brought into use together with the associated signalling. Reference should be made to the diagram included in this notice.

(17)

KEIGHLEY DOWN SIDINGS

The Warehouse Siding has been shortened by 50 yards and buffer stops erected.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** SHIPLEY - BINGLEY JUNCTION TO BRADFORD JUNCTION**

No.1 Platform line has been taken out of use and the points leading to and from this line have been secured out of use in the normal position pending removal.

New points connecting No.2 Platform line into the Down Main at Bingley Junction and into the Up Main at Bradford Junction have been brought into use and the two-way working transferred to No.2 Platform line. (The Single line Track Circuit Block Regulations continue to apply).

All associated signals/signal routes now apply for this line.

(16)

**** HESSLE ROAD - WALTON STREET - WEST PARADE**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.105 and all concerned must be in possession of a copy of this notice.

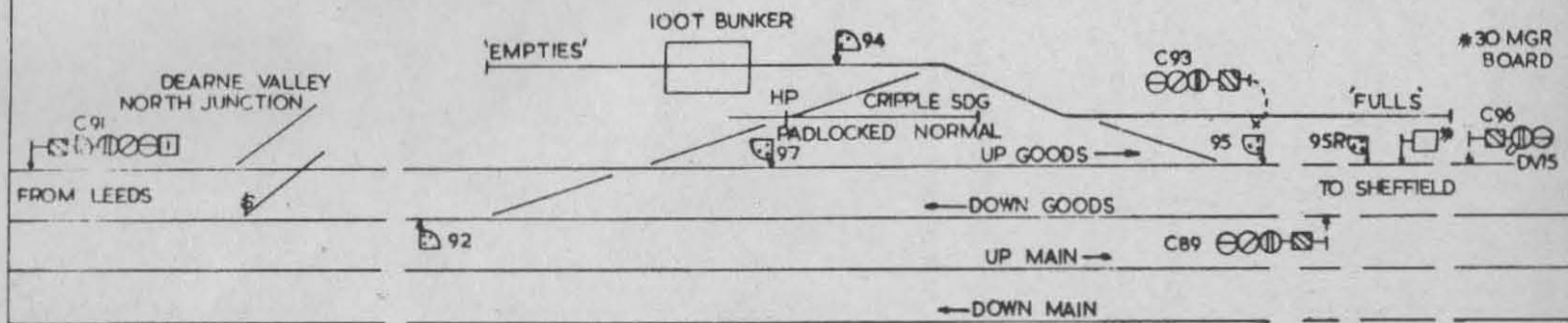
(16)

SNAITH EAST LEVEL CROSSING AT 68m. 30chs. (BETWEEN SNAITH AND RAWCLIFFE) *

The attendance at the crossing has been withdrawn and telephones connected to Snaith Station Signa Box have been provided.

(New Item) (19)

HOUGHTON COLLIERY BUNKER 6 APRIL 1980
 TELEPHONE TO CUDWORTH STN 58



C91 ROUTE INDICATOR:-
 'N' GRIMETHORPE BRANCH

§ = Spring points

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 | |

Page 83

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Between Dock Hills L.C. and Bentley Crossing L.C.

Delete :-

70

156m. 72chs. and
157m. 68chs.

(w.e.f. 14 00 Monday 21 April)

Between Bentley Crossing L.C. and Castle Hills South Jn.

★ Amend :-

70

157m. 20chs. and
156m. 72chs.

(w.e.f. 14 00 Monday 21 April)

Page 133 (Page 48 ND14D)

WATH ROAD JN. TO BURTON SALMON

Ferrybridge North Jn.

Amend:-

20

To Knottingley line

2m. 31ch. and 2m. 71ch. (23D)

Page 160 (Page ND53, ND14)

HULL PARAGON TO SEAMER WEST

★ Delete 'AB' in Down line between Walton Street L.C. and Cottingham North L.C.

(w.e.f. Sunday 20 April)

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM
RULE BOOK, SECTION J CLAUSE 4.1

| Signal box | Movement | See Special instructions on page |
|------------|----------|----------------------------------|
|------------|----------|----------------------------------|

Page 267

WATH ROAD JN. TO LEEDS NORTH JN.

Add:-

Cudworth Station
Signal No.95Up Goods to Houghton
Colliery Bunker line

-

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

LEEDS TO HULL PARAGON

Page 383

HULL

WEST PARADE SIGNAL BOX
Delete item.

BOTANIC GARDENS DIESEL DEPOT

Amend reference to West Parade signal box in third line to read Hessele Road signal box.

PARAGON SIGNAL BOX Method of Cautioning

Delete paragraph.

(23D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

Page 18 (4)

HOUGHTON MAIN COLLIERY

Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signalman will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signalman when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signalman when the loaded train is ready to depart.

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signalman.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signalman must be advised that the train is ready to depart.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fa between 155m. 56chs. and 156m. 24chs. 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.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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.32/NS

G. GRAHAM
Chief Operating Manager

York

11 APRIL, 1980

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 27 APRIL - ESHOLT JUNCTION

The Down Branch Home signal will be reduced in height to 22ft. above rail level. (20)

SUNDAY 27 APRIL - BETWEEN PONTEFRACT GOODS JUNCTION AND PONTEFRACT MONKHILL

● Catch points in the Up Goole, situated at 57m. 38chs. (670 yards before reaching Prince of Wales P.O.W. 374 signal) will be removed and plain line installed. (20)

DETAILS OF WORK ALREADY CARRIED OUT

** HUDDERSFIELD

No.2 Platform line together with the No.2 Platform line Starting Signal (141) have been abolished and the points leading to No.2 Platform line from the Up Fast have been secured out of use in the normal position pending removal. (17)

HUDDERSFIELD

Down Slow line signal No.169 has been resited on the right hand side of the line 56 yards further west in the tunnel. (19)

● BETWEEN GLEDHOLT JUNCTION AND MARSDEN

The following catch points in the Up Main will be removed and plain line installed :-

- at 23m 69chs, 900 yards before reaching HU 195 signal.
- at 22m 55chs, 3m 580 yards before reaching the Marsden Distant signal. (19)

** HOUGHTON COLLIERY BUNKER LOADING FACILITIES

New connections have been brought into use together with the associated signalling. Reference should be made to the diagram included in this notice. (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SNAITH EAST LEVEL CROSSING AT 68m. 30chs. (BETWEEN SNAITH AND RAWCLIFFE)

The attendance at the crossing has been withdrawn and telephones connected to Snaith Station Signal Box have been provided. (19)

** KEIGHLEY DOWN SIDINGS

The Warehouse Siding has been shortened by 50 yards and buffer stops erected. (17)

HULL PARAGON TO COTTINGHAM NORTH

The Track Circuit Block Regulations apply over the Down Scarborough between Hull Paragon and Cottingham North throughout and the Absolute Block Regulations have been discontinued.

Cottingham North – Signalling Alterations
Up Scarborough

The semaphore Starting signal has been abolished and replaced by a 3-aspect colour light signal (displaying Red/Green only at this stage) plated C2, 510 yards after passing the signal box and 230 yards before reaching Thwaite Crossing.

A signal post telephone has been provided.

Down Scarborough

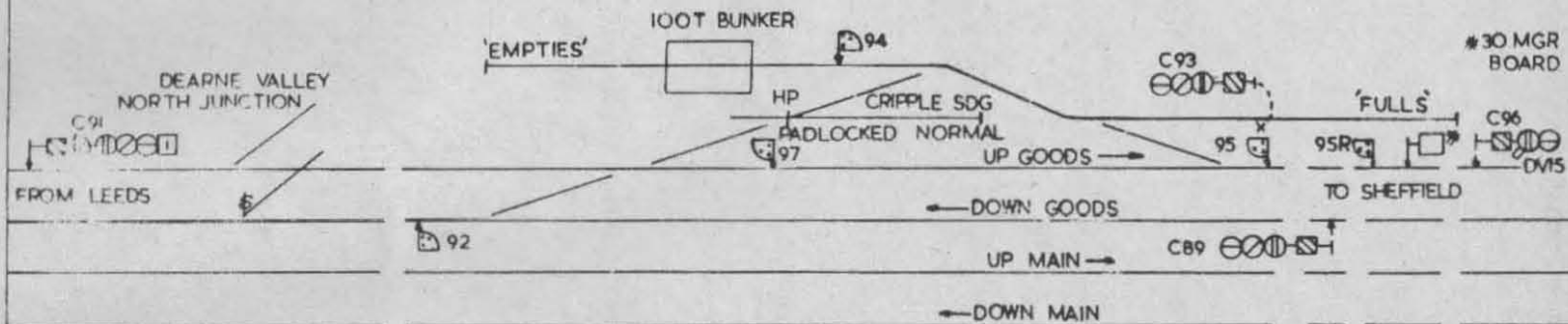
The semaphore 1st Home signal has been abolished and replaced by a 3-aspect colour light signal plated C18, situated 1,043 yards before reaching the signal box (263 yards further) and 298 yards from Thwaite Crossing.

A signal post telephone has been provided.

The Colour light Distant signal has been repositioned 437 yards further from Signal Box to a position 1,410 yards from new C18 signal.

The Down Scarborough Starting signal has been abolished. (19)

** HOUGHTON COLLIERY BUNKER 6 APRIL 1980
 TELEPHONE TO CUDWORTH STN SB



C91 ROUTE INDICATOR-
 N' GRIMETHORPE BRANCH

\$ = Spring points

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 | |
| Page 83 | | | | | | |
| DONCASTER MARSHGATE JN. TO LEEDS WEST JN. | | | | | | |
| Between Dock Hills L.C. and Bentley Crossing L.C. | | | | | | |
| Delete :- | | | | 70 | 156m. 72chs. and 157m. 68chs. (w.e.f. 14 00 Monday 21 April) | |
| Between Bentley Crossing L.C. and Castle Hills South Jn. | | | | | | |
| Amend :- | | | | 70 | 157m. 20chs. and 156m. 72chs. (w.e.f. 14 00 Monday 21 April) | |
| Page 133 (Page 48 ND14D) | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | |
| Ferrybridge North Jn. | | | | | | |
| Amend :- | | | | 20 | To Knottingley line 2m. 31ch. and 2m. 71ch. (23D) | |
| Page 160 (Page ND53, ND14) | | | | | | |
| HULL PARAGON TO SEAMER WEST | | | | | | |
| Delete 'AB' in Down line between Walton Street L.C. and Cottingham North L.C. | | | | | | (w.e.f. Sunday 20 April) |

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1

| Signal box | Movement | See Special instructions on page |
|----------------------------------|----------------------|----------------------------------|
| Page 267 | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | |
| Add:- | | |
| Cudworth Station | Up Goods to Houghton | - |
| Signal No.95 | Colliery Bunker line | (23D) |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS
LEEDS TO HULL PARAGON

Page 383

HULL

WEST PARADE SIGNAL BOX

Delete item.

BOTANIC GARDENS DIESEL DEPOT

Amend reference to West Parade signal box in third line to read Hessle Road signal box.

PARAGON SIGNAL BOX Method of Cautioning

Delete paragraph.

(23D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

Page 18 (4)

HOUGHTON MAIN COLLIERY

Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signalman will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signalman when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signalman when the loaded train is ready to depart.

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signalman.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signalman must be advised that the train is ready to depart.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ ** BI-MONTHLY NOTICES

Commencing with the bi-monthly 'D' books No.23, the title will no longer be shown as 'General Instructions and Notices' but will bear the title 'Periodical Operating Notice'.

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down F between 155m. 56chs. and 156m. 24chs. 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.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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.32/NS

G. GRAHAM
Chief Operating Manager

York

18 APRIL, 1980

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 4 MAY - DECOY NORTH JUNCTION

In connection with Section C.3.1.1. (b) of the Rule Book, Down Fast line signal D195 will also be capable of displaying a flashing double yellow aspect and D209 will also be capable of displaying a flashing single yellow aspect when D233 (with Junction indicator position "1") is displaying a proceed aspect for the route to Down West Slow No.1. (21)

SUNDAY 4 MAY - DONCASTER STATION (SOUTH END)

The connections giving access to the South end of the Down Platform Loop will be remodelled to form a direct route from the Down/Up West Slow and the Down/Up Sheffield to the Down Platform Loop in addition to the present route via the Down Slow.

Signal D288 (Up direction on Down Platform Loop) will now apply towards the Down/Up West Slow or Down/Up Sheffield via the new direct route in addition to the route via the Down Slow.

D275 (Down direction on Down/Up West Slow) and D277 (Down direction on Down/Up Sheffield) will now apply towards the Down Platform Loop via the new direct route in addition to the route via the Down Slow. (21)

SUNDAY 4 MAY - ARKSEY

To facilitate engineering work, the following temporary arrangements will be implemented:-

The Up Main will be slued into the Down Main immediately South of Arksey signal box (between 157½m.p. and 158m.p.).

Between 157¼ and 157½m.p., a lead will be provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineers Siding (dead section of Up Main).

A scotch will be retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

Train Working Arrangements

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Stue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator will be taken out of use, and the signal will apply via the Arksey Down Loop and display RED or YELLOW aspects only.

A16 signal will be maintained at RED.

Up Main A4 signal will display RED or YELLOW aspects only when cleared for the diverted route. (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 4 MAY – THACKLEY JUNCTION : SHIPLEY AREA – PROVISION OF A.W.S.

A.W.S. equipment will be brought into use at the following signals:–

| DOWN DIRECTION | | UP DIRECTION | |
|--------------------------|---|--------------------------|---|
| THACKLEY JUNCTION | | THACKLEY JUNCTION | |
| LINE | SIGNAL | LINE | SIGNAL |
| Down Main | Thackley Jn. Semaphore Outer Distant. | Up Fast | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Fast Starting. |
| Down Main | Thackley Jn. Semaphore Inner Distant. | Up Slow | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Slow Starting. |
| GUISELEY JUNCTION | | | |
| Down Main | Semaphore Distant Down Main to Down Fast Outer Distant below Thackley Jn. Down Home Signal. | Up Main | G40 † |
| Down Main | Semaphore Distant Down Main to Down Slow Outer Distant below Thackley Jn. Down Home Signal. | Up Main | 3-aspect colour light combined with Bradford Jn. BR4 signal. |
| Down Fast | Semaphore Inner Distant below Thackley Jn. Down Starting. | Up Main | 3-aspect colour light combined with Bingley Jn. BJ3 signal. |
| Down Slow | Semaphore Inner Distant below Thackley Jn. Down Starting. | | |
| Down Branch | Semaphore Distant. | | † The inductor will be 130 yards from the signal. |
| BRADFORD JUNCTION | | | |
| Down Fast to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | Up Main | 2-aspect colour light Distant BR3. |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |
| Down Slow to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | | |
| BINGLEY JUNCTION | | | |
| Down Main | Semaphore Distant below Guiseley Jn. Down Fast Home Signal. | Up Main | 2-aspect colour light Distant (BJ1). |
| Down Main | Semaphore Distant below Guiseley Jn. Down Slow Home Signal. | | |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

FOSTON LEVEL CROSSING (BETWEEN STRENSALL AND BARTON HILL)

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(New item) (22)

HAMMERTON ROAD LEVEL CROSSING (BETWEEN HAMMERTON AND CATTAL)

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(New item) (22)

HUDDERSFIELD

Down Slow line signal No.169 has been resited on the right hand side of the line 56 yards further west in the tunnel.

(19)

BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION

The Prince of Wales controlled ground position light signal 373, together with its route indicator, (at approximately 56m. 64chs.) applying set-back along Down Goole; to Down Goods; or to Down Sidings has been repositioned 117 yards nearer to the signal box on the right-hand side of the Down Goole.

(New Item)

BETWEEN GLEDHOLT JUNCTION AND MARSDEN

The following catch points in the Up Main will be removed and plain line installed :-

– at 23m 69chs, 900 yards before reaching HU 195 signal.

– at 22m 55chs, 3m 580 yards before reaching the Marsden Distant signal.

(19)

SNAITH EAST LEVEL CROSSING AT 68m. 30chs. (BETWEEN SNAITH AND RAWCLIFFE)

The attendance at the crossing has been withdrawn and telephones connected to Snaith Station Signal Box have been provided.

(19)

BETWEEN PONTEFRACT GOODS JUNCTION AND PONTEFRACT MONKHILL

The catch points in the Up Goole, situated at 57m. 38chs. (670 yards before reaching Prince of Wales P.O.W. 374 signal) have been removed and plain line installed.

(20)

ESHOLT JUNCTION

The Down Branch Home signal has been reduced in height to 22ft. above rail level.

(20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HULL PARAGON TO COTTINGHAM NORTH**

The Track Circuit Block Regulations apply over the Down Scarborough between Hull Paragon and Cottingham North throughout and the Absolute Block Regulations have been discontinued.

Cottingham North – Signalling Alterations**Up Scarborough**

The semaphore Starting signal has been abolished and replaced by a 3-aspect colour light signal (displaying Red/Green only at this stage) plated C2, 510 yards after passing the signal box and 230 yards before reaching Thwaite Crossing.

A signal post telephone has been provided.

Down Scarborough

The semaphore 1st Home signal has been abolished and replaced by a 3-aspect colour light signal plated C18, situated 1,043 yards before reaching the signal box (263 yards further) and 298 yards from Thwaite Crossing.

A signal post telephone has been provided.

The Colour light Distant signal has been repositioned 437 yards further from Signal Box to a position 1,410 yards from new C18 signal.

The Down Scarborough Starting signal has been abolished.

(19)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HULL PARAGON TO COTTINGHAM NORTH**

The Track Circuit Block Regulations apply over the Down Scarborough between Hull Paragon and Cottingham North throughout and the Absolute Block Regulations have been discontinued.

Cottingham North – Signalling Alterations**Up Scarborough**

The semaphore Starting signal has been abolished and replaced by a 3-aspect colour light signal (displaying Red/Green only at this stage) plated C2, 510 yards after passing the signal box and 230 yards before reaching Thwaite Crossing.

A signal post telephone has been provided.

Down Scarborough

The semaphore 1st Home signal has been abolished and replaced by a 3-aspect colour light signal plated C18, situated 1,043 yards before reaching the signal box (263 yards further) and 298 yards from Thwaite Crossing.

A signal post telephone has been provided.

The Colour light Distant signal has been repositioned 437 yards further from Signal Box to a position 1,410 yards from new C18 signal.

The Down Scarborough Starting signal has been abolished.

(19)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

TABLE A : DETAILS OF RUNNING LINES

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

| 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 26 (Page 55 Supp. Optg.Insts.) (Page SD11, SD14D) | | | | | | |
| KINGS CROSS TO DONCASTER MARSHGATE JN. | | | | | | |
| STOKE (99m. 61ch.) AND MARSHGATE JN. | | | | | | |
| ★ | Add:- | | | 70 | 70 | DOWN/UP WEST SLOW NO.1 BETWEEN DECOY NORTH JN. (153m. 74ch.) AND SAND BANK JN. (155m. 28ch.) (w.e.f. Sunday 4 May) |
| | | | | 50 | | DOWN SLOW NO.2 BETWEEN POTTERIC CARR JN. (154m. 10ch.) AND SAND BANK JN. (155m. 23ch.) (w.e.f. Sunday 4 May) (23D) |
| Page 83 | | | | | | |
| DONCASTER MARSHGATE JN. TO LEEDS WEST JN. | | | | | | |
| Between Dock Hills L.C. and Bentley Crossing L.C. | | | | | | |
| | Delete :- | | | 70 | | 156m. 72chs. and 157m. 68chs. (w.e.f. 14 00 Monday 21 April) |
| Between Bentley Crossing L.C. and Castle Hills South Jn. | | | | | | |
| | Amend :- | | | 70 | | 157m. 20chs. and 156m. 72chs. (w.e.f. 14 00 Monday 21 April) |
| Page 125 | | | | | | |
| WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. | | | | | | |
| Pontefract Monkhill | | | | | | |
| ★ | Amend:- | | | | | C. Up Main at 57m. 32ch. 550 yards before reaching signal P.O.W.374. (w.e.f. Sunday 4 May) |
| Page 133 (Page 48 ND14D) | | | | | | |
| WATH ROAD JN. TO BURTON SALMON | | | | | | |
| Ferrybridge North Jn. | | | | | | |
| | Amend:- | | | 20 | | To Knottingley line 2m. 31ch. and 2m. 71ch. (23D) |
| Page 160 (Page ND53, ND14) | | | | | | |
| HULL PARAGON TO SEAMER WEST | | | | | | |
| Delete 'AB' in Down line between Walton Street L.C. and Cottingham North L.C. | | | | | | |
| (w.e.f. Sunday 20 April) | | | | | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM
RULE BOOK, SECTION J CLAUSE 4.1

| Signal box | Movement | See Special instructions on page |
|------------------|----------------------------------|----------------------------------|
| Page 267 | WATH ROAD JN. TO LEEDS NORTH JN. | |
| | Add:- | |
| Cudworth Station | Up Goods to Houghton | - |
| Signal No.95 | Colliery Bunker line | (23D) |

LOCAL INSTRUCTIONS
LEEDS TO HULL PARAGON

Page 383

HULL

WEST PARADE SIGNAL BOX

Delete item.

BOTANIC GARDENS DIESEL DEPOT

Amend reference to West Parade signal box in third line to read Hessele Road signal box.

PARAGON SIGNAL BOX Method of Cautioning

Delete paragraph.

(23D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

Page 18 (4)

HOUGHTON MAIN COLLIERY

Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signaller will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signaller when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signaller when the loaded train is ready to depart.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
: BR.30059/5 - continued

Page 18 - substitute - continued

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signalman.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signalman must be advised that the train is ready to depart. (23D)

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. 56chs. and 156m. 24chs. 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.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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.32/NS

G. GRAHAM
Chief Operating Manager

York

25 APRIL, 1980

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

NS 19/80

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 12 MAY - YORK CLIFTON CARRIAGE SIDINGS

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

- Back Fish Stage
- Nos. 1 and 2 Reception Sidings
- Long Road
- New Road
- Wash Shed Road Nos. 1 and 2
- No.18 Siding

(23)

MONDAY 12 MAY - STOURTON JN.

The Down Goods Distant signal will be abolished.

(23)

DETAILS OF WORK ALREADY CARRIED OUT

DECOY NORTH JUNCTION

In connection with Section C.3.1.1. (b) of the Rule Book, Down Fast line signal D195 is also capable of displaying a flashing double yellow aspect and D209 is also capable of displaying a flashing single yellow aspect when D233 (with Junction indicator position "1") is displaying a proceed aspect for the route to Down West Slow No.1.

(21)

DONCASTER STATION (SOUTH END)

The connections giving access to the South end of the Down Platform Loop have been remodelled to form a direct route from the Down/Up West Slow and the Down/Up Sheffield to the Down Platform Loop in addition to the present route via the Down Slow.

Signal D288 (Up direction on Down Platform Loop) now applies towards the Down/Up West Slow or Down/Up Sheffield via the new direct route in addition to the route via the Down Slow.

D275 (Down direction on Down/Up West Slow) and D277 (Down direction on Down/Up Sheffield) now apply towards the Down Platform Loop via the new direct route in addition to the route via the Down Slow.

(21)

ARKSEY

To facilitate engineering work, the following temporary arrangements have been implemented :-
The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineers Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

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

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Stue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator has been taken out of use, and the signal applies via the Arksey Down Loop and displays RED or YELLOW aspects only.

A16 signal has been maintained at RED.

Up Main A4 signal displays RED or YELLOW aspects only when cleared for the diverted route. (UFN)

FOSTON LEVEL CROSSING (BETWEEN STRENSALL AND BARTON HILL)

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(22)

HAMMERTON ROAD LEVEL CROSSING (BETWEEN HAMMERTON AND CATTAL)

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(22)

**** HUDDERSFIELD**

Down Slow line signal No.169 has been resited on the right hand side of the line 56 yards further west in the tunnel.

(19)

BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION

The Prince of Wales controlled ground position light signal 373, together with its route indicator, (at approximately 56m. 64chs.) applying set-back along Down Goole; to Down Goods; or to Down Sidings has been repositioned 117 yards nearer to the signal box on the right-hand side of the Down Goole.

(22)

**** BETWEEN GLEDHOLT JUNCTION AND MARSDEN**

The following catch points in the Up Main will be removed and plain line installed :-

– at 23m 69chs, 900 yards before reaching HU 195 signal.

– at 22m 55chs, 3m 580 yards before reaching the Marsden Distant signal.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SNAITH EAST LEVEL CROSSING AT 68m. 30chs. (BETWEEN SNAITH AND RAWCLIFFE)

The attendance at the crossing has been withdrawn and telephones connected to Snaith Station Signal Box have been provided. (19)

BETWEEN PONTEFRACT GOODS JUNCTION AND PONTEFRACT MONKHILL

The catch points in the Up Goole, situated at 57m. 38chs. (670 yards before reaching Prince of Wales P.O.W. 374 signal) have been removed and plain line installed. (20)

ESHOLT JUNCTION

The Down Branch Home signal has been reduced in height to 22ft. above rail level. (20)

THACKLEY JUNCTION: SHIPLEY AREA - PROVISION OF A.W.S.

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

| DOWN DIRECTION | | UP DIRECTION | |
|--------------------------|---|--------------------------|---|
| THACKLEY JUNCTION | | THACKLEY JUNCTION | |
| LINE | SIGNAL | LINE | SIGNAL |
| Down Main | Thackley Jn. Semaphore Outer Distant. | Up Fast | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Fast Starting. |
| Down Main | Thackley Jn. Semaphore Inner Distant. | Up Slow | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Slow Starting. |
| GUISELEY JUNCTION | | Up Main | G40 † |
| Down Main | Semaphore Distant Down Main to Down Fast Outer Distant below Thackley Jn. Down Home Signal. | Up Main | 3-aspect colour light combined with Bradford Jn. BR4 signal. |
| Down Main | Semaphore Distant Down Main to Down Slow Outer Distant below Thackley Jn. Down Home Signal. | Up Main | 3-aspect colour light combined with Bingley Jn. BJ3 signal. |
| Down Fast | Semaphore Inner Distant below Thackley Jn. Down Starting. | | |
| Down Slow | Semaphore Inner Distant below Thackley Jn. Down Starting. | | |
| Down Branch | Semaphore Distant. | | |

† The inductor is 130 yards from the signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

THACKLEY JUNCTION: SHIPLEY AREA - PROVISION OF A.W.S. - continued

| DOWN DIRECTION | | UP DIRECTION | |
|-----------------------------|---|--------------|--------------------------------------|
| LINE | SIGNAL | LINE | SIGNAL |
| BRADFORD JUNCTION | | | |
| Down Fast to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | Up Main | 2-aspect colour light Distant BR3. |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |
| Down Slow to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | | |
| BINGLEY JUNCTION | | | |
| Down Main | Semaphore Distant below Guiseley Jn. Down Fast Home Signal. | Up Main | 2-aspect colour light Distant (BJ1). |
| Down Main | Semaphore Distant below Guiseley Jn. Down Slow Home Signal. | | |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |

(21)

** HULL PARAGON TO COTTINGHAM NORTH

The Track Circuit Block Regulations apply over the Down Scarborough between Hull Paragon and Cottingham North throughout and the Absolute Block Regulations have been discontinued.

Cottingham North - Signalling Alterations**Up Scarborough**

The semaphore Starting signal has been abolished and replaced by a 3-aspect colour light signal (displaying Red/Green only at this stage) plated C2, 510 yards after passing the signal box and 230 yards before reaching Thwaite Crossing.

A signal post telephone has been provided.

Down Scarborough

The semaphore 1st Home signal has been abolished and replaced by a 3-aspect colour light signal plated C18, situated 1,043 yards before reaching the signal box (263 yards further) and 298 yards from Thwaite Crossing.

A signal post telephone has been provided.

The Colour light Distant signal has been repositioned 437 yards further from Signal Box to a position 1,410 yards from new C18 signal.

The Down Scarborough Starting signal has been abolished.

(19)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

TABLE A : DETAILS OF RUNNING LINES
ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

| 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 26 (Page 55 Supp. Optg.Insts.) (Page SD11, SD14D) | | | | | | |
| | | KINGS CROSS TO DONCASTER MARSHGATE JN. | | | | |
| | | STOKE (99m. 61ch.) AND MARSHGATE JN. | | | | |
| | | Add:— | | 70 | 70 | DOWN/UP WEST SLOW NO.1 BETWEEN DECOY NORTH JN. (153m. 74ch.) AND SAND BANK JN. (155m. 28ch.) |
| | | | | 50 | | DOWN SLOW NO.2 BETWEEN POTTERIC CARR JN. (154m. 10ch.) AND SAND BANK JN. (155m. 23ch.) (23D) |
| Page 83 | | DONCASTER MARSHGATE JN. TO LEEDS WEST JN. | | | | |
| | | Between Dock Hills L.C. and Bentley Crossing L.C. | | | | |
| | | Delete:— | | 70 | | 156m. 72chs. and 157m. 68chs. |
| | | Between Bentley Crossing L.C. and Castle Hills South Jn. | | | | |
| | | Amend:— | | 70 | | 157m. 20chs. and 156m. 72chs. |
| Page 125 | | WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. | | | | |
| | | Pontefract Monkhill | | | | |
| | | Amend:— | | | | C. Up Main at 57m. 32ch. 550 yards before reaching signal P.O.W. 374. |
| Page 133 (Page 48 ND14D) | | WATH ROAD JN. TO BURTON SALMON | | | | |
| | | Ferrybridge North Jn. | | | | |
| | | Amend:— | | 20 | | To Knottingley line 2m. 31ch. and 2m. 71ch. (23D) |
| Page 160 (Page ND53, ND14) | | HULL PARAGON TO SEAMER WEST | | | | |
| | | Delete 'AB' in Down line between Walton Street L.C. and Cottingham North L.C. | | | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM
RULE BOOK, SECTION J CLAUSE 4.1

| Signal box | Movement | See Special instructions on page |
|---|--|----------------------------------|
| Page 267 | | |
| WATH ROAD JN. TO LEEDS NORTH JN. | | |
| Add:- | | |
| Cudworth Station Signal No.95 | Up Goods to Houghton Colliery Bunker line | - |
| | | (23D) |

LOCAL INSTRUCTIONS
LEEDS TO HULL PARAGON

Page 383

HULL

WEST PARADE SIGNAL BOX

Delete item.

BOTANIC GARDENS DIESEL DEPOT

Amend reference to West Parade signal box in third line to read Hessle Road signal box.

PARAGON SIGNAL BOX Method of Cautioning

Delete paragraph.

(23D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

Page 18 (4)

HOUGHTON MAIN COLLIERY

Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signaller will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signaller when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signaller when the loaded train is ready to depart.

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signaller.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signaller must be advised that the train is ready to depart.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
: BR.30059/5 - continued

Page 19

NOSTELL COLLIERY

- ★ Add new paragraph 5 :-
When the M.G.R. set is ready for loading beneath the screens, the Guard must uncouple all wagons.
- ★ Amend existing paragraph 5 to read "6". (23D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fas between 155m. 56chs. and 156m. 24chs. 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.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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.32/NS

G. GRAHAM
Chief Operating Manager

York

2 MAY, 1980

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



British Rail

Applehurst

NS

EASTERN REGION

20

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

**SATURDAY 17 MAY
TO
FRIDAY 23 MAY 1980
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 18 MAY – PROVISION OF A.W.S. – BINGLEY: KEIGHLEY STATION JUNCTION: STEETON: KILDWICK AND CONONLEY

A.W.S. inductors will be brought into use at the following signals:–

Down Main

Bingley 2-aspect colour light Distant B33.

All signals between Keighley Station Junction K16 and Cononley C2 signals inclusive.

Up Main

All signals between Cononley C9 and Keighley Station Junction K4 signals inclusive.

Bingley colour light Distant B17.

(24)

DETAILS OF WORK ALREADY CARRIED OUT

DECOY NORTH JUNCTION

In connection with Section C.3.1.1. (b) of the Rule Book, Down Fast line signal D195 is also capable of displaying a flashing double yellow aspect and D209 is also capable of displaying a flashing single yellow aspect when D233 (with Junction indicator position "1") is displaying a proceed aspect for the route to Down West Slow No.1. (21)

DONCASTER STATION (SOUTH END)

The connections giving access to the South end of the Down Platform Loop have been remodelled to form a direct route from the Down/Up West Slow and the Down/Up Sheffield to the Down Platform Loop in addition to the present route via the Down Slow.

Signal D288 (Up direction on Down Platform Loop) now applies towards the Down/Up West Slow or Down/Up Sheffield via the new direct route in addition to the route via the Down Slow.

D275 (Down direction on Down/Up West Slow) and D277 (Down direction on Down/Up Sheffield) now apply towards the Down Platform Loop via the new direct route in addition to the route via the Down Slow. (21)

ARKSEY

To facilitate engineering work, the following temporary arrangements have been implemented:–

The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineers Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.



NS

EASTERN REGION

✓ **21/22**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 24 MAY

TO

FRIDAY 6 JUNE 1980

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 25 MAY – HUDDERSFIELD

Down Loop line signal No.103 will be resited 86 yards further East.

The Down Loop will be slued between 25m. 57chs. and 25m. 68chs. towards No.8 Platform line. An additional Down Siding 200 yards in length will be provided on the alignment of the former Down Loop with connection from No.1 Siding at 25m. 68chs. (25)

SUNDAY 1 JUNE AND UNTIL FURTHER NOTICE – BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction will become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access will be via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box will be provided. The Down Main end of the trailing crossover will be secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main will be used as an Engineer's Siding. This Siding will be provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-In-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board will be provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS

Crigglestone Junction

The following signals will be abolished:-

Disc-Up Main to Down Main

Disc-Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) will be taken out of use.

The Up Main Home and Down Branch Home signals will control entry to the Single line.

The Down Main Home signal will apply to movements along the Single line (former Up Main) and the 'Diamond' sign will be removed.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 1 JUNE AND UNTIL FURTHER NOTICE – BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****TEMPORARY SIGNALLING ALTERATIONS – continued****Woolley Coal Siding**

The following signals will be abolished:-

Disc-Down Main to Up Main

Disc-Down Main to Colliery

The Down Main Starting signal will control the entrance to the Single line (former Down Main) and the 'Diamond' sign will be removed.

The Up Distant signal will apply to movements along the Single line (former Down Main).

The Up Main Home signal will apply – Single line (former Down Main) to Up Main and the 'Diamond' sign will be removed. The adjacent disc signal applying:-
Up Main to Colliery will apply from the Single line to Colliery.

The '30 MGR' notice board and associated bell will be repositioned 70 yards further from the signal box.
(25)

SATURDAY 31 MAY to SUNDAY 1 JUNE – MILFORD – COMMISSIONING OF WEST SIDINGS

Milford West Sidings will be commissioned. A diagram illustrating the new layout/signalling is included in this notice. †

Alterations to Existing Signalling

The Down Pontefract Home to Down Main signal will be installed on the straight post of the Down Pontefract Home to Down Branch Bracket signal at a height of 24ft. above rail level, and a two-tier disc signal will be provided on the post of this signal applying :-

(Lower disc) Down Pontefract to West Sidings

(Upper disc) Down Pontefract to Down Sidings

New Ground Disc Signals (Nos. are for reference purposes only and correspond to those on the diagram)

| Line | Application to or towards |
|--|-------------------------------------|
| No.47–West Sidings 7 to 11 (49 yards north of signal box) | Up Pontefract (Via Down Pontefract) |
| No.49–No.12 Through line (45 yards north of signal box) | Up Pontefract (Via Down Pontefract) |

The points at the Milford end of West Sidings No.8 to 11 inclusive and the ground position light signals prefix "S", will be controlled from the new Shunter's Cabin. †
(25)

DETAILS OF WORK ALREADY CARRIED OUT**** DECOY NORTH JUNCTION**

In connection with Section C.3.1.1. (b) of the Rule Book, Down Fast line signal D195 is also capable of displaying a flashing double yellow aspect and D209 is also capable of displaying a flashing single yellow aspect when D233 (with Junction indicator position "1") is displaying a proceed aspect for the route to Down West Slow No.1.
(21)

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

The connections giving access to the South end of the Down Platform Loop have been remodelled to form a direct route from the Down/Up West Slow and the Down/Up Sheffield to the Down Platform Loop in addition to the present route via the Down Slow.

Signal D288 (Up direction on Down Platform Loop) now applies towards the Down/Up West Slow or Down/Up Sheffield via the new direct route in addition to the route via the Down Slow.

D275 (Down direction on Down/Up West Slow) and D277 (Down direction on Down/Up Sheffield) now apply towards the Down Platform Loop via the new direct route in addition to the route via the Down Slow. (21)

ARKSEY

To facilitate engineering work, the following temporary arrangements have been implemented :-
The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineer's Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

Train Working Arrangements

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Stue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator has been taken out of use, and the signal applies via the Arksey Down Loop and displays RED or YELLOW aspects only.

A16 signal has been maintained at RED.

Up Main A4 signal displays RED or YELLOW aspects only when cleared for the diverted route. (UFN)

YORK CLIFTON CARRIAGE SIDINGS

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

- Back Fish Stage
- Nos. 1 and 2 Reception Sidings
- Long Road
- New Road
- Wash Shed Road Nos. 1 and 2
- No.18 Siding

(23)

*** * FOSTON LEVEL CROSSING (BETWEEN STRENSALL AND BARTON HILL)**

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** HAMMERTON ROAD LEVEL CROSSING (BETWEEN HAMMERTON AND CATTAL)

Target boards have been dispensed with and replaced by Gate Lamps and Gate Target Boards.

(22)

** BETWEEN PONTEFRACT WEST JUNCTION AND PONTEFRACT GOODS JUNCTION

The Prince of Wales controlled ground position light signal 373, together with its route indicator, (at approximately 56m. 64chs.) applying set-back along Down Goole; to Down Goods; or to Down Sidings has been repositioned 117 yards nearer to the signal box on the right-hand side of the Down Goole.

(22)

STOURTON JN.

The Down Goods Distant signal has been abolished.

(23)

** THACKLEY JUNCTION: SHIPLEY AREA - PROVISION OF A.W.S.

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

| DOWN DIRECTION | | UP DIRECTION | |
|--------------------------|---|--------------------------|---|
| THACKLEY JUNCTION | | THACKLEY JUNCTION | |
| LINE | SIGNAL | LINE | SIGNAL |
| Down Main | Thackley Jn. Semaphore Outer Distant. | Up Fast | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Fast Starting. |
| Down Main | Thackley Jn. Semaphore Inner Distant. | Up Slow | Thackley Jn. Semaphore Distant below Guiseley Jn. Up Slow Starting. |
| GUISELEY JUNCTION | | | |
| Down Main | Semaphore Distant Down Main to Down Fast Outer Distant below Thackley Jn. Down Home Signal. | Up Main | G40 † |
| Down Main | Semaphore Distant Down Main to Down Slow Outer Distant below Thackley Jn. Down Home Signal. | Up Main | 3-aspect colour light combined with Bradford Jn. BR4 signal. |
| Down Fast | Semaphore Inner Distant below Thackley Jn. Down Starting. | Up Main | 3-aspect colour light combined with Bingley Jn. BJ3 signal. |
| Down Slow | Semaphore Inner Distant below Thackley Jn. Down Starting. | | |
| Down Branch | Semaphore Distant. | | |

† The inductor is 130 yards from the signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * THACKLEY JUNCTION: SHIPLEY AREA – PROVISION OF A.W.S. – continued

| DOWN DIRECTION | | UP DIRECTION | |
|-----------------------------|---|--------------|--------------------------------------|
| LINE | SIGNAL | LINE | SIGNAL |
| BRADFORD JUNCTION | | | |
| Down Fast to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | Up Main | 2-aspect colour light Distant BR3. |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |
| Down Slow to Down Main | Semaphore Distant below Guiseley Jn. Down Home Signal. | | |
| BINGLEY JUNCTION | | | |
| Down Main | Semaphore Distant below Guiseley Jn. Down Fast Home Signal. | Up Main | 2-aspect colour light Distant (BJ1). |
| Down Main | Semaphore Distant below Guiseley Jn. Down Slow Home Signal. | | |
| Down Branch to Down Main | Semaphore Distant below Guiseley Jn. Down Branch 2nd. Home. | | |

(21)

PROVISION ON A.W.S. – BINGLEY: KEIGHLEY STATION JUNCTION: STEETON: KILDWICK AND CONONLEY

A.W.S. inductors have been brought into use at the following signals:–

Down Main

Bingley 2-aspect colour light Distant B33.

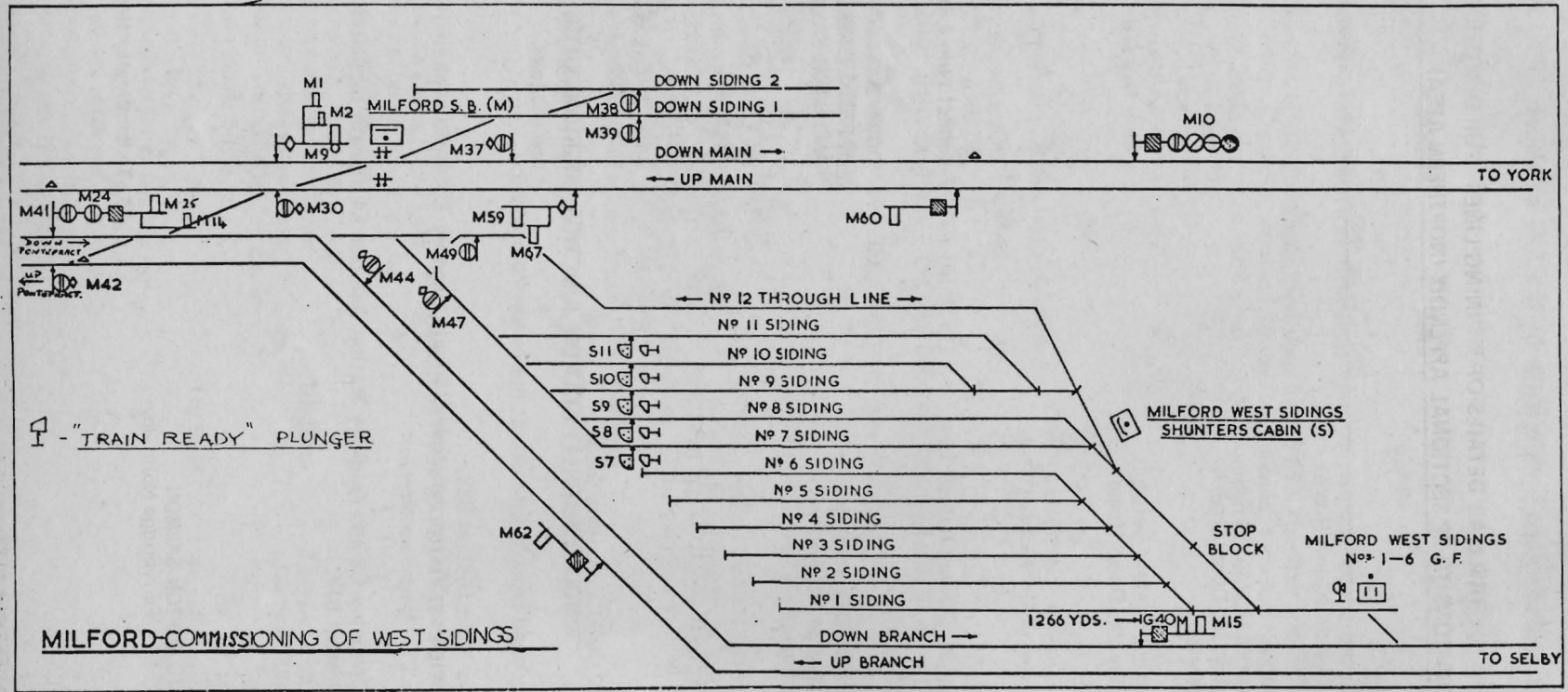
All signals between Keighley Station Junction K16 and Cononley C2 signals inclusive.

Up Main

All signals between Cononley C9 and Keighley Station Junction K4 signals inclusive.

Bingley colour light Distant B17.

(24)



MILFORD-COMMISSIONING OF WEST SIDINGS

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

| | | | | | |
|-----------|-------|-------|----|----|----|
| Page 5 | Index | | | | |
| Terminal | 1. | 2. | 3. | 4. | 5. |
| Hickleton | | | | | |
| Amend:- | 18(A) | N.372 | | | 5. |

Page 18(A)
Add:- **HICKLETON COLLIERY**
Empty M.G.R. trains must be placed in No.1 loaded siding.

Page 18 (4)
HOUGHTON MAIN COLLIERY
Delete instructions and substitute :-

1. Upon arrival of an empty train on the Up Goods line, the Signalman will obtain permission for it to enter the bunker line from the N.C.B. person in charge, after which the signal will be cleared.
2. The Guard must advise the Cudworth Station Signalman when the locomotive on the empties train is ready to proceed to the "Fulls" line.
3. The train documents in duplicate will be handed to the Guard or placed in the clip of the vehicle nearest the bunker.
4. The Guard must advise the Cudworth Station Signalman when the loaded train is ready to depart.

Crippled Wagons

1. When a defective wagon requires to be detached, the Guard must advise :-
 - (a) The N.C.B. Weighman and obtain from him the Key which must be returned when the detaching moves have been completed.
 - (b) The Cudworth Station Signalman.
2. When detaching a wagon into the cripple siding the propelling movement from the Down Goods line must not exceed 6 M.G.R. wagons.
3. Should it be necessary to make a shunting movement on to the Down Goods line for standing on the Up Goods line during detaching operations such movement must not exceed 20 M.G.R. wagons.
4. When the detaching operation is completed, the Cudworth Station Signalman must be advised that the train is ready to depart. (23D)

Page 19 **NOSTELL COLLIERY**

★ **Note:** Delete the amendment shown in NS Weekly Notice No.20.

★ Amend Index – Page 5

| | | | | | | |
|----------|----|---|---|---|---|-------|
| Terminal | 1 | 2 | 3 | 4 | 5 | |
| Nostell | 19 | - | - | - | 1 | (23D) |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS NOTICES – continued****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. 56chs. and 156m. 24chs. 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)

★ **DONCASTER STATION PLATFORM 3**

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY – BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS NOTICES – continued****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. 56chs. and 156m. 24chs. 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)

★ DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY – BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 8 JUNE - DONCASTER

The facing connection - Down Fast to Down Slow (adjacent to Doncaster signal box) will be relayed with the Down Fast end approximately 35 yards further south. (26)

SUNDAY 8 JUNE - GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS

Points previously laid in and secured out of use will be brought into use controlled from Gascoigne Wood signal box, and the new Hambleton Construction Sidings will be commissioned.

A diagram illustrating the layout/signalling is included in this notice.

A two-lever ground frame (released from Gascoigne Wood) will be provided at the East end of the Construction Sidings to control the outlet points from the Construction Siding to Departure Line.

Miniature Red/Green Warning lights will be provided at Philip Lane level crossing to warn road users of the approach of trains. 'WHISTLE' notice boards will be provided 240 yards from the crossing on each rail approach.

Alterations to Existing Signalling (GW - Gascoigne Wood).

Down Selby S1851 auto signal will be replated controlled signal GW1851 and will be provided with a left-hand offset subsidiary applying towards the Construction Sidings Arrival line.

Up Selby GW1852 signal will be abolished.

New Signals

| No | Line | Distance to next signal ahead | Aspect M = Main S = Sub | Application to or towards |
|--|----------------|--|-------------------------------|--------------------------------------|
| GW1847 | Down Selby | 832 yards | M | GW1851 |
| (This is a 4-aspect signal not shown on the diagram, but will function as a 3-aspect signal only at this stage.) | | | | |
| GW1850 | Up Selby | 1108 yards (25 yards from Philip Lane Xing) | M | GW1846 |
| GW1848 | Departure Line | 783 | M S | GW1846 Down Selby Limit of shunt. |

The repeat indicator on the Departure line (350 yards from GW1848) will show 'OFF' when the sub on GW1848 is cleared.

| | | | | |
|----------------------------------|----------|------------|---|------|
| GW1846 (not shown on diagram) | Up Selby | 1220 yards | M | GW59 |
|----------------------------------|----------|------------|---|------|

| | | | | |
|------------------------------------|----------|--|--|---------------|
| GW5931 (ground position light). | Up Selby | | | Arrival line. |
|------------------------------------|----------|--|--|---------------|

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 8 JUNE - GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS - continued

The repeat indicator on the Up Selby (383 yards Gascoigne Wood side of GW5931) will show 'OFF' when GW5931 is cleared.

Telephone communication with Gascoigne Wood will be provided on all the above signals (except GW5931), Philip Lane and Ridding Farm level crossings also, the two-lever ground frame. (26)

SUNDAY 8 JUNE - HESSLE HAVEN *

The Up colour light Home signal (No. 2) now a two-aspect signal displaying Red/Green, will be replaced by a 4-aspect colour light head but displaying Red/Green only at this stage. (26)

MONDAY 9 JUNE - GLASSHOUGHTON

The connection controlled from No.1 and 2 Colliery Sidings ground frame will be secured out of use pending remodelling. (26)

- ** With effect from 09 00 on Monday 9 June, the Down and Up 30 m.p. PSR's between Barnsley Station Jn. and Darton (51m. 54ch. and 50m. 63ch.) now apply between 52m. 0ch. and 50m. 63ch. (23)
- ** With effect from 09 00 Monday 9 June a 30 m.p.h. PSR will apply in the Down direction between Crigglistone Jn. and Horbury Jn. (0m. 63ch. and 0m. 8ch.). (23)
- * With effect from 09 00 on Monday 9 June the line speed for the Castleford East Jn, to Allerton Main Bowers Opencast will be reduced to 20m.p.h. (23)
- ** The Down and Up 50m.p.h. P.S.R.'s between Dearne Valley North Jn and Cudworth North Jn (174m. 70ch and 175m 45chs) have been extended to between 173m 64chs and 175m 45chs in the Down direction and between 175m 45chs and 174m 70chs in the Up direction. (23)
- ** With effect from 09 00 on Monday 9 June a 50m.p.h. P.S.R. will apply on the Down and Up lines between Oakenshaw and Goosehill Jn. (184m 50chs and 184m 61chs), also a 60m.p.h. P.S.R. applies on the Up Main between Goosehill Jn. and Normanton (184m 50chs and 184m 23chs) (23)
- ** A 5m.p.h. P.S.R. has been imposed on the Up line between Grimethorpe Shunters Cabin and Grimethorpe Colliery (57m 43chs and 56m 25chs) (23)
- ** With effect from 09 00 Monday 9 June a 20m.p.h. P.S.R. will apply on the Down Main between Hickleton Main Colliery Sidings and Moorthorpe South (12m 8chs and 11m 20chs) and a 20m.p.h. P.S.R. will apply on the Up Main between Moorthorpe South and Moorthorpe (11m 40chs and 12m 8chs). (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

** ARKSEY

To facilitate engineering work, the following temporary arrangements have been implemented:-
The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineers Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

Train Working Arrangements

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Slue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator has been taken out of use, and the signal applies via the Arksey Down Loop and displays RED or YELLOW aspects only.

A16 signal has been maintained at RED.

Up Main A4 signal displays RED or YELLOW aspects only when cleared for the diverted route. (UFN)

** YORK CLIFTON CARRIAGE SIDINGS

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

- Back Fish Stage
- Nos. 1 and 2 Reception Sidings
- Long Road
- New Road
- Wash Shed Road Nos. 1 and 2
- No.18 Siding

(23)

HUDDERSFIELD

Down loop line signal No.103 has been resited 86 yards further East.

The Down Loop has been slued between 25m. 57chs. and 25m. 68chs. towards No.8 Platform line. An additional Down Siding 200 yards in length has been provided on the alignment of the former Down Loop with connection from No.1 Siding at 25m. 68chs. (25)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****Crigglestone Junction**

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS**Crigglestone Junction**

The following signals have been abolished:–

Disc–Up Main to Down Main

Disc–Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:–

Disc–Down Main to Up Main

Disc–Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:–
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

**** STOURTON JN.**

The Down Goods Distant signal has been abolished.

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

Milford West Sidings have been commissioned. A diagram illustrating the new layout/signalling is included in this notice.

Alterations to Existing Signalling

The Down Pontefract Home to Down Main signal has been installed on the straight post of the Down Pontefract Home to Down Branch Bracket signal at a height of 24ft. above rail level and a two-tier disc signal has been provided on the post of this signal applying:-

(Lower disc) Down Pontefract to West Sidings
(Upper disc) Down Pontefract to Down Sidings

New Ground Disc Signals (Nos. are for reference purposes only and correspond to those on the diagram)

| Line | Application to or towards |
|--|-------------------------------------|
| No.47-West Sidings 7 to 11 (49 yards north of signal box) | Up Pontefract (Via Down Pontefract) |
| No.49-No.12 Through line (45 yards north of signal box) | Up Pontefract (Via Down Pontefract) |

The points at the Milford end of West Sidings No.8 to 11 inclusive and the ground position light signals prefix "S," are controlled from the new Shunter's Cabin. (25)

PROVISION ON A.W.S. - BINGLEY: KEIGHLEY STATION JUNCTION: STEETON: KILDWICK AND CONONLEY

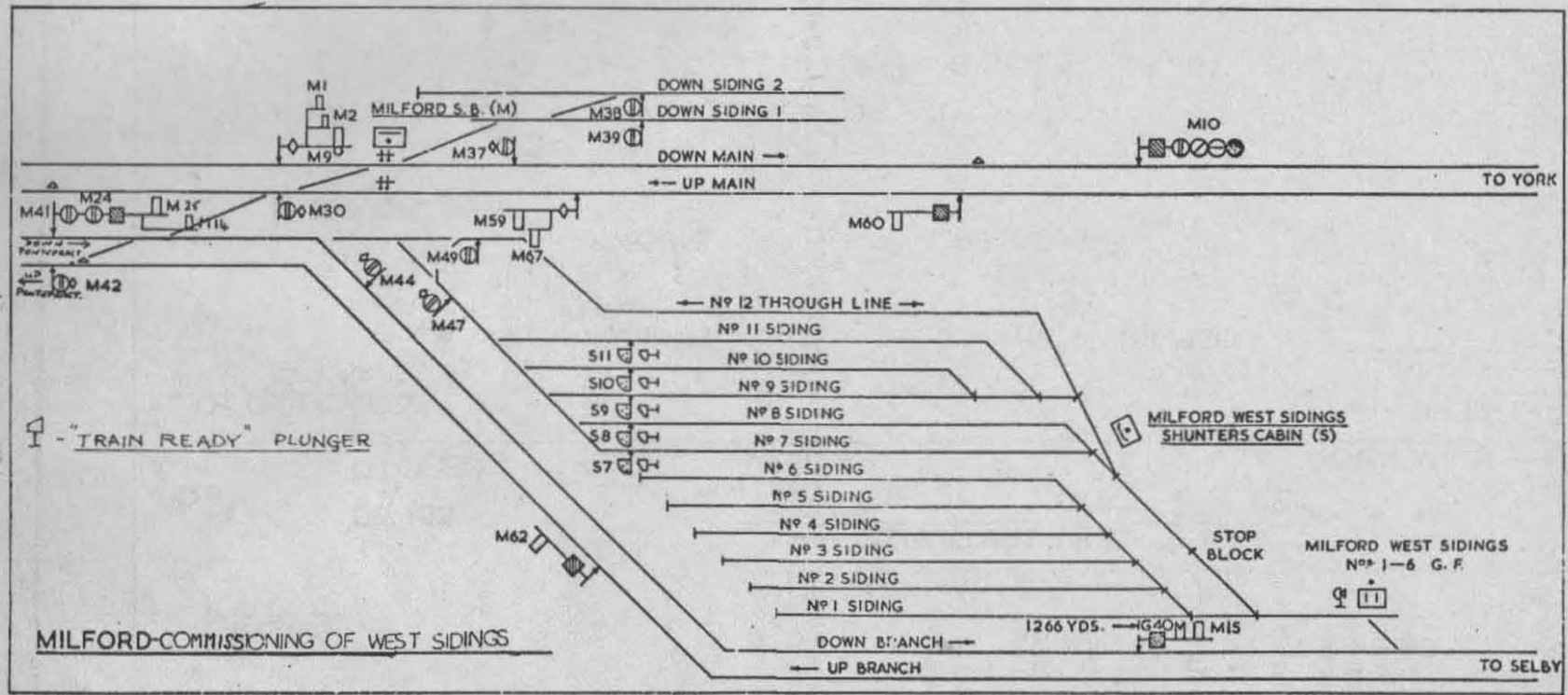
A.W.S. inductors have been brought into use at the following signals:-

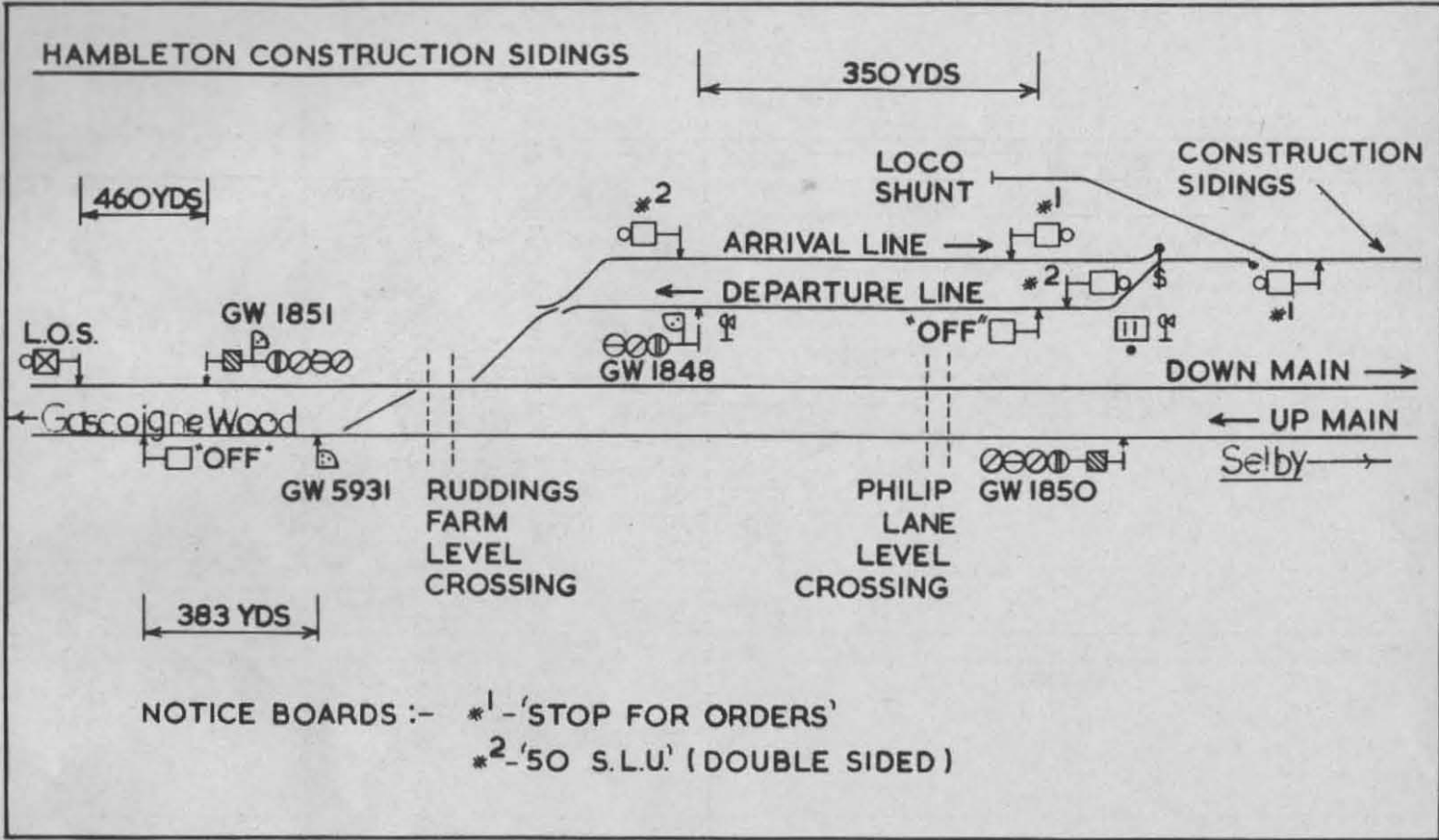
Down Main

Bingley 2-aspect colour light Distant B33.
All signals between Keighley Station Junction K16 and Cononley C2 signals inclusive.

Up Main

All signals between Cononley C9 and Keighley Station Junction K4 signals inclusive.
Bingley colour light Distant B17. (24)





GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

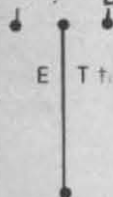
TABLE A : DETAILS OF RUNNING LINES
ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

| 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. | |

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WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

★



Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

| | |
|--------------|-------|
| Goole Engine | 73.52 |
| Shed Jn. | 0.64 |

† See local instructions on page 370.

| | |
|--------------------|------|
| Potters Grange Jn. | 0.00 |
| (See page 158) | |

(31D)

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LOCAL INSTRUCTIONS

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

★

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued.

(31D)

MISCELLANEOUS NOTICES

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

HOUGHTON MAIN COLLIERY

★

Add

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

★ Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½ m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge. (31D)

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. 56chs. and 156m. 24chs. 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

MISCELLANEOUS INSTRUCTIONS

★ ★ ★ BI-MONTHLY NOTICES

Commencing with the bi-monthly 'D' books No.23, the title will no longer be shown as 'General Instructions and Notices' but will bear the title 'Periodical Operating Notice'.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

York

30 MAY, 1980

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.

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 15 JUNE – DONCASTER (SOUTH END)**

The facing connection leading from Down Slow to Down Platform Loop will be relayed with the facing end 15 yards further South.

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER**

The facing connection – Down Fast to Down Slow (adjacent to Doncaster signal box) has been relayed with the Down Fast end approximately 35 yards further south. (26)

ARKSEY

To facilitate engineering work, the following temporary arrangements have been implemented:—
The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineers Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

Train Working Arrangements

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Slue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator has been taken out of use, and the signal applies via the Arksey Down Loop and displays RED or YELLOW aspects only.

A16 signal has been maintained at RED.

Up Main A4 signal displays RED or YELLOW aspects only when cleared for the diverted route. (UFN)

HUDDERSFIELD

Down loop line signal No.103 has been resited 86 yards further East.

The Down Loop has been slued between 25m. 57chs. and 25m. 68chs. towards No.8 Platform line. An additional Down Siding 200 yards in length has been provided on the alignment of the former Down Loop with connection from No.1 Siding at 25m. 68chs. (25)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection, from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running - Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS

Crigglestone Junction

The following signals have been abolished:-

Disc-Up Main to Down Main

Disc-Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:-

Disc-Down Main to Up Main

Disc-Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies - Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:-

Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

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

Milford West Sidings have been commissioned. A diagram illustrating the new layout/signalling is included in this notice.

Alterations to Existing Signalling

The Down Pontefract Home to Down Main signal has been installed on the straight post of the Down Pontefract Home to Down Branch Bracket signal at a height of 24ft. above rail level and a two-tier disc signal has been provided on the post of this signal applying:-

(Lower disc) Down Pontefract to West Sidings
(Upper disc) Down Pontefract to Down Sidings

New Ground Disc Signals (Nos. are for reference purposes only and correspond to those on the diagram)

| Line | Application to or towards |
|--|-------------------------------------|
| No.47-West Sidings 7 to 11 (49 yards north of signal box) | Up Pontefract (Via Down Pontefract) |
| No.49-No.12 Through line (45 yards north of signal box) | Up Pontefract (Via Down Pontefract) |

The points at the Milford end of West Sidings No.8 to 11 inclusive and the ground position light signals prefix "S," are controlled from the new Shunter's Cabin. (25)

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE *

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departue line to and from Goole Goods Junction.

The former Departue line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE – continued

Engine Shed Junction

The following points have become hand-operated:—

Trap points on the renamed Arrival/Departure line

Trailing crossover – Down Wakefield end and the facing points – Down Wakefield – Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished:—

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back – Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:—

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying – set-back – Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 – the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 – the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 – the Ground position light signal on the Down Main applying – set-back to Up Wakefield will apply towards the single line.

G83 – the ground position light signal on the Up Wakefield applying – set-back to Down Main or to Up and Down Goods Loop has been abolished.
(Until further notice)

** PROVISION ON A.W.S. – BINGLEY: KEIGHLEY STATION JUNCTION: STEETON: KILDWICK AND CONONLEY

A.W.S. inductors have been brought into use at the following signals:—

Down Main

Bingley 2-aspect colour light Distant B33.

All signals between Keighley Station Junction K16 and Cononley C2 signals inclusive.

Up Main

All signals between Cononley C9 and Keighley Station Junction K4 signals inclusive.

Bingley colour light Distant B17.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS

Points previously laid in and secured out of use have been brought into use controlled from Gascoigne Wood signal box, and the new Hambleton Construction Sidings have been commissioned.

A diagram illustrating the layout/signalling is included in this notice.

A two-lever ground frame (released from Gascoigne Wood) has been provided at the East end of the Constructions Sidings to control the outlet points from the Construction Siding to Departure Line.

Miniature Red/Green Warning lights have been provided at Philip Lane level crossing to warn road users of the approach of trains. 'WHISTLE' notice boards have been provided 240 yards from the crossing on each rail approach.

Alterations to Existing Signalling (GW - Gascoigne Wood).

Down Selby S1851 auto signal has been replaced controlled signal GW1851 and has been provided with a left-hand offset subsidiary applying towards the Construction Sidings Arrival line.

Up Selby GW1852 signal has been abolished.

New Signals

| No | Line | Distance to next signal ahead | Aspect M = Main S = Sub | Application to or towards |
|---|----------------|--|-------------------------------|--------------------------------------|
| GW1847 | Down Selby | 832 yards | M | GW1851 |
| (This is a 4-aspect signal not shown on the diagram, but functions as a 3-aspect signal only at this stage) | | | | |
| GW1850 | Up Selby | 1108 yards (25 yards from Philip Lane Xing) | M | GW1846 |
| GW1848 | Departure Line | 783 | M S | GW1846 Down Selby Limit of shunt. |

The repeat indicator on the Departure line (350 yards from GW1848) shows 'OFF' when the sub on GW1848 is cleared.

| | | | | |
|----------------------------------|----------|------------|---|------|
| GW1846 (not shown on diagram) | Up Selby | 1220 yards | M | GW59 |
|----------------------------------|----------|------------|---|------|

| | | | | |
|------------------------------------|----------|--|--|---------------|
| GW5931 (ground position light). | Up Selby | | | Arrival line. |
|------------------------------------|----------|--|--|---------------|

The repeat indicator on the Up Selby (383 yards Gascoigne Wood side of GW5931) shows 'OFF' when GW5931 is cleared.

Telephone communication with Gascoigne Wood has been provided on all the above signals (except GW5931), Philip Lane and Ridding Farm level crossings also, the two-lever ground frame. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

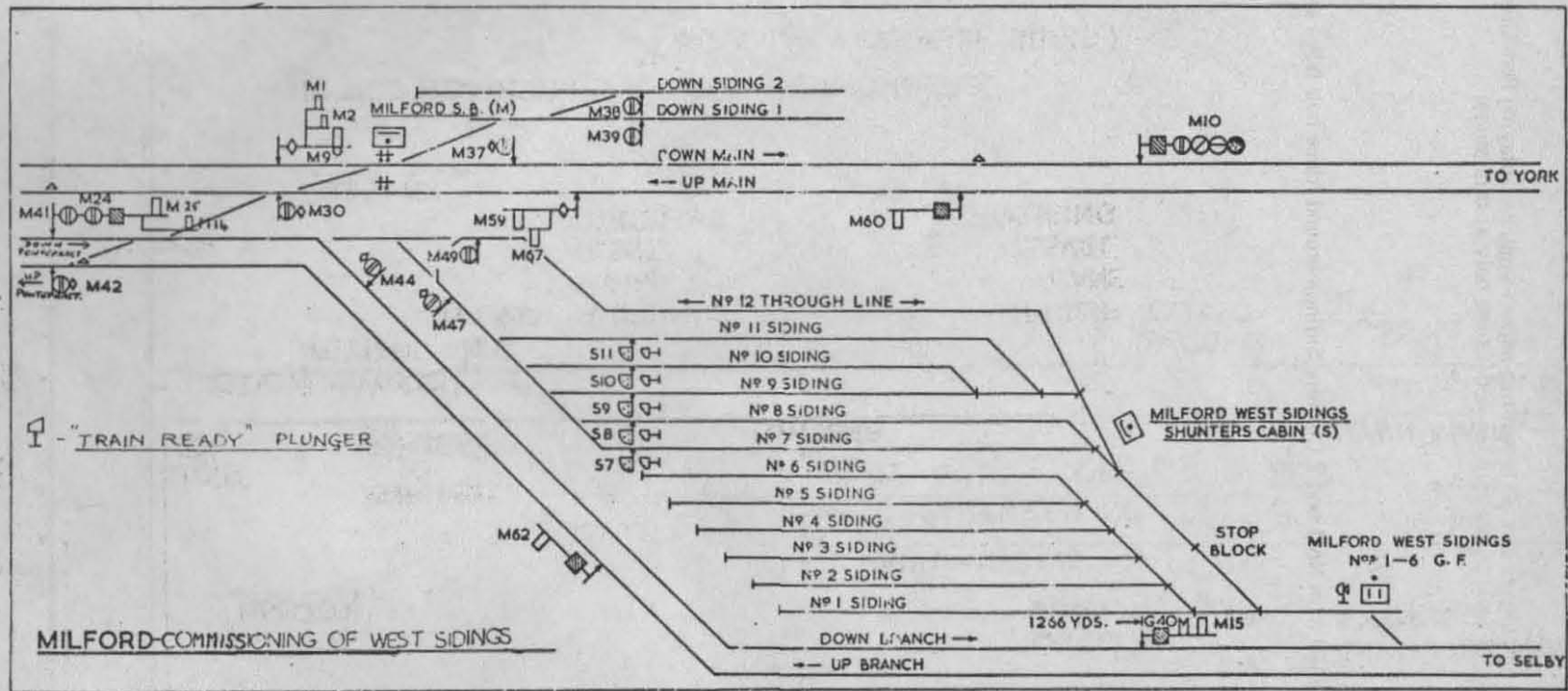
DETAILS OF WORK ALREADY CARRIED OUT - continued

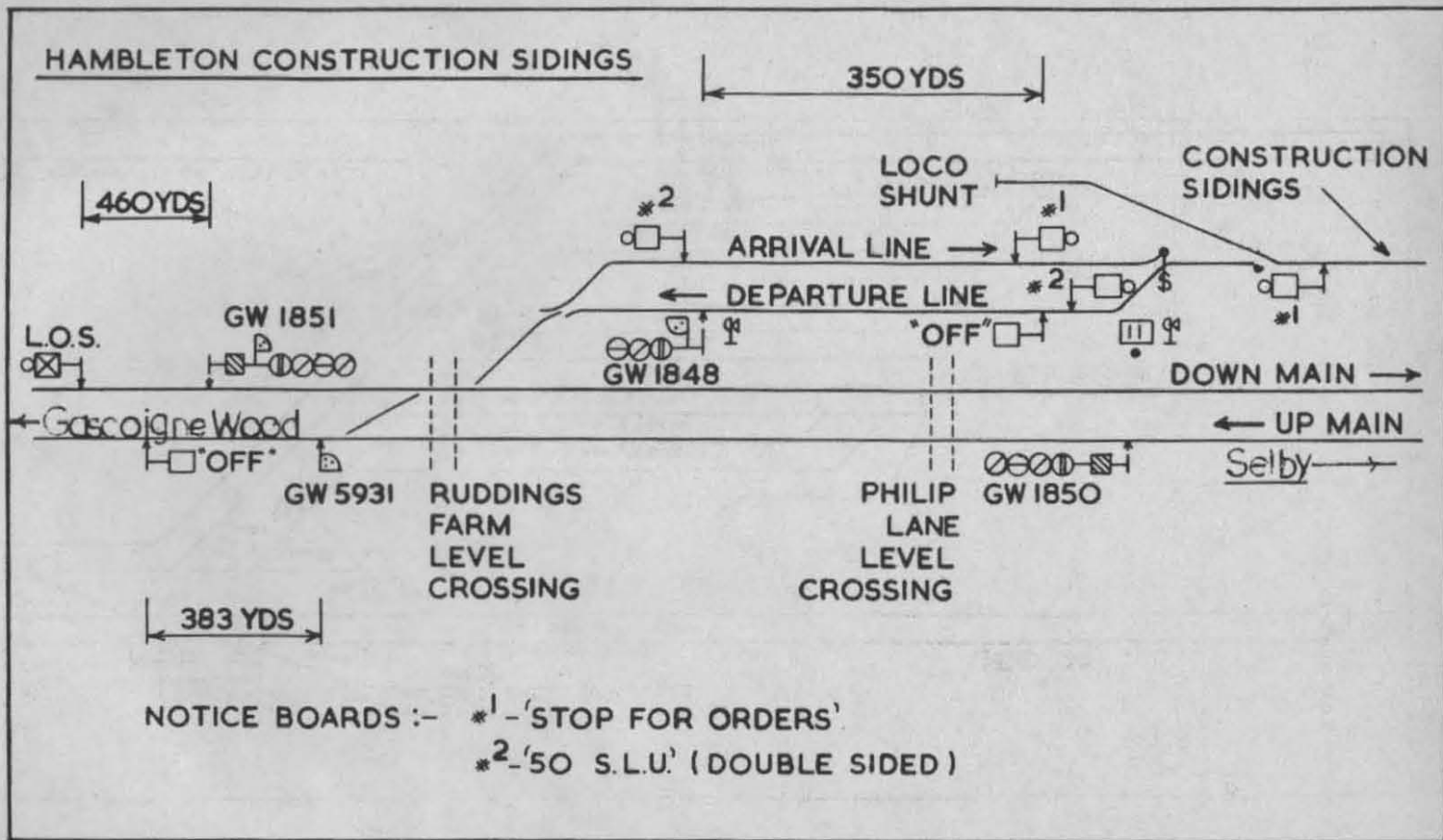
HESSLE HAVEN

The Up colour light Home signal (No. 2) now a two-aspect signal displaying Red/Green, has been replaced by a 4-aspect colour light head but displaying Red/Green only at this stage. (26)

GLASSHOUGHTON

The connection controlled from No.1 and 2 Colliery Sidings ground frame has been secured out of use pending remodelling. (26)





GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

TABLE A : DETAILS OF RUNNING LINES
ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)


| 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 119 | | | | | | |
| NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Between Hillam Gates L.C. and Milford | | | | | | |
| | | Milford Jn. | 15.07 | | | |
| | Add:- | | | 40 | | Over trailing connection Down Pontefract to Up Pontefract at 15m. 8ch. |
| | | | | 40 | 40 | Down Pontefract to Up Normanton at 15m. 0ch. |
| | | | | 40 | | Over trailing connection Up Normanton to Down Normanton at 14m. 74ch. |
| | | Milford | 14.70 | | | |
| ★ | Amend mileage:- | | 14.71 | | | |

Page 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

| | |
|--------------------------------------|-------|
| Goole Engine | 73.52 |
| Shed Jn. | 0.64 |
| Potters Grange Jn. (See page 158) | 0.00 |



† See local instructions on page 370.

(31D)

Page 370

LOCAL INSTRUCTIONS

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

HOUGHTON MAIN COLLIERY

Add

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½ m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge.

(31D)

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. 56chs. and 156m. 24chs. 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

On Sunday 15 June, 1980, a helicopter will be carrying out aerial photography over the sections of line * Sheffield-York-Hellifield-Carnforth, between the hours 11 00 and 17 45. (24)

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

6 JUNE, 1980

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 JUNE – ARKSEY

The Up Main line will be restored to its normal alignment and normal traffic working will be resumed.

The temporary signalling arrangements will be discontinued. (28)

SUNDAY 22 JUNE – HEXTHORPE JUNCTION

The facing connection leading from Up Sheffield to the Up Avoiding line will be replaced by a new facing lead approximately 30 yards nearer to Sheffield.

The Up Sheffield Home 3-aspect signal (H65) with Junction Indicator position "1" applying towards the Up Avoiding and Junction indicator position "4" applying towards the Up Sheffield Goods, will be replaced 260 yards towards Sheffield. (A new 4-aspect head will be provided on a bracket post). (28)

FRIDAY 27 JUNE – STAINFORTH JUNCTION

The Down line from Stainforth Junction towards Applehurst Junction will be taken out of use.

The junction arm signals applying from Down Scunthorpe Fast and Down Scunthorpe Goods towards Skellow will be removed. (28)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER (SOUTH END)

The facing connection leading from Down Slow to Down Platform Loop has been relayed with the facing end 15 yards further South. (27)

DONCASTER

The facing connection – Down Fast to Down Slow (adjacent to Doncaster signal box) has been relayed with the Down Fast end approximately 35 yards further south. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** ARKSEY – UNTIL SUNDAY 22 JUNE

To facilitate engineering work, the following temporary arrangements have been implemented:—

The Up Main has been slued into the Down Main immediately South of Arksey signal box (between 157¼ and 158 m.p.).

Between 157¼ and 157½ m.p., a lead has been provided forming a slue between the Up Main and Down Main lines, with spring points leading to an Engineer's Siding (dead section of Up Main).

A scotch has been retained at the south end of the Engineer's Siding, the keys being kept at Arksey signal box.

Train Working Arrangements

All Down trains will be diverted over the Down Loop.

All Up trains will travel over the Down Main between the Slue at each end of the work.

Signalling Alterations**Down D809**

The Junction Indicator has been taken out of use, and the signal applies via the Arksey Down Loop and displays RED or YELLOW aspects only.

A16 signal has been maintained at RED.

Up Main A4 signal displays RED or YELLOW aspects only when cleared for the diverted route. (25)

** HUDDERSFIELD

Down loop line signal No.103 has been resited 86 yards further East.

The Down Loop has been slued between 25m. 57chs. and 25m. 68chs. towards No.8 Platform line. An additional Down Siding 200 yards in length has been provided on the alignment of the former Down Loop with connection from No.1 Siding at 25m. 68chs. (25)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

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

The following signals have been abolished:–

Disc–Up Main to Down Main

Disc–Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:–

Disc–Down Main to Up Main

Disc–Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:–
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

*** * MILFORD – COMMISSIONING OF WEST SIDINGS**

Milford West Sidings have been commissioned. A diagram illustrating the new layout/signalling is included in this notice.

Alterations to Existing Signalling

The Down Pontefract Home to Down Main signal has been installed on the straight post of the Down Pontefract Home to Down Branch Bracket signal at a height of 24ft. above rail level and a two-tier disc signal has been provided on the post of this signal applying:–

(Lower disc) Down Pontefract to West Sidings

(Upper disc) Down Pontefract to Down Sidings

New Ground Disc Signals (Nos. are for reference purposes only and correspond to those on the diagram)

| Line | Application to or towards |
|--|-------------------------------------|
| No.47–West Sidings 7 to 11 (49 yards north of signal box) | Up Pontefract (Via Down Pontefract) |
| No.49–No.12 Through line (45 yards north of signal box) | Up Pontefract (Via Down Pontefract) |

The points at the Milford end of West Sidings No.8 to 11 inclusive and the ground position light signals prefix "S," are controlled from the new Shunter's Cabin. (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE**

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:—

Trap points on the renamed Arrival/Departure line

Trailing crossover – Down Wakefield end and the facing points – Down Wakefield – Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished:—

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back – Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:—

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying – set-back – Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE – continued

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 – the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 – the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 – the Ground position light signal on the Down Main applying – set-back to Up Wakefield will apply towards the single line.

G83 – the ground position light signal on the Up Wakefield applying – set-back to Down Main or to Up and Down Goods Loop has been abolished. (Until further notice)

GASCOIGNE WOOD – COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS

Points previously laid in and secured out of use have been brought into use controlled from Gascoigne Wood signal box, and the new Hambleton Construction Sidings have been commissioned.

A diagram illustrating the layout/signalling is included in this notice.

A two-lever ground frame (released from Gascoigne Wood) has been provided at the East end of the Construction Sidings to control the outlet points from the Construction Siding to Departure Line.

Miniature Red/Green Warning lights have been provided at Philip Lane level crossing to warn road users of the approach of trains. 'WHISTLE' notice boards have been provided 240 yards from the crossing on each rail approach.

Alterations to Existing Signalling (GW – Gascoigne Wood).

Down Selby S1851 auto signal has been replaced controlled signal GW1851 and has been provided with a left-hand offset subsidiary applying towards the Construction Sidings Arrival line.

Up Selby GW1852 signal has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS - continued

New Signals

| No | Line | Distance to next signal ahead | Aspect M = Main S = Sub | Application to or towards |
|--|----------------|--|-------------------------------|--------------------------------------|
| GW1847 | Down Selby | 832 yards | M | GW1851 |
| ★ (This is a 4-aspect signal not shown on the diagram) | | | | |
| GW1850 | Up Selby | 1108 yards (25 yards from Philip Lane Xing) | M | GW1846 |
| GW1848 | Departure Line | 783 | M S | GW1846 Down Selby Limit of shunt. |

The repeat indicator on the Departure line (350 yards from GW1848) shows 'OFF' when the sub on GW1848 is cleared.

| | | | | |
|----------------------------------|----------|------------|---|------|
| GW1846 (not shown on diagram) | Up Selby | 1220 yards | M | GW59 |
|----------------------------------|----------|------------|---|------|

| | | | | |
|------------------------------------|----------|--|--|---------------|
| GW5931 (ground position light). | Up Selby | | | Arrival line. |
|------------------------------------|----------|--|--|---------------|

The repeat indicator on the Up Selby (383 yards Gascoigne Wood side of GW5931) shows 'OFF' when GW5931 is cleared.

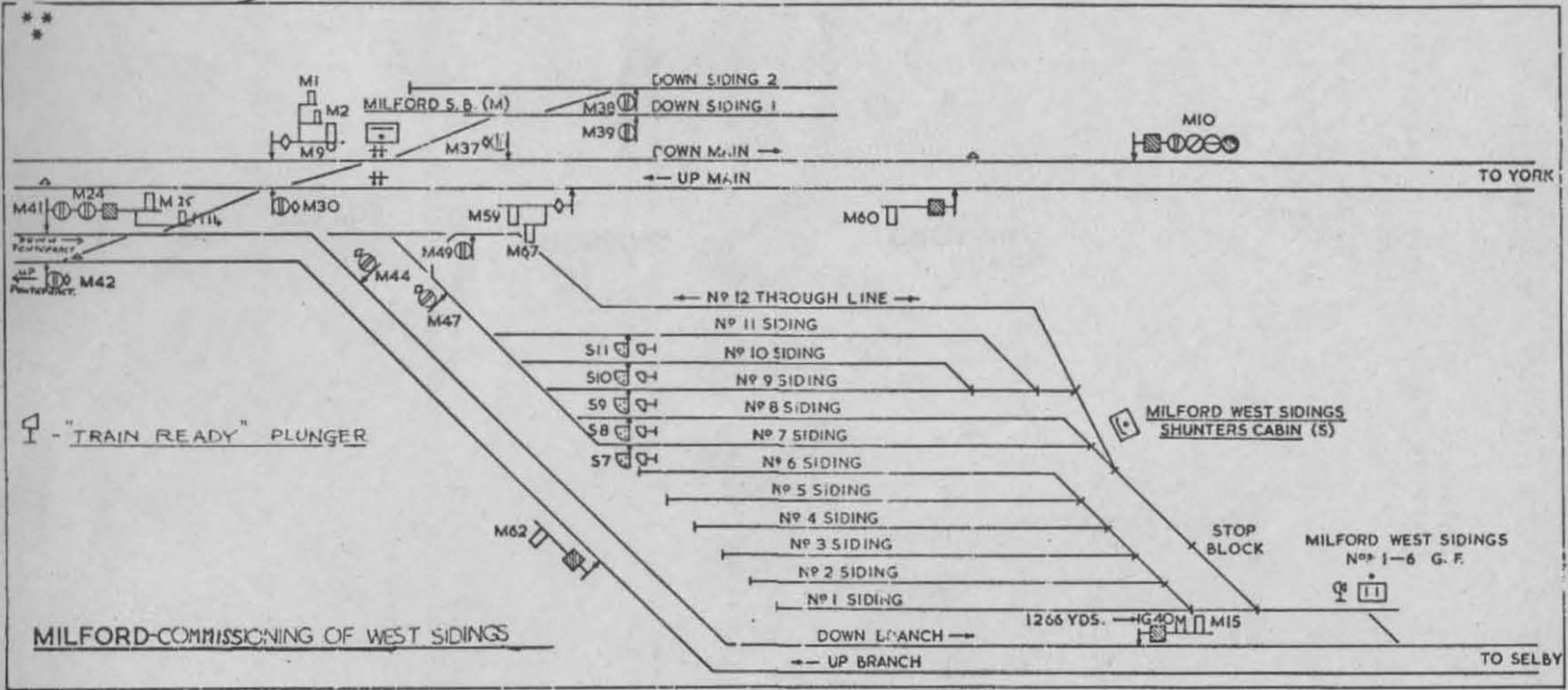
● Telephone communication with Gascoigne Wood has been provided on all the above signals (except GW5931), Philip Lane and Rudding Farm level crossings also, the two-lever ground frame. (26)

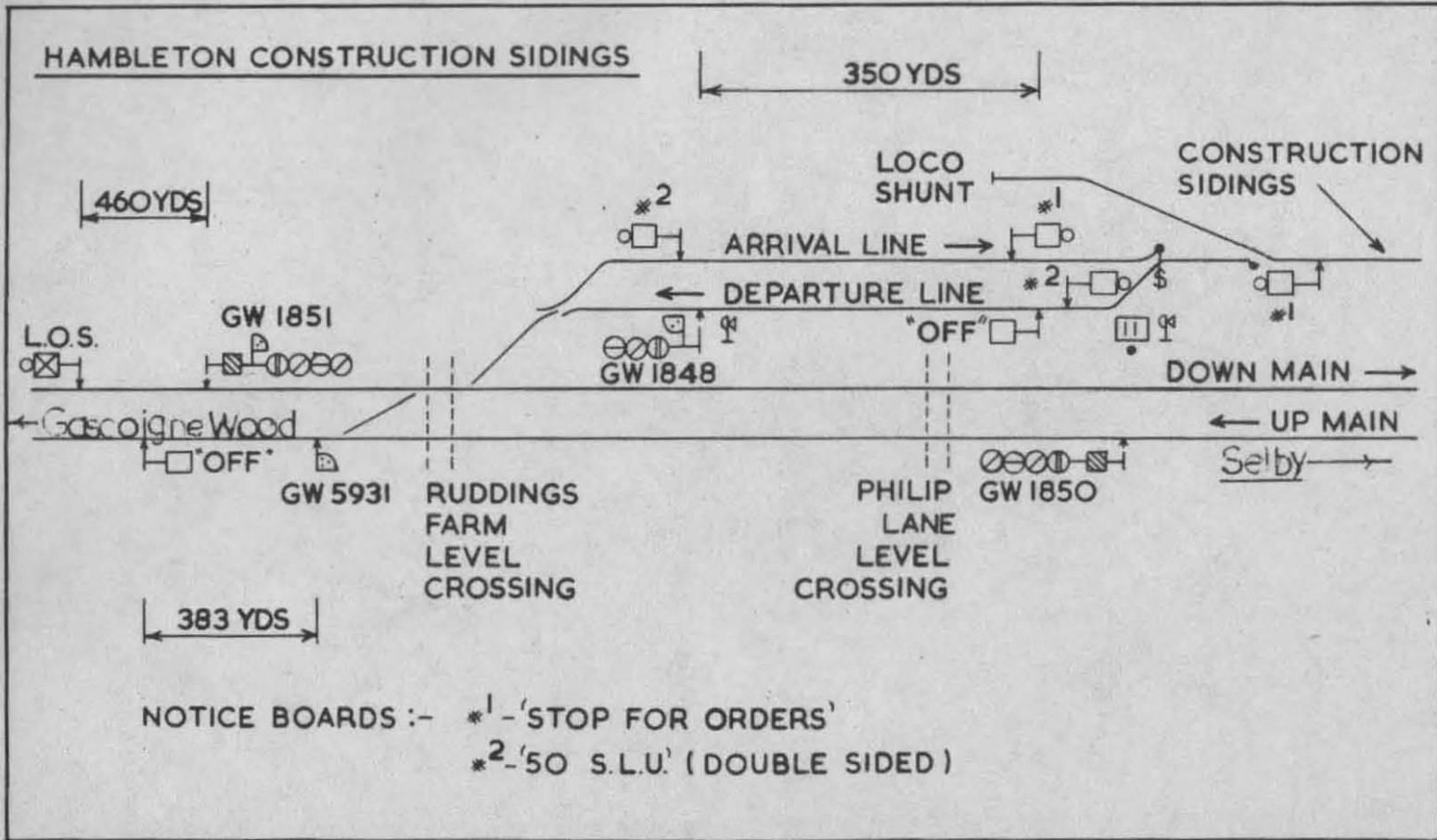
HESSLE HAVEN

The Up colour light Home signal (No. 2) now a two-aspect signal displaying Red/Green, has been replaced by a 4-aspect colour light head but displaying Red/Green only at this stage. (26)

GLASSHOUGHTON

The connection controlled from No.1 and 2 Colliery Sidings ground frame has been secured out of use pending remodelling. (26)





NOTICE BOARDS :- *1 - 'STOP FOR ORDERS'
 *2 - '50 S.L.U.' (DOUBLE SIDED)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

TABLE A : DETAILS OF RUNNING LINES
ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

| 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 57

APPLEHURST LOOP

Applehurst Jn.

★

Delete signal box dots

★

Add in 'Remarks' column:- "Controlled by Doncaster box"

★

Amend:-

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

★

Add in 'Remarks' column:- "Controlled by Shaftholme box"

(31D)

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

★

Delete:- signal box dots

★

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

★

Delete:- signal box dots, location and mileage.

★

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

★

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

★

Delete:- signal box dots

★

Add in Remarks column:- "Controlled by Doncaster box"

★

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

★

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

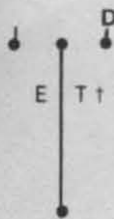
ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 119 | | | | | | |
| NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Between Hillam Gates L.C. and Milford | | | | | | |
| | | Milford Jn. | 15.07 | | | |
| | Add:- | | | 40 | Over trailing connection Down Pontefract to Up Pontefract at 15m. 8ch. | |
| | | | | 40 | 40 Down Pontefract to Up Normanton at 15m. 0ch. | |
| | | | | 40 | Over trailing connection Up Normanton to Down Normanton at 14m. 74ch. | |
| | | Milford | 14.70 | | | |
| | Amend mileage:- | | 14.71 | | | |

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WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.



Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

| | |
|-----------------------|--------------|
| Goole Engine Shed Jn. | <u>73.52</u> |
| | 0.64 |
| Potters Grange Jn. | 0.00 |
| (See page 158) | |

† See local instructions on page 370.

(31D)

LOCAL INSTRUCTIONS

Page 370

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

★ Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

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HUNSLET EAST SIDINGS COMPLEX

★ Delete item

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

★ Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker.

MISCELLANEOUS NOTICES

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

HOUGHTON MAIN COLLIERY

Add

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge. (31D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Face between 155m. 56chs. and 156m. 24chs. 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 Handsignaller 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

13 JUNE, 1980

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 29 JUNE - BETWEEN SKELLOW JUNCTION - APPLEHURST JUNCTION - STAINFORTH AND KIRK SANDALL JUNCTION - STAINFORTH JUNCTION - THORNE JUNCTION

New signalling will be commissioned being worked from Doncaster Signalbox.

Full details are contained in Supplementary Signalling Notice No.107 and all concerned must be in possession of a copy. (29)

MONDAY 30 JUNE AND UNTIL FURTHER NOTICE - BETWEEN HORSFORTH AND RIGTON**Arthington**

Commencing 06 00 in connection with engineering work in Bramhope tunnel, a temporary signal box named Arthington will be provided on the Down side at 8m. 48chs. between Horsforth and Rigton.

The double line between Horsforth and Arthington will be reduced to a single line with all trains travelling over the existing realigned Down line on the Single line working arrangements by Pilotman.

The Absolute Block regulations will apply to the double line section between Arthington and Rigton.

A new hand worked junction will be provided at Arthington leading from double to single line.

Handsignalmen will be stationed as follows:-

Up line - at approximately 9m. 60chs. and approximately 8m. 70chs.

Down line - at approximately 7m. 76chs. and approximately 8m. 40chs.

These handsignalmen will act as distant and home signals for Arthington pending provision of fixed signals.

Horsforth

A new coloured light signal will be provided on the Down line at approximately 4m. 64chs. at the signal box end of the Down platform. (UFN)

DETAILS OF WORK ALREADY CARRIED OUT

ARKSEY

The Up Main line has been restored to its normal alignment and normal traffic working has been resumed.

The temporary signalling arrangements have been discontinued. (28)

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

The facing connection leading from Up Sheffield to the Up Avoiding line have been replaced by a new facing lead approximately 30 yards nearer to Sheffield.

The Up Sheffield Home 3-aspect signal (H65) with Junction Indicator position "1" applying towards the Up Avoiding and Junction indicator position "4" applying towards the Up Sheffield Goods, has been replaced 260 yards towards Sheffield. (A new 4-aspect head has been provided on a bracket post). (28)

STAINFORTH JUNCTION

The Down line from Stainforth Junction towards Applehurst Junction has been taken out of use.

The junction arm signals applying from Down Scunthorpe Fast and Down Scunthorpe Goods towards Skellow has been removed. (28)

DONCASTER (SOUTH END)

The facing connection leading from Down Slow to Down Platform Loop has been relayed with the facing end 15 yards further South. (27)

DONCASTER

The facing connection – Down Fast to Down Slow (adjacent to Doncaster signal box) has been relayed with the Down Fast end approximately 35 yards further south. (26)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

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

The following signals have been abolished:—

Disc—Up Main to Down Main

Disc—Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:—

Disc—Down Main to Up Main

Disc—Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:—
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departue line to and from Goole Goods Junction.

The former Departue line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished:-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished. (Until further notice)

*** * GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS**

Points previously laid in and secured out of use have been brought into use controlled from Gascoigne Wood signal box, and the new Hambleton Construction Sidings have been commissioned.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GASCOIGNE WOOD - COMMISSIONING OF HAMBLETON CONSTRUCTION SIDINGS - continued

A diagram illustrating the layout/signalling is included in this notice.

A two-lever ground frame (released from Gascoigne Wood) has been provided at the East end of the Constructions Sidings to control the outlet points from the Construction Siding to Departure Line.

Miniature Red/Green Warning lights have been provided at Philip Lane level crossing to warn road users of the approach of trains. 'WHISTLE' notice boards have been provided 240 yards from the crossing on each rail approach.

Alterations to Existing Signalling (GW - Gascoigne Wood).

Down Selby S1851 auto signal has been replated controlled signal GW1851 and has been provided with a left-hand offset subsidiary applying towards the Construction Sidings Arrival line.

Up Selby GW1852 signal has been abolished.

New Signals

| No | Line | Distance to next signal ahead | Aspect M = Main S = Sub | Application to or towards |
|--|----------------|--|-------------------------------|--------------------------------------|
| GW1847 | Down Selby | 832 yards | M | GW1851 |
| (This is a 4-aspect signal not shown on the diagram) | | | | |
| GW1850 | Up Selby | 1108 yards (25 yards from Philip Lane Xing) | M | GW1846 |
| GW1848 | Departure Line | 783 | M S | GW1846 Down Selby Limit of shunt. |

The repeat indicator on the Departure line (350 yards from GW1848) shows 'OFF' when the sub on GW1848 is cleared.

| | | | | |
|----------------------------------|----------|------------|---|------|
| GW1846 (not shown on diagram) | Up Selby | 1220 yards | M | GW59 |
|----------------------------------|----------|------------|---|------|

| | | | | |
|------------------------------------|----------|--|--|---------------|
| GW5931 (ground position light). | Up Selby | | | Arrival line. |
|------------------------------------|----------|--|--|---------------|

The repeat indicator on the Up Selby (383 yards Gascoigne Wood side of GW5931) shows 'OFF' when GW5931 is cleared.

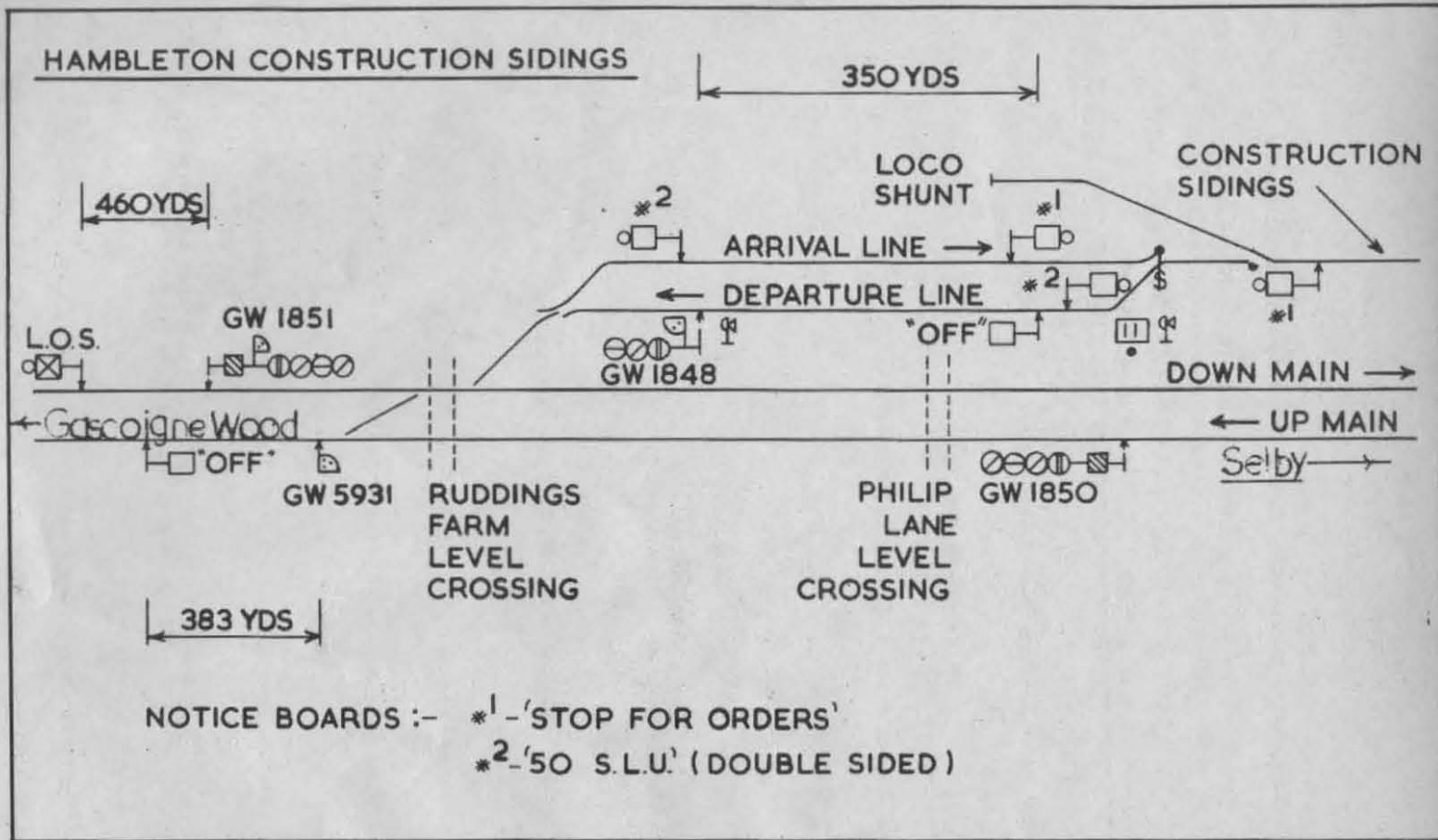
Telephone communication with Gascoigne Wood has been provided on all the above signals (except GW5931), Philip Lane and Ridding Farm level crossings also, the two-lever ground frame. (26)

**** HESSLE HAVEN**

The Up colour light Home signal (No. 2) now a two-aspect signal displaying Red/Green, has been replaced by a 4-aspect colour light head but displaying Red/Green only at this stage. (26)

**** GLASSHOUGHTON**

The connection controlled from No.1 and 2 Colliery Sidings ground frame has been secured out of use pending remodelling. (26)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 | |

Page 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:- "Controlled by Doncaster box"

Amend:-

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:- "Controlled by Shaftholme box"

(w.e.f. 29.6.80) (31D)

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"

Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(w.e.f. 29.6.80) (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Between Hillam Gates L.C. and Milford

Milford Jn. 15.07

Add:-

40 Over trailing connection Down Pontefract to Up Pontefract at 15m. 8ch.

40 40 Down Pontefract to Up Normanton at 15m. 0ch.

40 Over trailing connection Up Normanton to Down Normanton at 14m. 74ch.

Milford 14.70

Amend mileage:- 14.71

Page 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.



Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

Goole Engine 73.52
Shed Jn. 0.64Potters Grange Jn. 0.00
(See page 158)

† See local instructions on page 370.

(31D)

LOCAL INSTRUCTIONS

Page 370

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagon: The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

Page 390

HUNSLET EAST SIDINGS COMPLEX

Delete item

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker. (31D)

MISCELLANEOUS NOTICES

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

Add

HOUGHTON MAIN COLLIERY

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½ m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge. (31D)

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. 56chs. and 156m. 24chs. 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

20 JUNE, 1980

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

SATURDAY 5 JULY – BRADFORD FORSTER SQUARE STATION

No. 6 Platform will be shortened by 10 yards.

(30)

SUNDAY 6 JULY – DONCASTER STATION

New No. 5 Bay Platform line will be commissioned at the south end of the station. The points leading thereto from the connection – Down Slow to Down Passenger Loop will be brought into use.

Signalling Alterations

A new 3-aspect colour signal plated D286 with theatre-type route indicator will be provided to control the exit from this Platform line with indications as follows:—

| Indication | Application to or towards |
|------------|---------------------------|
| "2" | Down/Up West Slow |
| "H" | Up & Down Sheffield Goods |
| "S" | Down Sheffield |

The following signals will apply towards the new No. 5 Bay Platform line occupied with Route Indication "5" read in conjunction with the subsidiary signal:—

| Signal | Line |
|--------|---------------------|
| D271 | Down Fast |
| D275 | Down & Up West Slow |
| D277 | Down/Up Sheffield |

(30)

SUNDAY 6 JULY – HULL PARAGON

The following colour light signals will be changed from searchlight-type to standard colour light heads:—

158/168 "E" line to 4–10 Platforms
180/186 "D" line to 3–9 Platforms

Both signals will display Red or Yellow aspects.

(30)

WEDNESDAY 9 JULY – HUDDERSFIELD

An additional siding 200 yards long will be provided between the Down Goods and No. 1 Siding. Access will be provided from No. 1 Siding at 25m. 70chs.

(30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT****UNTIL FURTHER NOTICE – BETWEEN HORSFORTH AND RIGTON****Arthington**

In connection with engineering work in Bramhope tunnel, a temporary signal box named Arthington has been provided on the Down side at 8m. 48chs. between Horsforth and Rigton.

The double line between Horsforth and Arthington has been reduced to a single line with all trains travelling over the former realigned Down line under Single line working arrangements by Pilotman.

The Absolute Block regulations apply to the double line section between Arthington and Rigton.

A new hand worked junction has been provided at Arthington leading from double to single line.

Handsignalmen will be stationed as follows:-

Up line – at approximately 9m. 60chs. and approximately 8m. 70chs.

Down line – at approximately 7m. 76chs. and approximately 8m. 40chs.

These handsignalmen will act as distant and home signals for Arthington pending provision of fixed signals.

Horsforth

A new coloured light signal has been provided on the Down line at approximately 4m. 64chs. at the signal box end of the Down platform. (UFN)

BETWEEN SKELLOW JUNCTION – APPLEHURST JUNCTION – STAINFORTH AND KIRK SANDALL JUNCTION – STAINFORTH JUNCTION – THORNE JUNCTION

New signalling has been commissioned being worked from Doncaster Signal box.

Full details are contained in Supplementary Signalling Notice No.107 and all concerned must be in possession of a copy. (29)

ARKSEY

The Up Main line has been restored to its normal alignment and normal traffic working has been resumed.

The temporary signalling arrangements have been discontinued. (28)

HEXTHORPE JUNCTION

The facing connection leading from Up Sheffield to the Up Avoiding line have been replaced by a new facing lead approximately 30 yards nearer to Sheffield.

The Up Sheffield Home 3-aspect signal (H65) with Junction Indicator position "1" applying towards the Up Avoiding and Junction indicator position "4" applying towards the Up Sheffield Goods, has been replaced 260 yards towards Sheffield. (A new 4-aspect head has been provided on a bracket post). (28)

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

The Down line from Stainforth Junction towards Applehurst Junction has been taken out of use.

The junction arm signals applying from Down Scunthorpe Fast and Down Scunthorpe Goods towards Skellow has been removed. (28)

**** DONCASTER (SOUTH END)**

The facing connection leading from Down Slow to Down Platform Loop has been relayed with the facing end 15 yards further South. (27)

**** DONCASTER**

The facing connection - Down Fast to Down Slow (adjacent to Doncaster signal box) has been relayed with the Down Fast end approximately 35 yards further south. (27)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection, from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running - Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS**Crigglestone Junction**

The following signals have been abolished:-
Disc-Up Main to Down Main

Disc-Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****Woolley Coal Siding**

The following signals have been abolished:-

Disc-Down Main to Up Main

Disc-Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:-
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished :-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished.
(Until further notice)

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 | |

Page 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:- "Controlled by Doncaster box"

Amend:-

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:- "Controlled by Shaftholme box"

(w.e.f. 29.6.80) (31D)

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(w.e.f. 29.6.80) (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Between Hillam Gates L.C. and Milford

Milford Jn. 15.07

Add:-

40 Over trailing connection Down Pontefract to Up Pontefract at 15m. 8ch.

40 40 Down Pontefract to Up Normanton at 15m. 0ch.

40 Over trailing connection Up Normanton to Down Normanton at 14m. 74ch.

Milford 14.70

Amend mileage:-

14.71

Page 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-



Goole Engine Shed Jn. 73.52
0.64

Potters Grange Jn. 0.00
(See page 158)

† See local instructions on page 370.

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE A – continued

| 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 144 LEEDS WORTLEY JN. TO HARROGATE Delete all details Horsforth to Rigton L.C. and substitute:— | | | | | | |
| | | Horsforth | 4.70 | | | |
| | E T | Bramhope Tunnel (2m. 241yds) | 5.65 to 7.76 | | | |
| | | Arthington | 8.48 | 20 | 9m. 56ch. and 9m. 60ch. | |
| | | | | 20 | 9m. 72ch. and 9m. 56ch. | |
| A B | | Wescoehill Tunnel (100 yds) | 10.14 to 10.18 | | | |
| A B | | Weeton | 10.62 | 40 | 10m. 63ch. and 11m. 50ch. | |
| | | Rigton LC | 12.15 | | | |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at signal provided with Telephone or call plunger.

★ Add HORSFORTH

When a train is stopped at Signal H.13 on the Down line the Driver must telephone the Signalman immediately. (31D)

LOCAL INSTRUCTIONS

Page 370

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token – Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

Page 390

HUNSLET EAST SIDINGS COMPLEX

Delete item

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker. (31D)

MISCELLANEOUS NOTICES

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

HOUGHTON MAIN COLLIERY

Add

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½ m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge. (31D)

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Foot between 155m. 56chs. and 156m. 24chs. 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|---|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

27 JUNE, 1980

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

** SATURDAY 12 JULY ONLY – BETWEEN HORSFORTH AND RIGTON

Arthington

In connection with engineering work in Bramhope tunnel, a temporary signal box named Arthington has been provided on the Down side at 8m. 48chs. between Horsforth and Rigton.

The double line between Horsforth and Arthington has been reduced to a single line with all trains travelling over the former realigned Down line under Single line working arrangements by Pilotman.

The Absolute Block regulations apply to the double line section between Arthington and Rigton.

A new hand worked junction has been provided at Arthington leading from double to single line.

Horsforth

A new coloured light signal has been provided on the Down line at approximately 4m. 64chs. at the signal box end of the Down platform.

SUNDAY 13 JULY – BETWEEN WORTLEY WEST JUNCTION AND MILL LANE JUNCTION

The catch points in the Down line at the following locations will be removed and replaced by plain line:-

| Mileage | Distance before reaching next signal |
|------------|--------------------------------------|
| 2m. 19chs. | 1490 yards before reaching L1599 |
| 3m. 9chs. | 1239 yards before reaching L1597 |
| 4m. 52chs. | 596 yards before reaching L1593 |
| 5m. 20chs. | 752 yards before reaching M1591 ✓ |
| 5m. 79chs. | 804 yards before reaching M1589 ✓ |

The catch points in the Down Main at 4m. 5chs, 562 yards before reaching L1595 have already been removed.

(31)

SUNDAY 13 JULY AND UNTIL FURTHER NOTICE BETWEEN HORSFORTH – ARTHINGTON & RIGTON

Whilst engineering work is in progress in Bramhope Tunnel, the following temporary signalling arrangements will apply:-

The Electric Token Block Regulations will be introduced between Horsforth and Arthington. The Absolute Block Regulations will apply between Arthington and Rigton.

The Down Main point ends of the new double/single line connection at Arthington will be worked from Arthington temporary signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 13 JULY AND UNTIL FURTHER NOTICE BETWEEN HORSFORTH - ARTHINGTON & RIGTON - continued

The temporary fixed signals for Arthington will be withdrawn and the following new colour light signals will be provided:-

| Down Direction | A = Arthington | H = Horsforth |
|--|----------------|---------------------------|
| Signal | Line | Application to or towards |
| D.4 (existing) | Down Main | H.13 |
| H.13 (displays Red or Green aspects only) | Down Main | Single Line |
| AR3 | Single Line | A.3 |
| A.3 (Down Home) | Single Line | Double Line |
| Up Direction | | |
| A.R1 | Up Main | A.1 |
| A.1 (Up Home) | Up Main | Single (H.4) |

Signal post telephones will be provided on A3; A1 and H13 signals.

Horsforth

Up Main signals H.4 and H.2 will be applicable to Up Direction movements on the Single line.

The disc signal applying set back - Down Main to Goods Yard will be repositioned further from the signal box adjacent to H.2 signal.

Down Main H.12 signal has been taken out of use.

A.W.S.

A.W.S. Inductors will be provided in conjunction with A.R.1; A.1 and H.13.

Commencement of A.W.S. Gap signs will be provided as follows:-

On the single line (Down) after passing H.13 signal.

On the single line (Up) after passing A.1 signal.

Termination of A.W.S. Gap signs will be provided as follows:-

On the Down Main, before reaching Rigton R.2.

On the Up Main (Leeds side of Horsforth) before reaching L.3 signal.

A diagram illustrating the above is included in this notice.

(UFN)

SUNDAY 13 JULY - HULL PARAGON

The following colour-light signal heads will be changed from searchlight-type to standard 3-aspect signal heads :-

No.139/140 "F" Line to "E" and "C" lines.

No.148/150 "E" Line to "E" and "C" lines.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD ROAD

The Down Reception and Down Cripple Sidings have been shortened by 30 yards and 100 yards respectively.

Temporary stop blocks have been erected.

(New item) (31)

BRADFORD FORSTER SQUARE STATION

No. 6 Platform has been shortened by 10 yards.

(30)

DONCASTER STATION

New No. 5 Bay Platform line has been commissioned at the sound end of the station. The points leading thereto from the connection - Down Slow to Down Passenger Loop have been brought into use.

Signalling Alterations

A new 3-aspect colour light signal plated D286 with theatre-type route indicator has been provided to control the exit from this platform line with indications as follows :-

| Indication | Application to or towards |
|------------|---------------------------|
| "2" | Down/Up West Slow |
| "H" | Up & Down Sheffield Goods |
| "S" | Down Sheffield |

The following signals apply towards the new No. 5 Bay Platform line with Route Indication "5". (To No. 5 Bay Platform line occupied when read in conjunction with the subsidiary signal).

| Signal | Line |
|--------|---------------------|
| D271 | Down Fast |
| D275 | Down & Up West Slow |
| D277 | Down/Up Sheffield |

(30)

HULL PARAGON

The following colour light signals have been changed from searchlight-type to standard colour light heads :-

158/168 "E" line to 4-10 Platforms
180/186 "D" line to 3-9 Platforms

Both signals display Red or Yellow aspects.

(30)

HUDDERSFIELD

An additional siding 200 yards long has been provided between the Down Goods and No. 1 Siding. Access has been provided from No. 1 Siding at 25m. 70chs.

(30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN SKELLOW JUNCTION – APPLEHURST JUNCTION – STAINFORTH AND KIRK SANDALL JUNCTION – STAINFORTH JUNCTION – THORNE JUNCTION**

New signalling has been commissioned being worked from Doncaster Signal box.

Full details are contained in Supplementary Signalling Notice No.107 and all concerned must be in possession of a copy.

Thorpe Road and Bramwith Level Crossings – Whistle Boards will not be provided.

Stainforth Road Level Crossing existing Whistle Boards will be removed. (22)

**** ARKSEY**

The Up Main line has been restored to its normal alignment and normal traffic working has been resumed.

The temporary signalling arrangements have been discontinued. (28)

**** HEXTHORPE JUNCTION**

The facing connection leading from Up Sheffield to the Up Avoiding line have been replaced by a new facing lead approximately 30 yards nearer to Sheffield.

The Up Sheffield Home 3-aspect signal (H65) with Junction Indicator position "1" applying towards the Up Avoiding and Junction indicator position "4" applying towards the Up Sheffield Goods, has been replaced 260 yards towards Sheffield. (A new 4-aspect head has been provided on a bracket post). (28)

**** STAINFORTH JUNCTION**

The Down line from Stainforth Junction towards Applehurst Junction has been taken out of use.

The junction arm signals applying from Down Scunthorpe Fast and Down Scunthorpe Goods towards Skellow has been removed. (28)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by K Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with two points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (keys kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STC TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****TEMPORARY SIGNALLING ALTERATIONS****Crigglestone Junction**

The following signals have been abolished:—

Disc—Up Main to Down Main

Disc—Down Main to Up Main.

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:—

Disc—Down Main to Up Main

Disc—Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:—
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished:-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

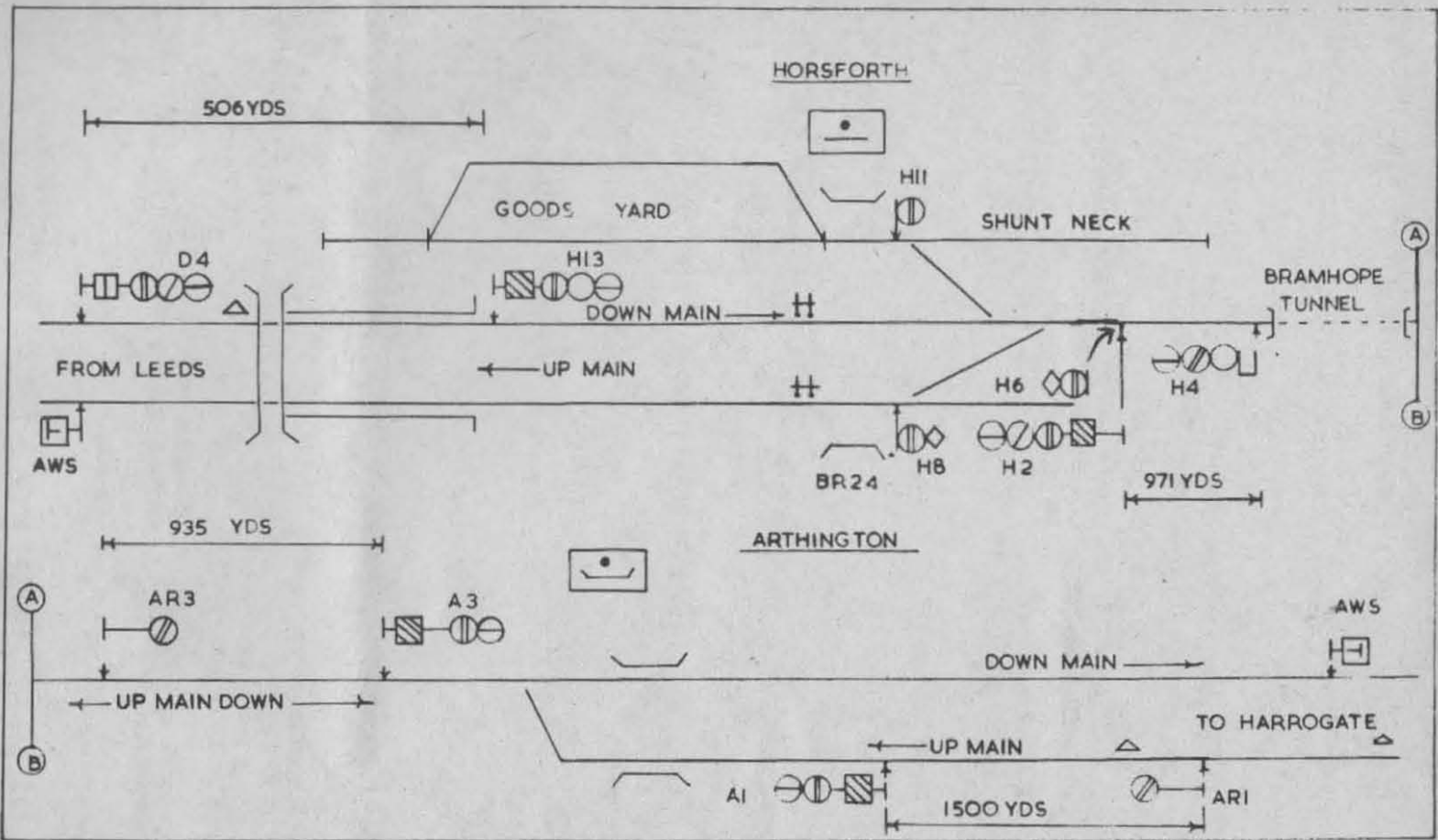
An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished. (Until further notice)



(UFN)

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)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 11

★

Add
Leeds Signal Box Controlled Area - Propelled Movements

Page
376

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 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:—"Controlled by Doncaster box"

Amend:—

C.W. Up Main a
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:—"Controlled by Shaftholme box"

(31D)

Page 87

STAINFORTH JN. TO SKELLOW ADWICK JN.

★

Delete:—

30 30 MAXIMUM PERMISSIBLE SPEED.

★

Add:—

STAINFORTH JN. TO APPLEHURST JN. (163. 27chs.)

50 50 MAXIMUM PERMISSIBLE SPEED.

APPLEHURST JN. (163m. 27chs.) AND ADWICK JN.
Stainforth Jn.

30 30 MAXIMUM PERMISSIBLE SPEED.

★

Amend mileage:—

166.63

Between Thorpe Road LC and Thorpe Marsh C.E.G.B.

★

Add:—

30 164m. 20ch. and
164m. 28ch. |

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 | |

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(31D)

Page 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Between Hillam Gates L.C. and Milford

Milford Jn. 15.07

Add:-

40 Over trailing
connection Down
Pontefract to Up
Pontefract at
15m. 8ch.

40 40 Down Pontefract
to Up Normanton
at 15m. 0ch.

40 Over trailing
connection Up
Normanton to
Down Normanton
at 14m. 74ch.

Milford 14.70

Amend mileage:- 14.71

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)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 11

★ Add
Leeds Signal Box Controlled Area - Propelled Movements Page 376

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 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:- "Controlled by Doncaster box"

Amend:-

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:- "Controlled by Shaftholme box"

(31D)

Page 87

STAINFORTH JN. TO SKELLOW ADWICK JN.

★ Delete:- 30 30 MAXIMUM PERMISSIBLE SPEED.

★ Add:-
STAINFORTH JN. TO APPLEHURST JN. (163. 27chs.) 50 50 MAXIMUM PERMISSIBLE SPEED.APPLEHURST JN. (163m. 27chs.) AND ADWICK JN.
Stainforth Jn. 30 30 MAXIMUM PERMISSIBLE SPEED.

★ Amend mileage:- 166.63

Between Thorpe Road LC and Thorpe Marsh C.E.G.B.

★ Add:- 30 164m. 20ch. and
164m. 28ch. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 | |

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(31D)

Page 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Between Hillam Gates L.C. and Milford

Milford Jn. 15.07

Add:-

40 Over trailing
connection Down
Pontefract to Up
Pontefract at
15m. 8ch.

40 40 Down Pontefract
to Up Normanton
at 15m. 0ch.

40 Over trailing
connection Up
Normanton to
Down Normanton
at 14m. 74ch.

Milford 14.70

Amend mileage:- 14.71

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

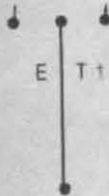
TABLE A – continued

| 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 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-



Goole Engine Shed Jn. 73.52
0.64

† See local instructions on page 370.

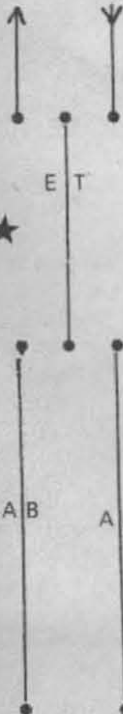
Potters Grange Jn. 0.00
(See page 158)

(31D)

Page 144

LEEDS WORTLEY JN. TO HARROGATE

Delete all details Horsforth to Rigton L.C. and substitute:-



Horsforth 4.70

Bramhope Tunnel (2m. 241yds) 5.65 to 7.76

30 30 7m. 76ch. and 8m. 47ch. (w.e.f. Sunday 13 July)

Arthington 8.48

20 9m. 56ch. and 9m. 60ch.

20 9m. 72ch. and 9m. 56ch.

Wescoehill Tunnel (100 yds) 10.14 to 10.18

Weeton 10.62

40 10m. 63ch. and 11m. 50ch.

Rigton LC 12.15

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at signal provided with Telephone or call plunger.

Add

HORSFORTH

When a train is stopped at Signal H.13 on the Down line the Driver must telephone the Signalman immediately. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS

Page 370

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued. (31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

LEEDS

- ★ Delete paragraph headed "Propelling Movements" and substitute :-
LEEDS SIGNAL BOX CONTROLLED AREA - PROPELLED MOVEMENTS

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

Page 378

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND RIGTON

Bramhope Tunnel General Instructions

Delete first paragraph.

(31D)

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 390

HUNSLET EAST SIDINGS COMPLEX
Delete item

Page 393

HULL DOCKS

KING GEORGE DOCK EASTERN ACCESS L.C.

★ Add:-

This crossing, situated within the Docks Board Area between King George Dock and Saltend Depot, falls within the category B1 of Table P.4 no advance Warning Boards however, are provided. Speed of trains over the level crossing must not exceed 5m.p.h.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker. (31D)

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

At approximately 14 00 on Wednesday 16 July the warning board, speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m 14chs and 6m 50chs will be replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | Will be a yellow miniature rectangular shape, without chevron ends, and will incorporate two electric lights which will flash. The speed indicator will show the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed will be shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

HOUGHTON MAIN COLLIERY

Add

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½ m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge.

(31D)

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. 56chs. and 156m. 24chs. 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)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| 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 | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

4 JULY, 1980

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

NS 29/80
19-25.7.80

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 20 JULY – BETWEEN STAINFORTH JUNCTION AND STAINFORTH & HATFIELD STATION

A new facing connection will be brought into use, leading from Up Scunthorpe Fast to Up Scunthorpe Slow.

Up Fast signal D658 will have a position "1" Junction Indicator brought into use which will apply towards the Up Scunthorpe Slow via the new connection. (32)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WORTLEY WEST JUNCTION AND MILL LANE JUNCTION

The catch points in the Down line at the following locations have been removed and replaced by plain line :-

| Mileage | Distance before reaching next signal |
|------------|--------------------------------------|
| 2m. 19chs. | 1490 yards before reaching L1599 |
| 3m. 9chs. | 1239 yards before reaching L1597 |
| 4m. 52chs. | 596 yards before reaching L1593 |
| 5m. 20chs. | 752 yards before reaching M1591 |
| 5m. 79chs. | 804 yards before reaching M1589 |

The catch points in the Down Main at 4m. 5chs, 562 yards before reaching L1595 have already been removed. (31)

BETWEEN HORSFORTH – ARTHINGTON & RIGTON

Whilst engineering work is in progress in Bramhope Tunnel, the following temporary signalling arrangements will apply:-

The Electric Token Block Regulations will be introduced between Horsforth and Arthington. The Absolute Block Regulations will apply between Arthington and Rigton.

The Down Main point ends of the new double/single line connection at Arthington will be worked from Arthington temporary signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HORSFORTH - ARTHINGTON & RIGTON - continued

The temporary fixed signals for Arthington will be withdrawn and the following new colour light signals will be provided:-

| Down Direction | A = Arthington | H = Horsforth |
|---|----------------|----------------------------------|
| Signal | Line | Application to or towards |
| D.4 (existing) | Down Main | H.13 |
| H.13 (displays Red or Green aspects only) | Down Main | Single Line |
| AR3 | Single Line | A.3 |
| A.3 (Down Home) | Single Line | Double Line |
| Up Direction | | |
| A.R1 | Up Main | A.1 |
| A.1 (Up Home) | Up Main | Single (H.4) |

Signal post telephones will be provided on A3; A1 and H13 signals.

Horsforth

Up Main signals H.4 and H.2 will be applicable to Up Direction movements on the Single line.

The disc signal applying set back - Down Main to Goods Yard will be repositioned further from the signal box adjacent to H.2 signal.

Down Main H.12 signal has been taken out of use.

A.W.S.

A.W.S. Inductors will be provided in conjunction with A.R.1; A.1 and H.13.

Commencement of A.W.S. Gap signs will be provided as follows:-

On the single line (Down) after passing H.13 signal.

On the single line (Up) after passing A.1 signal.

Termination of A.W.S. Gap signs will be provided as follows:-

On the Down Main, before reaching Rigton R.2.

On the Up Main (Leeds side of Horsforth) before reaching L.3 signal.

A diagram illustrating the above is included in this notice.

(31)

HULL PARAGON

The following colour-light signal heads have been changed from searchlight-type to standard 3-aspect signal heads:-

No.139/140 "F" Line to "E" and "C" lines.

No.148/150 "E" Line to "E" and "C" lines.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD ROAD

The Down Reception and Down Cripple Sidings have been shortened by 30 yards and 100 yards respectively.

Temporary stop blocks have been erected.

(31)

BRADFORD FORSTER SQUARE STATION

No. 6 Platform has been shortened by 10 yards.

(30)

DONCASTER STATION

New No. 5 Bay Platform line has been commissioned at the sound end of the station. The points leading thereto from the connection - Down Slow to Down Passenger Loop have been brought into use.

Signalling Alterations

A new 3-aspect colour light signal plated D286 with theatre-type route indicator has been provided to control the exit from this platform line with indications as follows :-

| Indication | Application to or towards |
|------------|---------------------------|
| "2" | Down/Up West Slow |
| "H" | Up & Down Sheffield Goods |
| "S" | Down Sheffield |

The following signals apply towards the new No. 5 Bay Platform line with Route Indication "5". (To No. 5 Bay Platform line occupied when read in conjunction with the subsidiary signal).

| Signal | Line |
|--------|---------------------|
| D271 | Down Fast |
| D275 | Down & Up West Slow |
| D277 | Down/Up Sheffield |

(30)

HULL PARAGON

The following colour light signals have been changed from searchlight-type to standard colour light heads :-

158/168 "E" line to 4-10 Platforms
180/186 "D" line to 3-9 Platforms

Both signals display Red or Yellow aspects.

(30)

HUDDERSFIELD

An additional siding 200 yards long has been provided between the Down Goods and No. 1 Siding. Access has been provided from No. 1 Siding at 25m. 70chs.

(30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN SKELLOW JUNCTION – APPLEHURST JUNCTION – STAINFORTH AND KIRK SANDALL JUNCTION – STAINFORTH JUNCTION – THORNE JUNCTION**

New signalling has been commissioned being worked from Doncaster Signal box.

Full details are contained in Supplementary Signalling Notice No.107 and all concerned must be in possession of a copy.

Thorpe Road and Bramwith Level Crossings – Whistle Boards will not be provided.

Stainforth Road Level Crossing existing Whistle Boards will be removed.

(29)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS**Crigglestone Junction**

The following signals have been abolished:–

Disc–Up Main to Down Main

Disc–Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING - continued****Woolley Coal Siding**

The following signals have been abolished:-

Disc-Down Main to Up Main

Disc-Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies - Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:-
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

The following semaphore signals have been abolished :-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

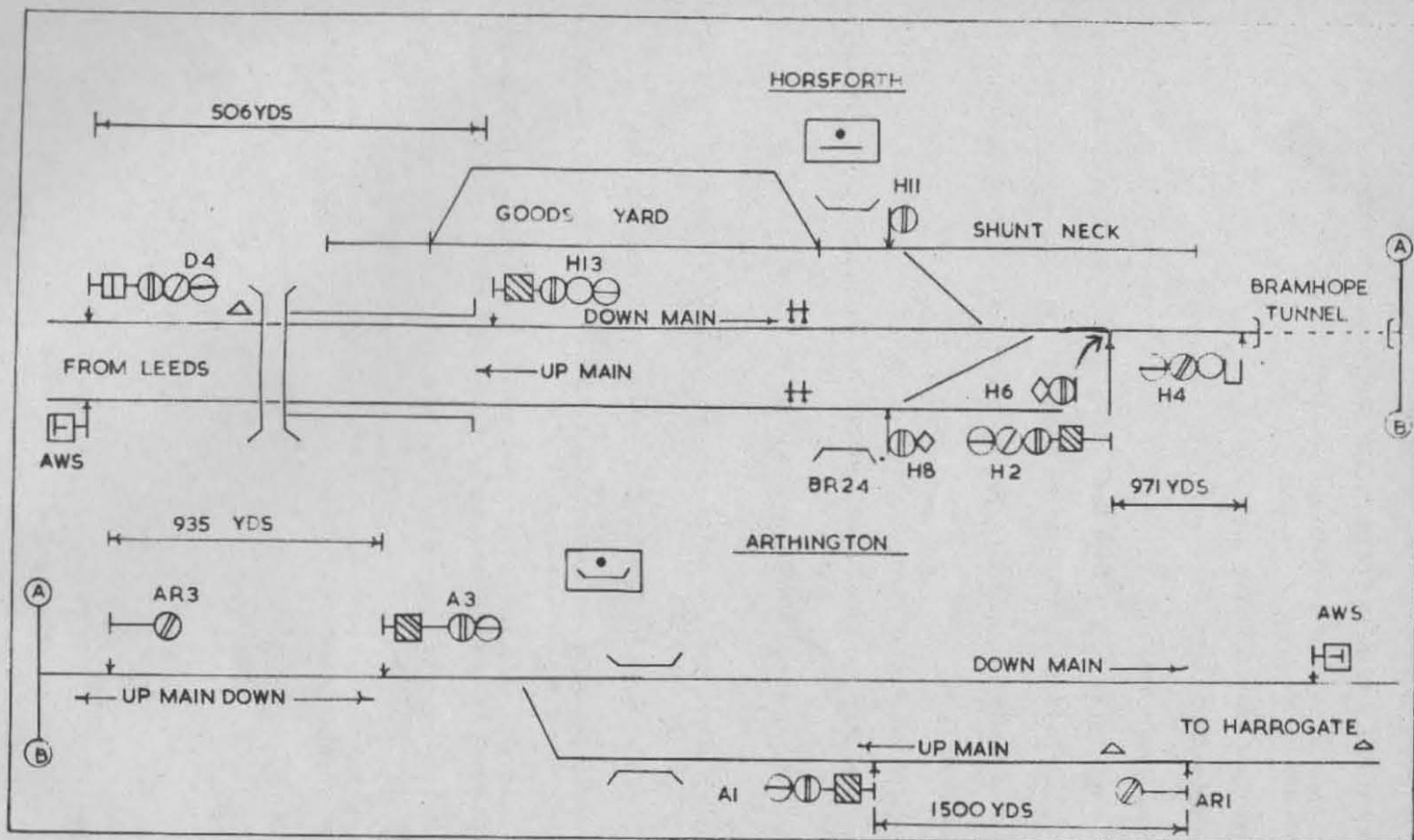
An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished. (Until further notice)



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)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 11

Add
Leeds Signal Box Controlled Area - Propelled Movements

Page
376

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 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:- "Controlled by Doncaster box"

Amend:-

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:- "Controlled by Shaftholme box"

(31D)

Page 87

STAINFORTH JN. TO SKELLOW ADWICK JN.

Delete:-

30 30 MAXIMUM PERMISSIBLE SPEED.

Add:-

STAINFORTH JN. TO APPLEHURST JN. (163. 27chs.)

50 50 MAXIMUM PERMISSIBLE SPEED.

APPLEHURST JN. (163m. 27chs.) AND ADWICK JN.
Stainforth Jn.

30 30 MAXIMUM PERMISSIBLE SPEED.

Amend mileage:-

166.63

Between Thorpe Road LC and Thorpe Marsh C.E.G.B.

★ Add:-

30 164m. 20ch. and
164m. 08ch.

(31D)

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Pages 87/88 - continued

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines (T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30½ch.,
1200 yards
before reaching
D734 signal.
(31D)

Page 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.
Between Hillam Gates L.C. and Milford
Milford Jn. 15.07

Add:-

40 Over trailing
connection Down
Pontefract to Up
Pontefract at
15m. 8ch.

40 40 Down Pontefract
to Up Normanton
at 15m. 0ch.

40 Over trailing
connection Up
Normanton to
Down Normanton
at 14m. 74ch.

Milford 14.70

Amend mileage:- 14.71

Page 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

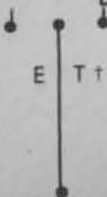
Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

Goole Engine 73.52
Shed Jn. 0.64

Potters Grange Jn. 0.00
(See page 158)

† See local
instructions on
page 370.

(31D)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 144 LEEDS WORTLEY JN. TO HARROGATE Delete all details Horsforth to Rigton L.C. and substitute:- | | | | | | |
| | | Horsforth | 4.70 | | | |
| | | Bramhope Tunnel (2m. 241yds) | 5.65 to 7.76 | 30 | | 7m. 76ch. and 8m. 47ch. |
| | | Arthington | 8.48 | 20 | | 9m. 56ch. and 9m. 60ch. |
| | | | | 20 | | 9m. 72ch. and 9m. 56ch. |
| | | Wescoehill Tunnel (100 yds) | 10.14 to 10.18 | | | |
| | | Weeton | 10.62 | 40 | | 10m. 63ch. and 11m. 50ch. |
| | | Rigton LC | 12.15 | | | |

TABLE "Z" - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

| From | To | Line | Remarks |
|------|----|------|---------|
|------|----|------|---------|

Page 271

LEEDS WORTLEY JN. TO HARROGATE

Add in remarks column:-

Portable magnets not provided for Temporary Speed restrictions between signals H.13 and R.2 exclusive and L.3 and A1 exclusive. (31D)

LOCAL INSTRUCTIONS

Page 370

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

LEEDS

Delete paragraph headed "Propelling Movements" and substitute :-
LEEDS SIGNAL BOX CONTROLLED AREA - PROPELLED MOVEMENTS

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

Page 378

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND RIGTON

Bramhope Tunnel General Instructions

Delete first paragraph.

(31D)

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

Page 390

HUNSLET EAST SIDINGS COMPLEX

Delete item

HULL DOCKS

Page 393

KING GEORGE DOCK EASTERN ACCESS L.C.

Add:-

This crossing, situated within the Docks Board Area between King George Dock and Saltend Depot, falls within the category B1 of Table P.4 no advance Warning Boards however, are provided. Speed of trains over the level crossing must not exceed 5m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker. (31D)

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

At approximately 14 00 on Wednesday 16 July the warning board, speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m 14chs and 6m 50chs will be replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | Will be a yellow miniature rectangular shape, without chevron ends, and will incorporate two electric lights which will flash. The speed indicator will show the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed will be shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

Add

HOUGHTON MAIN COLLIERY

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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. 56chs. and 156m. 24chs. 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.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|-----------------------------|----------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| Neville Hill Depot DMU Fuelling and Servicing Shed | Building work | 08 00 to 18 00 daily | |
| ★Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |
| Dairycoates West, Tilcon Private Sidings | Building work | 07 00 to 17 00 daily | |

MP. 32/NS

G. GRAHAM
Chief Operating Manager

York

11 JULY, 1980

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 27 JULY - CUDWORTH NORTH JUNCTION

The Up Goods Home signal, (with Cudworth South Junction distant below) will be replaced by a straight post signal with the Home signal at a reduced height of 20ft. above rail level.

The miniature arm signal with 4-way route indicator applying "A" - Monk Bretton Sidings; "M" - Up Main; "G" - Up Goods and "N" - No.1 Shunting line (formerly on the left-hand bracket of the Up Goods Home gantry) will be replaced by a ground disc signal and similar route indicator, situated on the left-hand side of No.1 Shunting line, 2 yards North of the points - Up Goods/Up Reception. (33)

TUESDAY 29 JULY - OAKENSHAW

The ground position light signal applying East Curve to Down Loop will be resited on the right-hand side of the East Curve directly opposite at a height of 4ft. above rail level. (33)

WEDNESDAY 30 JULY - SOUTH KIRKBY

The ground position light signal (L649) applying Marshalling Loop to Bunker Line 'B'; Hopper Line 'A' or Down Main, will be elevated to a height of 3ft. above rail level. (33)

CLOSURE OF FERRIBY S.B.

RESIGNALLING : MELTON LANE - HESSLE HAVEN *

During the period of this work on 27 July, 1980 Ferriby Signal Box will be abolished.

New signalling will be provided as shown on the diagram contained in this notice.

Signals formerly controlled by Ferriby will be replaced by signals controlled by Melton Lane - plated M. Signals plated with 'HH' prefix will be controlled from Hesse Haven Signal Box.

All lines between Melton Lane and Hesse Haven will be worked in accordance with the Track Circuit Block Regulations.

A new trailing main to main crossover will be installed at the Down (East) end of Ferriby Station, controlled by Melton Lane.

A.W.S. - The Automatic Warning System will be provided as shown, also at the Down Main Signal HH 11 and the Distant Signal located below the Melton Lane Down Main Home signal.

Alteration to existing Hesse Haven Signal: - Two aspect colour light signal HH 2 will be replaced by a 4 aspect signal, 9 yards further from Hesse Haven S.B.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

CLOSURE OF FERRIBY SIGNAL BOX - continued

DESCRIPTION OF SIGNALS:-

DOWN DIRECTION:-

| | | | | |
|--------|-----------------------------|---|-----------|---------------------|
| ML 15 | Up Slow | M | Fixed Red | - |
| | (Former Ground Disc Signal) | S | | Capper Pass Sdgs. |
| ML 261 | Down Main | M | | HH 269 |
| ML 263 | Up Slow | M | | HH 269 |
| HH 269 | Down Main | M | | HH 271 |
| HH 271 | Down Main | M | | HH 273 |
| HH 273 | Down Main | M | | HH 11 (Existing) |

UP DIRECTION :-

| | | | | |
|--------|---------|---|------------|---|
| ML 276 | Up Main | M | | ML 274 |
| ML 274 | Up Main | M | | ML 272 |
| ML 272 | Up Main | M | | ML 268 |
| ML 268 | Up Main | M | | ML 262 |
| | | M | Position 1 | ML 258 |
| ML 262 | Up Main | M | | Melton Lane Semaphore Home (Existing) |
| ML 258 | Up Slow | M | | Melton Lane Semaphore Home (Existing) |

GROUND POSITION LIGHT SIGNALS (Controlled by Melton Lane)

| | | | | |
|-----|-----------|---|--|--------------|
| 266 | Down Main | - | | Up Slow |
| | | - | | Up Main (33) |

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN STAINFORTH JUNCTION AND STAINFORTH & HATFIELD STATION

A new facing connection has been brought into use, leading from Up Scunthorpe Fast to Up Scunthorpe Slow.

Up Fast signal D658 has a position "1" Junction Indicator brought into use which applies towards the Up Scunthorpe Slow via the new connection.

(32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN WORTLEY WEST JUNCTION AND MILL LANE JUNCTION**

The catch points in the Down line at the following locations have been removed and replaced by plain line :-

| Mileage | Distance before reaching next signal |
|------------|--------------------------------------|
| 2m. 19chs. | 1490 yards before reaching L1599 |
| 3m. 9chs. | 1239 yards before reaching L1597 |
| 4m. 52chs. | 596 yards before reaching L1593 |
| 5m. 20chs. | 752 yards before reaching M1591 |
| 5m. 79chs. | 804 yards before reaching M1589 |

The catch points in the Down Main at 4m. 5chs, 562 yards before reaching L1595 have already been removed. (31)

BETWEEN HORSFORTH – ARTHINGTON & RIGTON

Whilst engineering work is in progress in Bramhope Tunnel, the following temporary signalling arrangements will apply:-

The Electric Token Block Regulations will be introduced between Horsforth and Arthington. The Absolute Block Regulations will apply between Arthington and Rigton.

The Down Main point ends of the new double/single line connection at Arthington will be worked from Arthington temporary signal box.

The temporary fixed signals for Arthington will be withdrawn and the following new colour light signals will be provided:-

| Down Direction | A = Arthington | H = Horsforth |
|---|----------------|----------------------------------|
| Signal | Line | Application to or towards |
| D.4 (existing) | Down Main | H.13 |
| H.13 (displays Red or Green aspects only) | Down Main | Single Line |
| AR3 | Single Line | A.3 |
| A.3 (Down Home) | Single Line | Double Line |
| Up Direction | | |
| A.R1 | Up Main | A.1 |
| A.1 (Up Home) | Up Main | Single (H.4) |

Signal post telephones will be provided on A3; A1 and H13 signals.

Horsforth

Up Main signals H.4 and H.2 will be applicable to Up Direction movements on the Single line.

The disc signal applying set back – Down Main to Goods Yard will be repositioned further from the signal box adjacent to H.2 signal.

Down Main H.12 signal has been taken out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN HORSFORTH – ARTHINGTON & RIGTON – continued

A.W.S. :

A.W.S. Inductors will be provided in conjunction with A.R.1; A.1 and H.13.

Commencement of A.W.S. Gap signs will be provided as follows:–

On the single line (Down) after passing H.13 signal.

On the single line (Up) after passing A.1 signal.

Termination of A.W.S. Gap signs will be provided as follows:–

On the Down Main, before reaching Rigton R.2.

On the Up Main (Leeds side of Horsforth) before reaching L.3 signal.

A diagram illustrating the above is included in this notice.

(31)

HULL PARAGON

The following colour-light signal heads have been changed from searchlight-type to standard 3-aspect signal heads:–

No.139/140 "F" Line to "E" and "C" lines.

No.148/150 "E" Line to "E" and "C" lines.

(31)

WAKEFIELD ROAD

The Down Reception and Down Cripple Sidings have been shortened by 30 yards and 100 yards respectively.

Temporary stop blocks have been erected.

(31)

* * BRADFORD FORSTER SQUARE STATION

No. 6 Platform has been shortened by 10 yards.

(30)

* * DONCASTER STATION

New No. 5 Bay Platform line has been commissioned at the sound end of the station. The points leading thereto from the connection – Down Slow to Down Passenger Loop have been brought into use.

Signalling Alterations

A new 3-aspect colour light signal plated D286 with theatre-type route indicator has been provided to control the exit from this platform line with indications as follows:–

Indication

"2"

"H"

"S"

Application to or towards

Down/Up West Slow

Up & Down Sheffield Goods

Down Sheffield

The following signals apply towards the new No. 5 Bay Platform line with Route Indication "5". (To No. 5 Bay Platform line occupied when read in conjunction with the subsidiary signal).

Signal

D271

D275

D277

Line

Down Fast

Down & Up West Slow

Down/Up Sheffield

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * HULL PARAGON

The following colour light signals have been changed from searchlight-type to standard colour light heads :-

158/168 "E" line to 4-10 Platforms
180/186 "D" line to 3-9 Platforms

Both signals display Red or Yellow aspects.

(30)

* * HUDDERSFIELD

An additional siding 200 yards long has been provided between the Down Goods and No. 1 Siding. Access has been provided from No. 1 Siding at 25m. 70chs.

(30)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection, from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running - Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

TEMPORARY SIGNALLING ALTERATIONS

Crigglestone Junction

The following signals have been abolished:-

Disc-Up Main to Down Main

Disc-Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****Woolley Coal Siding**

The following signals have been abolished:—

Disc—Down Main to Up Main

Disc—Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:—
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

UNTIL FURTHER NOTICE – BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departue line to and from Goole Goods Junction.

The former Departue line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:—

Trap points on the renamed Arrival/Departue line

Trailing crossover – Down Wakefield end and the facing points – Down Wakefield – Arrival/Departue.

All other points have been secured for through running.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

UNTIL FURTHER NOTICE - BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

The following semaphore signals have been abolished :-

- Up Wakefield Starting
- Up Wakefield Advance Starting
- Down Wakefield 1st Home
- Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

- Up Wakefield Home
- Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

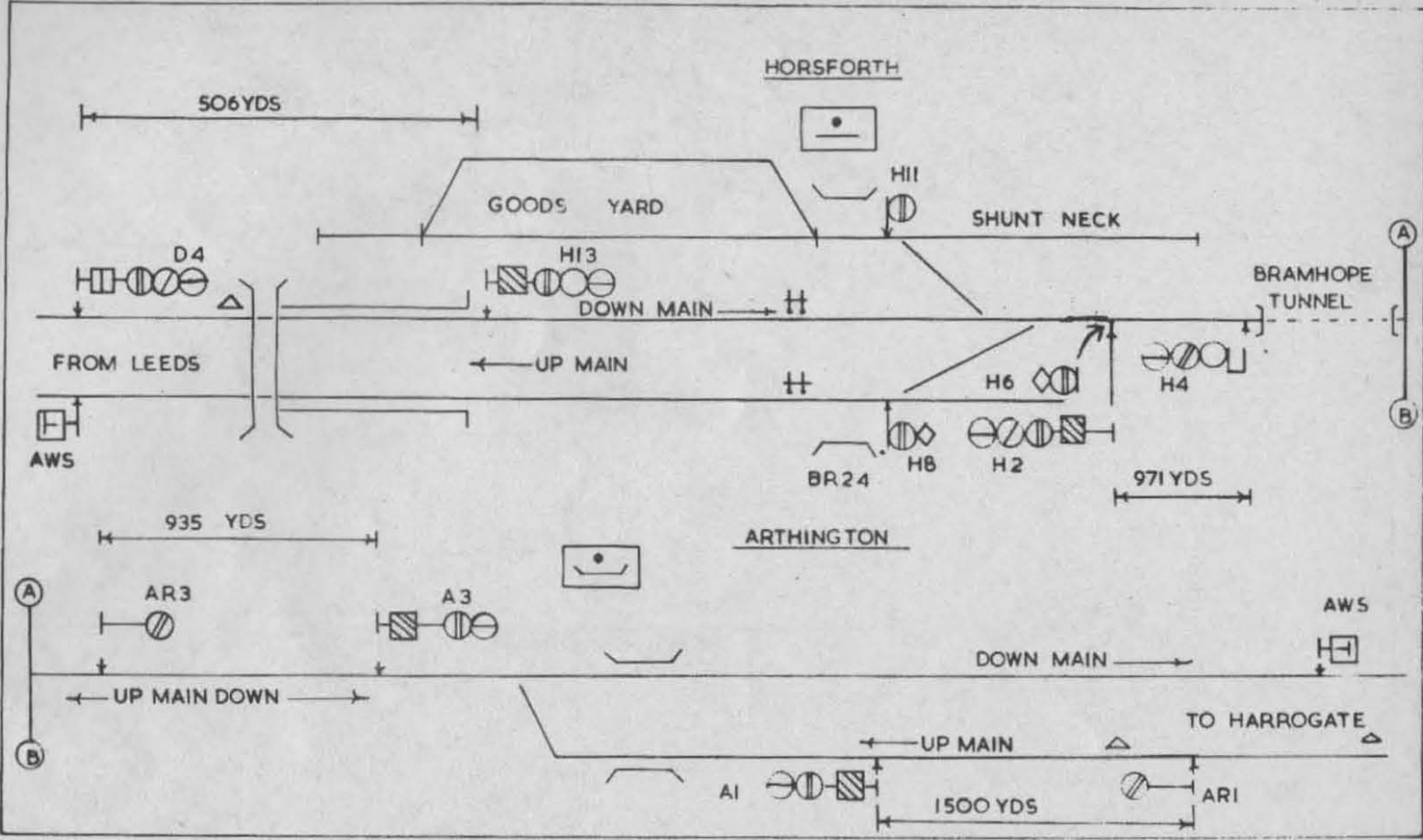
The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

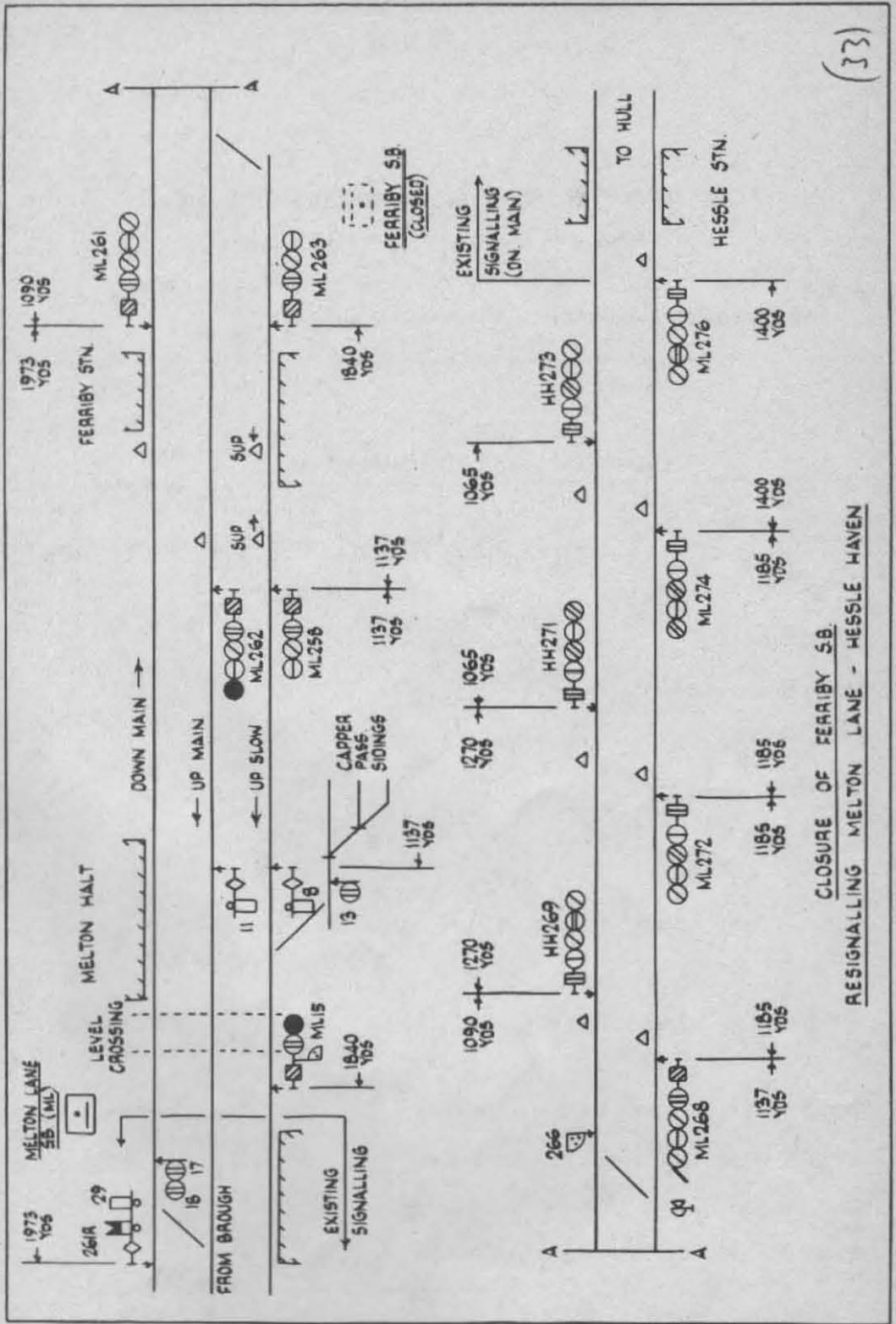
An A.W.S. inductor suppressed for Down direction movements has been provided.

- G56** - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".
- G52** - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.
- G84** - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.
- G83** - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished. (Until further notice)



(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



CLOSURE OF FERRIBY SB.
RESIGNALLING MELTON LANE - HESSEL HAVEN

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)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 11

Add
Leeds Signal Box Controlled Area - Propelled MovementsPage
376

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 57

APPLEHURST LOOP

Applehurst Jn.

Delete signal box dots

Add in 'Remarks' column:—"Controlled by Doncaster box"

Amend:—

C.W. Up Main at
0m. 3ch., 584
yards before
reaching signal
D732.

Joan Croft Jn.

Add in 'Remarks' column:—"Controlled by Shaftholme box"

(31D)

Page 87

STAINFORTH JN. TO SKELLOW ADWICK JN.

Delete:—

30 30 MAXIMUM PERMISSIBLE SPEED.

Add:—

STAINFORTH JN. TO APPLEHURST JN. (163, 27chs.)

50 50 MAXIMUM PERMISSIBLE SPEED.

APPLEHURST JN. (163m. 27chs.) AND ADWICK JN.
Stainforth Jn.

30 30 MAXIMUM PERMISSIBLE SPEED.

Amend mileage:—

166.63

Between Thorpe Road LC and Thorpe Marsh C.E.G.B.

Add:—

30 164m. 20ch. and
164m. 08ch.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

| 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 | |

Pages 87/88

STAINFORTH JN. TO SKELLOW ADWICK JN.

Stainforth Jn.

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"
Bramwith Station L.C. 164.73

Delete:- signal box dots, location and mileage.

Add:- Bramwith L.C. 164.73
(A.H.B.)

Thorpe Road L.C. 164.46

Add:- "(A.H.B.)"
Applehurst Jn. 163.27

Delete:- signal box dots

Add in Remarks column:- "Controlled by Doncaster box"

Delete all 'AB' references between Stainforth Jn. and Adwick Jn. on both Down and Up lines
(T.C.B. regulations now apply)

Add:-

C. Up line at
162m. 30 $\frac{1}{2}$ ch.,
1200 yards
before reaching
D734 signal.
(31D)

Page 119

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Between Hillam Gates L.C. and Milford

Milford Jn. 15.07

Add:-

40 Over trailing
connection Down
Pontefract to Up
Pontefract at
15m. 8ch.

40 40 Down Pontefract
to Up Normanton
at 15m. 0ch.

40 Over trailing
connection Up
Normanton to
Down Normanton
at 14m. 74ch.

Milford 14.70

Amend mileage:- 14.71

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

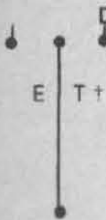
ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

| 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 128

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.



Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:-

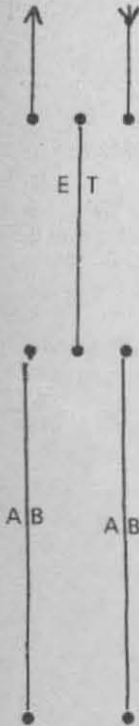
| | |
|--------------------------------------|----------------------|
| Goole Engine Shed Jn. | <u>73.52</u> 0.64 |
| Potters Grange Jn. (See page 158) | 0.00 |

† See local instructions on page 370.

(31D)

Page 144 LEEDS WORTLEY JN. TO HARROGATE

Delete all details Horsforth to Rigton L.C. and substitute:-



| | | | |
|-----------------------------------|----------------------|----|------------------------------|
| Horsforth | 4.70 | | |
| Bramhope Tunnel (2m. 241yds) | 5.65 to 7.76 | 30 | 7m. 76ch. and 8m. 47ch. |
| Arthington | 8.48 | 20 | 9m. 56ch. and 9m. 60ch. |
| | | 20 | 9m. 72ch. and 9m. 56ch. |
| Wescøehill Tunnel (100 yds) | 10.14 to 10.18 | | |
| Weeton | 10.62 | 40 | 10m. 63ch. and 11m. 50ch. |
| Rigton LC | 12.15 | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "Z" - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

| From | To | Line | Remarks |
|----------|--------------------------------|------|---|
| Page 271 | LEEDS WORTLEY JN. TO HARROGATE | | |
| | Add in remarks column:- | | Portable magnets not provided for Temporary Speed restrictions between signals H.13 and R.2 exclusive and L.3 and A1 exclusive. (31D) |

Page 370

LOCAL INSTRUCTIONS

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

GOOLE

Add:-

Working of Single line between Engine Shed Jn. and Potters Grange Jn. A Pilotman will be appointed in place of a token in accordance with instruction 10 of Single lines worked by Electric Token - Instructions to Trainmen on page 35 of the General Appendix except that pilotman's tickets will not be issued. (31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

LEEDS

Delete paragraph headed "Propelling Movements" and substitute :-
LEEDS SIGNAL BOX CONTROLLED AREA - PROPELLED MOVEMENTS

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

Page 378

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND RIGTON

Bramhope Tunnel General Instructions
Delete first paragraph.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E2/17.3 is modified to read:- B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E2/17.2 is modified to read:- If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the Cripple Siding or the reach wagon siding. The discharge sidings must not be used for this purpose.

2. Train Departures

- 2.1. B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

Page 390

HUNSLET EAST SIDINGS COMPLEX

Delete item

HULL DOCKS

Page 393

KING GEORGE DOCK EASTERN ACCESS L.C.

Add:-

This crossing, situated within the Docks Board Area between King George Dock and Saltend Depot, falls within the category B1 of Table P.4 no advance Warning Boards however, are provided. Speed of trains over the level crossing must not exceed 5m.p.h.

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES(BR30059/5)**

Page 17 FRICKLEY WORKING INSTRUCTIONS

Paragraph 2: 1st sentence

Amend:-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East End of the bunker. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

Page 83 ND No.23

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES : BR.30059/5

Page 18(4)

Add

HOUGHTON MAIN COLLIERY

Speed Limit

All movements in the Sidings are restricted to a maximum of 5m.p.h.

(31D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES

Page 22

WINTERSSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5.

The train will be propelled during the loading operations at a speed of ½m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge.

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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. 56chs. and 156m. 24chs. 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.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| Neville Hill Depot DMU Fuelling and Servicing Shed | Building work | 08 00 to 18 00 daily | |
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |
| Dairycoates West, Tilcon Private Sidings | Building work | 07 00 to 17 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

18 JULY, 1980

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 3 AUGUST - ROYSTON JUNCTION

A Up Main Home signal will be reduced in height to 24ft. above rail level.

The Up Goods starting signal will be renewed 2 yards further North at a reduced height of 16ft. above rail level. (34)

DETAILS OF WORK ALREADY CARRIED OUT

CUDWORTH NORTH JUNCTION

The Up Goods Home signal, (with Cudworth South Junction distant below) has been replaced by a straight post signal with the Home signal at a reduced height of 20ft. above rail level.

The miniature arm signal with 4-way route indicator applying "A" - Monk Bretton Sidings; "M" - Up Main; "G" - Up Goods and "N" - No.1 Shunting line (formerly on the left-hand bracket of the Up Goods Home gantry) has been replaced by a ground disc signal and similar route indicator, situated on the left-hand side of No.1 Shunting line, 2 yards North of the points - Up Goods/Up Reception. (33)

OAKENSHAW

The ground position light signal applying East Curve to Down Loop has been resited on the right-hand side of the East Curve directly opposite at a height of 4ft. above rail level. (33)

SOUTH KIRKBY

The ground position light signal (L649) applying Marshalling Loop to Bunker Line 'B'; Hopper Line 'A' or Down Main, has been elevated to a height of 3ft. above rail level. (33)

CLOSURE OF FERRIBY S.B.

RESIGNALLING : MELTON LANE - HESSLE HAVEN

During the period of this work on 27 July, 1980 Ferriby Signal Box has been abolished.

New signalling has been provided as shown on the diagram contained in this notice.

Signals formerly controlled by Ferriby have been replaced by signals controlled by Melton Lane - plated ML. Signals plated with 'HH' prefix are controlled from Hessele Haven Signal Box.

All lines between Melton Lane and Hessele Haven are worked in accordance with the Track Circuit Block Regulations.

A new trailing main to main crossover has been installed at the Down (East) end of Ferriby Station, controlled by Melton Lane.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLOSURE OF FERRIBY SIGNAL BOX - continued

A.W.S. - The Automatic Warning System has been provided as shown, also at the Down Main Signal HH 1 and the Distant Signal located below the Melton Lane Down Main Home signal.

Alteration to existing Hessle Haven Signal:- Two aspect colour light signal HH 2 has been replaced by a 4 aspect signal, 9 yards further from Hessle Haven S.B.

DESCRIPTION OF SIGNALS:-

DOWN DIRECTION:-

| | | | | |
|--------------------------------------|-----------|--------|-----------|------------------------|
| ML 15 (Former Ground Disc Signal) | Up Slow | M S | Fixed Red | - Capper Pass Sdgs. |
| ML 261 | Down Main | M | | HH 269 |
| ML 263 | Up Slow | M | | HH 269 |
| HH 269 | Down Main | M | | HH 271 |
| HH 271 | Down Main | M | | HH 273 |
| HH 273 | Down Main | M | | HH 11 (Existing) |

UP DIRECTION :-

| | | | | |
|--------|---------|---|------------|---|
| ML 276 | Up Main | M | | ML 274 |
| ML 274 | Up Main | M | | ML 272 |
| ML 272 | Up Main | M | | ML 268 |
| ML 268 | Up Main | M | | ML 262 |
| | | M | Position 1 | ML 258 |
| ML 262 | Up Main | M | | Melton Lane Semaphore Home (Existing) |
| ML 258 | Up Slow | M | | Melton Lane Semaphore Home (Existing) |

GROUND POSITION LIGHT SIGNALS (Controlled by Melton Lane)

| | | | | |
|-----|-----------|---|--|--------------|
| 266 | Down Main | - | | Up Slow |
| | | - | | Up Main (33) |

BETWEEN STAINFORTH JUNCTION AND STAINFORTH & HATFIELD STATION

A new facing connection has been brought into use, leading from Up Scunthorpe Fast to Up Scunthorpe Slow.

Up Fast signal D658 has a position "1" Junction Indicator brought into use which applies towards the Up Scunthorpe Slow via the new connection.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN WORTLEY WEST JUNCTION AND MILL LANE JUNCTION

The catch points in the Down line at the following locations have been removed and replaced by plain line :-

| Mileage | Distance before reaching next signal |
|------------|--------------------------------------|
| 2m. 19chs. | 1490 yards before reaching L1599 |
| 3m. 9chs. | 1239 yards before reaching L1597 |
| 4m. 52chs. | 596 yards before reaching L1593 |
| 5m. 20chs. | 752 yards before reaching M1591 |
| 5m. 79chs. | 804 yards before reaching M1589 |

The catch points in the Down Main at 4m. 5chs, 562 yards before reaching L1595 have already been removed. (31)

* * BETWEEN HORSFORTH - ARTHINGTON & RIGTON

Whilst engineering work is in progress in Bramhope Tunnel, the following temporary signalling arrangements will apply:-

The Electric Token Block Regulations will be introduced between Horsforth and Arthington. The Absolute Block Regulations will apply between Arthington and Rigton.

The Down Main point ends of the new double/single line connection at Arthington will be worked from Arthington temporary signal box.

The temporary fixed signals for Arthington will be withdrawn and the following new colour light signals will be provided:-

| Down Direction | A = Arthington | H = Horsforth |
|---|----------------|---------------------------|
| Signal | Line | Application to or towards |
| D.4 (existing) | Down Main | H.13 |
| H.13 (displays Red or Green aspects only) | Down Main | Single Line |
| Down Distant | Single Line | A.3 |
| A.3 (Down Home) | Single Line | Double Line |
| Up Direction | | |
| Up Distant | Up Main | A.1 |
| A.1 (Up Home) | Up Main | Single (H.4) |

Signal post telephones will be provided on A3; A1 and H13 signals.

Horsforth

Up Main signals H.4 and H.2 will be applicable to Up Direction movements on the Single line.

The disc signal applying set back - Down Main to Goods Yard will be repositioned further from the signal box adjacent to H.2 signal.

Down Main H.12 signal has been taken out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN HORSFORTH – ARTHINGTON & RIGTON – continued****A.W.S.**

A.W.S. Inductors will be provided in conjunction with Up Distant; A.1 and H.13.

Commencement of A.W.S. Gap signs will be provided as follows:–

On the single line (Down) after passing H.13 signal.

On the single line (Up) after passing A.1 signal.

Termination of A.W.S. Gap signs will be provided as follows:–

On the Down Main, before reaching Rigton R.2.

On the Up Main (Leeds side of Horsforth) before reaching L.3 signal.

A diagram illustrating the above is included in this notice.

(31)

**** HULL PARAGON**

The following colour-light signal heads have been changed from searchlight-type to standard 3-aspect signal heads:–

No.139/140 "F" Line to "E" and "C" lines.

No.148/150 "E" Line to "E" and "C" lines.

(31)

**** WAKEFIELD ROAD**

The Down Reception and Down Cripple Sidings have been shortened by 30 yards and 100 yards respectively.

Temporary stop blocks have been erected.

(31)

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection, from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running – Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****TEMPORARY SIGNALLING ALTERATIONS****Crigglestone Junction**

The following signals have been abolished:–

Disc–Up Main to Down Main

Disc–Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:–

Disc–Down Main to Up Main

Disc–Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:–
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished:-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

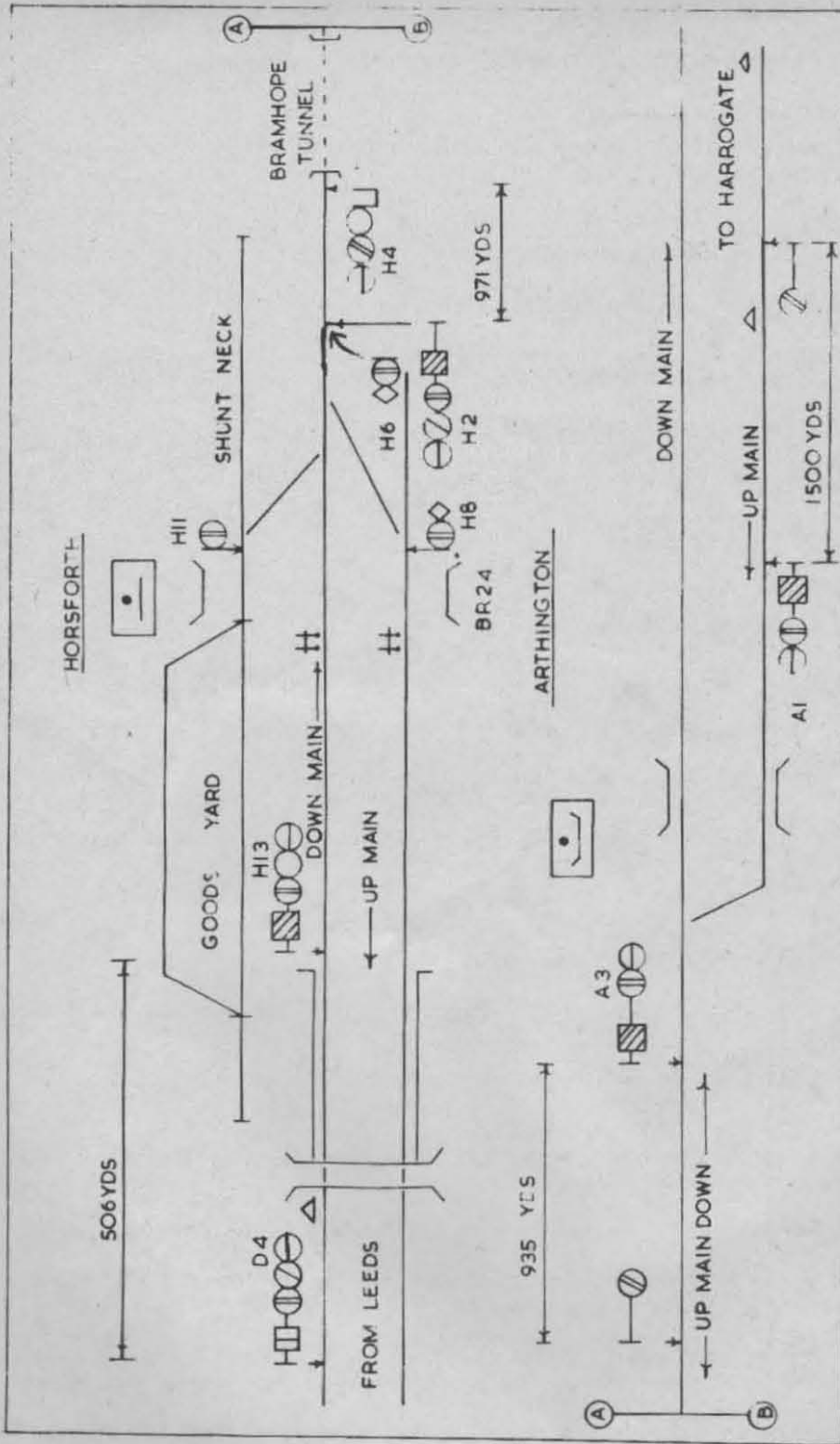
G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished.

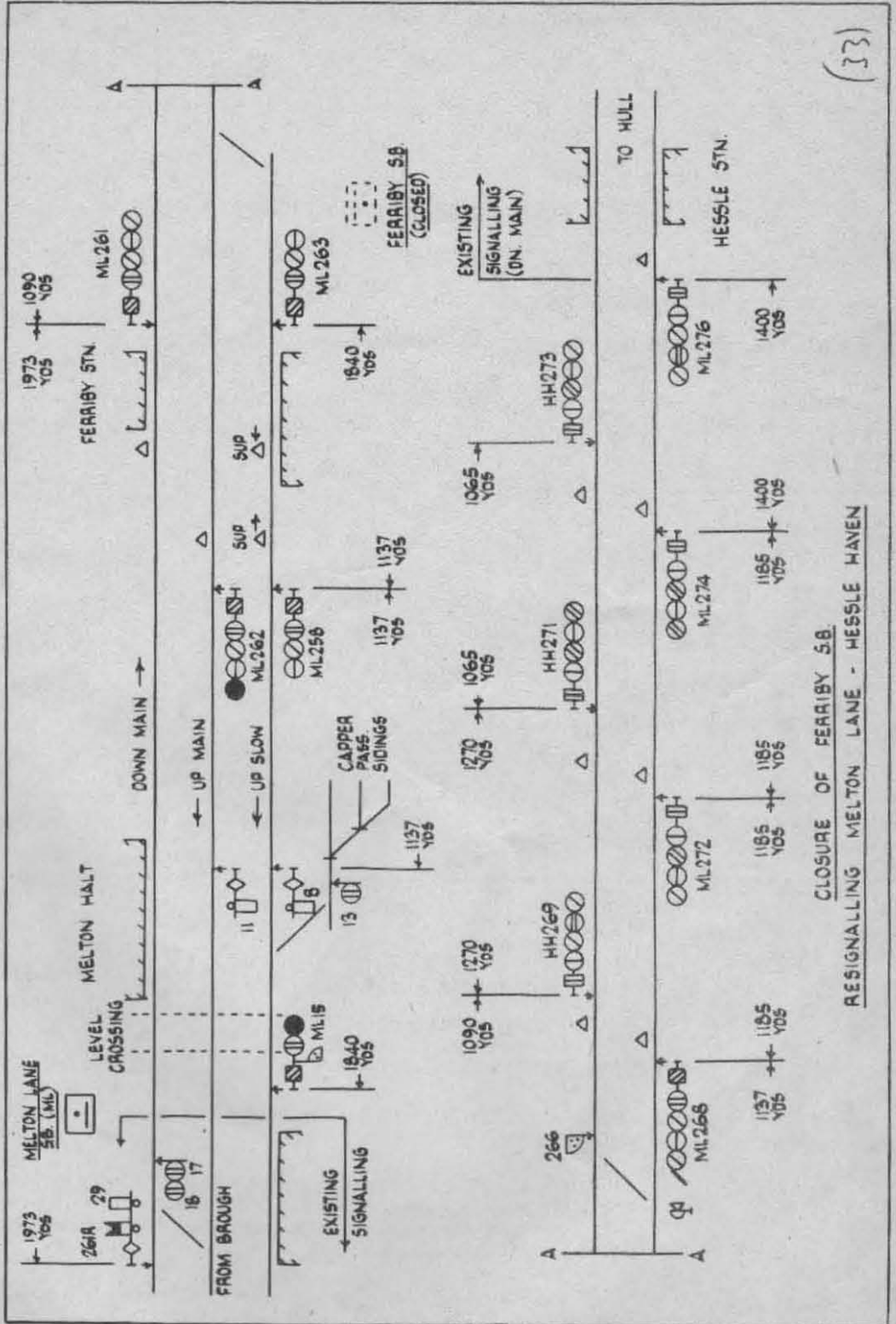
(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



CLOSURE OF FERRIBY S.B.
RESIGNALLING MELTON LANE - HESSELE HAVEN

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)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

- ★ **Delete :-** **HORSFORTH**
 When a train is stopped at signal H13 on the Down line the Driver must telephone the Signalman immediately. (40D)
-

LOCAL INSTRUCTIONS

Page 378 LEEDS WORTLEY JN. TO HARROGATE

- ★ **Amend heading HORSFORTH AND ARTHINGTON**

Bramhope Tunnel General Instructions**Add new paragraph :-**

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line. (40D)

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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. 56chs. and 156m. 24chs. 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.

Increased use is being made of Hagg Lane level crossing at 5m. 52chs. by Contractors vehicles.

SHIPLEY - BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

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 |
|--|--------------------------------|-------------------------|-----------------|
| York Clifton Carriage Sdgs. | Building work and earthwork | 08 00 to 18 00 daily | |
| Neville Hill Depot DMU Fuelling and Servicing Shed | Building work | 08 00 to 18 00 daily | |
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |
| Dairycoates West, Tilcon Private Sidings | Building work | 07 00 to 17 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

25 AUGUST, 1980

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 10 AUGUST – DONCASTER STATION

The ground position light signal (No.1481), applying – Up Platform Loop (Down direction) towards signal D279 or to Old Yard will be resited 50 yards nearer to the signal box and will be elevated on the opposite side of the Up Platform Loop.

(35)

SUNDAY 10 AUGUST – BETWEEN RAWCLIFFE AND GOOLE *

Bridge Sidings East ground frame will be abolished, and the associated connection – Down Main to Up (Bridge) Sidings will be secured out of use in the normal position pending removal.

(35)

TUESDAY 12 AUGUST – GASCOIGNE WOOD

The points leading from the Shunt line to North and South Group Sidings will be secured out of use in the normal position pending removal of the Sidings.

Signals Abolished

Outlet signals applying from North and South group of sidings to shunt line.
Goods Sidings to shunt line.
Shunt line to Goods Sidings; North Group or South Group.

Down Sidings

The disc signal applying Down Sidings to Down Reception will be abolished.

Hambleton Construction Sidings

The Ground position light signal on the Up Selby (GW5931) will apply forthwith as follows:—

Towards Construction Sidings Arrival line (as previously shown) OR:—
Towards the Down Selby.

(35)

* At Milford a 40m.p.h. P.S.R. applies over the trailing connection from Down Pontefract to Up Pontefract at 15m. 8ch, 40m.p.h. from Down Pontefract to Up Normanton at 15m. 01ch. and 40m.p.h. over trailing connection Up Normanton to Down Normanton at 14m. 74ch.

(31D)

DETAILS OF WORK ALREADY CARRIED OUT

ROYSTON JUNCTION

A Up Main Home signal has been reduced in height to 24ft. above rail level.

The Up Goods starting signal has been renewed 2 yards further North at a reduced height of 16ft. above rail level.

(34)

SECTION C - SINGALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CUDWORTH NORTH JUNCTION

The Up Goods Home signal, (with Cudworth South Junction distant below) has been replaced by a straight post signal with the Home signal at a reduced height of 20ft. above rail level.

The miniature arm signal with 4-way route indicator applying "A" - Monk Bretton Sidings; "M" - Up Main; "G" - Up Goods and "N" - No.1 Shunting line (formerly on the left-hand bracket of the Up Goods Home gantry) has been replaced by a ground disc signal and similar route indicator, situated on the left-hand side of No.1 Shunting line, 2 yards North of the points - Up Goods/Up Reception. (33)

OAKENSHAW

The ground position light signal applying East Curve to Down Loop has been resited on the right-hand side of the East Curve directly opposite at a height of 4ft. above rail level. (33)

SOUTH KIRKBY

The ground position light signal (L649) applying Marshalling Loop to Bunker Line 'B'; Hopper Line 'A' or Down Main, has been elevated to a height of 3ft. above rail level. (33)

CLOSURE OF FERRIBY S.B.

RESIGNALLING : MELTON LANE - HESSLE HAVEN

During the period of this work on 27 July, 1980 Ferriby Signal Box has been abolished.

New signalling has been provided as shown on the diagram contained in this notice.

Signals formerly controlled by Ferriby have been replaced by signals controlled by Melton Lane - plated ML. Signals plated with 'HH' prefix are controlled from Hessle Haven Signal Box.

All lines between Melton Lane and Hessle Haven are worked in accordance with the Track Circuit Block Regulations.

A new trailing main to main crossover has been installed at the Down (East) end of Ferriby Station, controlled by Melton Lane.

A.W.S. - The Automatic Warning System has been provided as shown, also at the Down Main Signal HH 11 and the Distant Signal located below the Melton Lane Down Main Home signal.

Alteration to existing Hessle Haven Signal:- Two aspect colour light signal HH 2 has been replaced by a 4 aspect signal, 9 yards further from Hessle Haven S.B.

DESCRIPTION OF SIGNALS:-

DOWN DIRECTION:-

| | | | | |
|-----------------------------|-----------|---|-----------|---------------------|
| ML 15 | Up Slow | M | Fixed Red | - |
| (Former Ground Disc Signal) | | S | | Capper Pass Sdgs. |
| ML 261 | Down Main | M | | HH 269 |
| ML 263 | Up Slow | M | | HH 269 |
| HH 269 | Down Main | M | | HH 271 |
| HH 271 | Down Main | M | | HH 273 |
| HH 273 | Down Main | M | | HH 11 (Existing) |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLOSURE OF FERRIBY SIGNAL BOX - continued

UP DIRECTION :-

| | | | | |
|--------|---------|---|------------|---|
| ML 276 | Up Main | M | | ML 274 |
| ML 274 | Up Main | M | | ML 272 |
| ML 272 | Up Main | M | | ML 268 |
| ML 268 | Up Main | M | | ML 262 |
| | | M | Position 1 | ML 258 |
| ML 262 | Up Main | M | | Melton Lane Semaphore Home (Existing) |
| ML 258 | Up Slow | M | | Melton Lane Semaphore Home (Existing) |

GROUND POSITION LIGHT SIGNALS (Controlled by Melton Lane)

| | | | | |
|-----|-----------|---|--|--------------|
| 266 | Down Main | - | | Up Slow |
| | | - | | Up Main (33) |

**
* BETWEEN STAINFORTH JUNCTION AND STAINFORTH & HATFIELD STATION

A new facing connection has been brought into use, leading from Up Scunthorpe Fast to Up Scunthorpe Slow.

Up Fast signal D658 has a position "1" Junction Indicator brought into use which applies towards the Up Scunthorpe Slow via the new connection. (32)

* BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running - Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING – continued****TEMPORARY SIGNALLING ALTERATIONS****Crigglestone Junction**

The following signals have been abolished:—

Disc—Up Main to Down Main

Disc—Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:—

Disc—Down Main to Up Main

Disc—Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies – Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:—
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE – continued****Between Rawcliffe and Engine Shed Junction**

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated: –

Trap points on the renamed Arrival/Departure line

Trailing crossover – Down Wakefield end and the facing points – Down Wakefield – Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished: –

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back – Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen: –

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying – set-back – Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

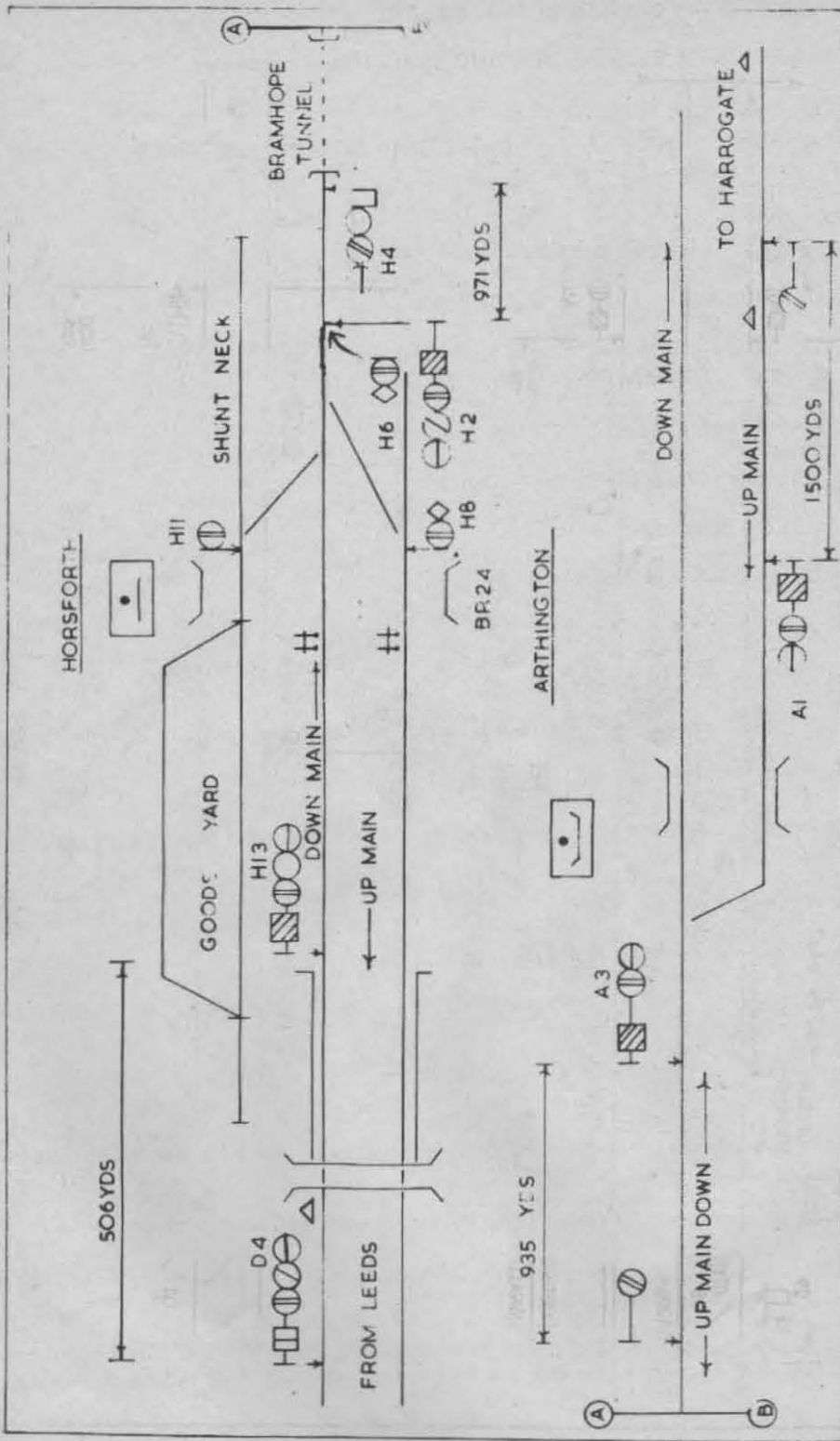
G56 – the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

G52 – the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

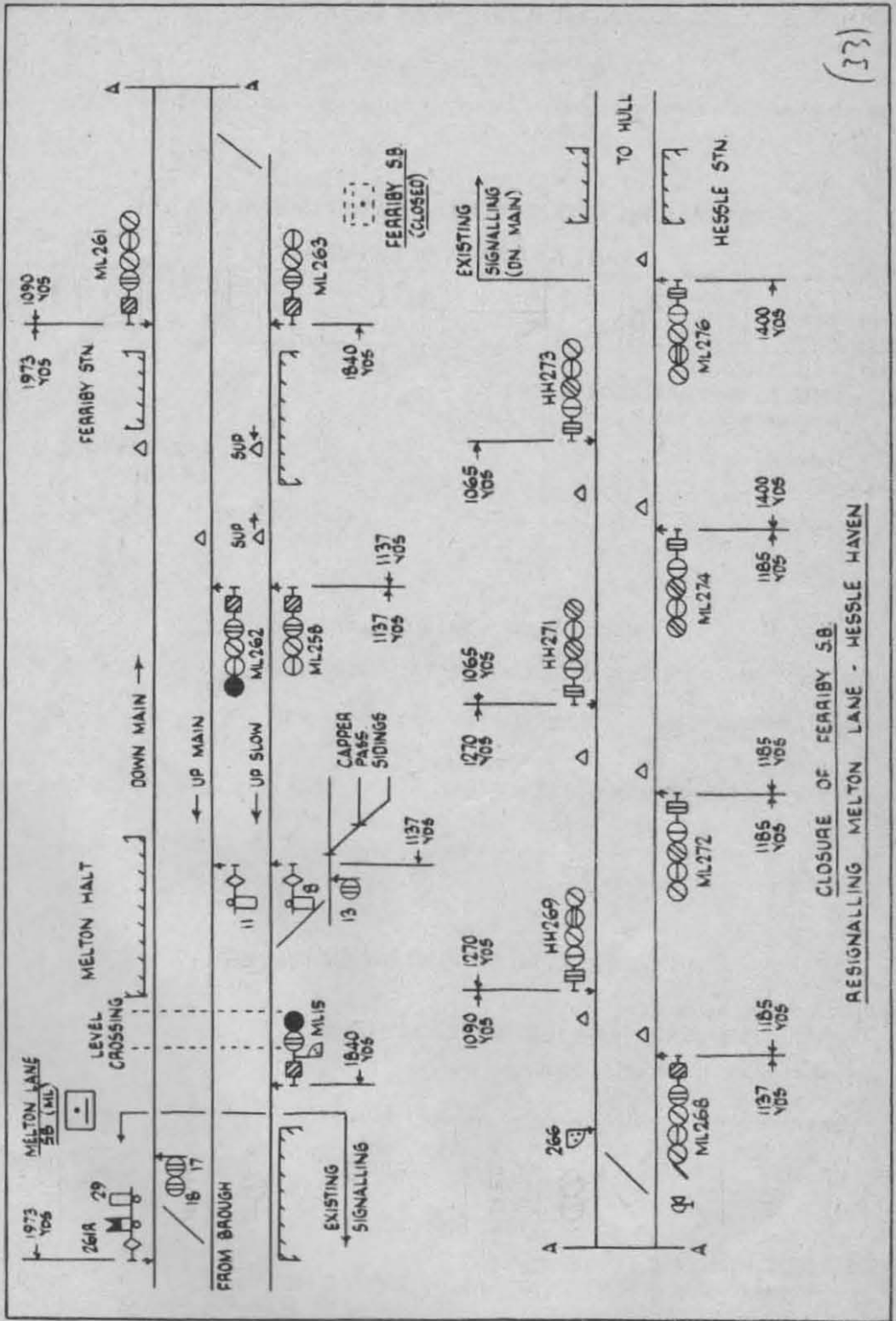
G84 – the Ground position light signal on the Down Main applying – set-back to Up Wakefield will apply towards the single line.

G83 – the ground position light signal on the Up Wakefield applying – set-back to Down Main or to Up and Down Goods Loop has been abolished. (UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



CLOSURE OF FERRABY SB
RESIGNALLING MELTON LANE - HESSEL HAVEN

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 | | |
| Page 142 (Page 11 ND31D) | | | | | | | | |
| LEEDS TO SKIPTON STATION SOUTH L.M.R. | | | | | | | | |
| Between Shipley Tunnel and Bingley Tunnel | | | | | | | | |
| ★ Amend:— | | | | | 50 Up Main 206m. 27 ch. | | | |
| | | | | | and 206m. 1ch. | | | |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete:—

HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signaller immediately.

(40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix
FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

★ Add to list of Depots:— OD06 Goole.

(40D)

LOCAL INSTRUCTIONS

Page 378 LEEDS WORTLEY JN. TO HARROGATE
Amend heading HORSFORTH AND ARTHINGTON

Bramhope Tunnel General Instructions

Add new paragraph:—

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

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. 56chs. and 156m. 24chs. 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

★ MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. With effect from 00 01 hours, Monday 4 August 1980, the following wagon types will be restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
3. Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

1 AUGUST, 1980

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

NS 33/80
16-22-80

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

SUNDAY 17 AUGUST - DONCASTER (MARSHGATE JUNCTION)

The connection from the Up Slow to the Thorne Slow line, (new route 'H') will be brought into use immediately south of Marshgate Jn.

The following new signalled routes will be brought into use in conjunction with the new connection (using the Thorne Slow in either direction).

| Signal | Line | Aspect | Indication | Additional Route Application Towards |
|-----------------------------------|--|--------|------------|--------------------------------------|
| D.300 | Up Main | Main | T | Thorne Slow Signal D.298. |
| 1479 Ground position light signal | exit signal at North end of Old Yard/Cattle Dock | | | Up Thorne |
| D.279 | Platform 1 | Main | T | Up Thorne Signal D.307 (36) |

SUNDAY 17 AUGUST - BETWEEN GASCOIGNE WOOD AND SELBY

Hambleton Red/Green light level crossing at 4m. 06chs. will be permanently closed and a new Scalm Lane Level Crossing with gates (temporary) will be opened at 3m. 59chs. **Extensive use will be made of this crossing by contractors vehicles.**

Attendance at the level crossing will be provided together with an adjacent telephone connected to the Gate box. (36)

SUNDAY 17 AUGUST - ASKERN COLLIERY RAPID LOADING FACILITIES

Askern Colliery Bunker, the associated signalling and notice boards, together with the Special Position Light Bunker Loading signals (A, B, C & D) will be commissioned as shown on the diagram included in this notice.

The 'One Train Working' arrangements will apply over the Askern Colliery Branch.

The new No.1 ground frame (single lever), will control the connection giving entry from the Coalite Running Line into the Coalite Loading Sidings Nos.1,2 & 3.

The 'P' indicators shown on the diagram will be illuminated when Askern Colliery No.3 ground frame semaphore signal is cleared. (36)

SUNDAY 17 AUGUST - BETWEEN ARMLEY MOOR GROUND FRAME AND NEW PUDSEY STATION (Stanningley Ground Frame Area)

Up Main colour light signal L1594 will be replaced an automatic signal.

(36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 17 AUGUST – BETWEEN ROYSTON JUNCTION AND GOOSE HILL JUNCTION (Also between Oakenshaw Junction and Oakenshaw South Jn.)**

A.W.S. equipment will be brought into use in conjunction with the following signals :-

DOWN MIDLAND MAIN**(Royston Junction)**

Semaphore Distant : R5 and R9 colour light signals.

(Oakenshaw Junction)

018; 019; and 020 colour light signals.

(Goose Hill Junction)

Semaphore Distant.

UP MIDLAND MAIN**(Oakenshaw)**

09; 010; UM181; UM180 colour light signals.

(Royston Junction)

Semaphore Distant.

OAKENSHAW JUNCTION – DOWN MIDLAND GOODS

An inductor will be provided 9 yards after passing 016 colour signal but this will be suppressed for the route to Down Crofton Goods.

BETWEEN OAKENSHAW JUNCTION AND OAKENSHAW SOUTH JUNCTION

Up Oakenshaw Branch.

012 colour light signal.

(36)

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

The ground position light signal (No.1481), applying – Up Platform Loop (Down direction) towards signal D279 or to Old Yard has been resited 50 yards nearer to the signal box and has been elevated on the opposite side of the Up Platform Loop. (35)

BETWEEN RAWCLIFFE AND GOOLE

Bridge Sidings East ground frame has been abolished, and the associated connection – Down Main to U (Bridge) Sidings has been secured out of use in the normal position pending removal. (35)

GASCOIGNE WOOD**Hambleton Construction Sidings**

The Ground position light signal on the Up Selby (GW5931) applies forthwith as follows :-

Towards Construction Sidings Arrival line (as previously shown) OR:-
Towards the Down Selby.

(Amended Item) (35)

ROYSTON JUNCTION

A Up Main Home signal has been reduced in height to 24ft. above rail level.

The Up Goods starting signal has been renewed 2 yards further North at a reduced height of 16ft. above rail level. (34)

SECTION C - SINGALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** CUDWORTH NORTH JUNCTION

The Up Goods Home signal, (with Cudworth South Junction distant below) has been replaced by a straight post signal with the Home signal at a reduced height of 20ft. above rail level.

The miniature arm signal with 4-way route indicator applying "A" - Monk Bretton Sidings; "M" - Up Main; "G" - Up Goods and "N" - No.1 Shunting line (formerly on the left-hand bracket of the Up Goods Home gantry) has been replaced by a ground disc signal and similar route indicator, situated on the left-hand side of No.1 Shunting line, 2 yards North of the points - Up Goods/Up Reception. (33)

** OAKENSHAW

The ground position light signal applying East Curve to Down Loop has been resited on the right-hand side of the East Curve directly opposite at a height of 4ft. above rail level. (33)

** SOUTH KIRKBY

The ground position light signal (L649) applying Marshalling Loop to Bunker Line 'B'; Hopper Line 'A' or Down Main, has been elevated to a height of 3ft. above rail level. (33)

** CLOSURE OF FERRIBY S.B.

RESIGNALLING : MELTON LANE - HESSLE HAVEN

During the period of this work on 27 July, 1980 Ferriby Signal Box has been abolished.

New signalling has been provided as shown on the diagram contained in this notice.

Signals formerly controlled by Ferriby have been replaced by signals controlled by Melton Lane - plated ML. Signals plated with 'HH' prefix are controlled from Hesse Haven Signal Box.

All lines between Melton Lane and Hesse Haven are worked in accordance with the Track Circuit Block Regulations.

A new trailing main to main crossover has been installed at the Down (East) end of Ferriby Station, controlled by Melton Lane.

A.W.S. - The Automatic Warning System has been provided as shown, also at the Down Main Signal HH 11 and the Distant Signal located below the Melton Lane Down Main Home signal.

Alteration to existing Hesse Haven Signal: - Two aspect colour light signal HH 2 has been replaced by a 4 aspect signal, 9 yards further from Hesse Haven S.B.

DESCRIPTION OF SIGNALS:-

DOWN DIRECTION:-

| | | | | |
|-----------------------------|-----------|---|-----------|---------------------|
| ML 15 | Up Slow | M | Fixed Red | - |
| (Former Ground Disc Signal) | | S | | Copper Pass Sdgs. |
| ML 261 | Down Main | M | | HH 269 |
| ML 263 | Up Slow | M | | HH 269 |
| HH 269 | Down Main | M | | HH 271 |
| HH 271 | Down Main | M | | HH 273 |
| HH 273 | Down Main | M | | HH 11 (Existing) |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** CLOSURE OF FERRIBY SIGNAL BOX - continued

UP DIRECTION :-

| | | | | |
|--------|---------|---|------------|---|
| ML 276 | Up Main | M | | ML 274 |
| ML 274 | Up Main | M | | ML 272 |
| ML 272 | Up Main | M | | ML 268 |
| ML 268 | Up Main | M | | ML 262 |
| | | M | Position 1 | ML 258 |
| ML 262 | Up Main | M | | Melton Lane Semaphore Home (Existing) |
| ML 258 | Up Slow | M | | Melton Lane Semaphore Home (Existing) |

GROUND POSITION LIGHT SIGNALS (Controlled by Melton Lane)

| | | | | |
|-----|-----------|---|--|--------------|
| 266 | Down Main | - | | Up Slow |
| | | - | | Up Main (33) |

BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING

The Down Main line between Woolley Coal Sidings and a point 250 yards South of Crigglestone Junction (where the Down Main is slued into the Up Main), and the Up Main between the slue and Crigglestone Junction have become a temporary Single line worked in accordance with the Electric Token Block Regulations. Traffic will use this line in both directions for the duration of Engineering Work in Woolley Tunnel.

Crigglestone Junction

A portion of the Up Main will be used as a Tunnel Access Siding. Access is via a facing connection from the Single line controlled by a Ground Frame known as Crigglestone Ground Frame released by Key Token. A telephone connected to Crigglestone Junction signal box has been provided.

The Down Main end of the trailing crossover has been secured out of use in the reverse position for through running - Single line to Down Main.

Woolley Coal Siding

A portion of the Up Main is being used as an Engineer's Siding. This Siding has been provided with trap points (adjacent to the trailing crossover), normally secured and padlocked in the run-off position (key kept in Woolley Coal Siding signal box). This may be used only when an Engineering Department Person-in-Charge is present who must authorise and supervise all movements in and out. A new 'STOP TELEPHONE' notice board has been provided, 200 yards North of Woolley Coal Sidings Up Main Home signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDING - continued

TEMPORARY SIGNALLING ALTERATIONS

Crigglestone Junction

The following signals have been abolished:-

Disc-Up Main to Down Main

Disc-Down Main to Up Main

The Up Main Starting signal (2-aspect colour light) has been taken out of use.

The Up Main Home and Down Branch Home signals control entry to the Single line.

The Down Main Home signal applies to movements along the Single line (former Up Main) and the 'Diamond' sign has been removed.

Woolley Coal Siding

The following signals have been abolished:-

Disc-Down Main to Up Main

Disc-Down Main to Colliery

The Down Main Starting signal controls the entrance to the Single line (former Down Main) and the 'Diamond' sign has been removed.

The Up Distant signal applies to movements along the Single line (former Down Main).

The Up Main Home signal applies - Single line (former Down Main) to Up Main and the 'Diamond' sign has been removed. The adjacent disc signal applying:-
Up Main to Colliery applies from the Single line to Colliery.

The '30 MGR' notice board and associated bell, have been repositioned 70 yards further from the signal box. (UFN)

* * BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE

Engine Shed Junction signal box has been destroyed and replaced by a temporary Cabin at Ground level adjacent to the Down Wakefield line opposite the site of the former signal box.

The following layout and signalling arrangements will apply between Goole and Rawcliffe until further notice.

The Up Wakefield line between Engine Shed Junction trailing crossover and Potters Grange Junction has been taken out of use.

All trains from Potters Grange Junction to Rawcliffe will travel over the Down Wakefield line, regaining the Up Wakefield line via the trailing crossover at Engine Shed Junction. The Down Wakefield line between Potters Grange Junction and the trailing crossover at Engine Shed Jn. is the Single line worked in accordance with the Electric Token Block Regulations. A Pilotman is appointed, but a Token will not be provided. Pilotman's tickets are not being issued to Drivers nor are Single line Forms distributed.

Between Engine Shed Junction and Goole Goods Junction

The arrival line has become the Arrival/Departure line to and from Goole Goods Junction.

The former Departure line has become a shunt-neck with buffer stops East of the Trailing crossover at Engine Shed Junction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN GOOLE ENGINE SHED JUNCTION AND RAWCLIFFE - continued

Between Rawcliffe and Engine Shed Junction

The points giving access to Tilcon Siding from the Down Wakefield line have been secured out of use, and the Ground Frame abolished.

Engine Shed Junction

The following points have become hand-operated:-

Trap points on the renamed Arrival/Departure line

Trailing crossover - Down Wakefield end and the facing points - Down Wakefield - Arrival/Departure.

All other points have been secured for through running.

The following semaphore signals have been abolished :-

Up Wakefield Starting

Up Wakefield Advance Starting

Down Wakefield 1st Home

Departure line Home

The Ground disc applying set-back - Down Wakefield to "Limit of Shunt" or Up Wakefield.

The "Limit of Shunt" on the Down Wakefield has also been abolished.

The following semaphore signals have been fixed at Danger, and movements are being controlled by Handsignalmen:-

Up Wakefield Home

Down Wakefield Junction Home signals

The Ground disc applying - set-back - Up Wakefield to Arrival line or to Down Wakefield has been fixed at Danger.

The Down Wakefield Distant is now 1,094 yards from the Home signal.

Goole

The Up Wakefield Starting signal (semaphore) with associated Distant for Goole Engine Shed below, will apply to movements along the Single line.

An A.W.S. inductor suppressed for Down direction movements has been provided.

G56 - the Up Main signal applying towards the Up and Down Goods Loop or Up Wakefield will apply towards the Single line with indication "B".

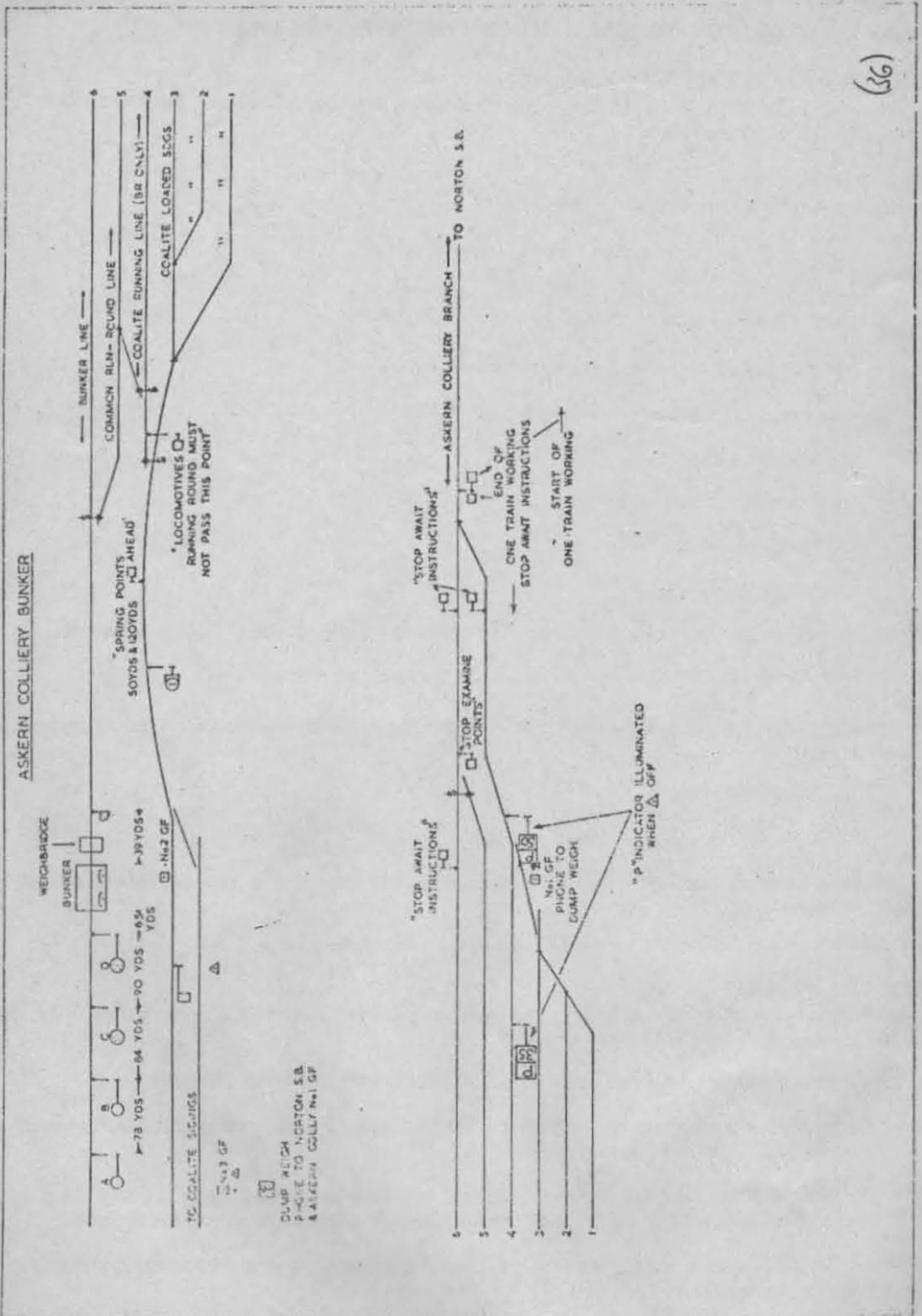
G52 - the Up and Down Loop signal (Up Direction) applying to Up Main; or Down Main line occupied or to Up Wakefield, will apply towards the Single line when junction indicator cleared.

G84 - the Ground position light signal on the Down Main applying - set-back to Up Wakefield will apply towards the single line.

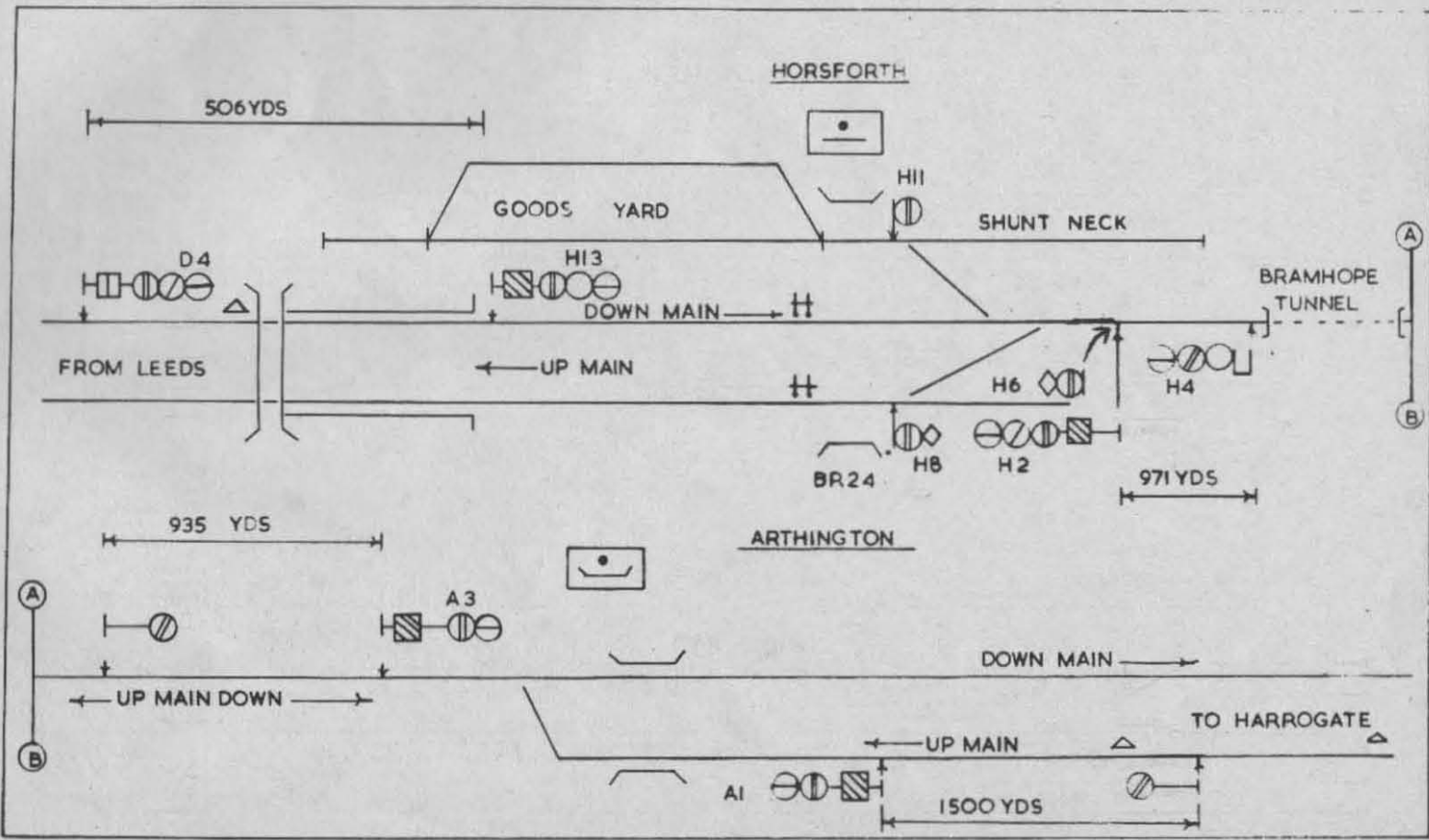
G83 - the ground position light signal on the Up Wakefield applying - set-back to Down Main or to Up and Down Goods Loop has been abolished.

(UFM)

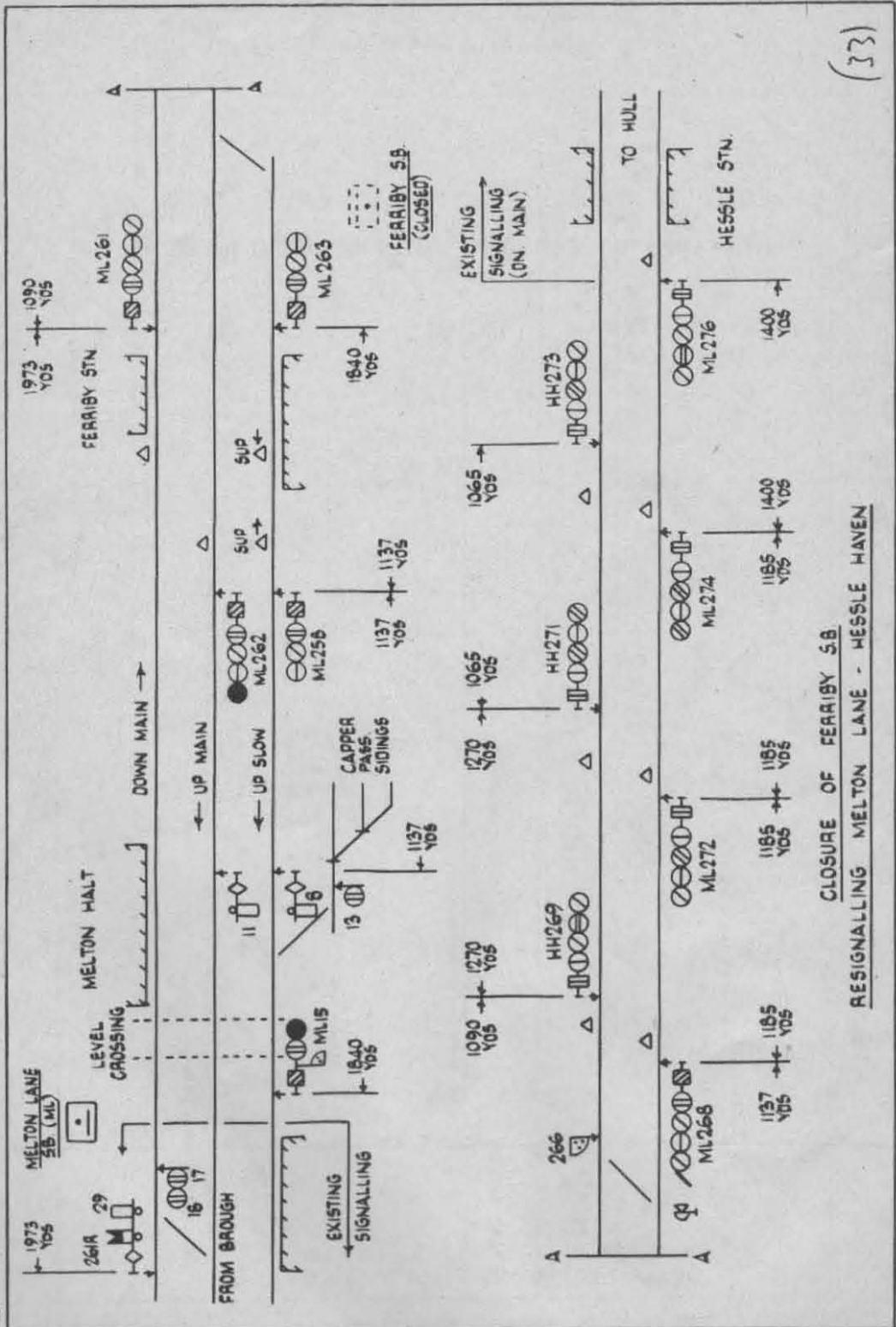
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(36)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



CLOSURE OF FERRABY S.B.
RESIGNALLING MELTON LANE - HESSEL HAVEN

**

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)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Page

★ Add :-
Askern Colliery Branch

57

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 56


SHAFTHOLME TO FERRYBRIDGE NORTH JN.

★ Add :- Norton LC (See Page 57) 65.13

Page 57

★ Add new table.
ASKERN COLLIERY BRANCH

| | | | | | |
|--|-------------------------|------|----|----|---------------------------|
| | Norton LC (See Page 56) | 0.00 | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | End of O.T.W. | 0.32 | | | |



Page 142 (Page 11 ND31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.
Between Shipley Tunnel and Bingley Tunnel

Amend :-

50 Up Main 206m. 27 ch.
and 206m. 1ch.TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-----------------|------------------------|--|
|-----------------|------------------------|--|

Page 218

★ Add :-
ASKERN COLLIERY BRANCH

| | | |
|------------------------|--------|----------------|
| Askern Colliery Branch | Norton | Norton Shunter |
|------------------------|--------|----------------|

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|---------------------------|--------|---|
| Page 222 | | | |
| ★ Norton | Add :- Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K - DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :- HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signaller immediately. (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

★ Add :-
ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE

Amend heading HORSFORTH AND ARTHINGTON

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

ASKERN COLLIERY

★ Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter.

Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

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. 56chs. and 156m. 24chs. 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

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
3. Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

8 AUGUST, 1980

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 |
|---------------|----------------|---------|
|---------------|----------------|---------|

HULL WEST PARADE TO SEAMER WEST - continued

WEDNESDAY/THURSDAY 27/28 AUGUST

| | | | |
|-----|-------------|-------------------------------|---|
| 216 | Seamer West | Down and Up BLOCKED | 22 45 to 04 45. Track maintenance 50½ m.p. and 50m. 43chs. Mechanical equipment in use. |
|-----|-------------|-------------------------------|---|

WEDNESDAY 3 to FRIDAY 5 SEPTEMBER

| | | | |
|-----|---|--------------------------|--|
| 217 | Bridlington Quay L.C. and Hunmanby Station L.C. | Single BLOCKED | 22 00 Wed and Thu to 04 00 Thu and Fri. Track maintenance 37 m.p. and 41m. 30chs. Mechanical equipment in use. |
|-----|---|--------------------------|--|

HESSLE ROAD TO ALEXANDRA DOCK

SATURDAY 23 and SUNDAY 24 AUGUST

| | | | |
|-----|-----------------------------------|--------------------------------------|---|
| 218 | Hessle Road and Alexandra Dock | Down and Up Between Trains | 07 00 to 16 00 daily. Bridgework 1m. 62chs. |
|-----|-----------------------------------|--------------------------------------|---|

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 31 AUGUST - DONCASTER (BRIDGE JUNCTION)

The Down/Up Hexthorpe Goods line will be realigned.

Signal D264, applying Up Hexthorpe Goods to Down/Up Slow No.1; to Down Reception; to Up Reception Loop or to Up West Reception will be repositioned accordingly. (38)

SUNDAY 31 AUGUST - SUDFORTH LANE (WHITLEY BRIDGE JUNCTION)

The Junction between the Down and Up Goole lines and the West Curve lines to and from Eggborough Power Station will be remodelled as described below:-

The facing points - Down Goole/Down West Curve (Arrival line) will be repositioned 100 yards nearer to the Signal box.

The trailing junction points - Up West Curve (Departure Line)/Up Goole will be replaced by (facing) points in the Down Goole and a crossover between the Down and Up Goole lines. (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER (MARSHGATE JUNCTION)

The connection from the Up Slow to the Thorne Slow line, (new route 'H') has been brought into use immediately south of Marshgate Jn.

The following new signalled routes have been brought into use in conjunction with the new connection (using the Thorne Slow in either direction).

| Signal | Line | Aspect | Indication | Additional Route Application Towards |
|-----------------------------------|--|--------|------------|--------------------------------------|
| D.300 | Up Main | Main | T | Thorne Slow Signal D.298. |
| 1479 Ground position light signal | exit signal at North end of Old Yard/Cattle Dock | | | Up Thorne |
| D.279 | Platform 1 | Main | T | Up Thorne Signal D.307 (36) |

BETWEEN GASCOIGNE WOOD AND SELBY

Hambleton Red/Green light level crossing at 4m. 06chs. has been permanently closed and a new Scalm Lane Level Crossing with gates (temporary) has been opened at 3m. 59chs. **Extensive use will be made of this crossing by contractors vehicles.**

Attendance at the level crossing is provided together with an adjacent telephone connected to Thorpe Gates Gate box. (36)

ASKERN COLLIERY RAPID LOADING FACILITIES

Askern Colliery Bunker, the associated signalling and notice boards, together with the Special Position Light Bunker Loading signals (A, B, C & D) has been commissioned as shown on the diagram included in this notice.

The 'One Train Working' arrangements apply over the Askern Colliery Branch.

The new No.1 ground frame (single lever), controls the connection giving entry from the Coalite Running Line into the Coalite Loading Sidings Nos.1, 2 & 3.

The 'P' indicators shown on the diagram will be illuminated when Askern Colliery No.3 ground frame semaphore signal is cleared. (36)

BETWEEN ARMLEY MOOR GROUND FRAME AND NEW PUDSEY STATION (Stanningley Ground Frame Area)

Up Main colour light signal L1594 has been replated an automatic signal. (36)

OAKENSHAW (CHARLESTON COLLIERY)

The ground position light signal (No.325) applying East Curve to Down Goole has been resited on the right hand side of the East Curve directly opposite at a height of 4ft. above rail level.

(Amended Item) (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ROYSTON JUNCTION AND GOOSE HILL JUNCTION (Also between Oakenshaw Junction and Oakenshaw South Jn.)

A.W.S. equipment has been brought into use in conjunction with the following signals :-

DOWN MIDLAND MAIN**(Royston Junction)**

Semaphore Distant : R5 and R9 colour light signals.

(Oakenshaw Junction)

U18; U19; and 020 colour light signals.

(Goose Hill Junction)

Semaphore Distant.

UP MIDLAND MAIN**(Oakenshaw)**

09; 010; UM181; UM180 colour light signals.

(Royston Junction)

Semaphore Distant.

OAKENSHAW JUNCTION - DOWN MIDLAND GOODS

An inductor will be provided 9 yards after passing 016 colour signal but this will be suppressed for the route to Down Crofton Goods.

BETWEEN OAKENSHAW JUNCTION AND OAKENSHAW SOUTH JUNCTION

Up Oakenshaw Branch.

012 colour light signal.

(36)

*** * DONCASTER STATION**

The ground position light signal (No.1481), applying - Up Platform Loop (Down direction) towards signal D279 or to Old Yard has been resited 50 yards nearer to the signal box and has been elevated on the opposite side of the Up Platform Loop.

(35)

*** * BETWEEN RAWCLIFFE AND GOOLE**

Bridge Sidings East ground frame has been abolished, and the associated connection - Down Main to Up (Bridge) Sidings has been secured out of use in the normal position pending removal.

(35)

*** * GASCOIGNE WOOD****Hambleton Construction Sidings**

The Ground position light signal on the Up Selby (GW5931) applies forthwith as follows :-

Towards Construction Sidings Arrival line (as previously shown) **OR:-**

Towards the Down Selby.

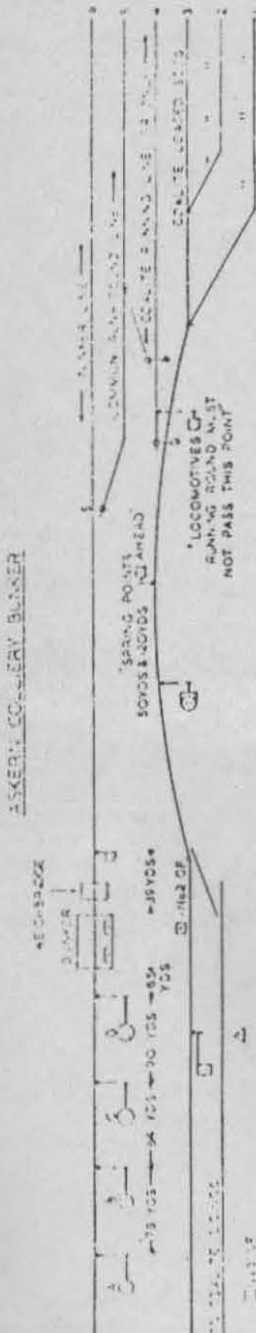
(Amended Item) (35)*** * ROYSTON JUNCTION**

A Up Main Home signal has been reduced in height to 24ft. above rail level.

The Up Goods starting signal has been renewed 2 yards further North at a reduced height of 16ft. above rail level.

(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

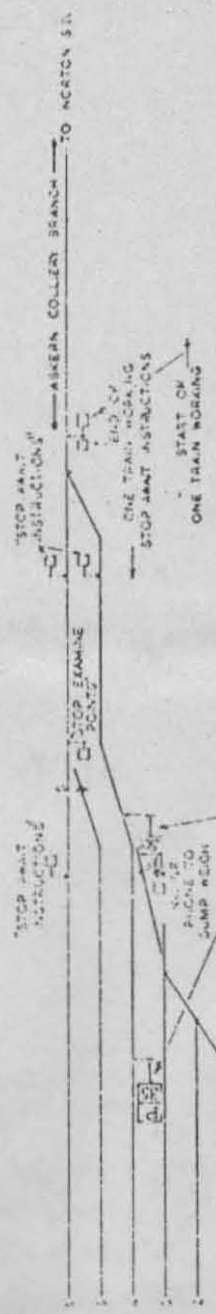


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GENERAL INSTRUCTIONS AND NOTICES

★ 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 ER SECTIONAL APPENDIX (NORTHERN AREA)
LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Add :-
Askern Colliery Branch

Page

57

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 56

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Add :-

Norton LC
(See Page 57)

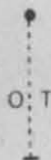
65.13

Page 57

Add new table.

ASKERN COLLIERY BRANCH

10 10 MAXIMUM PERMISSIBLE SPEED

Norton LC
(See Page 56)

0.00

End of O.T.W.

0.32

Page 142 (Page 11 ND31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Between Shipley Tunnel and Bingley Tunnel

Amend :-

50 Up Main 206m. 27 ch.
and 206m. 1ch.TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-----------------|------------------------|--|
|-----------------|------------------------|--|

Page 218

Add :-

ASKERN COLLIERY BRANCH

Askern Colliery Branch

Norton

Norton Shunter

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|-----------------|--------|---|
| Page 222 | | | |
| | Add :- | | |
| Norton | Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K - DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :- HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signaller immediately.

(40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE

Amend heading HORSFORTH AND ARTHINGTON

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

ASKERN COLLIERY

Delete instructions and **substitute:-**

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter.

Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

15 AUGUST, 1980

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 SEPTEMBER – BETWEEN FERRIBY STATION AND MELTON LANE

The Up Slow line between Ferriby Station and Melton Lane will be signalled for movements in both directions.

Melton Lane

The trailing crossover between Down Main and Up Slow, together with the associated slip connection to Cement Works Siding and the associated ground disc signals will be abolished.

A new connection will be provided at the Leeds end of the Up Platform (facing in the Up direction) giving access to Cement Works Siding from Up Slow.

Signalling Alterations

The Yellow aspect of 2-aspect colour light signal ML15 (at the Hesse end of the Up Platform) will be brought into use and the signal will apply to Down direction movements on the Up/Down Slow line towards ML263 (or (sub), towards Capper Pass Sidings).

The Up Slow 2nd Home semaphore signal to Up Fast, together with the adjacent ground disc applying – Up Slow to Up Sidings, will be resited 124 yards nearer to the signal box (on the approach side of the new connection). The ground disc will now additionally apply towards the Cement Works Siding.

(The Cement Works Siding outlet ground disc signal will now apply towards Up/Down Slow). (39)

MONDAY 8 SEPTEMBER – MARSH LANE COAL DEPOT

The points leading to the Coal Drops will be secured out of use pending removal. (39)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER (BRIDGE JUNCTION)

The Down/Up Hexthorpe Goods line has been realigned.

Signal D264, applying Up Hexthorpe Goods to Down/Up Slow No.1; to Down Reception; to Up Reception Loop or to Up West Reception has been repositioned accordingly. (38)

SUDFORTH LANE (WHITLEY BRIDGE JUNCTION)

The Junction between the Down and Up Goole lines and the West Curve lines to and from Eggborough Power Station have been remodelled as described below:—

The facing points – Down Goole/Down West Curve (Arrival line) have been repositioned 100 yards nearer to the Signal box.

The trailing junction points – Up West Curve (Departure Line)/Up Goole have been replaced by (facing) points in the Down Goole and a crossover between the Down and Up Goole lines. (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DONCASTER (MARSHGATE JUNCTION)

The connection from the Up Slow to the Thorne Slow line, (new route 'H') has been brought into use immediately south of Marshgate Jn.

The following new signalled routes have been brought into use in conjunction with the new connection (using the Thorne Slow in either direction).

| Signal | Line | Aspect | Indication | Additional Route Application Towards |
|-----------------------------------|--|--------|------------|--------------------------------------|
| D.300 | Up Main | Main | T | Thorne Slow Signal D.298. |
| 1479 Ground position light signal | exit signal at North end of Old Yard/Cattle Dock | | | Up Thorne |
| D.279 | Platform 1 | Main | T | Up Thorne Signal D.3 (36) |

** BETWEEN GASCOIGNE WOOD AND SELBY

Hambleton Red/Green light level crossing at 4m. 06chs. has been permanently closed and a new Scalm Lane Level Crossing with gates (temporary) has been opened at 3m. 59chs. **Extensive use will be made of this crossing by contractors vehicles.**

Attendance at the level crossing is provided together with an adjacent telephone connected to Thorpe Gates Gate box. (36)

** ASKERN COLLIERY RAPID LOADING FACILITIES

Askern Colliery Bunker, the associated signalling and notice boards, together with the Special Position Light Bunker Loading signals (A, B, C & D) has been commissioned as shown on the diagram included in this notice.

The 'One Train Working' arrangements apply over the Askern Colliery Branch.

The new No.1 ground frame (single lever), controls the connection giving entry from the Coalite Running Line into the Coalite Loading Sidings Nos.1, 2 & 3.

The 'P' indicators shown on the diagram will be illuminated when Askern Colliery No.3 ground frame semaphore signal is cleared. (36)

** BETWEEN ARMLEY MOOR GROUND FRAME AND NEW PUDSEY STATION (Stanningley Ground Frame Area)

Up Main colour light signal L1594 has been replated an automatic signal. (36)

OAKENSHAW (SHARLSTON COLLIERY)

The ground position light signal (No.325) applying East Curve to Down Goole has been resited on the right hand side of the East Curve directly opposite at a height of 4ft. above rail level. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN ROYSTON JUNCTION AND GOOSE HILL JUNCTION (Also between Oakenshaw Junction and
* Oakenshaw South Jn.) \

A.W.S. equipment has been brought into use in conjunction with the following signals :-

DOWN MIDLAND MAIN

(Royston Junction)

Semaphore Distant : R5 and R9 colour light signals.

(Oakenshaw Junction)

018; 019; and 020 colour light signals.

(Goose Hill Junction)

Semaphore Distant.

UP MIDLAND MAIN

(Oakenshaw)

09; 010; UM181; UM180 colour light signals.

(Royston Junction)

Semaphore Distant.

OAKENSHAW JUNCTION - DOWN MIDLAND GOODS

An inductor will be provided 9 yards after passing 016 colour signal but this will be suppressed for the route to Down Crofton Goods.

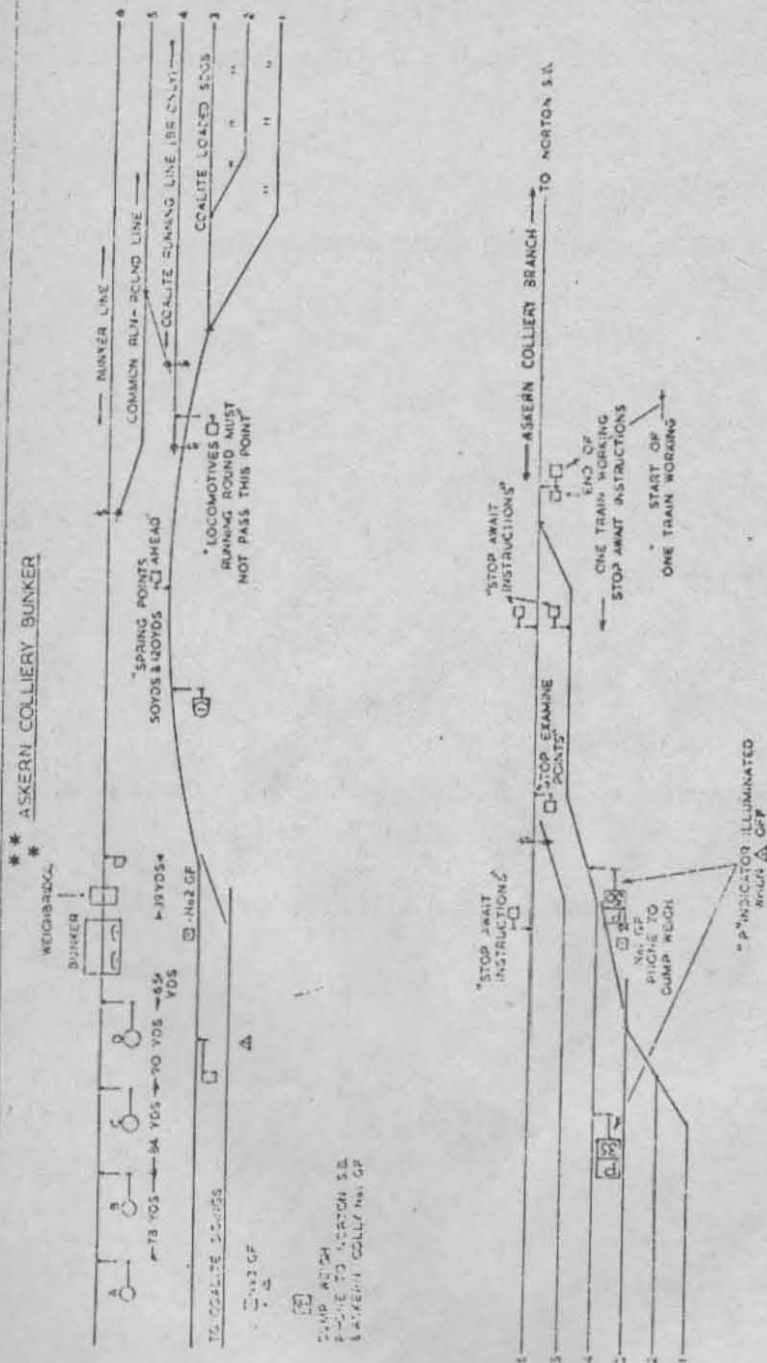
BETWEEN OAKENSHAW JUNCTION AND OAKENSHAW SOUTH JUNCTION

Up Oakenshaw Branch.

012 colour light signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

(36)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)
LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Page

Add:-
Askern Colliery Branch

57

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 56 | | | | | | | |
| SHAFTHOLME TO FERRYBRIDGE NORTH JN. | | | | | | | |
| Add:- | | Norton LC (See Page 57) | 65 | 13 | | | |
| Page 57 | | | | | | | |
| Add new table. | | | | | | | |
| ASKERN COLLIERY BRANCH | | | | | | | |
| | | Norton LC (See Page 56) | 0 | 00 | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | | End of O.T.W. | 0 | 32 | | | |
| Page 142 (Page 11 ND31D) | | | | | | | |
| LEEDS TO SKIPTON STATION SOUTH L.M.R. Between Shipley Tunnel and Bingley Tunnel | | | | | | | |
| Amend:- | | | 50 | Up Main 206m. 27ch. and 206m. 1ch. | | | |

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|------------------------|------------------------|--|
| Page 218 | | |
| Add :- | | |
| ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|-----------------|--------|---|
| Page 222 | | | |
| | Add :- | | |
| Norton | Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :- HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signalman immediately. (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE

Amend heading **HORSFORTH AND ARTHINGTON**

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter.

Page 18 (A)

Add:-**HICKLETON COLLIERY**

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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 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).

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

29 AUGUST, 1980

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

MONDAY 15 SEPTEMBER - MONK BRETTON BRANCH

The Single Line between the Security Gates at Redfearns Glass Works will be re-aligned to permit the construction of a new Unloading Hopper. (40)

DETAILS OF WORK ALREADY CARRIED OUT

BRADFORD VALLEY GOODS

London Road Siding has been secured out of use until further notice. (40)

DONCASTER (BRIDGE JUNCTION)

The Down/Up Hexthorpe Goods line has been realigned.

Signal D264, applying Up Hexthorpe Goods to Down/Up Slow No.1; to Down Reception; to Up Reception Loop or to Up West Reception has been repositioned accordingly. (38)

SUDFORTH LANE (WHITLEY BRIDGE JUNCTION)

The Junction between the Down and Up Goole lines and the West Curve lines to and from Eggborough Power Station have been remodelled as described below :-

The facing points - Down Goole/Down West Curve (Arrival line) have been repositioned 100 yards nearer to the Signal box.

The trailing junction points - Up West Curve (Departure Line)/Up Goole have been replaced by (facing) points in the Down Goole and a crossover between the Down and Up Goole lines. (38)

BETWEEN FERRIBY STATION AND MELTON LANE *

The Up Slow line between Ferriby Station and Melton Lane is now signalled for movements in both directions.

Melton Lane

The trailing crossover between Down Main and Up Slow, together with the associated slip connection to Cement Works Siding and the associated ground disc signals have been abolished.

A new connection has been provided at the Leeds end of the Up Platform (facing in the Up direction) giving access to Cement Works Siding from Up Slow.

Signalling Alterations

The Yellow aspect of 2-aspect colour light signal ML.15 (at the Hessele end of the Up Platform) has been brought into use and the signal applies to Down direction movement on the Up/Down Slow line towards ML263 (or (Sub), towards Capper Pass Sidings).

The Up Slow 2nd Home semaphore signal to Up Fast, together with the adjacent ground disc applying - Up Slow to Up Sidings, has been resited 124 yards nearer to the signal box (on the approach side of the new connection). The ground disc now additionally applies towards the Cement Works Siding.

(The Cement Works Siding outlet ground disc signal now applies towards Up/Down Slow). (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MARSH LANE COAL DEPOT

The points leading to the Coal Drops have been secured out of use pending removal. (39)

MARSDEN

All Sidings connections have been secured out of use until further notice. (New item) (40)

** OAKENSHAW (SHARLSTON COLLIERY)

● The ground position light signal (No.325) applying East Curve to Down Goole has been resited on the right hand side of the East Curve directly opposite at a height of 4ft. above rail level. (37)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Page

Add :-

Askern Colliery Branch

57

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 56

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Add :-

Norton LC
(See Page 57)

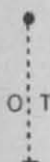
65.13

Page 57

Add new table.

ASKERN COLLIERY BRANCH

10 10 MAXIMUM PERMISSIBLE SPEED

Norton LC
(See Page 56)

0.00

End of O.T.W.

0.32

Page 142 (Page 11 ND31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Between Shipley Tunnel and Bingley Tunnel

Amend :-

50 Up Main 206m. 27 ch.
and 206m. 1ch.

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-----------------|------------------------|--|
|-----------------|------------------------|--|

Page 218

Add :-

ASKERN COLLIERY BRANCH

Askern Colliery Branch

Norton

Norton Shunter

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)
LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Add:—
Askern Colliery Branch

Page

57

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 56 | | | | | | |
| SHAFTHOLME TO FERRYBRIDGE NORTH JN. | | | | | | |
| Add:— | | Norton LC (See Page 57) | 65.13 | | | |
| Page 57 | | | | | | |
| ASKERN COLLIERY BRANCH | | | | | | |
| | | Norton LC (See Page 56) | 0.00 | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | | End of O.T.W. | 0.32 | | | |
| Page 142 | | | | | | |
| (Page 11 ND31D) | | | | | | |
| LEEDS TO SKIPTON STATION SOUTH L.M.R. | | | | | | |
| Between Shipley Tunnel and Bingley Tunnel | | | | | | |
| Amend:— | | | | 50 | Up Main 206m. 27ch. and 206m. 1ch. | |

TABLE D — SINGLE LINES — DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-------------------------------|------------------------|--|
| Page 218 | | |
| Add:— | | |
| ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|---------------------------|--------|---|
| Page 222 | | | |
| Norton | Add :- Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K - DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :- HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signalman immediately. (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE

Amend heading HORSFORTH AND ARTHINGTON

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
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3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
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Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite-Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter.

Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

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MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
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- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

5 SEPTEMBER, 1980

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 SEPTEMBER – DONCASTER – BRIDGE JUNCTION

The Down/Up West Slow line will be slued into a straighter alignment in the vicinity of Bridge Junction and Up West Slow signal D262 will be repositioned to the new alignment. (41)

DETAILS OF WORK ALREADY CARRIED OUT

MONK BRETTON BRANCH

The Single Line between the Security Gates at Redfearns Glass Works has been re-aligned to permit the construction of a new Unloading Hopper. (40)

BRADFORD VALLEY GOODS

London Road Siding has been secured out of use until further notice. (40)

** DONCASTER (BRIDGE JUNCTION)

The Down/Up Hexthorpe Goods line has been realigned.

Signal D264, applying Up Hexthorpe Goods to Down/Up Slow No.1; to Down Reception; to Up Reception Loop or to Up West Reception has been repositioned accordingly. (38)

** WORTH LANE (WHITLEY BRIDGE JUNCTION)

The Junction between the Down and Up Goole lines and the West Curve lines to and from Eggborough Power Station have been remodelled as described below :-

The facing points – Down Goole/Down West Curve (Arrival line) have been repositioned 100 yards nearer to the Signal box.

The trailing junction points – Up West Curve (Departure Line)/Up Goole have been replaced by (facing) points in the Down Goole and a crossover between the Down and Up Goole lines. (38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN FERRIBY STATION AND MELTON LANE**

The Up Slow line between Ferriby Station and Melton Lane is now signalled for movements in both directions.

Melton Lane

The trailing crossover between Down Main and Up Slow, together with the associated slip connection to Cement Works Siding and the associated ground disc signals have been abolished.

A new connection has been provided at the Leeds end of the Up Platform (facing in the Up direction) giving access to Cement Works Siding from Up Slow.

Signalling Alterations

The Yellow aspect of 2-aspect colour light signal ML.15 (at the Hesse end of the Up Platform) has been brought into use and the signal applies to Down direction movement on the Up/Down Slow line towards ML263 (or (Sub), towards Capper Pass Sidings).

The Up Slow 2nd Home semaphore signal to Up Fast, together with the adjacent ground disc applying – Up Slow to Up Sidings, has been resited 124 yards nearer to the signal box (on the approach side of the new connection). The ground disc now additionally applies towards the Cement Works Siding.

(The Cement Works Siding outlet ground disc signal now applies towards Up/Down Slow). (39)

MARSH LANE COAL DEPOT

The points leading to the Coal Drops have been secured out of use pending removal. (39)

MARSDEN

All Sidings connections have been secured out of use until further notice. (New item) (40)

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)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Add :-
Askern Colliery Branch

Page

57

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 56 | | | | | | |
| | | SHAFTHOLME TO FERRYBRIDGE NORTH JN. | | | | |
| | Add :- | Norton LC (See Page 57) | 65.13 | | | |
| Page 57 | | | | | | |
| | Add new table. | | | | | |
| | | ASKERN COLLIERY BRANCH | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | | Norton LC (See Page 56) | 0.00 | | | |
| | | End of O.T.W. | 0.32 | | | |
| Page 142 | | | | | | |
| | (Page 11 ND31D) | | | | | |
| | | LEEDS TO SKIPTON STATION SOUTH L.M.R. | | | | |
| | | Between Shipley Tunnel and Bingley Tunnel | | | | |
| | Amend :- | | | 50 | Up Main 206m. 27ch. and 206m. 1ch. | |

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|------------------------|------------------------|--|
| Page 218 | | |
| | | |
| | Add :- | |
| | ASKERN COLLIERY BRANCH | |
| Askern Colliery Branch | Norton | Norton Shunter |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|-----------------|--------|---|
| Page 222 | | | |
| | Add :- | | |
| Norton | Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K – DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :-

HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signalman immediately.

(40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE

Amend heading **HORSFORTH AND ARTHINGTON**

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite-Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter.

Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

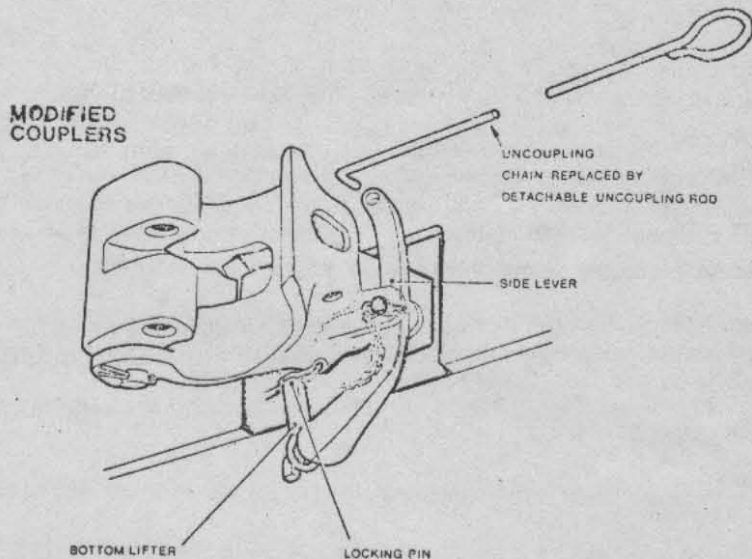
REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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 |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

★ INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE
AUTOMATIC COUPLERS – CLASS 253/254 TRAINS

Whilst the principle of operation is similar to that of the drop-head 'buck-eye' couplers fitted to locomotive hauled vehicles, the 'Alliance' type are fixed and no side buffers are fitted.

**WARNING**

When coupling, staff must not in any circumstances stand between vehicles, but must wait until the vehicles have been brought together before passing between the vehicles to connect the brake pipes, etc.

1. COUPLING INSTRUCTIONS

The knuckle of the coupler head of ONE of the vehicles must be opened by first removing the locking pin and then placing the end of the uncoupling rod into the hole at the top of the side lever and pulling, in the same way as the release chain on drop-head couplers.

The knuckle of the coupler of the OTHER vehicle should be kept closed, EXCEPT WHEN THE COUPLING IS DONE ON A CURVE, in which case it may be necessary to open the knuckle of both couplers.

Automatic couplers may NOT engage on ACUTE curves.

The stationary vehicle must have its brakes hard on or be prevented otherwise from moving.

The vehicle to be attached should be brought up steadily against the stationary vehicle and pressed against it without shock to allow the couplers knuckle to close and the lock to drop. A test must then be made by a slight pull from the traction unit.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE AUTOMATIC COUPLERS - CLASS 253/254 TRAINS - continued

1. COUPLING INSTRUCTIONS - continued

The locking pin must then be placed in the hole in the bottom lifter.

The necessary brake pipes and jumper cables must then be coupled and the gangway vestibule doors secured in the open position.

NOTE : Uncoupling rods are provided at principal stations and depots on lines served by Class 253/254 trains and, for emergency use, in the cupboard which contains the emergency couplings in each power car and in the Guards' compartment of the TGS vehicle.

2. UNCOUPLING INSTRUCTIONS

The gangway vestibule doors must be secured in the closed position and the necessary brake pipes and jumper cables uncoupled.

The locking pin must be removed from the bottom lifter.

The uncoupling rod must then be placed into the hole at the top of the side lever and the Driver should then be signalled to set back slightly, and the uncoupling rod firmly pulled and held. This will release the lock and allow the knuckle to open when the traction unit draws ahead.

After the coupling has been disengaged the vehicles should be drawn six feet apart and the Shunter must then exhibit a hand Danger signal to the Driver to indicate that he wishes to proceed between the vehicles and he must obtain an acknowledgement of this hand signal, working in close co-operation with the Driver before going between the vehicles.

If, in the operation of dividing, there is any easing backwards or forwards and the vehicles come together again, no attempt must be made to prevent the couplers from re-engaging, and the train must again be divided.

3. GENERAL INSTRUCTIONS

(a) The vehicles must not be loose-shunted.

(b) The vehicles must not be shunted against buffer stops nor must they be allowed to contact, or be contacted by, other vehicles except those with buckeye couplers.

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

12 SEPTEMBER, 1980

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 28 SEPTEMBER – CUDWORTH – HOUGHTON COLLIERY BUNKER

"Fulls" line 3-aspect colour light signal (C93) will be repositioned 60 yards nearer to Cudworth signal box at a reduced height of 3ft. above rail level. (42)

SUNDAY 28 SEPTEMBER – OAKENSHAW – FEATHERSTONE GATE BOX AREA *

The points leading to and from the Up Goole Goods Loop will be secured out of use pending removal of the loop line.

Associated Signalling Alterations :-

The offset subsidiary and position "1" Junction indicator on Up Goole signal 0.348 will be abolished.

Up Goole Goods Loop signal 0.339 will also be abolished. (42)

MONDAY 29 SEPTEMBER – LEEDS WHITEHALL ROAD T.D.

Turnstall Siding will be shortened by 55 yards and buffer stops erected. (42)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER – BRIDGE JUNCTION

The Down/Up West Slow line has been slued into a straighter alignment in the vicinity of Bridge Junction and Up West Slow signal D262 has been repositioned to the new alignment. (41)

MONK BRETTON BRANCH

The Single Line between the Security Gates at Redfearns Glass Works has been re-aligned to permit the construction of a new Unloading Hopper. (40)

BRADFORD VALLEY GOODS

London Road Siding has been secured out of use until further notice. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN FERRIBY STATION AND MELTON LANE

The Up Slow line between Ferriby Station and Melton Lane is now signalled for movements in both directions.

Melton Lane

The trailing crossover between Down Main and Up Slow, together with the associated slip connection to Cement Works Siding and the associated ground disc signals have been abolished.

A new connection has been provided at the Leeds end of the Up Platform (facing in the Up direction) giving access to Cement Works Siding from Up Slow.

Signalling Alterations

The Yellow aspect of 2-aspect colour light signal ML.15 (at the Hessle end of the Up Platform) has been brought into use and the signal applies to Down direction movement on the Up/Down Slow line towards ML263 (or (Sub), towards Capper Pass Sidings).

The Up Slow 2nd Home semaphore signal to Up Fast, together with the adjacent ground disc applying - Up Slow to Up Sidings, has been resited 124 yards nearer to the signal box (on the approach side of the new connection). The ground disc now additionally applies towards the Cement Works Siding.

(The Cement Works Siding outlet ground disc signal now applies towards Up/Down Slow). (39)

* * MARSH LANE COAL DEPOT

The points leading to the Coal Drops have been secured out of use pending removal. (39)

MARSDEN

All Sidings connections have been secured out of use until further notice. (40)

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)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 15

Add :-
Askern Colliery Branch

Page

57

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 56

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Add :- Norton LC 65.13
(See Page 57)

Page 57

Add new table.

ASKERN COLLIERY BRANCH

Norton LC 0.00
(See Page 56)

10 10 MAXIMUM PERMISSIBLE SPEED

End of O.T.W. 0.32

Page 142 (Page 11 ND31D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Between Shipley Tunnel and Bingley Tunnel

Amend: -

50 Up Main 206m. 27 ch.
and 206m. 1ch.TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-----------------|------------------------|--|
|-----------------|------------------------|--|

Page 218

Add :-

ASKERN COLLIERY BRANCH

Askern Colliery Branch

Norton

Norton Shunter

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F

| | Between | Line | Number of vehicles and Special Conditions |
|----------|---------------------------|--------|---|
| Page 222 | | | |
| Norton | Add :- Askern Colliery | Single | 52 SLU without brakevan. |

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 SECTION K - DETENTION OF TRAINS ON RUNNING LINES

Clause 3.2.1. When detained at a signal provided with telephone or call plunger

Delete :- HORSFORTH

When a train is stopped at signal H13 on the Down line the Driver must telephone the Signalman immediately. (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix
FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM
Add to list of Depots:- 0D06 Goole.

(40D)

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-
ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter.

Page 378 LEEDS WORTLEY JN. TO HARROGATE
Amend heading HORSFORTH AND ARTHINGTON

Bramhope Tunnel General Instructions

Add new paragraph :-

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 11

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Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
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Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
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For this experimental purpose, the requirements on 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).

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
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- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
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- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

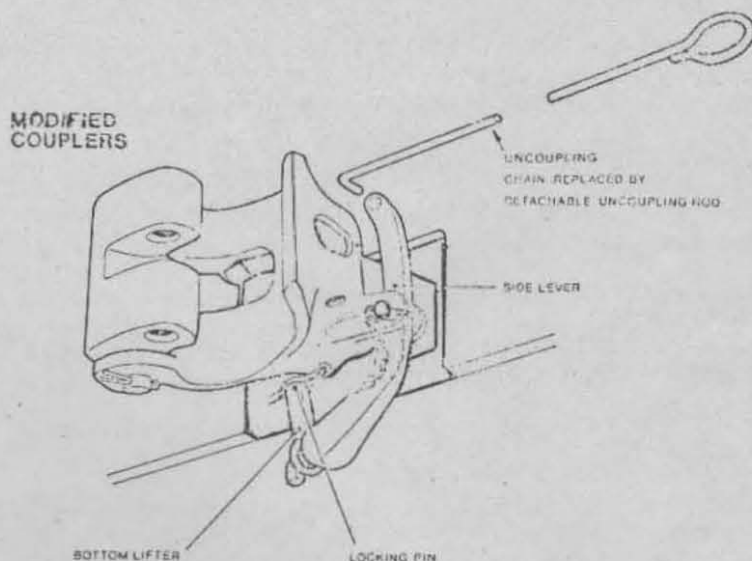
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| Location | Nature of work | Duration | Commencing Date |
|------------------|-----------------------------|----------------------|-----------------|
| Hull Botanic MPD | Trackwork and Building work | 07 30 to 16 00 daily | |

**INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE
AUTOMATIC COUPLERS - CLASS 253/254 TRAINS**

Whilst the principle of operation is similar to that of the drop-head 'buck-eye' couplers fitted to locomotive hauled vehicles, the 'Alliance' type are fixed and no side buffers are fitted.

**WARNING**

When coupling, staff must not in any circumstances stand between vehicles, but must wait until the vehicles have been brought together before passing between the vehicles to connect the brake pipes, etc.

1. COUPLING INSTRUCTIONS

The knuckle of the coupler head of ONE of the vehicles must be opened first removing the locking pin and then placing the end of the uncoupling rod into the hole at the top of the side lever and pulling, in the same way as the release chain on drop-head couplers.

The knuckle of the coupler of the OTHER vehicle should be kept closed, EXCEPT WHEN THE COUPLING IS DONE ON A CURVE, in which case it may be necessary to open the knuckle of both couplers.

Automatic couplers may NOT engage on ACUTE curves.

The stationary vehicle must have its brakes hard on or be prevented otherwise from moving.

The vehicle to be attached should be brought up steadily against the stationary vehicle and pressed against it without shock to allow the couplers knuckle to close and the lock to drop. A test must then be made by a slight pull from the traction unit.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE AUTOMATIC COUPLERS - CLASS 253/254 TRAINS - continued

1. COUPLING INSTRUCTIONS - continued

The locking pin must then be placed in the hole in the bottom lifter.

The necessary brake pipes and jumper cables must then be coupled and the gangway vestibule doors secured in the open position.

NOTE : Uncoupling rods are provided at principal stations and depots on lines served by Class 253/254 trains and, for emergency use, in the cupboard which contains the emergency couplings in each power car and in the Guards' compartment of the TGS vehicle.

2. UNCOUPLING INSTRUCTIONS

The gangway vestibule doors must be secured in the closed position and the necessary brake pipes and jumper cables uncoupled.

The locking pin must be removed from the bottom lifter.

The uncoupling rod must then be placed into the hole at the top of the side lever and the Driver should then be signalled to set back slightly, and the uncoupling rod firmly pulled and held. This will release the lock and allow the knuckle to open when the traction unit draws ahead.

After the coupling has been disengaged the vehicles should be drawn six feet apart and the Shunter must then exhibit a hand Danger signal to the Driver to indicate that he wishes to proceed between the vehicles and he must obtain an acknowledgement of this hand signal, working in close co-operation with the Driver before going between the vehicles.

If, in the operation of dividing, there is any easing backwards or forwards and the vehicles come together again, no attempt must be made to prevent the couplers from re-engaging, and the train must again be divided.

3. GENERAL INSTRUCTIONS

(a) The vehicles must not be loose-shunted.

(b) The vehicles must not be shunted against buffer stops nor must they be allowed to contact, or be contacted by, other vehicles except those with buckeye couplers.

LOCAL INSTRUCTIONS

★ SUNDAY 28 SEPTEMBER - MANNINGHAM STATION JN. TO BRADFORD FORSTER SQUARE

From 20 00 hours Sunday 28 September the East Departure line between Bradford Forster Square and Manningham Station Jn. will be out of use until Sunday 4 October. All trains will use the West Departure Line and the lead at the Bradford end will be secured out of use (in the turnout direction). (42)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

19 SEPTEMBER, 1980

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

NS 40/80
4-10.10.80

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

SUNDAY 5 OCTOBER – BETWEEN POTTERS GRANGE JUNCTION AND ENGINE SHED JUNCTION

A slue will be provided at 0m. 58chs. between the existing Up/Down Wakefield single line (former Down Wakefield) and the dead road (former Up Wakefield).

The points at Potters Grange Junction now secured for through running on the Down Wakefield will be altered for through running on the Up Wakefield.

The former Down Wakefield, which is at present used as the Single line, will be taken out of use between the slue and the aforementioned points. The former Up Wakefield will become the Single line worked in accordance with the Electric Token Block Regulations.

The Down Wakefield Home signal (No. G31) will be repositioned in accordance with the new single line.

Up Hull signal G56: Up Goods Loop signal G52: and ground position light signal G84 (set back on Down Hull) when cleared for Goole Engine Shed Junction, will be routed via the new Single line. (43)

SUNDAY 5 OCTOBER – MARSH LANE JN.

The ground frame and associated crossover will be abolished. (43)

SUNDAY 5 OCTOBER – BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Until 19 October the West Arrival will be taken out of use and the facing points at the Manningham Station Jn. end will be secured for through running to East Arrival. All trains to travel on East Arrival. (43)

MONDAY 6 OCTOBER – APPLEHURST LOOP

Increased use is being made of the level crossing at 0m. 15chs. by contractors vehicles and plant. An adjacent telephone to Shaftholme Junction signal box will be provided. (43)

SUNDAY 5 OCTOBER – BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

The East Departure line will be realigned approximately 10 feet and renamed Up Main. The West Departure line will be abolished but a shunt neck will be retained (with access from the Bradford end) and buffer stops will be provided 300 yards north of the points – West Departure/West Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 5 OCTOBER - BETWEEN MANNINGHAM STATION JN. AND BRADFORD FOSTER SQUARE - continued

Manningham Station Jn.

The trailing points - Up Main (former East Departure line) to West Departure will be secured out of use pending removal.

Signals Abolished

(Bradford Forster Square)

The route indicators will be removed from all platform starting signals. West Departure colour light starting signal B20.

(Manningham Station Jn.)

West Departure Home to Up Main.

(43)

DETAILS OF WORK ALREADY CARRIED OUT

* * Commencing 09 00 hours on Monday 6 October, a 40 m.p.h. P.S.R. will apply over the Down Slow line between Healey Mills and Horbury Station Jn. (43m. 40ch. and 43m. 60ch.) (40D)

* * Commencing 09 00 hours on Monday 6 October, a 40 m.p.h. P.S.R. will apply between Altofts Jn. and Whitwood over the Down line (23m. 30ch. and 22m. 78ch.) and a 20 m.p.h. P.S.R. will apply over the Up line between Whitwood and Altofts Jn. (23m. 6ch. and 23m. 8ch.). (40D)

BRIDLINGTON QUAY L.C.

The Loading Dock Line on the Down side at 31m. 1ch. has been clamped out of use until further notice.

CUDWORTH - HOUGHTON COLLIERY BUNKER

"Fulls" line 3-aspect colour light signal (C93) has been repositioned 60 yards nearer to Cudworth signal box at a reduced height of 3ft. above rail level. (42)

OAKENSHAW - FEATHERSTONE GATE BOX AREA

The points leading to and from the Up Goole Goods Loop have been secured out of use pending removal of the loop line.

Associated Signalling Alterations :-

The offset subsidiary and position "1" Junction indicator on Up Goole signal 0.348 has been abolished.

Up Goole Goods Loop signal 0.339 has also been abolished. (42)

LEEDS WHITEHALL ROAD FREIGHT DEPOT

Tunstall Siding has been shortened by 55 yards and buffer stops erected-

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DONCASTER - BRIDGE JUNCTION

The Down/Up West Slow line has been slued into a straighter alignment in the vicinity of Bridge Junction and Up West Slow signal D262 has been repositioned to the new alignment. (41)

** MONK BRETTON BRANCH

The Single Line between the Security Gates at Redfearns Glass Works has been re-aligned to permit the construction of a new Unloading Hopper. (40)

BRADFORD VALLEY GOODS

London Road Siding has been secured out of use until further notice. (40)

** MARSDEN

All Sidings connections have been secured out of use until further notice. (40)

SHIPLEY BRADFORD JN. TO BRADFORD FORSTER SQUARE

From Sunday 5 October, the West Arrival Line will be out of use until 19 October. All trains to travel on East Arrival. The facing lead at the Shipley end will be secured out of use in the turnout direction.

MANNINGHAM STATION JN. TO BRADFORD FORSTER SQUARE

From Sunday 5 October, the East Departure has been realigned approximately 10 feet and renamed Up line. The West Departure Line between Bradford Forster Square and Manningham Station Jn. will be abandoned; all trains will use the Up Line (former East Departure). The lead at the Bradford End on to West Departure will be secured out of use pending removal.

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 | |
| Page 57 | | | | | | |
| Add new table. | | | | | | |
| ASKERN COLLIERY BRANCH | | | | | | |
| | | Norton LC (See Page 56) | 0.00 | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | | End of O.T.W. | 0.32 | | | Until Sunday 26 October (See ND40 for revised table) |

TABLE D – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|-------------------------------|------------------------|--|
| Page 218 | | |
| Add :- | | |
| ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter (Until Sunday 26 October) |

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter. Until Sunday 26 October.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX

Page 274 Northern Area

Page 286 Southern Area

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1



Add:-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train. (w.e.f. Monday 6 October)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES (BR.30059/5)

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddlers Ferry Power Stations.

Amend:- Loadings as follows:-

Drax, Eggborough, Ferrybridge Power Stations - 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations - 30 wagons per train.

(49D)

Page 11

ASKERN COLLIERY

Delete instructions and **substitute:-**

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter. **Until Sunday 26 October.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

26 SEPTEMBER, 1980

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

NS 41/80

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 11 OCTOBER - CLIFTON CARRIAGE SIDINGS

Siding No.17 and the former reception road will be secured out of use until further notice (except to engineers trains). (44)

SUNDAY 12 OCTOBER - BURTON SALMON

connections forming the junction between the Main and Branch lines will be secured out of use pending removal.

The trailing crossover between the Down and Up Main lines will also be secured out of use pending removal and the associated disc signals abolished.

Altered Signals :-

The Junction Indicator position "4" will be removed from the Down Branch Home signal (No.12) to Down Main and the signal will now apply (Main aspect) Down Branch to Down Pontefract.

The ground disc signal applying Up Pontefract to Down Pontefract will be repositioned on the right hand (cess) side of the Up Pontefract. (44)

WEDNESDAY 15 OCTOBER - RAWCLIFFE

The Up Wakefield semaphore distant signal will be replaced by a two-aspect colour light Distant (plated R15) 400 yards further from the signal box and 1,200 yards before reaching the Up First Home signal. (44)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN POTTERS GRANGE JUNCTION AND ENGINE SHED JUNCTION

A slue has been provided at 0m. 58chs. between the existing Up/Down Wakefield single line (former Down Wakefield) and the dead road (former Up Wakefield).

The points at Potters Grange Junction now secured for through running on the Down Wakefield has been altered for through running on the Up Wakefield.

The former Down Wakefield, which was formally used as the Single line, has been taken out of use between the slue and the aforementioned points. The former Up Wakefield has become the Single line worked in accordance with the Electric Token Block Regulations.

The Down Wakefield Home signal (No.G31) has been repositioned in accordance with the new single line.

Up Hull signal G56: Up Goods Loop signal G52: and ground position light signal G84 (set back on Down Hull) when cleared for Goole Engine Shed Junction, has been routed via the new Single line. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MARSH LANE JN.

The ground frame and associated crossover have been abolished.

(43)

BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Until 19 October the West Arrival has been taken out of use and the facing points at the Manningham Station Jn. end have been secured for through running to East Arrival. **All trains to travel on East Arrival**

(43)

APPLEHURST LOOP

Increased use is being made of the level crossing at 0m. 15chs. by contractors vehicles and plant. An adjacent telephone to Shaftholme Junction signal box has been provided.

(43)

BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

The East Departure line has been realigned approximately 10 feet and renamed Up Main. The West Departure line has been abolished but a shunt neck has been retained (with access from the Bradford end) and buffer stops have been provided 300 yards north of the points - West Departure/West Sidings.

Manningham Station Jn.

The trailing points - Up Main (former East Departure line) to West Departure have been secured out of use pending removal.

Signals Abolished

(Bradford Forster Square)

The route indicators have been removed from all platform starting signals.

West Departure colour light starting signal B20.

(Manningham Station Jn.)

West Departure Home to Up Main.

(43)

BRIDLINGTON QUAY L.C.

The Loading Dock Line on the Down side at 31m. 1ch. has been clamped out of use until further notice.

(43)

CUDWORTH - HOUGHTON COLLIERY BUNKER

"Fulls" line 3-aspect colour light signal(C93) has been repositioned 60 yards nearer to Cudworth signal box at a reduced height of 3ft. above rail level.

(42)

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

The points leading to and from the Up Goole Goods Loop have been secured out of use pending removal of the loop line.

Associated Signalling Alterations :-

The offset subsidiary and position "1" Junction indicator on Up Goole signal 0.348 has been abolished.

Up Goole Goods Loop signal 0.339 has also been abolished. (42)

LEEDS WHITEHALL ROAD FREIGHT DEPOT

Tunstall Siding has been shortened by 55 yards and buffer stops erected. (42)

DONCASTER - BRIDGE JUNCTION

The Down/Up West Slow line has been slued into a straighter alignment in the vicinity of Bridge Junction and Up West Slow signal D262 has been repositioned to the new alignment. (41)

BRADFORD VALLEY GOODS

London Road Siding has been secured out of use until further notice. (40)

SHIPLEY BRADFORD JN. TO BRADFORD FORSTER SQUARE

The West Arrival Line will be out of use until 19 October. All trains to travel on East Arrival. The facing lead at the Shipley end will be secured out of use in the turnout direction.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

*

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

★ Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

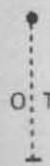
| Running Lines and Signalling System | Loops and Refuge Sidings | Location | M. Ch. | Permanent Speed Restrictions | | Catch, Spring and unworked trailing points |
|-------------------------------------|--------------------------|----------|--------|------------------------------|------------------|--|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

Page 57

Add new table.

ASKERN COLLIERY BRANCH

10 10 MAXIMUM PERMISSIBLE SPEED

| | | |
|---|----------------------------|------|
|  | Norton LC (See Page 56) | 0.00 |
| | End of O.T.W. | 0.32 |

Until Sunday 26 October
(See ND40 for revised table)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|----------------------------------|------------------------|--|
| Page 218 | | |
| Add :- ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter (Until Sunday 26 October) |

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-
ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter. Until Sunday 26 October.

ALTERATIONS TO SECTIONAL APPENDIX

Page 274 Northern Area

Page 286 Southern Area

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add:-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 **BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

Instruction 2(b) and 2(c)

★ Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddlers Ferry Power Stations.

Amend:- Loadings as follows:-

Drax, Eggborough, Ferrybridge Power Stations - 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations - 30 wagons per train.

(49D)

Page 11

ASKERN COLLIERY

Delete instructions and **substitute:-**

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter. **Until Sunday 26 October**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

★ DONCASTER STATION - PLATFORM 4

Commencing Saturday 11 October. Due to Platform rebuilding works, trains stopping at Doncaster must stop at the moveable stop board provided. Passengers must be advised to take care when alighting.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

3 OCTOBER, 1980

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

NS42/80

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 19 OCTOBER - BETWEEN RAWCLIFFE AND GOOLE #

The temporary signal box at Goole Engine Shed Junction will be abolished. The Double to Single Line points and Single Line to Departure/Arrival at Engine Shed Junction will be brought under control of Goole and new colour light signalling will be provided.

Reference should be made to the diagram included in this notice.

The Electric Token Block Regulations will be withdrawn and the T.C.B. Regulation will apply between Rawcliffe and Goole. (T.C.B. Single Line Regulations will apply over the Up/Down Wakefield single line).

All former Engine Shed Junction signals and the following semaphore signals will be abolished:-

Goole
Up Wakefield Starting.
Down Wakefield Distant.

Rawcliffe
Up Wakefield Distant.

| New Signals | G = Goole | Aspect | | Application to or towards |
|------------------------------|--------------------------|----------|---------------------------------|--------------------------------|
| | | M = Main | S = Subsidiary Route Indication | |
| No. G33R (Distant) | Line Down Wakefield | | | G.33 |
| G.33 | Down Wakefield | M | S | G.31 (Existing). Arrival Line. |
| G.34 | Up Wakefield Single line | M | | Rawcliffe (R19) Home Signal. |
| G.36 | Departure Line | M | | Rawcliffe Home Signal (R.19). |
| 15 (Distant) | Up Wakefield | | | Rawcliffe Home (R19). |
| 89 (Elevated Position Light) | Up Wakefield | | "M" "A" | G.31 (existing). Arrival Line. |

(89 signal will be elevated 11ft. above rail level). (45)

SUNDAY 19 OCTOBER - BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD FORSTER SQUARE

The West Arrival line has been realigned approximately 10 ft. and renamed Down Main line.

The East Arrival line will be abolished and all trains will use the Down Main (former West Arrival). A shunt spur (access at the Bradford End) will be retained for future use.

Manningham Station Junction

The facing points - Down Main to East Arrival line will be abolished.

The Down Main Home signal to East Arrival (left-hand semaphore bracket signal) will be abolished, together with the East Arrival colour light Starting signal (No.19)

Bradford Forster Square

The facing connection leading from East Arrival (via the crossover between the Down and Up Mains) will be secured out of use in the normal position until further notice. East Arrival line colour light signal No.52 will be abolished. (45)

NS42/80

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 19 OCTOBER - BETWEEN RAWCLIFFE AND GOOLE #

The temporary signal box at Goole Engine Shed Junction will be abolished. The Double to Single Line points and Single Line to Departure/Arrival at Engine Shed Junction will be brought under control of Goole and new colour light signalling will be provided.

Reference should be made to the diagram included in this notice.

The Electric Token Block Regulations will be withdrawn and the T.C.B. Regulation will apply between Rawcliffe and Goole. (T.C.B. Single Line Regulations will apply over the Up/Down Wakefield single line).

All former Engine Shed Junction signals and the following semaphore signals will be abolished:-

Goole
Up Wakefield Starting.
Down Wakefield Distant.

Rawcliffe
Up Wakefield Distant.

| New Signals | G = Goole | Aspect | | Application to or towards |
|------------------------------|--------------------------|----------|---------------------------------|--------------------------------|
| | | M = Main | S = Subsidiary Route Indication | |
| No. G33R (Distant) | Line Down Wakefield | | | G.33 |
| G.33 | Down Wakefield | M | S | G.31 (Existing). Arrival Line. |
| G.34 | Up Wakefield Single line | M | | Rawcliffe (R19) Home Signal. |
| G.36 | Departure Line | M | | Rawcliffe Home Signal (R.19). |
| 15 (Distant) | Up Wakefield | | | Rawcliffe Home (R19). |
| 89 (Elevated Position Light) | Up Wakefield | | "M" "A" | G.31 (existing). Arrival Line. |

(89 signal will be elevated 11ft. above rail level).

(45)

SUNDAY 19 OCTOBER - BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD FORSTER SQUARE

The West Arrival line has been realigned approximately 10 ft. and renamed Down Main line.

The East Arrival line will be abolished and all trains will use the Down Main (former West Arrival). A shunt spur (access at the Bradford End) will be retained for future use.

Manningham Station Junction

The facing points - Down Main to East Arrival line will be abolished.

The Down Main Home signal to East Arrival (left-hand semaphore bracket signal) will be abolished, together with the East Arrival colour light Starting signal (No.19)

Bradford Forster Square

The facing connection leading from East Arrival (via the crossover between the Down and Up Mains) will be secured out of use in the normal position until further notice. East Arrival line colour light signal No.52 will be abolished.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

CLIFTON CARRIAGE SIDINGS

Siding No. 17 and the former reception road have been secured out of use until further notice (except to engineers trains). (44)

BURTON SALMON

The connections leading from Down Branch to Down Main have been secured out of use pending removal.

The trailing crossover between the Down and Up Main lines have also been secured out of use pending removal and associated disc signals abolished.

Altered Signals :-

The Junction Indicator position "4" has been removed from the Down Branch Home signal (No.12) to Down Main and the signal now applies (Main aspect) Down Branch to Down Pontefract.

The ground disc signal applying Up Pontefract to Down Pontefract has been repositioned on the right hand (cess) side of the Up Pontefract. (Amended item) (44)

RAWCLIFFE

The Up Wakefield semaphore distant signal has been replaced by a two-aspect colour light Distant (plated R15) 400 yards further from the signal box and 1,200 yards before reaching the Up First Home Signal. (44)

WHITEHALL YARD

The points leading to the 2 Sidings (Petty's) have been secured out of use. (New item) (45)

BETWEEN POTTERS GRANGE JUNCTION AND ENGINE SHED JUNCTION

A slue has been provided at 0m. 58chs. between the existing Up/Down Wakefield single line (former Down Wakefield) and the dead road (former Up Wakefield).

The points at Potters Grange Junction now secured for through running on the Down Wakefield has been altered for through running on the Up Wakefield.

The former Down Wakefield, which was formally used as the Single line, has been taken out of use between the slue and the aforementioned points. The former Up Wakefield has become the Single line worked in accordance with the Electric Token Block Regulations.

The Down Wakefield Home signal (No.G31) has been repositioned in accordance with the new single line.

Up Hull signal G56: Up Goods Loop signal G52: and ground position light signal G84 (set back on Down Hull) when cleared for Goole Engine Shed Junction, has been routed via the new Single line. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MARSH LANE JN.

The ground frame and associated crossover have been abolished.

(43)

BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Until 19 October the West Arrival has been taken out of use and the facing points at the Manningham Station Jn. end have been secured for through running to East Arrival. **All trains to travel on East Arrival.**

(43)

APPLEHURST LOOP

Increased use is being made of the level crossing at 0m. 15chs. by contractors vehicles and plant. An adjacent telephone to Shaftholme Junction signal box has been provided.

(43)

BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

The East Departure line has been realigned approximately 10 feet and renamed Up Main. The West Departure line has been abolished but a shunt neck has been retained (with access from the Bradford end) and buffer stops have been provided 300 yards north of the points - West Departure/West Sidings.

Manningham Station Jn.

The trailing points - Up Main (former East Departure line) to West Departure have been secured out of use pending removal.

Signals Abolished

(Bradford Forster Square)

The route indicators have been removed from all platform starting signals.

West Departure colour light starting signal B20.

(Manningham Station Jn.)

West Departure Home to Up Main.

(43)

BRIDLINGTON QUAY L.C.

The Loading Dock Line on the Down side at 31m. 1ch. has been clamped out of use until further notice.

(43)

** CUDWORTH STATION - HOUGHTON COLLIERY BUNKER

"Fulls" line 3-aspect colour light signal(C93) has been repositioned 60 yards nearer to Cudworth signal box at a reduced height of 3ft. above rail level.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** OAKENSHAW - FEATHERSTONE GATE BOX AREA

The points leading to and from the Up Goole Goods Loop have been secured out of use pending removal of the loop line.

Associated Signalling Alterations :-

The offset subsidiary and position "1" Junction indicator on Up Goole signal 0.348 has been abolished

Up Goole Goods Loop signal 0.339 has also been abolished. (42)

** LEEDS WHITEHALL ROAD FREIGHT DEPOT

Tunstall Siding has been shortened by 55 yards and buffer stops erected. (42)

** DONCASTER - BRIDGE JUNCTION

The Down/Up West Slow line has been slued into a straighter alignment in the vicinity of Bridge Junction and Up West Slow signal D262 has been repositioned to the new alignment. (42)

** BRADFORD VALLEY GOODS

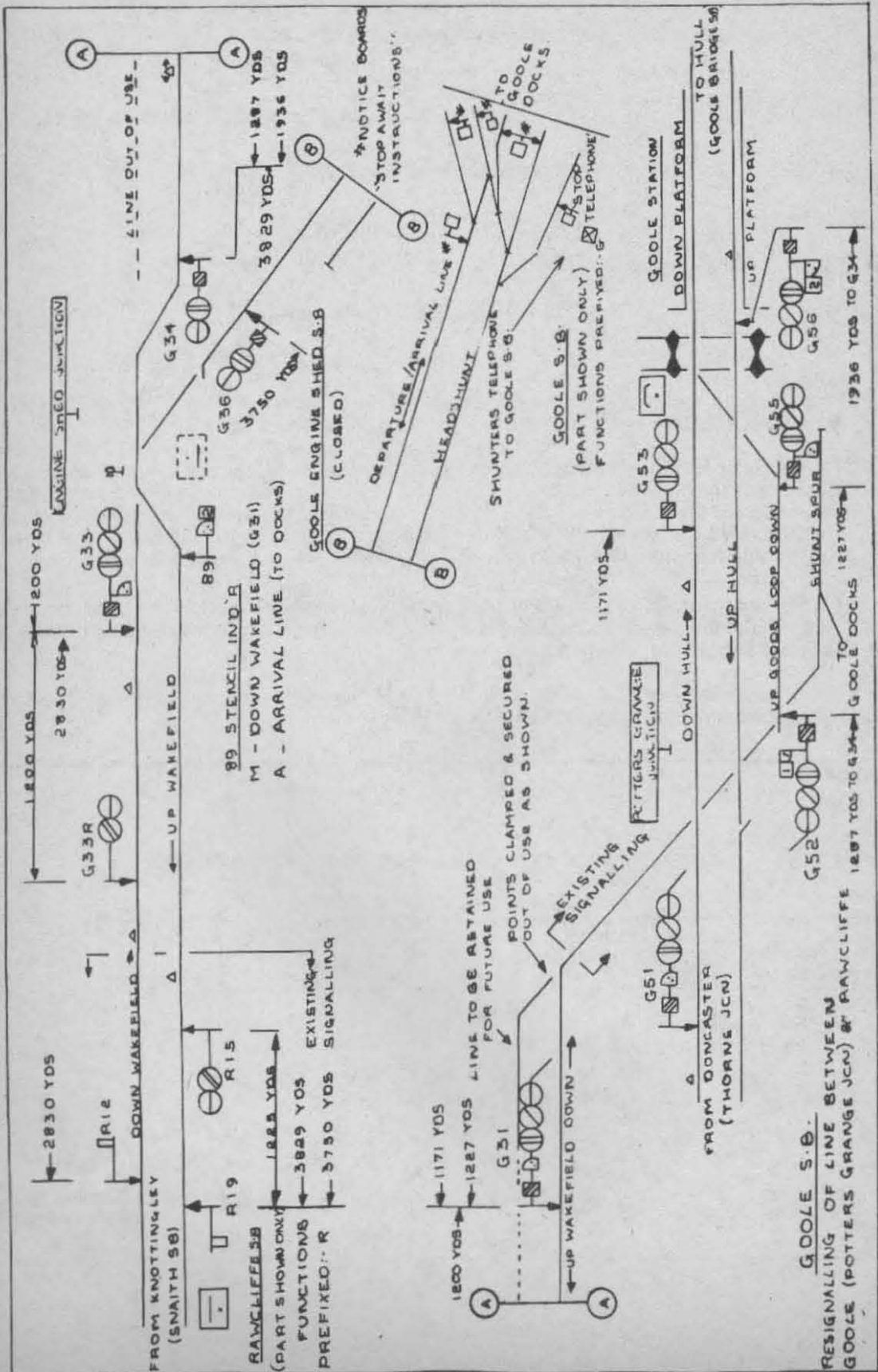
London Road Siding has been secured out of use until further notice. (42)

** SHIPLEY BRADFORD JN. TO BRADFORD FORSTER SQUARE

The West Arrival Line will be out of use until 19 October. All trains to travel on East Arrival. The facing lead at the Shipley end will be secured out of use in the turnout direction. (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - 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 GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

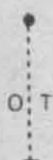
| Running Lines and Signalling System | Loops and Refuge Sidings | Location | M. Ch. | Permanent Speed Restrictions | | Catch, Spring and unworked trailing point |
|-------------------------------------|--------------------------|----------|--------|------------------------------|------------------|---|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

Page 57

Add new table.

ASKERN COLLIERY BRANCH

10 10 MAXIMUM PERMISSIBLE SPEED



Norton LC
(See Page 56) 0.00

End of O.T.W. 0.32

Until Sunday 26 October
(See ND40 for revised table)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|----------------------------------|------------------------|--|
| Page 218 | | |
| Add :- ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter (Until Sunday 26 October) |

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340

Add :-

ASKERN COLLIERY BRANCH

All trains must be accompanied by the Norton Shunter. **Until Sunday 26 October.**

ALTERATIONS TO SECTIONAL APPENDIX

Page 274 Northern Area

Page 286 Southern Area

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add :-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 **BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

Instruction 2(b) and 2(c)

Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddlers Ferry Power Stations.

Amend:— Loadings as follows:—

Drax, Eggborough, Ferrybridge Power Stations - 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations - 30 wagons per train.

(49D)

Page 11

ASKERN COLLIERY

Delete instructions and **substitute:**—

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter. **Until Sunday 26 October.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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 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).

DONCASTER STATION - PLATFORM 4

Due to Platform rebuilding works, trains stopping at Doncaster must stop at the moveable stop board provided. Passengers must be advised to take care when alighting.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

MP.32/NS

York

G. GRAHAM
Chief Operating Manager

10 OCTOBER, 1980

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 26 OCTOBER – BETWEEN ARKSEY AND SELBY (EXCLUSIVE) ALSO BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY (EXCLUSIVE)

Revised signalling will be progressively introduced. Full details are shown in Supplementary Signalling Notice No.108 and all concerned must be in possession of a copy of this notice. (46)

SUNDAY 26 OCTOBER – MANNINGHAM STATION JUNCTION

Frizinghall Siding, the Arrival line and the middle line will be abolished and the new Valley Departure/Arrival line will be brought into use. The junction will be replaced by a single lead junction.

Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Main 4-aspect colour light signal plated M8 (with signal-post telephone) will be provided to replace the semaphore Home signal.

A left-hand offset subsidiary signal applying towards Valley Arrival line will be provided.

The trailing crossover will be moved approximately 40 yards nearer to Shipley and the associated Up Main ground disc signal will be resited in the cess of the Up Main line. This disc will now apply :-
Up Main to Down Main or to Valley Arrival line.

Notice boards will be provided on the Valley Departure/Arrival line as follows :-

'STOP – TELEPHONE'

(Applicable to departing trains, and situated 55 yards after passing the hand-worked points)

'STOP, AWAIT INSTRUCTIONS'

(Applicable to arriving trains, and situated 110 yards before reaching the Hand-worked points). (46)

DETAILS OF WORK ALREADY CARRIED OUT
SELBY GOODS YARD

The number of sidings in Selby Goods Yard has been reduced, and the remaining sidings have been re-named Passenger Bay and Nos.1 to 10 across the Yard.

A diagram illustrating this re-numbering is included herein.

(New Item) (46)

BETWEEN RAWCLIFFE AND GOOLE

The temporary signal box at Goole Engine Shed Junction has been abolished. The Double to Single line points and Single Line to Departure/Arrival at Engine Shed Junction have been brought under control of Goole and new colour light signalling have been provided.

Reference should be made to the diagram included in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BURTON SALMON

The connections leading from Down Branch to Down Main have been secured out of use pending removal.

The trailing crossover between the Down and Up Main lines have also been secured out of use pending removal and associated disc signals abolished.

Altered Signals :-

The Junction Indicator position "4" has been removed from the Down Branch Home signal (No.12) to Down Main and the signal now applies (Main aspect) Down Branch to Down Pontefract.

The ground disc signal applying Up Pontefract to Down Pontefract has been repositioned on the right hand (cess) side of the Up Pontefract. (Amended item) (44)

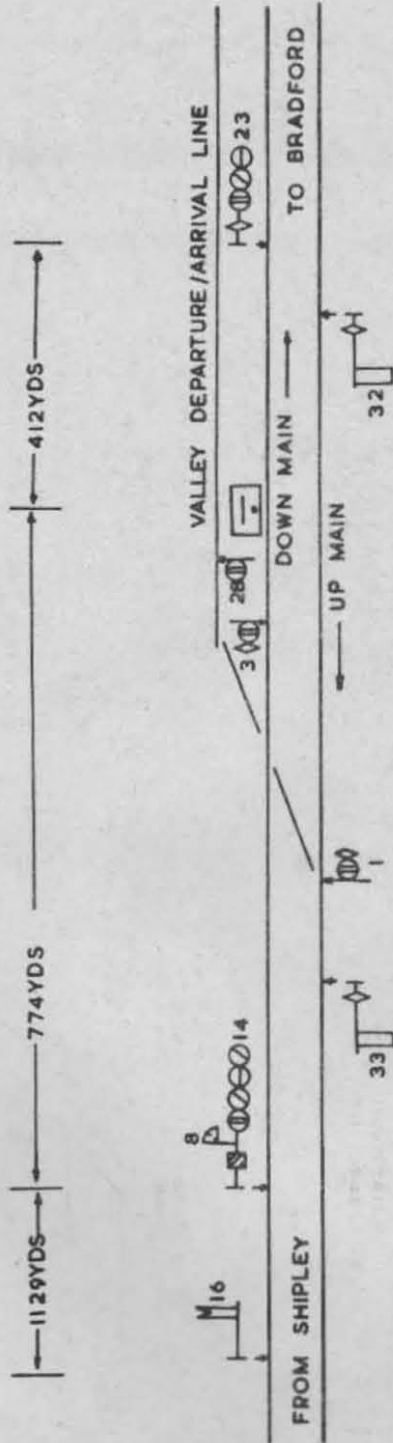
WHITEHALL YARD

The points leading to the 2 Sidings (Petty's) have been secured out of use. (New item) (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANNINGHAM



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN RAWCLIFFE AND GOOLE - continued

The Electric Token Block Regulations have been withdrawn and the T.C.B. Regulation applies between Rawcliffe and Goole. (T.C.B. Single Line Regulations apply over the Up/Down Wakefield single line). All former Engine Shed Junction signals and the following semaphore signals have been abolished:-

Goole

Up Wakefield Starting.
Down Wakefield Distant.

Rawcliffe

Up Wakefield Distant.

| New Signals | | G = Goole | | Aspect | Application to or towards |
|---------------------------------|-----------------------------|-----------|--|---|-----------------------------------|
| No. | Line | | | M = Main S = Subsidiary Route Indication | G.33 |
| G33R (Distant) | Down Wakefield | | | | G.33 |
| G.33 | Down Wakefield | | | M S | G.31 (Existing). Arrival Line. |
| G.34 | Up Wakefield Single line | | | M | Rawcliffe (R19) Home Signal. |
| G.36 | Departure Line | | | M | Rawcliffe Home Signal (R.19). |
| R15 (Distant) | Up Wakefield | | | | Rawcliffe Home (R19). |
| 89 (Elevated Position Light) | Up Wakefield | | | "M" "A" | G.31 (existing). Arrival Line. |

(89 signal will be elevated 11ft. above rail level).

(45)

BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD FORSTER SQUARE

The West Arrival line has been realigned approximately 10 ft. and renamed Down Main line.

The East Arrival line has been abolished and all trains use the Down Main (former West Arrival). A shunt spur (access at the Bradford End) has been retained for future use.

Manningham Station Junction

The facing points - Down Main to East Arrival line have been abolished.

The Down Main Home signal to East Arrival (left-hand semaphore bracket signal) has been abolished together with the East Arrival colour light Starting signal (No.19)

Bradford Forster Square

The facing connection leading from East Arrival (via the crossover between the Down and Up Mains) has been secured out of use in the normal position until further notice. East Arrival line colour light signal No.52 has been abolished.

(45)

** BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Until 19 October the West Arrival has been taken out of use and the facing points at the Manningham Station Jn. end have been secured for through running to East Arrival. All trains to travel on East Arrival

(43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

The East Departure line has been realigned approximately 10 feet and renamed Up Main. The West Departure line has been abolished but a shunt neck has been retained (with access from the Bradford end) and buffer stops have been provided 300 yards north of the points - West Departure/West Sidings.

Manningham Station Jn.

The trailing points - Up Main (former East Departure line) to West Departure have been secured out of use pending removal.

Signals Abolished

(Bradford Forster Square)

The route indicators have been removed from all platform starting signals.

West Departure colour light starting signal B20.

(Manningham Station Jn.)

West Departure Home to Up Main.

(43)

** BRIDLINGTON QUAY L.C.

The Loading Dock Line on the Down side at 31m. 1ch. has been clamped out of use until further notice.

(43)

** APPLEHURST LOOP

Increased use is being made of the level crossing at 0m. 15chs. by contractors vehicles and plant. An adjacent telephone to Shaftholme Junction signal box has been provided.

(43)

** MARSH LANE JN.

The ground frame and associated crossover have been abolished.

(43)

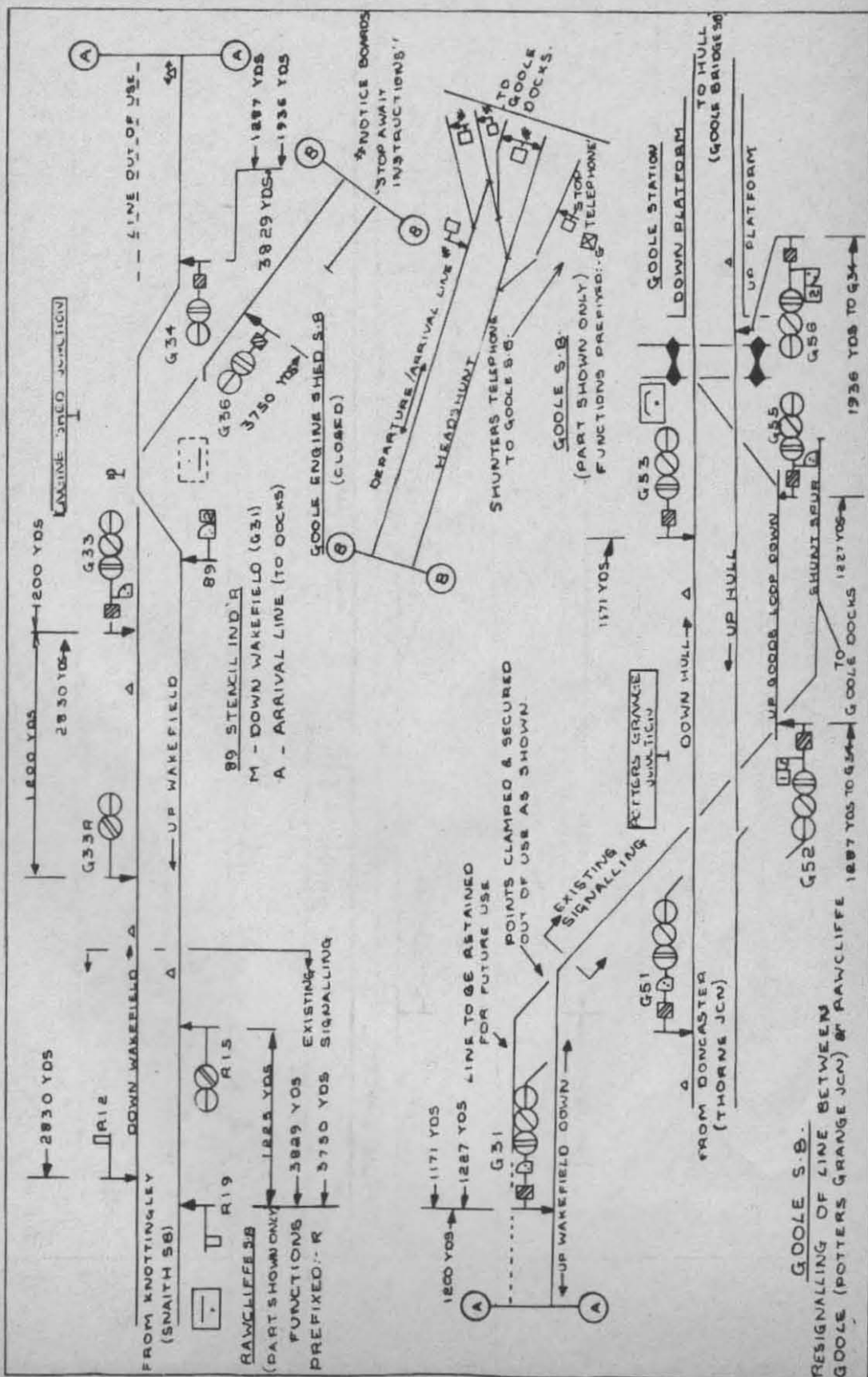
CLIFTON CARRIAGE SIDINGS

Siding No. 17 and the former reception road have been secured out of use until further notice (except to engineers trains).

(44)

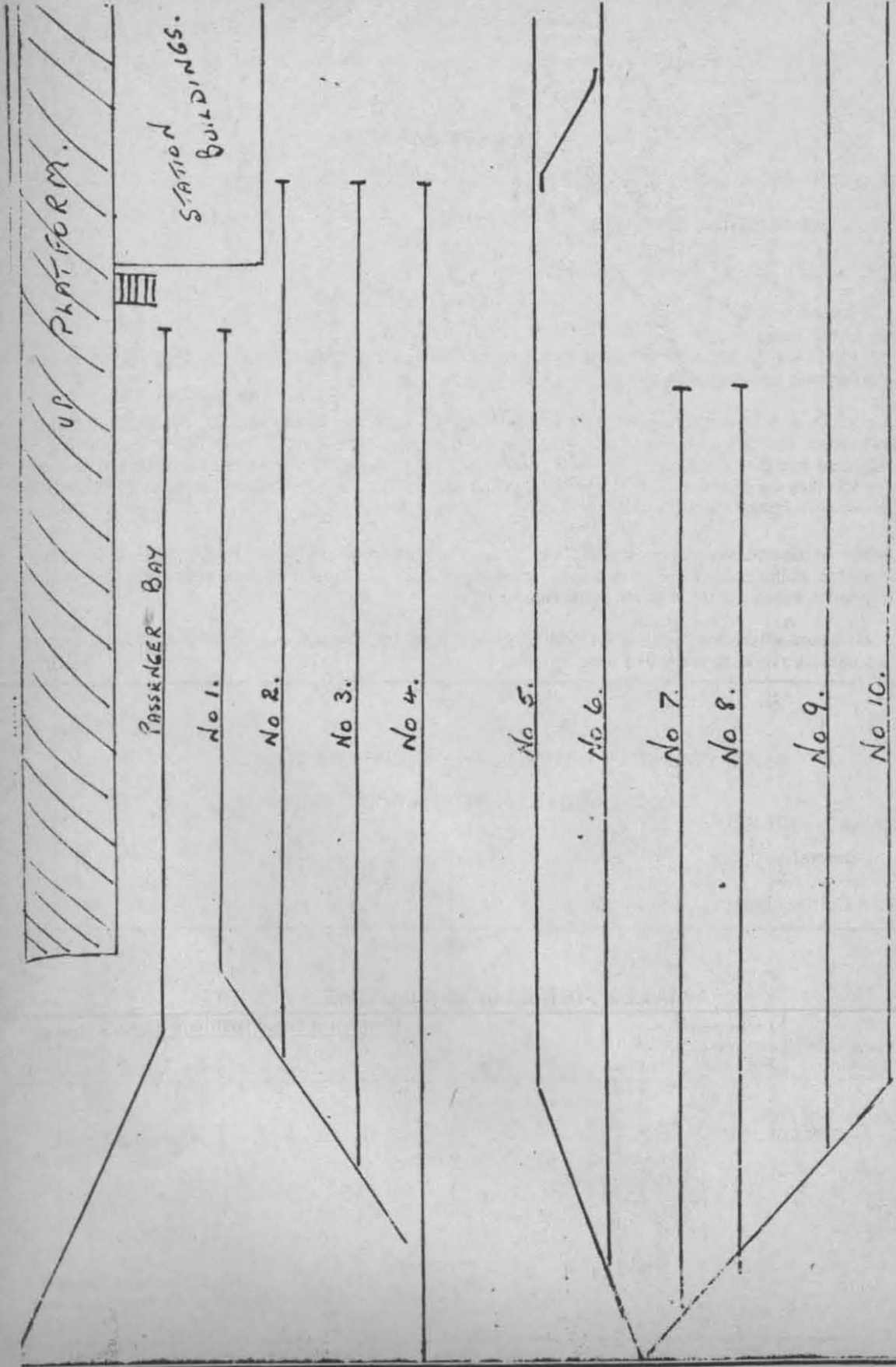
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SELBY OLD YARD - RENUMBERING OF SIDINGS

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 8 (Page 7 - ND 40D)

★ Delete:-

Askern Colliery Branch

Page
340

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 | |
| Add new table. | | | | | | |
| ASKERN COLLIERY BRANCH | | | | | | |
| | | Norton LC (See Page 56) | 0.00 | 10 | 10 | MAXIMUM PERMISSIBLE SPEED |
| | | End of O.T.W. | 0.32 | | | |

Until Sunday 26 October
(See ND40 for revised table)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

| Section of line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|----------------------------------|------------------------|--|
| Page 218 | | |
| Add :- ASKERN COLLIERY BRANCH | | |
| Askern Colliery Branch | Norton | Norton Shunter (Until Sunday 26 October) |

ALTERATIONS TO SECTIONAL APPENDIX

Page 274 Northern Area

Page 286 Southern Area

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add:-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340 (NS42-page 24)

ASKERN COLLIERY BRANCH

Delete heading and instructions

★

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 **BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

Instruction 2(b) and 2(c)

Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING
COLLIERIES (BR.30059/5)

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddlers Ferry Power Stations.

Amend:- Loadings as follows:-

Drax, Eggborough, Ferrybridge Power Stations - 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations - 30 wagons per train.

(49D)

Page 11

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Colliery must be hauled only and be accompanied on the branch by the Norton Shunter.
2. Upon arrival of the train at the "Stop - Examine Points" board within the Colliery/Coalite Plant area, the Guard must, after examining the points, give authority for it to proceed on to the Bunker Line.
3. Trains must proceed through the Bunker under the control of the special loading signals for tare-weighing at a speed not exceeding 3 m.p.h. and will be stopped with the last four wagons positioned beneath the Bunker.
4. Trains will be propelled through the Bunker for loading and gross weighing and must not exceed a speed of ½ m.p.h.
5. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
7. The train documents in duplicate will then be handed to the Guard.
8. The train must then be propelled clear of the points giving access to the Common Run Round line.
9. If a wagon is crippled, the Guard must advise the Norton Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Askern Shunter. **Until Sunday 26 October.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION - PLATFORM 4

Due to Platform rebuilding works, trains stopping at Doncaster must stop at the moveable stop board provided. Passengers must be advised to take care when alighting.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
 - Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
 - Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERS : B.R.30059/5

Page 11 (ND41/42)

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Bunker must be hauled only.
2. Trains must proceed through the Bunker for tare-weighing at a speed not exceeding 3m.p.h. to the furthest special loading signal.
3. Trains must then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing at a speed of ½m.p.h.

Pages 13/14

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES

Delete instructions and substitute:-

★ Colliery Bunker (S)

1. When a train arrives at shunt signal 2, the Guard must advise the N.C.B. Bunker Operator of the position of any wagons unfit for loading.
2. During adverse weather/poor rail conditions, the Guard must confer with the Driver and, if necessary, advise the Bunker Operator of the Driver's request not to part-load.
3. If tare weighing/part loading is to be performed, the Driver must engage A.S.S.C. and proceed through the bunker at a speed of ½m.p.h. when authorised and under the control of the special loading signals displaying the "Move at low speed in opposite direction to that required for "loading/unloading" aspect."
4. If part loading is not to be performed, the Driver must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing, when authorised and continue as far as special loading control signal D.
5. The Guard must, after ensuring the spring points are correctly set for the setting back movement, so advise the Bunker Operator.
6. The Driver must propel the train at ½m.p.h. through the bunker for completion of loading or performing full loading, as the case may be.
7. When the last wagon is in position for loading the Guard must operate the special loading signals to the "Stop Immediately" aspect, to prevent the locomotive entering the Bunker.
8. Throughout all loading operations, the Guard must be positioned at the emergency stop plunger and in an emergency he must stop the train by placing the special loading signals to the "Stop Immediately" aspect and must not allow loading to re-commence until he is satisfied it is safe to do so.
9. When the Bunker Operator has retracted the loading chutes, the Guard, on satisfying himself it is safe to do so must authorise the locomotive to reverse through the bunker.
10. The train must then continue to be propelled to a point clear of the connection with the run round line, at a speed not exceeding 3m.p.h.
11. The Guard must apply a minimum of 15 wagon brakes at the rear of the train before the locomotive is detached to run round.
12. The Guard must collect the train documents from the Bunker Operator and on completion of train preparation, advise him the train is ready to depart.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R.30059/5 - continued

Pages 13/14 - substitute - continued

Colliery Bunker (N)

1. The train must be stopped at a point on the bunker line to allow the Guard to alight near the trailing crossover and immediately the train has drawn clear, he must set the points to the "wide to gauge" position.
 2. The train must then proceed to the "Stop uncouple engine" board for the locomotive to be routed to the run round line.
 3. When advised by the Bunker Operator that the "mule" has been attached to the wagons, the Guard must release all hand brakes and advise the Bunker Operator of any wagons not fit for loading and confirm loading may commence.
 4. When loading is completed the Guard must obtain the permission of the Bunker Operator for the locomotive to set back to the train.
 5. The 'wide to gauge' points must then be operated for the train to depart.
 6. The Guard must authorise the release of the mule and retarders, collect the train documents and advise the Bunker Operator the train is ready to depart.
 7. When an M.G.R. train is ready to depart the Guard must in addition, operate the plunger at shunt signal 3/S122.
-

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

17 OCTOBER, 1980

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 NOVEMBER - DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION

The Down/Up West Slow line will be renamed Down/Up West Slow No.2 and a new line named Down/Up West Slow No.1 will be brought into use using the alignment of the former Down Goods and will form the straight through route of the Down Slow. The points at 155m. 39chs., leading from Down Slow/Down/Up West Slow No.1 to Down/Up West Slow No.2, and the points at 155m. 62chs. leading to and from Down Slow to Down/Up West Slow No.1 or No.2, will be brought into use (controlled from Doncaster).

The following new signals will be provided.

A new 4-aspect signal D260 (applying to Up Direction movements on the new Down/Up West Slow No.1) will be commissioned. A 3-way stencil-type route indicator and a subsidiary will be provided and the following indications will apply.

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---|
| Main | | D258 (Up Slow No.1) |
| Sub | "D" | 1458 Ground Position Light (Down Reception) |
| Sub | "U" | Up Reception Loop |
| Sub | "R" | Up West Goods |

A new 3-aspect signal (D273) applying to Down direction movements on the Down/Up West Slow No.1 will be commissioned. A 6-way theatre type route indicator and subsidiary will be provided and the following indications will apply:-

| | | |
|------|-----|---|
| Main | "V" | D293 (Two-way Goods) |
| Main | "8" | D291 (Platform 8 via route "A" or "C") |
| Main | "5" | Platform 5 |
| Main | | D285 (Down Slow) |
| Main | "F" | D283 (Down Fast) |
| Main | "3" | D281 (Up Slow) |
| Sub | "V" | Two-way Goods line occupied |
| Sub | "8" | Platform 8 line occupied via route "A" or "C" |
| Sub | "5" | Platform 5 line occupied |
| Sub | "4" | Down Slow line occupied |
| Sub | "3" | Up Slow line occupied |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 2 NOVEMBER - DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION - continued

Additional routes will apply from the following existing signals:-

| Signal | Line | Aspect | Route Indication |
|--|-----------------------|--------|------------------|
| (a) Up Direction towards new D260 signal | | | |
| D284 | Down Slow | Main | - |
| D286 | Platform 5 | Main | "1" |
| D288 | Down Platform Loop | Main | "1" |
| D290 | Two-way Goods | Main | "1" |
| D292 | Up Slow | Main | "1" |
| D294 | Up Fast | Main | "1" |
| (b) Down Direction towards new D273 signal | | | |
| D253 | Down and Up Slow No.1 | Main | - |
| D255 | Down Slow No.2 | Main | - (47) |

MONDAY 3 NOVEMBER - BETWEEN LOW MOOR AND THORNHILL

The points at Liversedge Junction will be secured out of use in the reverse position and the facing point at Low Moor giving access to the Single line will be secured out of use in the normal position.

Low Moor ground frame will be abolished (47)

MONDAY 3 NOVEMBER AND UNTIL FURTHER NOTICE - HUNSLET UP SIDINGS

Nos. 2, 3 and 4 sidings will be taken out of use. (47)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ARKSEY AND SELBY (EXCLUSIVE) ALSO BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY (EXCLUSIVE)

Revised signalling has been progressively introduced. Full details are shown in Supplementary Signalling Notice No.108 and all concerned must be in possession of a copy of this notice. (46)

MANNINGHAM STATION JUNCTION

Frizinghall Siding, the Arrival line and the middle line have been abolished and the new Valley Departure Arrival line has been brought into use. The junction has been replaced by a single lead junction.

Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Main 4-aspect colour light signal plated M8 (with signal-post telephone) has been provided to replace the semaphore Home signal.

A left-hand offset subsidiary signal applying towards Valley Arrival line has been provided.

The trailing crossover has been moved approximately 40 yards nearer to Shipley and the associated Up Main ground disc signal has been resited in the cess of the Up Main line. This disc now applies:-
Up Main to Down Main or to Valley Arrival line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANNINGHAM STATION JUNCTION - continued

Notice boards have been provided on the Valley Departure/Arrival line as follows:-

'STOP - TELEPHONE'

(Applicable to departing trains, and situated 55 yards after passing the hand-worked points)

'STOP, AWAIT INSTRUCTIONS'

(Applicable to arriving trains, and situated 110 yards before reaching the Hand-worked points).
(46)

SELBY GOODS YARD

The number of sidings in Selby Goods Yard has been reduced, and the remaining sidings have been re-named Passenger Bay and Nos.1 to 10 across the Yard.

A diagram illustrating this re-numbering is included herein.

(46)

BETWEEN RAWCLIFFE AND GOOLE

The temporary signal box at Goole Engine Shed Junction has been abolished. The Double to Single line points and Single Line to Departure/Arrival at Engine Shed Junction have been brought under control of Goole and new colour light signalling have been provided.

Reference should be made to the diagram included in this notice.

The Electric Token Block Regulations have been withdrawn and the T.C.B. Regulation applies between Rawcliffe and Goole. (T.C.B. Single Line Regulations apply over the Up/Down Wakefield single line).

All former Engine Shed Junction signals and the following semaphore signals have been abolished:-

Goole

Up Wakefield Starting.

Down Wakefield Distant.

Rawcliffe

Up Wakefield Distant.

| No. | Line | Aspect | | Application to or towards |
|---------------------------------|-----------------------------|----------|---------------------------------|-----------------------------------|
| | | M = Main | S = Subsidiary Route Indication | |
| G33R (Distant) | Down Wakefield | | | G.33 |
| G.33 | Down Wakefield | M | S | G.31 (Existing). Arrival Line. |
| G.34 | Up Wakefield Single line | M | | Rawcliffe (R19) Home Signal. |
| G.36 | Departure Line | M | | Rawcliffe Home Signal (R.19). |
| R15 (Distant) | Up Wakefield | | | Rawcliffe Home (R19). |
| 89 (Elevated Position Light) | Up Wakefield | | "M" "A" | G.31 (existing). Arrival Line. |

(89 signal will be elevated 11ft. above rail level).

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD FORSTER SQUARE

The West Arrival line has been realigned approximately 10 ft. and renamed Down Main line.

The East Arrival line has been abolished and all trains use the Down Main (former West Arrival). A shunt spur (access at the Bradford End) has been retained for future use.

Manningham Station Junction

The facing points - Down Main to East Arrival line have been abolished.

The Down Main Home signal to East Arrival (left-hand semaphore bracket signal) has been abolished together with the East Arrival colour light Starting signal (No.19)

Bradford Forster Square

The facing connection leading from East Arrival (via the crossover between the Down and Up Mains) has been secured out of use in the normal position until further notice. East Arrival line colour light signal No.52 has been abolished. (45)

**** CLIFTON CARRIAGE SIDINGS**

Siding No. 17 and the former reception road have been secured out of use until further notice (except to engineers trains). (44)

**** BURTON SALMON**

The connections leading from Down Branch to Down Main have been secured out of use pending removal.

The trailing crossover between the Down and Up Main lines have also been secured out of use pending removal and associated disc signals abolished.

Altered Signals :-

The Junction Indicator position "4" has been removed from the Down Branch Home signal (No.12) to Down Main and the signal now applies (Main aspect) Down Branch to Down Pontefract.

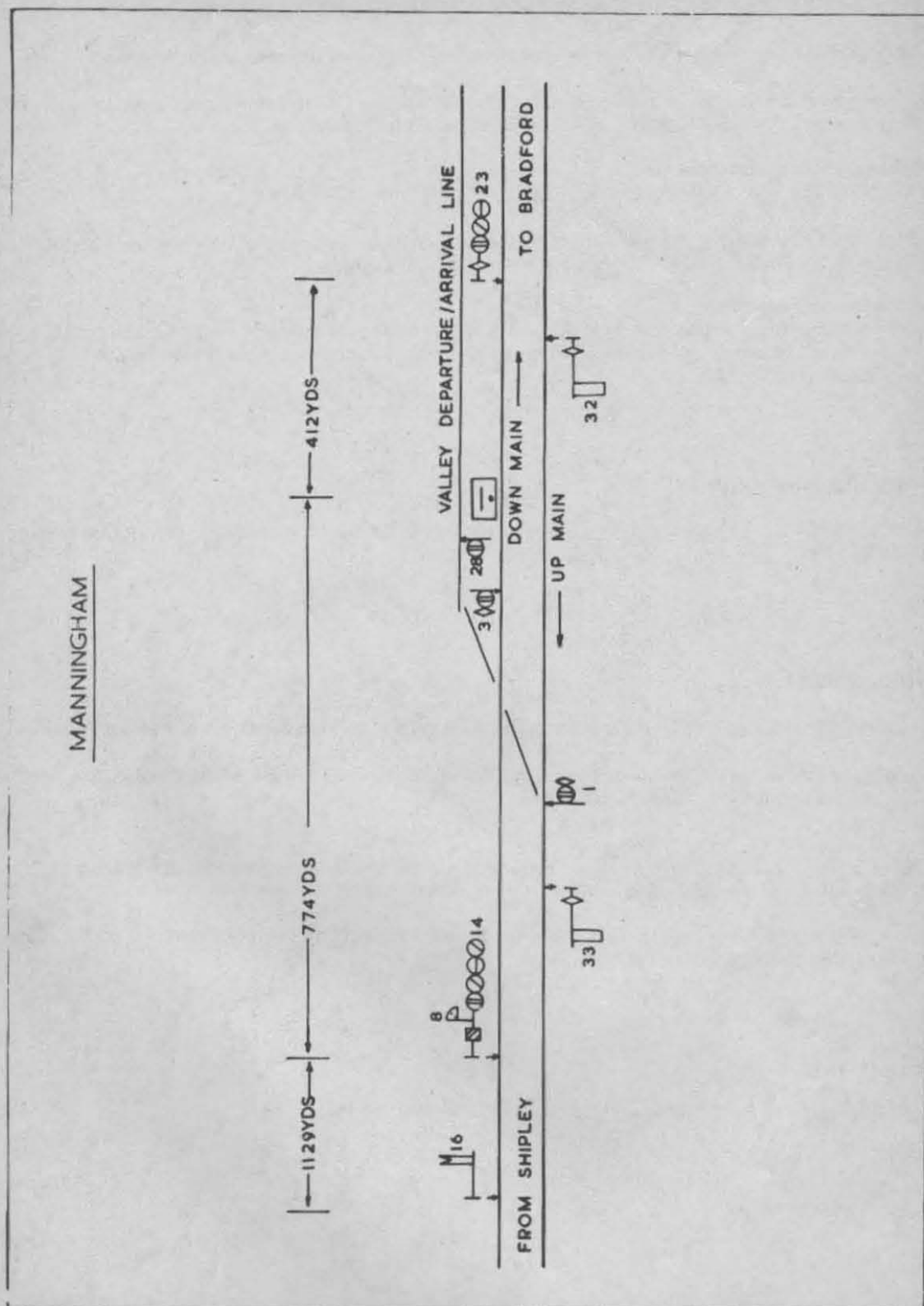
The ground disc signal applying Up Pontefract to Down Pontefract has been repositioned on the right hand (cess) side of the Up Pontefract. (44)

WHITEHALL YARD

The points leading to the 2 Sidings (Petty's) have been secured out of use. (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - 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 GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 8 (Page 7 - ND 40D)

Delete:-

Askern Colliery Branch

Page
340

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 Up m.p.h. | At or Between | |
| Page 56 | | | | | | |
| SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. | | | | | | |
| ★ | Amend | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED (w.e.f. Sunday 2 November) |
| Page 132 | | | | | | |
| WATH ROAD JN. TO BURTON SALMON Between Hickleton Main Colliery Sidings and Moorthorpe South | | | | | | |
| ★ | Delete :- | | | 20 | | 13m. 0ch. and 12m. 26ch. (w.e.f. Monday 3 November) |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add:—

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340 (NS42—page 24)

ASKERN COLLIERY BRANCH

Delete heading and instructions

Page 379 BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

★ Delete heading and item thereunder.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2(b) and 2(c)

Add :— The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

WORKING MANUAL, WHITE PAGES, SECTION C2

★ PROCAR 80 MOTORCAR CARRYING VEHICLES

Movement of this type of vehicle, in both loaded and empty condition, must be made under the "Exceptional Load" procedure as defined in the Working Manual, Green Pages D1/5 and White Pages C2.

1. The Train must be identified by 'X' head code.
2. Special bell signal 2-1-6 to be observed.
3. Line must be advised, prior to any intended movement.
4. Form BR.29973 to be issued to train crew showing the authorised route.
5. Wagons must carry the 'Exceptional Load' label – BR.21349.
6. When conveyed in less than train load, special marshalling restrictions do not apply.

Signalmen to Note:—

- (a) Passage of the train to be specially observed.
- (b) Appropriate reminder appliances to be used to ensure that no premature operation of points/signals can be inadvertently initiated.
- (c) If power worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance placed. (MO11/331/Procar 80) (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION - PLATFORM 4

Due to Platform rebuilding works, trains stopping at Doncaster must stop at the moveable stop board provided. Passengers must be advised to take care when alighting.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
 - Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
 - Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5

Page 11 (ND41/42)

ASKERN COLLIERY

★ Delete instructions and substitute:-

1. Trains for the Bunker must be hauled only.
2. Trains must proceed through the Bunker for weighing at a speed not exceeding 3 m.p.h. to the furthest special loading signal.
3. Trains will then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing and must not exceed a speed of $\frac{1}{2}$ m.p.h.
4. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
5. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
6. The train documents in duplicate will then be handed to the Guard.
7. The train must then be propelled clear of the points giving access to the Common Run Round line.
8. If a wagon is crippled, the Guard must advise the Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Shunter.

Pages 13/14

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES

Delete instructions and substitute:-

Colliery Bunker (S)

1. When a train arrives at shunt signal 2, the Guard must advise the N.C.B. Bunker Operator of the position of any wagons unfit for loading.
2. During adverse weather/poor rail conditions, the Guard must confer with the Driver and, if necessary, advise the Bunker Operator of the Driver's request not to part-load.
3. If tare weighing/part loading is to be performed, the Driver must engage A.S.S.C. and proceed through the bunker at a speed of $\frac{1}{2}$ m.p.h. when authorised and under the control of the special loading signals displaying the "Move at low speed in opposite direction to that required for loading aspect".
4. If part loading is not to be performed, the Driver must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing, when authorised and continue as far as special loading control signal D.
5. The Guard must, after ensuring the spring points are correctly set for the setting back movement, so advise the Bunker Operator.
6. The Driver must propel the train at $\frac{1}{2}$ m.p.h. through the bunker for completion of loading or performing full loading, as the case may be.
7. When the last wagon is in position for loading the Guard must operate the special loading signals to the "Stop Immediately" aspect, to prevent the locomotive entering the Bunker.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R.30059/5 - continued

Pages 13/14 - substitute - continued

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES - continued

8. Throughout all loading operations, the Guard must be positioned at the emergency stop plunger and in an emergency he must stop the train by placing the special loading signals to the "Stop Immediately" aspect and must not allow loading to re-commence until he is satisfied it is safe to do so.
9. When the Bunker Operator has retracted the loading chutes, the Guard, on satisfying himself it is safe to do so must authorise the locomotive to reverse through the bunker.
10. The train must then continue to be propelled to a point clear of the connection with the run round line, at a speed not exceeding 3m.p.h.
11. The Guard must apply a minimum of 15 wagon brakes at the rear of the train before the locomotive is detached to run round.
12. The Guard must collect the train documents from the Bunker Operator and on completion of train preparation, advise him the train is ready to depart.

Colliery Bunker (N)

1. The train must be stopped at a point on the bunker line to allow the Guard to alight near the trailing crossover and immediately the train has drawn clear, he must set the points to the "wide to gauge" position.
2. The train must then proceed to the "Stop uncouple engine" board for the locomotive to be routed to the run round line.
3. When advised by the Bunker Operator that the "mule" has been attached to the wagons, the Guard must release all hand brakes and advise the Bunker Operator of any wagons not fit for loading and confirm loading may commence.
4. When loading is completed the Guard must obtain the permission of the Bunker Operator for the locomotive to set back to the train.
5. The 'wide to gauge' points must then be operated for the train to depart.
6. The Guard must authorise the release of the mule and retarders, collect the train documents and advise the Bunker Operator the train is ready to depart.
7. When an M.G.R. train is ready to depart the Guard must in addition, operate the plunger at shunt signal 3/S122.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

24 OCTOBER, 1980

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

45

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1980

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 9 NOVEMBER – MANNINGHAM STATION JUNCTION – BRADFORD VALLEY GOODS YARD

The Departure line will be abolished, and the Middle line will serve as the new Valley Departure/Arrival line. (48)

TUESDAY 11 NOVEMBER – YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P.W. Yard will be abolished, together with associated signals and the points will in future be hand operated. (48)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION

The Down/Up West Slow line has been renamed Down/Up West Slow No.2 and a new line named Down/Up West Slow No.1 has been brought into use using the alignment of the former Down Goods and forms the straight through route of the Down Slow. The points at 155m 39chs, leading from Down Slow/Down/Up West Slow No.1 to Down/Up West Slow No.2 and the points at 155m 62chs leading to and from Down Slow to Down/Up West Slow No.1 or No.2 have been brought into use (controlled from Doncaster). The following new signals have been provided.

A new 4-aspect signal D260 (applying to Up Direction movements on the new Down/Up West Slow No.1) has been commissioned. A 3-way stencil type route indicator and a subsidiary have been provided and the following indications apply.

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---|
| Main | | D258 (Up Slow No.1) |
| Sub | "D" | 1458 Ground Position Light (Down Reception) |
| Sub | "U" | Up Reception Loop |
| Sub | "R" | Up West Goods |

A new 3-aspect signal (D273) applying to Down direction movements on the Down/Up West Slow No.1 has been commissioned. A 6-way theatre type route indicator and subsidiary has been provided and the following indications apply :-

| | | |
|------|-----|---|
| Main | "V" | D293 (Two-way Goods) |
| Main | "8" | D291 (Platform 8 via route "A" or "C") |
| Main | "5" | Platform 5 |
| Main | | D285 (Down Slow) |
| Main | "F" | D283 (Down Fast) |
| Main | "3" | D281 (Up Slow) |
| Sub | "V" | Two-way Goods line occupied |
| Sub | "8" | Platform 8 line occupied via route "A" or "C" |
| Sub | "5" | Platform 5 line occupied |
| Sub | "4" | Down Slow line occupied |
| Sub | "3" | Up Slow line occupied |

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

Additional routes will apply from the following existing signals :-

| Signal | Line | Aspect | Route Indication |
|--|-----------------------|--------|------------------|
| (a) Up Direction towards new D260 signal | | | |
| D284 | Down Slow | Main | — |
| D286 | Platform 5 | Main | “1” |
| D288 | Down Platform Loop | Main | “1” |
| D290 | Two-way Goods | Main | “1” |
| D292 | Up Slow | Main | “1” |
| D294 | Up Fast | Main | “1” |
| (b) Down Direction towards new D273 signal | | | |
| D253 | Down and Up Slow No.1 | Main | — |
| D255 | Down Slow No.2 | Main | — (47) |

BETWEEN LOW MOOR AND THORNHILL

The points at Liversedge Junction have been secured out of use in the reverse position and the facing points at Low Moor giving access to the Single line have been secured out of use in the normal position.

Low Moor ground frame has been abolished. (47)

HUNSLET UP SIDINGS

Nos.2, 3 and 4 sidings have been taken out of use. (47)

BETWEEN ARKSEY AND SELBY (EXCLUSIVE) ALSO BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY (EXCLUSIVE)

Revised signalling has been progressively introduced. Full details are shown in Supplementary Signalling Notice No.108 and all concerned must be in possession of a copy of this notice. (46)

MANNINGHAM STATION JUNCTION

Frizinghall Siding, the Arrival line and the middle line have been abolished and the new Valley Departure/Arrival line has been brought into use. The junction has been replaced by a single lead junction.

Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Main 4-aspect colour light signal plated M8 (with signal-post telephone) has been provided, to replace the semaphore Home signal.

A left-hand offset subsidiary signal applying towards Valley Arrival line has been provided.

The trailing crossover has been moved approximately 40 yards nearer to Shipley and the associated Up Main ground disc signal has been resited in the cess of the Up Main line. This disc now applies:—
Up Main to Down Main or to Valley Arrival line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANNINGHAM STATION JUNCTION - continued

Notice boards have been provided on the Valley Departure/Arrival line as follows:-

'STOP - TELEPHONE'

(Applicable to departing trains, and situated 55 yards after passing the hand-worked points)

'STOP, AWAIT INSTRUCTIONS'

(Applicable to arriving trains, and situated 110 yards before reaching the Hand-worked points).
(46)

SELBY GOODS YARD

The number of sidings in Selby Goods Yard has been reduced, and the remaining sidings have been re-named Passenger Bay and Nos.1 to 10 across the Yard.

A diagram illustrating this re-numbering is included herein.

(46)

** BETWEEN RAWCLIFFE AND GOOLE

The temporary signal box at Goole Engine Shed Junction has been abolished. The Double to Single line points and Single Line to Departure/Arrival at Engine Shed Junction have been brought under control of Goole and new colour light signalling have been provided.

Reference should be made to the diagram included in this notice.

The Electric Token Block Regulations have been withdrawn and the T.C.B. Regulation applies between Rawcliffe and Goole. (T.C.B. Single Line Regulations apply over the Up/Down Wakefield single line).

All former Engine Shed Junction signals and the following semaphore signals have been abolished:-

Goole

Up Wakefield Starting.

Down Wakefield Distant.

Rawcliffe

Up Wakefield Distant.

New Signals

G = Goole

Aspect

M = Main

S = Subsidiary Route Indication

Application to
or towards

| No. | Line | Aspect | Application to or towards |
|---------------------------------|-----------------------------|------------|-----------------------------------|
| G33R (Distant) | Down Wakefield | | G.33 |
| G.33 | Down Wakefield | M S | G.31 (Existing). Arrival Line. |
| G.34 | Up Wakefield Single line | M | Rawcliffe (R19) Home Signal. |
| G.36 | Departure Line | M | Rawcliffe Home Signal (R.19). |
| R15 (Distant) | Up Wakefield | | Rawcliffe Home (R19). |
| 89 (Elevated Position Light) | Up Wakefield | "M" "A" | G.31 (existing). Arrival Line. |

(89 signal will be elevated 11ft. above rail level).

(45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD FORSTER SQUARE**

The West Arrival line has been realigned approximately 10 ft. and renamed Down Main line.

The East Arrival line has been abolished and all trains use the Down Main (former West Arrival). A shunt spur (access at the Bradford End) has been retained for future use.

Manningham Station Junction

The facing points – Down Main to East Arrival line have been abolished.

The Down Main Home signal to East Arrival (left-hand semaphore bracket signal) has been abolished together with the East Arrival colour light Starting signal (No.19)

Bradford Forster Square

The facing connection leading from East Arrival (via the crossover between the Down and Up Mains) has been secured out of use in the normal position until further notice. East Arrival line colour light signal No.52 has been abolished. (45)

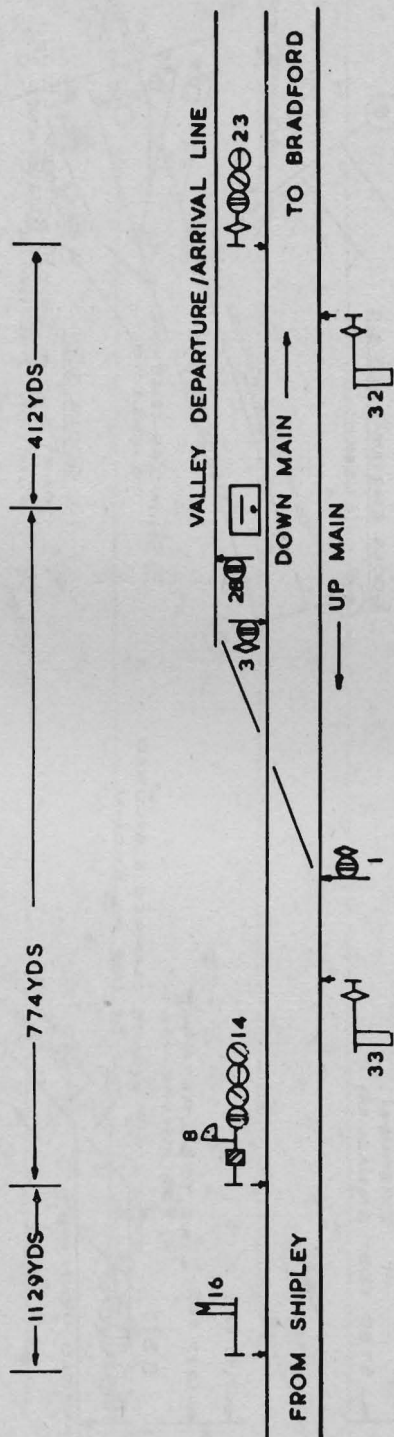
**** WHITEHALL YARD**

The points leading to the 2 Sidings (Petty's) have been secured out of use. (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

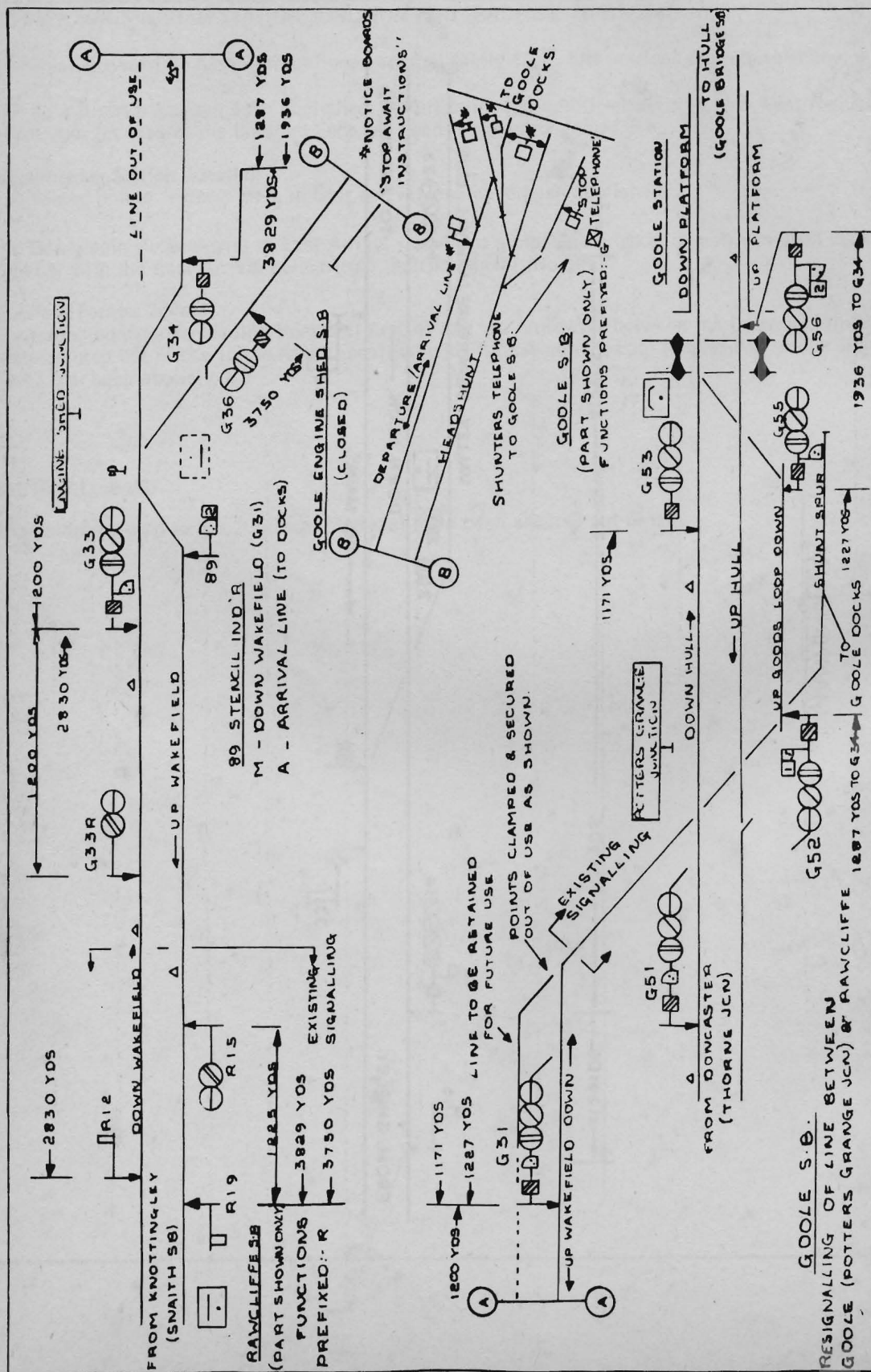
DETAILS OF WORK ALREADY CARRIED OUT - continued

MANNINGHAM



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

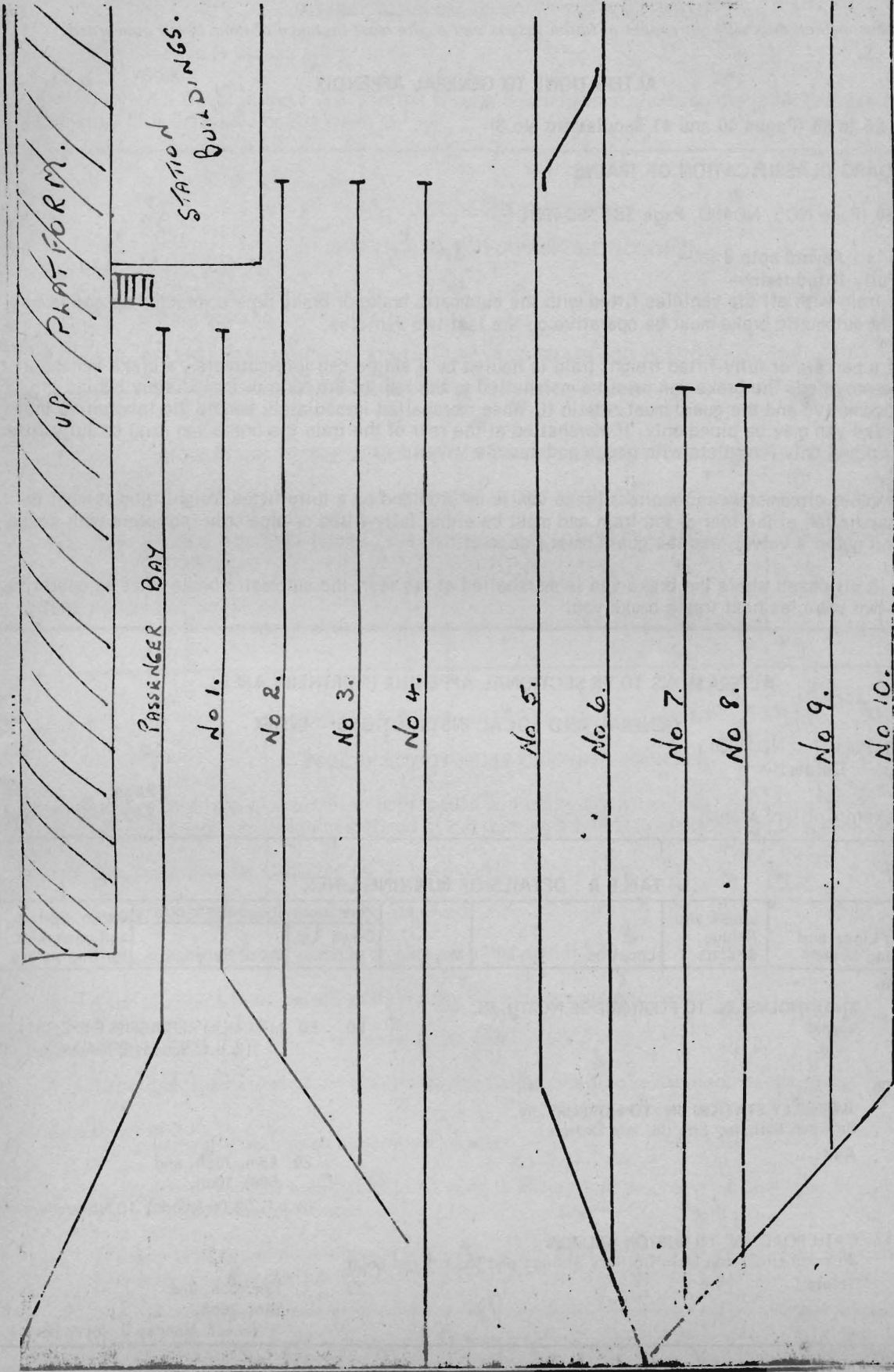
DETAILS OF WORK ALREADY CARRIED OUT - continued



GOOLE S.B. RESIGNALLING OF LINE BETWEEN GOOLE (POTTERS GRANGE JCN) & RAWCLIFFE

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SELBY OLD YARD - RENUMBERING OF SIDINGS

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION – PLATFORM 4

Due to Platform rebuilding works, trains stopping at Doncaster must stop at the moveable stop board provided. Passengers must be advised to take care when alighting.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5

Page 11 (ND41/42)

ASKERN COLLIERY

Delete instructions and substitute:-

- Trains for the Bunker must be hauled only.
- Trains must proceed through the Bunker for weighing at a speed not exceeding 3 m.p.h. to the furthest special loading signal.
- Trains will then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing and must not exceed a speed of ½ m.p.h.
- During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
: BR.30059/5 – continued

Page 11 – substitute – continued

5. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
6. The train documents in duplicate will then be handed to the Guard.
7. The train must then be propelled clear of the points giving access to the Common Run Round line.
8. If a wagon is crippled, the Guard must advise the Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Shunter. (49D)

Pages 13/14

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES**Delete instructions and substitute:—****Colliery Bunker (S)**

1. When a train arrives at shunt signal 2, the Guard must advise the N.C.B. Bunker Operator of the position of any wagons unfit for loading.
2. During adverse weather/poor rail conditions, the Guard must confer with the Driver and, if necessary, advise the Bunker Operator of the Driver's request not to part-load.
3. If tare weighing/part loading is to be performed, the Driver must engage A.S.S.C. and proceed through the bunker at a speed of ½m.p.h. when authorised and under the control of the special loading signals displaying the "Move at low speed in opposite direction to that required for "loading aspect".
4. If part loading is not to be performed, the Driver must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing, when authorised and continue as far as special loading control signal D.
5. The Guard must, after ensuring the spring points are correctly set for the setting back movement, so advise the Bunker Operator.
6. The Driver must propel the train at ½m.p.h. through the bunker for completion of loading or performing full loading, as the case may be.
7. When the last wagon is in position for loading the Guard must operate the special loading signals to the "Stop Immediately" aspect, to prevent the locomotive entering the Bunker.
8. Throughout all loading operations, the Guard must be positioned at the emergency stop plunger and in an emergency he must stop the train by placing the special loading signals to the "Stop Immediately" aspect and must not allow loading to re-commence until he is satisfied it is safe to do so.
9. When the Bunker Operator has retracted the loading chutes, the Guard, on satisfying himself it is safe to do so must authorise the locomotive to reverse through the bunker.
10. The train must then continue to be propelled to a point clear of the connection with the run round line, at a speed not exceeding 3m.p.h.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R.30059/5 – continued

Pages 13/14 – substitute – continued

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES – continued

11. The Guard must apply a minimum of 15 wagon brakes at the rear of the train before the locomotive is detached to run round.
12. The Guard must collect the train documents from the Bunker Operator and on completion of train preparation, advise him the train is ready to depart.

Colliery Bunker (N)

1. The train must be stopped at a point on the bunker line to allow the Guard to alight near the trailing crossover and immediately the train has drawn clear, he must set the points to the "wide to gauge" position.
2. The train must then proceed to the "Stop uncouple engine" board for the locomotive to be routed to the run round line.
3. When advised by the Bunker Operator that the "mule" has been attached to the wagons, the Guard must release all hand brakes and advise the Bunker Operator of any wagons not fit for loading and confirm loading may commence.
4. When loading is completed the Guard must obtain the permission of the Bunker Operator for the locomotive to set back to the train.
5. The 'wide to gauge' points must then be operated for the train to depart.
6. The Guard must authorise the release of the mule and retarders, collect the train documents and advise the Bunker Operator the train is ready to depart.
7. When an M.G.R. train is ready to depart the Guard must in addition, operate the plunger at shunt signal 3/S122. (49D)

★ SUNDAY 9 to SUNDAY 16 NOVEMBER – KILDWICK

The Main/Main crossover situated at 216m. 55chs. will temporarily be out of use between the above dates.

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 |
|--------------------------|---|----------------------|-----------------|
| ★ Carr TMD No.12 Road | Construction work. Restricted clearance. | 08 00 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

31 OCTOBER, 1980

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



NS

EASTERN REGION

46

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 NOVEMBER

TO

FRIDAY 21 NOVEMBER 1980

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 16 NOVEMBER – MILFORD

The Down Pontefract Home signal to Down Main and (on the right-hand doll) to Down Branch, together with the associated disc signals mounted on the signal post applying (upper disc) to Down Sidings and (lower disc) to West Sidings, will be repositioned 90 yards further from the signal box.

The disc signal applying – Up Pontefract to Down Branch or to West Sidings, in future will apply as follows:-

Up Pontefract to Down Branch
 Up Pontefract to West Sidings
 Up Pontefract to Up Main ground disc (49)

SUNDAY 16 NOVEMBER – KILDWICK STATION

The ground disc signal applying – Up Main to Down Main, will be repositioned on the right-hand (cess) side of the line.

The ground disc signal applying Down Main to Up Main will be repositioned on the right-hand (cess) side of the line. (49)

SUNDAY 16 NOVEMBER – DECOY NORTH JN.

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception siding will be elevated 11 feet above rail level and repositioned on the right hand (Opposite) side of the line. (49)

DETAILS OF WORK ALREADY CARRIED OUT

MANNINGHAM STATION JUNCTION – BRADFORD VALLEY GOODS YARD

The Departure line has been abolished and the Middle line serves as the new Valley Departure/ Arrival line. (48)

YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P.W. Yard has been abolished, together with associated signals and the points are now hand operated. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THORNHILL P.S. SIDINGS

All CEGB lines have been secured out of use until Monday 22 December.

(New Item) (49)

BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY

The catch points in the Down Knottingley at 61m. 12chs. have been removed and plain line installed.

(New Item) (49)

DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION

The Down/Up West Slow line has been renamed Down/Up West Slow No.2 and a new line named Down/Up West Slow No.1 has been brought into use using the alignment of the former Down Goods and forms the straight through route of the Down Slow. The points at 155m 39chs, leading from Down Slow/Down/Up West Slow No.1 to Down/Up West Slow No.2 and the points at 155m 62chs leading to and from Down Slow to Down/Up West Slow No.1 or No.2 have been brought into use (controlled from Doncaster).

The following new signals have been provided.

A new 4-aspect signal D260 (applying to Up Direction movements on the new Down/Up West Slow No.1) has been commissioned. A 3-way stencil type route indicator and a subsidiary have been provided and the following indications apply.

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---|
| Main | | D258 (Up Slow No.1) |
| Sub | "D" | 1458 Ground Position Light (Down Reception) |
| Sub | "U" | Up Reception Loop |
| Sub | "R" | Up West Goods |

A new 3-aspect signal (D273) applying to Down direction movements on the Down/Up West Slow No.1 has been commissioned. A 6-way theatre type route indicator and subsidiary has been provided and the following indications apply :-

| | | |
|------|-----|---|
| Main | "V" | D293 (Two-way Goods) |
| Main | "8" | D291 (Platform 8 via route "A" or "C") |
| Main | "5" | Platform 5 |
| Main | | D285 (Down Slow) |
| Main | "F" | D283 (Down Fast) |
| Main | "3" | D281 (Up Slow) |
| Sub | "V" | Two-way Goods line occupied |
| Sub | "8" | Platform 8 line occupied via route "A" or "C" |
| Sub | "5" | Platform 5 line occupied |
| Sub | "4" | Down Slow line occupied |
| Sub | "3" | Up Slow line occupied |

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

Additional routes will apply from the following existing signals :-

| Signal | Line | Aspect | Route Indication |
|--|-----------------------|--------|------------------|
| (a) Up Direction towards new D260 signal | | | |
| D284 | Down Slow | Main | — |
| D286 | Platform 5 | Main | “1” |
| D288 | Down Platform Loop | Main | “1” |
| D290 | Two-way Goods | Main | “1” |
| D292 | Up Slow | Main | “1” |
| D294 | Up Fast | Main | “1” |
| (b) Down Direction towards new D273 signal | | | |
| D253 | Down and Up Slow No.1 | Main | — |
| D255 | Down Slow No.2 | Main | — (47) |

BETWEEN LOW MOOR AND THORNHILL

The points at Liversedge Junction have been secured out of use in the reverse position and the facing points at Low Moor giving access to the Single line have been secured out of use in the normal position.

Low Moor ground frame has been abolished. (47)

HUNSLET UP SIDINGS

Nos.2, 3 and 4 sidings have been taken out of use. (47)

**** BETWEEN ARKSEY AND SELBY (EXCLUSIVE) ALSO BETWEEN SHAFTHOLME JUNCTION
* AND KNOTTINGLEY (EXCLUSIVE)**

Revised signalling has been progressively introduced. Full details are shown in Supplementary Signalling Notice No.108 and all concerned must be in possession of a copy of this notice. (46)

**** MANNINGHAM STATION JUNCTION

Frizinghall Siding, the Arrival line and the middle line have been abolished and the new Valley Departure/Arrival line has been brought into use. The junction has been replaced by a single lead junction.

Reference should be made to the diagram included in this notice.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** MANNINGHAM STATION JUNCTION – continued**

Signalling Alterations

A new Down Main 4-aspect colour light signal plated M8 (with signal-post telephone) has been provided, to replace the semaphore Home signal.

A left-hand offset subsidiary signal applying towards Valley Arrival line has been provided.

The trailing crossover has been moved approximately 40 yards nearer to Shipley and the associated Up Main ground disc signal has been resited in the cess of the Up Main line. This disc now applies:–
Up Main to Down Main or to Valley Arrival line.

Notice boards have been provided on the Valley Departure/Arrival line as follows:–

‘STOP – TELEPHONE’

(Applicable to departing trains, and situated 55 yards after passing the hand-worked points)

‘STOP, AWAIT INSTRUCTIONS’

(Applicable to arriving trains, and situated 110 yards before reaching the Hand-worked points).

(46)

**** SELBY GOODS YARD**

The number of sidings in Selby Goods Yard has been reduced, and the remaining sidings have been re-named Passenger Bay and Nos.1 to 10 across the Yard.

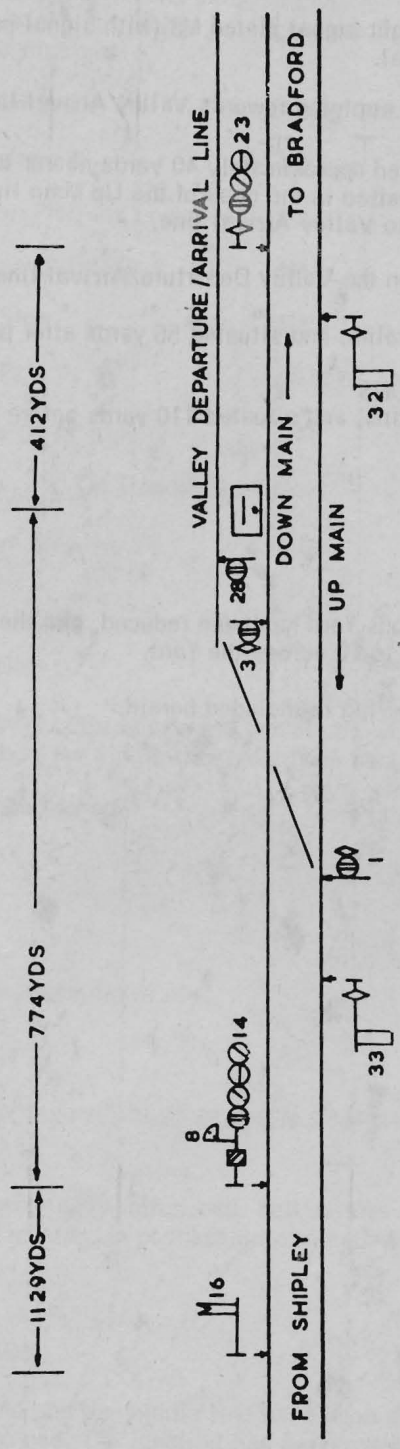
A diagram illustrating this re-numbering is included herein.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

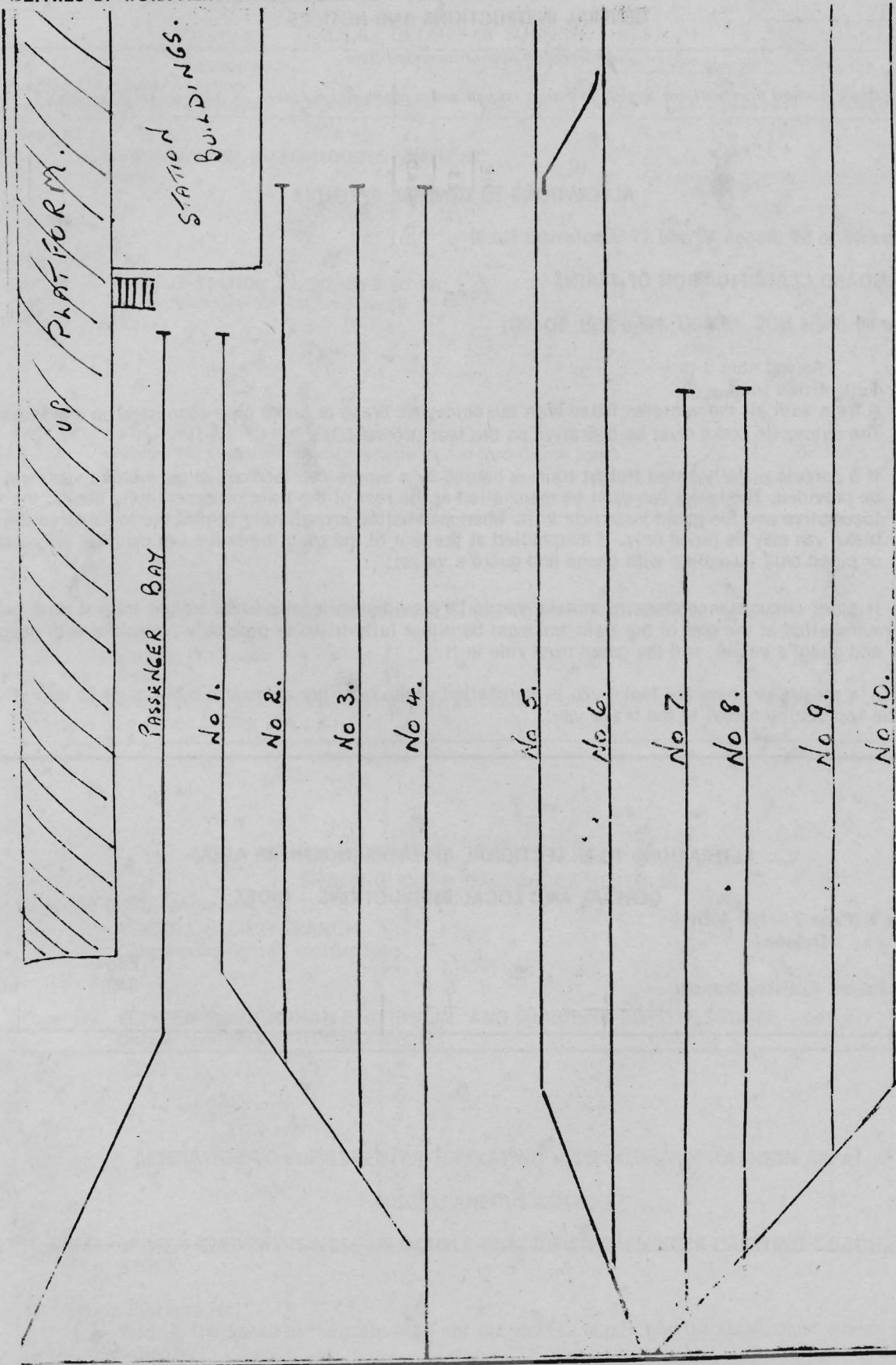
DETAILS OF WORK ALREADY CARRIED OUT - continued

** MANNINGHAM



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SELBY OLD YARD - RENUMBERING OF SIDINGS

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
 2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
 3. Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.
-

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5**

Page 11 (ND41/42)

ASKERN COLLIERY

Delete instructions and **substitute**:-

1. Trains for the Bunker must be hauled only.
2. Trains must proceed through the Bunker for weighing at a speed not exceeding 3 m.p.h. to the furthestmost special loading signal.
3. Trains will then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing and must not exceed a speed of ½ m.p.h.
4. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
5. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
6. The train documents in duplicate will then be handed to the Guard.
7. The train must then be propelled clear of the points giving access to the Common Run Round line.
8. If a wagon is crippled, the Guard must advise the Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Shunter. (49D)

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 NOVEMBER - SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), will be repositioned 20 yards further south. (50)

MONDAY 24 NOVEMBER - WARSOP JN.

The trailing connection from Down Main to Down Sidings will be secured out of use in the normal position, pending removal of the connection and sidings.

The associated signalling will be abolished. (50)

SUNDAY 23 NOVEMBER - ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION

Kilnhurst West South and Wath Road Junction signal boxes, together with all signals worked therefrom will be abolished.

New colour light signalling will be commissioned, and the Track Circuit Block Regulations will apply between Sheffield and Wath North on the Down and Up Main lines (former Fast/Passenger lines) and between Sheffield and Dearne Jn. on the Down and Up Pontefract lines (former Slow/Branch lines).

Between Wath Road Junction and Dearne Valley Colliery Sidings

The Down Goods line will be taken out of use.

Between Wath North and Wath Road Junction

The Up Goods line will be taken out of use.

Between Dearne Valley Colliery Sidings and Wath North

The Up Goods will remain in use as a Headshunt for movements to and from Dearne Valley Colliery Sidings. The Wath North Up Goods Home signal will be maintained in the "ON" position and the Up Goods will not be available for use immediately ahead of this signal.

Permanent Way Alterations

Wath Road Junction

All points and connections between Fast and Slow lines etc. will be secured out of use pending removal.

Swinton Junction (166 3/4 m.p.)

New crossovers, controlled by Sheffield will be commissioned, which will provide running connections between the Pontefract lines and the Main lines.

Kilnhurst North Ground Frame

The connection to Croda Chemical Works Private Sidings will be moved 75 yards further South and will be controlled from Sheffield Signal Box. The existing ground frame will be repositioned and one lever will control the "STOP SHUNTING" signal at the exit from the Works.

Between Kilnhurst West South and Aldwarke Junction

The Up Through Siding will be "Stop-blocked" on each side of Roundwood Sidings which will be removed (between 165 1/2 and 165 m.p.). The Up Through Siding will be renamed Up Siding at each end. Kilnhurst West Goods Yard and the associated sidings will be abolished.

Roundwood single lever ground frame will be abolished.

All points previously controlled by Kilnhurst West South will now be controlled by Sheffield, with the exception of the trailing connection to the Goods Yard which will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 23 NOVEMBER - ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION
- continued

Automatic Warning System

The A.W.S. will be provided on all running signals.

Reference should be made to the diagrams included in this notice.

Description of signals

Prefix of signal box to which signal post telephone is connected

S or SA = Sheffield; C = Cudworth Station; D = Dearne Junction;
WN = Wath North; K = Former Kilmhurst West South signal replaced.

Down Direction

| Signal | Line | Aspect M = Main S = Sub | Route Indication JI - Junction Indicator | Application to or towards |
|--------|-----------------|-------------------------------|---|--|
| S455 | Down Main | M | | S457 |
| S457 | Down Main | M | | S461 |
| SA17 | Down Pontefract | M | | S459 |
| S459 | Down Pontefract | M | | S463 |
| S461 | Down Main | M | | S465 |
| S463 | Down Pontefract | M | | S467 |
| S465 | Down Main | M | JI Position "1" | S465 |
| S467 | Down Pontefract | M | | S469 |
| S469 | Down Main | M | | S471 |
| S471 | Down Pontefract | M | | S473 |
| S473 | Down Main | M | | D4 |
| WN38 | Down Main | M | | WN38 |
| D4 | Down Pontefract | M | | C7 (Existing) |
| | | | | Existing Hickleton Colliery Sdgs. Signalling. |

Up Direction

| | | | | |
|--------------------------------------|---------------|--------|-----------------|--|
| S512 | Up Pontefract | M | | S466 |
| WN9R | Up Main | M | | WN9 |
| WN9 | Up Main | M | | WN10 |
| WN10 | Up Main | M | | S472 |
| S472 | Up Main | M | | S468 |
| S468 | Up Main | M | | S464 |
| S466 | Up Pontefract | M | | S460 |
| S464 | Up Main | M | | S458 |
| S460 | Up Pontefract | M | JI Position "1" | S460 |
| †S458 (converted to auto) | Up Main | M | | SA12 (K38) |
| | | | | S456 (K51) (converted to auto signal) |
| †SA12 (K38) | Up Pontefract | M S | | SA14 (Existing) |
| | | | | Up Siding (former Through Siding) |
| †S456(K51) (converted to auto) | Up Main | M | | SA4 (Existing) |

† = Converted to 4 aspect signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 23 NOVEMBER - ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION
- continued

| Ground Position Light Signals (New) | | | |
|-------------------------------------|--------------------------|------------------|---------------------------|
| Signal | Line | Route Indication | Application to or towards |
| 1078 | Up Pontefract | | Croda Chemical Works |
| 1079 | Croda Chemical Works | | SA12 |
| 1085 | Up Pontefract | "M" | S465 |
| | | "P" | S467 |
| 1086 | Down Main | "P" | S460 |
| | | "M" | S458 |
| 1088 | Down Pontefract | | S460 |
| SA59 | Up Siding (Kilnhurst) | | S459 1078 |
| SA62 | Down Pontefract | | Up Siding (50) |

DETAILS OF WORK ALREADY CARRIED OUT

HESSLE HAVEN TO HESSLE ROAD

The automatic warning system has been provided between the following signals.

Down Main

Hessle Haven HH11 to Hessle Road HR23 signals inclusive.

Up Main

Melton Lane ML276 to U2 signals inclusive.

(New Item) (50)

MILFORD

The Down Pontefract Home Signal to Down Main and (on the right-hand doll) to Down Branch, together with the associated disc signals mounted on the signal post applying (upper disc) to Down Sidings and (lower disc) to West Sidings, have been repositioned 90 yards further from the signal box.

The disc signal applying - Up Pontefract to Down Branch or to West Sidings, applies as follows:-

- Up Pontefract to Down Branch
- Up Pontefract to West Sidings
- Up Pontefract to Up Main ground disc

(49)

KILDWICK STATION

The ground disc signal applying - Up Main to Down Main, has been repositioned on the right-hand (cess) side of the line.

The ground disc signal applying Down Main to Up Main, has been repositioned on the right-hand (cess) side of the line.

(49)

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

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception Siding has been elevated 11 feet above rail level and repositioned on the right-hand (Opposite) side of the line. (49)

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception siding will be elevated 11 feet above rail level and repositioned on the right hand (Opposite) side of the line. (49)

MANNINGHAM STATION JUNCTION - BRADFORD VALLEY GOODS YARD

The Departure line has been abolished and the Middle line serves as the new Valley Departure/ Arrival line. (48)

YORK YARD NORTH

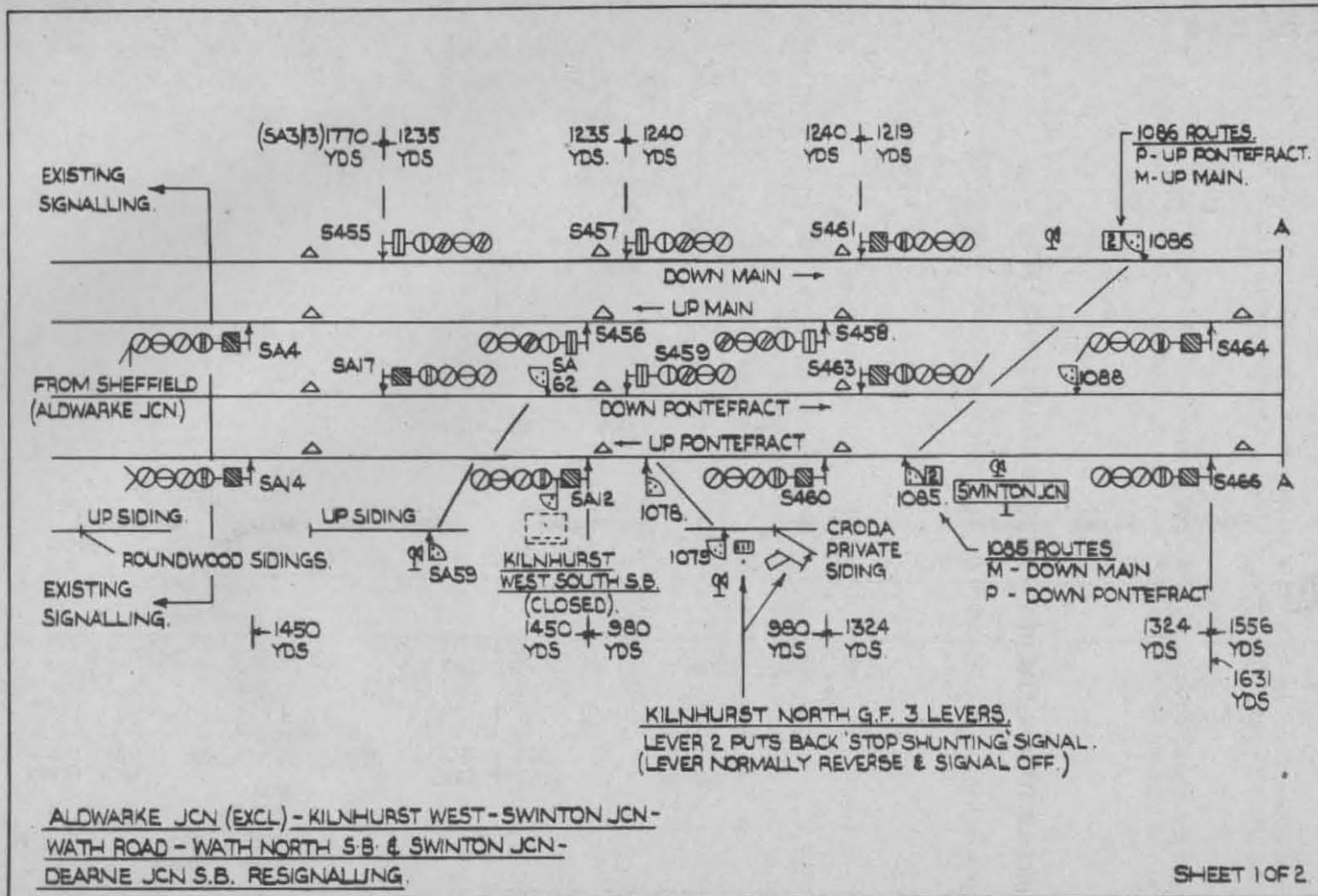
The Ground Frame controlling the points from the Transfer line to the P.W. Yard has been abolished, together with associated signals and the points are now hand operated. (48)

THORNHILL P.S. SIDINGS

All CEGB lines have been secured out of use until Monday 22 December. (New Item) (49)

BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY

The catch points in the Down Knottingley at 61m, 12chs. have been removed and plain line installed. (New Item) (49)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION

The Down/Up West Slow line has been renamed Down/Up West Slow No.2 and a new line named Down/Up West Slow No.1 has been brought into use using the alignment of the former Down Goods and forms the straight through route of the Down Slow. The points at 155m 39chs, leading from Down Slow/Down/Up West Slow No.1 to Down/Up West Slow No.2 and the points at 155m 62chs leading to and from Down Slow to Down/Up West Slow No.1 or No.2 have been brought into use (controlled from Doncaster).

The following new signals have been provided.

A new 4-aspect signal D260 (applying to Up Direction movements on the new Down/Up West Slow No.1) has been commissioned. A 3-way stencil type route indicator and a subsidiary have been provided and the following indications apply.

| Aspect | Route Indication | Application to or towards |
|--------|------------------|---|
| Main | | D258 (Up Slow No.1) |
| Sub | "D" | 1458 Ground Position Light (Down Reception) |
| Sub | "U" | Up Reception Loop |
| Sub | "R" | Up West Goods |

A new 3-aspect signal (D273) applying to Down direction movements on the Down/Up West Slow No.1 has been commissioned. A 6-way theatre type route indicator and subsidiary has been provided and the following indications apply :-

| | | |
|------|-----|---|
| Main | "V" | D293 (Two-way Goods) |
| Main | "8" | D291 (Platform 8 via route "A" or "C") |
| Main | "5" | Platform 5 |
| Main | | D285 (Down Slow) |
| Main | "F" | D283 (Down Fast) |
| Main | "3" | D281 (Up Slow) |
| Sub | "V" | Two-way Goods line occupied |
| Sub | "8" | Platform 8 line occupied via route "A" or "C" |
| Sub | "5" | Platform 5 line occupied |
| Sub | "4" | Down Slow line occupied |
| Sub | "3" | Up Slow line occupied |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION - continued

Additional routes will apply from the following existing signals :-

| Signal | Line | Aspect | Route Indication |
|--|-----------------------|--------|------------------|
| (a) Up Direction towards new D260 signal | | | |
| D284 | Down Slow | Main | - |
| D286 | Platform 5 | Main | "1" |
| D288 | Down Platform Loop | Main | "1" |
| D290 | Two-way Goods | Main | "1" |
| D292 | Up Slow | Main | "1" |
| D294 | Up Fast | Main | "1" |
| (b) Down Direction towards new D273 signal | | | |
| D253 | Down and Up Slow No.1 | Main | - |
| D255 | Down Slow No.2 | Main | - (47) |

* * BETWEEN LOW MOOR AND THORNHILL

The points at Liversedge Junction have been secured out of use in the reverse position and the facing points at Low Moor giving access to the Single line have been secured out of use in the normal position.

Low Moor ground frame has been abolished. (47)

* * HUNSLET UP SIDINGS

Nos.2, 3 and 4 sidings have been taken out of use. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

*

GENERAL APPENDIX

★ SPECIAL GENERAL APPENDIX SUPPLEMENT
WORKING OF DEPARTMENTAL TRAINS

A Special Supplement (No.3A) to the General Appendix is being distributed from the Printers to be operative from Saturday 6 December 1980. This Supplement does not supersede the existing Supplement No.3 in its entirety, but only those instructions concerning Departmental Trains.

Any member of the staff possessing a copy of the General Appendix, and who has not received a copy of the Special Supplement by 29 November, must advise his Supervisor immediately.

Although the Special Supplement refers to the General Appendix being re-issued in a loose-leaf format in April, 1981, the new publication will not now operate until 6 June, 1981. (48)

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 8 (Page 7 - ND 40D)

Delete:-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

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 56 | | SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Amend | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED |
| Page 108 | | BARNESLEY STATION JN. TO HORBURY JN. Between Barnsley Stn. Jn. and Darton Add :- | | | 20 | 49m, 78ch. and 50m, 10ch. | |
| Page 132 | | WATH ROAD JN. TO BURTON SALMON Between Hickleton Main Colliery Sidings and Moorthorpe South Delete :- | | | 20 | 13m. 0ch. and 12m. 26ch. | |

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add:-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340 (NS42-page 24)

ASKERN COLLIERY BRANCH

Delete heading and instructions

Page 379 BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Delete heading and item thereunder.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2(b) and 2(c)

Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL, WHITE PAGES, SECTION C2

PROCAR 80 MOTORCAR CARRYING VEHICLES

Movement of this type of vehicle, in both loaded and empty condition, must be made under the "Exceptional Load" procedure as defined in the Working Manual, Green Pages D1/5 and White Pages C2.

1. The Train must be identified by 'X' head code.
2. Special bell signal 2-1-6 to be observed.
3. Line must be advised, prior to any intended movement.
4. Form BR.29973 to be issued to train crew showing the authorised route.
5. Wagons must carry the 'Exceptional Load' label – BR.21349.
6. When conveyed in less than train load, special marshalling restrictions do not apply.

Signalmen to Note :-

- (a) Passage of the train to be specially observed.
- (b) Appropriate reminder appliances to be used to ensure that no premature operation of points/signals can be inadvertently initiated.
- (c) If power worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance placed. (MO11/331/Procar 80) (49D)

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION – PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco hauled and HST trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ENGINEERING OPERATIONS BETWEEN ALDWARKE JUNCTION AND WATH NORTH ON SUNDAY 23 NOVEMBER, 1980

During engineering operations in connection with the commissioning of new signalling between Aldwarke Jn. and Wath North, trains will be worked over the Down and Up Main lines from 00 01 hours Sunday until completion of commissioning in accordance with the following arrangements.

Each trains will be stopped at the following signal concerned and the Driver must not proceed until he has been instructed to do so by a handsignalman and has been given a printed ticket.

Signal at which trains will be stopped

| | |
|--------------------|-------------------------------------|
| Down Main | Up Main |
| SA 3(Aldwarke Jn.) | WN.10(new Up Main home at Wath Nth) |

After the Driver has been authorised to pass the signal concerned at Danger he must proceed cautiously ignoring any aspect which may be displayed in the following signals:-

Signals to be ignored by Drivers

| | |
|------------------|----------------|
| Down Main | Up Main |
| S455 | S472 |
| S457 | S468 |
| S461 | S464 |
| S465 | S458 |
| S469 | S456 |
| S473 | |

The connections at Swinton Junction (new) and Wath Road Junction will be secured for through running on the Main lines.

On arrival at the following signal concerned, the Driver must act in accordance with the aspects displayed.

First signal beyond the affected area which must be observed by Driver

| | |
|--------------------|---------------------|
| Down Main | Up Main |
| WN 38 (Wath North) | SA 4 (Aldwarke Jn.) |

The signal identification plate on signals WN.38 and SA.4 will be illuminated.

After passing the signal the Driver may dispose of the printed ticket.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5

Page 11 (ND41/42)

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Bunker must be hauled only.
2. Trains must proceed through the Bunker for weighing at a speed not exceeding 3 m.p.h. to the furthestmost special loading signal.
3. Trains will then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing and must not exceed a speed of $\frac{1}{2}$ m.p.h.
4. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
5. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
6. The train documents in duplicate will then be handed to the Guard.
7. The train must then be propelled clear of the points giving access to the Common Run Round line.
8. If a wagon is crippled, the Guard must advise the Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Shunter. (49D)

Pages 13/14

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES

Delete instructions and substitute:-**Colliery Bunker (S)**

1. When a train arrives at shunt signal 2, the Guard must advise the N.C.B. Bunker Operator of the position of any wagons unfit for loading.
2. During adverse weather/poor rail conditions, the Guard must confer with the Driver and, if necessary, advise the Bunker Operator of the Driver's request not to part-load.
3. If tare weighing/part loading is to be performed, the Driver must engage A.S.S.C. and proceed through the bunker at a speed of $\frac{1}{2}$ m.p.h. when authorised and under the control of the special loading signals displaying the "Move at low speed in opposite direction to that required for "loading aspect".
4. If part loading is not to be performed, the Driver must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing, when authorised and continue as far as special loading control signal D.
5. The Guard must, after ensuring the spring points are correctly set for the setting back movement, so advise the Bunker Operator.
6. The Driver must propel the train at $\frac{1}{2}$ m.p.h. through the bunker for completion of loading or performing full loading, as the case may be.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
: BR.30059/5 - continued

Pages 13/14 - substitute - continued

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES - continued

Colliery Bunker (S) - continued

7. When the last wagon is in position for loading the Guard must operate the special loading signal to the "Stop Immediately" aspect, to prevent the locomotive entering the Bunker.
8. Throughout all loading operations, the Guard must be positioned at the emergency stop plunger and in an emergency he must stop the train by placing the special loading signals to the "Stop Immediately" aspect and must not allow loading to re-commence until he is satisfied it is safe to do so.
9. When the Bunker Operator has retracted the loading chutes, the Guard, on satisfying himself it is safe to do so must authorise the locomotive to reverse through the bunker.
10. The train must then continue to be propelled to a point clear of the connection with the run round line, at a speed not exceeding 3m.p.h.
11. The Guard must apply a minimum of 15 wagon brakes at the rear of the train before the locomotive is detached to run round.
12. The Guard must collect the train documents from the Bunker Operator and on completion of train preparation, advise him the train is ready to depart.

Colliery Bunker (N)

1. The train must be stopped at a point on the bunker line to allow the Guard to alight near the trailing crossover and immediately the train has drawn clear, he must set the points to the "wide to gauge" position.
2. The train must then proceed to the "Stop uncouple engine" board for the locomotive to be routed to the run round line.
3. When advised by the Bunker Operator that the "mule" has been attached to the wagons, the Guard must release all hand brakes and advise the Bunker Operator of any wagons not fit for loading and confirm loading may commence.
4. When loading is completed the Guard must obtain the permission of the Bunker Operator for the locomotive to set back to the train.
5. The 'wide to gauge' points must then be operated for the train to depart.
6. The Guard must authorise the release of the mule and retarders, collect the train documents and advise the Bunker Operator the train is ready to depart.
7. When an M.G.R. train is ready to depart the Guard must in addition, operate the plunger at shunt signal 3/S122.

(49D)

SUNDAY 9 to SUNDAY 16 NOVEMBER - KILDWICK

The Main/Main crossover situated at 216m. 55chs. will temporarily be out of use between the above dates.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

| Location | Nature of work | Duration | Commencing Date |
|------------------------|---|----------------------|-----------------|
| Carr TMD No.12 Road | Construction work. Restricted clearance. | 08 00 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
14 NOVEMBER, 1980

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 30 NOVEMBER – DONCASTER (ST. JAMES JN. TO SOUTH YORKSHIRE JN.)

The Up/Down Sheffield Single line will be re-aligned between St. James Jn. and signal D277 at South Yorkshire Jn.

The convergence of the Down and Up Sheffield lines and the Up/Down Sheffield single lines will be remodelled 70 yards nearer to Doncaster.

The points leading from the Up/Down Sheffield single line to Up/Down/Sheffield Goods will be repositioned 15 yards before reaching D277 signal and the Up/Down Sheffield Goods single line between these points and the Down and Up Sheffield Goods lines at St. James Junction will be re-aligned. (51)

SUNDAY 30 NOVEMBER – BETWEEN CUDWORTH NORTH JUNCTION AND CUDWORTH STATION (ALSO CUDWORTH STATION AND STAIRFOOT)

A.W.S. equipment will be brought into use in conjunction with the following signals:—

DOWN MIDLAND MAIN

(Cudworth Station)

C6: C7 colour light signals.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Starting signal.

(Cudworth North Junction)

Semaphore Distant below Cudworth South Jn. Home Signal.

UP MIDLAND MAIN

(Cudworth North Junction)

Semaphore Distant.

(Cudworth South Junction)

Semaphore Distant below Cudworth North Junction Home Signal.

(Cudworth Station)

Semaphore Distant below Cudworth South Junction Home Signal.

DOWN BRANCH: STAIRFOOT

(Cudworth Station)

C1 colour light signal.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Down Branch Inner Home Signal.

DOWN MIDLAND GOODS – CUDWORTH SOUTH JUNCTION

An inductor will be provided 9 yds. after passing Cudworth South Junction Goods Home to main signal for the semaphore Distant (Cudworth North Junction) fitted below, but will be suppressed for the route along Down Midland Goods. (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), has been repositioned 20 yards further south. (50)

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION

Kilnhurst West South and Wath Road Junction signal boxes, together with all signals worked therefrom have been abolished.

New colour light signalling has been commissioned, and the Track Circuit Block Regulations now apply between Sheffield and Wath North on the Down and Up Main lines (former Fast/Passenger lines) and between Sheffield and Dearne Jn. on the Down and Up Pontefract lines (former Slow/Branch lines).

Between Wath Road Junction and Dearne Valley Colliery Sidings
The Down Goods line has been taken out of use.

Between Wath North and Wath Road Junction
The Up Goods line has been taken out of use.

Between Dearne Valley Colliery Sidings and Wath North
The Up Goods remains in use as a Headshunt for movements to and from Dearne Valley Colliery Sidings. The Wath North Up Goods Home signal is maintained in the "ON" position and the Up Goods is not available for use immediately ahead of this signal.

Permanent Way Alterations**Wath Road Junction**

All points and connections between Fast and Slow lines etc. have been secured out of use pending removal.

Swinton Junction (166½ m.p.)

New crossovers, controlled by Sheffield have been commissioned, which will provide running connections between the Pontefract lines and the Main lines.

Kilnhurst North Ground Frame

The connection to Croda Chemical Works Private Sidings has been moved 75 yards further South and is controlled from Sheffield Signal Box. The existing ground frame has been repositioned and one lever controls the "STOP SHUNTING" signal at the exit from the Works.

Between Kilnhurst West South and Aldwarke Junction

The Up Through Siding has been "Stop-blocked" on each side of Roundwood Sidings which has been removed (between 165½ and 165m.p.). The Up Through Siding has been renamed Up Siding at each end. Kilnhurst West Goods Yard and the associated sidings have been abolished.

Roundwood single lever ground frame has been abolished.

All points previously controlled by Kilnhurst West South are now controlled by Sheffield, with the exception of the trailing connection to the Goods Yard which has been abolished.

Automatic Warning System

The A.W.S. has been provided on all running signals.

Reference should be made to the diagrams included in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

Description of signals

Prefix of signal box to which signal post telephone is connected

S or SA = Sheffield; C = Cudworth Station; D = Dearne Junction;
WN = Wath North; K = Former Kilnhurst West South signal replaced.

Down Direction

| Signal | Line | Aspect M = Main S = Sub | Route Indication JI - Junction Indicator | Application to or towards |
|--------|-----------------|-------------------------------|---|--|
| S455 | Down Main | M | | S457 |
| S457 | Down Main | M | | S461 |
| SA17 | Down Pontefract | M | | S459 |
| S459 | Down Pontefract | M | | S463 |
| S461 | Down Main | M | | S465 |
| S463 | Down Pontefract | M | | S467 |
| | | M | JI Position "1" | S465 |
| S465 | Down Main | M | | S469 |
| S467 | Down Pontefract | M | | S471 |
| S469 | Down Main | M | | S473 |
| S471 | Down Pontefract | M | | D4 |
| S473 | Down Main | M | | WN38 |
| WN38 | Down Main | M | | C7 (Existing) |
| D4 | Down Pontefract | M | | Existing Hickleton Coll Sdgs. Signalling. |

Up Direction

| | | | | |
|--------------------------------------|---------------|---|-----------------|--|
| S512 | Up Pontefract | M | | S466 |
| WN9R | Up Main | M | | WN9 |
| WN9 | Up Main | M | | WN10 |
| WN10 | Up Main | M | | S472 |
| S472 | Up Main | M | | S468 |
| S468 | Up Main | M | | S464 |
| S466 | Up Pontefract | M | | S460 |
| S464 | Up Main | M | | S458 |
| | | M | JI Position "1" | S460 |
| S460 | Up Pontefract | M | | SA12 (K38) |
| †S458 (converted to auto) | Up Main | M | | S456 (K51) (converted to auto signal) |
| †SA12 (K38) | Up Pontefract | M | | SA14 (Existing) |
| | | S | | Up Siding (former Throu Siding) |
| †S456(K51) (converted to auto) | Up Main | M | | SA4 (Existing) |

† = Converted to 4 aspect signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

| Ground Position Light Signals (New) | | Route Indication | Application to or towards | |
|-------------------------------------|--------------------------|------------------|---------------------------|------|
| Signal | Line | | | |
| 1078 | Up Pontefract | | Croda Chemical Works | |
| 1079 | Croda Chemical Works | | SA12 | |
| 1085 | Up Pontefract | "M" | S465 | |
| | | "P" | S467 | |
| 1086 | Down Main | "P" | S460 | |
| | | "M" | S458 | |
| 1088 | Down Pontefract | | S460 | |
| SA59 | Up Siding (Kilnhurst) | | S459 | |
| | | | 1078 | |
| SA62 | Down Pontefract | | Up Siding | (50) |

MELTON LANE TO HESSLE ROAD

The automatic warning system has been provided between the following signals.

Down Main

Hessle Haven HH11 to Hessle Road HR23 signals inclusive.

Up Main

U2 at Hessle Road to Melton Lane ML276 signal inclusive.

(Amended item) (50)

MILFORD

The Down Pontefract Home Signal to Down Main and (on the right-hand doll) to Down Branch, together with the associated disc signals mounted on the signal post applying (upper disc) to Down Sidings and (lower disc) to West Sidings, have been repositioned 90 yards further from the signal box.

The disc signal applying - Up Pontefract to Down Branch or to West Sidings, applies as follows:-

- Up Pontefract to Down Branch
- Up Pontefract to West Sidings
- Up Pontefract to Up Main ground disc

(49)

KILDWICK STATION

The ground disc signal applying - Up Main to Down Main, has been repositioned on the right-hand (cess) side of the line.

The ground disc signal applying Down Main to Up Main, has been repositioned on the right-hand (cess) side of the line.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DECOY NORTH JN.

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception Siding has been elevated 11 feet above rail level and repositioned on the right-hand (Opposite) side of the line. (49)

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception siding will be elevated 11 feet above rail level and repositioned on the right hand (Opposite) side of the line. (49)

* * MANNINGHAM STATION JUNCTION - BRADFORD VALLEY GOODS YARD

The Departure line has been abolished and the Middle line serves as the new Valley Departure/ Arrival line. (48)

* * YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P.W. Yard has been abolished, together with associated signals and the points are now hand operated. (48)

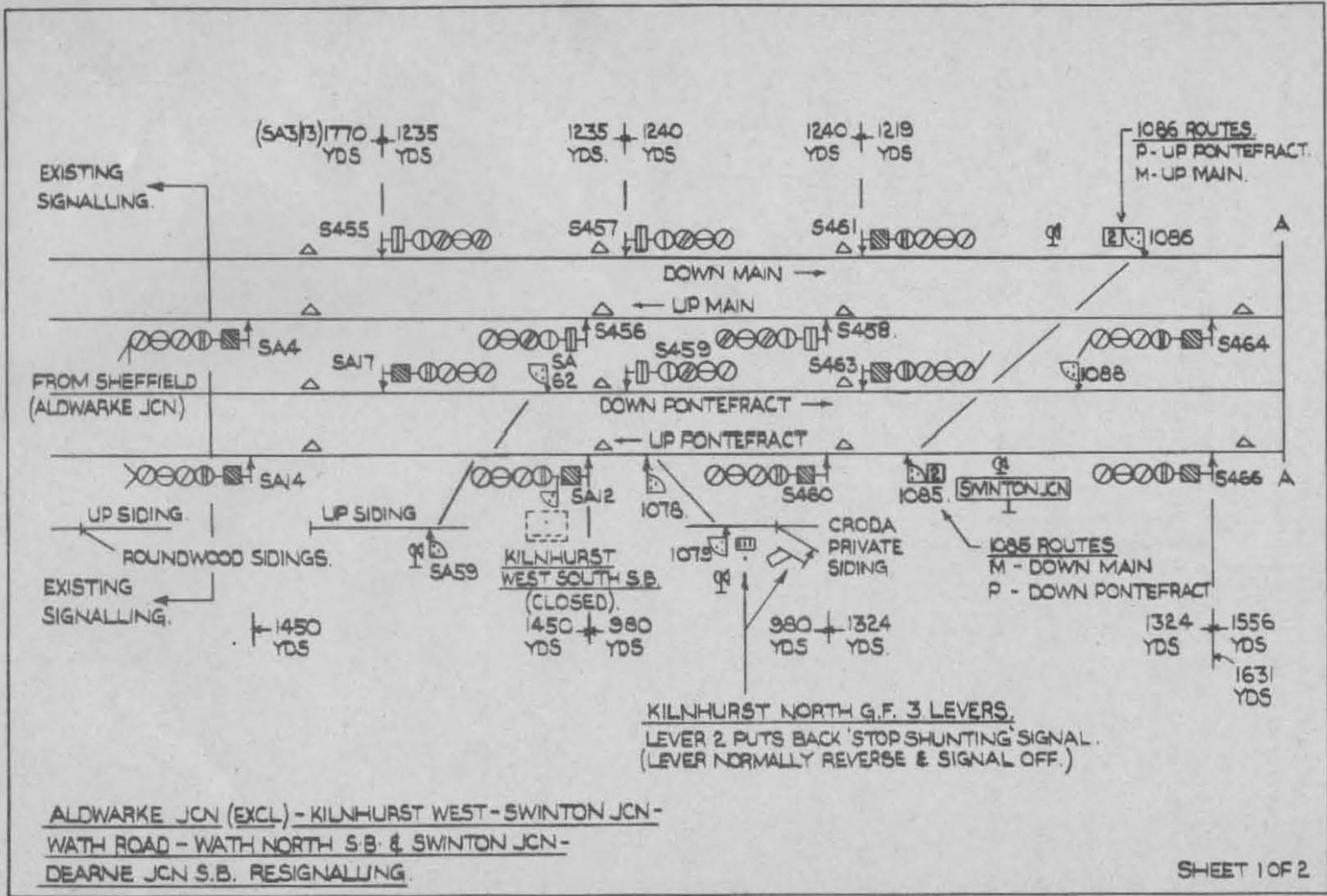
THORNHILL P.S. SIDINGS

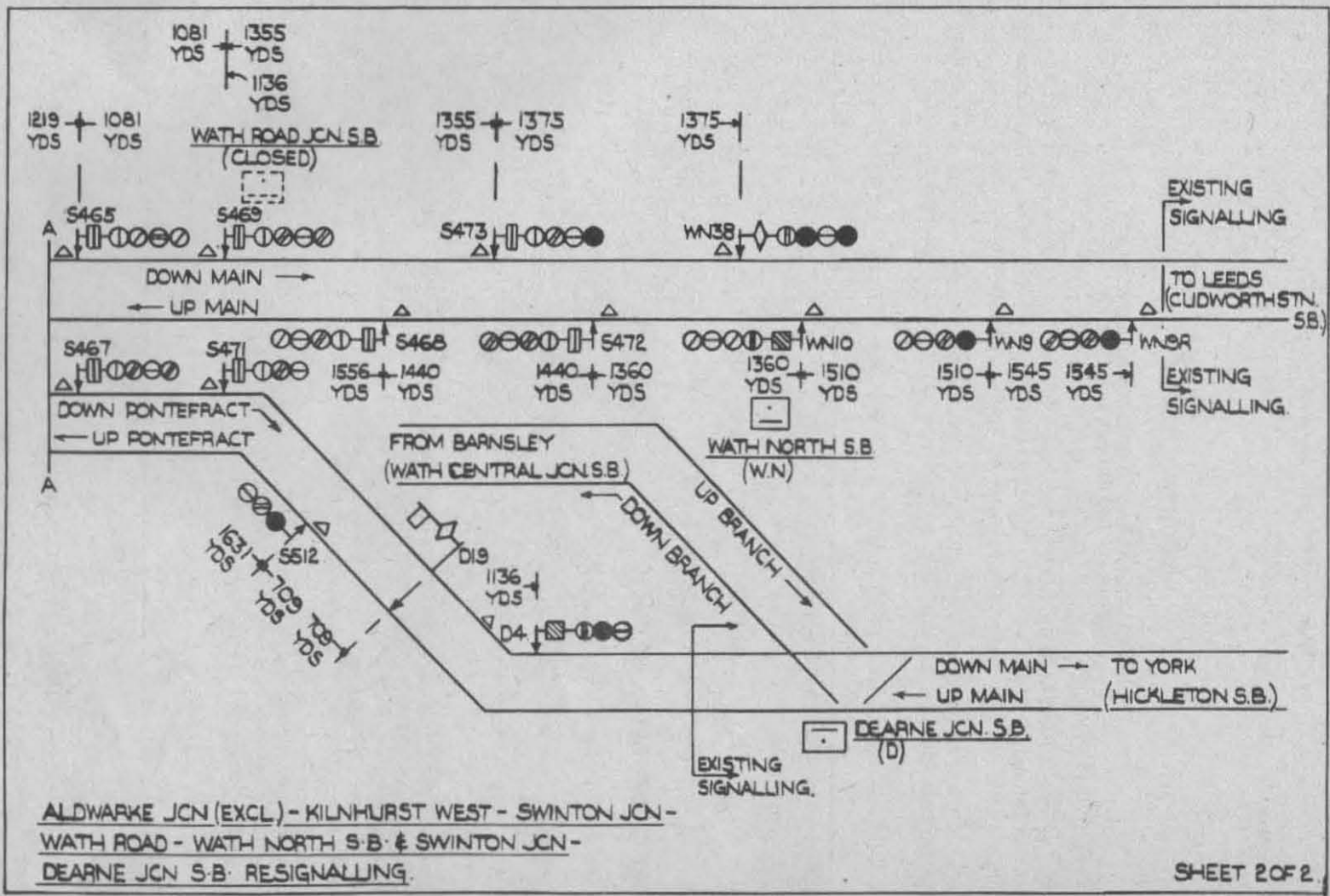
All CEGB lines have been secured out of use until Monday 22 December. (New Item) (49)

BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY

The catch points in the Down Knottingley at 61m. 12chs. have been removed and plain line installed. (New Item) (49)

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





GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

* * SPECIAL GENERAL APPENDIX SUPPLEMENT
* WORKING OF DEPARTMENTAL TRAINS

A Special Supplement (No.3A) to the General Appendix is being distributed from the Printers to be operative from Saturday 6 December 1980. This Supplement does not supersede the existing Supplement No.3 in its entirety, but only those instructions concerning Departmental Trains.

Any member of the staff possessing a copy of the General Appendix, and who has not received a copy of the Special Supplement by 29 November, must advise his Supervisor immediately.

Although the Special Supplement refers to the General Appendix being re-issued in a loose-leaf format in April, 1981, the new publication will not now operate until 6 June, 1981. (48)

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86. (Pages 40 and 41 Supplement No.3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5, ND40D, Page SD8, SD40D)

Amend note 3 to:—

3. Fully-fitted train:—

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 8 (Page 7 - ND 40D)

Delete:—

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

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 56 | SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Amend | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED |
| Page 108 | BARNSELY STATION JN. TO HORBURY JN. Between Barnsley Stn. Jn. and Darton Add :- | | | 20 | 49m. 78ch. and 50m. 10ch. | |
| Page 132 | WATH ROAD JN. TO BURTON SALMON Between Hickleton Main Colliery Sidings and Moorthorpe South Delete :- | | | 20 | 13m. 0ch. and 12m. 26ch. | |

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H Clause 4.4.1

Add:-

The Guard must travel in the T.G.S. (Trailer Guards Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

Page 340 (NS42-page 24)

ASKERN COLLIERY BRANCH

Delete heading and instructions

Page 379 BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Delete heading and item thereunder.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134 BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2(b) and 2(c)

Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL, WHITE PAGES, SECTION C2

PROCAR 80 MOTORCAR CARRYING VEHICLES

Movement of this type of vehicle, in both loaded and empty condition, must be made under the "Exceptional Load" procedure as defined in the Working Manual, Green Pages D1/5 and White Pages C2.

1. The Train must be identified by 'X' head code.
2. Special bell signal 2-1-6 to be observed.
3. Line must be advised, prior to any intended movement.
4. Form BR.29973 to be issued to train crew showing the authorised route.
5. Wagons must carry the 'Exceptional Load' label – BR.21349.
6. When conveyed in less than train load, special marshalling restrictions do not apply.

Signalmen to Note :-

- (a) Passage of the train to be specially observed.
- (b) Appropriate reminder appliances to be used to ensure that no premature operation of points/signals can be inadvertently initiated.
- (c) If power worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance placed. (MO11/331/Procar 80) (49D)

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION – PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco hauled and HST trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
3. Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5

Page 11 (ND41/42)

ASKERN COLLIERY

Delete instructions and substitute:-

1. Trains for the Bunker must be hauled only.
- ★ 2. Trains must proceed through the Bunker for tare weighing at a speed not exceeding 3 m.p.h. to the furthest special loading signal. In an emergency the special loading signals will be switched on to the "Stop Immediately" aspect and no further movement must be made until instructed by the Bunker Operator.
3. Trains will then be propelled through the Bunker under the control of the special loading signals for loading and gross weighing and must not exceed a speed of ½ m.p.h.
4. During weighing and loading operations the Guard must position himself at the emergency stop switch to restore the special loading signals to the "Stop, Immediately" aspect in the event of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
5. Upon completion of loading, the train must continue to be propelled clear of the Bunker and be stopped by the Guard on the approach side of shunt signal No.1.
6. The train documents in duplicate will then be handed to the Guard.
7. The train must then be propelled clear of the points giving access to the Common Run Round line.
8. If a wagon is crippled, the Guard must advise the Shunter.

Method of Working to Apply During Temporary Screen Loading of M.G.R. Trains

1. Incoming trains will be routed to the Coalite Empty Sidings via the Coalite Running Line.
2. When the train has been propelled to the Coalite Empty Sidings, the locomotive must return via the Common Run Round Line and be attached to the loaded train on the Bunker Line.
3. Should a train require to be loaded under the Bunker during the period of screen loading, prior arrangements will be made and a train for bunker loading must not proceed from the junction of the Colliery/Coalite Plant lines unless accompanied by the Shunter.

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

Pages 13/14

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES

Delete instructions and substitute:-

Colliery Bunker (S)

1. When a train arrives at shunt signal 2, the Guard must advise the N.C.B. Bunker Operator of the position of any wagons unfit for loading.
2. During adverse weather/poor rail conditions, the Guard must confer with the Driver and, if necessary, advise the Bunker Operator of the Driver's request not to part-load.
3. If tare weighing/part loading is to be performed, the Driver must engage A.S.S.C. and proceed through the bunker at a speed of ½m.p.h. when authorised and under the control of the special loading signals displaying the "Move at low speed in opposite direction to that required for "loading aspect".
4. If part loading is not to be performed, the Driver must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing, when authorised and continue as far as special loading control signal D.
5. The Guard must, after ensuring the spring points are correctly set for the setting back movement, so advise the Bunker Operator.
6. The Driver must propel the train at ½m.p.h. through the bunker for completion of loading or performing full loading, as the case may be.
7. When the last wagon is in position for loading the Guard must operate the special loading signals to the "Stop Immediately" aspect, to prevent the locomotive entering the Bunker.
8. Throughout all loading operations, the Guard must be positioned at the emergency stop plunger and in an emergency he must stop the train by placing the special loading signals to the "Stop Immediately" aspect and must not allow loading to re-commence until he is satisfied it is safe to do so.
9. When the Bunker Operator has retracted the loading chutes, the Guard, on satisfying himself it is safe to do so must authorise the locomotive to reverse through the bunker.
10. The train must then continue to be propelled to a point clear of the connection with the run round line, at a speed not exceeding 3m.p.h.
11. The Guard must apply a minimum of 15 wagon brakes at the rear of the train before the locomotive is detached to run round.
12. The Guard must collect the train documents from the Bunker Operator and on completion of train preparation, advise him the train is ready to depart.

Colliery Bunker (N)

1. The train must be stopped at a point on the bunker line to allow the Guard to alight near the trailing crossover and immediately the train has drawn clear, he must set the points to the "wide to gauge" position.
2. The train must then proceed to the "Stop uncouple engine" board for the locomotive to be routed to the run round line.
3. When advised by the Bunker Operator that the "mule" has been attached to the wagons, the Guard must release all hand brakes and advise the Bunker Operator of any wagons not fit for loading and confirm loading may commence.
4. When loading is completed the Guard must obtain the permission of the Bunker Operator for the locomotive to set back to the train.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
: BR.30059/5 - continued

Pages 13/14 - substitute - continued

BRODSWORTH COLLIERY BUNKER LOADING FACILITIES - continued

Colliery Bunker (N) - continued

5. The 'wide to gauge' points must then be operated for the train to depart.
6. The Guard must authorise the release of the mule and retarders, collect the train documents and advise the Bunker Operator the train is ready to depart.
7. When an M.G.R. train is ready to depart the Guard must in addition, operate the plunger at shunt signal 3/S122. (49D)

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 |
|------------------------|---|----------------------|-----------------|
| Carr TMD No.12 Road | Construction work. Restricted clearance. | 08 00 to 16 00 daily | |

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
21 NOVEMBER, 1980

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

EVERY MINUTE MATTERS



NS. 49/80
6-12-12-80

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 7 DECEMBER - DONCASTER (BRIDGE JN.)

Up direction signal D268 on the Down Engine/Up East Slow will be moved 10 yards further south. (52)

SUNDAY 7 DECEMBER - BENTLEY CROSSING

Bentley Crossing signal box will be abolished and Bentley level crossing lifting barriers will be remotely controlled from Doncaster signal box with the aid of closed circuit television.

The Track Circuit Block Regulations will apply between Doncaster and Skellow Junction signal boxes.

Former Bentley Crossing Up Leeds signal BC2 will be replated D316.

Former Bentley Crossing Down Leeds signal BC14 will be replated D315, and the signal-post telephones on these signals will now communicate with Doncaster signal box. (52)

** With effect from 09 00 Monday 8 December the 15 m.p.h. PSR on the Down line between Stairfoot Jn. and Cudworth Stn. Jn. will apply between 1m. 22chs. and 2m. 8chs. (49D)

DETAILS OF WORK ALREADY CARRIED OUT

** A 20 m.p.h. P.S.R. has been imposed on the Up line between Shipley Bradford Jn. and Manningham Station Jn. (207m. 55chs. and 207m. 45chs.). (49D)

** A 50 m.p.h. P.S.R. has been imposed on the Down line between Cottingham North and Beverley Parks. (6m. 20ch. and 7m. 20ch.). (49D)

** A 30 m.p.h. P.S.R. has been imposed on the Up line between Burton Angus and Lowthorpe (25m. 10ch. and 24m. 40ch.). (49D)

DONCASTER (ST. JAMES JN. TO SOUTH YORKSHIRE JN.)

The Up/Down Sheffield Single line has been re-aligned between St. James Jn. and signal D277 at South Yorkshire Jn.

The convergence of the Down and Up Sheffield lines and the Up/Down Sheffield single lines has been remodelled 70 yards nearer to Doncaster.

The points leading from the Up/Down Sheffield single line to Up/Down/Sheffield Goods have been repositioned 15 yards before reaching D277 signal and the Up/Down Sheffield Goods single line between these points and the Down and Up Sheffield Goods lines at St. James Junction have been re-aligned.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CUDWORTH NORTH JUNCTION AND CUDWORTH STATION (ALSO CUDWORTH STATION AND STAIRFOOT)**

A.W.S. equipment has been brought into use in conjunction with the following signals:—

DOWN MIDLAND MAIN

(Cudworth Station)

C6; C7 colour light signals.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Starting signal.

(Cudworth North Junction)

Semaphore Distant below Cudworth South Jn. Home Signal.

UP MIDLAND MAIN

(Cudworth North Junction)

Semaphore Distant.

(Cudworth South Junction)

Semaphore Distant below Cudworth North Junction Home Signal.

(Cudworth Station)

Semaphore Distant below Cudworth South Junction Home Signal.

DOWN BRANCH: STAIRFOOT

(Cudworth Station)

C1 colour light signal.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Down Branch Inner Home Signal.

DOWN MIDLAND GOODS – CUDWORTH SOUTH JUNCTION

An inductor has been provided 9 yds. after passing Cudworth South Junction Goods Home to Main signal for the semaphore Distant (Cudworth North Junction) fitted below, but is suppressed for the route along Down Midland Goods. (51)

SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), has been repositioned 20 yards further south. (50)

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION

Kilnhurst West South and Wath Road Junction signal boxes, together with all signals worked therefrom have been abolished.

New colour light signalling has been commissioned, and the Track Circuit Block Regulations now apply between Sheffield and Wath North on the Down and Up Main lines (former Fast/Passenger lines) and between Sheffield and Dearne Jn. on the Down and Up Pontefract lines (former Slow/Branch lines).

Between Wath Road Junction and Dearne Valley Colliery Sidings

The Down Goods line has been taken out of use.

Between Wath North and Wath Road Junction

The Up Goods line has been taken out of use.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

Between Dearne Valley Colliery Sidings and Wath North

The Up Goods remains in use as a Headshunt for movements to and from Dearne Valley Colliery Sidings. The Wath North Up Goods Home signal is maintained in the "ON" position and the Up Goods is not available for use immediately ahead of this signal.

Permanent Way Alterations**Wath Road Junction**

All points and connections between Fast and Slow lines etc. have been secured out of use pending removal.

Swinton Junction (166½ m.p.)

New crossovers, controlled by Sheffield have been commissioned, which will provide running connections between the Pontefract lines and the Main lines.

Kilnhurst North Ground Frame

The connection to Croda Chemical Works Private Sidings has been moved 75 yards further South and is controlled from Sheffield Signal Box. The existing ground frame has been repositioned and one lever controls the "STOP SHUNTING" signal at the exit from the Works.

Between Kilnhurst West South and Aldwarke Junction

The Up Through Siding has been "Stop-blocked" on each side of Roundwood Sidings which has been removed (between 165½ and 165m.p.). The Up Through Siding has been renamed Up Siding at each end. Kilnhurst West Goods Yard and the associated sidings have been abolished.

Roundwood single lever ground frame has been abolished.

All points previously controlled by Kilnhurst West South are now controlled by Sheffield, with the exception of the trailing connection to the Goods Yard which has been abolished.

Automatic Warning System

The A.W.S. has been provided on all running signals.

Reference should be made to the diagrams included in this notice.

Description of signals

Prefix of signal box to which signal post telephone is connected

S or SA = Sheffield; C = Cudworth Station; D = Dearne Junction;
WN = Wath North; K = Former Kilnhurst West South signal replaced.

Down Direction

| Signal | Line | Aspect M = Main S = Sub | Route Indication JI - Junction Indicator | Application to or towards |
|--------|-----------------|-------------------------------|---|--|
| S455 | Down Main | M | | S457 |
| S457 | Down Main | M | | S461 |
| SA17 | Down Pontefract | M | | S459 |
| S459 | Down Pontefract | M | | S463 |
| S461 | Down Main | M | | S465 |
| S463 | Down Pontefract | M | | S467 |
| S465 | Down Main | M | JI Position "1" | S465 |
| S467 | Down Pontefract | M | | S469 |
| S469 | Down Main | M | | S471 |
| S471 | Down Pontefract | M | | S473 |
| S473 | Down Main | M | | D4 |
| WN38 | Down Main | M | | WN38 |
| D4 | Down Pontefract | M | | C7 (Existing) |
| | | | | Existing Hickleton Colliery Sdgs. Signalling. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

| Signal | Line | Aspect M=Main S=Sub | Route Indication JI=Junction Indicator | Application to or towards |
|---------------------|---------------|---------------------------|---|---------------------------------------|
| Up Direction | | | | |
| S512 | Up Pontefract | M | | S466 |
| WN9R | Up Main | M | | WN9 |
| WN9 | Up Main | M | | WN10 |
| WN10 | Up Main | M | | S472 |
| S472 | Up Main | M | | S468 |
| S468 | Up Main | M | | S464 |
| S466 | Up Pontefract | M | | S460 |
| S464 | Up Main | M | | S458 |
| | | M | JI Position "1" | S460 |
| S460 | Up Pontefract | M | | SA12 (K38) |
| †S458 | Up Main | M | | S456 (K51) (converted to auto signal) |
| (converted to auto) | | | | |
| †SA12 | Up Pontefract | M | | SA14 (Existing) |
| (K38) | | S | | Up Siding (former Through Siding) |
| †S456(K51) | Up Main | M | | SA4 (Existing) |
| (converted to auto) | | | | |

† = Converted to 4 aspect signal.

Ground Position Light Signals (New)

| Signal | Line | Route Indication | Application to or towards |
|--------|--------------------------|------------------|---------------------------|
| 1078 | Up Pontefract | | Croda Chemical Works |
| 1079 | Croda Chemical Works | | SA12 |
| 1085 | Up Pontefract | "M" | S465 |
| | | "P" | S467 |
| 1086 | Down Main | "P" | S460 |
| | | "M" | S458 |
| 1088 | Down Pontefract | | S460 |
| SA59 | Up Siding (Kilnhurst) | | S459 |
| | | | 1078 |
| SA62 | Down Pontefract | | Up Sidina (50) |

MELTON LANE TO HESSLE ROAD

The automatic warning system has been provided between the following signals.

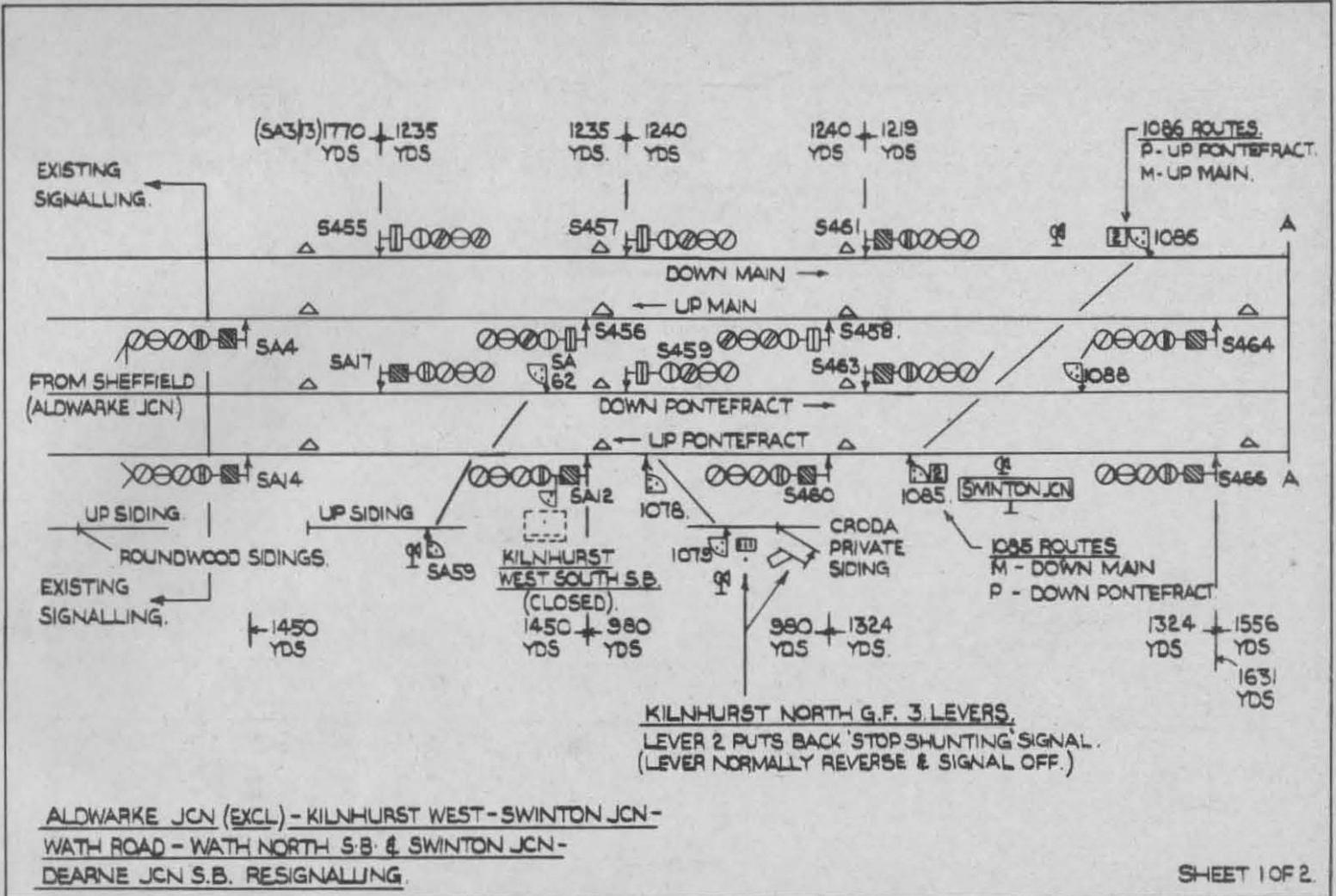
Down Main

Hessle Haven HH11 to Hessle Road HR23 signals inclusive.

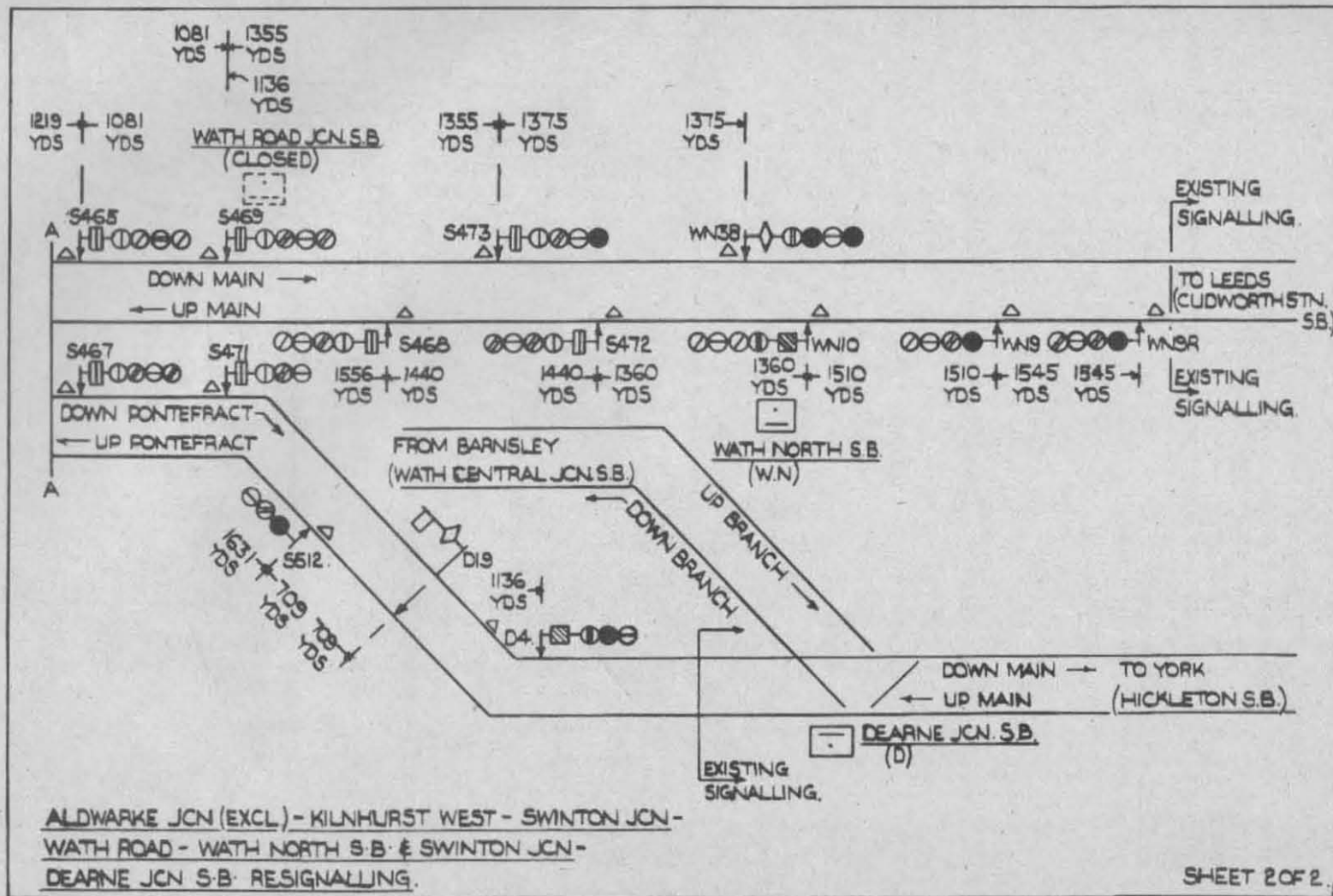
Up Main

U2 at Hessle Road to Melton Lane ML276 signal inclusive.

(50)



ALDWARKE JCN (EXCL) - KILNHURST WEST - SWINTON JCN -
WATH ROAD - WATH NORTH S.B. & SWINTON JCN -
DEARNE JCN S.B. RESIGNALLING.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** MILFORD

The Down Pontefract Home Signal to Down Main and (on the right-hand doll) to Down Branch, together with the associated disc signals mounted on the signal post applying (upper disc) to Down Sidings and (lower disc) to West Sidings, have been repositioned 90 yards further from the signal box.

The disc signal applying - Up Pontefract to Down Branch or to West Sidings, applies as follows:-
 Up Pontefract to Down Branch
 Up Pontefract to West Sidings
 Up Pontefract to Up Main ground disc (49)

** KILDWICK STATION

The ground disc signal applying - Up Main to Down Main, has been repositioned on the right-hand (cess) side of the line.

The ground disc signal applying Down Main to Up Main, has been repositioned on the right-hand (cess) side of the line. (49)

** DECOY NORTH JN.

The ground position light signal No.1426 applying Back Road to Decoy Sidings or to Down Reception Siding has been elevated 11 feet above rail level and repositioned on the right-hand (Opposite) side of the line. (49)

** THORNHILL P.S. SIDINGS

All CEGB lines have been secured out of use until Monday 22 December. (49)

** BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY

The catch points in the Down Knottingley at 61m. 12chs. have been removed and plain line installed. (49)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 8 (Page 7 - ND 40D)

Delete:-

Askern Colliery Branch

Page
340

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 56 | | SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Amend | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED |
| Page 108 | | BARNSELY STATION JN. TO HORBURY JN. Between Barnsley Stn. Jn. and Darton Add :- | | 20 | 49m. 78ch. and 50m. 10ch. | |
| Page 132 | | WATH ROAD JN. TO BURTON SALMON Between Hickleton Main Colliery Sidings and Moorthorpe South Delete :- | | 20 | 13m. 0ch. and 12m. 26ch. | |

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 332

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK

★

Amend first paragraph

Trainmen from other depots who work trains into York Station or Yards except York Yard South and are relieved on arrival, or who travels as a passenger to York for return workings must report as quickly as possible direct by telephone to the Resources Controller at York District Control, Extension 2700.

Page 332

YORK

★

Add Train Arrivals Platform 14

Drivers of North bound locomotives hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof (North end).

(5D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION - PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco hauled and HST trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting.

(UFN)

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
 - Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
 - Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
 - Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.
-

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 DECEMBER – DONCASTER STATION (NORTH END)

Down Platform Loop (Platform 8) Starting signal D291 will be repositioned 37 yards further north of its present position. (1)

SUNDAY 14 DECEMBER – LOCKES SIDINGS

The Down Main Distant signal will be renewed 310 yards further from the signal box at a reduced height of 16ft. above rail level and will then be 1,100 yards from the Home signal. (1)

SUNDAY 14 DECEMBER – BATLEY AND MORLEY

Batley Up Main 2 aspect Inner Distant signal (sited in the tunnel), will be abolished. Morley Up Main 4-aspect Starting signal (ML19) will be converted to a 3-aspect signal also acting as a Batley Up Main Distant (former Outer Distant) 4,094 yards from the Batley Home (B2) signal.

The Morley Down Main 2-aspect Inner Distant signal (sited in the tunnel) will be abolished.

Batley No.B10 Down Main 4-aspect Starting signal will be converted to a 3-aspect signal also acting as the Morley Down Distant (former Outer Distant), 3,817 yards from the Morley Home (ML1) signal.

The following 3-aspect signals on the approach to Batley Station will be converted to automatic signals:-
Up Main B3; Down Main B13 and B12. (1)

SUNDAY 14 DECEMBER – BURTON SALMON TO MILFORD

AWS equipment will be brought into use at the undermentioned signals:-

Down Pontefract
Hillam Gates Distant

Milford Distant

Up Pontefract
Hillam Gates Distant (below Milford Starting signal)

Burton Salmon Up Distant (1)

SUNDAY 14 DECEMBER – GREETLAND/ELLAND ✓

The Greetland Down Main Home signal (with Elland Distant below), will be replaced by a new 3-aspect colour light signal plated G25, situated 300 yards further from the signal box. A signal-post telephone at Greetland will be provided, and the AWS Inductor will be repositioned accordingly. (1)

SUNDAY 14 DECEMBER – BETWEEN HESSLE ROAD AND HULL PARAGON

The Automatic Warning System will be provided as follows :-

Down Main
Between Hesse Road HR23 signal to Paragon P232 signals inclusive.

Up Main
Between Hesse Road HR7 signal and U2 auto-signal inclusive. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY 15 DECEMBER – BURTON SALMON**

The trailing points at 16m 68chs in the Up Pontefract line will be secured out of use in the normal position pending abandonment of Tamper siding. The associated disc signal will be abolished. (1)

MONDAY 15 DECEMBER – YORK HOLGATE DOCK

Sidings Nos. 2 to 6 inclusive will be secured out of use. (1)

MONDAY 15 DECEMBER – HARROGATE

The Up Dragon Loop line between Harrogate Goods Yard and the Oil Depot (between 19m 51chs and 19m 72chs) will be secured out of use. (1)

MONDAY 15 DECEMBER – SCARBOROUGH GAS WORKS DOWN CARRIAGE SIDINGS

Siding Nos. 1, 6, 7, 8 and 9 will be secured out of use. (1)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER (BRIDGE JN.)**

Up direction signal D268 on the Down Engine/Up East Slow has been moved 10 yards further south. (52)

BENTLEY CROSSING

Bentley Crossing signal box has been abolished and Bentley level crossing lifting barriers have been remotely controlled from Doncaster signal box with the aid of closed circuit television.

The Track Circuit Block Regulations apply between Doncaster and Skellow Junction signal boxes.

Former Bentley Crossing Up Leeds signal BC2 has been replated D316.

Former Bentley Crossing Down Leeds signal BC14 has been replated D315, and the signal-post telephones on these signals now communicate with Doncaster signal box. (52)

DONCASTER (ST. JAMES JN. TO SOUTH YORKSHIRE JN.)

The Up/Down Sheffield Single line has been re-aligned between St. James Jn. and signal D277 at South Yorkshire Jn.

The convergence of the Down and Up Sheffield lines and the Up/Down Sheffield single lines has been remodelled 70 yards nearer to Doncaster.

The points leading from the Up/Down Sheffield single line to Up/Down/Sheffield Goods have been repositioned 15 yards before reaching D277 signal and the Up/Down Sheffield Goods single line between these points and the Down and Up Sheffield Goods lines at St. James Junction have been re-aligned.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CUDWORTH NORTH JUNCTION AND CUDWORTH STATION (ALSO CUDWORTH STATION AND STAIRFOOT)

A.W.S. equipment has been brought into use in conjunction with the following signals:-

DOWN MIDLAND MAIN

(Cudworth Station)

C6: C7 colour light signals.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Starting signal.

(Cudworth North Junction)

Semaphore Distant below Cudworth South Jn. Home Signal.

UP MIDLAND MAIN

(Cudworth North Junction)

Semaphore Distant.

(Cudworth South Junction)

Semaphore Distant below Cudworth North Junction Home Signal.

(Cudworth Station)

Semaphore Distant below Cudworth South Junction Home Signal.

DOWN BRANCH: STAIRFOOT

(Cudworth Station)

C1 colour light signal.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Down Branch Inner Home Signal.

DOWN MIDLAND GOODS - CUDWORTH SOUTH JUNCTION

An inductor has been provided 9 yds. after passing Cudworth South Junction Goods Home to Main signal for the semaphore Distant (Cudworth North Junction) fitted below, but is suppressed for the route along Down Midland Goods. (51)

**** SKELTON**

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast line) has been repositioned 20 yards further south. (50)

**** ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION**

Kilnhurst West South and Wath Road Junction signal boxes, together with all signals worked therefrom have been abolished.

New colour light signalling has been commissioned, and the Track Circuit Block Regulations now apply between Sheffield and Wath North on the Down and Up Main lines (former Fast/Passenger lines) and between Sheffield and Dearne Jn. on the Down and Up Pontefract lines (former Slow/Branch lines).

Between Wath Road Junction and Dearne Valley Colliery Sidings

The Down Goods line has been taken out of use.

Between Wath North and Wath Road Junction

The Up Goods line has been taken out of use.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

Between Dearne Valley Colliery Sidings and Wath North

The Up Goods remains in use as a Headshunt for movements to and from Dearne Valley Colliery Sidings. The Wath North Up Goods Home signal is maintained in the "ON" position and the Up Goods is not available for use immediately ahead of this signal.

Permanent Way Alterations**Wath Road Junction**

All points and connections between Fast and Slow lines etc. have been secured out of use pending removal.

Swinton Junction (166½ m.p.)

New crossovers, controlled by Sheffield have been commissioned, which will provide running connections between the Pontefract lines and the Main lines.

Kilnhurst North Ground Frame

The connection to Croda Chemical Works Private Sidings has been moved 75 yards further South and is controlled from Sheffield Signal Box. The existing ground frame has been repositioned and one lever controls the "STOP SHUNTING" signal at the exit from the Works.

Between Kilnhurst West South and Aldwarke Junction

The Up Through Siding has been "Stop-blocked" on each side of Roundwood Sidings which has been removed (between 165½ and 165 m.p.). The Up Through Siding has been renamed Up Siding at each end. Kilnhurst West Goods Yard and the associated sidings have been abolished.

Roundwood single lever ground frame has been abolished.

All points previously controlled by Kilnhurst West South are now controlled by Sheffield, with the exception of the trailing connection to the Goods Yard which has been abolished.

Automatic Warning System

The A.W.S. has been provided on all running signals.

Reference should be made to the diagrams included in this notice.

Description of signals

Prefix of signal box to which signal post telephone is connected
S or SA = Sheffield; C = Cudworth Station; D = Dearne Junction;
WN = Wath North; K = Former Kilnhurst West South signal replated.

Down Direction

| Signal | Line | Aspect M = Main S = Sub | Route Indication JI - Junction Indicator | Application to or towards |
|--------|-----------------|-------------------------------|---|--|
| S455 | Down Main | M | | S457 |
| S457 | Down Main | M | | S461 |
| SA17 | Down Pontefract | M | | S459 |
| S459 | Down Pontefract | M | | S463 |
| S461 | Down Main | M | | S465 |
| S463 | Down Pontefract | M | | S467 |
| S465 | Down Main | M | JI Position "1" | S465 |
| S467 | Down Pontefract | M | | S469 |
| S469 | Down Main | M | | S471 |
| S471 | Down Pontefract | M | | S473 |
| S473 | Down Main | M | | D4 |
| WN38 | Down Main | M | | WN38 |
| D4 | Down Pontefract | M | | C7 (Existing) |
| | | | | Existing Hickleton Colliery Sdgs. Signalling. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

| Signal | Line | Aspect M=Main S=Sub | Route Indication JI=Junction Indicator | Application to or towards |
|--------------------------------------|---------------|---------------------------|---|---|
| Up Direction | | | | |
| S512 | Up Pontefract | M | | S466 |
| WN9R | Up Main | M | | WN9 |
| WN9 | Up Main | M | | WN10 |
| WN10 | Up Main | M | | S472 |
| S472 | Up Main | M | | S468 |
| S468 | Up Main | M | | S464 |
| S466 | Up Pontefract | M | | S460 |
| S464 | Up Main | M | | S458 |
| | | M | JI Position "1" | S460 |
| S460 | Up Pontefract | M | | SA12 (K38) |
| †S458 (converted to auto) | Up Main | M | | S456 (K51) (converted to auto signal) |
| †SA12 (K38) | Up Pontefract | M S | | SA14 (Existing) Up Siding (former Through Siding) |
| †S456(K51) (converted to auto) | Up Main | M | | SA4 (Existing) |

† = Converted to 4 aspect signal.

Ground Position Light Signals (New)

| Signal | Line | Route Indication | Application to or towards |
|--------|--------------------------|------------------|---------------------------|
| 1078 | Up Pontefract | | Croda Chemical Works |
| 1079 | Croda Chemical Works | | SA12 |
| 1085 | Up Pontefract | "M" | S465 |
| | | "P" | S467 |
| 1086 | Down Main | "P" | S460 |
| | | "M" | S458 |
| 1088 | Down Pontefract | | S460 |
| SA59 | Up Siding (Kilnhurst) | | S459 |
| | | | 1078 |
| SA62 | Down Pontefract | | Up Siding (50) |

*** * MELTON LANE TO HESSLE ROAD**

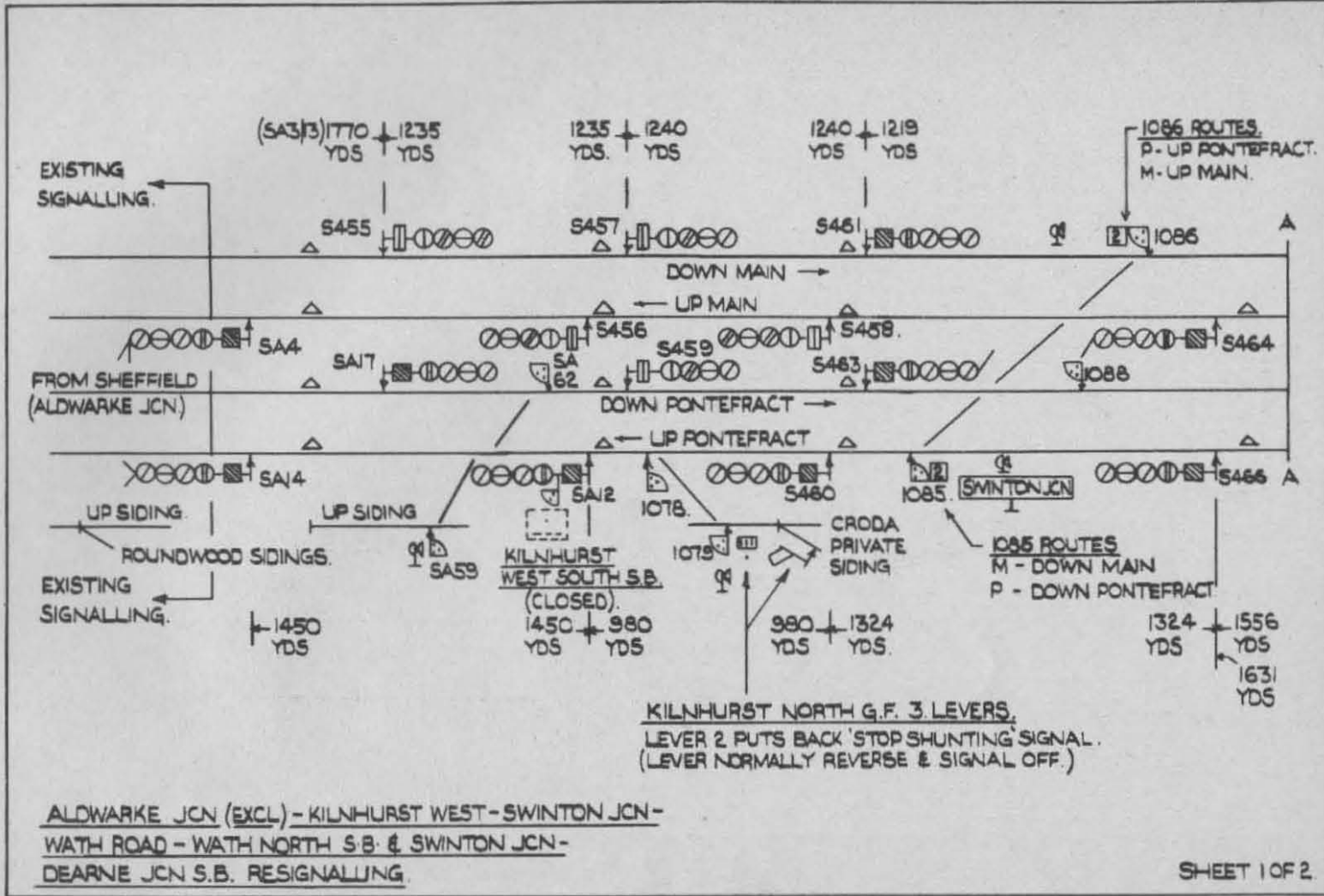
The automatic warning system has been provided between the following signals.

Down Main

Hessle Haven HH11 to Hessle Road HR23 signals inclusive.

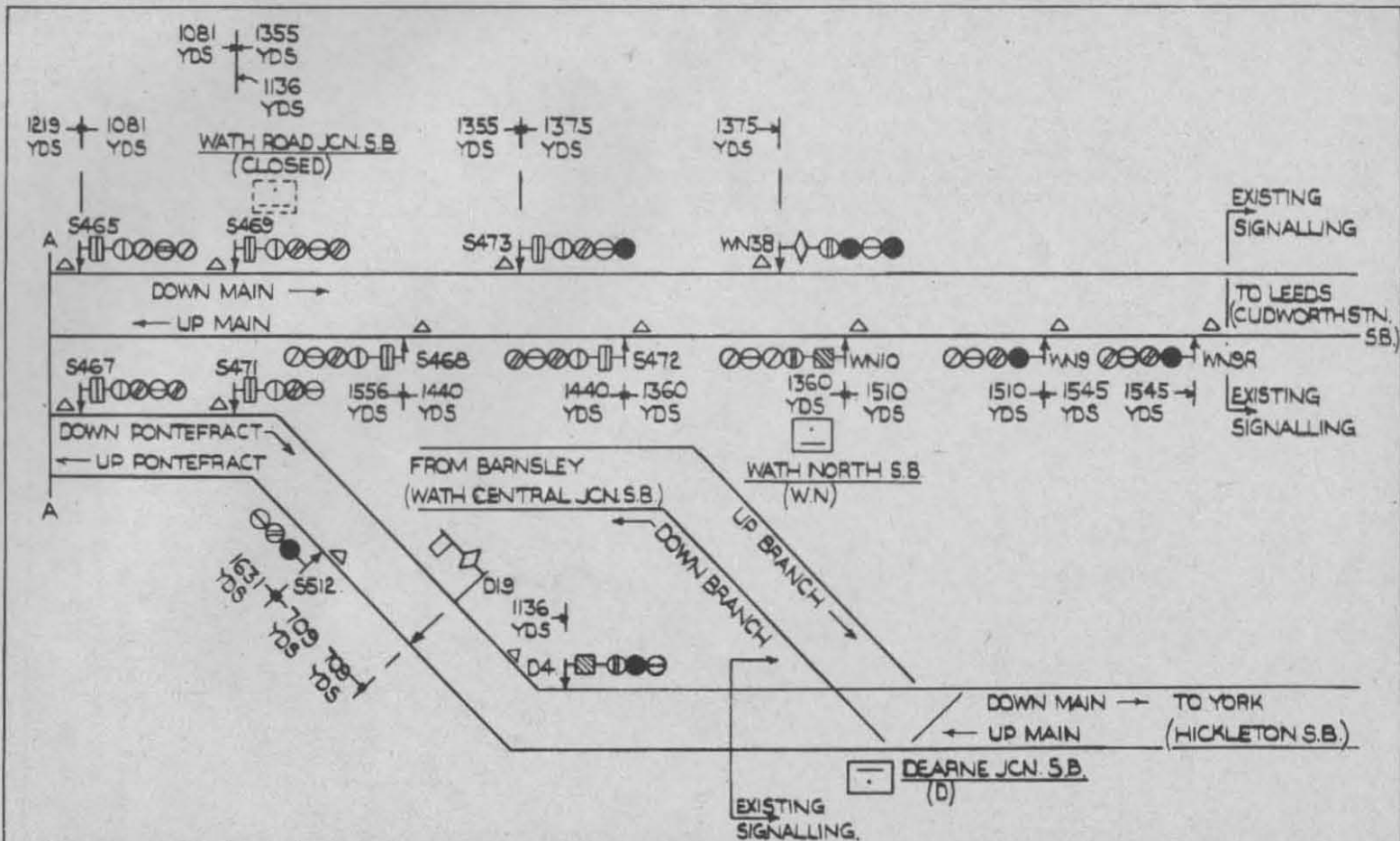
Up Main

U2 at Hessle Road to Melton Lane ML276 signal inclusive. (50)



ALDWARKE JCN (EXCL) - KILNHURST WEST - SWINTON JCN -
WATH ROAD - WATH NORTH S.B. & SWINTON JCN -
DEARNE JCN S.B. RESIGNALLING.

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



ALDWARKE JCN (EXCL) - KILNHURST WEST - SWINTON JCN -
WATH ROAD - WATH NORTH S.B. & SWINTON JCN -
DEARNE JCN S.B. RESIGNALLING.

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 | |
| Page 56 | | SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. | | | | | |
| | Amend | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED |
| Page 108 | | BARNSELY STATION JN. TO HORBURY JN. | | | | | |
| | | Between Barnsley Stn. Jn. and Darton | | | | | |
| | Add :- | | | | 20 | 49m. 78ch. and 50m. 10ch. | |
| Page 132 | | WATH ROAD JN. TO BURTON SALMON | | | | | |
| | | Between Hickleton Main Colliery Sidings and Moorthorpe South | | | | | |
| | Delete :- | | | | 20 | 13m. 0ch. and 12m. 26ch. | |

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 332

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK

Amend first paragraph

Trainmen from other depots who work trains into York Station or Yards except York Yard South and are relieved on arrival, or who travels as a passenger to York for return workings must report as quickly as possible direct by telephone to the Resources Controller at York District Control, Extension 2700.

Page 332

YORK

Add Train Arrivals Platform 14

Drivers of North bound locomotives hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof (North end). (5D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION - PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco hauled and HST trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting.

(UFN)

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

| Location | Nature of work | Duration | Commencing Date |
|------------------------|---|----------------------|-----------------|
| Carr TMD No.12 Road | Construction work. Restricted clearance. | 08 00 to 16 00 daily | |

WORKING MANUAL FOR RAIL STAFF
BR.30054/3. PINK PAGES

- ★ **Instruction E4/4** makes reference in certain instances to the publication on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of clause E4/2.

"A brakevan must not be counted as a barrier wagon".

(MO.11.420.6)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 11

ACKTON HALL COLLIERY

- ★ **Delete and substitute:-**

1. Upon arrival of a train on the Up Goole line, the Guard must telephone the Signalman at Oakenshaw to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.
2. The Guard must collect the train documents in duplicate for the loaded train and advise the N.C.B. weigh office staff when the loaded train is ready to depart. (6D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
5 DECEMBER, 1980

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 DECEMBER – DONCASTER (ST. JAMES JUNCTION)**

The connections at St. James Junction between the Up and Down Sheffield Goods and the Up and Down Hexthorpe Goods line will be remodelled and relayed on an improved alignment.

All redundant connections will be removed.

Down Hexthorpe Goods 3-aspect signal D263 will be repositioned 39 yards nearer to Sheffield. (2)

SUNDAY 21 DECEMBER – HEBDEN BRIDGE ✓

Hebden Bridge Up Home signal, with the outer Distant for PN305 below, will be replaced by a 4-aspect colour light signal 200 yds. further from the signal box and plated HB35.

A signal-post telephone will be provided.

The Up Semaphore Distant Signal will be replaced approximately 514 yards further from the signal box, by a new colour light Distant signal (HB35R), situated 1,080 yards before reaching HB35. A 4-aspect head will be provided, but the only aspects displayed at this stage will be Y or YY or G.

The A.W.S. Inductors concerning the above signals will be repositioned accordingly. (2)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER STATION (NORTH END)**

Down Platform Loop (Platform 8) Starting signal D291 has been repositioned 37 yards further north of its present position. (1)

LOCHE SIDINGS

The Down Main Distant signal has been renewed 310 yards further from the signal box at a reduced height of 16ft. above rail level and is now 1,100 yards from the Home signal. (1)

BATLEY AND MORLEY

Batley Up Main 2 aspect Inner Distant signal (sited in the tunnel) has been abolished. Morley Up Main 4-aspect Starting signal (ML19) has been converted to a 3-aspect signal also acting as a Batley Up Main Distant (former Outer Distant), 4,094 yards from the Batley Home (B2) signal.

The Morley Down Main 2-aspect Inner Distant signal (sited in the tunnel) has been abolished.

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

Batley No. B10 Down Main 4-aspect Starting signal has been converted to a 3-aspect signal also acting as the Morley Down Distant (former Outer Distant), 3,817 yards from the Morley Home (ML1) signal.

The following 3-aspect signals on the approach to Batley Station has been converted to automatic signals:-

Up Main B3; Down Main B13 and B12. (1)

BURTON SALMON TO MILFORD

AWS equipment has been brought into use at the undermentioned signals:-

Down Pontefract
Hillam Gates Distant

Milford Distant

Up Pontefract
Hillam Gates Distant (below Milford Starting signal)

Burton Salmon Up Distant (1)

GREETLAND/ELLAND

The Greetland Down Main Home signal (with Elland Distant below), has been replaced by a new 3-aspect colour light signal plated G25, situated 200 yards further from the signal box. A signal-post telephone to Greetland has been provided, and the AWS inductor has been repositioned accordingly.

(Amended item) (1)

BETWEEN HESSLE ROAD AND HULL PARAGON

The Automatic Warning System has been provided as follows:-

Down Main
Between Hessle Road HR23 signal to Paragon P232 signals inclusive.

Up Main
Between Hessle Road HR7 signal and U2 auto-signal inclusive. (1)

BURTON SALMON

The trailing points at 16m. 68chs. in the Up Pontefract line have been secured out of use in the normal position pending abandonment of Tamper siding. The associated disc signal has been abolished. (1)

YORK HOLGATE DOCK

Sidings Nos.2 to 6 inclusive have been secured out of use. (1)

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

The Up Dragon Loop line between Harrogate Goods Yard and the Oil Depot (between 19m. 51chs. and 19m. 72chs.) has been secured out of use. (1)

SCARBOROUGH GAS WORKS DOWN CARRIAGE SIDINGS

Siding Nos.1, 6, 7, 8 and 9 have been secured out of use. (1)

**** DONCASTER (BRIDGE JN.)**

Up direction signal D268 on the Down Engine/Up East Slow has been moved 10 yards further south. (52)

**** BENTLEY CROSSING**

Bentley Crossing signal box has been abolished and Bentley level crossing lifting barriers have been remotely controlled from Doncaster signal box with the aid of closed circuit television.

The Track Circuit Block Regulations apply between Doncaster and Skellow Junction signal boxes.

Former Bentley Crossing Up Leeds signal BC2 has been replated D316.

Former Bentley Crossing Down Leeds signal BC14 has been replated D315, and the signal-post telephones on these signals now communicate with Doncaster signal box. (52)

**** DONCASTER (ST. JAMES JN. TO SOUTH YORKSHIRE JN.)**

The Up/Down Sheffield Single line has been re-aligned between St. James Jn. and signal D277 at South Yorkshire Jn.

The convergence of the Down and Up Sheffield lines and the Up/Down Sheffield single lines has been remodelled 70 yards nearer to Doncaster.

The points leading from the Up/Down Sheffield single line to Up/Down/Sheffield Goods have been repositioned 15 yards before reaching D277 signal and the Up/Down Sheffield Goods single line between these points and the Down and Up Sheffield Goods lines at St. James Junction have been re-aligned. (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN CUDWORTH NORTH JUNCTION AND CUDWORTH STATION (ALSO CUDWORTH STATION AND STAIRFOOT)

A.W.S. equipment has been brought into use in conjunction with the following signals:-

DOWN MIDLAND MAIN

(Cudworth Station)

C6: C7 colour light signals.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Starting signal.

(Cudworth North Junction)

Semaphore Distant below Cudworth South Jn. Home Signal.

UP MIDLAND MAIN

(Cudworth North Junction)

Semaphore Distant.

(Cudworth South Junction)

Semaphore Distant below Cudworth North Junction Home Signal.

(Cudworth Station)

Semaphore Distant below Cudworth South Junction Home Signal.

DOWN BRANCH: STAIRFOOT

(Cudworth Station)

C1 colour light signal.

(Cudworth South Junction)

Semaphore Distant below Cudworth Station Down Branch Inner Home Signal.

** DOWN MIDLAND GOODS - CUDWORTH SOUTH JUNCTION

An inductor has been provided 9 yds. after passing Cudworth South Junction Goods Home to Main signal for the semaphore Distant (Cudworth North Junction) fitted below, but is suppressed for the route to Down Midland Goods.

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 | |
| Page 56 | | SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. | | | | |
| | Amend | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED |
| Page 108 | | BARNSELY STATION JN. TO HORBURY JN. | | | | |
| | Between Barnsley Str. Jn. and Darton | | | | | |
| | Add:- | | | 20 | 49m. 78ch. and 50m. 10ch. | |
| Page 132 | | WATH ROAD JN. TO BURTON SALMON | | | | |
| | Between Hickleton Main Colliery Sidings and Moorthorpe South | | | | | |
| | Delete:- | | | 20 | 13m. 0ch. and 12m. 26ch. | |

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 332

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK

Amend first paragraph

Trainmen from other depots who work trains into York Station or Yards except York Yard South and are relieved on arrival, or who travels as a passenger to York for return workings must report as quickly as possible direct by telephone to the Resources Controller at York District Control, Extension 2700.

Page 332

YORK

Add Train Arrivals Platform 14

Drivers of North bound locomotives hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof (North end). (6D)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Page 364

STOURTON TRADING ESTATE

★ Amend third paragraph:-

Trains entering the Trading Estate must not exceed 24 SLU and must be propelled. (3)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

| | |
|-----------------------|---|
| Warning Board | A yellow miniature rectangular shape, without chevron ends and incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on 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).

DONCASTER STATION - PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco hauled and HST trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting.

(UFN)

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October 1980.
- Class 6B. Fully-fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35m.p.h., the equivalent load of a Class 8 may be conveyed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

| Location | Nature of work | Duration | Commencing Date |
|------------------------|---|----------------------|-----------------|
| Carr TMD No.12 Road | Construction work. Restricted clearance. | 08 00 to 16 00 daily | |

WORKING MANUAL FOR RAIL STAFF
BR.30054/3. PINK PAGES

Instruction E4/4 makes reference in certain instances to the publication on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of clause E4/2.

"A brakevan must not be counted as a barrier wagon".

(MO.11.420.6)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES BR.30059/5

Page 11

ACKTON HALL COLLIERY

Delete and substitute:-

1. Upon arrival of a train on the Up Goole line, the Guard must telephone the Signalman at Oakenshaw to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.
2. The Guard must collect the train documents in duplicate for the loaded train and advise the N.C.B. weigh office staff when the loaded train is ready to depart. (6D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
12 DECEMBER, 1980

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