



19

NS

EASTERN REGION

1

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 JANUARY

TO

FRIDAY 9 JANUARY 1981

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.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

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 ALREADY CARRIED OUT

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 have been remodelled and relayed on an improved alignment.

All redundant connections have been removed.

Down Hexthorpe Goods 3-aspect signal D263 has been repositioned 39 yards nearer to Sheffield. (2)

HEBDEN BRIDGE

Hebden Bridge Up Home signal, with the outer Distant for PN305 below, has been replaced by a 4-aspect colour light signal 200 yds. further from the signal box and plated HB35.

A signal-post telephone has been provided.

The Up Semaphore Distant Signal has been 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 has been provided, but the only aspects displayed at this stage are Y or YY or G.

The A.W.S. Inductors concerning the above signals have been repositioned accordingly. (2)

**** LOCKES 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.

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)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** 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. (1)

**** BETWEEN HESSLE ROAD AND HULL PARAGON**

The Automatic Warning System has been 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)

**** 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)

**** 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)



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WEEKLY OPERATING NOTICE

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TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 JANUARY

TO

FRIDAY 16 JANUARY 1981

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**TUESDAY 13 JANUARY – LEDSTON STATION**

The ground frame controlling the points leading from Single line to N.C.B. Workshop Sidings will be abolished, together with all associated signalling. The points will be secured out of use in the normal position pending removal. (5)

DETAILS OF WORK ALREADY CARRIED OUT**** 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 have been remodelled and relayed on an improved alignment.

All redundant connections have been removed.

Down Hexthorpe Goods 3-aspect signal D263 has been repositioned 39 yards nearer to Sheffield. (2)

**** HEBDEN BRIDGE**

Hebden Bridge Up Home signal, with the outer Distant for PN305 below, has been replaced by a 4-aspect colour light signal 200 yds. further from the signal box and plated HB35.

A signal-post telephone has been provided.

The Up Semaphore Distant Signal has been 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 has been provided, but the only aspects displayed at this stage are Y or YY or G.

The A.W.S. Inductors concerning the above signals have been repositioned accordingly. (2)



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WEEKLY OPERATING NOTICE

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GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 JANUARY

TO

FRIDAY 23 JANUARY 1981

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

LEDSTON STATION

The ground frame controlling the points leading from Single line to N.C.B. Workshop Sidings has been abolished, together with all associated signalling, The points have been secured out of use in the normal position pending removal. (5)



NS

EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

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TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 JANUARY

TO

FRIDAY 30 JANUARY 1981

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

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DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 25 JANUARY – DONCASTER STATION (NORTH END)**

The Middle Siding (between Bay Platforms 6 and 7) will be taken out of use.

Signal 1477 applying from Middle Siding will be abolished.

Down Slow ground position light signal 1486 will no longer apply – set back towards Middle siding.
(7)

SUNDAY 25 JANUARY – BETWEEN ALTOFTS JN. AND WHITWOOD

The Down Main line between 22m. 77ch. and 23½ m.p. will be slued up to 5 yards from its existing alignment.
(7)

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

The ground frame controlling the points leading from Single line to N.C.B. Workshop Sidings has been abolished, together with all associated signalling, The points have been secured out of use in the normal position pending removal.
(5)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 Signaller 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)

NOTE

New pages incorporating the revised instructions for the undermentioned collieries (previously published in the periodical operating notice) have now been distributed under separate cover and all staff concerned must note and obtain copies from their respective depots.

Askern Colliery - Page 11A.
Brodsworth Colliery - Pages 13/14.
Hatfield Colliery - Page 15.

Existing page 16 incorporating the instructions for Maltby and Rossington Collieries must be retained. (6D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
16 JANUARY, 1981

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



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 1 FEBRUARY – THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION**

The Down Slow line will be taken out of use until further notice.

The Up Main will be diverted to lead direct into the Up Slow.

Reference should be made to the diagram included in this notice.

The following signals will be abolished :-

- Guiseley Junction Down Slow Homes
- Thackley Junction Down Slow Starting (with Guiseley Junction down Distant below)
- Guiseley Junction Up Main 2nd Homes to Up Fast; Up Slow or to Down Branch
- Guiseley Junction Down Main (Up direction) to Up Fast.

Guiseley Junction

Altered signals :-

The Up Bradford 1st Home G.40 will become the Up Bradford Home and will apply towards Up Slow (via the diverted Up Main). A position '1' Junction indicator will be provided applying towards Down Branch.

The Up 1st Home from Skipton direction will be replaced by a 3-aspect colour light Home signal plated G.43 and will apply towards the Up Slow or with position '1' Junction Indicator, towards Down Branch.

The Starting signal from No.5 Platform line (Up direction on Down Skipton) will be replaced by a 3-aspect colour light signal plated G.42 and will apply towards Up Fast via the Down Main. (8)

MONDAY 2 FEBRUARY – CUDWORTH STATION (DEARNE VALLEY NORTH JUNCTION)

Up Goods colour light signal (C.91) will be altered to display Red or Yellow aspects only. (8)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER STATION (NORTH END)**

The Middle Siding (between Bay Platforms 6 and 7) has been taken out of use.

Signal 1477 applying from Middle Siding has been abolished.

Down Slow ground position light signal 1486 no longer applies – set back towards Middle siding. (7)

BETWEEN ALTOFTS JN. AND WHITWOOD

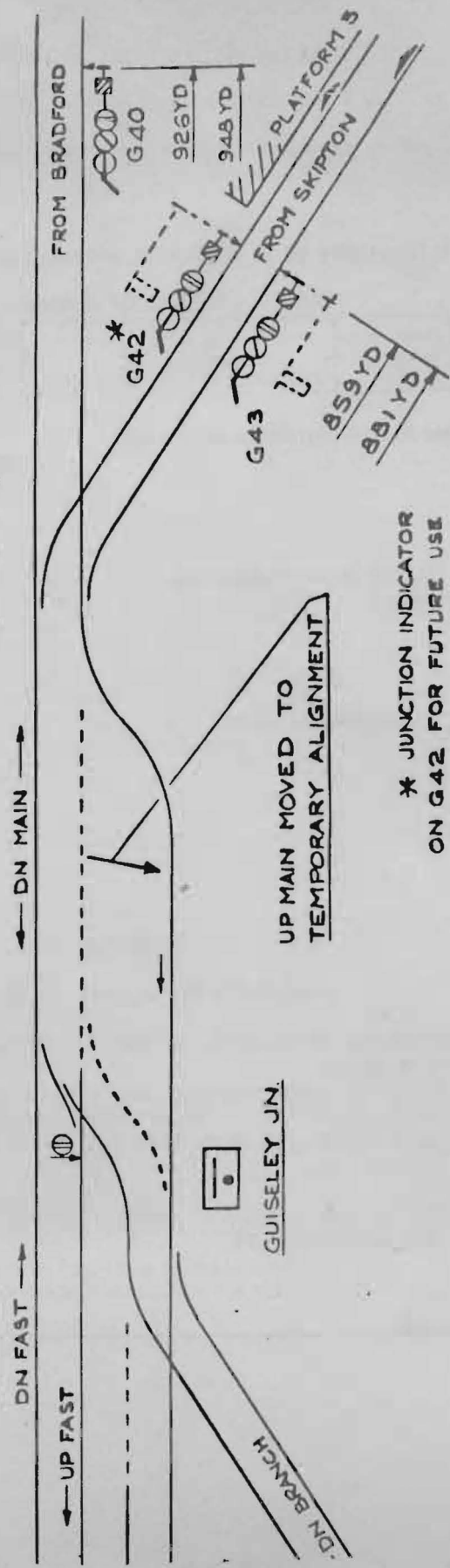
The Down Main line between 22m. 77ch. and 23½m.p. has been slued up to 5 yards from its existing alignment. (7)

**** LEDSTON STATION**

The ground frame controlling the points leading from Single line to N.C.B. Workshop Sidings has been abolished, together with all associated signalling. The points have been secured out of use in the normal position pending removal. (5)

SHIPLEY

(LEEDS JN)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
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). (6D)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

With effect from 09 00 Monday 9 February, the 30mph P.S.R. on the Down and Up lines between Barton Station Jn. and **Darton** (52m. 0ch. and 50m. 63ch.) will apply between 52m. 24ch. and 50m. 63ch. (6D)

With effect from 09 00 Monday 9 February, 30mph P.S.R.'s will be imposed on the Down and Up lines between Shipley, Bradford Jn. and Manningham (207m. 60ch. and 207m. 72ch.). (6D)

SUNDAY 8 FEBRUARY – APPLEHURST JN. TO ADWICK JN.

Until Sunday 15 February the main crossover situated at 160 $\frac{1}{2}$ m.p. will be temporarily removed and replaced by plain line. (9)

SUNDAY 8 FEBRUARY – DONCASTER (NORTH END)

Platform 7 Bay line will be taken out of use. All associated signalling/signal routes will be disconnected. (9)

DETAILS OF WORK ALREADY CARRIED OUT**THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION**

The Down Slow line has been taken out of use until further notice.

The Up Main has been diverted to lead direct into the Up Slow.

Reference should be made to the diagram included in this notice.

The following signals have been abolished:—

Guiseley Junction Down Slow Homes

Thackley Junction Down Slow Starting (with Guiseley Junction down Distant below)

Guiseley Junction Up Main 2nd Homes to Up Fast; Up Slow or to Down Branch

Guiseley Junction Down Main (Up direction) to Up Fast.

Guiseley Junction

Altered signals:—

The Up Bradford 1st. Home G.40 has become the Up Bradford Home and applies towards Up Slow (via the diverted Up Main). A position '1' Junction indicator has been provided applying towards Down Branch.

The Up 1st. Home from Skipton direction has been replaced by a 3-aspect colour light Home signal plated G.43 and applies towards the Up Slow or with position '1' Junction indicator, towards Down Branch.

The Starting signal from No.5 Platform line (Up direction on Down Skipton) has been replaced by a 3-aspect colour light signal plated G.42 and applies towards Up Fast via the Down Main. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CUDWORTH STATION (DEARNE VALLEY NORTH JUNCTION)

Up Goods colour light signal (C.91) has been altered to display Red or Yellow aspects only. (8)

DONCASTER STATION (NORTH END)

The Middle Siding (between Bay Platforms 6 and 7) has been taken out of use.

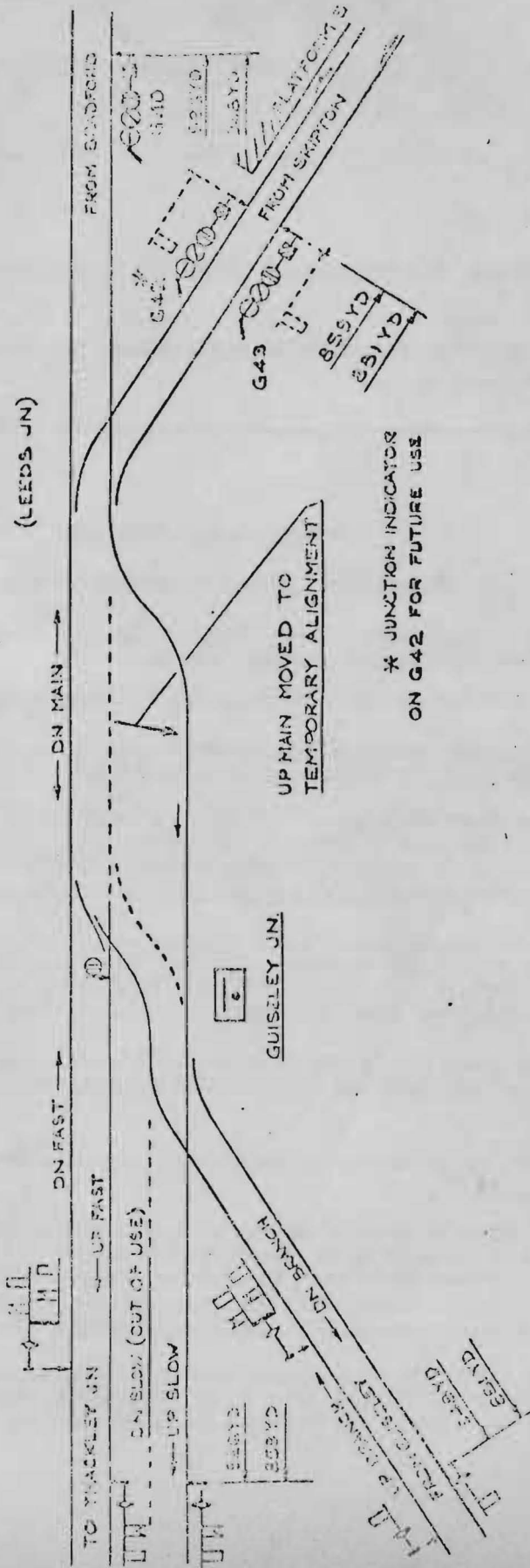
Signal 1477 applying from Middle Siding has been abolished.

Down Slow ground position light signal 1486 no longer applies – set back towards Middle siding. (7)

BETWEEN ALTOFTS JN. AND WHITWOOD

The Down Main line between 22m. 77ch. and 23½m.p. has been slued up to 5 yards from its existing alignment. (7)

SHIPLEY



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

★ Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – BR. 33069/2

★ Delete heading and items

MISCELLANEOUS NOTICES

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp is being put into service for trial purposes, commencing 26 January for about 4 weeks.
2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.

Note These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.

3. **All staff on the routes concerned** are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.
4. A description of the experimental lamp and working instructions are shown below:—
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP – continued

4. – continued

- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:–
- (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO12/17/9)

(Amended Item) (MO45/1237)

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).

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend :– Clause A1/19 to read Clause A1/20**Add** :– New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
31 JANUARY, 1981

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY COLLIERY

A ground position light signal has been provided 300 yards before reaching L650 ground position light signal and has been plated L650/652R. This signal will show a proceed aspect only when both L650 and L652 signals have been cleared.

The notice board 365 yards on the approach side of L650 signal is worded "PROPELLED 34 WAGON TRAINS LOCOMOTIVES STOP. WAIT FOR 650/652R TO CLEAR".

A telephone is provided at L650/652R signal to Leeds signal box. (New Item) (10)

GARFORTH

The loading dock siding has been secured out of use pending removal. (New Item) (10)

STOURTON

The Up Dead End Sidings adjoining Run Round Line have been secured out of use pending removal. (New Item) (10)

APPLEHURST JN. TO ADWICK JN.

Until Sunday 15 February the main crossover situated at 160 $\frac{1}{4}$ m.p. has been temporarily removed and replaced by plain line. (8)

DONCASTER (NORTH END)

Platform 7 Bay line has been taken out of use. All associated signalling/signal routes have been disconnected. (9)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION

The Down Slow line has been taken out of use until further notice.

The Up Main has been diverted to lead direct into the Up Slow.

Reference should be made to the diagram included in this notice.

The following signals have been abolished:—

Guiseley Junction Down Slow Homes

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Guiseley Junction Up Main 2nd Homes to Up Fast; Up Slow or to Down Branch

Guiseley Junction Down Main (Up direction) to Up Fast.

Guiseley Junction

Altered signals:—

The Up Bradford 1st. Home G.40 has become the Up Bradford Home and applies towards Up Slow (via the diverted Up Main). A position '1' Junction indicator has been provided applying towards Down Branch.

The Up 1st. Home from Skipton direction has been replaced by a 3-aspect colour light Home signal plated G.43 and applies towards the Up Slow or with position '1' Junction indicator, towards Down Branch.

The Starting signal from No.5 Platform line (Up direction on Down Skipton) has been replaced by a 3-aspect colour light signal plated G.42 and applies towards Up Fast via the Down Main. (8)

CUDWORTH STATION (DEARNE VALLEY NORTH JUNCTION)

Up Goods colour light signal (C.91) has been altered to display Red or Yellow aspects only. (8)

**** DONCASTER STATION (NORTH END)**

The Middle Siding (between Bay Platforms 6 and 7) has been taken out of use.

Signal 1477 applying from Middle Siding has been abolished.

Down Slow ground position light signal 1486 no longer applies – set back towards Middle siding. (7)

**** BETWEEN ALTOFTS JN. AND WHITWOOD**

The Down Main line between 22m. 77ch. and 23½m.p. has been slued up to 5 yards from its existing alignment. (7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION

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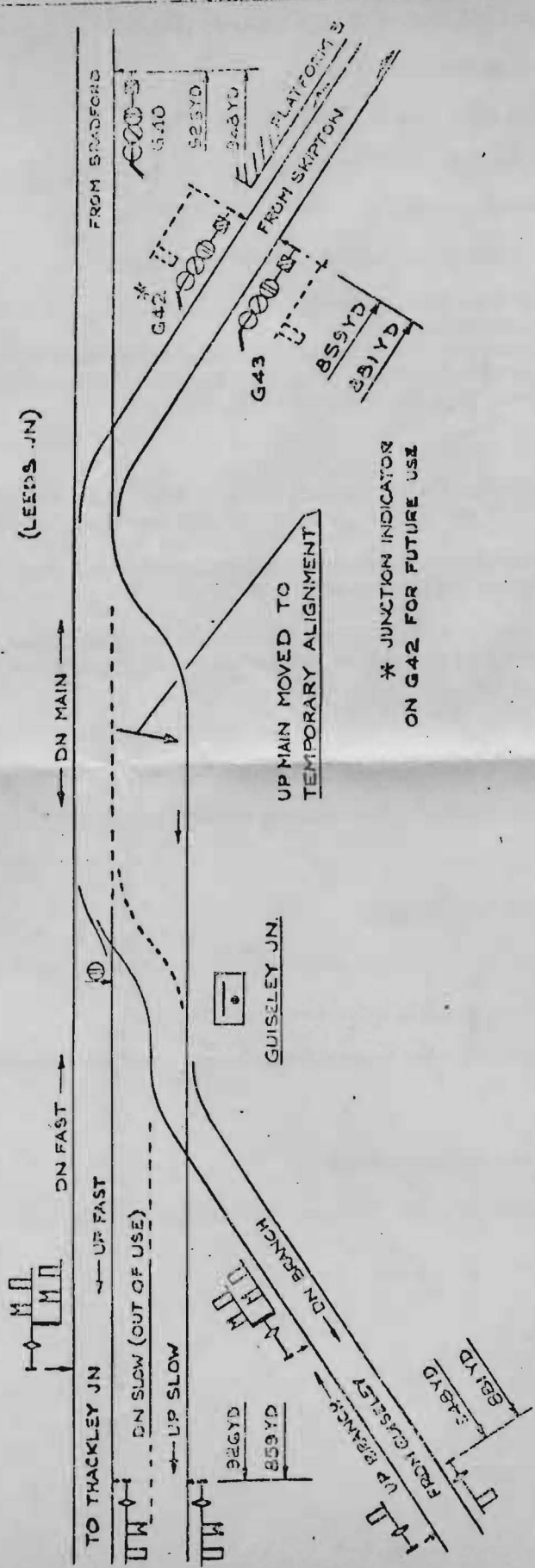
Signal 1477 applying from Middle Siding has been abolished.

Down Slow ground position light signal 1486 no longer applies – set back towards Middle siding. (7)

**** BETWEEN ALTOFTS JN. AND WHITWOOD**

The Down Main line between 22m. 77ch. and 23½m.p. has been slued up to 5 yards from its existing alignment. (7)

SHIPLEY



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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 110 (Page ND28 ND6D)								
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.								
Between Swinton Jn. and Wath North								
Delete:—					70	70	167m. 73ch. and 168m. 03ch.	(14D)

★
Page 391

THORNE JN. TO GILBERDYKE JN.

Add:—

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signalman to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS — NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS — BR. 33069/2

Delete heading and items

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes, commencing 26 January for about 4 weeks.
2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.

Note These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.

3. **All staff on the routes concerned** are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.
4. A description of the experimental lamp and working instructions are shown below:-
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:-
 - (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO12/17/9)
(MO45/1237)

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).

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend :-- Clause A1/19 to read Clause A1/20**Add** :-- New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety. MO.11.420.6 (14D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
6 FEBRUARY, 1981

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 22 FEBRUARY – DONCASTER STATION (NORTH END)**

Platform 7, and the adjacent Middle Sidings will be restored to use and access to these lines from Down Slow will be via a remodelled/realigned layout.

The points -- Down Slow to Middle Siding and Platform 7 will be repositioned 40 yards further north.

No.7 platform Starting signal (D289) will be brought back into use and repositioned on the Platform 10 yds further north.

The exit signal from Middle Siding (ground position light signal No.1477) will be brought back into use and repositioned adjacent to the trap points at the exit from the Siding 33 yards further north.

All other associated signal routes reading into these lines will be reinstated.

Platform No.6 (and Platform No.6 Starting signal No. D237) will be taken out of use. All associated signal routes into this Platform will be disconnected.

Signal No. D.291, No.8 Platform Starting Signal (Down direction) will be repositioned 35 yards north of its present position. (11)

MONDAY 23 FEBRUARY – METHLEY NORTH SIDINGS

All sidings will be secured out of use pending removal. (11)

MONDAY 23 FEBRUARY – PONTEFRACT MONKHILL

Sidings No.1, 2 and 3 (Knottingley end of Monkhill Station) and No.3 (Prince of Wales end of Monkhill Station) will be secured out of use pending removal. (11)

MONDAY 23 FEBRUARY – BETWEEN METHLEY NORTH JUNCTION AND CUTSYKE JUNCTION

The Down and Up Branch lines (including the branch line between Charlesworth and Lofthouse Jn.) will be taken out of use pending removal. The Junction points at Methley North Jn. (Branch/Whitwood Main lines) will be secured for through running to and from the Down and Up Whitwood Main lines.

The Methley North Jn. Up Main Home signal to Down Branch, together with all other associated signalling will be abolished. (11)

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

Nos. 2 and 3 sidings have been secured out of use pending removal. (New Item) (11)

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

Sidings No. 3, 4 and 5 have been secured out of use pending relaying or removal. (New Item) (11)

SOUTH KIRKBY COLLIERY

A ground position light signal has been provided 300 yards before reaching L650 ground position light signal and has been plated L650/652R. This signal will show a proceed aspect only when both L650 and L652 signals have been cleared.

The notice board 365 yards on the approach side of L650 signal is worded "PROPELLED 34 WAGON TRAINS LOCOMOTIVES STOP. WAIT FOR 650/652R TO CLEAR".

A telephone is provided at L650/652R signal to Leeds signal box. (New Item) (10)

GARFORTH

The loading dock siding has been secured out of use pending removal. (New Item) (10)

STOURTON

The Up Dead End Sidings adjoining Run Round Line have been secured out of use pending removal. (New Item) (10)

APPLEHURST JN. TO ADWICK JN. |

Until Sunday 1 March the main crossover situated at 160 $\frac{1}{4}$ m.p. has been temporarily removed and replaced by plain line. (9)

DONCASTER (NORTH END)

Platform 7 Bay line has been taken out of use. All associated signalling/signal routes have been disconnected. (9)

**** THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION**

The Down Slow line has been taken out of use until further notice.

The Up Main has been diverted to lead direct into the Up Slow.

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

** THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION - continued

The following signals have been abolished:-

- Guiseley Junction Down Slow Homes
- Thackley Junction Down Slow Starting (with Guiseley Junction down Distant below)
- Guiseley Junction Up Main 2nd Homes to Up Fast; Up Slow or to Down Branch
- Guiseley Junction Down Main (Up direction) to Up Fast.

Guiseley Junction

Altered signals:-

The Up Bradford 1st. Home G.40 has become the Up Bradford Home and applies towards Up Slow (via the diverted Up Main). A position '1' Junction indicator has been provided applying towards Down Branch.

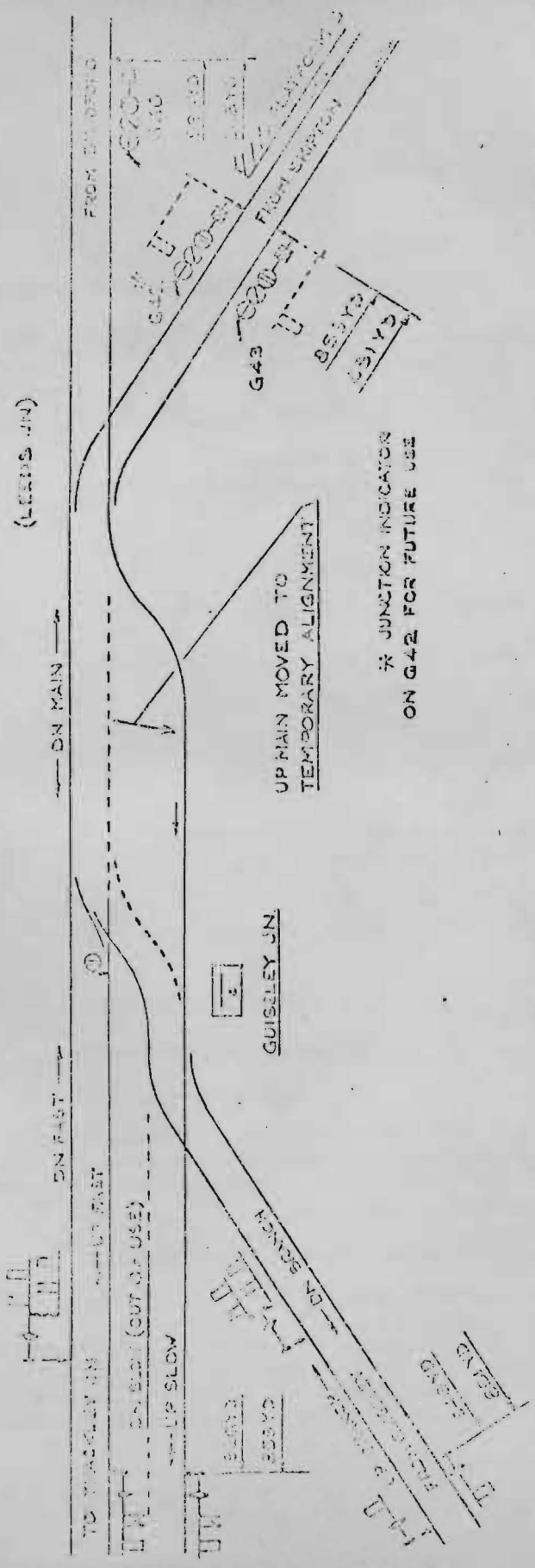
The Up 1st. Home from Skipton direction has been replaced by a 3-aspect colour light Home signal plated G.43 and applies towards the Up Slow or with position '1' Junction indicator, towards Down Branch.

The Starting signal from No.5 Platform line (Up direction on Down Skipton) has been replaced by a 3-aspect colour light signal plated G.42 and applies towards Up Fast via the Down Main. (8)

** CUDWORTH STATION (DEARNE VALLEY NORTH JUNCTION)

Up Goods colour light signal (C.91) has been altered to display Red or Yellow aspects only. (8)

** SHIPLEY



UP MAIN MOVED TO
TEMPORARY ALIGNMENT

☞ JUNCTION INDICATOR
ON G42 FOR FUTURE USE

GUISELEY JN

DN MAIN

DN BRACKLEY

DN BRACKLEY

DN BRACKLEY (OUT OF USE)

UP SLOW

FROM BRACKLEY

S 67° 00' W

S 83° 10' W

G43

S 82° 00' W

S 81° 10' W

S 82° 00' W

S 83° 10' W

S 82° 00' W

S 81° 10' W

JUNCTION

S 82° 00' W

S 81° 10' W

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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 25 (Page ND9, ND6D)							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Decoy North Jn. and signals 1446/D250 and D252							
★	Add:—		50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch. (w.e.f. 14 00 9/2/81)		
			50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch. (w.e.f. 14 00 9/2/81)		
Page 110 (Page ND28 ND6D)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Between Swinton Jn. and Wath North							
	Delete:—		70	70	167m. 73ch. and 168m. 03ch. (14D)		

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:—

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – BR. 33069/2

Delete heading and items

MISCELLANEOUS NOTICES

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes.
 2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.
- Note** These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.
3. All staff on the routes concerned are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.
 4. A description of the experimental lamp and working instructions are shown below:–
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:–
 - (i) Check that the low battery warning light is not illuminated.
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO12/17/9)
(MO45/1237) (12)

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).

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend :- Clause A1/19 to read Clause A1/20

Add :- New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
13 FEBRUARY, 1981

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

G. I. dyke Icb



British Rail

NS

EASTERN REGION

~~X~~ **9**

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 FEBRUARY

TO

FRIDAY 6 MARCH 1981

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 MARCH – DONCASTER STATION (NORTH END)

Bay Platform 6 will be reinstated and entry to the platform will be via remodelled connections.

No. 6 Platform Starting Signal D287 will be brought back into use and repositioned on the left hand side of the line 35 yards south of its present position.

All signal routes leading into Platform 6 will be reinstated. (12)

SUNDAY 1 MARCH (AND UNTIL COMPLETION †) – SKELLOW JN.

The junction will be remodelled to form a single lead junction. A new ground position light signal No. 1159 with 2-way stencil route indicator will be provided at the Up Main end (cess side) of the new crossover forming part of the junction and the following indications will apply:—

'B' – Up Branch

'D' – Down Main

The ground position light signal on the Down Main (No. 39) (on the Leeds side of the junction) will be replated 1162. The stencil route indicator will be replaced by a two-way stencil indicator and the following indications will apply:—

'M' – Up Main/Up Skellow.

'X' – Set back along Down Skellow towards 1158 signal.

The following signals will be replated:—

Existing No.	Line	New No.
S42	Down Skellow	S731
S41	Down Skellow	S733
S51	Down Branch	S742
S52	Up Main	S744
33	Amoco Sidings exit signal	1157
35	Down Skellow to Amoco Sidings	1158

(† See Section D).

(12)

SUNDAY 1 MARCH – HESSLE ROAD AREA

The automatic warning system will be brought into use and track inductors provided as follows:—

Between Hessle Road and Hessle Road South Junction

40 yards after passing HR24 signal on the route: — Down North Branch to Down Main. (This inductor will be suppressed for trains proceeding towards the Down Alexandra Dock line).

20 yards after passing Down South Branch HR22 signal. (This signal will be suppressed for trains proceeding towards Down Alexandra Dock line.)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 1 MARCH – HESSLE ROAD AREA – continued****Between Hesse Road North Junction and Hesse Road South Junction**

45 yards after passing **HR4** signal on the route to the Up Main. (This inductor will be suppressed for trains proceeding towards the Up South Branch line).

West Parade North Junction

35 yards after passing the Up Scarborough line signal **HR9** signal for the route to Up Cottingham Branch. (This inductor will be suppressed for trains proceeding towards Hull Paragon and for Down direction movements on the Up Scarborough).

SUNDAY 1 MARCH – JOAN CROFT JUNCTION (E.C.M.L. AT 160m. 50ch.)

The new facing crossover between the Down and Up Main lines immediately north of Joan Croft Jn. will be worked from "**Joan Croft Emergency ground switch panel**" released from Doncaster signal box.

An adjacent telephone to Doncaster signal box will be provided. (12)

DETAILS OF WORK ALREADY CARRIED OUT**HUNSLET UP SIDINGS**

Back side Departure line and the points – Up Goods – Up Sidings have been secured out of use until further notice. (New item) (12)

DONCASTER STATION (NORTH END)

Platform 7, and the adjacent Middle Sidings have been restored to use and access to these lines from Down Slow is via a remodelled/realigned layout.

The points – Down Slow to Middle Siding and Platform 7 have been repositioned 40 yards further north.

No.7 platform Starting signal (D289) has been brought back into use and repositioned on the Platform 10 yds. further north.

The exit signal from Middle Siding (ground position light signal No.1477) has been brought back into use and repositioned adjacent to the trap points at the exit from the Siding 33 yards further north.

All other associated signal routes reading into these lines have been reinstated.

Platform No.6 (and Platform No.6 Starting signal No.D237) has been taken out of use. All associated signal routes into this Platform have been disconnected.

Signal No.D291, No.8 Platform Starting Signal (Down direction) has been repositioned 35 yards north of its present position. (11)

METHLEY NORTH SIDINGS

All sidings have been secured out of use pending removal. (11)

PONTEFRACT MONKHILL

Sidings No.1, 2 and 3 (Knottingley end of Monkhill Station) and No.3 (Prince of Wales end of Monkhill Station) have been secured out of use pending removal. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN METHLEY NORTH JUNCTION AND CUTSYKE JUNCTION**

The Down and Up Branch lines (including the branch line between Charlesworth and Lofthouse Jn.) have been taken out of use pending removal. The Junction points at Methley North Jn. (Branch/Whitwood Main lines) have been secured for through running to and from the Down and Up Whitwood Main lines.

The Methley North Jn. Up Main Home signal to Down Branch, together with all other associated signalling have been abolished. (11)

FARNLEY JUNCTION

Nos. 2 and 3 sidings have been secured out of use pending removal. (11)

NORMANTON GOOSE HILL

Sidings No. 3, 4 and 5 have been secured out of use pending relaying or removal. (11)

SOUTH KIRKBY COLLIERY

A ground position light signal has been provided 300 yards before reaching L650 ground position light signal and has been plated L650/652R. This signal will show a proceed aspect only when both L650 and L652 signals have been cleared.

The notice board 365 yards on the approach side of L650 signal is worded "PROPELLED 34 WAGON TRAINS LOCOMOTIVES STOP. WAIT FOR 650/652R TO CLEAR".

A telephone is provided at L650/652R signal to Leeds signal box. (10)

GARFORTH

The loading dock siding has been secured out of use pending removal. (10)

STOURTON

The Up Dead End Sidings adjoining Run Round Line have been secured out of use pending removal. (10)

**** APPLEHURST JN. TO ADWICK JN. |**

Until Sunday 1 March the main crossover situated at 160 $\frac{1}{4}$ m.p. has been temporarily removed and replaced by plain line. (9)

**** DONCASTER (NORTH END)**

Platform 7 Bay line has been taken out of use. All associated signalling/signal routes have been disconnected. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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 25 (Page ND9, ND6D)							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Decoy North Jn. and signals 1446/D250 and D252							
Add:—					50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch. (w.e.f. 14 00 9/2/81)
					50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch. (w.e.f. 14 00 9/2/81)
Page 26 (Page 21 Supp. Optg. Insts.)							
DONCASTER BLACK CARR JN. TO BERWICK							
Bridge Jn.							
★ Delete:—					25	25	Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch. (w.e.f. 14 00 Tuesday 3 March) (14D)
Page 110 (Page ND28 ND6D)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Between Swinton Jn. and Wath North							
Delete:—					70	70	167m. 73ch. and 168m. 03ch. (14D)

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:—

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

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 MARCH – HARE PARK TO CROFTON WEST JUNCTION

All points and ground signals associated with Walton Colliery will be abolished. (13)

MONDAY 9 MARCH – CASTLEFORD GOODS YARD

The headshunt opposite Castleford West Jn. signal box will be secured out of use pending remodelling. (13)

DETAILS OF WORK ALREADY CARRIED OUT

THORPE OPEN-TYPE LEVEL CROSSING AT 68M. 43CH. (Down and Up Knottingley Lines between Shaftholme Junction and Knottingley).

It should be noted that 'WHISTLE' notice boards have not been provided at this level crossing, and that train initiated pedestrian warning equipment is in operation. (New Item) (13)

SKELLOW JN.

The junction has been remodelled to form a single lead junction. A new ground position light signal No.1159 with 2-way stencil route indicator has been provided at the Up Main end (cess side) of the new crossover forming part of the junction and the following indications apply:-

'B' – Up Branch

'D' – Down Main

The ground position light signal on the Down Main (No.39) (on the Leeds side of the junction) has been replated 1162. The stencil route indicator has been replaced by a two-way stencil indicator and the following indications apply:-

'M' – Up Main/Up Skellow.

'X' – Set back along Down Skellow towards 1158 signal.

The following signals have been replated :-

Existing No.	Line	New No.
S42	Down Skellow	S731
S41	Down Skellow	S733
S51	Down Branch	S742
S52	Up Main	S744
33	Amoco Sidings exit signal	1157
35	Down Skellow to Amoco Sidings	1158

The instruction the drivers must telephone the signalman immediately on being brought to a stand at signals S733, S744 and S742 will cease to apply on completion of the work. (Amended Item) (12)

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

The automatic warning system has been brought into use and track inductors provided as follows:-

Between Hessle Road and Hessle Road South Junction

40 yards after passing HR24 signal on the route - Down North Branch to Down Main. (This inductor has been suppressed for trains proceeding towards the Down Alexandra Dock line).

20 yards after passing Down South Branch HR22 signal. This inductor has been suppressed for trains proceeding towards Down Alexandra Dock line.).

Between Hessle Road North Junction and Hessle Road South Junction

45 yards after passing HR4 signal on the route to the Up Main. (This inductor has been suppressed for trains proceeding towards the Up South Branch line).

West Parade North Junction

35 yards after passing the Up Scarborough line signal HR9 signal for the route to Up Cottingham Branch. (This inductor has been suppressed for trains proceeding towards Hull Paragon and for Down direction movements on the Up Scarborough). (12)

JOAN CROFT JUNCTION (E.C.M.L. AT 160m. 50ch.)

The new facing crossover between the Down and Up Main lines immediately north of Joan Croft Jn. is now worked from "Joan Croft Emergency ground switch panel" released from Doncaster signal box.

An adjacent telephone to Doncaster signal box has been provided. (12)

HUNSLET UP SIDINGS

Back side Departure line and the points - Up Goods - Up Sidings have been secured out of use until further notice. (12)

DONCASTER STATION (NORTH END)

Platform 7, and the adjacent Middle Sidings have been restored to use and access to these lines from Down Slow is via a remodelled/realigned layout.

The points - Down Slow to Middle Siding and Platform 7 have been repositioned 40 yards further north.

No.7 platform Starting signal (D289) has been brought back into use and repositioned on the Platform 10 yds. further north.

The exit signal from Middle Siding (ground position light signal No.1477) has been brought back into use and repositioned adjacent to the trap points at the exit from the Siding 33 yards further north.

All other associated signal routes reading into these lines have been reinstated.

Bay Platform 6 has been reinstated and entry to the platform has been via remodelled connections.

No.6 Platform Starting Signal D287 has been brought back into use and repositioned on the left hand side of the line 35 yards south of its present position.

All signal routes leading into Platform 6 have been reinstated.

Signal No.D291, No.8 Platform Starting Signal (Down direction) has been repositioned 35 yards north of its present position. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

METHLEY NORTH SIDINGS

All sidings have been secured out of use pending removal. (11)

PONTEFRACT MONKHILL

Sidings No.1, 2 and 3 (Knottingley end of Monkhill Station) and No.3 (Prince of Wales end of Monkhill Station) have been secured out of use pending removal. (11)

BETWEEN METHLEY NORTH JUNCTION AND CUTSYKE JUNCTION

The Down and Up Branch lines (including the branch line between Charlesworth and Lofthouse Jn.) have been taken out of use pending removal. The Junction points at Methley North Jn. (Branch/Whitwood Main lines) have been secured for through running to and from the Down and Up Whitwood Main lines.

The Methley North Jn. Up Main Home signal to Down Branch, together with all other associated signalling have been abolished. (11)

FARNLEY JUNCTION

Nos. 2 and 3 sidings have been secured out of use pending removal. (11)

NORMANTON GOOSE HILL

Sidings No. 3, 4 and 5 have been secured out of use pending relaying or removal. (11)

** SOUTH KIRKBY COLLIERY

A ground position light signal has been provided 300 yards before reaching L650 ground position light signal and has been plated L650/652R. This signal will show a proceed aspect only when both L650 and L652 signals have been cleared.

The notice board 365 yards on the approach side of L650 signal is worded "PROPELLED 34 WAGON TRAINS LOCOMOTIVES STOP. WAIT FOR 650/652R TO CLEAR".

A telephone is provided at L650/652R signal to Leeds signal box. (10)

** GARFORTH

The loading dock siding has been secured out of use pending removal. (10)

** STOURTON

The Up Dead End Sidings adjoining Run Round Line have been secured out of use pending removal. (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 SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page

Page 14

★

Add :-
Working of Traffic of a Double line over a Single line of Rails
during Repairs or Obstruction.

275

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 25 (Page ND9, ND6D)							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Decoy North Jn. and signals 1446/D250 and D252							
Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch. (w.e.f. 14 00 9/2/81)	
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch. (w.e.f. 14 00 9/2/81)	
Page 26 (Page 21 Supp. Optg. Insts.)							
DONCASTER BLACK CARR JN. TO BERWICK							
Bridge Jn.							
Delete:-				25	25	Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch. (w.e.f. 14 00 Tuesday 3 March) (14D)	
Page 110 (Page ND28 ND6D)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Between Swinton Jn. and Wath North							
Delete:-				70	70	167m. 73ch. and 168m. 03ch. (14D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:-

★ SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency cross-overs and power operated points situated at:-

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:-

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS - NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS - BR.33069/2 (Dated Oct 77)

(see revised booklet dated October 1980)

Delete heading and items

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting. **From Sunday 8 March.**

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes.
2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.

Note These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.

All staff on the routes concerned are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.

4. A description of the experimental lamp and working instructions are shown below:--
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:--
 - (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO12/17/9)
(MO45/1237) (12)

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 Depo Supervisor to the Chief Operating Manager York (ref. MO/45).

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend:- Clause A1/19 to read Clause A1/20

Add :- New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety. MO.11.420.6 (14D)

WHITE PAGES

Clause B2/7

★ Add All ZD wagons 25m.p.h.

Clause C1/3

★ Amend Second box on page C2 to read:-

As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, B.R.H.Q.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
27 FEBRUARY, 1981

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 MARCH – JOAN CROFT JUNCTION (SHAFTHOLME JUNCTION)**

The trailing junction points – Down Stainforth Branch/Down Main, will be replaced by new points controlled from Doncaster signal box as follows :-

Down Stainforth / Up Main
Crossover between the Down and Up Main lines.

SUNDAY 15 MARCH – DEARNE VALLEY COLLIERY SIDINGS

The Down (Goods) Distant and Down (Goods) Home signal (with Distant below), applicable to the former Down Goods line, will be abolished.

SUNDAY 15 MARCH – BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION

The Down Fast line will be taken out of use until further notice.

The Up Fast line will be abolished.

The Down Slow line will be reinstated. (Realigned/Remodelled at the Guiseley Junction end).

Thackley Junction

The following signals will be abolished:-

Down Fast Starting (with Guiseley Junction Down Distant below)

Up Fast Home

Up Main Starting

Guiseley Junction

The Junction will be remodelled. The route to and from the Ilkley Branch will be via a single lead Junction and the portion of the Up Main forming the route to Up Slow will be abolished. Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Slow 3-aspect colour light Home signal plated G6, will be provided.

A position "1" Junction indicator will be provided and the following indications will apply:-

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position "1"	Bradford Junction
Main	—	Bingley Junction

This Signal will also act as the Bradford Junction or Bingley Junction Down Distant. A signal-post telephone and A.W.S., Inductor will be provided.

The Thackley Junction Down Main Outer Distant, will now also act as the Guiseley Junction Down Slow 1st Outer Distant from Down Main, 1½ miles from G.6.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 15 MARCH – BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION – continued****Signalling Alterations – continued**

The Thackley Junction Down Main Inner Distant, will now also act as the Guiseley Junction Down Slow 2nd Outer Distant from Down Main, 1,447 yards before reaching G.6 signal.

The Guiseley Junction Down Slow Distant from Down Main (below the Thackley Junction Down Main Home), will become the Inner Distant.

Signal G.42 (No.5 Platform line Starting Signal in the Up direction on the Down Skipton) will now apply towards Up Slow (instead of towards Up Fast) by the remodelled layout. The position '1' Junction Indicator will be brought into use and apply towards the Down Branch line.

The following signals will be abolished:—

Disc – Up Fast to Bradford Junction or to
to Bingley Junction

Guiseley Junction Up Fast Starting (with Thackley Junction Up Fast Distant below). (14)

MONDAY 16 MARCH – HUNSLET SOUTH JUNCTION

The connections – Up Sidings to Up Goods into Liversedge Sidings will be secured out of use in the normal position pending removal and the associated signalling abolished. (14)

DETAILS OF WORK ALREADY CARRIED OUT**HARE PARK TO CROFTON WEST JUNCTION**

All points and ground signals associated with Walton Colliery have been abolished. (13)

CASTLEFORD GOODS YARD

The headshunt opposite Castleford West Jn. signal box has been secured out of use pending remodelling. (13)

THORPE OPEN-TYPE LEVEL CROSSING AT 68M. 43CH. (Down and Up Knottingley lines between Shaftholme Junction and Knottingley).

It should be noted that 'WHISTLE' notice boards have not been provided at this level crossing, and that train initiated pedestrian warning equipment is in operation. (13)

SKELLOW JN.

The junction has been remodelled to form a single lead junction. A new ground position light signal No.1159 with 2-way stencil route indicator has been provided at the Up Main end (cess side) of the new crossover forming part of the junction and the following indications apply:—

'B' – Up Branch

'D' – Down Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELLOW JN. – continued

The ground position light signal on the Down Main (No.39) (on the Leeds side of the junction) has been replated 1162. The stencil route indicator has been replaced by a two-way stencil indicator and the following indications apply:—

'M' – Up Main/Up Skellow.

'X' – Set back along Down Skellow towards 1158 signal.

The following signals have been replated:—

Existing No.	Line	New No.
S42	Down Skellow	S731
S41	Down Skellow	S733
S51	Down Branch	S742
S52	Up Main	S744
33	Amoco Sidings exit signal	1157
35	Down Skellow to Amoco Sidings	1158

The instruction the drivers must telephone the signalman immediately on being brought to a stand at signals S733, S744 and S742 will cease to apply on completion of the work. (12)

HESSLE ROAD AREA

The automatic warning system has been brought into use and track inductors provided as follows:—

Between Hesse Road and Hesse Road South Junction

40 yards after passing HR24 signal on the route – Down North Branch to Down Main. (This inductor has been suppressed for trains proceeding towards the Down Alexandra Dock line).

20 yards after passing Down South Branch HR22 signal. This inductor has been suppressed for trains proceeding towards Down Alexandra Dock line.).

Between Hesse Road North Junction and Hesse Road South Junction

45 yards after passing HR4 signal on the route to the Up Main. (This inductor has been suppressed for trains proceeding towards the Up South Branch line).

West Parade North Junction

35 yards after passing the Up Scarborough line signal HR9 signal for the route to Up Cottingham Branch. (This inductor has been suppressed for trains proceeding towards Hull Paragon and for Down direction movements on the Up Scarborough). (12)

JOAN CROFT JUNCTION (E.C.M.L. AT 160m. 50ch.)

The new facing crossover between the Down and Up Main lines immediately north of Joan Croft Jn. is now worked from "Joan Croft Emergency ground switch panel" released from Doncaster signal box.

An adjacent telephone to Doncaster signal box has been provided. (12)

HUNSLET UP SIDINGS

Back side Departure line and the points – Up Goods – Up Sidings have been secured out of use until further notice. (12)

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

The ground position light signal on the Down Main (No.39) (on the Leeds side of the junction) has been replated 1162. The stencil route indicator has been replaced by a two-way stencil indicator and the following indications apply:—

'M' – Up Main/Up Skellow.

'X' – Set back along Down Skellow towards 1158 signal.

The following signals have been replated:—

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HESSLE ROAD AREA

The automatic warning system has been brought into use and track inductors provided as follows:—

Between Hesse Road and Hesse Road South Junction

40 yards after passing HR24 signal on the route – Down North Branch to Down Main. (This inductor has been suppressed for trains proceeding towards the Down Alexandra Dock line).

20 yards after passing Down South Branch HR22 signal. This inductor has been suppressed for trains proceeding towards Down Alexandra Dock line.).

Between Hesse Road North Junction and Hesse Road South Junction

45 yards after passing HR4 signal on the route to the Up Main. (This inductor has been suppressed for trains proceeding towards the Up South Branch line).

West Parade North Junction

35 yards after passing the Up Scarborough line signal HR9 signal for the route to Up Cottingham Branch. (This inductor has been suppressed for trains proceeding towards Hull Paragon and for Down direction movements on the Up Scarborough). (12)

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The new facing crossover between the Down and Up Main lines immediately north of Joan Croft Jn. is now worked from "Joan Croft Emergency ground switch panel" released from Doncaster signal box.

An adjacent telephone to Doncaster signal box has been provided. (12)

HUNSLET UP SIDINGS

Back side Departure line and the points – Up Goods – Up Sidings have been secured out of use until further notice. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * DONCASTER STATION (NORTH END)

Platform 7, and the adjacent Middle Sidings have been restored to use and access to these lines from Down Slow is via a remodelled/realigned layout.

The points – Down Slow to Middle Siding and Platform 7 have been repositioned 40 yards further north.

No.7 platform Starting signal (D289) has been brought back into use and repositioned on the Platform 10 yds. further north.

The exit signal from Middle Siding (ground position light signal No.1477) has been brought back into use and repositioned adjacent to the trap points at the exit from the Siding 33 yards further north.

All other associated signal routes reading into these lines have been reinstated.

Bay Platform 6 has been reinstated and entry to the platform has been via remodelled connections.

No.6 Platform Starting Signal D287 has been brought back into use and repositioned on the left hand side of the line 35 yards south of its present position.

All signal routes leading into Platform 6 have been reinstated.

Signal No.D291, No.8 Platform Starting Signal (Down direction) has been repositioned 35 yards north of its present position. (11)

* * METHLEY NORTH SIDINGS

All sidings have been secured out of use pending removal. (11)

* * PONTEFRACT MONKHILL

Sidings No.1, 2 and 3 (Knottingley end of Monkhill Station) and No.3 (Prince of Wales end of Monkhill Station) have been secured out of use pending removal. (11)

* * BETWEEN METHLEY NORTH JUNCTION AND CUTSYKE JUNCTION

The Down and Up Branch lines (including the branch line between Charlesworth and Lofthouse Jn.) have been taken out of use pending removal. The Junction points at Methley North Jn. (Branch/Whitwood Main lines) have been secured for through running to and from the Down and Up Whitwood Main lines.

The Methley North Jn. Up Main Home signal to Down Branch, together with all other associated signalling have been abolished. (11)

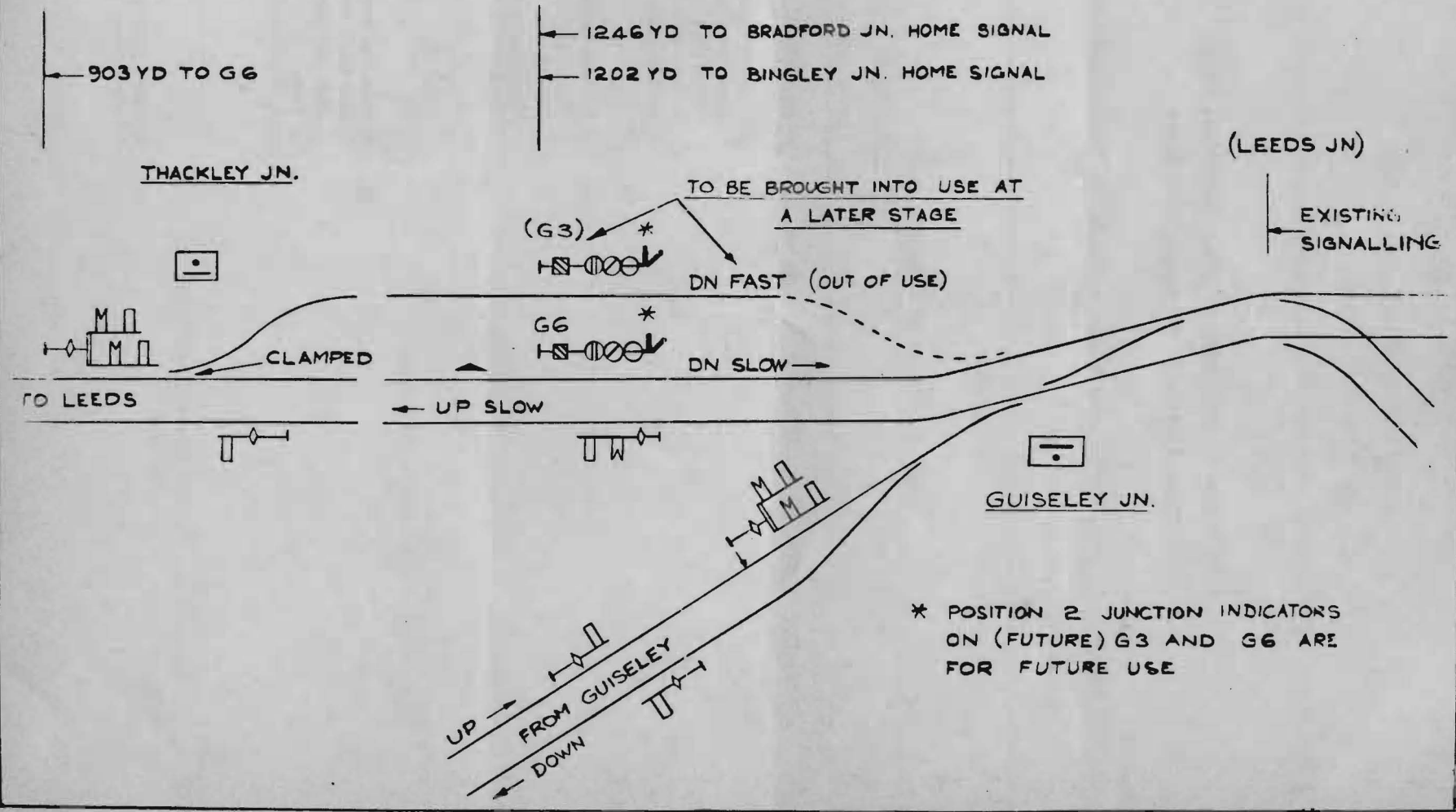
* * FARNLEY JUNCTION

Nos. 2 and 3 sidings have been secured out of use pending removal. (11)

NORMANTON GOOSE HILL

Sidings No. 3, 4 and 5 have been secured out of use pending relaying or removal. (11)

SHIPLEY



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 14

Page

Add :-

Working of Traffic of a Double line over a Single line of Rails during Repairs or Obstruction.

275

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 25 (Page ND9, ND6D)						
DONCASTER BLACK CARR JN. TO BERWICK						
Between Decoy North Jn. and signals 1446/D250 and D252						
Add:-			50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch. (w.e.f. 14 00 9/2/81)	
			50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch. (w.e.f. 14 00 9/2/81)	
Page 26 (Page 21 Supp. Optg. Insts.)						
DONCASTER BLACK CARR JN. TO BERWICK						
Bridge Jn.						
Delete:-			25	25	Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch. (w.e.f. 14 00 Tuesday 3 March) (14D)	
Page 110 (Page ND28 ND6D)						
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.						
Between Swinton Jn. and Wath North						
Delete:-			70	70	167m. 73ch. and 168m. 03ch. (14D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO 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 110						
		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Dearne Valley Colliery Sdgs.				
★	Amend :-			20	Goods line 172m. 14ch. and 172m. 4ch. (w.e.f. 09 00 Monday 16 March) (14D)	
Page 115 (Page 53 Supp. Optg. Insts)						
		GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN. Grimethorpe Shunters Cabin				
★	Amend :-			5	57m. 73ch. and 57m. 20ch. (w.e.f. 09 00 Monday 16 March) (14D)	
Page 140 (Page 60 Supp. Optg. Insts)						
		LEEDS TO SKIPTON STATION SOUTH Between Kirkstall and Apperley Jn.				
★	Delete :-			40	198m. 50ch. and 199m. 15ch. (w.e.f. 09 00 Monday 16 March) (14D)	
Page 143						
		LEEDS WORTLEY JN. TO HARROGATE Between Wortley Jn. and Headingley Tunnel				
★	Delete :-			30	0m. 75ch. and 1m. 25ch. (w.e.f. 09 00 Monday 16 March) (14D)	

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:-

SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency cross-overs and power operated points situated at:-

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:- GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

MISCELLANEOUS NOTICES

★ EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

At approximately 14 00 hours on Monday, 16 March, the Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 50ch. and 159m. 13ch. will be replaced by the following experimental signs:-

Warning Board	A yellow 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 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow.
(MO/45/1274)

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS - NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS - BR.33069/2 (Dated Oct 77)

(see revised booklet dated October 1980)

Delete heading and items

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**JOAN CROFT JUNCTION (SHAFTHOLME JUNCTION)**

The trailing junction points -- Down Stainforth Branch/Down Main, have been replaced by new points controlled from Doncaster signal box as follows :-

Down Stainforth / Up Main

Crossover between the Down and Up Main lines.

DEARNE VALLEY COLLIERY SIDINGS

The Down (Goods) Distant and Down (Goods) Home signal (with Distant below), applicable to the former Down Goods line, have been abolished.

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION

The Down Fast line has been taken out of use until further notice.

The Up Fast line has been abolished.

The Down Slow line has been reinstated. (Realigned/Remodelled at the Guiseley Junction end).

Thackley Junction

The following signals have been abolished:-

Down Fast Starting (with Guiseley Junction Down Distant below)

Up Fast Home

Up Main Starting

Guiseley Junction

The Junction has been remodelled. The route to and from the Ilkley Branch is via a single lead Junction and the portion of the Up Main forming the route to Up Slow has been abolished. Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Slow 3-aspect colour light Home signal plated G6, has been provided.

A position "1" Junction indicator has been provided and the following indications apply:-

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position "1"	Bradford Junction
Main	—	Bingley Junction

This Signal also acts as the Bradford Junction or Bingley Junction Down Distant. A signal-post telephone and A.W.S., Inductor has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION - continued

Signalling Alterations - continued

The Thackley Junction Down Main Outer Distant, now also acts as the Guiseley Junction Down Slow 1st Outer Distant from Down Main, 1¼ miles from G.6.

The Thackley Junction Down Main Inner Distant, now also acts as the Guiseley Junction Down Slow 2nd Outer Distant from Down Main, 1,447 yards before reaching G.6 signal.

The Guiseley Junction Down Slow Distant from Down Main (below the Thackley Junction Down Main Home), has become the Inner Distant.

Signal G.42 (No.5 Platform line Starting Signal in the Up direction on the Down Skipton) now applies towards Up Slow (instead of towards Up Fast) by the remodelled layout. the position '1' Junction Indicator has been brought into use and applies towards the Down Branch line.

The following signals have been abolished:-

Disc - Up Fast to Bradford Junction or to
to Bingley Junction

Guiseley Junction Up Fast Starting (with Thackley Junction Up Fast Distant below). (14)

HUNSLET SOUTH JUNCTION

The connections - Up Sidings to Up Goods into Liversedge Sidings have been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

HARE PARK TO CROFTON WEST JUNCTION

All points and ground signals associated with Walton Colliery have been abolished. (13)

CASTLEFORD GOODS YARD

The headshunt opposite Castleford West Jn. signal box has been secured out of use pending remodelling. (13)

THORPE OPEN-TYPE LEVEL CROSSING AT 68M. 43CH. (Down and Up Knottingley lines between Shaftholme Junction and Knottingley).

It should be noted that 'WHISTLE' notice boards have not been provided at this level crossing, and that train initiated pedestrian warning equipment is in operation. (13)

** SKELLOW JN.

*

The junction has been remodelled to form a single lead junction. A new ground position light signal No.1159 with 2-way stencil route indicator has been provided at the Up Main end (cess side) of the new crossover forming part of the junction and the following indications apply:-

'B' - Up Branch

'D' - Down Main

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**SKELLOW JN. - continued

The ground position light signal on the Down Main (No.39) (on the Leeds side of the junction) has been replated 1162. The stencil route indicator has been replaced by a two-way stencil indicator and the following indications apply:-

'M' - Up Main/Up Skellow.

'X' - Set back along Down Skellow towards 1158 signal.

The following signals have been replated :-

Existing No.	Line	New No.
S42	Down Skellow	S731
S41	Down Skellow	S733
S51	Down Branch	S742
S52	Up Main	S744
33	Amoco Sidings exit signal	1157
35	Down Skellow to Amoco Sidings	1158

The instruction the drivers must telephone the signalman immediately on being brought to a stand at signals S733, S744 and S742 will cease to apply on completion of the work. (12)

**HESSLE ROAD AREA

The automatic warning system has been brought into use and track inductors provided as follows:-

Between Hesse Road and Hesse Road South Junction

40 yards after passing HR24 signal on the route - Down North Branch to Down Main. (This inductor has been suppressed for trains proceeding towards the Down Alexandra Dock line).

20 yards after passing Down South Branch HR22 signal. This inductor has been suppressed for trains proceeding towards Down Alexandra Dock line.).

Between Hesse Road North Junction and Hesse Road South Junction

45 yards after passing HR4 signal on the route to the Up Main. (This inductor has been suppressed for trains proceeding towards the Up South Branch line).

West Parade North Junction

35 yards after passing the Up Scarborough line signal HR9 signal for the route to Up Cottingham Branch. (This inductor has been suppressed for trains proceeding towards Hull Paragon and for Down director movements on the Up Scarborough). (12)

**JOAN CROFT JUNCTION (E.C.M.L. AT 160m. 50ch.)

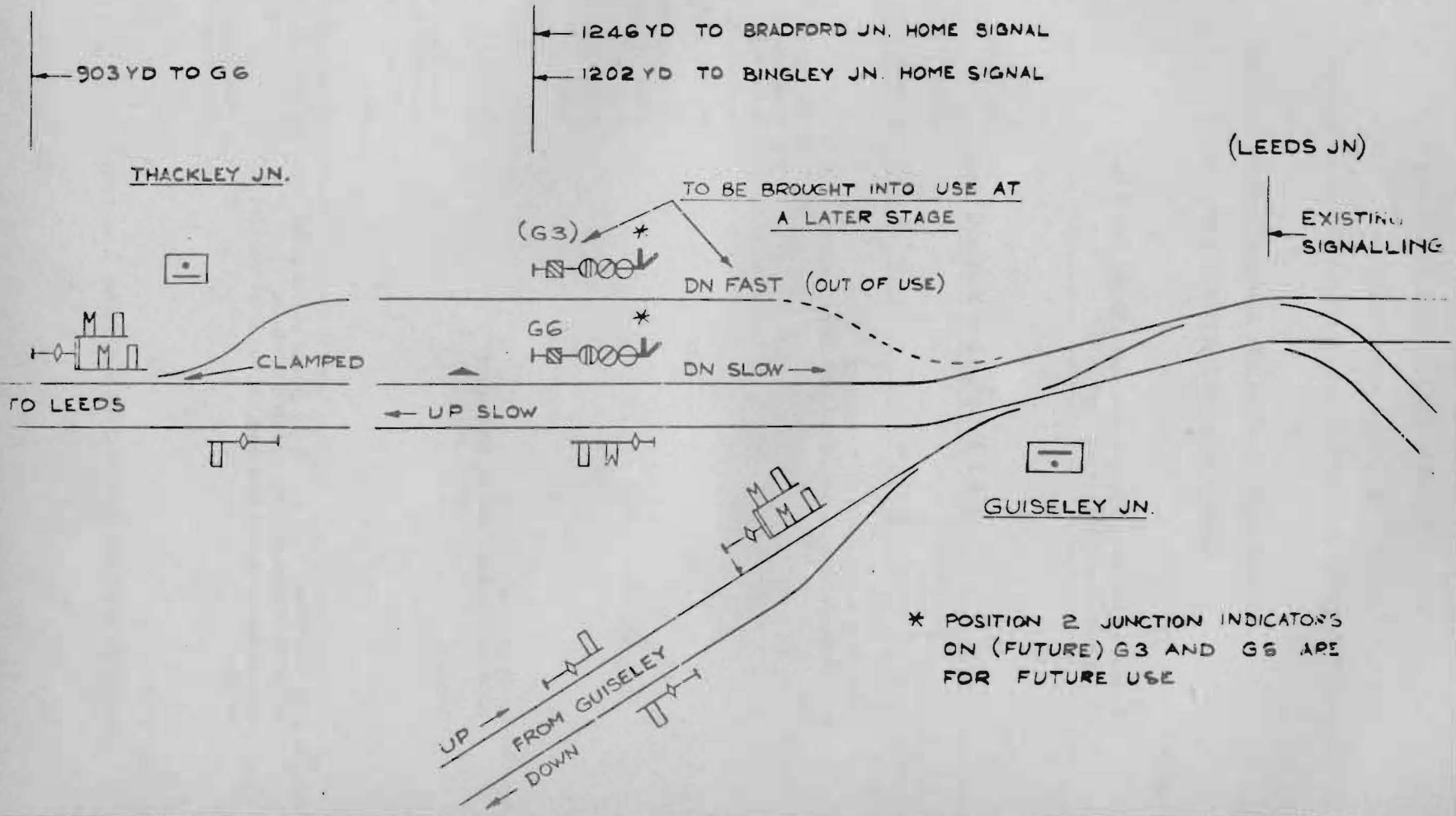
The new facing crossover between the Down and Up Main lines immediately north of Joan Croft Jn. is now worked from "Joan Croft Emergency ground switch panel" released from Doncaster signal box.

An adjacent telephone to Doncaster signal box has been provided. (12)

**HUNSLET UP SIDINGS

Back side Departure line and the points - Up Goods - Up Sidings have been secured out of use until further notice. (12)

SHIPLEY



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 14

Page

Add :-
Working of Traffic of a Double line over a Single line of Rails
during Repairs or Obstruction.

275

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 25 (Page ND9, ND6D)							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Decoy North Jn. and signals 1446/D250 and D252							
Add :-					50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.
					50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.
Page 26 (Page 21 Supp. Optg. Insts.)							
DONCASTER BLACK CARR JN. TO BERWICK							
Bridge Jn.							
Delete :-					25	25	Down /Up West Slow No.1. 155m. 38ch. and 155m. 63ch. (14D)
Page 110 (Page ND28 ND6D)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Between Swinton Jn. and Wath North							
Delete :-					70	70	167m. 73ch. and 168m. 03ch. (14D)
Page 110							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Dearne Valley Colliery Sdgs.							
Amend :-					20	20	Goods line 172m. 14ch. and 172m. 4ch. (14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO 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 115 (Page 53 Supp. Optg. Insts)						
GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.						
Grimethorpe Shunters Cabin						
Amend :-				5	57m. 43ch. and 57m. 20ch. (14D)	
Page 140 (Page 60 Supp. Optg. Insts)						
LEEDS TO SKIPTON STATION SOUTH						
Between Kirkstall and Apperley Jn.						
Delete :-				40	198m. 50ch. and 199m. 15ch. (14D)	
Page 143						
LEEDS WORTLEY JN. TO HARROGATE						
Between Wortley Jn. and Headingley Tunnel						
Delete:-				30	0m. 75ch. and 1m. 25ch. (14D)	

TABLE F – PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 226			
DUDLEY HILL TO BOWLING JN.			
★ Add:- Laisterdyke Yard	Bowling Jn.	Single	6 SLU

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:-

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency cross-overs and power operated points situated at:-

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:–

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – BR.33069/2 (Dated Oct 77)

(see revised booklet dated October 1980)

Delete heading and items

WEETON STATION

From Sunday 22 March due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman.

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 50ch. and 159m. 13ch. have been replaced by the following experimental signs :–

Warning Board

A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.

Speed Indicator

Restricted speed shown in white numerals on a blue background with a white border.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN. - continued

Termination Indicator A white letter 'T' on a blue background with a white border.

For this experimental purpose, the requirements of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow.
(MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes.
2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.

Note These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.
3. **All staff on the routes concerned** are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.
4. A description of the experimental lamp and working instructions are shown below:-
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

 - (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
 - (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
 - (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
 - (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:-
 - (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP - continued

4. - continued

- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO12/17/9)
(MO45/1237) (12)

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 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 I, Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow.
(ref MO 45/1274)

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend:- Clause A1/19 to read Clause A1/20

Add:- New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

NS 13/81

NS-23

28.3-34.81

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 29 MARCH - DONCASTER STATION (NORTH END)

The southernmost connection leading from Down Slow to Down Fast (at the north end of No.4 Platform) will be replaced 40 yards further north.

The No.4 Platform (Down Slow) 4 - Aspect Starting Signal (D285), will be replaced 36 yards further north by a straight post signal with the theatre-type route indicator mounted to the left of the RED aspect and with the subsidiary on the main post. (16)

SUNDAY 29 MARCH - DEARNE JUNCTION

The lines to and from Wath Central Junction and the trailing crossover will be secured out of use pending remodelling. The signals applying to the crossover and Branch will be abolished. The Up Home signal will be resited 80 yards nearer to the signal box with the arm 20ft. above rail level. (16)

SUNDAY 29 MARCH - WATH CENTRAL JUNCTION

The Up Branch Starting and Down Branch 1st Home signals will be maintained in the "ON" position. The Down Branch Distant signal will be abolished. (16)

SUNDAY 29 MARCH - BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION

Wath North signal box will be abolished. The Down and Up Main lines between Swinton Junction (exclusive) and Cudworth Station will be resignalled and new colour light signalling will be commissioned.

All former Wath North signals (WN) will be replated with 'S' prefixes and signal post telephones connected to Sheffield.

The Track Circuit Block Regulations will apply between Sheffield and Cudworth Station signal boxes.

The Down and Up Goods lines between Deame Valley North Junction and Deame Valley Colliery Sidings will be converted to Down and Up Through Sidings respectively and worked in accordance with the 'NO BLOCK' regulations and all associated main running signals will be abolished. The points and associated disc signals will be retained at Deame Valley Colliery Sidings for local shunting operations.

The Down and Up Goods lines between Dearne Valley North Junction and Cudworth Station also, the Down and Up Grimethorpe Colliery Branch lines between Grimethorpe and Dearne Valley North Junction will be worked in accordance with the Track Circuit Block Regulations (Permissive on Up Grimethorpe Colliery Branch).

Reference should be made to the diagrams included in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION 'B' - continued

SUNDAY 29 MARCH - BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION - continued

Alterations to Existing Signalling

Down Main

S473 signal will now function as a 4-aspect signal.

Former Wath North Down Home signal WN38 will be converted to a 4-aspect automatic signal and replated S475.

Cudworth Station Distant signal C6 will be converted to a 4-aspect automatic signal and plated C495.

Up Main

A 3-aspect colour light Distant (Y, YY, G), will be provided on the post of the Cudworth Station Up Home signal (C51) which will only be illuminated when the main arm is cleared. The green spectacle will be blanked out.

The Cudworth Station Up Starting signal C49 will be converted to a 4-aspect signal (a signal-post telephone to Cudworth Station signal box will be provided).

Former Wath North Up Outer Distant signal WN9R will be converted to a 4-aspect automatic signal plated S484.

Former Wath North Up Inner Distant signal WN9 will be converted to a 4-aspect automatic signal plated S480.

Former Wath North Up Home signal WN10 will be converted to an automatic signal plated S476.

The subsidiary will be removed from the Grimethorpe Colliery Branch Down Distant 'A'.

Description of Signal

S Sheffield

C Cudworth Station

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Down Direction Running Signals				
S479 (Auto)	Down Main	M		C483
C483 (Auto)	Down Main	M		C487
C487 (Controlled)	Down Main	M		C491
C491 (Auto)	Down Main	M		C495 (former C6)
C89 (Controlled)	Down Through Siding	M		Down Goods DG173 (existing)
Up Direction Running Signals				
C496 (Auto)	Up Main	M		C492
C492 (Auto)	Up Main	M		C488
C488 (Auto)	Up Main	M		S484 (former WN9R)
C91 (Controlled) (existing)	Up Goods	M (Yellow)		G10
		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'H'	Up Through Siding (Houghton Colliery Bunker)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 29 MARCH - BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION - continued

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Ground Position Light Signals DV - Dearne Valley Colliery Sidings				
DV15 (disc)	Up Through Siding			Shunt Neck
†93 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
†99	Down Through Siding			C89

† These signals are controlled from Cudworth Station signal box.

(16)

DETAILS OF WORK ALREADY CARRIED OUT

JOAN CROFT JUNCTION (SHAFTHOLME JUNCTION)

The trailing junction points - Down Stainforth Branch/Down Main, have been replaced by new points controlled from Doncaster signal box as follows :-

Down Stainforth / Up Main
Crossover between the Down and Up Main lines.

DEARNE VALLEY COLLIERY SIDINGS

The Down (Goods) Distant and Down (Goods) Home signal (with Distant below), applicable to the former Down Goods line, have been abolished.

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION

The Down Fast line has been taken out of use until further notice.

The Up Fast line has been abolished.

The Down Slow line has been reinstated. (Realigned/Remodelled at the Guiseley Junction end).

Thackley Junction

The following signals have been abolished:-

Down Fast Starting (with Guiseley Junction Down Distant below)

Up Fast Home

Up Main Starting

Guiseley Junction

The Junction has been remodelled. The route to and from the Ilkley Branch is via a single lead Junction and the portion of the Up Main forming the route to Up Slow has been abolished. Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Slow 3-aspect colour light Home signal plated G6, has been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION – continued

Signalling Alterations – continued

A position "1" Junction indicator has been provided and the following indications apply:—

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position "1"	Bradford Junction
Main	—	Bingley Junction

This Signal also acts as the Bradford Junction or Bingley Junction Down Distant. A signal-post telephone and A.W.S., Inductor has been provided.

The Thackley Junction Down Main Outer Distant, now also acts as the Guiseley Junction Down Slow 1st Outer Distant from Down Main, 1¾ miles from G.6.

The Thackley Junction Down Main Inner Distant, now also acts as the Guiseley Junction Down Slow 2nd Outer Distant from Down Main, 1,447 yards before reaching G.6 signal.

The Guiseley Junction Down Slow Distant from Down Main (below the Thackley Junction Down Main Home), has become the Inner Distant.

Signal G.42 (No.5 Platform line Starting Signal in the Up direction on the Down Skipton) now applies towards Up Slow (instead of towards Up Fast) by the remodelled layout. the position '1' Junction indicator has been brought into use and applies towards the Down Branch line.

The following signals have been abolished:—

Disc – Up Fast to Bradford Junction or to
to Bingley Junction

Guiseley Junction Up Fast Starting (with Thackley Junction Up Fast Distant below). (14)

HUNSLET SOUTH JUNCTION

The connections – Up Sidings to Up Goods into Liversedge Sidings have been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

** HARE PARK TO CROFTON WEST JUNCTION

All points and ground signals associated with Walton Colliery have been abolished. (13)

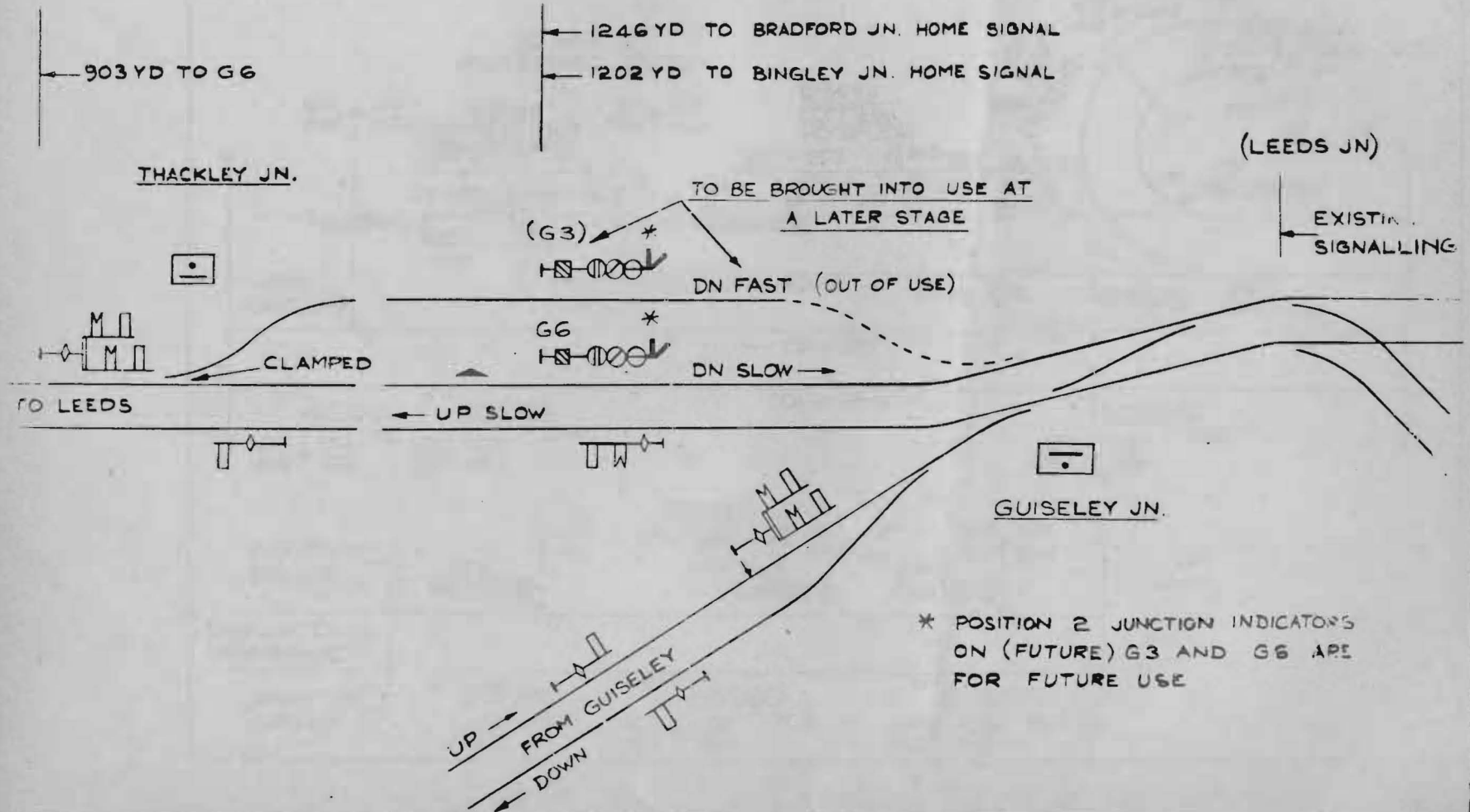
** CASTLEFORD GOODS YARD

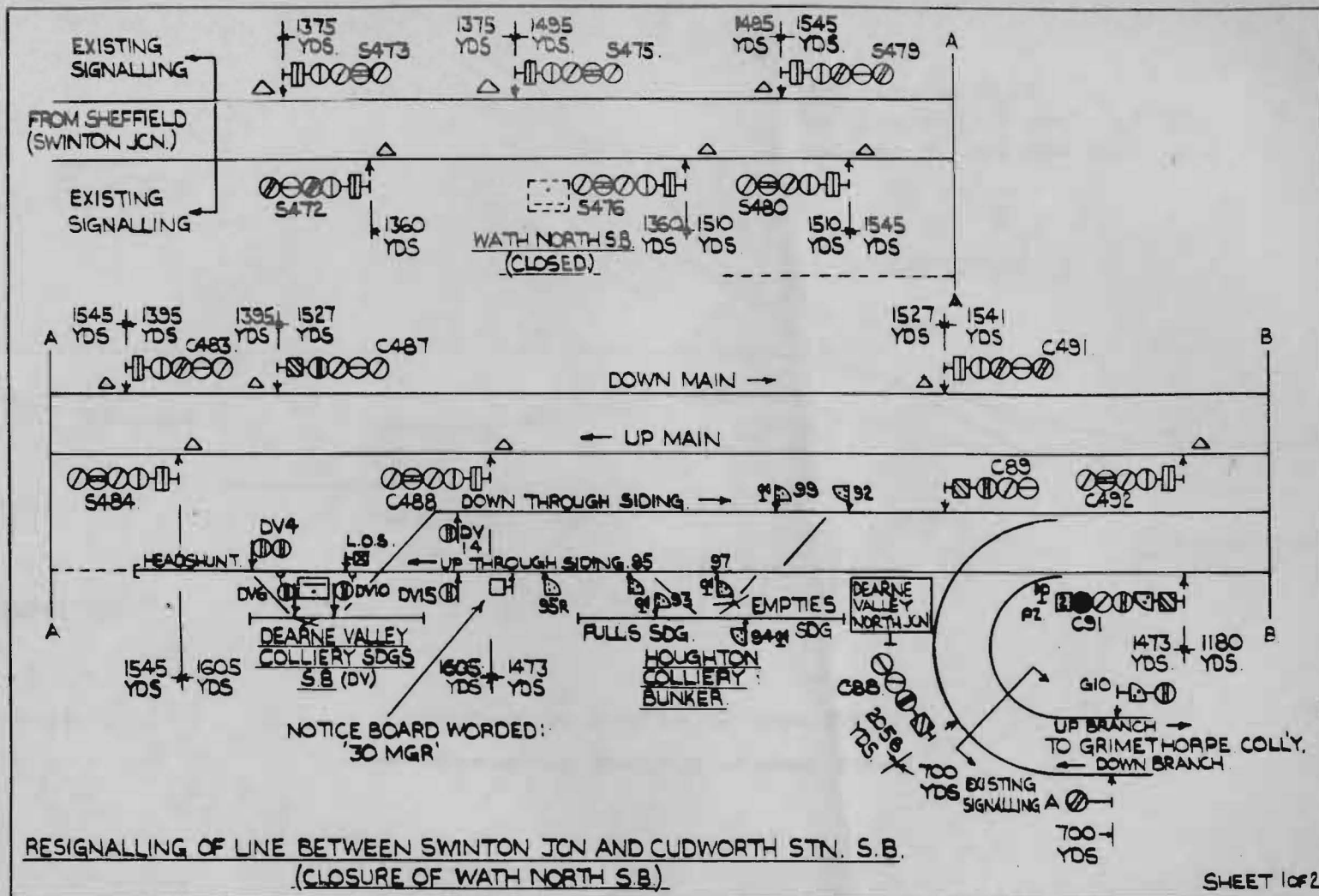
The headshunt opposite Castleford West Jn. signal box has been secured out of use pending remodelling. (13)

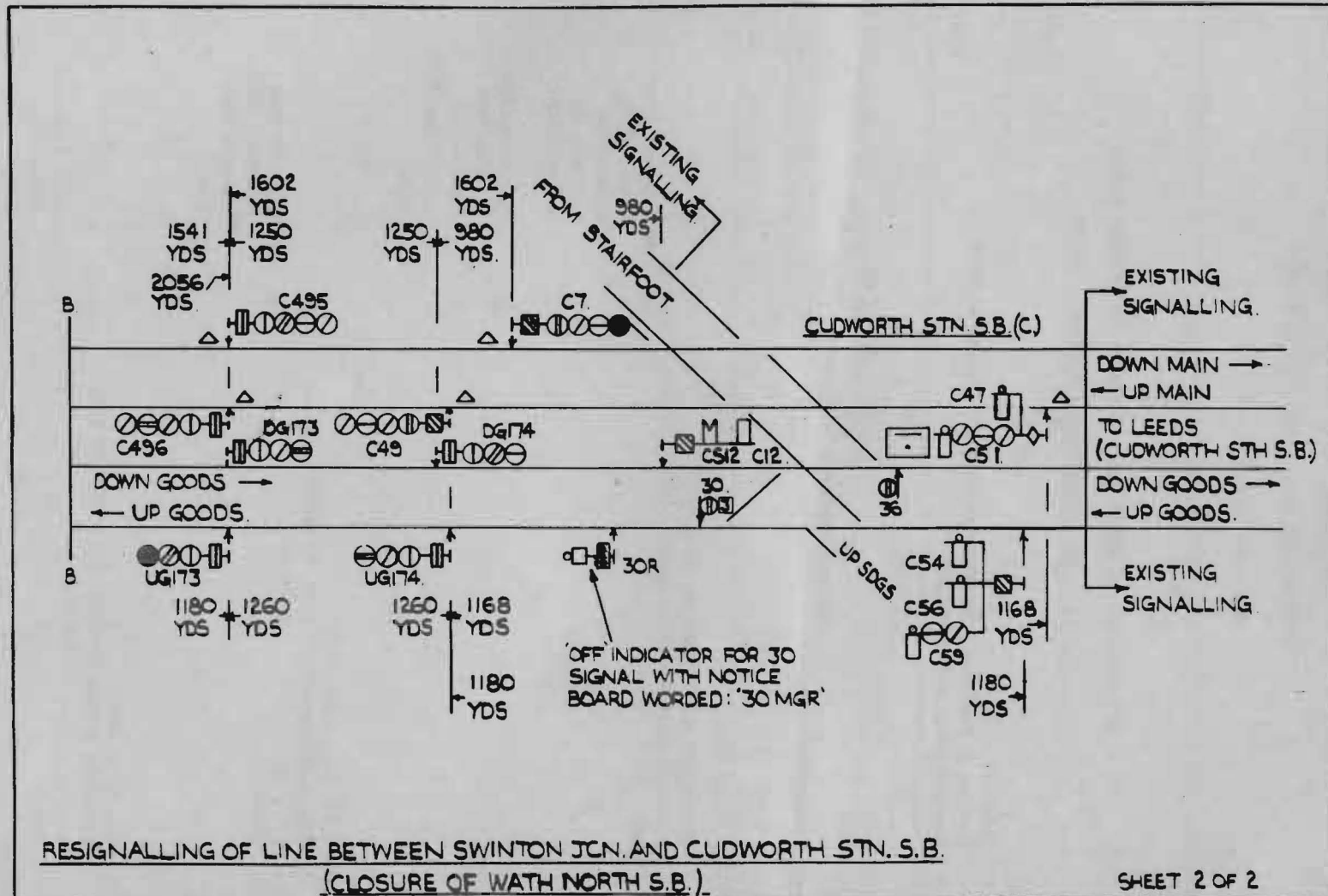
** THORPE OPEN—TYPE LEVEL CROSSING AT 68M. 43CH. (Down and Up Knottingley lines between Shaftholme Junction and Knottingley).

It should be noted that 'WHISTLE' notice boards have not been provided at this level crossing, and that train initiated pedestrian warning equipment is in operation. (13)

SHIPLEY







GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 14	Page
Add :- Working of Traffic of a Double line over a Single line of Rails during Repairs or Obstruction.	275

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 25 (Page ND9, ND6D)							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Decoy North Jn. and signals 1446/D250 and D252							
Add:-							
				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	
Page 26 (Page 21 Supp. Optg. Insts.)							
DONCASTER BLACK CARR JN. TO BERWICK							
Bridge Jn.							
Delete:-							
				25	25	Down /Up West Slow No.1. 155m. 38ch. and 155m. 63ch.	(14D)
Page 110 (Page ND28 ND6D)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Between Swinton Jn. and Wath North							
Delete:-							
				70	70	167m. 73ch. and 168m. 03ch.	(14D)
Page 110							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Dearne Valley Colliery Sdgs.							
Amend :-							
				20		Goods line 172m. 14ch. and 172m. 4ch.	(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO 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 115 (Page 53 Supp. Optg. Insts)

GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.

Grimethorpe
Shunters Cabin

Amend :- 5 57m. 43ch. and 57m. 20ch. (14D)

Pages 115 and 116

GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.

★ Delete 'NB' from Up line between Grimethorpe Shunters Cabin and Dearne Valley North Jn. (w.e.f. Sunday 29 March)

★ Delete 'NB' from Down line between Grimethorpe Shunters Cabin and Dearne Valley North Jn. and Add 'A' (w.e.f. Sunday 29 March)

Page 140 (Page 60 Supp. Optg. Insts)

LEEDS TO SKIPTON STATION SOUTH

Between Kirkstall and Apperley Jn.

Delete :- 40 198m. 50ch. and 199m. 15ch. (14D)

Page 143

LEEDS WORTLEY JN. TO HARROGATE

Between Wortley Jn. and Headingley Tunnel

Delete:- 30 0m. 75ch. and 1m. 25ch. (14D)

TABLE F - PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 226			
DUDLEY HILL TO BOWLING JN.			
Add:-			
Laisterdyke Yard	Bowling Jn.	Single	6 SLU

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:–

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency cross-overs and power operated points situated at:–

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

LOCAL INSTRUCTIONS

Page 391

THORNE JN. TO GILBERDYKE JN.

Add:–

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, other than work being carried out under the provisions of the Rule Book, Section T, the Lookoutmen must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out, the provisions of the Rule Book, Section T II must be applied.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS - NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS - BR.33069/2 (Dated Oct 77)

(see revised booklet dated October 1980)

Delete heading and items

MISCELLANEOUS NOTICES

★ ENGINEERING OPERATIONS BETWEEN WATH NORTH AND CUDWORTH STATION ON SUNDAY
29 MARCH 1981

During engineering operations in connection with the commissioning of new signalling between Wath North and Cudworth Station box, 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 train will be stopped at the following signal concerned and the Driver must not proceed until he has been instructed to do so by a handsignaller and has been given a printed ticket.

Signal at which trains will be stopped

Down Main	Up Main
S475 (formerly WN38)	Cudworth Station Home signal.

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
S 479	C 49
C 483	C 496
C 487	C 492
C 491	C 488
C 495	S 484
	S 480
	S 476

On arrival at the following signal concerned, the Driver must act in accordance with the aspect displayed.

First signal beyond the affected area which must be observed by Driver.

Down Main	Up Main
C 7	S 472

The Signal identification plate on signal C 7 and S 472 will be illuminated.

After passing the signal the Driver may dispose of the printed ticket.

★ YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot.

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m, 50ch, and 159m, 13ch. (between 158m, 41ch, and 159m, 13ch. from 14 00 Monday 30 March), have been replaced by the following experimental signs:-

Warning Board

A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.

Speed Indicator

Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow.
(MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes.
2. One lamp has been allocated to this Region and will be used on DMU trains from and to Leeds.

Note: These experimental tail lamps must not be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.
3. All staff on the routes concerned are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps are also welcomed.
4. A description of the experimental lamp and working instructions are shown below:
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note: The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP - continued

4. - continued

- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:-
- (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.
- (MO12/17/9)
(MO45/1237) (14D)

WORKING MANUAL FOR RAIL STAFF BR.30054/3

(GREEN PAGES)

Part 2. Loading and Conveyance

Section A. Loading and Sheeting

A1. Loading : General

Amend:- Clause A1/19 to read Clause A1/20

Add:- New Clause A1/19, reading as follows :

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

WHITE PAGES

Clause B2/7

Add All ZD wagons 25m.p.h.

Clause C1/3

Amend Second box on page C2 to read:-

As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, B.R.H.Q.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
20 MARCH, 1981

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



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*

** With effect from 09 00 Monday 6 April a 40 m.p.h. P.S.R. will be imposed on the Up line between Horsford Station and Headingly Station (2m. 60ch. and 2m. 40ch.) (14D)

** The 30 m.p.h. P.S.R. on the Down between Crigglestone Jn. and Horbury Jn. (0m. 63ch. and 0m. 8ch.) will be removed at 23 30 on Saturday 4 April and replaced by a temporary speed restriction for reballasting. (14D)

** With effect from 09 00 Monday 6 April the 20 m.p.h. P.S.R. on the Down line between Pontefract Goods Jn. and Knottingley West Jn. (57m. 42ch. and 57m. 47ch.) will be extended to between 57m. 42ch. and 57m. 60ch. (14D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 APRIL – DONCASTER – SOUTH YORKSHIRE JUNCTION

Up Fast ground position light signal 1465, with route indications applying:—

Set back along Up Fast line occupied (indication "X"); to Up Slow (indication "3"); or to Up Platform Loop (indication "1"), will be repositioned approximately 40 yards further South adjacent to the South face of bridge No. 325. (17)

SUNDAY 5 APRIL – DONCASTER STATION (NORTH END)

Down Fast 4-aspect colour light Signal D.283 (with Junction Indicator Position '1' to Down Leeds and Position '4' to Up Thorne) will be repositioned 36 yards further north.

Ground position light signal No.1484 applying – set back along Down Fast or to Down Slow, will be repositioned 22 yards further north. (17)

** SUNDAY 5 to FRIDAY 10 APRIL ONLY – YORK (CLIFTON)

The area within the dotted lines as shown on the drawing is being relayed and will be out of use during the above dates. The Down Station Line will be slued into the Down Main Line and Down trains will proceed via signals 203 (or 201) and 207. The Down Carriage Sidings No.2 Group, the associated Signal 219 and Secondary Loco Outlet will be out of use. All points leading to the area within the dotted lines will be secured for an alternative route. The appropriate signals will be either fixed at red or adjusted so that they are only capable of clearance for an unaffected route.

The Loco Inlet will be used for incoming or outgoing movements.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

* * SUNDAY 5 to FRIDAY 10 APRIL ONLY - YORK (CLIFTON) - continued

The notice board worded "NO MOVEMENTS TO PASS THIS BOARD" situated on the Loco Inlet will be taken out of use and a new notice board worded "STOP, AWAIT INSTRUCTIONS" with telephone to York Signal Box will be provided at the Depot end of the Loco Inlet, applicable to outgoing movements. A ground position light signal (No.219) situated at the Station end of the Loco Inlet, will be provided for outgoing movements and will apply towards Signal 206.

An additional route will be provided on Signal 207 applying towards Signal S1 (Down Main).

The Pump House Sidings connection leading off the Bank Loop will be secured out of use.

Up trains will proceed via Up Goods/Bank Loop.

Reference should be made to the diagram included in this notice.

(14)

MONDAY 6 APRIL - METHLEY NORTH SIDINGS SIGNAL BOX

The Up Side Ground Frame and associated Signals will be dispensed with and points secured in normal position pending removal.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER STATION (NORTH END)

The southernmost connection leading from Down Slow to Down Fast (at the north end of No.4 Platform) has been replaced 40 yards further north.

The No.4 Platform (Down Slow) 4 - Aspect Starting Signal (D285), has been replaced 36 yards further north by a straight post signal with the theatre-type route indicator mounted to the left of the RED aspect and with the subsidiary on the main post.

(16)

DEARNE JUNCTION

The lines to and from Wath Central Junction and the trailing crossover have been secured out of use pending remodelling. The signals applying to the crossover and Branch have been abolished. The Up Home signal has been resited 80 yards nearer to the signal box with the arm 20ft. above rail level.

(16)

WATH CENTRAL JUNCTION

The Up Branch Starting and Down Branch 1st Home signals have been maintained in the "ON" position. The Down Branch Distant signal has been abolished.

(16)

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION

Wath North signal box has been abolished. The Down and Up Main lines between Swinton Junction (exclusive) and Cudworth Station have been resignalled and new colour light signalling will be commissioned.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION - continued

All former Wath North signals (WN) have been replated with 'S' prefixes and signal post telephones connected to Sheffield.

The Track Circuit Block Regulations now apply between Sheffield and Cudworth Station signal boxes.

The Down and Up Goods lines between Dearne Valley North Junction and Dearne Valley Colliery Sidings have been converted to Down and Up Through Sidings respectively and worked in accordance with the 'NO BLOCK' regulations and all associated main running signals have been abolished. The points and associated disc signals have been retained at Dearne Valley Colliery Sidings for local shunting operations.

The Down and Up Goods lines between Dearne Valley North Junction and Cudworth Station also, the Down and Up Grimethorpe Colliery Branch lines between Grimethorpe and Dearne Valley North Junction are to be worked in accordance with the Track Circuit Block Regulations (Permissive on Up Grimethorpe Colliery Branch).

Reference should be made to the diagrams included in this notice.

Alterations to Existing Signalling**Down Main**

S473 signal now functions as a 4-aspect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated S475.

Cudworth Station Distant signal C6 has been converted to a 4-aspect automatic signal and plated C495.

Up Main

A 3-aspect colour light Distant (Y. YY. G), has been provided on the post of the Cudworth Station Up Home signal (C51) which is only illuminated when the main arm is cleared. The green spectacle has been blanked out.

The Cudworth Station Up Starting signal C49 has been converted to a 4-aspect signal (a signal-post telephone to Cudworth Station signal box has been provided).

Former Wath North Up Outer Distant signal WN9R has been converted to a 4-aspect automatic signal plated S484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated S480.

Former Wath North Up Home signal WN10 has been converted to an automatic signal plated S476.

The subsidiary has been removed from the Grimethorpe Colliery Branch Down Distant "A".

Description of Signal

S = Sheffield

C = Cudworth Station

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Down Direction Running Signals				
S479 (Auto)	Down Main	M		C483
C483 (Auto)	Down Main	M		C487
C487 (Controlled)	Down Main	M		C491
C491 (Auto)	Down Main	M		C495 (former C6)
C89 (Controlled)	Down Through Siding	M		Down Goods DG173 (existing)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION – continued

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
Up Direction Running Signals				
C496 (Auto)	Up Main	M		C492
C492 (Auto)	Up Main	M		C488
C488 (Auto)	Up Main	M		S484 (former WN9R)
C91 (Controlled) (existing)	Up Goods	M (Yellow)		G10
		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'H'	Up Through Siding (Houghton Colliery Bunker)
Ground Position Light Signals				
DV – Dearne Valley Colliery Sidings				
DV15 (disc)	Up Through Siding			Shunt Neck
†93 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
†99	Down Through Siding			C89

† These signals are controlled from Cudworth Station signal box.

(16)

JOAN CROFT JUNCTION (SHAFTHOLME JUNCTION)

The trailing junction points – Down Stainforth Branch/Down Main, have been replaced by new points controlled from Doncaster signal box as follows :-

Down Stainforth / Up Main
Crossover between the Down and Up Main lines.

(14)

**** DEARNE VALLEY COLLIERY SIDINGS**

The Down (Goods) Distant and Down (Goods) Home signal (with Distant below), applicable to the former Down Goods line, have been abolished.

(14)

**** BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION**

The Down Fast line has been taken out of use until further notice.

The Up Fast line has been abolished.

The Down Slow line has been reinstated. (Realigned/Remodelled at the Guiseley Junction end).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION - continued

Thackley Junction

The following signals have been abolished:-

Down Fast Starting (with Guiseley Junction Down Distant below)

Up Fast Home

Up Main Starting

Guiseley Junction

The Junction has been remodelled. The route to and from the Ilkley Branch is via a single lead Junction and the portion of the Up Main forming the route to Up Slow has been abolished. Reference should be made to the diagram included in this notice.

Signalling Alterations

A new Down Slow 3-aspect colour light Home signal plated G6, has been provided.

A position "1" Junction indicator has been provided and the following indications apply:-

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position "1"	Bradford Junction
Main	-	Bingley Junction

This Signal also acts as the Bradford Junction or Bingley Junction Down Distant. A signal-post telephone and A.W.S., Inductor has been provided.

The Thackley Junction Down Main Outer Distant, now also acts as the Guiseley Junction Down Slow 1st Outer Distant from Down Main, 1¼ miles from G.6.

The Thackley Junction Down Main Inner Distant, now also acts as the Guiseley Junction Down Slow 2nd Outer Distant from Down Main, 1,447 yards before reaching G.6 signal.

The Guiseley Junction Down Slow Distant from Down Main (below the Thackley Junction Down Main Home), has become the Inner Distant.

Signal G.42 (No.5 Platform line Starting Signal in the Up direction on the Down Skipton) now applies towards Up Slow (instead of towards Up Fast) by the remodelled layout. the position '1' Junction Indicator has been brought into use and applies towards the Down Branch line.

The following signals have been abolished:-

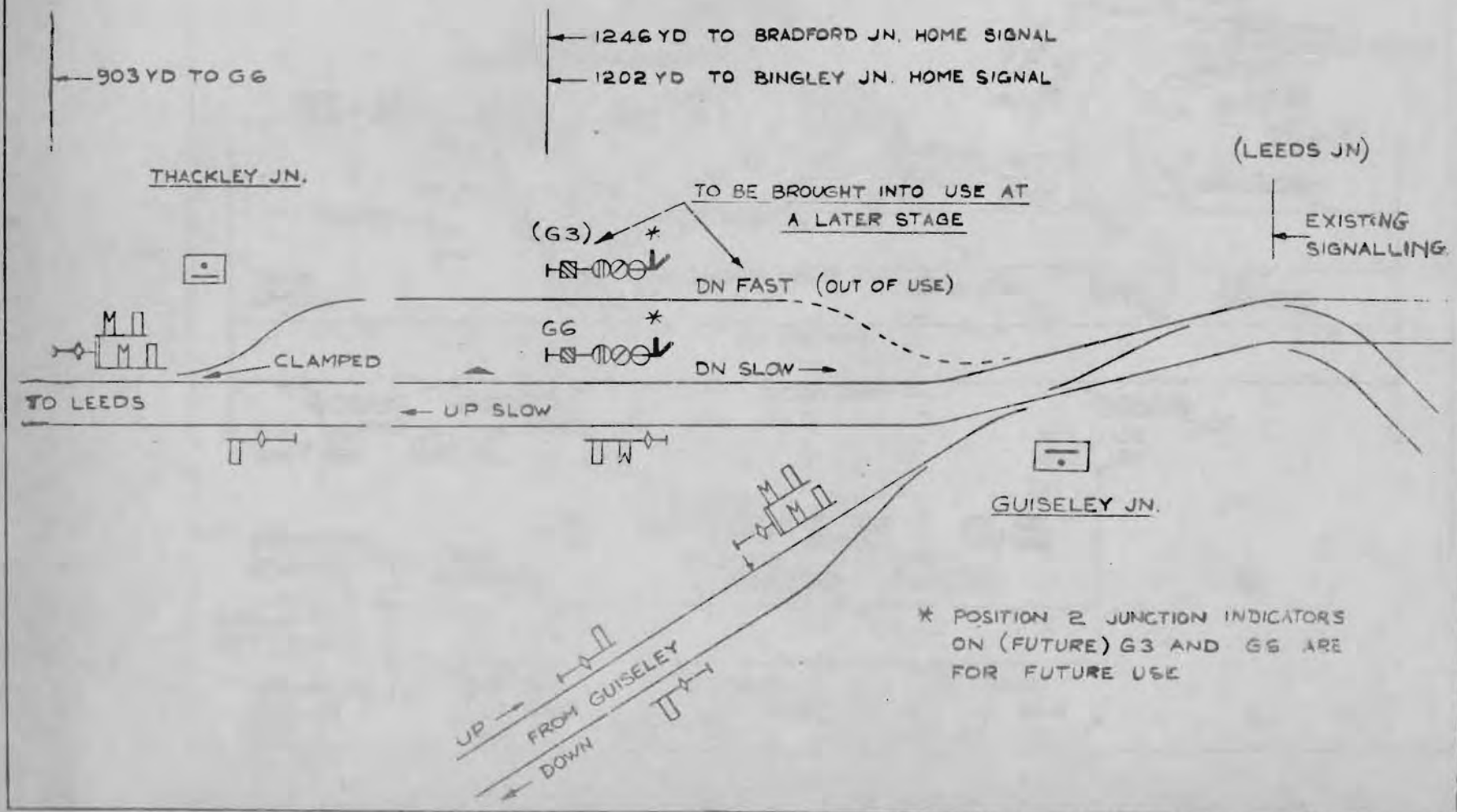
Disc - Up Fast to Bradford Junction or to
to Bingley Junction

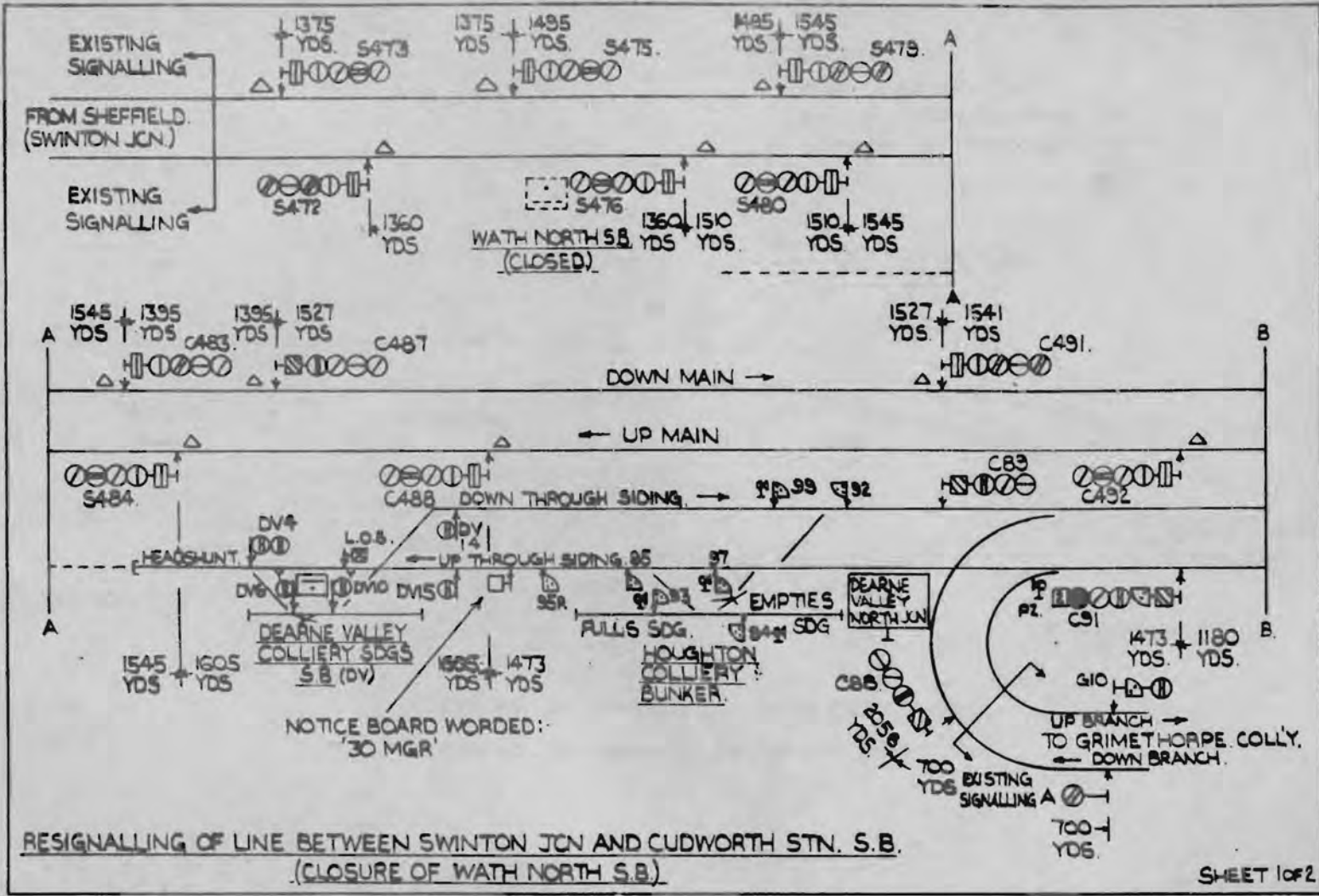
Guiseley Junction Up Fast Starting (with Thackley Junction Up Fast Distant below). (14)

**** HUNSLET SOUTH JUNCTION**

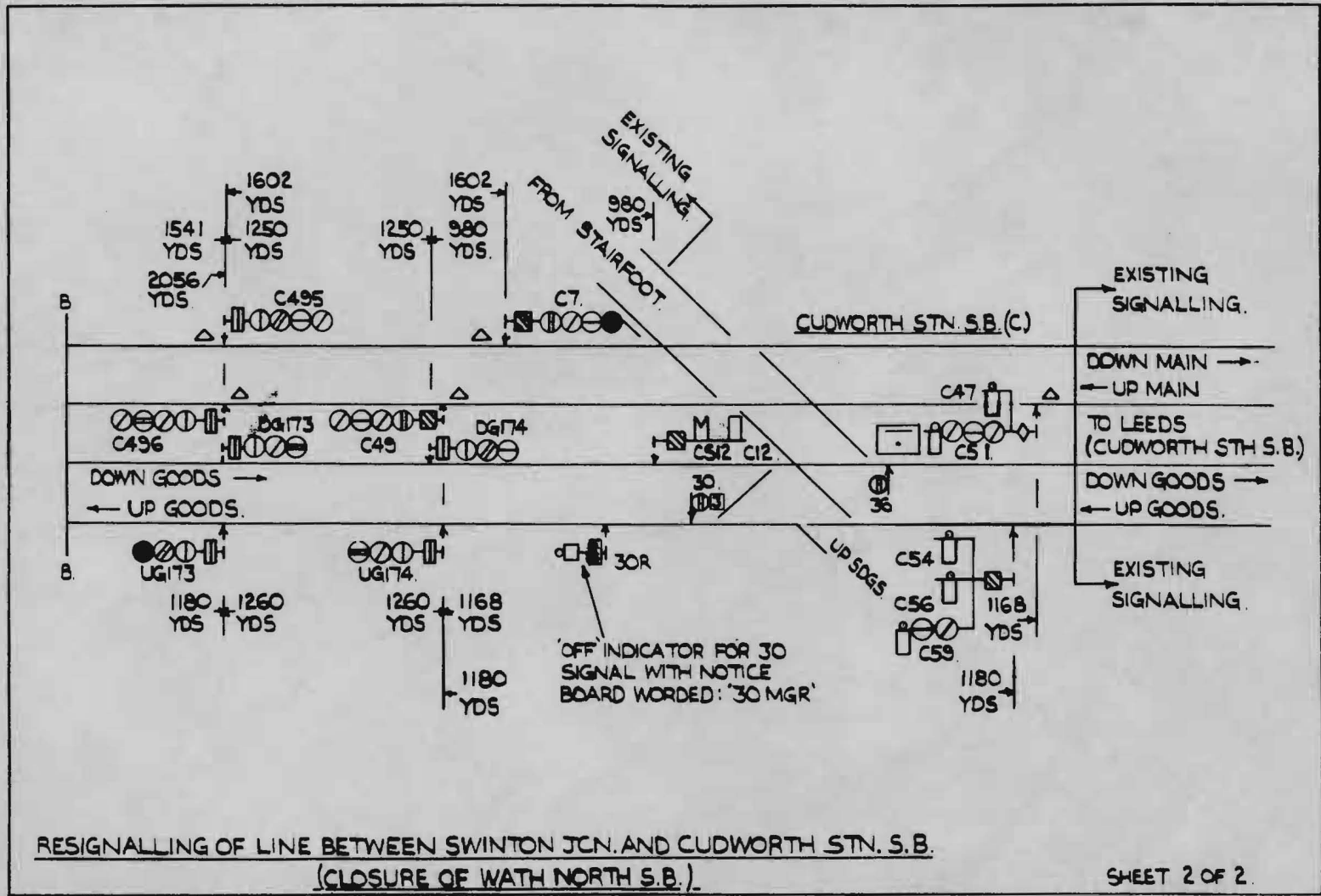
The connections - Up Sidings to Up Goods into Liversedge Sidings have been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

** SHIPLEY



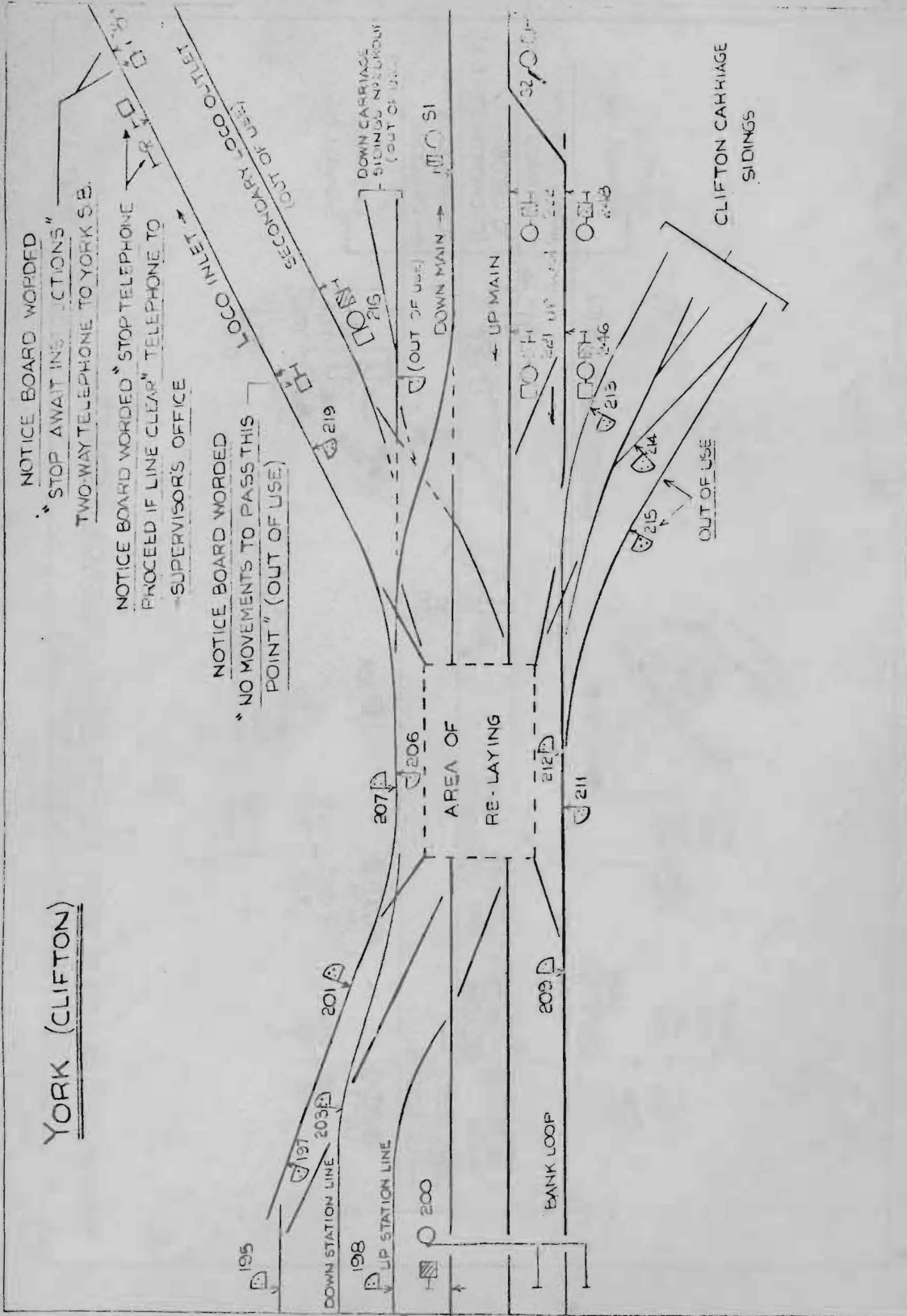


RESIGNALLING OF LINE BETWEEN SWINTON JCN AND CUDWORTH STN. S.B.
 (CLOSURE OF WATH NORTH S.B.)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

YORK (CLIFTON)



SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 APRIL – BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION ALSO LEEDS JUNCTION

The Up and Down Slow lines will be renamed Up and Down Main lines respectively.

The former Down Fast line will be reinstated and renamed Down Loop.

Guiseley Junction

A new Down Loop 3-aspect colour light Home signal plated G3 will be provided.

Position '1' Junction Indicator will be provided and the following indications apply:—

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position '1'	Bradford Junction
Main	—	Bingley Junction

This signal will also act as the Bradford Junction Down Distant, 1246 yards from the Bradford Junction Down Home or as Bingley Junction Distant 1203 yards from the Bingley Junction Up Main Home signal. A signal-post telephone will be provided.

Leeds Junction (Controlled from Guiseley Junction)

The double junction to/from Bradford Junction direction will be remodelled to form a single lead junction using the Down Bradford between Guiseley Junction crossover and a new connection (joining the Up and Down Bradford line immediately on the Guiseley Junction side of Nos.3 & 4 Platforms) in both directions. This new facing connection will be worked at the Down Main end only.

MONDAY 13 APRIL – NORMANTON SOUTH YARD

Numbers 1 to 8 inclusive Sidings will be temporarily taken out of use for relaying.

TUESDAY 14 APRIL – CUDWORTH SOUTH JUNCTION

The Down Goods to Sidings miniature arm signal (on the right-hand side of the Down Goods Home signal gantry) will be replaced on the gantry by a disc signal. (18)

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

Up Fast ground position light signal 1465, with route indications applying:—
Set back along Up Fast line occupied (indication "X"); to Up Slow (indication "3"); or to Up Platform Loop (indication "1"), has been repositioned approximately 40 yards further South adjacent to the South face of bridge No. 325. (17)

DONCASTER STATION (NORTH END)

Down Fast 4-aspect colour light Signal D.283 (with Junction Indicator Position "1" to Down Leeds and Position "4" to Up Thorne) has been repositioned 36 yards further north.

Ground position light signal No.1484 applying – set back along Down Fast or to Down Slow, has been repositioned 22 yards further north. (17)

METHLEY NORTH SIDINGS SIGNAL BOX

The Up Side Ground Frame and associated Signals have been dispensed with and points secured in normal position pending removal. (17)

DONCASTER STATION (NORTH END)

The southernmost connection leading from Down Slow to Down Fast (at the north end of No.4 Platform) has been replaced 40 yards further north.

The No.4 Platform (Down Slow) 4 – Aspect Starting Signal (D285), has been replaced 36 yards further north by a straight post signal with the theatre-type route indicator mounted to the left of the RED aspect and with the subsidiary on the main post. (16)

DEARNE JUNCTION

The lines to and from Wath Central Junction and the trailing crossover have been secured out of use pending remodelling. The signals applying to the crossover and Branch have been abolished. The Up Home signal has been resited 80 yards nearer to the signal box with the arm 20ft. above rail level. (16)

WATH CENTRAL JUNCTION

The Up Branch Starting and Down Branch 1st Home signals have been maintained in the "ON" position. The Down Branch Distant signal has been abolished. (16)

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION

Wath North signal box has been abolished. The Down and Up Main lines between Swinton Junction (exclusive) and Cudworth Station have been resignalled and new colour light signalling will be commissioned.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION – continued**

All former Wath North signals (WN) have been replated with 'S' prefixes and signal post telephones connected to Sheffield.

The Track Circuit Block Regulations now apply between Sheffield and Cudworth Station signal boxes.

The Down and Up Goods lines between Dearne Valley North Junction and Dearne Valley Colliery Sidings have been converted to Down and Up Through Sidings respectively and worked in accordance with the 'NO BLOCK' regulations and all associated main running signals have been abolished. The points and associated disc signals have been retained at Dearne Valley Colliery Sidings for local shunting operations.

The Down and Up Goods lines between Dearne Valley North Junction and Cudworth Station also, the Down and Up Grimethorpe Colliery Branch lines between Grimethorpe and Dearne Valley North Junction are to be worked in accordance with the Track Circuit Block Regulations (Permissive on Up Grimethorpe Colliery Branch).

Reference should be made to the diagrams included in this notice.

Alterations to Existing Signalling**Down Main**

S473 signal now functions as a 4-aspect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated S475.

Cudworth Station Distant signal C6 has been converted to a 4-aspect automatic signal and plated C495.

Up Main

A 3-aspect colour light Distant (Y. YY. G), has been provided on the post of the Cudworth Station Up Home signal (C51) which is only illuminated when the main arm is cleared. The green spectacle has been blanked out.

The Cudworth Station Up Starting signal C49 has been converted to a 4-aspect signal (a signal-post telephone to Cudworth Station signal box has been provided).

Former Wath North Up Outer Distant signal WN9R has been converted to a 4-aspect automatic signal plated S484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated S480.

Former Wath North Up Home signal WN10 has been converted to an automatic signal plated S476.

The subsidiary has been removed from the Grimethorpe Colliery Branch Down Distant "A".

Description of Signal

S = Sheffield

C = Cudworth Station

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
Down Direction Running Signals				
S479 (Auto)	Down Main	M		C483
C483 (Auto)	Down Main	M		C487
C487 (Controlled)	Down Main	M		C491
C491 (Auto)	Down Main	M		C495 (former C6)
C89 (Controlled)	Down Through Siding	M		Down Goods DG173 (existing)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

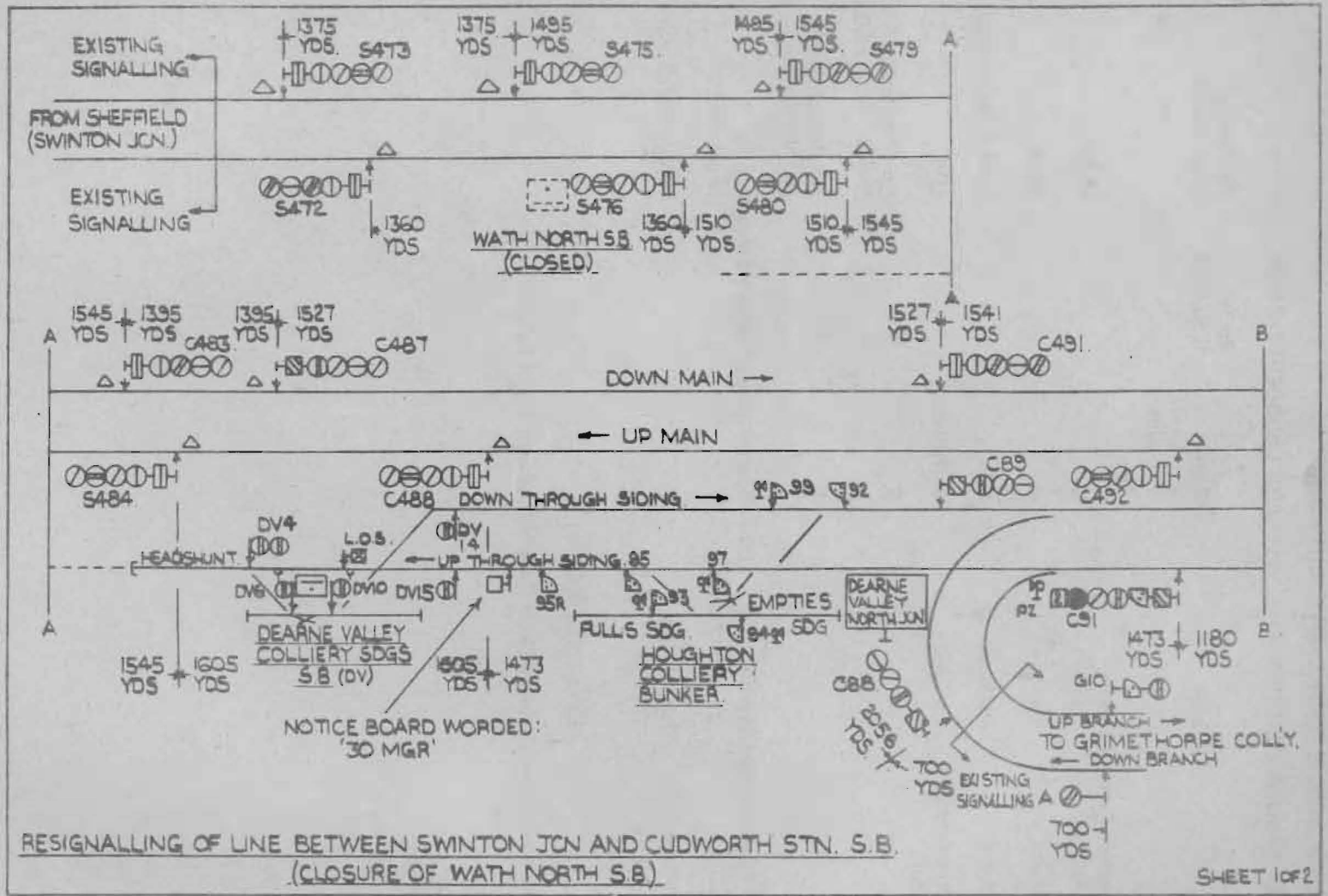
DETAILS OF WORK ALREADY CARRIED OUT – continued

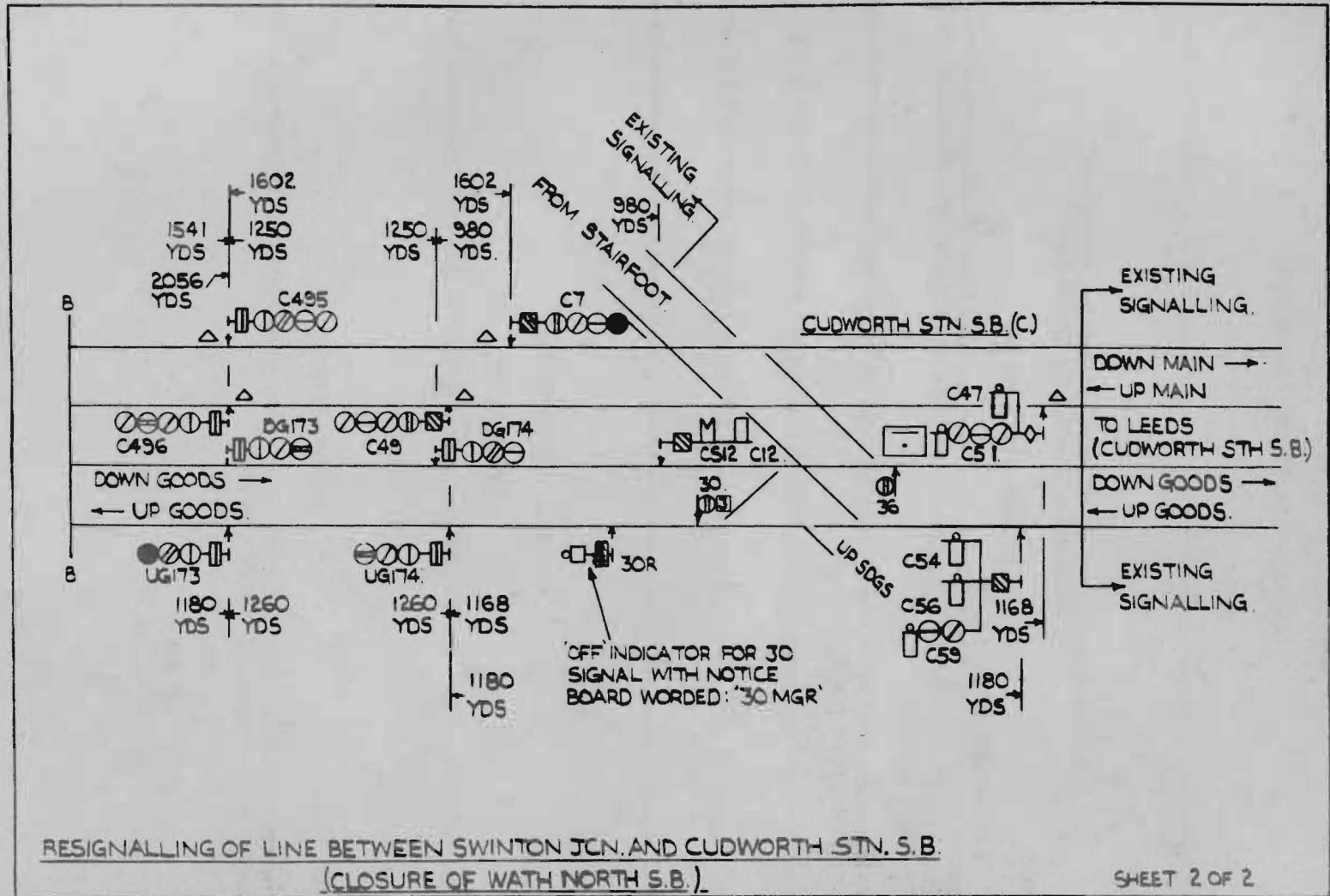
BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION – continued

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
Up Direction Running Signals				
C496 (Auto)	Up Main	M		C492
C492 (Auto)	Up Main	M		C488
C488 (Auto)	Up Main	M		S484 (former WN9R)
C91 (Controlled) (existing)	Up Goods	M (Yellow)		G10
		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'H'	Up Through Siding (Houghton Colliery Bunker)
Ground Position Light Signals				
DV15 (disc)	Up Through Siding			Shunt Neck
+93 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
+99	Down Through Siding			C89

+ These signals are controlled from Cudworth Station signal box.

(16)





GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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 locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
 3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
 4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart. (23D)
-

MISCELLANEOUS NOTICES

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board	A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.
Speed Indicator	Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow.
(MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
3 APRIL, 1981

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

THURSDAY 30 APRIL -- SCARBOROUGH (FALSGRAVE)

A new connection from Departure to New Turntable line at 41m. 31ch. will be brought into use operated by a ground frame released by Annetts key retained at Falsgrave. (19)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION ALSO LEEDS JUNCTION.

The Up and Down Slow lines have been renamed Up and Down Main lines respectively.

The former Down Fast line has been reinstated and renamed Down Loop.

Guiseley Junction

A new Down Loop 3-aspect colour light Home signal plated G3 has been provided.

A position '1' Junction Indicator has been provided and the following indications apply:--

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position '1'	Bradford Junction
Main		Bingley Junction

This signal also acts as the Bradford Junction Down Distant, 1246 yards from the Bradford Junction Down Home or as Bingley Junction Distant 1203 yards from the Bingley Junction Up Main Home Signal. A signal-post telephone has been provided.

Leeds Junction (Controlled from Guiseley Junction)

The double junction to/from Bradford Junction direction has been remodelled to form a single lead junction using the Down Bradford between Guiseley Junction crossover and a new connection (joining the Up and Down Bradford line immediately on the Guiseley Junction side of Nos. 3 & 4 Platforms) in both directions. This new facing connection is to be worked at the Down Main end only.

NORMANTON SOUTH YARD

Numbers 1 to 8 inclusive Sidings have been secured out of use pending relaying or renewal.

(Amended Item)

CUDWORTH SOUTH JUNCTION

The Down Goods to Sidings miniature arm signal (on the right-hand side of the Down Goods Home signal gantry) has been replaced on the gantry by a disc signal. (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORKS ALREADY CARRIED OUT - continued

* * DONCASTER - SOUTH YORKSHIRE JUNCTION

Up Fast ground position light signal 1465, with route indications applying: -
Set back along Up Fast line occupied (indication "X"); to Up Slow (indication "3"); or to Up Platform
Loop (indication "1"), has been repositioned approximately 40 yards further South adjacent to the South
face of bridge No. 325. (17)

* * DONCASTER STATION (NORTH END)

Down Fast 4-aspect colour light Signal D.283 (with Junction Indicator Position "1" to Down Leeds and
Position "4" to Up Thorne) has been repositioned 36 yards further north.

Ground position light signal No.1484 applying - set back along Down Fast or to Down Slow, has been
repositioned 22 yards further north. (17)

* * METHLEY NORTH SIDINGS SIGNAL BOX

The Up Side Ground Frame and associated Signals have been dispensed with and points secured in normal
position pending removal. (17)

* * DONCASTER STATION (NORTH END)

The southernmost connection leading from Down Slow to Down Fast (at the north end of No.4 Platform)
has been replaced 40 yards further north.

The No.4 Platform (Down Slow) 4 - Aspect Starting Signal (D285), has been replaced 36 yards further
north by a straight post signal with the theatre-type route indicator mounted to the left of the RED aspect
and with the subsidiary on the main post. (16)

* * DEARNE JUNCTION

The lines to and from Wath Central Junction and the trailing crossover have been secured out of use
pending remodelling. The signals applying to the crossover and Branch have been abolished. The Up
Home signal has been resited 80 yards nearer to the signal box with the arm 20ft. above rail level.

(16)

* * WATH CENTRAL JUNCTION

The Up Branch Starting and Down Branch 1st Home signals have been maintained in the "ON" position.
The Down Branch Distant signal has been abolished. (16)

* * BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION

Wath North signal box has been abolished. The Down and Up Main lines between Swinton Junction
(exclusive) and Cudworth Station have been resignalled and new colour light signalling will be
commissioned.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION - continued

All former Wath North signals (WN) have been replated with 'S' prefixes and signal post telephones connected to Sheffield.

The Track Circuit Block Regulations now apply between Sheffield and Cudworth Station signal boxes.

The Down and Up Goods lines between Dearne Valley North Junction and Dearne Valley Colliery Sidings have been converted to Down and Up Through Sidings respectively and worked in accordance with the 'NO BLOCK' regulations and all associated main running signals have been abolished. The points and associated disc signals have been retained at Dearne Valley Colliery Sidings for local shunting operations.

The Down and Up Goods lines between Dearne Valley North Junction and Cudworth Station also, the Down and Up Grimethorpe Colliery Branch lines between Grimethorpe and Dearne Valley North Junction are to be worked in accordance with the Track Circuit Block Regulations (Permissive on Up Grimethorpe Colliery Branch).

Reference should be made to the diagrams included in this notice.

Alterations to Existing Signalling**Down Main**

S473 signal now functions as a 4-aspect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated S475.

Cudworth Station Distant signal C6 has been converted to a 4-aspect automatic signal and plated C495.

Up Main

A 3-aspect colour light Distant (Y. YY. G), has been provided on the post of the Cudworth Station Up Home signal (C51) which is only illuminated when the main arm is cleared. The green spectacle has been blanked out.

The Cudworth Station Up Starting signal C49 has been converted to a 4-aspect signal (a signal-post telephone to Cudworth Station signal box has been provided).

Former Wath North Up Outer Distant signal WN9R has been converted to a 4-aspect automatic signal plated S484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated S480.

Former Wath North Up Home signal WN10 has been converted to an automatic signal plated S476.

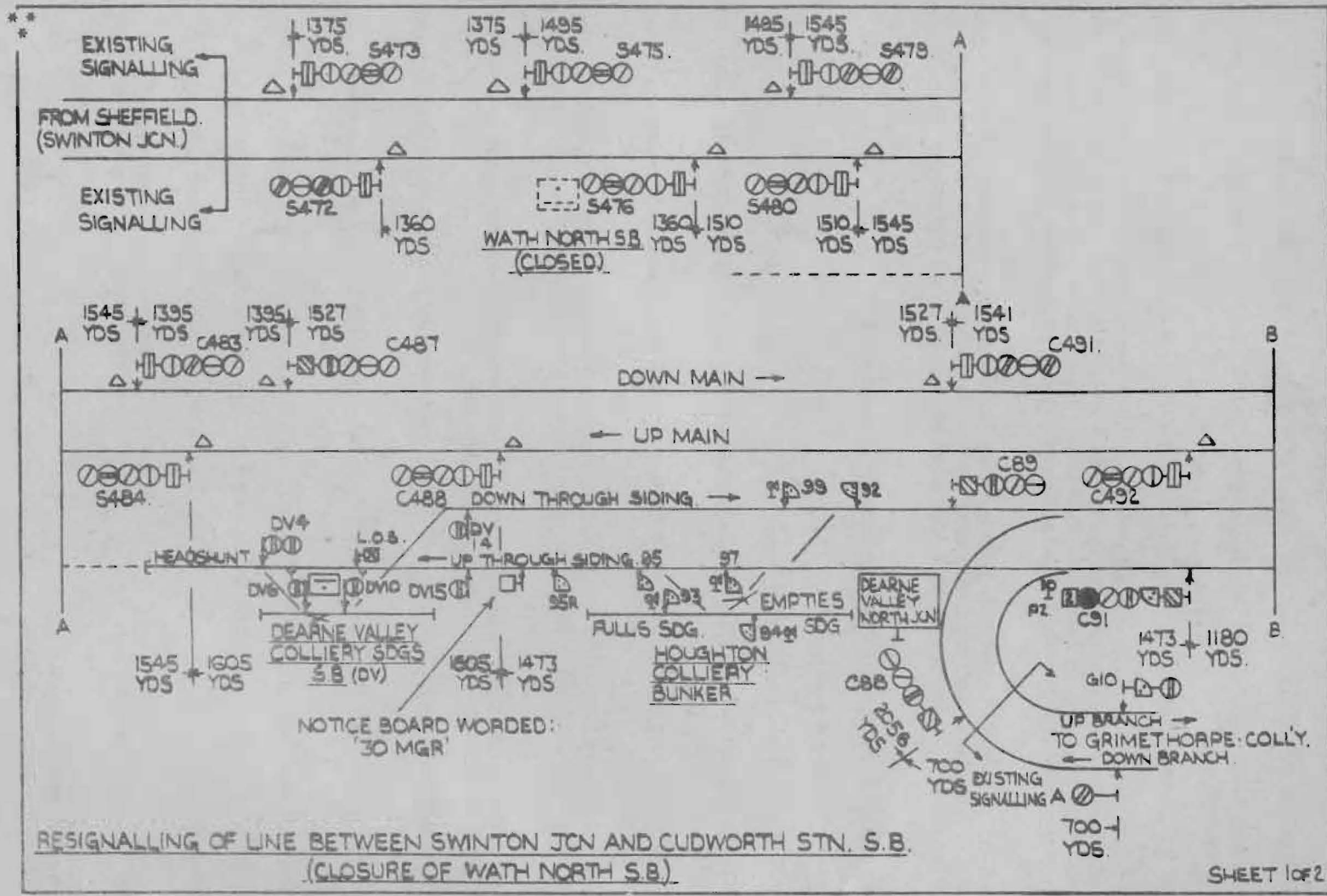
The subsidiary has been removed from the Grimethorpe Colliery Branch Down Distant "A".

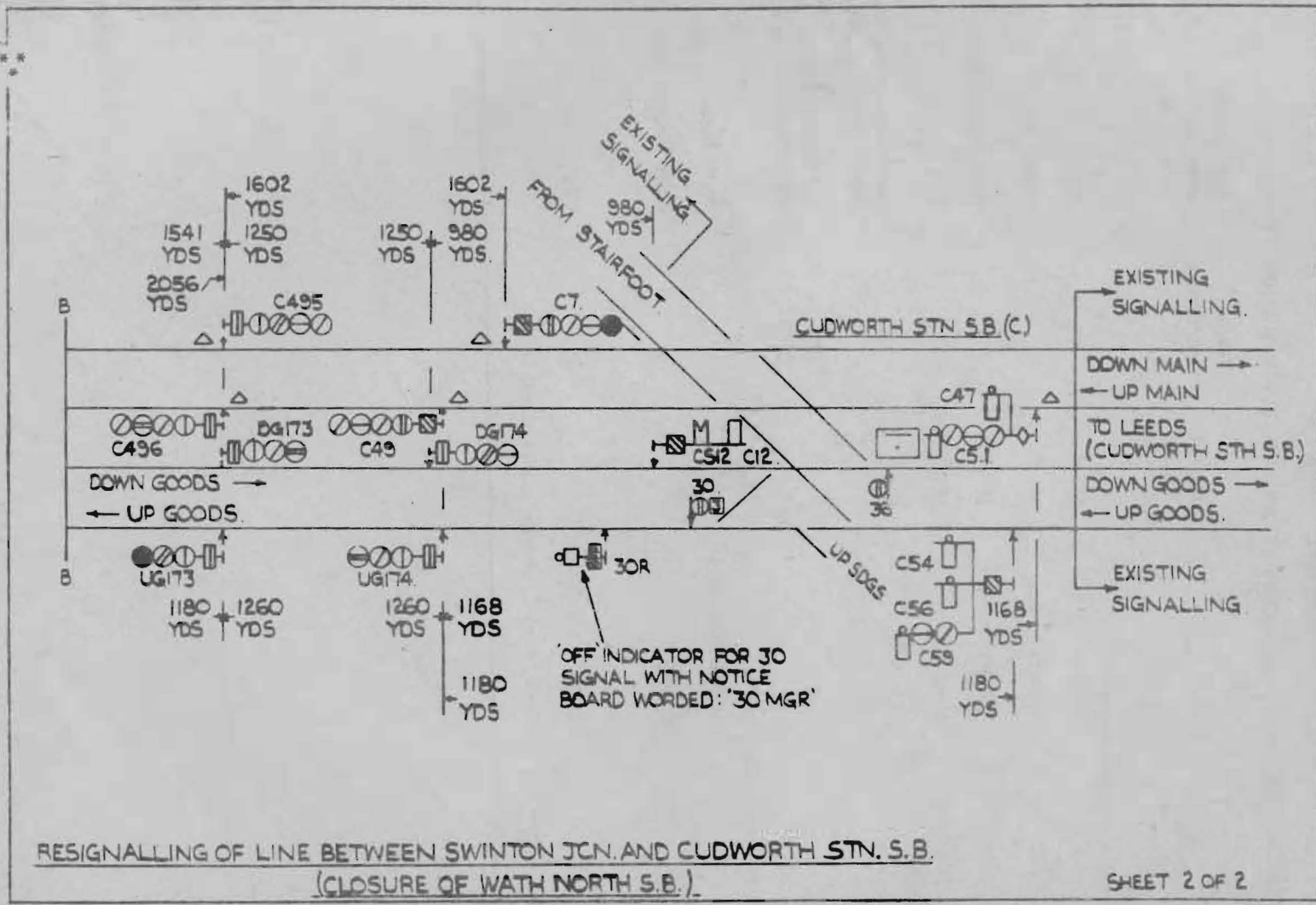
Description of Signal

S = Sheffield

C = Cudworth Station

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Down Direction Running Signals				
S479 (Auto)	Down Main	M		C483
C483 (Auto)	Down Main	M		C487
C487 (Controlled)	Down Main	M		C491
C491 (Auto)	Down Main	M		C495 (former C6)
C89 (Controlled)	Down Through Siding	M		Down Goods DG173 (existin





SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION – continued

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
Up Direction Running Signals				
C496 (Auto)	Up Main	M		C492
C492 (Auto)	Up Main	M		C488
C488 (Auto)	Up Main	M		S484 (former WN9R)
C91 (Controlled) (existing)	Up Goods	M (Yellow)		G10
		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'H'	Up Through Siding (Houghton Colliery Bunker)
Ground Position Light Signals				
DV15 (disc)	Up Through Siding			Shunt Neck
193 (replaces C93 3-aspect-ground signal)	Fulls Siding			Down Through Siding C89
199	Down Through Siding			C89

1 These signals are controlled from Cudworth Station signal box.

(16)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h	Up At or Between	
Pages 141 and 142 (Page 60 Supp. Optg. Insts) (Page ND45, ND14)							
LEEDS TO SKIPTON STATION SOUTH L.M.R.							
Guisely Jn.							
★	Amend :-				25	Down Loop to Down Main (w.e.f. 09 00 Monday 20 April)	
Between Leeds Jn. and Shipley Bingley Jn.							
★	Amend :-				20	20	205m. 61ch. and 206m. 1ch. (w.e.f. 09 00 Monday 20 April)
					40		To Bradford line 205m. 58ch. and 205m. 71ch. (w.e.f. 09 00 Monday 20 April) (23D)
Page 148 (Page ND47, ND14)							
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE							
Between Leeds Jn. and Shipley Bradford Jn.							
★	Amend :-				40	205m. 67ch. and 205m. 58ch. (w.e.f. 09 00 Monday 20 April)	
					25	Double to Single 205m. 71ch. and 205m. 67ch. (w.e.f. 09 00 Monday 20 April)	
★	Add				20	20	205m. 71ch. and 206m. 30ch. (w.e.f. 09 00 Monday 20 April)
Page 148 (Page ND48, ND14)							
Between Shipley Bradford Jn. and Manningham Station Jn.							
★	Delete :-				20	206m. 30ch. and 205m. 71ch. (w.e.f. 09 00 Monday 20 April) (23D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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 locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart. (23D)

★ WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES PART 6

Clause C1/5

Add :-

"Austrian Federal Railways - P.O. Wagons, Type 1MB - Series (43) 8126-901000

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care."

1. REPRINT OF GENERAL APPENDIX - BR.29944
2. RE-ISSUE OF SIGNALMAN'S GENERAL INSTRUCTIONS - BR.30062
3. RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS - BR.30062/1
4. SUPPLEMENT NO.5 - REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS - BR.29960/26
5. RULE BOOK AMENDMENT PAGES - ISSUE NO.6 - BR.87109/29

The above mentioned publications are in the course of distribution but will not operate until Saturday, 6 June, 1981.

Any member of the staff who is in possession of the current issue of the General Appendix, Regulations for Train Signalling and Signalman's General Instructions or the Rule Book, and who does not receive a copy of the reprint of the General Appendix; Re-issue of Signalman's General Instructions - BR.30062; Supplement No.5 to Regulations for Train Signalling and Signalman's General Instructions or the Rule Book Amendment pages - Issue No.6, by 2 May must promptly advise his Supervisor.

The re-issue of Track Circuit Block Regulations, BR.30062/1 will only be issued to those members of the staff directly concerned with the signalling of trains in a Track Circuit Block area. Staff employed on these duties who have not received a copy of the new instructions by 2 May must immediately advise their Supervisor. (20)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board	A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.
Speed Indicator	Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow. (MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
10 APRIL, 1981

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 MAY – HUDDERSFIELD

The connection between the Down Main and Platforms 6 and 8 will be secured out of use in the normal position pending removal. (21)

SUNDAY 3 MAY – BETWEEN DEARNE JUNCTION AND HICKLETON MAIN COLLIERY SIDINGS

Dearne Jn. signal box will be abolished.

Hickleton Main Colliery Sidings signal box will be renamed 'HICKLETON'. New colour light signalling will be commissioned as shown on the diagram included in this notice.

The Track Circuit Block regulations will apply between Sheffield and Hickleton on the Down and Up Pontefract line (former Down and Up Main lines).

Dearne Jn. will be remodelled to provide for the new double/single line Junction (Dearne Jn. – Wath Central Jn. line reopened to traffic on Sunday 10 May).

Description of new signals
H – Hickleton
S – Sheffield

Down Direction

Signal	Line	Aspect M – Main S – Sub	Route or Junction Indication	Application to or towards
S.513	Down Pontefract	M		H.531
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19
H.19	Down Pontefract	M		Hickleton existing starting signal.

(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home Signal).

Up Direction				
H37 (replaces semaphore Starting Signal)	Up Pontefract	M	Junction Indicator Position '1'	Goldthorpe Colliery S.516
S516	Up Pontefract	M		S.514
S514	Up Pontefract	M	Junction Indicator Position '4'	S.512 (existing) W.855

(S512 existing signal will now function as a 3-aspect signal)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 3 MAY – BETWEEN DEARNE JUNCTION AND HICKLETON MAIN COLLIERY SIDINGS – continued****Automatic Warning System**

The A.W.S. will be provided as shown on the diagram. (The Inductor associated with the Up Pontefract H37 signal will be 225 yards from the signal). (21)

DETAILS OF WORK ALREADY CARRIED OUT**SCARBOROUGH (FALSGRAVE)**

A new connection from Departure to New Turntable line at 41m. 31ch. has been brought into use operated by a ground frame released by Annetts Key retained at Falsgrave. (19)

**** BETWEEN THACKLEY JUNCTION AND SHIPLEY GUISELEY JUNCTION ALSO LEEDS JUNCTION.**

The Up and Down Slow lines have been renamed Up and Down Main lines respectively.

The former Down Fast line has been reinstated and renamed Down Loop.

Guiseley Junction

A new Down Loop 3-aspect colour light Home signal plated G3 has been provided.

A position '1' Junction Indicator has been provided and the following indications apply :-

Aspect	Route Indication	Application to or towards
Main	Junction Indicator Position '1'	Bradford Junction
Main	—	Bingley Junction

This signal also acts as the Bradford Junction Down Distant, 1246 yards from the Bradford Junction Down Home or as Bingley Junction Distant 1203 yards from the Bingley Junction Up Main Home Signal. A signal-post telephone has been provided.

Leeds Junction (Controlled from Guiseley Junction)

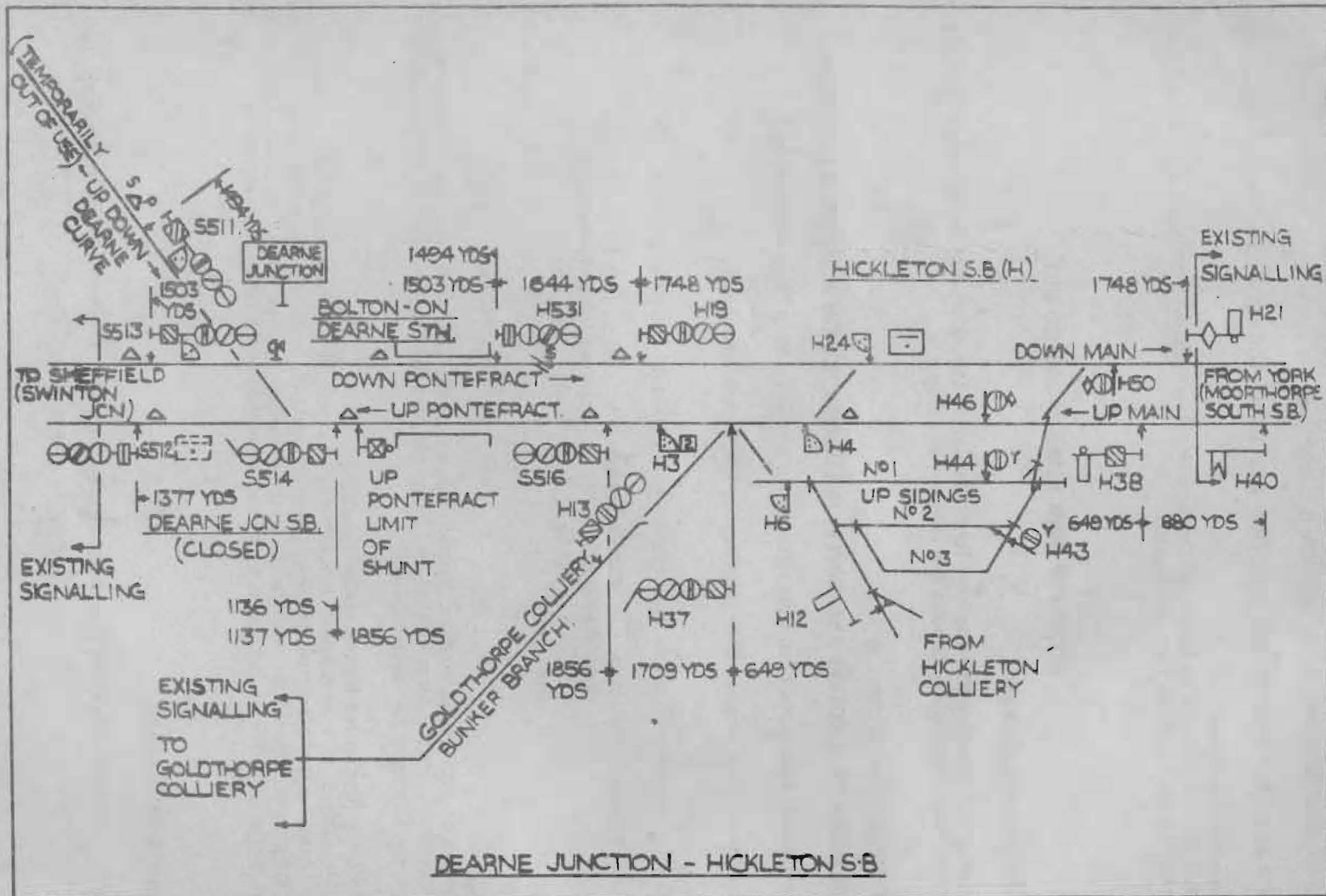
The double junction to/from Bradford Junction direction has been remodelled to form a single lead junction using the Down Bradford between Guiseley Junction crossover and a new connection (joining the Up and Down Bradford line immediately on the Guiseley Junction side of Nos. 3 & 4 Platforms) in both directions. This new facing connection is to be worked at the Down Main end only. (18)

**** NORMANTON SOUTH YARD**

Numbers 1 to 8 inclusive Sidings have been secured out of use pending relaying or renewal. (18)

**** CUDWORTH SOUTH JUNCTION**

The Down Goods to Sidings miniature arm signal (on the right-hand side of the Down Goods Home signal gantry) has been replaced on the gantry by a disc signal. (18)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)–continued

TABLE F – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 223		
YORK TO SCARBOROUGH		
★ Amend: –		
Falsgrave and Scarborough Station	C and Departure	ECS, 20 SLU without brakevan. (w.e.f. 4.5.81)

TABLE H1 – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U.'s and special conditions
Page 238			
★ Add: –			
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20 (w.e.f. 4.5.81)

LOCAL INSTRUCTIONS

Page 340

YORK TO SCARBOROUGH

SCARBOROUGH

FALSGRAVE TO GALLOWS CLOSE SIDINGS

★ **Delete item and substitute: –****PROPELLING : CAWOODS SIDING TO FALSGRAVE**

1. The person in charge must obtain the permission of the Signaller at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.
2. Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU. (ND 23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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.
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WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES PART 6

Clause C1/5

Add :-

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These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

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2. RE-ISSUE OF SIGNALMAN'S GENERAL INSTRUCTIONS - BR.30062
3. RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS - BR.30062/1
4. SUPPLEMENT NO.5 - REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS - BR.29960/26
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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board	A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.
Speed Indicator	Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow. (MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
17 APRIL, 1981

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 MAY – BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE)
ALSO BETWEEN WATH CENTRAL JUNCTION AND DEARNE JUNCTION**

Adwick Crossing, Staithe Crossing and Wath Central Jn. signal boxes will be abolished.

New colour light signalling will be commissioned as shown on the diagram included in this notice.

The Track Circuit Block Regulations will apply between Sheffield and Wath Central Station.

Wath Central Jn. will be remodelled and the Down and Up Doncaster lines in this vicinity will be realigned. Dearne Jn. will also be remodelled to provide for the new double/single line junction.

The Down Branch line between Wath Central Jn. (controlled by Wath Central Station) and Dearne Jn. (controlled by Sheffield) will be reopened to traffic and become the "Dearne Curve" single line worked in accordance with Track Circuit Block (single line) Regulations. The Up Branch will be retained at the Wath Central Jn. end and renamed Manvers Colliery Siding. The remainder of the Up Branch will be subsequently removed.

Level Crossings (Down and Up Doncaster lines)

The level crossing lifting barriers at Staithe Crossing (at 14m. 26ch.) and at Adwick Crossing (at 14m. 44ch.) will be controlled and monitored from Wath Central Station signal box by Closed Circuit Television.

Manvers Colliery Sidings Ground Frame

The 6-lever ground frame will be replaced by a new 2-lever ground frame released from Wath Central Station signal box. An adjacent telephone to the signal box will be provided.

Description of Signals

Prefix of signal box to which signal-post telephone is connected.

W = Wath Central Station
S = Sheffield

Down Direction Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
W857	Down Doncaster	M		W21
W21	Down Doncaster	M		W22 (existing)
W855	Down Deame Curve	M		W21
W853	Manvers Colliery Siding	M		W21

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 10 MAY – BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE)
ALSO BETWEEN WATH CENTRAL JUNCTION AND DEARNE JUNCTION – continued

Description of Signals – continued

Up Direction

Signal	Line	Aspect M – Main S – Sub M	Route Indication	Application to or towards
W31	Up Doncaster	M		W854
W854	Up Doncaster	M	Junction Indicator position "I"	S511
		M		W856
		S		Manvers Colliery Sidings "Stop and await instructions notice board.
W856	Up Doncaster	M		S858 (existing)
S511	Up Dearne Curve	M		H531
		S		Up Pontefract "LIMIT OF SHUNT"
New Ground Position Light Signals (Controlled by Wath Central Station)				
1148	Down Doncaster	"C" "B" "U"		Manvers Colliery Up Dearne Curve S511 Up Doncaster W856
1149	Up Doncaster	"D" "X"		Down Doncaster W21 Set-back along Up Doncaster line occupied.

Automatic Warning System

The A.W.S. will be provided as shown on the diagram.

The Inductor associated with the Up Dearne Curve signal S511 will not be activated by movements towards Wath Central Jn. The Inductor associated with Down Dearne Curve signal W855 will not be activated by movements towards Dearne Jn. (22)

SUNDAY 10 MAY – WATERLOO COLLIERY SIDINGS

The Up Goods to Up Main connections will be secured out of use in the normal position pending removal and the associated signalling abolished. (22)

SUNDAY 10 MAY – STOURTON JN. AND WAKEFIELD ROAD

The Up Goods to Up siding connection will be secured out of use in the normal position pending removal and the associated signalling abolished. (22)

SUNDAY 10 MAY – SHIPLEY BINGLEY JN.

The Down Main Starting Signal will be re-sited 231 yards further from the signal box.

For the purposes of carrying out Rule Book Section H4.12.2 telephones for communicating with Bingley Jn. signal box will be provided adjacent to the Up and Down Main lines, situated 330 yards on the Skipton side of Guiseley Jn. Down Main Signal No.G42 and Up Main signal G43. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

HUDDERSFIELD

The connection between the Down Main and Platforms 6 and 8 has been secured out of use in the normal position pending removal. (21)

BETWEEN DEARNE JUNCTION AND HICKLETON MAIN COLLIERY SIDINGS

Dearne Jn. signal box has been abolished.

Hickleton Main Colliery Sidings signal box has been renamed 'HICKLETON'. New colour light signalling has been commissioned as shown on the diagram included in this notice.

The Track Circuit Block regulations apply between Sheffield and Hickleton on the Down and Up Pontefract line (former Down and Up Main lines).

Dearne Jn. has been remodelled to provide for the new double/single line Junction (Dearne Jn. – Wath Central Jn. line reopened to traffic on Sunday 10 May).

Description of new signals

H – Hickleton
S – Sheffield

Down Direction

Signal	Line	Aspect M – Main S – Sub	Route or Junction Indication	Application to or towards
S.513	Down Pontefract	M		H.531
				(Former Dearne Junction D.4 signal replated and now functioning as a 3-aspect signal)
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19
H.19	Down Pontefract	M		Hickleton existing starting signal.

(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home Signal).

Up Direction

H37 (replaces semaphore Starting Signal)	Up Pontefract	M	Junction Indicator Position '1'	Goldthorpe Colliery
		M		S.516
S516	Up Pontefract	M		S.514
S514	Up Pontefract	M		S.512 (existing)
		M	Junction Indicator Position '4'	W.855

(S512 existing signal now functions as a 3-aspect signal).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DEARNE JUNCTION AND HICKLETON MAIN COLLIERY SIDINGS - continued

Automatic Warning System

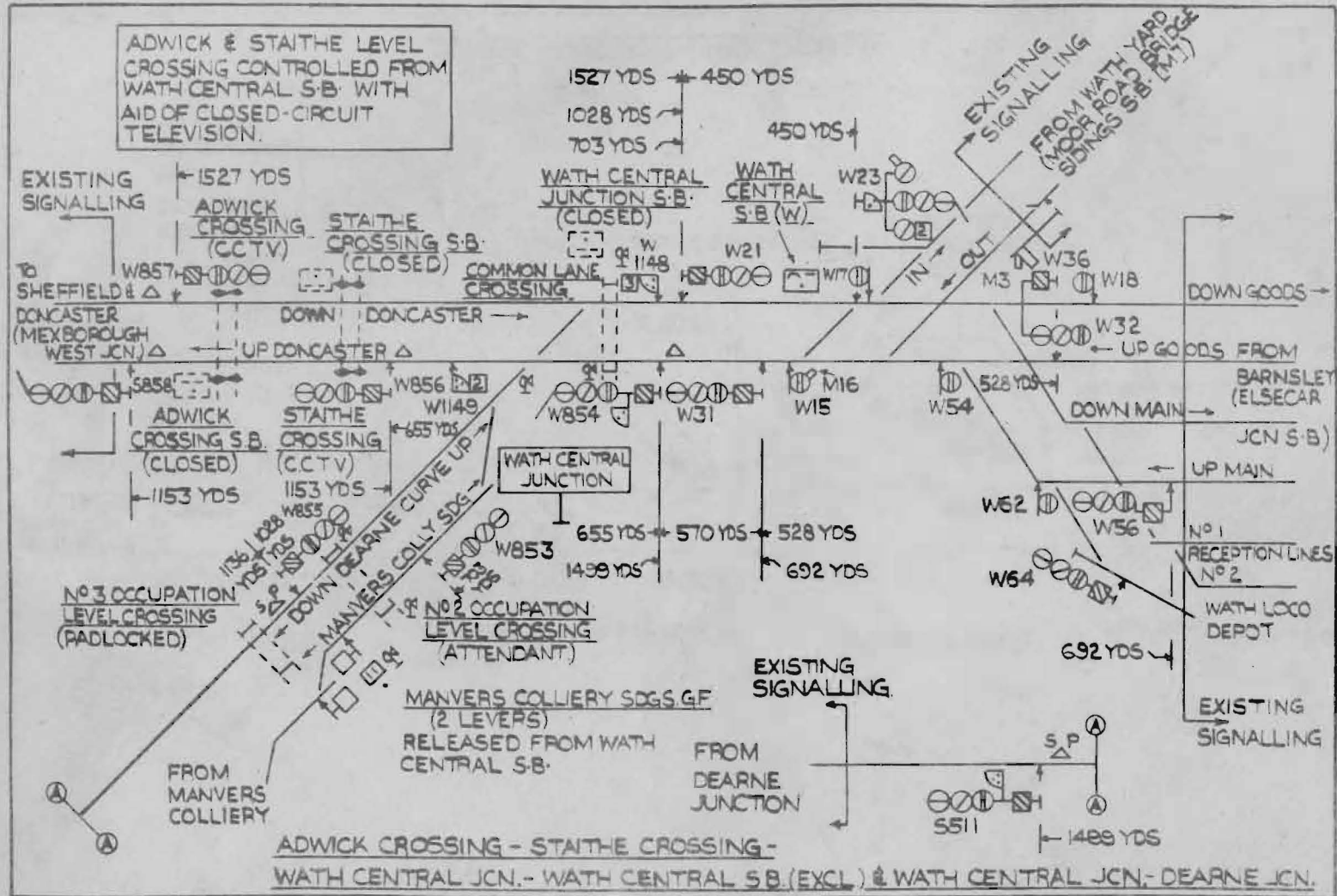
The A.W.S. has been provided as shown on the diagram. (The Inductor associated with the Up Pontefract H37 signal is now 225 yards from the signal).

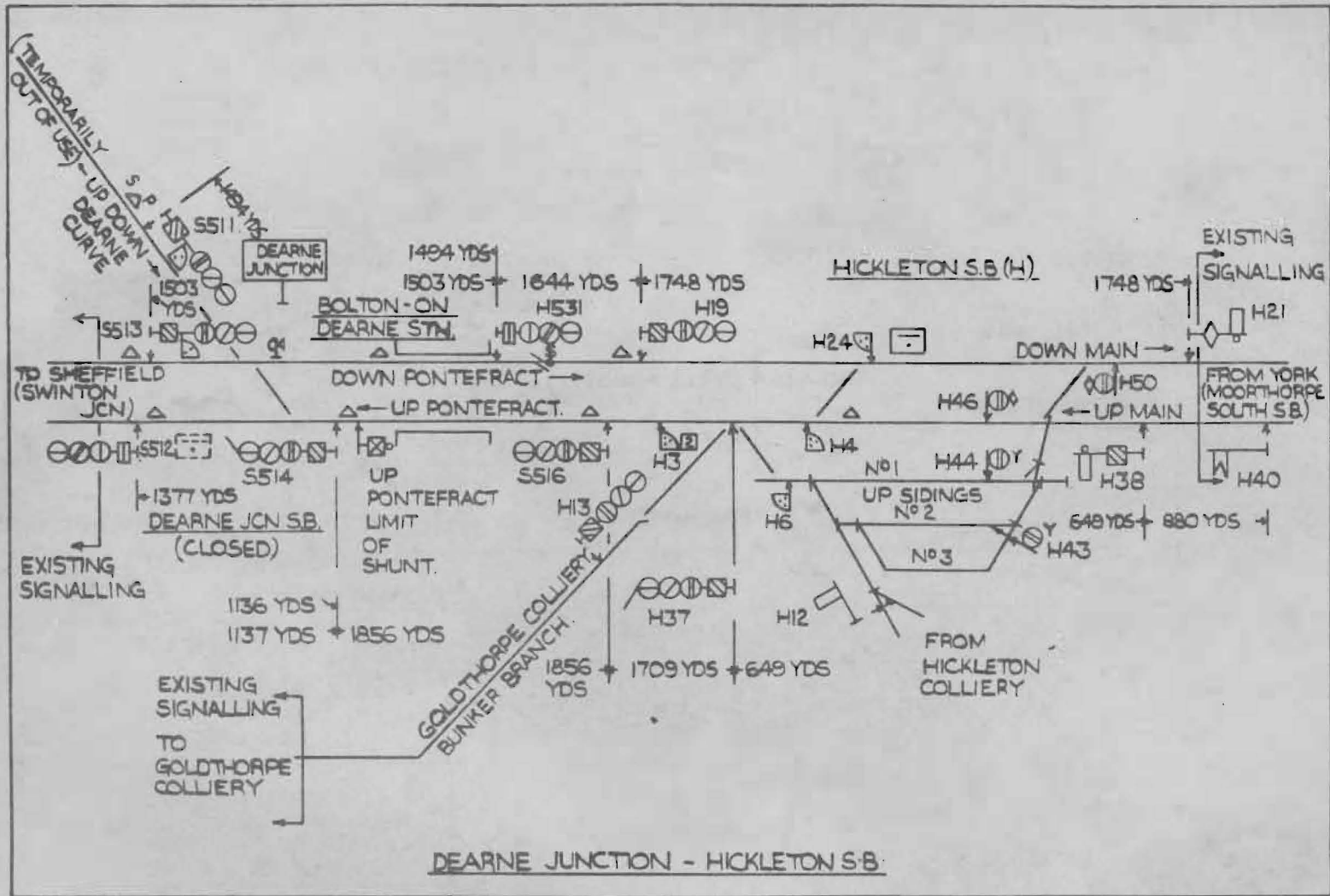
Catch Points

The Catch Points in the Down Pontefract on the approach to H19 signal (see diagram) will be brought into use at a later date. (21)

**** SCARBOROUGH (FALSGRAVE)**

A new connection from Departure to New Turntable line at 41m. 31ch. has been brought into use operated by a ground frame released by Annetts Key retained at Falsgrave. (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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
Page 118							
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Between Altofts Jn. and Whitwood							
Delete:-				40		23m. 30ch. and 22m. 78ch.	
					20	23m. 6ch. and 23m. 8ch.	(23D)
Page 125 (Page 57 Supp. Optg. Insts.)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Between Featherstone L.C. and Pontefract West Jn.							
Delete:-					30	54m. 0ch. and 53m. 0ch.	(23D)
Pages 141 and 142 (Page 60 Supp. Optg. Insts) (Page ND45, ND14)							
LEEDS TO SKIPTON STATION SOUTH L.M.R. Guiseley Jn.							
Amend :-				25		Down Loop to Down Main	
Between Leeds Jn. and Shipley Bingley Jn.							
Amend :-				20	20	205m. 61ch. and 206m. 1ch.	
				40		To Bradford line 205m. 58ch. and 205m. 71ch.	(23D)
Page 143							
LEEDS WORTLEY JN. TO HARROGATE Between Headingly Tunnel and Headingly							
★ Delete:-				40		2m. 8ch. and 1m. 51ch. (w.e.f. 09 00 Monday 11 May)	
Page 148 (Page ND47, ND14)							
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE Between Leeds Jn. and Shipley Bradford Jn.							
Amend :-				40		205m. 67ch. and 205m. 58ch.	
				25		Double to Single 205m. 71ch. and 205m. 67ch.	
Add				20	20	205m. 71ch. and 206m. 30ch.	

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 148 (Page ND48, ND14)							
Between Shipley Bradford Jn. and Manningham Station Jn.							
Delete :-							
					20	206m. 30ch. and 205m. 71ch.	(23D)

TABLE F - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 223		
YORK TO SCARBOROUGH		
Amend:-		
Falsgrave and Scarborough Station	C and Departure	ECS, 20 SLU without brakevan.

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U.'s and special conditions
Page 238			
Add:-			
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20

LOCAL INSTRUCTIONS

Page 340

YORK TO SCARBOROUGH

SCARBOROUGH

FALSGRAVE TO GALLOW'S CLOSE SIDINGS

Delete item and substitute:-

PROPELLING : CAWOODS SIDING TO FALSGRAVE

1. The person in charge must obtain the permission of the Signaller at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.
2. Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU. (ND 23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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 locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart. (23D)

★NOTE :

New pages numbered 43/44 incorporating the revised instructions for **Thorpe Marsh Power Station** (previously published in the periodical operating notice) have now been distributed under separate cover and all staff concerned must note and obtain copies from their respective depots. (23D)

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES PART 6

Clause C1/5

Add :-

"Austrian Federal Railways - P.O. Wagons, Type 1MB - Series (43) 8126-901000

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care."

1. REPRINT OF GENERAL APPENDIX - BR.29944
2. RE-ISSUE OF SIGNALMAN'S GENERAL INSTRUCTIONS - BR.30062
3. RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS - BR.30062/1
4. SUPPLEMENT NO.5 - REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS - BR.29960/26
5. RULE BOOK AMENDMENT PAGES - ISSUE NO 6 - BR.87109/29

The above mentioned publications are in the course of distribution but will not operate until Saturday, 6 June, 1981.

Any member of the staff who is in possession of the current issue of the General Appendix, Regulations for Train Signalling and Signalman's General Instructions or the Rule Book, and has not received a copy of the reprint of the General Appendix ; Re-issue of Signalman's General Instructions - BR.30062; Supplement No.5 to Regulations for Train Signalling and Signalman's General Instructions or the Rule Book Amendment pages - Issue No.6, must promptly advise his Supervisor.

The re-issue of Track Circuit Block Regulations, BR.30062/1 will only be issued to those members of the staff directly concerned with the signalling of trains in a Track Circuit Block area. Staff employed on these duties who have not received a copy of the new instructions must immediately advise their Supervisor. (20)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.

Speed Indicator Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow. (MO/45/1274)

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
1 MAY, 1981

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

NS 20/81
16-225.81

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 MAY - HUDDERSFIELD STATION

The facing connection in the Up Main will be relaid 90 yards further from the signal box and secured for through running to the Up Main and Platform Nos. 1, 3, 4 and 5 pending further alterations.

Huddersfield Up Main Signal HU77 (with routes to platforms 1, 4, 5, 6 and 8) will be repositioned 22 yards further from the Signal box. (23)

SUNDAY 17 MAY - SKIPTON STATION SOUTH

The Down Main semaphore distant signal will be taken away and a new two-aspect colour light distant signal provided 171 yards further from the box. The new signal will be situated 1082 yards before reaching the Down Main home 1 signal. (23)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE) ALSO BETWEEN WATH CENTRAL JUNCTION AND HICKLETON

Dearne Jn., Adwick Crossing, Staithe Crossing and Wath Central Jn. signal boxes have been abolished. Hickleton Main Colliery Sidings signal box has been renamed "HICKLETON". New colour light signalling has been commissioned as shown on the diagrams included in this notice.

The Track Circuit Block Regulations now apply between Sheffield and Wath Central Station, also between Sheffield and Hickleton on the Down and Up Pontefract lines (former Down and Up Main lines).

Wath Central Jn. has been remodelled and the Down and Up Doncaster lines in this vicinity have been realigned. Dearne Jn. has also been remodelled to provide for the new double/single line junction.

The Down Branch line between Wath Central Jn. (controlled by Wath Central Station) and Dearne Jn. (controlled by Sheffield) has been reopened to traffic and has become the "Dearne Curve" single line worked in accordance with the Track Circuit Block (single line) Regulations. The Up Branch has been retained at the Wath Central Jn. end and renamed Manvers Colliery Siding. The remainder of the Up Branch will be subsequently removed.

Level Crossings (Down and Up Doncaster lines)

The level crossing lifting barriers at Staithe Crossing (at 14m. 26ch.) and at Adwick Crossing (at 14m. 44ch.) are controlled and monitored from Wath Central Station signal box by Closed Circuit Television.

Manvers Colliery Sidings Ground Frame

The 6-lever ground frame has been replaced by a new 2-lever ground frame released from Wath Central Station signal box. An adjacent telephone to the signal box has been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE) ALSO BETWEEN WATH CENTRAL JUNCTION AND HICKLETON – continued

Description of new signals		H – Hickleton S – Sheffield W – Wath Central Station		
Down Direction Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
W857	Down Doncaster	M		W21
W21	Down Doncaster	M		W22 (existing)
S.513	Down Pontefract	M		H.531
(Former Dearne Junction D.4 signal replaced and now functioning as a 3-aspect signal)				
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19
H.19	Down Pontefract	M		Hickleton existing starting signal.
(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home Signal).				
W855	Down Dearne Curve	M		W21
W853	Manvers Colliery Siding	M		W21
W31	Up Doncaster	M		W854
W854	Up Doncaster	M	Junction Indicator position "1"	S511
		M		W856
		S		Manvers Colliery Sidings "Stop and await instructions" notice board.
W856	Up Doncaster	M		S858 (existing)
H.37 (replaces semaphore Starting Signal)	Up Pontefract	M	Junction Indicator Position "1"	Goldthorpe Colliery
		M		S.516
S516	Up Pontefract	M		S.514
S514	Up Pontefract	M		S.512 (existing)
		M	Junction Indicator Position "4"	W.855
(S512 existing signal now functions as a 3-aspect signal).				
S511	Up Dearne Curve	M		H531
		S		Up Pontefract "LIMIT OF SHUNT"

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE) ALSO BETWEEN WATH CENTRAL JUNCTION AND HICKLETON – continued

Description of new signals – continued

New Ground Position Light Signals (Controlled by Wath Central Station)

Signal	Line	Aspect M – Main S – Sub "C" "B" "U"	Route Indication	Application to or towards
1148	Down Doncaster	"C" "B" "U"		Manvers Colliery Up Dearne Curve S511 Up Doncaster W856
1149	Up Doncaster	"D" "X"		Down Doncaster W21 Set-back along Up Doncaster line occupied.

Automatic Warning System

The A.W.S. has been provided as shown on the diagram. (The Inductor associated with the Up Pontefract H37 signal is now 225 yards from the signal).

The Inductor associated with the Up Dearne Curve signal S511 will not be activated by movements towards Wath Central Jn. The Inductor associated with Down Dearne Curve signal W855 will not be activated by movements towards Dearne Jn.

★ Catch Points

The Catch Points in the Down Pontefract 1408 yards before reaching H19 signal (see diagram) have been brought into use. (Amended Item) (22)

WATERLOO COLLIERY SIDINGS

The Up Goods to Up Main connections have been secured out of use in the normal position pending removal and the associated signalling abolished. (22)

STOURTON JN. AND WAKEFIELD ROAD

The Up Goods to Up siding connection has been secured out of use in the normal position pending removal and the associated signalling abolished. (22)

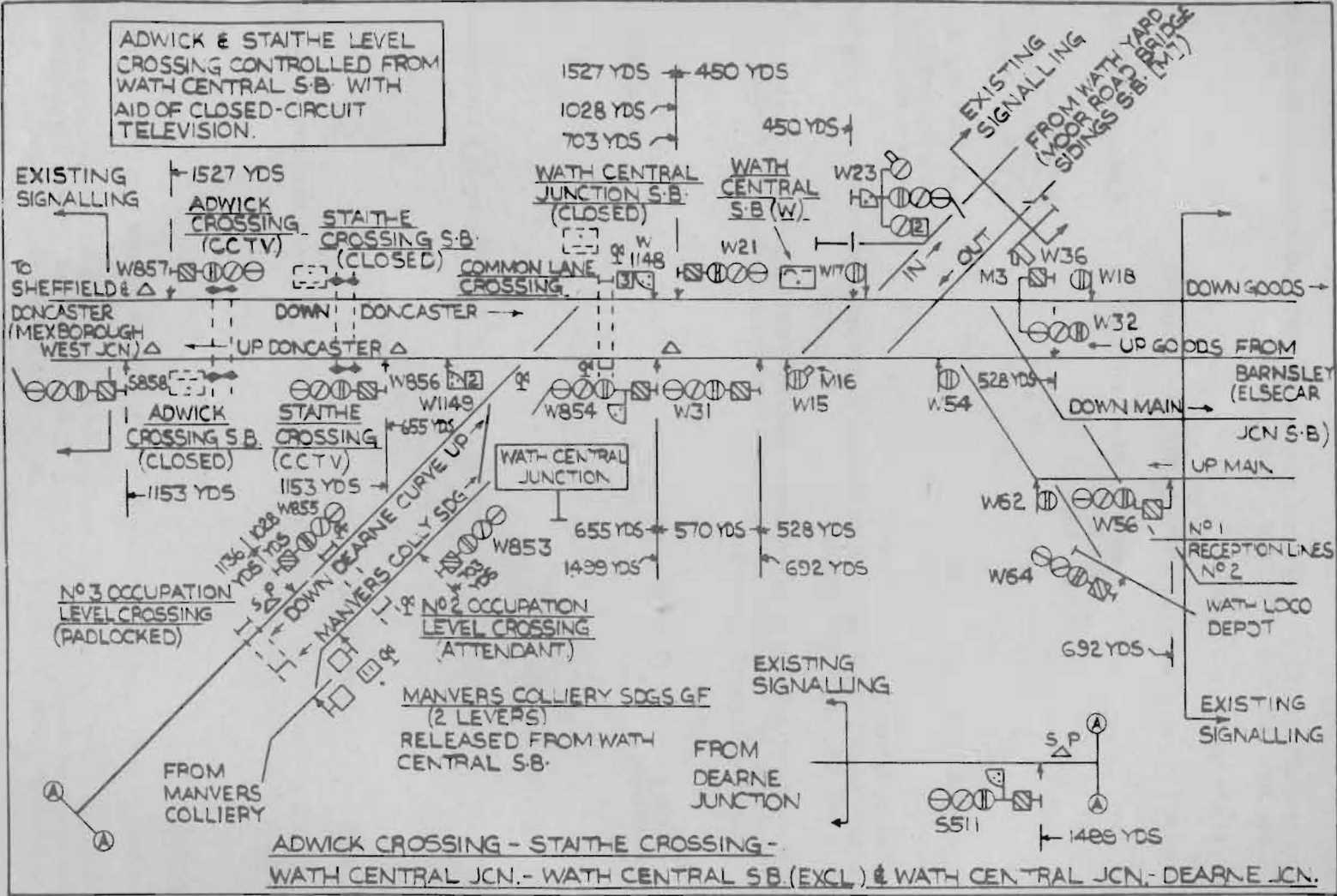
SHIPLEY BINGLEY JN.

The Down Main Starting Signal has been re-sited 231 yards further from the signal box.

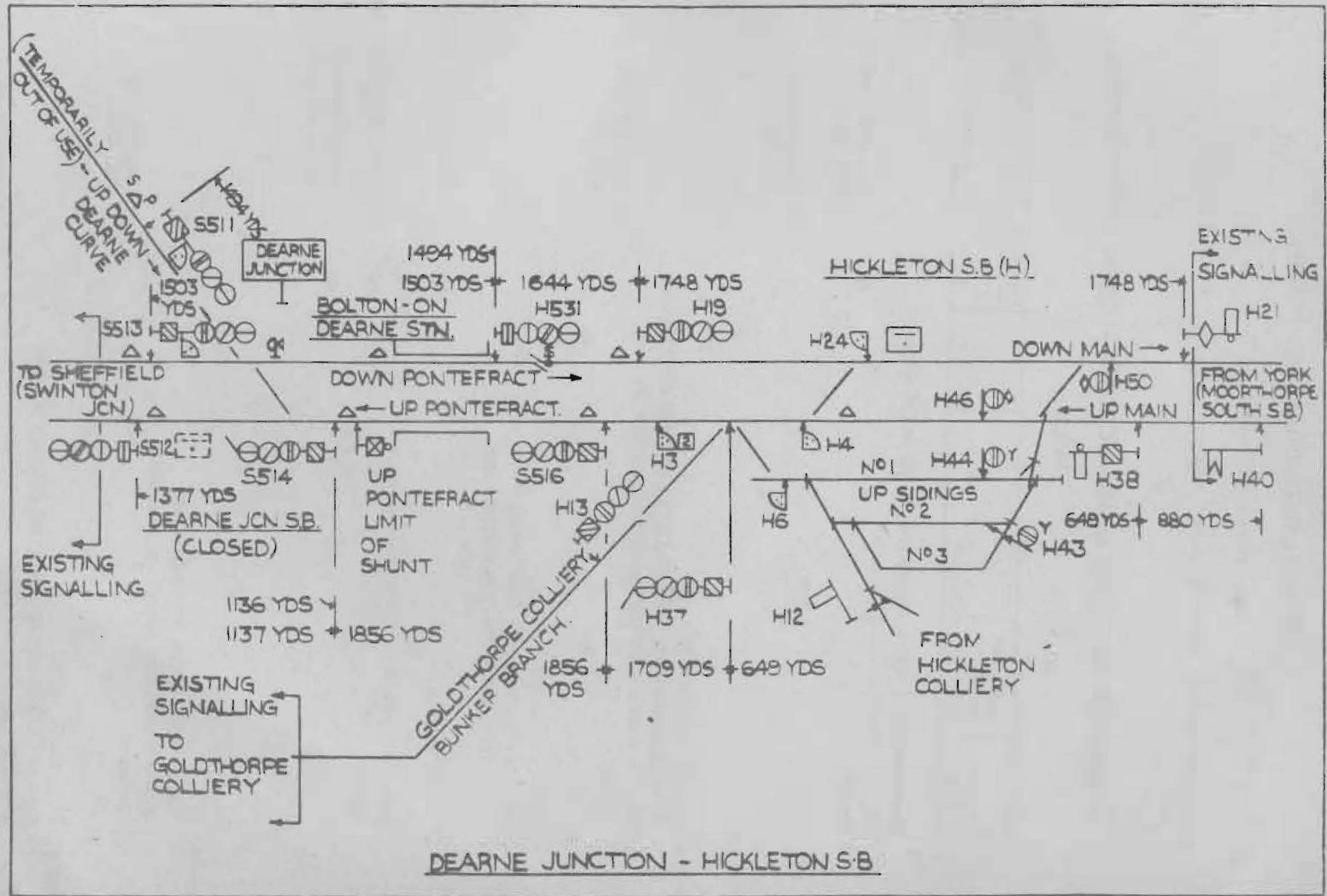
For the purposes of carrying out Rule Book Section H4.12.2 telephones for communicating with Bingley Jn. signal box have been provided adjacent to the Up and Down Main lines, situated 330 yards on the Skipton side of Guiseley Jn. Down Main Signal No. G42 and Up Main signal G43. (22)

**** HUDDERSFIELD**

The connection between the Down Main and Platforms 6 and 8 has been secured out of use in the normal position pending removal. (21)



ADWICK CROSSING - STAITHE CROSSING -
 WATH CENTRAL JCN. - WATH CENTRAL S.B. (EXCL.) & WATH CENTRAL JCN. - DEARNE JCN.



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 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
Page 118							
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.							
Between Altofts Jn. and Whitwood							
Delete:—				40		23m. 30ch. and 22m. 78ch.	
					20	23m. 6ch. and 23m. 8ch.	(23D)
Page 125 (Page 57 Supp. Optg. Insts.)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Between Featherstone L.C. and Pontefract West Jn.							
Delete:—					30	54m. 0ch. and 53m. 0ch.	(23D)
Pages 141 and 142 (Page 60 Supp. Optg. Insts) (Page ND45, ND14)							
LEEDS TO SKIPTON STATION SOUTH L.M.R.							
Guiseley Jn.							
Amend :—				25		Down Loop to Down Main	
Between Leeds Jn. and Shipley Bingley Jn.							
Amend :—				20	20	205m. 61ch. and 206m. 1ch.	
				40		To Bradford line 205m. 58ch. and 205m. 71ch.	(23D)
Page 143							
LEEDS WORTLEY JN. TO HARROGATE							
Between Headingley Tunnel and Headingley							
Delete:—				40		2m. 8ch. and 1m. 51ch.	
Page 148 (Page ND47, ND14)							
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE							
Between Leeds Jn. and Shipley Bradford Jn.							
Amend :—				40		205m. 67ch. and 205m. 58ch.	
				25		Double to Single 205m. 71ch. and 205m. 67ch.	
Add				20	20	205m. 71ch. and 206m. 30ch.	

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 148 (Page ND48, ND14)							
Between Shipley Bradford Jn. and Manningham Station Jn.							
Delete :-							
					20	206m. 30ch. and 205m. 71ch.	(23D)

TABLE F - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 223		
YORK TO SCARBOROUGH		
Amend:-		
Falsgrave and Scarborough Station	C and Departure	ECS. 20 SLU without brakevan.

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U's and special conditions
Page 238			
Add:-			
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20

LOCAL INSTRUCTIONS

Page 340

YORK TO SCARBOROUGH

SCARBOROUGH

FALSGRAVE TO GALLOWS CLOSE SIDINGS

Delete item and substitute:-

PROPELLING : CAWOODS SIDING TO FALSGRAVE

1. The person in charge must obtain the permission of the Signaller at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box
2. Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU. (ND 23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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 locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart. (23D)

NOTE :

New pages numbered 43/44 incorporating the revised instructions for **Thorpe Marsh Power Station** (previously published in the periodical operating notice) have now been distributed under separate cover and all staff concerned must note and obtain copies from their respective depots. (23D)

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES PART 6

Clause C1/5

Add :-

"Austrian Federal Railways - P.O. Wagons, Type 1MB - Series (43) 8126-901000

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

1. REPRINT OF GENERAL APPENDIX - BR.29944
2. RE-ISSUE OF SIGNALMAN'S GENERAL INSTRUCTIONS - BR.30062
3. RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS - BR.30062/1
4. SUPPLEMENT NO.5 - REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS - BR.29960/26
5. RULE BOOK AMENDMENT PAGES - ISSUE NO 6 - BR.87109/29

The above mentioned publications are in the course of distribution but will not operate until Saturday, 6 June, 1981.

Any member of the staff who is in possession of the current issue of the General Appendix, Regulations for Train Signalling and Signalman's General Instructions or the Rule Book, and has not received a copy of the reprint of the General Appendix ; Re-issue of Signalman's General Instructions - BR.30062; Supplement No.5 to Regulations for Train Signalling and Signalman's General Instructions or the Rule Book Amendment pages - Issue No.6, must promptly advise his Supervisor.

The re-issue of Track Circuit Block Regulations, BR.30062/1 will only be issued to those members of the staff directly concerned with the signalling of trains in a Track Circuit Block area. Staff employed on these duties who have not received a copy of the new instructions must immediately advise their Supervisor. (20)

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board	A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.
Speed Indicator	Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow. (MO/45/1274)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued.

MISCELLANEOUS NOTICES - continued

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
8 MAY, 1981

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 31 MAY – STRENSALL

The Up Main Starting signal will be abolished.

Strensall No.2 Gate Box

The level crossing gates will be replaced by lifting barriers remotely controlled from Strensall No.1 Gate Box. Telephone communication will be provided between the level crossing and No.1 Gate Box. No.2 Gate Box will be abolished. (24)

SUNDAY 31 MAY – HORSFORTH – ARTHINGTON AND RIGTON

Arthington temporary signal box on the Down side of 8m. 48ch. together with all associated points and signals worked therefrom will be abolished.

The Electric Token Block Regulations between Horsforth and Arthington will be discontinued and normal double line working resumed.

Horsforth

Down Main signals H13 and H12 together with their associated A.W.S. will be fully restored to use.

The ground disc signal applying set back – Down Main to Goods Yard, (now located adjacent to Up Main H2 signal) will be repositioned at the Down Main point end of the Main to Main crossover and will now apply additionally towards Up Main.

Automatic Warning System

The "Commencement of Gap" and "Termination of Gap" signs between 8¾ and 11½ m.p. will be abolished. (24)

DETAILS OF WORK ALREADY CARRIED OUT

HOLBECK MOTIVE POWER DEPOT

The handpoints leading to Nos 16 or 17 sidings have been secured in favour of No.17 Siding pending removal of No.16 Siding (New Item) (24)

HUDDERSFIELD STATION

The facing connection in the Up Main has been relaid 90 yards further from the signal box and secured for through running to the Up Main and Platform Nos. 1, 3, 4 and 5 pending further alterations.

Huddersfield Up Main Signal HU77 (with routes to platforms 1, 4, 5, 6 and 8) has been repositioned 22 yards further from the Signal box. (23)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKIPTON STATION SOUTH

The Down Main semaphore distant signal has been taken away and a new tow-aspect colour light distant signal provided 171 yards further from the box. The new signal will be situated 1082 yards before reaching the Down Main home 1 signal. (23)

**** BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE) ALSO BETWEEN WATH CENTRAL JUNCTION AND HICKLETON**

Dearne Jn., Adwick Crossing, Staithe Crossing and Wath Central Jn. signal boxes have been abolished. Hickleton Main Colliery Sidings signal box has been renamed "HICKLETON". New colour light signalling has been commissioned as shown on the diagrams included in this notice.

The Track Circuit Block Regulations now apply between Sheffield and Wath Central Station, also between Sheffield and Hickleton on the Down and Up Pontefract lines (former Down and Up Main lines).

Wath Central Jn. has been remodelled and the Down and Up Doncaster lines in this vicinity have been realigned. Dearne Jn. has also been remodelled to provide for the new double/single line junction.

The Down Branch line between Wath Central Jn. (controlled by Wath Central Station) and Dearne Jn. (controlled by Sheffield) has been reopened to traffic and has become the "Dearne Curve" single line worked in accordance with the Track Circuit Block (single line) Regulations. The Up Branch has been retained at the Wath Central Jn. end and renamed Manvers Colliery Siding. The remainder of the Up Branch will be subsequently removed.

Level Crossings (Down and Up Doncaster lines)

The level crossing lifting barriers at Staithe Crossing (at 14m. 26ch.) and at Adwick Crossing (at 14m. 44ch.) are controlled and monitored from Wath Central Station signal box by Closed Circuit Television.

Manvers Colliery Sidings Ground Frame

The 6-lever ground frame has been replaced by a new 2-lever ground frame released from Wath Central Station signal box. An adjacent telephone to the signal box has been provided.

Description of new signals
 H – Hickleton
 S – Sheffield
 W – Wath Central Station

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
Down Direction				
W857	Down Doncaster	M		W21
W21	Down Doncaster	M		W22 (existing)
S.513	Down Pontefract	M		H.531
		S		Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	M		H.19
H.19	Down Pontefract	M		Hickleton existing starting signal.

(H.19 signal replaces Hickleton semaphore Home and Distant signal and is 770 yards further from the signal box than the former Home Signal).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WATH CENTRAL STATION AND MEXBOROUGH WEST JUNCTION (EXCLUSIVE) ALSO BETWEEN WATH CENTRAL JUNCTION AND HICKLETON - continued

Description of new signals - continued

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Down Direction - continued				
W855	Down Dearne Curve	M		W21
W853	Manvers Colliery Siding	M		W21
W31	Up Doncaster	M		W854
W854	Up Doncaster	M	Junction Indicator position "1"	S511
		M		W856
		S		Manvers Colliery Sidings "Stop and await instructions" notice board.
W856	Up Doncaster	M		S858 (existing)
H.37 (replaces semaphore Starting Signal)	Up Pontefract	M	Junction Indicator Position "1"	Goldthorpe Colliery
		M		S.516
S516	Up Pontefract	M		S.514
S514	Up Pontefract	M	Junction Indicator Position "4"	S.512 (existing)
		M		W.855

(S512 existing signal now functions as a 3-aspect signal).

S511	Up Dearne Curve	M		H531
		S		Up Pontefract "LIMIT OF SHUNT"

New Ground Position Light Signals (Controlled by Wath Central Station)

1148	Down Doncaster	"C"		Manvers Colliery
		"B"		Up Dearne Curve S511
		"U"		Up Doncaster W856
1149	Up Doncaster	"D"		Down Doncaster W21
		"X"		Set-back along Up Doncaster line occupied.

Automatic Warning System

The A.W.S. has been provided as shown on the diagram. (The Inductor associated with the Up Pontefract H37 signal is 225 yards from the signal).

The Inductor associated with the Up Dearne Curve signal S511 will not be activated by movements towards Wath Central Jn. The Inductor associated with Down Dearne Curve signal W855 will not be activated by movements towards Dearne Jn.

Catch Points

The Catch Points in the Down Pontefract 1408 yards before reaching H19 signal (see diagram) have been brought into use.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** STOURTON JN. AND WAKEFIELD ROAD

The Up Goods to Up siding connection etc. This work has not been carried out. (22)

STOURTON JN. - WATERLOO COLLIERY SIDINGS

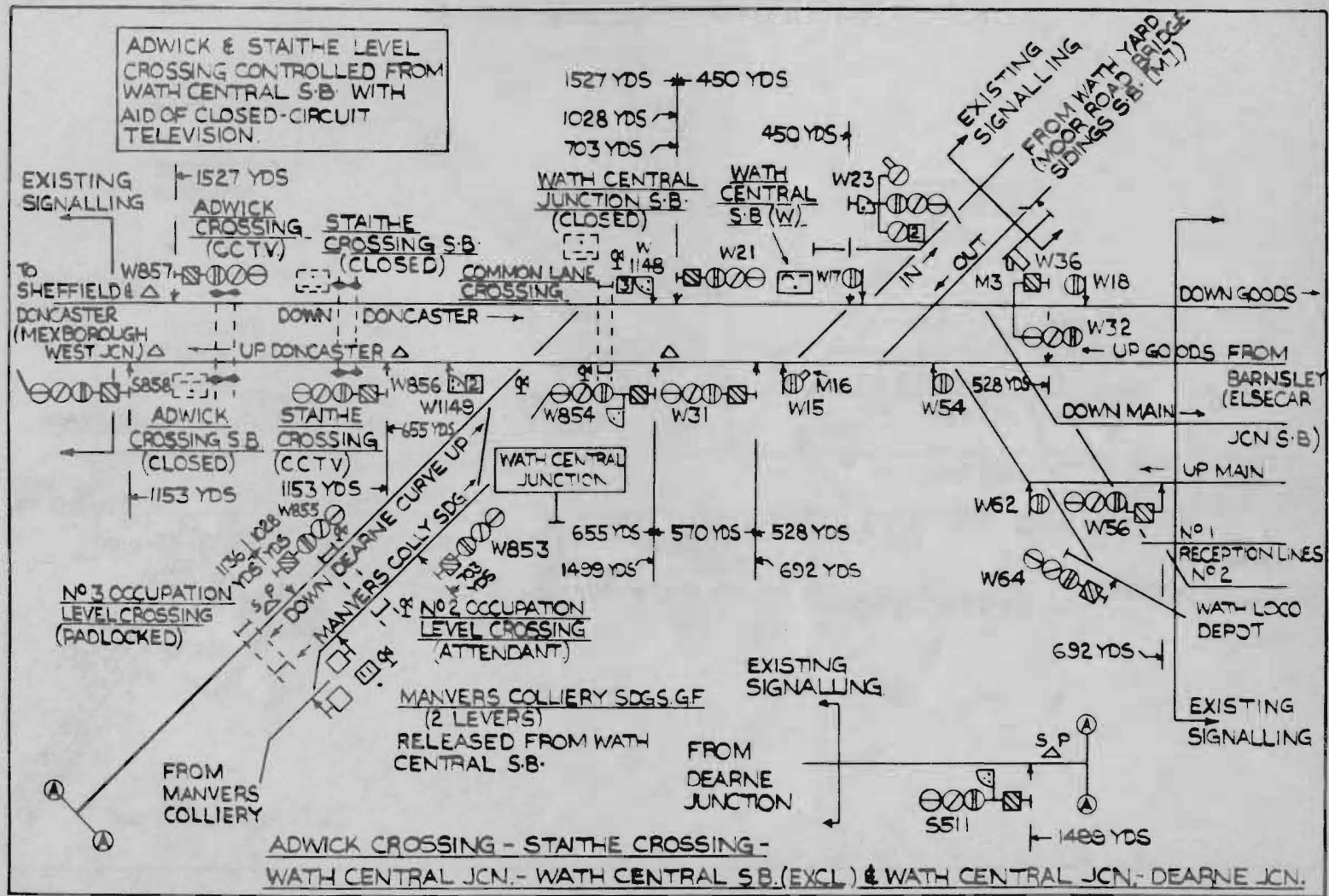
The Up Goods line between Stourton Jn. and Waterloo Colliery Sidings has been abolished but a shunt neck has been retained at the Stourton Jn. end and Buffer Stops provided 400 yards from the Signalbox.

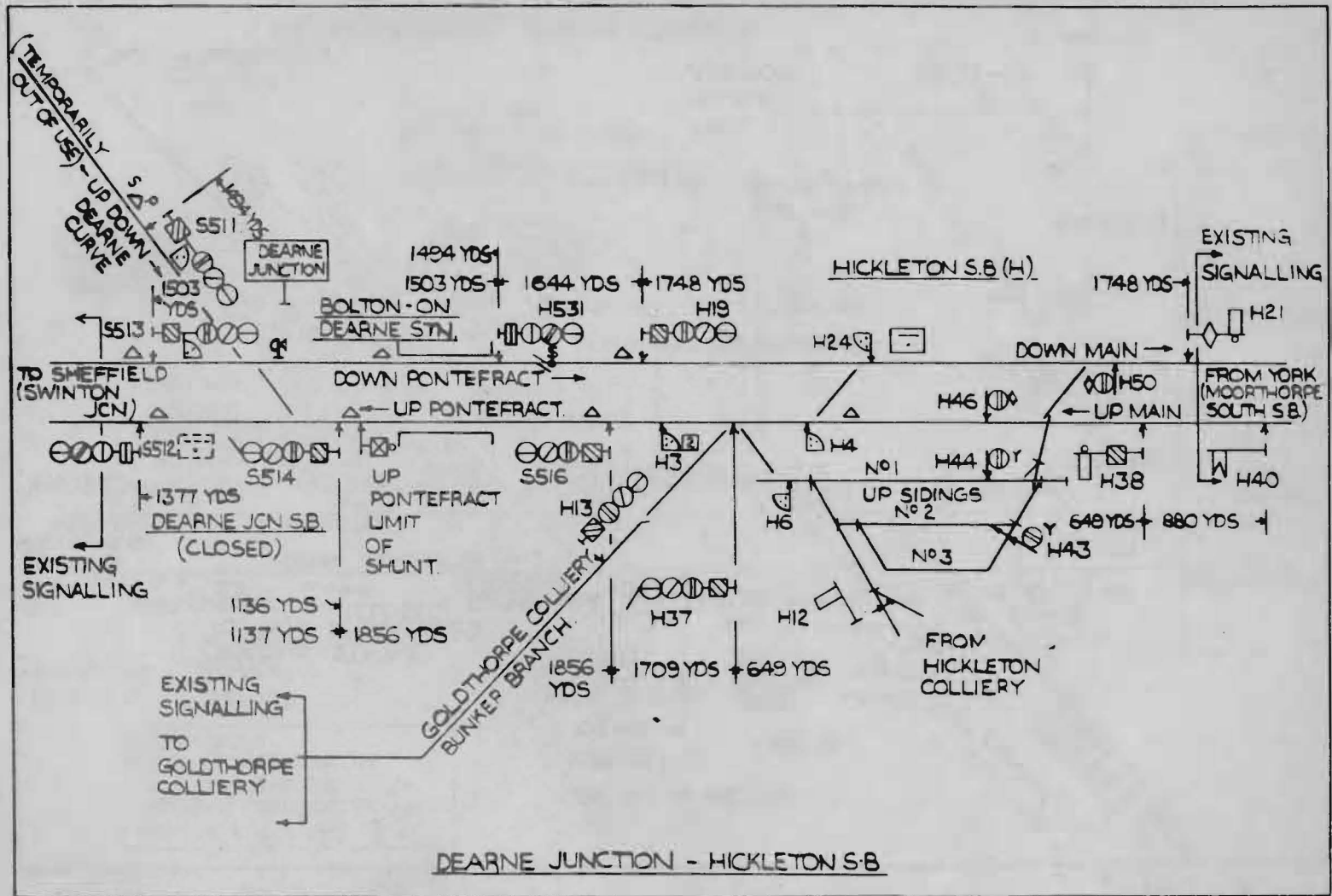
The connections - Up Goods to Up Main, at Waterloo Colliery Sidings have been removed and associated signalling abolished. (Amended Item) (24)

** SHIPLEY BINGLEY JN.

The Down Main Starting Signal has been re-sited 231 yards further from the signal box.

For the purposes of carrying out Rule Book Section H4.12.2 telephones for communicating with Bingley Jn. signal box have been provided adjacent to the Up and Down Main lines, situated 330 yards on the Skipton side of Guiseley Jn. Down Main Signal No. G42 and Up Main signal G43. (22)





GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
Page 118							
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.							
Between Altofts Jn. and Whitwood							
Delete:—							
				40		23m. 30ch. and 22m. 78ch.	
					20	23m. 6ch. and 23m. 8ch.	(23D)
Page 125 (Page 57 Supp. Optg. Insts.)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Between Featherstone L.C. and Pontefract West Jn.							
Delete:—							
				30		54m. 0ch. and 53m. 0ch.	(23D)
Pages 141 and 142 (Page 60 Supp. Optg. Insts) (Page ND45, ND14)							
LEEDS TO SKIPTON STATION SOUTH L.M.R.							
Guiseley Jn.							
Amend :—							
				25		Down Loop to Down Main	
Between Leeds Jn. and Shipley Bingley Jn.							
Amend :—							
				20	20	205m. 61ch. and 206m. 1ch.	
				40		To Bradford line 205m. 58ch. and 205m. 71ch.	(23D)
Page 143							
LEEDS WORTLEY JN. TO HARROGATE							
Between Headingly Tunnel and Headingly							
Delete :—							
				40		2m. 8ch. and 1m. 51ch.	
Page 144							
Between Branhope Tunnel and Arthington.							
Delete:—							
				30	—	7m. 76ch. and 8m. 47ch. (w.e.f. Sunday 31 May)	
Page 148 (Page ND47, ND14)							
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE							
Between Leeds Jn. and Shipley Bradford Jn.							
Amend :—							
				40		205m. 67ch. and 205m. 58ch.	
				25		Double to Single 205m. 71ch. and 205m. 67ch.	
Add							
				20	20	205m. 71ch. and 206m. 30ch.	

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 148 (Page ND48, ND14)							
Between Shipley Bradford Jn. and Manningham Station Jn.							
Delete :—							
					20	206m. 30ch. and 205m. 71ch.	(23D)

TABLE F – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 223		
YORK TO SCARBOROUGH		
Amend:—		
Falsgrave and Scarborough Station	C and Departure	ECS. 20 SLU without brakevan.

TABLE H1 – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U.'s and special conditions
Page 238			
Add:—			
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20

LOCAL INSTRUCTIONS

Page 340

YORK TO SCARBOROUGH

SCARBOROUGH

FALSGRAVE TO GALLOWS CLOSE SIDINGS

Delete item and substitute :—

PROPELLING : CAWOODS SIDING TO FALSGRAVE

1. The person in charge must obtain the permission of the Signaller at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.
2. Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU. (ND 23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 378

LEEDS TO SKIPTON SOUTH LMR

★ Add:- BINGLEY JUNCTION

Tail lamp advice

When a train stops at Guiseley Jn. "Down and Up" Main signal 42 or at Up Main signal 43, and the last vehicle has not passed Bingley Jn. signal box, the Guard must use one of the telephones situated at the Skipton side of Bridge 49 to advise the Signalman at Bingley Jn. whether or not the train is complete with tail lamp attached. w.e.f. 10-5-81 (23D)

Page 391 - THORNE JN. - GILBERDYKE JN.

GOOLE BRIDGE

★ Men working at rail level on Goole Bridge. Rule Book, Section P. Clauses 1.3 and 1.4.

★ Amend first paragraph:-

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, the lookoutman must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout. (23D)

MISCELLANEOUS NOTICES

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERS 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 locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart. (23D)

NOTE :

New pages numbered 43/44 incorporating the revised instructions for **Thorpe Marsh Power Station** (previously published in the periodical operating notice) have now been distributed under separate cover and all staff concerned must note and obtain copies from their respective depots. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued.

MISCELLANEOUS NOTICES – continued

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES PART 6

Clause C1/5

Add :-

"Austrian Federal Railways – P.O. Wagons, Type 1MB – Series (43) 8126–901000

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care."

★ SCARBOROUGH WASHBECK YARD

Steam locomotives must only use the first 20 yards of the Siding when entering the Yard.

A white board worded:-

"STEAM LOCOMOTIVES NOT TO PASS THIS POINT" will be erected.

(24)

YORK STATION

A footbridge has now been erected at York Station to provide an access route between the Station and the Traction Maintenance Depot. (23D)

WEETON STATION

Due to reconstruction of the Down Platform, drivers of stopping trains must be prepared to stop as per directed by warning boards and/or hand signalman. (23D)

EXPERIMENTAL WARNING BOARDS AND INDICATORS : ARKSEY LC AND SHAFTHOLME JN.

The Warning Board, Speed Indicator and Termination Indicator for the temporary speed restriction on the Down Main line between 158m. 41ch. and 159m. 13ch. have been replaced by the following experimental signs :-

Warning Board	A yellow rectangular shape, without chevron ends, and incorporating two electric lights which flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border.
Speed Indicator	Restricted speed 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 of the Rule Book, Section T Part V are modified accordingly. A Handsignalman will not be provided at the warning board during fog or falling snow. (MO/45/1274)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DONCASTER STATION

Due to platform reconstruction work the Guards of D.M.U. trains arriving at Bay Platform 6 must advise passengers to take care when alighting.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
15 MAY, 1981

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*

With effect from 09 00 Monday 8 June, a 20 m.p.h. P.S.R. will apply on the Down and Up lines between Barnsley Station Jn. and Darton (52m 24ch and 50m 23ch). (23D)

With effect from 15 00 hours on Tuesday 9 June a P.S.R. will be imposed on the Down Goods line between Cudworth North Jn. and Royston Jn. (176m 60ch and 177m 60ch). (23D)

With effect from Wednesday 24 June a 20 m.p.h. P.S.R. will be imposed on the Down and Up lines between Pontefract Baghill & Ferrybridge South Jn. (2m 45ch and 2m 5ch). (23D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 JUNE – YORK (CLIFTON)

The new Washing Machine line (Clifton Siding No.28) will be brought into use.

The points in the Up Bank Loop (No.554), leading to Up Sidings will be secured out of use pending removal and the associated Up Siding exit signal (No.215) will be abolished.

New points (No.554) will be brought into use in the Up Bank Loop 46 yards nearer to the signal box, leading into Up Clifton Sidings and new Washing Machine line.

Signalling Alterations:—

Ground position light signal No.211, applying along Up Bank Loop (Up direction) will be repositioned 90 yards further from the signal box.

Up Bank Loop ground position light signal No.212 will be repositioned at the point end of the new connection 46 yards nearer to the signal box and will now apply along Up Bank Loop towards No.247 ground position light signal; to Up Siding No.4 or to the new Washing Machine line.

A new ground position light signal No.215 (applying towards Up Bank Loop) will be provided at the exit from the new Washing Machine line. (26)

MONDAY 8 JUNE – BETWEEN BLACK CARR JUNCTION AND POTTERIC CARR JUNCTION

The Warning Indicator (and associated A.W.S. permanent magnet) on the Down Main 300 yards after passing D.209 signal (previously giving warning of the change in the permanent speed restriction on the Down Fast at 154m. 36ch.) will be removed at 14 00 hours. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 8 JUNE – ROUNDWOOD UP SIDINGS

The Trailing Lead at 164m. 55ch. on the Up Pontefract which forms Roundwood Up Sidings will be secured out of use pending removal. (26)

MONDAY 8 JUNE – GOOLE

Nos. 1 to 5 Sidings including Goole Loop Siding will be secured out of use pending removal. (26)

DETAILS OF WORK ALREADY CARRIED OUT**ASKERN COLLIERY**

Special position – light Bunker loading (Toton) signal "A" has been repositioned 7 yards further from the Bunker. (New Item) (26)

STRENSALL

The Up Main Starting signal has been abolished.

Strensall No.2 Gate Box

The level crossing gates have been replaced by lifting barriers remotely controlled from Strensall No. 1 Gate Box. Telephone communication has been provided between the level crossing and No. 1 Gate Box. No. 2 Gate Box has been abolished. (24)

HORSFORTH – ARTHINGTON AND RIGTON

Arthington temporary signal box on the Down side of 8m. 48ch. together with all associated points and signals worked therefrom has been abolished.

The Electric Token Block Regulations between Horsforth and Arthington have been discontinued and normal double line working resumed.

Horsforth

Down Main signals H13 and H12 together with their associated A.W.S. have been fully restored to use.

The ground disc signal applying set back – Down Main to Goods Yard, (now located adjacent to Up Main H2 signal) has been repositioned at the Down Main point end of the Main to Main crossover and now applies additionally towards Up Main.

Automatic Warning System

The "Commencement of Gap" and "Termination of Gap" signs between 8¼ and 11½m.p. has been abolished. (24)

HOLBECK MOTIVE POWER DEPOT

The handpoints leading to Nos 16 or 17 sidings have been secured in favour of No.17 Siding pending removal of No.16 Siding (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** HUDDERSFIELD STATION**

The facing connection in the Up Main has been relaid 90 yards further from the signal box and secured for through running to the Up Main and Platform Nos. 1, 3, 4 and 5 pending further alterations.

Huddersfield Up Main Signal HU77 (with routes to platforms 1, 4, 5, 6 and 8) has been repositioned 22 yards further from the Signal box. (23)

**** SKIPTON STATION SOUTH**

The Down Main semaphore distant signal has been taken away and a new tow-aspect colour light distant signal provided 171 yards further from the box. The new signal will be situated 1082 yards before reaching the Down Main home 1 signal. (23)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

SCARBOROUGH WASHBECK YARD

Steam locomotives must only use the first 20 yards of the Siding when entering the Yard.

A white board worded:-

"STEAM LOCOMOTIVES NOT TO PASS THIS POINT" will be erected.

(24)

MP.32/NS

York
29 MAY, 1981

G. GRAHAM
Chief Operating Manager

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



NS

EASTERN REGION

24

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 JUNE

TO

FRIDAY 19 JUNE 1981

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 14 JUNE – BETWEEN WAKEFIELD ROAD AND STOURTON JUNCTION

The Up Goods will be taken out of use.

A Stop-Block will be erected at 193m.p. to form a Shunt Spur with access from the Wakefield Road End
(27)

SUNDAY 14 JUNE – BETWEEN LEEDS WHITEHALL JUNCTION AND WORTLEY JUNCTION

The facing crossover between the Down and Up Shipley Slow lines, also the trailing crossover between the Down and Up Shipley Slow lines between that crossover and Wortley Junction, will be secured out of use in the normal position pending removal.

All associated signalling will be abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT

YORK (CLIFTON)

The new Washing Machine line (Clifton Siding No.28) has been brought into use.

The points in the Up Bank Loop (No.554), leading to Up Sidings have been secured out of use pending removal and the associated Up Siding exit signal (No.215) has been abolished.

New points (No.554) have been brought into use in the Up Bank Loop 46 yards nearer to the signal box, leading into Up Clifton Sidings and new Washing Machine line.

Signalling Alterations:—

Ground position light signal No.211, applying along Up Bank Loop (Up direction) has been repositioned 40 yards further from the signal box.

Up Bank Loop ground position light signal No.212 has been repositioned at the point end of the new connection 46 yards nearer to the signal box and now applies along Up Bank Loop towards No.247 ground position light signal; to Up Siding No.4 or to the new Washing Machine line.

A new ground position light signal No.215 (applying towards Up Bank Loop) has been provided at the exit from the new Washing Machine line. (26)

BETWEEN BLACK CARR JUNCTION AND POTTERIC CARR JUNCTION

The Warning Indicator (and associated A.W.S. permanent magnet) on the Down Main 300 yards after passing D.209 signal (previously giving warning of the change in the permanent speed restriction on the Down Fast at 154m. 36ch.) has been removed. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued
 ROUNDWOOD UP SIDINGS

The Trailing Lead at 164m. 55ch. on the Up Pontefract which forms Roundwood Up Sidings has been secured out of use pending removal. (26)

GOOLE

Nos. 1 to 5 Sidings including Goole Loop Siding have been secured out of use pending removal. (26)

ASKERN COLLIERY

Special position - light Bunker loading (Toton) signal "A" has been repositioned 7 yards further from the Bunker. (26)

****STRENSALL**

The Up Main Starting signal has been abolished.

Strensall No.2 Gate Box

The level crossing gates have been replaced by lifting barriers remotely controlled from Strensall No. 1 Gate Box. Telephone communication has been provided between the level crossing and No. 1 Gate Box. No. 2 Gate Box has been abolished. (24)

****HORSFORTH - ARTHINGTON AND RIGTON**

Arthington temporary signal box on the Down side of 8m. 48ch. together with all associated points and signals worked therefrom has been abolished.

The Electric Token Block Regulations between Horsforth and Arthington have been discontinued and normal double line working resumed.

Horsforth

Down Main signals H13 and H12 together with their associated A.W.S. have been fully restored to use.

The ground disc signal applying set back - Down Main to Goods Yard, (now located adjacent to Up Main H2 signal) has been repositioned at the Down Main point end of the Main to Main crossover and now applies additionally towards Up Main.

Automatic Warning System

The "Commencement of Gap" and "Termination of Gap" signs between 8¾ and 11½m.p. has been abolished. (24)

****HOLBECK MOTIVE POWER DEPOT**

The handpoints leading to Nos 16 or 17 sidings have been secured in favour of No.17 Siding pending removal of No.16 Siding (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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

Page 378 (page ND92)

LOCAL INSTRUCTIONS

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

★ Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL – General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (32D)

MISCELLANEOUS NOTICES

SCARBOROUGH WASHBECK YARD

** Steam locomotives must only use the first 20 yards of the Siding when entering the Yard.

A white board worded:-

"STEAM LOCOMOTIVES NOT TO PASS THIS POINT" will be erected. (24)

★ KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab. **Commencing Saturday 13 June.**

★ MONDAY 15 to WEDNESDAY 17 JUNE – LEEDS STATION

From 07 30 Monday 15 to 17 00 Wednesday 17 June repair work is being undertaken and drivers must not draw trains beyond the warning boards positioned on No. 1 Platform.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

5 JUNE, 1981

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

NS 25/81
20-26.681

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 20 and SUNDAY 21 JUNE – HARROGATE NORTH AND HARROGATE SOUTH

Harrogate South signal box will be abolished and control of all points and signal transferred to Harrogate North. The Block section will then be between Rigton and Harrogate North.

Altered signals

The Harrogate South Up Main Home (at the Rigton end of No.3 Platform line) will be replaced by a new Harrogate North 3-aspect colour light No.3 Platform Starting signal plated H24 and will be situated 56 yards further North and mounted on the Platform.

The associated Banner Repeating signal, also the Distant signal from Down York (below the Harrogate North Down York Home signal) will be abolished.

The Harrogate South miniature arm signal with stencil route indicator applying – set back – Up Main to No.3 Platform (indication 'X'); or to Down Main (indication 'D') will be replaced by a ground position light signal No.63 controlled from Harrogate North. A 3-way stencil route indicator will be provided and the following indications will apply:—

Indication	Application to or towards
'X'	Set back along Up Main to No.3 Platform
'M'	Down Main (No.1 Platform)
'T'	Through Road

The following former Harrogate South signals will be controlled from Harrogate North and replated as follows:—

Old (Harrogate South No.)	New (Harrogate North No.)
HS1 Down Main Distant	H65
HS3 Down Main Home	H64 (semi-auto plate removed)
HS18 Platform 1 to Up Main	H26
HS20 Through Road Up Home	H25
HS13 Up Main starting	H27 (semi-auto plate removed)
H3 Harrogate North Down York Distant	H21

5 (ground position light) Down Main to No. 1 Platform or Through Road	62
---	----

The 'diamond' signs will be removed from all former Harrogate South signals and signal-post telephones to Harrogate North will be provided on signal No. H24; H25; H26; H27 and H64. (28)

DETAILS OF WORK ALREADY CARRIED OUT

DEARNE VALLEY COLLIERY SIDINGS

All connections in the Down and Up Goods Lines have been temporarily secured out of use.
(New Item) (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE (POTTERS GRANGE JUNCTION AREA)**

A temporary level crossing, with barriers operated by a Crossing Keeper, has been brought into use over the siding line leading to and from Goole Docks.

The existing notice board worded "STOP TELEPHONE FOR ORDERS", applicable to movements from the Shunt Spur to Goole Docks has been repositioned on the Goole Station side of the level crossing on a separate post. The associated telephone has also been repositioned. (New Item) (28)

BETWEEN WAKEFIELD ROAD AND STOURTON JUNCTION

The Up Goods have been taken out of use.

A Stop-Block has been erected at 193m.p. to form a Shunt Spur with access from the Wakefield Road End. (27)

BETWEEN LEEDS WHITEHALL JUNCTION AND WORTLEY JUNCTION

The facing crossover between the Down and Up Shipley Slow lines, also the trailing crossover between the Down and Up Shipley Slow lines between that crossover and Wortley Junction, has been secured out of use in the normal position pending removal.

All associated signalling has been abolished. (27)

YORK (CLIFTON)

The new Washing Machine line (Clifton Siding No.28) has been brought into use.

The points in the Up Bank Loop (No.554), leading to Up Sidings have been secured out of use pending removal and the associated Up Siding exit signal (No.215) has been abolished.

New points (No.554) have been brought into use in the Up Bank Loop 46 yards nearer to the signal box, leading into Up Clifton Sidings and new Washing Machine line.

Signalling Alterations:—

Ground position light signal No.211, applying along Up Bank Loop (Up direction) has been repositioned 40 yards further from the signal box.

Up Bank Loop ground position light signal No.212 has been repositioned at the point end of the new connection 46 yards nearer to the signal box and now applies along Up Bank Loop towards No.247 ground position light signal; to Up Siding No.4 or to the new Washing Machine line.

A new ground position light signal No.215 (applying towards Up Bank Loop) has been provided at the exit from the new Washing Machine line. (26)

BETWEEN BLACK CARR JUNCTION AND POTTERIC CARR JUNCTION

The Warning Indicator (and associated A.W.S. permanent magnet) on the Down Main 300 yards after passing D.209 signal (previously giving warning of the change in the permanent speed restriction on the Down Fast at 154m. 36ch.) has been removed. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ROUNDWOOD UP SIDINGS

The Trailing Lead at 164m. 55ch. on the Up Pontefract which forms Roundwood Up Sidings has been secured out of use pending removal. (26)

**** GOOLE**

THIS WORK HAS NOT BEEN CARRIED OUT

ASKERN COLLIERY

Special position – light Bunker loading (Toton) signal "A" has been repositioned 7 yards further from the Bunker. (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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 114 (Page ND 43, ND 23D)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.
Between Hunslet South Jn. and Hunslet Goods Jn.

★ Delete :- 5 194m. 6ch. and 193m. 38ch. (31D)

Page 378 (page ND92)

LOCAL INSTRUCTIONS

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (32D)

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LEEDS WORTLEY JN. TO HARROGATE

★ Add:-
HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate station and the train terminates, or is delayed there, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached. (w.e.f. 21/6/81) (31D)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

MISCELLANEOUS NOTICES

★ WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES – PART 6

Clause B 2/3

Amend to read :-

“If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train.” (31D)

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MONDAY 22 to WEDNESDAY 24 JUNE – LEEDS STATION

From 07 30 Monday 22 to 17 00 Wednesday 24 June repair work is being undertaken and drivers must not draw trains beyond the warning boards positioned on No.1 Platform.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
12 JUNE, 1981

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 28 JUNE – WATERLOO COLLIERY SIDINGS

The signal box, together with all points and signals worked therefrom will be abolished. (29)

SUNDAY 28 JUNE – CUTSYKE JUNCTION

The trailing crossover between the Down and Up Methley Main lines and the facing connection – Down Methley Main to Arrival/Departure will be secured out of use in the normal position pending removal.

Colliery sidings ground frame No.1 will be abolished and the associated connection from Arrival/Departure secured out of use in the normal position.

Colliery siding ground frame No.2 will be abolished and the associated connection secured out of use in the normal position pending removal. All associated signalling will be abolished. (29)

SUNDAY 28 JUNE – CARR LANE LEVEL CROSSING – GLASSHOUGHTON

Until further notice – Increased use will be made of Carr Lane Level crossing at 58¼m.p. (across the Down and Up Methley Main lines; Arrival/Departure and Bunker line).

A Crossing Keeper will be provided during working hours.

A notice board worded "STOP PROCEED IF LINE CLEAR" will be provided 25 yards from the crossing on the Bunker side of the crossing and applicable to the Bunker line. (29)

MONDAY 29 JUNE – HUNSLET SOUTH JUNCTION

The facing connection – Down Goods to Down Main will be secured out of use pending removal. The associated signalling will be abolished. (29)

SUNDAY 28 JUNE – SUDFORTH LANE

The signalling in the area will be modified and certain ground position light signals will be abolished or replaced by new colour light signalling.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 28 JUNE – SUDFORTH LANE – continued

Alterations to Existing Signalling

Down Goole Signal SL445

The stencil route-indicator will be abolished and new Junction Indicator arms Nos.1 and 2 will be provided. This signal will now apply as follows:—

Aspect	Route or Junction Indication	Application to or Towards
Main	Junction Indicator Position "2"	Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	--	Down Goole SL457 signal.
Sub.	--	Down Siding

Up Goole Signal SL464

Junction Indicator arms "4" and "5" will be provided on this signal and the signal will now apply as follows:—

Main	--	Up Goole SL456 signal.
Main	Junction Indicator Position "4"	Departure line SL453 signal.
Main	Junction Indicator Position "5"	Arrival line SL452 signal.
Sub.	--	Down siding.

New Colour Light Signals – SL = Sudforth Lane

Signal No.	Line	Aspect M=Main S=Sub	Route Indication	Application to or Towards
SL452	Arrival Line	M S	"H"	Up Goole SL444 Spur
SL453	Departure Line	M S	"H"	Up Goole SL444 Spur
SL458	Arrival Line	M S		Down Goole SL465 Down Siding
SL459	Departure Line	M S		Down Goole SL465 Down Siding

Alterations to Ground Position Light Signals

Signal No.447 applying – Down Goole to Up Goole will be repositioned 100 yards further from the signal box.

The route indications on Down Sidings signal 454 will be altered to read as follows:—

Indication	Application to or Towards
"M"	Up Goole
"H"	Spur

N.C.B. Line 1 signal 449 will apply towards Arrival Line SL458 signal or to Departure Line SL459 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 28 JUNE - SUDFORTH LANE - continued

Alterations to Ground Position Light Signals - continued

N.C.B. line 2 signal No.448 will be renumbered 460 and will apply towards Arrival line SL458 signal or to Departure line SL459 signal.

Arrival line signal R452 will be cleared when SL452 signal is showing a proceed aspect.

Departure line signal R453 will be cleared when SL453 is showing a proceed aspect.

Automatic Warning System

An Inductor will be provided immediately after passing Arrival line signal SL458 and immediately after passing Departure line SL459 signal. These Inductors will be operative for movements from the signals in the Down direction only. (29)

DETAILS OF WORK ALREADY CARRIED OUT

HUNSLET DOWN GROUND FRAME

A new Seven Lever Ground Frame (Hunslet Down Ground Frame) situated on the Down Side of the Back Sidings has been brought into use with associated Ground Position Light Signals with associated Route Indications and will apply as follows :-

Lever No.	Application
1	Release lever. (Not electrically released from Signal Box at this stage but released from STOURTON new box on 5 July).
2 and 5	Facing Point Lock.
3	Points (Front Sidings to Back Sidings). Double Ended formerly Handworked.
4	Ground position light signal with Route Indicator situated left of Front Sidings 5 yards from Points in Front Sidings and will apply as follows :- 'S' Arrival Line or Down Siding.
6	Points (Down Through Sidings to Arrival Line). Double Ended formerly Handworked.
7	Ground position light signal with Route Indicator situated left of Down Through Sidings. 5 yards from Points in Down Through Sidings and will apply as follows :- 'S' to Back Siding or Middleton Railway

Notice Boards worded "STOP AWAIT INSTRUCTIONS" have been brought into use at the outlets from Arrival Line: Down Sidings Middleton Railway and Back Sidings. (29)

HARROGATE NORTH AND HARROGATE SOUTH

Harrogate South signal box has been abolished and control of all points and signal transferred to Harrogate North. The Block section is now between Rigton and Harrogate North.

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

The Harrogate South Up Main Home (at the Rigton end of No.3 Platform line) has been replaced by a new Harrogate North 3-aspect colour light No.3 Platform Starting signal plated H24 and is situated 56 yards further North and mounted on the Platform.

The associated Banner Repeating signal, also the Distant signal from Down York (below the Harrogate North Down York Home signal) has been abolished.

The Harrogate South miniature arm signal with stencil route indicator applying – set back – Up Main to No.3 Platform (indication 'X'); or to Down Main (indication 'D') has been replaced by a ground position light signal No.63 controlled from Harrogate North. A 3-way stencil route indicator has been provided and the following indications apply:–

Indication	Application to or towards
'X'	Set back along Up Main to No.3 Platform
'M'	Down Main (No.1 Platform)
'T'	Through Road

The following former Harrogate South signals are controlled from Harrogate North and replated as follows:–

Old (Harrogate South No.)	New (Harrogate North No.)
HS1 Down Main Distant	H65
HS3 Down Main Home	H64 (semi-auto plate removed)
HS18 Platform 1 to Up Main	H26
HS20 Through Road Up Home	H25
HS13 Up Main starting	H27 (semi-auto plate removed)
H3 Harrogate North Down York Distant	H21

5 (ground position light)
Down Main to No. 1 Platform
or Through Road 62

The 'diamond' signs have been removed from all former Harrogate South signals and signal-post telephones to Harrogate North are provided on signal No. H24; H25; H26; H27 and H64. (28)

DEARNE VALLEY COLLIERY SIDINGS

All connections in the Down and Up Goods Lines have been temporarily secured out of use. (28)

GOOLE (POTTERS GRANGE JUNCTION AREA)

A temporary level crossing, with barriers operated by a Crossing Keeper, has been brought into use over the siding line leading to and from Goole Docks.

The existing notice board worded "STOP TELEPHONE FOR ORDERS", applicable to movements from the Shunt Spur to Goole Docks has been repositioned on the Goole Station side of the level crossing on a separate post. The associated telephone has also been repositioned. (28)

BETWEEN WAKEFIELD ROAD AND STOURTON JUNCTION

The Up Goods have been taken out of use.

A Stop-Block has been erected at 193m.p. to form a Shunt Spur with access from the Wakefield Road End. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN LEEDS WHITEHALL JUNCTION AND WORTLEY JUNCTION

The facing crossover between the Down and Up Shipley Slow lines, also the trailing crossover between the Down and Up Shipley Slow lines between that crossover and Wortley Junction, has been secured out of use in the normal position pending removal.

All associated signalling has been abolished. (27)

* * YORK (CLIFTON)

The new Washing Machine line (Clifton Siding No.28) has been brought into use.

The points in the Up Bank Loop (No.554), leading to Up Sidings have been secured out of use pending removal and the associated Up Siding exit signal (No.215) has been abolished.

New points (No.554) have been brought into use in the Up Bank Loop 46 yards nearer to the signal box, leading into Up Clifton Sidings and new Washing Machine line.

Signalling Alterations:–

Ground position light signal No.211, applying along Up Bank Loop (Up direction) has been repositioned 40 yards further from the signal box.

Up Bank Loop ground position light signal No.212 has been repositioned at the point end of the new connection 46 yards nearer to the signal box and now applies along Up Bank Loop towards No.247 ground position light signal; to Up Siding No.4 or to the new Washing Machine line.

A new ground position light signal No.215 (applying towards Up Bank Loop) has been provided at the exit from the new Washing Machine line. (26)

* * BETWEEN BLACK CARR JUNCTION AND POTTERIC CARR JUNCTION

The Warning Indicator (and associated A.W.S. permanent magnet) on the Down Main 300 yards after passing D.209 signal (previously giving warning of the change in the permanent speed restriction on the Down Fast at 154m. 36ch.) has been removed. (26)

* * ROUNDWOOD UP SIDINGS

The Trailing Lead at 164m. 55ch. on the Up Pontefract which forms Roundwood Up Sidings has been secured out of use pending removal. (26)

* * ASKERN COLLIERY

Special position – light Bunker loading (Toton) signal "A" has been repositioned 7 yards further from the Bunker. (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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 114 (Page ND 43, ND 23D)						
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Between Hunslet South Jn. and Hunslet Goods Jn.						
Delete:-				5	194m. 6ch. and 193m. 38ch.	(31D)

Page 378 (page ND92)

LOCAL INSTRUCTIONS

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (31D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate station and the train terminates, or is delayed there, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached. (31D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

★ BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the Note on page 135. (MO.45/1314 (31D))

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

WHITE PAGES - PART 6

Clause B 2/3

Amend to read :-

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train."
(31D)

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
19 JUNE, 1981

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 5 JULY – BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION

Revised signalling will be commissioned and a re-modelled track layout at Stourton will be brought into use.

Full details are shown in Supplementary Signalling Notice No.111 and all concerned should be in possession of a copy of this notice.

Hunslet Down Ground Frame at 193m. 73ch.
This ground frame will be released from **Stourton**.

References to "Leeds" under this heading on page 3 of Notice No.111 should be amended accordingly.

Description of signals

Amend:—

M951 to read S951

(30)

DETAILS OF WORK ALREADY CARRIED OUT

SKELLOW – CARCROFT JUNCTION

Remodelling

The double junction between the Down and Up Doncaster and Down and Up Carcroft Branch lines at Carcroft Jn. has been converted to a single lead Junction controlled by the existing signalling.

Brodsworth Colliery

Ground position light signal 120, applying Brodsworth Colliery to Departure line is now controlled from Skellow Jn. signal box.

(New Item) (30)

METHLEY JN. AND WHITWOOD

The catch points in the Up line at ¼ m.p. (Up, 1,033 yards before reaching Methley Jn. 21 signal) have been moved and replaced by plain line.

(New Item) (30)

LEEDS (MARSH LANE)

The stabling siding has been reduced to a length of 140 yards.

(New item) (30)

WATERLOO COLLIERY SIDINGS

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

(29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CUTSYKE JUNCTION

The trailing crossover between the Down and Up Methley Main lines and the facing connection – Down Methley Main to Arrival/Departure have been secured out of use in the normal position pending removal, and ground position light signals 1026 and 1030 have been abolished. (Amended item) (29)

CARR LANE LEVEL CROSSING – GLASSHOUGHTON

Until further notice – Increased use will be made of Carr Lane Level crossing at 58¼m.p. (across the Down and Up Methley Main lines; Arrival/Departure and Bunker line).

A Crossing Keeper has been provided during working hours.

A notice board worded "STOP PROCEED IF LINE CLEAR" has been provided 25 yards from the crossing on the Bunker side of the crossing and applicable to the Bunker line. (29)

HUNSLET SOUTH JUNCTION

The facing connection – Down Goods to Down Main has been secured out of use pending removal. The associated signalling has been abolished. (29)

** SUDFORTH LANE – This work was not carried out.

HUNSLET DOWN GROUND FRAME

A new Seven Lever Ground Frame (Hunslet Down Ground Frame) situated on the Down Side of the Back Sidings has been brought into use with associated Ground Position Light Signals with associated Route Indications and will apply as follows :-

Lever No.	Application
1	Release lever. (Not electrically released from Signal Box at this stage but released from STOURTON new box on 5 July).
2 and 5	Facing Point Lock.
3	Points (Front Sidings to Back Sidings). Double Ended formerly Handworked.
4	Ground position light signal with Route Indicator situated left of Front Sidings 5 yards from Points in Front Sidings and will apply as follows :- 'S' Arrival Line or Down Siding
6	Points (Down Through Sidings to Arrival Line). Double Ended formerly Handworked.
7	Ground position light signal with Route Indicator situated left of Down Through Sidings, 5 yards from Points in Down Through Sidings and will apply as follows :- 'S' to Back Siding or Middleton Railway

Notice Boards worded "STOP AWAIT INSTRUCTIONS" have been brought into use at the outlets from Arrival Line; Down Sidings Middleton Railway and Back Sidings. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HARROGATE NORTH AND HARROGATE SOUTH

Harrogate South signal box has been abolished and control of all points and signal transferred to Harrogate North. The Block section is now between Rigton and Harrogate North.

Altered signals

The Harrogate South Up Main Home (at the Rigton end of No.3 Platform line) has been replaced by a new Harrogate North 3-aspect colour light No.3 Platform Starting signal plated H24 and is situated 56 yards further North and mounted on the Platform.

The associated Banner Repeating signal, also the Distant signal from Down York (below the Harrogate North Down York Home signal) has been abolished.

The Harrogate South miniature arm signal with stencil route indicator applying – set back – Up Main to No.3 Platform (indication 'X'); or to Down Main (indication 'D') has been replaced by a ground position light signal No.63 controlled from Harrogate North. A 3-way stencil route indicator has been provided and the following indications apply:–

Indication	Application to or towards
'X'	Set back along Up Main to No.3 Platform
'M'	Down Main (No.1 Platform)
'T'	Through Road

The following former Harrogate South signals are controlled from Harrogate North and replated as follows:–

Old (Harrogate South No.)	New (Harrogate North No.)
HS1 Down Main Distant	H65
HS3 Down Main Home	H64 (semi-auto plate removed)
HS18 Platform 1 to Up Main	H26
HS20 Through Road Up Home	H25
HS13 Up Main starting	H27 (semi-auto plate removed)
H3 Harrogate North Down York Distant	H21

5 (ground position light) Down Main to No. 1 Platform or Through Road	62
---	----

The 'diamond' signs have been removed from all former Harrogate South signals and signal-post telephones to Harrogate North are provided on signal No. H24; H25; H26; H27 and H64. (28)

DEARNE VALLEY COLLIERY SIDINGS

All connections in the Down and Up Goods Lines have been temporarily secured out of use. (28)

GOOLE (POTTERS GRANGE JUNCTION AREA)

A temporary level crossing, with barriers operated by a Crossing Keeper, has been brought into use over the siding line leading to and from Goole Docks.

The existing notice board worded "STOP TELEPHONE FOR ORDERS", applicable to movements from the Shunt Spur to Goole Docks has been repositioned on the Goole Station side of the level crossing on a separate post. The associated telephone has also been repositioned. (28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**
* BETWEEN WAKEFIELD ROAD AND STOURTON JUNCTION

The Up Goods have been taken out of use.

A Stop-Block has been erected at 193m.p. to form a Shunt Spur with access from the Wakefield Road End.
(27)

**
* BETWEEN LEEDS WHITEHALL JUNCTION AND WORTLEY JUNCTION

The facing crossover between the Down and Up Shipley Slow lines, also the trailing crossover between the Down and Up Shipley Slow lines between that crossover and Wortley Junction, has been secured out of use in the normal position pending removal.

All associated signalling has been abolished.

(27)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 114 (Page ND 43, ND 23D)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Hunslet South Jn. and Hunslet Goods Jn

Delete:—

5 194m. 6ch. and
193m. 38ch.

(31D)

Page 150 LEEDS TO HULL PARAGON

★

Delete:— The dotted "NB" Depot Arrival line between N. Hill West Jn. and Stop Board N. Hill East Jn.
(w.e.f. 5 7 81) (31D)

Page 157 NEVILLE HILL WEST JN. TO HUNSLET EAST

★

Delete:— "NB" from the Departure and Arrival lines between Neville Hill West Jn. and Hunslet East
Notice Board and Add 'A' to both lines.
(w.e.f. 5 7 81) (31D)TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED
FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Number of vehicles and special conditions
Page 240 ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
Add:—			
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn	Up Main	10

LOCAL INSTRUCTIONS

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Page 364

STOURTON TRADING ESTATE

★

Delete and substitute:—

1. The hand points leading to the Trading Estate must be set by the Guard who must advise the Signaller at Stourton when this has been done.
2. Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

★ Page 364 – substitute – continued

STOURTON TRADING ESTATE LEVEL CROSSING

1. This crossing equipped with road flashing lights is of the automatic open type at which trains must stop and is locally controlled.
2. The key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication, give an audible signal to the Driver by means of the bell push.
4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the "Stop" button.
6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two B S C employees to control road traffic. The circumstances must be reported to the Signalman at Stourton signal box.

D AND F STEELS LEVEL CROSSING

NOTE These instructions remain as printed

Page 365

STOURTON FREIGHTLINER TERMINAL★ **Delete and substitute :-**

1. The Terminal Supervisor is responsible for all rail movements within the terminal
2. **Arriving Trains**
 - 2.1. Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain the whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.
 - 2.2. After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. **Departing Trains**
 - 3.1. Train crews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2. The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3. Authority for departure will be given by the Terminal Overseer. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 378 (page ND92)

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (31D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached. (31D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

★ BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the Note on page 135. (MO.45/1314 (31D))

★ WORKING MANUAL FOR RAIL STAFF BR 30054/3

The Pink Pages of the above publication will be completely re-issued dated July 1981. Considerable revision to the flask emergency procedures instructions has been made, in essence combining the arrangements, instead of the previous separate procedures for CEGB, SSEB and other flask traffic. These revised procedures should be operational on and from Monday 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) Loaded or discharged flask traffic

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train MUST NOT proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap the answer Can't Tell should be given.

- | | |
|--|---------------------|
| (a) Is there any fire near the flask? | Yes/ No/ Can't Tell |
| (b) Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/ No/ Can't Tell |
| (c) Is there any visible damage to the flask or its cover if fitted? | Yes/ No/ Can't Tell |
| (d) Is there any evidence of displacement of the Load? | Yes/ No/ Can't Tell |
| (e) Is the flask obviously tilted out of the normal upright position? | Yes/ No/ Can't Tell |
| (f) Is there any evidence of water leakage from the flask? | Yes/ No/ Can't Tell |
| (g) Are there any passenger or members of the public in the vicinity? | Yes/ No/ Can't Tell |
| (h) What is the wagon number and flask number? | |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in F3/15). Details of the procedure for obtaining priority on the Post Office telephone systems are given in F3/17.

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell the action to be taken is detailed in F/12-13

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency**F3/12**

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**.
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**.
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 - continued

7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that NAIR Stage II is therefore not required.

Where possible, the message should be confirmed by Telex with a minimum of delay.

Derailment or Damage to Wagon**F3/14**

In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see **F3/16**).

1. There is a "NUCLEAR FLASK WAGON INCIDENT".
3. NAME of railway control office reporting.
3. LOCATION of incident, including Ordnance Survey Grid Reference.
4. NAME OF NEAREST RAILWAY STATION.
5. DETAILS of incident including the answers to questions in **F3/9** in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate Nuclear Establishment has been notified and that NAIR Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No.27856 answer code CEGB NC G).

F3/15**POST OFFICE TELEPHONE NUMBERS****RAILWAY CONTROL OFFICE**

** indicates ex-directory number for emergency use only)*

Eastern Region

LONDON (Liverpool Street) : 01-247-1292*
 LONDON (Kings Cross) : 01-388-0642*
 CAMBRIDGE:(0223) 51370*
 NORWICH : (0603) 23382*
 DONCASTER : (0302) 66978*
 LEEDS : (0532) 442608*
 NEWCASTLE : (0632) 22334*
 SHEFFIELD : (0742) 26080*
 YORK : (0904) 53357*

Midland Region

BIRMINGHAM : 021-643-6368*
 PRESTON : (0772) 55707*
 CREWE : (0270) 55915*
 MANCHESTER : 061-236-6550*
 LIVERPOOL : 051-709-4627*
 STOKE : (0782) 45339*
 LONDON (Euston) : 01-387-8110*
 NOTTINGHAM : (0602) 42936*

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

Scottish Region

GLASGOW : 041-332-1700*

INVERNESS : (0463) 30961 ext.8284

Southern Region

BECKENHAM : 01-650-0441* or 0510*

LONDON (Croydon) : 01-686-7071* or 7072*

LONDON (Waterloo) : 01-928-2240*

WIMBLEDON : 01-947-2208*

Western Region

CARDIFF : (0222) 499811, ext. 2299

LONDON (Paddington) : 01-262 7593*

READING : (0734) 53589*

BRISTOL : (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below :-

for England and Wales notify :-

CEGB - Alert Centre

01 - 928 4210* or

01 - 248 6549*

* indicates that ex-directory number for emergency only to be rung in order shown if first number unobtainable.

for Scotland notify :-

SSEB Hunterston, Strathclyde

Fairlie (047-556) 561 or

West Kilbride (029 482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify :-

BNFL, Chapelcross Works

Annan (04612) 2835/6/7/8

F3/17**POST OFFICE PRIORITY CALLS**

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority bases using one of the following phrases :

- (a) "A distress call to——", which indicates that the call is of utmost importance - a matter of life and death.
- (b) "A civil urgent call to——", indicating that the call must be connected as quickly as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF (BR.30054/3) - continued

WHITE PAGES - PART 6

Clause B 2/3

Amend to read :-

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train."
(31D)

MISCELLANEOUS NOTICES

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m, 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
26 JUNE, 1981

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

HUDDERSFIELD

The lay out at the East end of the stations has been remodelled with the following alterations:-

The trailing points in the Down Main (No.340) have been re-positioned 90 yards further from the signal box.

Ground position light signal No.79 applying from Down Main towards No.85 ground position light signal, to Platforms No.6 or 8, or towards No.88 ground position light signal has been repositioned 90 yards further from the signal box,

The route to Platforms No.6 and 8, from Up Main (signal HU77) has been restored.

The continuation of the Down Goods into the Down Main has been temporarily taken out of use.

The connection between the Down Goods and the Down Main has been re-instated.

Ground position light signal No.82 reading Shunting Line to 88 Signal or to Down Sidings has been re-positioned 45 yards further from the Signal Box. (New Item) (31)

BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION

(Jordan July 5th 1981)
Revised signalling has been commissioned and a re-modelled track layout at Stourton has been brought into use.

Full details are shown in Supplementary Signalling Notice No.111 and all concerned should be in possession of a copy of this notice.

Hunslet Down Ground Frame at 193m. 73ch.

This ground frame has been released from Stourton.

References to "Leeds" under this heading on page 3 of Notice No.111 should be amended accordingly.

Description of signals

Amend :-

M951 to read S951

(30)

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

The double junction between the Down and Up Doncaster and Down and Up Carcroft Branch lines at Carcroft Jn. has been converted to a single lead Junction controlled by the existing signalling.

Brodsworth Colliery

Ground position light signal 120, applying Brodsworth Colliery to Departure line is now controlled from Skellow Jn. signal box. (30)

METHLEY JN. AND WHITWOOD

The catch points in the Up line at ¼ m.p. (Up, 1,033 yards before reaching Methley Jn. 21 signal) have been removed and replaced by plain line. (30)

LEEDS (MARSH LANE)

The stabling siding has been reduced to a length of 140 yards. (30)

WATERLOO COLLIERY SIDINGS

The signal box, together with all points and signals worked therefrom, has been abolished. (29)

CUTSYKE JUNCTION

The trailing crossover between the Down and Up Methley Main lines and the facing connection – Down Methley Main to Arrival/Departure have been secured out of use in the normal position pending removal, and ground position light signals 1026 and 1030 have been abolished. (29)

CARR LANE LEVEL CROSSING – GLASSHOUGHTON

Until further notice – Increased use will be made of Carr Lane Level crossing at 58¼ m.p. (across the Down and Up Methley Main lines; Arrival/Departure and Bunker line).

A Crossing Keeper has been provided during working hours.

A notice board worded "STOP PROCEED IF LINE CLEAR" has been provided 25 yards from the crossing on the Bunker side of the crossing and applicable to the Bunker line. (29)

HUNSLET SOUTH JUNCTION

The facing connection – Down Goods to Down Main has been secured out of use pending removal. The associated signalling has been abolished. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * HARROGATE NORTH AND HARROGATE SOUTH

Harrogate South signal box has been abolished and control of all points and signal transferred to Harrogate North. The Block section is now between Rigton and Harrogate North.

Altered signals

The Harrogate South Up Main Home (at the Rigton end of No.3 Platform line) has been replaced by a new Harrogate North 3-aspect colour light No.3 Platform Starting signal plated H24 and is situated 56 yards further North and mounted on the Platform.

The associated Banner Repeating signal, also the Distant signal from Down York (below the Harrogate North Down York Home signal) has been abolished.

The Harrogate South miniature arm signal with stencil route indicator applying – set back – Up Main to No.3 Platform (indication 'X'); or to Down Main (indication 'D') has been replaced by a ground position light signal No.63 controlled from Harrogate North. A 3-way stencil route indicator has been provided and the following indications apply:–

Indication	Application to or towards
'X'	Set back along Up Main to No.3 Platform
'M'	Down Main (No.1 Platform)
'T'	Through Road

The following former Harrogate South signals are controlled from Harrogate North and replated as follows:–

Old (Harrogate South No.)	New (Harrogate North No.)
HS1 Down Main Distant	H65
HS3 Down Main Home	H64 (semi-auto plate removed)
HS18 Platform 1 to Up Main	H26
HS20 Through Road Up Home	H25
HS13 Up Main starting	H27 (semi-auto plate removed)
H3 Harrogate North Down York Distant	H21

5 (ground position light) Down Main to No. 1 Platform or Through Road	62
---	----

The 'diamond' signs have been removed from all former Harrogate South signals and signal-post telephones to Harrogate North are provided on signal No. H24; H25; H26; H27 and H64. (28)

* * DEARNE VALLEY COLLIERY SIDINGS

All connections in the Down and Up Goods lines have been permanently secured out of use. (Amended item) (28)

* * GOOLE (POTTERS GRANGE JUNCTION AREA)

A temporary level crossing, with barriers operated by a Crossing Keeper, has been brought into use over the siding line leading to and from Goole Docks.

The existing notice board worded "STOP TELEPHONE FOR ORDERS", applicable to movements from the Shunt Spur to Goole Docks has been repositioned on the Goole Station side of the level crossing on a separate post. The associated telephone has also been repositioned. (28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

*

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 114 (Page ND 43, ND 23D)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Hunslet South Jn. and Hunslet Goods Jn.

Delete :-

5	194m. 6ch. and	
	193m. 38ch.	(31D)

Page 150 LEEDS TO HULL PARAGON

Delete:- The dotted "NB" Depot Arrival line between N. Hill West Jn. and Stop Board N. Hill East Jn.

(31D)

Page 157 NEVILLE HILL WEST JN. TO HUNSLET EAST

Delete:- "NB" from the Departure and Arrival lines between Neville Hill West Jn. and Hunslet East

Notice Board and Add 'A' to both lines. (31D)

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

From	To	Line	Number of vehicles and special conditions
Page 240 ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
Add :-			
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn.	Up Main	10

LOCAL INSTRUCTIONS

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Page 364

STOURTON TRADING ESTATE

Delete and substitute:-

1. The hand points leading to the Trading Estate must be set by the Guard who must advise the Signaller at Stourton when this has been done.
2. Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 364– substitute – continued

STOURTON TRADING ESTATE LEVEL CROSSING

1. This crossing equipped with road flashing lights is of the automatic open type at which trains must stop and is locally controlled.
2. The key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication, give an audible signal to the Driver by means of the bell push.
4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the "Stop" button.
6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported to the Signaller at Stourton signal box.

D AND F STEELS LEVEL CROSSING

NOTE These instructions remain as printed.

Page 365

STOURTON FREIGHTLINER TERMINAL**Delete and substitute :-**

1. The Terminal Supervisor is responsible for all rail movements within the terminal.
2. **Arriving Trains**
 - 2.1. Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain the whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.
 - 2.2. After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. **Departing Trains**
 - 3.1. Train crews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2. The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3. Authority for departure will be given by the Terminal Overseer. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 378 (page ND92)

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (31D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached. (31D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the Note on page 135. (MO.45/1314 (31D))

WORKING MANUAL FOR RAIL STAFF BR 30054/3

The Pink Pages of the above publication will be completely re-issued dated July 1981. Considerable revision to the flask emergency procedures instructions has been made, in essence combining the arrangements, instead of the previous separate procedures for CEGB, SSEB and other flask traffic. These revised procedures should be operational on and from Monday 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) Loaded or discharged flask traffic

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train MUST NOT proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap the answer Can't Tell should be given.

- | | | |
|-----|--|---------------------|
| (a) | Is there any fire near the flask? | Yes/ No/ Can't Tell |
| (b) | Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/ No/ Can't Tell |
| (c) | Is there any visible damage to the flask or its cover if fitted? | Yes/ No/ Can't Tell |
| (d) | Is there any evidence of displacement of the Load? | Yes/ No/ Can't Tell |
| (e) | Is the flask obviously tilted out of the normal upright position? | Yes/ No/ Can't Tell |
| (f) | Is there any evidence of water leakage from the flask? | Yes/ No/ Can't Tell |
| (g) | Are there any passenger or members of the public in the vicinity? | Yes/ No/ Can't Tell |
| (h) | What is the wagon number and flask number? | |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in F3/15). Details of the procedure for obtaining priority on the Post Office telephone systems are given in F3/17.

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell the action to be taken is detailed in F/12-13

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency**F3/12**

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**.
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**.
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 - continued

7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that NAIR Stage II is therefore not required.

Where possible, the message should be confirmed by Telex with a minimum of delay.

Derailment or Damage to Wagon**F3/14**

In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see F3/16).

1. There is a "NUCLEAR FLASK WAGON INCIDENT".
2. NAME of railway control office reporting.
3. LOCATION of incident, including Ordnance Survey Grid Reference.
4. NAME OF NEAREST RAILWAY STATION.
5. DETAILS of incident including the answers to questions in F3/9 in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate Nuclear Establishment has been notified and that NAIR Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No.27856 answer code CEGB NC G).

F3/15**POST OFFICE TELEPHONE NUMBERS****RAILWAY CONTROL OFFICE**

(* indicates ex-directory number for emergency use only)

Eastern Region

LONDON (Liverpool Street) : 01-247-1292*
 LONDON (Kings Cross) : 01-388-0642*
 CAMBRIDGE:(0223) 51370*
 NORWICH : (0603) 23382*
 DONCASTER : (0302) 66978*
 LEEDS : (0532) 442608*
 NEWCASTLE : (0632) 22334*
 SHEFFIELD : (0742) 26080*
 YORK : (0904) 53357*

Midland Region

BIRMINGHAM : 021-643-6368*
 PRESTON : (0772) 55707*
 CREWE : (0270) 55915*
 MANCHESTER : 061-236-6550*
 LIVERPOOL : 051-709-4627*
 STOKE : (0782) 45339*
 LONDON (Euston) : 01-387-8110*
 NOTTINGHAM : (0602) 42936*

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**WORKING MANUAL FOR RAIL STAFF BR.30054/3 – continued****Scottish Region**

GLASGOW : 041-332-1700*
 INVERNESS : (0463) 30961 ext.8284

Southern Region

BECKENHAM : 01-650-0441* or 0510*
 LONDON (Croydon) : 01-686-7071* or 7072*
 LONDON (Waterloo) : 01-928-2240*
 WIMBLEDON : 01-947-2208*

Western Region

CARDIFF : (0222) 499811, ext, 2299
 LONDON (Paddington) : 01-262 7593*
 READING : (0734) 53589*
 BRISTOL : (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below :-

for England and Wales notify :-

CEGB - Alert Centre
 01 - 928 4210* or
 01 - 248 6549*

* indicates that ex-directory number for emergency only to be rung in order shown if first number unobtainable.

for Scotland notify :-

SSEB Hunterston, Strathclyde
 Fairlie (047-556) 561 or
 West Kilbride (029 482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify :-

BNFL, Chapelcross Works
 Annan (04612) 2835/6/7/8

F3/17**POST OFFICE PRIORITY CALLS**

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority bases using one of the following phrases :

- (a) "A distress call to———", which indicates that the call is of utmost importance – a matter of life and death.
- (b) "A civil urgent call to———", indicating that the call must be connected as quickly as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF (BR.30054/3) - continued

WHITE PAGES - PART 6

Clause B 2/3

Amend to read :-

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train." (31D)

MISCELLANEOUS NOTICES

KELLINGLEY COLLIERY

In connection with the building of rapid loading facilities at the Colliery the existing tracks are being remodelled and all trains should keep a sharp look out for any obstructions.

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
3 JULY, 1981

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 19 JULY – FERRYBRIDGE POWER STATION

Up C.E.G.B. (Outgoing) Line 3–aspect signal (FB10), applying towards Up Main or to Down Main, will be re-positioned 14 yards further from Ferrybridge signal box. (32)

SUNDAY 19 JULY – BURTON AGNES •

✓ The Down and Up Main Starting Signals will be abolished. (32)

DETAILS OF WORK ALREADY CARRIED OUT

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops. (32)

HUDDERSFIELD

The lay out at the East end of the stations has been remodelled with the following alterations:–

The trailing points in the Down Main (No.340) have been re-positioned 90 yards further from the signal box.

Ground position light signal No.79 applying from Down Main towards No.85 ground position light signal, to Platforms No.6 or 8, or towards No.88 ground position light signal has been repositioned 90 yards further from the signal box,

The route to Platforms No.6 and 8, from Up Main (signal HU77) has been restored.

The connection between the Down Goods and the Down Main has been re-instated.

Ground position light signal No.82 reading Shunting Line to 88 Signal or to Down Sidings has been re-positioned 45 yards further from the Signal Box. (31)

BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION

Revised signalling has been commissioned and a re-modelled track layout at Stourton has been brought into use.

Full details are shown in Supplementary Signalling Notice No.111 and all concerned should be in possession of a copy of this notice.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION – continued****Hunslet Down Ground Frame at 193m. 73ch.**

This ground frame has been released from **Stourton**.

References to "Leeds" under this heading on page 3 of Notice No.111 should be amended accordingly.

Description of signals

Amend :-

M951 to read S951 (30)

SKELLOW – CARCROFT JUNCTION**Remodelling**

The double junction between the Down and Up Doncaster and Down and Up Carcroft Branch lines at Carcroft Jn. has been converted to a single lead Junction controlled by the existing signalling.

Brodsworth Colliery

Ground position light signal 120, applying Brodsworth Colliery to Departure line is now controlled from Skellow Jn. signal box. (30)

METHLEY JN. AND WHITWOOD

The catch points in the Up line at ¼ m.p. (Up, 1,033 yards before reaching Methley Jn. 21 signal) have been removed and replaced by plain line. (30)

LEEDS (MARSH LANE)

The stabling siding has been reduced to a length of 140 yards. (30)

**** CUTSYKE JUNCTION**

The trailing crossover between the Down and Up Methley Main lines and the facing connection – Down Methley Main to Arrival/Departure have been secured out of use in the normal position pending removal, and ground position light signals 1026 and 1030 have been abolished. (29)

**** CARR LANE LEVEL CROSSING – GLASSHOUGHTON**

Until further notice – Increased use will be made of Carr Lane Level crossing at 58¼ m.p. (across the Down and Up Methley Main lines; Arrival/Departure and Bunker line).

A Crossing Keeper has been provided during working hours.

A notice board worded "STOP PROCEED IF LINE CLEAR" has been provided 25 yards from the crossing on the Bunker side of the crossing and applicable to the Bunker line. (29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 114 (Page ND 43, ND 23D)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.
Between Hunslet South Jn. and Hunslet Goods Jn.
Delete:--

5 194m. 6ch. and
193m. 38ch. (31D)

Page 150 LEEDS TO HULL PARAGON

Delete:-- The dotted "NB" Depot Arrival line between N. Hill West Jn. and Stop Board N. Hill East Jn.
(31D)

Page 157 NEVILLE HILL WEST JN. TO HUNSLET EAST

Delete:-- "NB" from the Departure and Arrival lines between Neville Hill West Jn. and Hunslet East Notice Board and Add 'A' to both lines.
(31D)

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

From	To	Line	Number of vehicles and special conditions
Page 240 ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
Add:--			
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn.	Up Main	10

LOCAL INSTRUCTIONS

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Page 364

STOURTON TRADING ESTATE

Delete and substitute:--

Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 364 – substitute – continued

STOURTON TRADING ESTATE LEVEL CROSSING

1. This crossing equipped with road flashing lights is of the automatic open type at which trains must stop and is locally controlled.
2. The key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication, give an audible signal to the Driver by means of the bell push.
4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the "Stop" button.
6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported to the Signaller at Stourton signal box.

D AND F STEELS LEVEL CROSSING

NOTE These instructions remain as printed.

Page 365

STOURTON FREIGHTLINER TERMINAL**Delete and substitute :-**

1. The Terminal Supervisor is responsible for all rail movements within the terminal.
2. **Arriving Trains**
 - 2.1. Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain the whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.
 - 2.2. After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. **Departing Trains**
 - 3.1. Train crews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2. The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3. Authority for departure will be given by the Terminal Overseer. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 378 (page ND92)

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (31D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No.1 Platform to inform the Signalman whether or not the train is complete with tail lamp attached. (31D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the Note on page 135. (MO.45/1314 (31D))

WORKING MANUAL FOR RAIL STAFF BR 30054/3

The Pink Pages of the above publication will be completely re-issued dated July 1981. Considerable revision to the flask emergency procedures instructions has been made, in essence combining the arrangements, instead of the previous separate procedures for CEGB, SSEB and other flask traffic. These revised procedures should be operational on and from Monday 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) Loaded or discharged flask traffic

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train MUST NOT proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap the answer Can't Tell should be given.

- | | |
|--|---------------------|
| (a) Is there any fire near the flask? | Yes/ No/ Can't Tell |
| (b) Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/ No/ Can't Tell |
| (c) Is there any visible damage to the flask or its cover if fitted? | Yes/ No/ Can't Tell |
| (d) Is there any evidence of displacement of the Load? | Yes/ No/ Can't Tell |
| (e) Is the flask obviously tilted out of the normal upright position? | Yes/ No/ Can't Tell |
| (f) Is there any evidence of water leakage from the flask? | Yes/ No/ Can't Tell |
| (g) Are there any passenger or members of the public in the vicinity? | Yes/ No/ Can't Tell |
| (h) What is the wagon number and flask number? | |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in F3/15). Details of the procedure for obtaining priority on the Post Office telephone systems are given in F3/17.

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell the action to be taken is detailed in F/12-13

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency**F3/12**

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**.
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**.
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued**

7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that NAIR Stage II is therefore not required.

Where possible, the message should be confirmed by Telex with a minimum of delay.

Derailment or Damage to Wagon

F3/14
In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see **F3/16**).

1. There is a "NUCLEAR FLASK WAGON INCIDENT".
2. **NAME** of railway control office reporting.
3. **LOCATION** of incident, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION.**
5. **DETAILS** of incident including the answers to questions in **F3/9** in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate Nuclear Establishment has been notified and that NAIR Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No.27856 answer code CEGB NC G).

F3/15**POST OFFICE TELEPHONE NUMBERS****RAILWAY CONTROL OFFICE**

(indicates ex-directory number for emergency use only)*

Eastern Region

LONDON (Liverpool Street) : 01-247-1292*
LONDON (Kings Cross) : 01-388-0642*
CAMBRIDGE:(0223) 51370*
NORWICH : (0603) 23382*
DONCASTER : (0302) 66978*
LEEDS : (0532) 442608*
NEWCASTLE : (0632) 22334*
SHEFFIELD : (0742) 26080*
YORK : (0904) 53357*

Midland Region

BIRMINGHAM : 021-643-6368*
PRESTON : (0772) 55707*
CREWE : (0270) 55915*
MANCHESTER : 061-236-6550*
LIVERPOOL : 051-709-4627*
STOKE : (0782) 45339*
LONDON (Euston) : 01-387-8110*
NOTTINGHAM : (0602) 42936*

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 – continued

Scottish Region

GLASGOW : 041-332-1700*

INVERNESS : (0463) 30961 ext.8284

Southern Region

BECKENHAM : 01-650-0441* or 0510*

LONDON (Croydon) : 01-686-7071* or 7072*

LONDON (Waterloo) : 01-928-2240*

WIMBLEDON : 01-947-2208*

Western Region

CARDIFF : (0222) 499811, ext, 2299

LONDON (Paddington) : 01 - 262 7593*

READING : (0734) 53589*

BRISTOL : (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below :-

for England and Wales notify :-

CEGB - Alert Centre

01 - 928 4210* or

01 - 248 6549*

* indicates that ex-directory number for emergency only to be rung in order shown if first number unobtainable.

for Scotland notify :-

SSEB Hunterston, Strathclyde

Fairlie (047-556) 561 or

West Kilbride (029 482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify :-

BNFL, Chapelcross Works

Annan (04612) 2835/6/7/8

F3/17**POST OFFICE PRIORITY CALLS**

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority bases using one of the following phrases :

- (a) "A distress call to———", which indicates that the call is of utmost importance – a matter of life and death.
- (b) "A civil urgent call to———", indicating that the call must be connected as quickly as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

Scottish Region

GLASGOW : 041-332-1700*

INVERNESS : (0463) 30961 ext.8284

Southern Region

BECKENHAM : 01-650-0441* or 0510*

LONDON (Croydon) : 01-686-7071* or 7072*

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If there is any difficulty ask for the Duty Supervisor.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF 3R.30054/3 - continued

WHITE PAGES - PART 6

Clause B 2/3

Amend to read :-

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train." (31D)

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

Page 18

GRIMETHORPE COLLIERY

★ Delete instructions and substitute :-

1. Upon arrival of a train at signal 1, the Guard must alight and proceed to the emergency switch at the bunker.
2. The loading signals will then be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 1 is cleared the train must proceed at maximum speed of 3 m.p. for tare weighing.
3. The train will be stopped by the loading signal with the four rear wagons beneath the bunker, for loading whilst stationary.
4. The train will then be authorised to propel and must not exceed a speed of ½ m.p.h., to complete loading and it must be stopped when clear of the weighbridge, after which the loading signals will be switched out and the train documents handed to the Guard.
5. During tare weighing and loading, the Guard must remain at the emergency switch to restore the special loading signals to the "Stop Immediately" aspect in case of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. When the train is ready to depart, it must be propelled clear of signal 3 to enable the locomotive to run round.

MISCELLANEOUS NOTICES

KELLINGLEY COLLIERY

In connection with the building of rapid loading facilities at the Colliery the existing tracks are being remodelled and all trains should keep a sharp look out for any obstructions.

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
10 JULY, 1981

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

NS. 30/81
25-31.7.81

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 JULY – SUDFORTH LANE

The signalling in the area will be modified and certain ground position light signals will be abolished, or replaced by new colour light signalling.

Alterations to Existing Signalling

Down Goole Signal SL445

The stencil route-indicator will be abolished and new Junction Indicator arms Nos. 1 and 2 will be provided. This signal will now apply as follows:-

Aspect	Route or Junction Indication	Application to or Towards
Main	Junction Indicator Position "2"	Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	—	Down Goole SL457 signal.
Sub.	—	Down Siding

Up Goole Signal SL464

Junction Indicator arms "4" and "5" will be provided on this signal and the signal will now apply as follows:-

Main	—	Up Goole SL456 signal.
Main	Junction Indicator Position "4"	Departure line SL453 signal.
Main	Junction Indicator Position "5"	Arrival line SL452 signal.
Sub.	—	Down siding.

New Colour Light Signals – SL – Sudforth Lane

Signal No.	Line	Aspect		Route Indication	Application to or towards
		M = Main	S = Sub		
SL452	Arrival Line	M	S	"H"	Up Goole SL444 Spur
SL453	Departure Line	M	S	"H"	Up Goole SL444 Spur
SL458	Arrival Line	M	S		Down Goole SL465 Down Siding
SL459	Departure Line	M	S		Down Goole SL465 Down Siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 26 JULY – SUDFORTH LANE – continued****Alterations to Ground Position Light Signals**

Signal No.447 applying – Down Goole to Up Goole will be repositioned 100 yards further from the signal box.

The route indications on Down Sidings signal 454 will be altered to read as follows:–

Indication	Application to or Towards
"M"	Up Goole
"H"	Spur

N.C.B. Line 1 signal 449 will apply towards Arrival Line SL458 signal or to Departure Line SL459 signal.

N.C.B. line 2 signal No.448 will be renumbered 460 and will apply towards Arrival line SL458 signal or to Departure line SL459 signal.

Arrival line signal R452 will be cleared when SL452 signal is showing a proceed aspect.

Departure line signal R453 will be cleared when SL453 is showing a proceed aspect.

Automatic Warning System

An Inductor will be provided immediately after passing Arrival line signal SL458 and immediately after passing Departure line SL459 signal. These inductors will be operative for movements from the signals in the Down direction only. (33)

SUNDAY 26 JULY – BETWEEN GASCOIGNE WOOD AND SELBY

A new trailing connection will be provided in the Down Main line at 2m. 73ch.

This connection will be operated by a 2-lever ground frame released by padlock key obtained from Gascoigne Wood signal box.

Telephone communication will be provided between the ground frame and Gascoigne Wood signal box. (33)

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

Up C.E.G.B. (Outgoing) Line 3-aspect signal (FB10), applying towards Up Main or to Down Main has been re-positioned 14 yards further from Ferrybridge signal box. (32)

BURTON AGNES

The Down and Up Main Starting Signals have been abolished. (32)

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops. (32)

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

The lay out at the East end of the stations has been remodelled with the following alterations:–

The trailing points in the Down Main (No.340) have been re-positioned 90 yards further from the signal box.

Ground position light signal No.79 applying from Down Main towards No.85 ground position light signal, to Platforms No.6 or 8, or towards No.88 ground position light signal has been repositioned 90 yards further from the signal box,

The route to Platforms No.6 and 8, from Up Main (signal HU77) has been restored.

The connection between the Down Goods and the Down Main has been re-instated. |

Ground position light signal No.82 reading Shunting Line to 88 Signal or to Down Sidings has been re-positioned 45 yards further from the Signal Box. (31)

**** BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION**

Revised signalling has been commissioned and a re-modelled track layout at Stourton has been brought into use.

Full details are shown in Supplementary Signalling Notice No.111 and all concerned should be in possession of a copy of this notice.

Hunslet Down Ground Frame at 193m. 73ch.

This ground frame will be released from **Stourton**.

References to "Leeds" under this heading on page 3 of Notice No.111 should be amended accordingly.

Description of signals

Amend:–

M951 to read S951 (30)

**** SKELLOW – CARCROFT JUNCTION****Remodelling**

The double junction between the Down and Up Doncaster and Down and Up Carcroft Branch lines at Carcroft Jn. has been converted to a single lead Junction controlled by the existing signalling.

Brodsworth Colliery

Ground position light signal 120, applying Brodsworth Colliery to Departure line is now controlled from Skellow Jn. signal box. (30)

**** METHLEY JN. AND WHITWOOD**

The catch points in the Up line at ¼ m.p. (Up, 1,033 yards before reaching Methley Jn. 21 signal) have been removed and replaced by plain line. (30)

**** LEEDS (MARSH LANE)**

The stabling siding has been reduced to a length of 140 yards. (30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 114 (Page ND 43, ND 230)

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Hunslet South Jn. and Hunslet Goods Jn.

Delete: - 5 194m. 6ch. and 193m. 38ch. (31D)

Page 150 LEEDS TO HULL PARAGON

Delete: - The dotted "NB" Depot Arrival line between N. Hill West Jn. and Stop Board N. Hill East Jn. (31D)

Page 157 NEVILLE HILL WEST JN. TO HUNSLET EAST

Delete: - "NB" from the Departure and Arrival lines between Neville Hill West Jn. and Hunslet East Notice Board and Add 'A' to both lines. (31D)

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

From	To	Line	Number of vehicles and special conditions
Page 240 ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
Add :-			
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn.	Up Main	10

LOCAL INSTRUCTIONS

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Page 364

STOURTON TRADING ESTATE

Delete and substitute: -

Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 364 – substitute – continued

STOURTON TRADING ESTATE LEVEL CROSSING

1. This crossing equipped with road flashing lights is of the automatic open type at which trains must stop and is locally controlled.
2. The key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication, give an audible signal to the Driver by means of the bell push.
4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the "Stop" button.
6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported to the Signaller at Stourton signal box.

D AND F STEELS LEVEL CROSSING

NOTE These instructions remain as printed.

Page 365

STOURTON FREIGHTLINER TERMINAL**Delete and substitute :-**

1. The Terminal Supervisor is responsible for all rail movements within the terminal.
2. **Arriving Trains**
 - 2.1. Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain the whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.
 - 2.2. After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. **Departing Trains**
 - 3.1. Train crews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2. The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3. Authority for departure will be given by the Terminal Overseer. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS - continued

Page 378 (page ND92)

LEEDS WORTLEY JN. TO HARROGATE

HORSFORTH AND ARTHINGTON

Delete heading and all amendments shown in ND23D and substitute:-

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL - General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds, must appoint a pilotman who must accompany every train working Up trains on the Up line and Down trains on the Down line. (31D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Trains from Leeds direction terminating, or delayed at Harrogate Station.

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached. (31D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the Note on page 135. (MO.45/1314 (31D))

WORKING MANUAL FOR RAIL STAFF BR.30054/3 (PINK PAGES)

Certain sections/pages of the above publication will be re-issued dated July 1981. Considerable revision to the flask emergency procedures instructions has been made, in essence combining the arrangements, instead of the previous separate procedures for CEGB, SSEB and other flask traffic. These revised procedures should be operational on and from Monday 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) Loaded or discharged flask traffic

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train MUST NOT proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap the answer Can't Tell should be given.

- | | |
|--|---------------------|
| (a) Is there any fire near the flask? | Yes/ No/ Can't Tell |
| (b) Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/ No/ Can't Tell |
| (c) Is there any visible damage to the flask or its cover if fitted? | Yes/ No/ Can't Tell |
| (d) Is there any evidence of displacement of the Load? | Yes/ No/ Can't Tell |
| (e) Is the flask obviously tilted out of the normal upright position? | Yes/ No/ Can't Tell |
| (f) Is there any evidence of water leakage from the flask? | Yes/ No/ Can't Tell |
| (g) Are there any passenger or members of the public in the vicinity? | Yes/ No/ Can't Tell |
| (h) What is the wagon number and flask number? | |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in F3/15). Details of the procedure for obtaining priority on the Post Office telephone systems are given in F3/17.

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell the action to be taken is detailed in F/12-13

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency

F3/12

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**.
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**.
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF B.R.30054/3 – continued

7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that NAIR Stage II is therefore not required.

Where possible, the message should be confirmed by Telex with a minimum of delay.

Derailment or Damage to Wagon**F3/14**

In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see **F3/16**).

1. There is a "NUCLEAR FLASK WAGON INCIDENT".
2. **NAME** of railway control office reporting.
3. **LOCATION** of incident, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION.**
5. **DETAILS** of incident including the answers to questions in **F3/9** in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate Nuclear Establishment has been notified and that NAIR Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No.27856 answer code CEGB NC G).

F3/15**POST OFFICE TELEPHONE NUMBERS****RAILWAY CONTROL OFFICE**

(* indicates ex-directory number for emergency use only)

Eastern Region

LONDON (Liverpool Street) : 01-247-1292*

LONDON (Kings Cross) : 01-388-0642*

CAMBRIDGE:(0223) 51370*

NORWICH : (0603) 23382*

DONCASTER : (0302) 66978*

LEEDS : (0532) 442608*

NEWCASTLE : (0632) 22334*

SHEFFIELD : (0742) 26080*

YORK : (0904) 53357*

Midland Region

BIRMINGHAM : 021-643-6368*

PRESTON : (0772) 55707*

CREWE : (0270) 55915*

MANCHESTER : 061-236-6550*

LIVERPOOL : 051-709-4627*

STOKE : (0782) 45339*

LONDON (Euston) : 01-387-8110*

NOTTINGHAM : (0602) 42936*

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

Scottish Region

GLASGOW : 041-332-1700*

INVERNESS : (0463) 30961 ext.8284

Southern Region

BECKENHAM : 01-650-0441* or 0510*

LONDON (Croydon) : 01-686-7071* or 7072*

LONDON (Waterloo) : 01-928-2240*

WIMBLEDON : 01-947-2208*

Western Region

CARDIFF : (0222) 499811, ext, 2299

LONDON (Paddington) : 01-262 7593*

READING : (0734) 53589*

BRISTOL : (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below :-

for England and Wales notify :-

CEGB - Alert Centre

01 - 928 4210* or

01 - 248 6549*

* indicates that ex-directory number for emergency only to be rung in order shown if first number unobtainable.

for Scotland notify :-

SSEB Hunterston, Strathclyde

Fairlie (047-556) 561 or

West Kilbride (029 482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify :-

BNFL, Chapelcross Works

Annan (04612) 2835/6/7/8

F3/17**POST OFFICE PRIORITY CALLS**

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority bases using one of the following phrases :

- (a) "A distress call to-----", which indicates that the call is of utmost importance - a matter of life and death.
- (b) "A civil urgent call to-----", indicating that the call must be connected as quickly as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

WHITE PAGES - PART 6

Clause B 2/3

Amend to read :-

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as H for load calculations, but as L for brake force if it is a fitted wagon and is to be included in the total brake force of the train."

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

Scottish Region

GLASGOW : 041-332-1700*

INVERNESS : (0463) 30961 ext.8284

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BECKENHAM : 01-650-0441* or 0510*

LONDON (Croydon) : 01-686-7071* or 7072*

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(31D)

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.

USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

★NOTE :

Incidents of coal spillage continue to arise during loading and discharging due to Drivers attempting to control their trains by means of the locomotive brake only.

At continuous loading and discharging terminals, Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 18

GRIMETHORPE COLLIERY

Delete instructions and substitute :--

1. Upon arrival of a train at signal 1, the Guard must alight and proceed to the emergency switch at the bunker.
 2. The loading signals will then be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 1 is cleared the train must proceed at maximum speed of 3m.p. for tare weighing.
 3. The train will be stopped by the loading signal with the four rear wagons beneath the bunker, for loading whilst stationary.
 4. The train will then be authorised to propel and must not exceed a speed of ½m.p.h., to complete loading and it must be stopped when clear of the weighbridge, after which the loading signals will be switched out and the train documents handed to the Guard.
 5. During tare weighing and loading, the Guard must remain at the emergency switch to restore the special loading signals to the "Stop Immediately" aspect in case of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
 6. When the train is ready to depart, it must be propelled clear of signal 3 to enable the locomotive to run round.
-

MISCELLANEOUS NOTICES

KELLINGLEY COLLIERY

In connection with the building of rapid loading facilities at the Colliery the existing tracks are being remodelled and all trains should keep a sharp look out for any obstructions.

KNOTTINGLEY SOUTH JN. AND WEST JN.

Scaffolding has been erected at 58m. 48ch. and is restricting clearance on the Down and Up. Drivers must not put their heads out of the cab.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
17 JULY, 1981

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*

****** With effect from 10 00 Monday 3 August the Down and Up PSR's of 50 m.p.h. between Royston Jn. and Jakenshaw South Jn. (181m. 70ch. and 182m. 5ch.) will be REDUCED to 40 m.p.h... (31D)

****** With effect from 10 00 on Monday 3 August a PSR of 40 m.p.h. will apply on the Up and Down direction between Bramhope Tunnel and Wescoehill Tunnel (9m. 56ch. and 9m. 60ch.) (31D)

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 2 AUGUST : DONCASTER STATION**

The Down Platform Loop Starting signal D291, at present a straight post colour light signal located on the right hand side of the line at the north end of Platform 8, will be replaced by a left hand overhead gantry signal located 15 yards north of Platform 8 ramp. The routes and indications exhibited by the signal will not be altered. (34)

SUNDAY 2 AUGUST : DONCASTER STATION

Bay Platform 6 Starting signal D287 will be moved 37 yards north of the present position, and will be located on the right hand side of the line at the north end of the platform ramp. (34)

DETAILS OF WORK ALREADY CARRIED OUT**SUDFORTH LANE**

The signalling in the area has been modified and certain ground position light signals have been abolished or replaced by new colour light signalling.

Alterations to Existing Signalling**Down Goole Signal SL445**

The stencil route indicator has been abolished and new Junction Indicator arms Nos.1 and 2 have been provided. This signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	Junction Indicator Position "2"	Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	-	Down Goole SL457 signal.
Sub.	-	Down Siding

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT -- continued

SUDFORTH LANE -- continued

Up Goole Signal SL464

Junction Indicator arms "4" and "5" have been provided on this signal and the signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	-	Up Goole SL456 signal.
Main	Junction Indicator Position "4"	Departure line SL453 signal.
Main	Junction Indicator Position "5"	Arrival line SL452 signal.
Sub.	-	Down siding.

New Colour Light Signals -- SL -- Sudforth Lane

Signal No.	Line	Aspect		Route Indication	Application to or towards
		M	S		
SL452	Arrival Line	M	S	"H"	Up Goole SL444 Spur
SL453	Departure Line	M	S	"H"	Up Goole SL444 Spur
SL458	Arrival Line	M	S		Down Goole SL465 Down Siding
SL459	Departure Line	M	S		Down Goole SL465 Down Siding

Alterations to Ground Position Light Signals

Signal No.447 applying - Down Goole to Up Goole has been repositioned 100 yards further from the signal box.

The route indications on Down Sidings signal 454 have been altered to read as follows :-

Indication	Application to or Towards
"M"	Up Goole
"H"	Spur

N.C.B. Line 1 signal 449 applies towards Arrival Line SL458 signal or to Departure Line SL459 signal.

N.C.B. line 2 signal No.448 has been renumbered 460 and applies towards Arrival line SL458 signal or to Departure line SL459 signal.

Arrival line signal R452 will be cleared when SL452 signal is showing a proceed aspect.

Departure line signal R453 will be cleared when SL453 is showing a proceed aspect.

Automatic Warning System

An Inductor has been provided immediately after passing Arrival line signal SL458 and immediately after passing Departure line SL459 signal. These Inductors are operative for movements from the signals in the Down Direction only.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GASCOIGNE WOOD AND SELBY**

A new trailing connection has been provided in the Down Main line at 2m. 73ch.

This connection is operated by a 2-lever ground frame released by padlock key obtained from Thorpe Gates gate box.

Telephone communication has been provided between the ground frame and Gascoigne Wood signal box. (33)

FERRYBRIDGE POWER STATION

Up C E G B. (Outgoing) Line 3-aspect signal (FB10), applying towards Up Main or to Down Main has been re-positioned 14 yards further from Ferrybridge signal box (32)

BURTON AGNES

The Down and Up Main Starting Signals have been abolished (32)

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops (32)

*** * HUDDERSFIELD**

The lay out at the East end of the stations has been remodelled with the following alterations: –

The trailing points in the Down Main (No.340) have been re-positioned 90 yards further from the signal-box.

Ground position light signal No.79 applying from Down Main towards No.85 ground position light signal to Platforms No.6 or 8, or towards No.88 ground position light signal has been repositioned 90 yards further from the signal box.

The route to Platforms No.6 and 8, from Up Main (signal HU77) has been restored.

The connection between the Down Goods and the Down Main has been re-instated |

Ground position light signal No.82 reading Shunting Line to 88 Signal or to Down Sidings has been re-positioned 45 yards further from the Signal Box. (31)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 33

DONCASTER BLACK CARR JN. TO BERWICK
Clifton

★ Delete:—

10 Up Main to Down
Main via 551B and
551A points at 0m.
31ch. (w.e.f. 09 00 3.8.81)INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID
LOADING COLLIERIES : B.R. 30059/5.

Page 4 (Supp. Optg. Insts. Page 158)

★ Add:—

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:—

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
 - (b) 30 wagons, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.



NS

EASTERN REGION

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 AUGUST

TO

FRIDAY 14 AUGUST 1981

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.

SECTIONS B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
HULL PARAGON STATION TO SEAMER WEST		
SUNDAY 9 AUGUST		
189 Walton Street LC and Cottingham North LC	Down and Up BLOCKED	00 01 to 10 00. Track maintenance 3m 62ch and 3m 64ch. Crane and mechanical equipment in use. Possession to be given up for passage of trains.
190 Beverley Parks	All	08 00 to 16 00. Signalling work.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 AUGUST – KIRKSTALL JUNCTION

The facing points – Up Goods Loop to C.E.G.B. works siding will be secured out of use in the normal position pending removal.

The following signals will be abolished:–

Up Goods Loop Home with Up Goods Loop Home to C.E.G.B. Works siding (left-hand bracket).

Disc (bottom of 2) – set back Up Goods Loop to Up Main "LIMIT OF SHUNT".

Up Main "LIMIT OF SHUNT" indicator.

(35)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER STATION

The Down Platform Loop Starting signal D291, at present a straight post colour light signal located on the right hand side of the line at the north end of Platform 8, has been replaced by a left hand overhead gantry signal located 15 yards north of Platform 8 ramp. The routes and indications exhibited by the signal have not been altered.

(34)

DONCASTER STATION

Bay Platform 6 Starting signal D287 has been moved 37 yards north of the present position, and is located on the right hand side of the line at the north end of the platform ramp.

(34)

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

SUDFORTH LANE

The signalling in the area has been modified and certain ground position light signals have been abolished or replaced by new colour light signalling.

Alterations to Existing Signalling

Down Goole Signal SL445

The stencil route indicator has been abolished and new Junction Indicator arms Nos.1 and 2 have been provided. This signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	Junction Indicator Position "2"	Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	-	Down Goole SL457 signal.
Sub.	-	Down Siding

Up Goole Signal SL464

Junction Indicator arms "4" and "5" have been provided on this signal and the signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	-	Up Goole SL456 signal.
Main	Junction Indicator Position "4"	Departure line SL453 signal.
Main	Junction Indicator Position "5"	Arrival line SL452 signal.
Sub.	-	Down siding.

New Colour Light Signals - SL - Sudforth Lane

Signal No.	Line	Aspect		Route Indication	Application to or towards
		M = Main	S = Sub		
SL452	Arrival Line	M	S	"H"	Up Goole SL444 Spur
SL453	Departure Line	M	S	"H"	Up Goole SL444 Spur
SL458	Arrival Line	M	S		Down Goole SL465 Down Siding
SL459	Departure Line	M	S		Down Goole SL465 Down Siding

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SUDFORTH LANE - continued

Alterations to Ground Position Light Signals

Signal No.447 applying - Down Goole to Up Goole has been repositioned 100 yards further from the signal box.

The route indications on Down Sidings signal 454 have been altered to read as follows :-

Indication	Application to or Towards
"M"	Up Goole
"H"	Spur

N.C.B. Line 1 signal 449 applies towards Arrival Line SL458 signal or to Departure Line SL459 signal.

N.C.B. line 2 signal No.448 has been renumbered 460 and applies towards Arrival line SL458 signal or to Departure line SL459 signal.

Arrival line signal R452 will be cleared when SL452 signal is showing a proceed aspect.

Departure line signal R453 will be cleared when SL453 is showing a proceed aspect.

Automatic Warning System

An Inductor has been provided immediately after passing Arrival line signal SL458 and immediately after passing Departure line SL459 signal. These Inductors are operative for movements from the signals in the Down Direction only.

(33)

BETWEEN GASCOIGNE WOOD AND SELBY

A new trailing connection has been provided in the Down Main line at 2m. 73ch.

This connection is operated by a 2-lever ground frame released by padlock key obtained from Thorpe Gates gate box.

Telephone communication has been provided between the ground frame and Gascoigne Wood signal box.

(33)

*** * FERRYBRIDGE POWER STATION**

Up C.E.G.B. (Outgoing) Line 3-aspect signal (FB10), applying towards Up Main or to Down Main has been re-positioned 14 yards further from Ferrybridge signal box.

(32)

*** * BURTON AGNES**

The Down and Up Main Starting Signals have been abolished.

(32)

*** * SOWERBY BRIDGE WEST**

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops.

(32)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 33

DONCASTER BLACK CARR JN. TO BERWICK
Clifton

Delete:—

10 Up Main to Down
Main via 551B and
551A points at 0m.
31ch.

LOCAL INSTRUCTIONS

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

★

Add:—

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows:—

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.
2. The following conditions must be observed.
 - (a) Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
 - (b) When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
 - (c) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.
3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

SECTIONS B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH		
FRIDAY 21 AUGUST		
189 Dairycoates West and Hessele Road Jn.	Down and Up BLOCKED	00 01 to 06 00. Track maintenance 0m. 0ch. and 0m. 54ch. Mechanical equipment in use. Possession to be given up for passage of Light Engines.

HESSLE ROAD JN. TO ALEXANDRA DOCK**WEDNESDAY 19 and THURSDAY 20 AUGUST**

190 Springbank North Jn. and Bridges Jn.	Down and Up BLOCKED	17 00 to 23 00 daily. Track maintenance 2¼ and ½m.p. Mechanical equipment in use. Possession to be given up for passage of Light Engines
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SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 16 AUGUST - DONCASTER DECOY NORTH JN.**

The Ground Position Light signal D145 applying from No.5 Reception Siding at the North end will be temporarily re-positioned 15 yards further south.

The telephone associated with D1415 and D1417 signals will be repositioned adjacent to D1417 signal and will apply to that signal only. An additional telephone for D1415 signal will be provided, sited between No.5 reception siding and the Down Flyover. (36)

SUNDAY 16 AUGUST - DONCASTER - SKELLOW JUNCTION AREA

Skellow Junction signal box will be abolished.

Skellow Junction, Carcroft Junction, Adwick Junction (re-modelled), Castle Hills North Junction, Castle Hills South Junction, Castle Hills West Junction, also Brodsworth Colliery Branch and all associated signalling will be brought under the control of Doncaster.

The Track Circuit Block Regulations will apply between Leeds and Doncaster signal boxes (and on the Brodsworth Colliery Branch).

All signal numbers on the Down and Up Leeds lines (at present prefixed "S") will be replated with "DS" prefixes.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 16 AUGUST – DONCASTER – SKELLOW JUNCTION AREA – continued****Between Applehurst Junction and Skellow Junction**

Down Skellow S729, S731 and S733 will be replated with "D" prefixes.

Between Carcroft Junction and Skellow Junction

Down Carcroft signal S742 will be replated D742. Up Carcroft signal S108 will be replated DS108.

Between Skellow Junction and Adwick Junction

The lines will be renamed Down and Up Skellow.

Adwick Junction

The Junction between the Down and Up Leeds lines and Down and Up Skellow lines will be remodelled to form a single lead junction.

Down Skellow signal S107 will be replaced 100 yards further from the Junction by a new 3-aspect signal plated D735 which will apply – Down Skellow to Down Leeds via the single lead.

A new ground position light signal (No.1164), applying – set back – Down Leeds to Up Skellow or to Up Leeds will be provided.

Skellow Junction

Up Skellow S744 signal will be replated D744.

All signal post telephones on the above mentioned signals will communicate with Doncaster. (36)

SUNDAY 16 AUGUST – BETWEEN MARSDEN AND SPRINGWOOD JUNCTION

The Up Main line, between 19m. 20ch. and 20m. 50ch., will be realigned 7 yards further to the left. The Up Main will then be 8ft. left of the Marsden Up Distant signal which will remain on the same site at the right-hand side of the realigned Up Main. (36)

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

The facing points – Up Goods Loop to C.E.G.B. works siding have been secured out of use in the normal position pending removal.

The following signals have been abolished :-

Up Goods Loop Home with Up Goods Loop Home to C.E.G.B. Works siding (left-hand bracket).

Disc (bottom of 2) – set back Up Goods Loop to Up Main "LIMIT OF SHUNT".

Up Main "LIMIT OF SHUNT" indicator. (35)

DONCASTER STATION

The Down Platform Loop Starting signal D291, at present a straight post colour light signal located on the right hand side of the line at the north end of Platform 8, has been replaced by a left hand overhead gantry signal located 15 yards north of Platform 8 ramp. The routes and indications exhibited by the signal have not been altered. (34)

DONCASTER STATION

Bay Platform 6 Starting signal D287 has been moved 37 yards north of the present position, and is located on the right hand side of the line at the north end of the platform ramp. (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SUDFORTH LANE

The signalling in the area has been modified and certain ground position light signals have been abolished or replaced by new colour light signalling.

Alterations to Existing Signalling**Down Goole Signal SL445**

The stencil route indicator has been abolished and new Junction Indicator arms Nos.1 and 2 have been provided. This signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	Junction Indicator Position "2"	Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	—	Down Goole SL457 signal.
Sub.	—	Down Siding

Up Goole Signal SL464

Junction Indicator arms "4" and "5" have been provided on this signal and the signal now applies as follows :-

Aspect	Route or Junction Indication	Application to or Towards
Main	—	Up Goole SL456 signal.
Main	Junction Indicator Position "4"	Departure line SL453 signal.
Main	Junction Indicator Position "5"	Arrival line SL452 signal.
Sub.	—	Down siding.

New Colour Light Signals – SL – Sudforth Lane

Signal No.	Line	Aspect		Application to or towards
		M = Main S = Sub	Route Indication	
SL452	Arrival Line	M S	"H"	Up Goole SL444 Spur
SL453	Departure Line	M S	"H"	Up Goole SL444 Spur
SL458	Arrival Line	M S		Down Goole SL465 Down Siding
SL459	Departure Line	M S		Down Goole SL465 Down Siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SUDFORTH LANE – continued

Alterations to Ground Position Light Signals

Signal No.447 applying – Down Goole to Up Goole has been repositioned 100 yards further from the signal box.

The route indications on Down Sidings signal 454 have been altered to read as follows :-

Indication	Application to or Towards
"M"	Up Goole
"H"	Spur

N.C.B. Line 1 signal 449 applies towards Arrival Line SL458 signal or to Departure Line SL459 signal.

N.C.B. line 2 signal No.448 has been renumbered 460 and applies towards Arrival line SL458 signal or to Departure line SL459 signal.

Arrival line signal R452 will be cleared when SL452 signal is showing a proceed aspect.

Departure line signal R453 will be cleared when SL453 is showing a proceed aspect.

Automatic Warning System

An Inductor has been provided immediately after passing Arrival line signal SL458 and immediately after passing Departure line SL459 signal. These Inductors are operative for movements from the signals in the Down Direction only. (33)

** BETWEEN GASCOIGNE WOOD AND SELBY

A new trailing connection has been provided in the Down Main line at 2m. 73ch.

This connection is operated by a 2-lever ground frame released by padlock key obtained from Thorpe Gates gate box.

Telephone communication has been provided between the ground frame and Gascoigne Wood signal box. (33)

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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 24 (Page 14 Supp. Optg. Insts.)

DONCASTER BLACK CARR JN. TO BERWICK

★	Amend 6th line speed				70	Up Slow/Down Loco/Up East Slow between Marshgate Jn., north of (156m. 42ch.) and Loversall Carr (151m. 79ch.) (w.e.f. 14 00 Monday 17 August) (40D)	
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Page 27 (Page 17 Supp. Optg. Insts.)

Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch.

★	Delete:-				15	15 Up Slow 156m. 22ch. and 155m. 72ch. (w.e.f. 14 00 Monday 17 August) (40D)	
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Between Doncaster and Marshgate Jn. South

★	Add:-				15	Slow line 156m. 8ch. and 155m. 65ch.	
					50	Slow line 156m. 20ch. and 156m. 8ch. (w.e.f. 14 00 Monday 17 August) (40D)	

Page 27 (Page 18 Supp. Optg. Insts.)

★	Delete:-	Marshgate Jn. South	156.26	25		To Thome line.	
		Marshgate Jn. North (see page 82)	156.29	60		To Leeds line 156m. 29ch. and 156m. 72ch.	
					40	To and over Up Slow 156m. 42ch. and 156m. 22ch.	
					100	Main/Fast 156m. 53ch. and 155m. 55ch. (w.e.f. 14 00 Monday 17 August) (40D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 27 (Page 18 Supp. Optg. Insts.) - continued

★	Add:-	Marshgate Jn. (see page 82 and Southern Area Appendix pages 54 and 191)	156.28	60	To Leeds line 156m. 28ch. and 156m. 72ch.	
					25 Up Slow to Thorne line 0m. 3ch. and 0m. 21ch.	
					100 Main/Fast line 156m. 53ch. and 155m. 55ch.	
					(w.e.f. 14 00 Monday 17 August) (40D)	

Page 33

DONCASTER BLACK CARR JN. TO BERWICK
Clifton

	Delete:-				10 Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
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Page 82 (Page 49 Supp. Optg. Insts.)

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.
Between Dock Hills LC and Bentley LC

★	Amend:-				60 156m. 72ch. and 156m. 28ch.	(w.e.f. 14 00 Monday 17 August) (40D)
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Page 267

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

Signal Box	Movement	See Special Instruction on Page
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STAINFORTH JN. TO SKELLOW ADWICK JN.

★	Amend item:					
	Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings		351		(w.e.f. 16.8.81) (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

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

★ Amend reference to :
"Signalman at Skellow Jn." to read "Signalman at Doncaster".

"Branch Lines" to read "Carcroft Lines".

"Main Lines" to read "Skellow Lines".

2. Procedure : Removal of Discharged Train via Up Branch Line

item (e)

★ Amend "No. 33 shunting signal" to read "No. 1157 shunting signal".

item (f)

★ Amend "Signal box" to read "Skellow – relay room".

(All w.e.f. 16.8.81) (40D)

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

Add:—

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows:—

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.

2. The following conditions must be observed.

- Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
- When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
- During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.

3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

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 4 (Supp. Optg. Insts. Page 158)

Add:-

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
 - (b) 30 wagons, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh - 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke to N.C.B. Immingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.

32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.

30 wagons from Thrislington

15 wagons from Redmire

(40D)

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
7 AUGUST, 1981*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
HESSLE ROAD JN. TO ALEXANDRA DOCK		
WEDNESDAY/THURSDAY 26/27 AUGUST		
186 Hesse Road and Springbank North Jn.	Down and Up BLOCKED	17 30 to 23 30. Track maintenance 0m. 10ch. and 4m. 21ch. Mechanical equipment in use. Possession to be given up for passage of locomotives.

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 AUGUST - BETWEEN FARNLEY BRANCH JUNCTION AND MORLEY

The catchpoints in the Up Huddersfield line at 39m 50ch, 675 yards before reaching U39 signal and at 38m 74ch, 560 yards before reaching Morley signal No.20, will be secured out of use pending replacement by plain line. (37)

SUNDAY 23 AUGUST - WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION

Normal double line working in accordance with the absolute block regulations will be resumed.

All signalling will be reinstated as hitherto.

The "30" MGR notice board and associated bell will be repositioned 70 yards nearer to Woolley Coal Sidings signal box than its former position. (37)

SUNDAY 23 AUGUST - ROYSTON JUNCTION

The ground disc signal applying set back Down Goods to Up Goods will be repositioned 13 yards nearer to the signal box. (37)

SUNDAY 23 AUGUST - FERRYBRIDGE "C" POWER STATION

The facing points at the outlet of Hopper line "1" will be secured out of use in the reverse position pending removal and replacement by plain line for through running towards Up C.E.G.B. line. (37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****WEDNESDAY 26 AUGUST – GASCOIGNE WOOD**

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

Shunt line to South Group sidings
Shunt line to North Group sidings

The following signals will be abolished :-

Shunt line to Goods sidings or North Group sidings **OR** South Group sidings
South Group sidings to Shunt line
North Group sidings to Shunt line
Goods sidings to Shunt line
Down sidings to Down Receptions

(37)

DETAILS OF WORK ALREADY CARRIED OUT**CLAYTON WEST – PARK MILL COLLIERY SIDINGS**

Park Mill Colliery Siding has been secured out of use pending removal.

(New Item) (37)

DONCASTER DECOY NORTH JN. – THIS WORK NOT CARRIED OUT**DONCASTER – SKELLOW JUNCTION AREA**

Skellow Junction signal box has been abolished.

Skellow Junction, Carcroft Junction, Adwick Junction (re-modelled), Castle Hills North Junction, Castle Hills South Junction, Castle Hills West Junction, also Brodsworth Colliery Branch and all associated signalling have been brought under the control of Doncaster.

Track Circuit Block Regulations apply between Leeds and Doncaster signal boxes (and on the Brodsworth Colliery Branch).

All signal numbers on the Down and Up Leeds lines (at present prefixed "S") have been replated with "DS" prefixes.

Between Applehurst Junction and Skellow Junction

Down Skellow S729, S731 and S733 have been replated with "D" prefixes.

Between Carcroft Junction and Skellow Junction

Down Carcroft signal S742 have been replated D742. Up Carcroft signal S108 have been replated DS108.

Between Skellow Junction and Adwick Junction

The lines have been renamed Down and Up Skellow.

Adwick Junction

The Junction between the Down and Up Leeds lines and Down and Up Skellow lines have been remodelled to form a single lead junction.

Down Skellow signal S107 have been replaced 100 yards further from the Junction by a new 3-aspect signal plated D735 which will apply – Down Skellow to Down Leeds via the single lead.

A new ground position light signal (No.1164), applying – set back – Down Leeds to Up Skellow or to Up Leeds has been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER – SKELLOW JUNCTION AREA – continued****Skellow Junction**

Up Skellow S744 signal has been replated D744.

All signal post telephones on the above mentioned signals communicate with Doncaster. (36)

BETWEEN MARSDEN AND SPRINGWOOD JUNCTION

The Up Main line, between 19m. 20ch. and 20m. 50ch. has been realigned 7 yards further to the left. The Up Main will then be 8ft. left of the Marsden Up Distant signal which will remain on the same site at the right-hand side of the realigned Up Main. (36)

KIRKSTALL JUNCTION

The facing points – Up Goods Loop to C.E.G.B. works siding have been secured out of use in the normal position pending removal.

The following signals have been abolished :-

Up Goods Loop Home with Up Goods Loop Home to C.E.G.B. Works siding (left-hand bracket).

Disc (bottom of 2) – set back Up Goods Loop to Up Main "LIMIT OF SHUNT".

Up Main "LIMIT OF SHUNT" indicator. (35)

**** DONCASTER STATION**

The Down Platform Loop Starting signal D291, at present a straight post colour light signal located on the right hand side of the line at the north end of Platform 8, has been replaced by a left hand overhead gantry signal located 15 yards north of Platform 8 ramp. The routes and indications exhibited by the signal have not been altered. (34)

**** DONCASTER STATION**

Bay Platform 6 Starting signal D287 has been moved 37 yards north of the present position, and is located on the right hand side of the line at the north end of the platform ramp. (34)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 24 (Page 14 Supp. Optg. Insts.)

DONCASTER BLACK CARR JN. TO BERWICK

Amend 6th line speed:—

70 Up Slow/Down
Loco/Up East
Slow between
Marshgate Jn.,
north of (156m.
42ch.) and
Loversall Carr
(151m. 79ch.)
(w.e.f. 14 00 Monday 17 August) (40D)

Page 27 (Page 17 Supp. Optg. Insts.)

Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch.

Delete:—

15 15 Up Slow 156m.
22ch. and 155m.
72ch.
(w.e.f. 14 00 Monday 17 August) (40D)

Between Doncaster and Marshgate Jn. South

Add:—

15 Slow line 156m.
8ch. and 155m.
65ch.
50 Slow line 156m.
20ch. and 156m.
8ch.
(w.e.f. 14 00 Monday 17 August) (40D)

Page 27 (Page 18 Supp. Optg. Insts.)

Delete:—

Marshgate Jn. South 156.26 25

To Thome line.

Marshgate Jn. North 156.29 60
(see page 82)To Leeds line
156m. 29ch. and
156m. 72ch.40 To and over Up
Slow 156m. 42ch.
and 156m. 22ch.100 Main/Fast
156m. 53ch. and
155m. 55ch.

(w.e.f. 14 00 Monday 17 August) (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 27 (Page 18 Supp. Optg. Insts.) - continued

Add:-

Marshgate Jn.
 (see page 82 and
 Southern Area Appendix
 pages 54 and 191)

156.28

60

To Leeds line
 156m. 28ch. and
 156m. 72ch.

25 Up Slow to
 Thome line 0m.
 3ch. and 0m. 21ch.

100 Main/Fast line
 156m. 53ch. and
 155m. 55ch.

(w.e.f. 14 00 Monday 17 August) (40D)

Page 33

DONCASTER BLACK CARR JN. TO BERWICK

Clifton

Delete:-

10 Up Main to Down
 Main via 551B and
 551A points at 0m.
 31ch.

(40D)

Page 82 (Page 49 Supp. Optg. Insts.)

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Between Dock Hills LC and Bentley LC

Amend:-

60 156m. 72ch. and
 156m. 28ch.

(w.e.f. 14 00 Monday 17 August) (40D)

Page 267

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

Signal Box	Movement	See Special Instruction on Page
STAINFORTH JN. TO SKELLOW ADWICK JN.		
Amend item:		
Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings	351 (w.e.f. 16.8.81) (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

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

Amend reference to :

"Signalman at Skellow Jn." to read "Signalman at Doncaster".

"Branch Lines" to read "Carcroft Lines".

"Main Lines" to read "Skellow Lines".

2. Procedure : Removal of Discharged Train via Up Branch Line

item (e)

Amend "No. 33 shunting signal" to read "No. 1157 shunting signal".

item (f)

Amend "Signal box" to read "Skellow – relay room".

(All w.e.f. 16.8.81) (40D)

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

Add:–

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows:–

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.

2. The following conditions must be observed.

- (a) Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
- (b) When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
- (c) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.

3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

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 4 (Supp. Optg. Insts. Page 158)

Add:-

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
 - (b) 30 wagons except Fiddler's Ferry if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke to N.C.B. Immingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.

32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.

30 wagons from Thrislington

15 wagons from Redmire

(40D)

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
14 AUGUST, 1981

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

35/36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 AUGUST

TO

FRIDAY 11 SEPTEMBER 1981

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.

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 SEPTEMBER – ROYSTON JUNCTION

The ground disc signals applying – Up Siding No.2 towards NCB Full Sidings and from NCB Full Sidings towards Up Siding No.2 will be abolished. (39)

SUNDAY 6 SEPTEMBER – LEEDS PARCELS CONCENTRATION DEPOT

The Parcels Area Control Cabin will be abolished and all points worked therefrom will become hand-operated.

Alterations to Signalling

Arriving trains will enter the Parcels Concentration Depot via the 'Parcels Reception' line only and depart via 'Parcels Area' line (L96 Signal).

Ground position light signal No.L97 – reading to Parcels Reception; Parcels Area; or L103 signal will now read to Parcels Reception or L103 signal only.

Route Indication 'P' will no longer be displayed on Up Shipley Fast signal L91; Up Shipley Slow Signal L92 and Down Normanton Signal L93 and these signals no longer apply towards the Parcels Area.

The following ground position light signals will be abolished:–

- PD17 – Exit from Parcels Docks/3 and 4 Reception
- PD18 – Exit from 1 and 2 Reception lines

(39)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN FARNLEY BRANCH JUNCTION AND MORLEY

The catchpoints in the Up Huddersfield line at 39m. 50ch. 675 yards before reaching U39 signal and at 38m. 74ch., 560 yards before reaching Morley signal No.20, have been secured out of use pending replacement by plain line. (37)

WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION

Normal double line working in accordance with the absolute block regulations has been resumed.

All signalling has been reinstated as hitherto.

The "30" MGR notice board and associated bell have been repositioned 70 yards nearer to Wooley Coal Sidings signal box than its former position. (37)

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

The ground disc signal applying set back Down Goods to Up Goods has been repositioned 13 yards nearer to the signal box. (37)

FERRYBRIDGE "C" POWER STATION

The facing points at the outlet of Hopper line "1" have been secured out of use in the reverse position pending removal and replacement by plain line for through running towards Up C.E.G.B. line. (37)

GASCOIGNE WOOD

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

Shunt line to South Group sidings
Shunt line to North Group sidings

The following signals have been abolished:–

Shunt line to Goods sidings or North Group sidings **OR** South Group sidings
South Group sidings to Shunt line
North Group sidings to Shunt line
Goods sidings to Shunt line
Down sidings to Down Receptions (37)

CLAYTON WEST – PARK MILL COLLIERY SIDINGS

Park Mill Colliery Siding has been secured out of use. (37)

*** * DONCASTER – SKELLOW JUNCTION AREA**

Skellow Junction signal box has been abolished.

Skellow Junction, Carcroft Junction, Adwick Junction (re-modelled), Castle Hills North Junction, Castle Hills South Junction, Castle Hills West Junction, also Brodsworth Colliery Branch and all associated signalling have been brought under the control of Doncaster.

Track Circuit Block Regulations apply between Leeds and Doncaster signal boxes (and on the Brodsworth Colliery Branch.

All signal numbers on the Down and Up Leeds lines (at present prefixed "S") have been replated with "DS" prefixes.

Between Applehurst Junction and Skellow Junction

Down Skellow S729, S731 and S733 have been replated with "D" prefixes.

Between Carcroft Junction and Skellow Junction

Down Carcroft signal S742 have been replated D742. Up Carcroft signal S108 have been replated DS108.

Between Skellow Junction and Adwick Junction

The lines have been renamed Down and Up Skellow.

**** DONCASTER - SKELLOW JUNCTION AREA - continued**

Adwick Junction

The Junction between the Down and Up Leeds lines and Down and Up Skellow lines have been remodelled to form a single lead junction.

Down Skellow signal S107 have been replaced 100 yards further from the Junction by a new 3-aspect signal plated D735 which will apply - Down Skellow to Down Leeds via the single lead.

A new ground position light signal (No.1164), applying - set back - Down Leeds to Up Skellow or to Up Leeds has been provided.

Skellow Junction

Up Skellow S744 signal has been replated D744.

All signal post telephones on the above mentioned signals communicate with Doncaster. (36)

**** BETWEEN MARSDEN AND SPRINGWOOD JUNCTION**

The Up Main line, between 19m. 20ch. and 20m. 50ch. has been realigned 7 yards further to the left. The Up Main will then be 8ft. left of the Marsden Up Distant signal which will remain on the same site at the right-hand side of the realigned Up Main. (36)

**** KIRKSTALL JUNCTION**

The facing points - Up Goods Loop to C.E.G.B. works siding have been secured out of use in the normal position pending removal.

The following signals have been abolished :-

Up Goods Loop Home with Up Goods Loop Home to C.E.G.B. Works siding (left-hand bracket).

Disc (bottom of 2) - set back Up Goods Loop to Up Main "LIMIT OF SHUNT".

Up Main "LIMIT OF SHUNT" indicator. (35)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

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

Amend reference to :

"Signalman at Skellow Jn." to read "Signalman at Doncaster".

"Branch Lines" to read "Carcroft Lines".

"Main Lines" to read "Skellow Lines".

2. Procedure : Removal of Discharged Train via Up Branch Line

item (e)

Amend "No. 33 shunting signal" to read "No. 1157 shunting signal".

item (f)

Amend "Signal box" to read "Skellow – relay room".

(40D)

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

Add:–

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows :–

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.
2. The following conditions must be observed.
 - (a) Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
 - (b) When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
 - (c) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.
3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

★ WORKING MANUAL FOR RAIL STAFF
BR. 30054/3 PINK

All concerned to note specially the following amendment to the above publication.

Section F Fire and Accidents involving Dangerous Goods, 3. Special Instruction C, Radio Active Substances, Clause F3/15, Post Office Telephone Number Railway Control Offices ER.

Amend NEWCASTLE to read (0632) 322334*.

MO.34.686D. (40D)

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 SEPTEMBER – FRYSTON**

The connection – Down Goods Loop to Down Main will be renewed 30 yds. nearer to the signal box.

The associated disc signal applying Down Main to Down Goods Loop will be re-positioned 22 yds. nearer to the signal box. (40)

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

The ground disc signals applying – Up Siding No.2 towards NCB Full Sidings and from NCB Full Sidings towards Up Siding No.2 have been abolished. (39)

LEEDS PARCELS CONCENTRATION DEPOT

The Parcels Area Control Cabin has been abolished and all points worked therefrom have become hand-operated.

Alterations to Signalling

Arriving trains will enter the Parcels Concentration Depot via the 'Parcels Reception' line only and depart via 'Parcels Area' line (L96 Signal).

Ground position light signal No.L97 – reading to Parcels Reception; Parcels Area; or L103 signal now reads to Parcels Reception or L103 signal only.

Route Indication 'P' is no longer displayed on Up Shipley Fast signal L91; Up Shipley Slow Signal L92 and Down Normanton Signal L93 and these signals no longer apply towards the Parcels Area.

The following ground position light signals have been abolished:—

PD17 – Exit from Parcels Docks/3 and 4 Reception

PD18 – Exit from 1 and 2 Reception lines

(39)

**** BETWEEN FARNLEY BRANCH JUNCTION AND MORLEY**

The catchpoints in the Up Huddersfield line at 39m. 50ch. 675 yards before reaching U39 signal and at 38m. 74ch. 560 yards before reaching Morley signal No.20, have been secured out of use pending replacement by plain line. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION

Normal double line working in accordance with the absolute block regulations has been resumed.

All signalling has been reinstated as hitherto.

The "30" MGR notice board and associated bell have been repositioned 70 yards nearer to Wooley Coal Sidings signal box than its former position. (37)

** ROYSTON JUNCTION

The ground disc signal applying set back Down Goods to Up Goods has been repositioned 13 yards nearer to the signal box. (37)

** FERRYBRIDGE "C" POWER STATION

The facing points at the outlet of Hopper line "1" have been secured out of use in the reverse position pending removal and replacement by plain line for through running towards Up C.E.G.B. line. (37)

** SASCOIGNE WOOD

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

Shunt line to South Group sidings
Shunt line to North Group sidings

The following signals have been abolished:-

Shunt line to Goods sidings or North Group sidings OR South Group sidings
South Group sidings to Shunt line
North Group sidings to Shunt line
Goods sidings to Shunt line
Down sidings to Down Receptions (37)

** CLAYTON WEST - PARK MILL COLLIERY SIDINGS

Park Mill Colliery Siding has been secured out of use. (37)

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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 24 (Page 14 Supp. Optg. Insts.)

DONCASTER BLACK CARR JN. TO BERWICK

Amend 6th line speed: -

70 Up Slow/Down
Loco/Up East
Slow between
Marshgate Jn.,
north of (156m.
42ch.) and
Loversall Carr
(151m. 79ch.)

(40D)

Page 27 (Page 17 Supp. Optg. Insts.)

Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch.

Delete: -

15 15 Up Slow 156m.
22ch. and 155m.
72ch.

(40D)

Between Doncaster and Marshgate Jn, South

Add: -

15 Slow line 156m.
8ch. and 155m.
65ch.

50 Slow line 156m.
20ch. and 156m.
8ch.

(40D)

Page 27 (Page 18 Supp. Optg. Insts.)

Delete: -

Marshgate Jn. South 156.26 25

To Thome line.

Marshgate Jn. North 156.29 60
(see page 82)To Leeds line
156m. 29ch. and
156m. 72ch.

40 To and over Up
Slow 156m. 42ch.
and 156m. 22ch.

100 Main/Fast
156m. 53ch. and
155m. 55ch.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 27 (Page 18 Supp. Optg. Insts.) - continued							
Add:-		Marshgate Jn. (see page 82 and Southern Area Appendix pages 54 and 191)	156	28	60	To Leeds line 156m. 28ch. and 156m. 72ch.	
					25	Up Slow to Thorne line 0m. 3ch. and 0m. 21ch.	
					100	Main/Fast line 156m. 53ch. and 155m. 55ch.	(40D)
Page 33							
DONCASTER BLACK CARR JN. TO BERWICK							
Clifton							
Delete:-					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 82 (Page 49 Supp. Optg. Insts.)							
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.							
Between Dock Hills LC and Bentley LC							
Amend:-					60	156m. 72ch. and 156m. 28ch.	(40D)

Page 267

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

Signal Box	Movement	See Special Instruction on Page
STAINFORTH JN. TO SKELLOW ADWICK JN.		
Amend item:		
Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings	351 (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

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

Amend reference to :

"Signalman at Skellow Jn." to read "Signalman at Doncaster".

"Branch Lines" to read "Carcroft Lines".

"Main Lines" to read "Skellow Lines".

2. Procedure : Removal of Discharged Train via Up Branch Line

item (e)

Amend "No. 33 shunting signal" to read "No. 1157 shunting signal".

item (f)

Amend "Signal box" to read "Skellow – relay room".

(40D)

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

Add:—

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows:—

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.
2. The following conditions must be observed.
 - (a) Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
 - (b) When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
 - (c) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.
3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

WORKING IN TO PARCELS AREA

★ Delete heading and item.

ADMITTING TRAINS TO LINES ALREADY OCCUPIED

★ Delete heading and item.

(Commencing 6 September 1981)

(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF
BR. 30054/3 PINK

All concerned to note specially the following amendment to the above publication.

Section F Fire and Accidents involving Dangerous Goods, 3. Special Instruction C, Radio Active Substances, Clause F3/15, Post Office Telephone Number Railway Control Offices ER.

Amend NEWCASTLE to read (0632) 322334*.

MO.34.686D. (40D)

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

Page 4 (Supp. Optg. Insts. Page 158)

Add:-

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
 - (b) 30 wagons except Fiddler's Ferry if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke to N.C.B. Immingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.

30 wagons from Thrislington
23 wagons from Redmire

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

* ★ DONCASTER DIESEL DEPOT

In connection with the Finningley Air Display on Saturday 19 September passenger trains will be using the Transfer line and the following will apply :-

No locomotive must leave Doncaster Diesel Depot towards the outlet signals without the permission of the Signalman. (37)

MP.32/NS

York
28 AUGUST, 1981

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 20 SEPTEMBER – WAKEFIELD (KIRKGATE) EAST**

The points leading from Up Goods to Granery Sidings will be abolished together with the associated signalling. (41)

SUNDAY 20 SEPTEMBER – KELLINGLEY COLLIERY (SUDFORTH LANE) RAPID LOADING FACILITIES

New rapid loading facilities, consisting of the Loading Bunkers, Arrival and Departure lines, together with the Position light (Toton) signals for controlling loading operations through the Bunker will be commissioned.

Telephone communication will be provided between the Bunker Control Room and Sudforth Lane.

Reference should be made to the diagram included in this notice.

The trap points on the N.C.B. Siding Line 2 (on the immediate approach to ground position light signal No.448) will be secured out of use (in the closed position) pending removal and replacement by plain line.

Signalling Alterations

Additional route indications will be added to SL452/SL453 and the signals will now apply as follows :-

Signal	Line	Aspect	Route Indication	Destination
SL452	Arrival line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2
SL453	Departure line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2

N.C.B. line 1 signal 449 and N.C.B. line 2 signal 448 will be abolished and new signals will be provided as follows :-

Signal	Line	Aspect	Route indication	Destination
448	N.C.B. Sidings line 2			Arrival line SL458
				Departure line SL459
449	N.C.B. Sidings line 1			Arrival line SL458
				Departure line SL459
SL460	Departure line	Main	'A'	Arrival line SL458
		Main	'D'	Departure line SL459

A signal-post telephone will be provided on Sudforth Lane SL460 signal.

(41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****TUESDAY 22 SEPTEMBER – CASTLEFORD WEST JUNCTION**

The points giving access to Castleford Siding from Down Main will be secured out of use in the normal position until further notice. (41)

DETAILS OF WORK ALREADY CARRIED OUT**FRYSTON**

The connection – Down Goods loop to Down Main has been renewed 30 yds. nearer to the signal box.

The associated disc signal applying Down Main to Down Goods Loop has been re-positioned 22 yds. nearer to the signal box. (40)

ROYSTON JUNCTION

The ground disc signals applying – Up Siding No.2 towards NCB Full Sidings and from NCB Full Sidings towards Up Siding No.2 have been abolished. (39)

LEEDS PARCELS CONCENTRATION DEPOT

The Parcels Area Control Cabin has been abolished and all points worked therefrom have become hand-operated.

Alterations to Signalling

Arriving trains will enter the Parcels Concentration Depot via the 'Parcels Reception' line only and depart via 'Parcels Area' line (L96 Signal).

Ground position light signal No.L97 – reading to Parcels Reception; Parcels Area; or L103 signal now reads to Parcels Reception or L103 signal only.

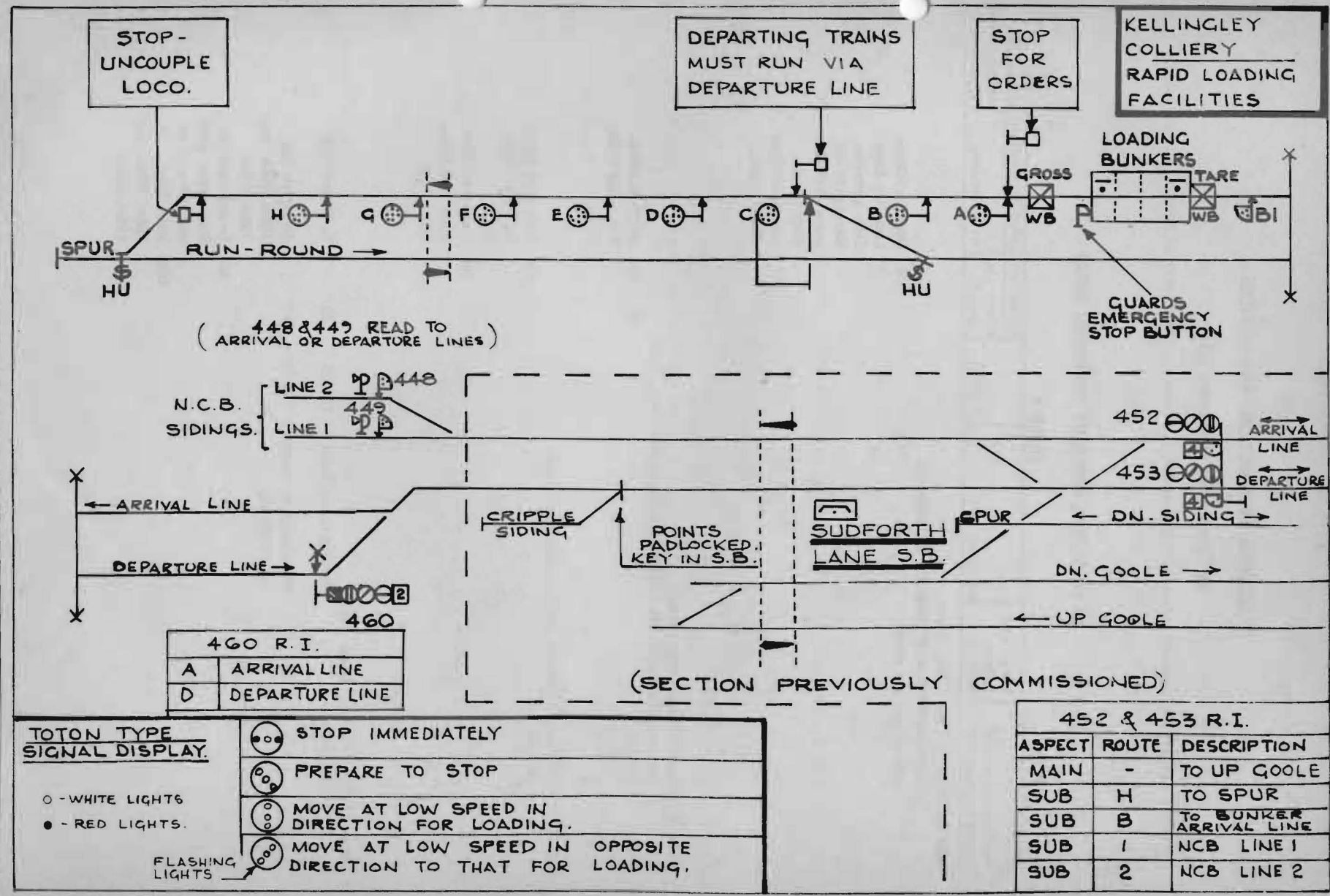
Route Indication 'P' is no longer displayed on Up Shipley Fast signal L91; Up Shipley Slow Signal L92 and Down Normanton Signal L93 and these signals no longer apply towards the Parcels Area.

The following ground position light signals have been abolished:–

PD17 – Exit from Parcels Docks/3 and 4 Reception

PD18 – Exit from 1 and 2 Reception lines

(39)



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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
Page 24 (Page 14 Supp. Optg. Insts.)							
DONCASTER BLACK CARR JN. TO BERWICK							
Amend 6th line speed :-					70	Up Slow/Down Loco/Up East Slow between Marshgate Jn., north of (156m. 42ch.) and Loversall Carr (151m. 79ch.)	(40D)
Page 27 (Page 17 Supp. Optg. Insts.)							
Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch.							
Delete :-					15	15 Up Slow 156m. 22ch. and 155m. 72ch.	(40D)
Between Doncaster and Marshgate Jn. South							
Add :-					15	Slow line 156m. 8ch. and 155m. 65ch.	
					50	Slow line 156m. 20ch. and 156m. 8ch.	(40D)
Page 27 (Page 18 Supp. Optg. Insts.)							
Delete :-							
		Marshgate Jn. South	156.26	25	To Thome line.		
		Marshgate Jn. North (see page 82)	156.29	60	To Leeds line 156m. 29ch. and 156m. 72ch.		
					40	To and over Up Slow 156m. 42ch. and 156m. 22ch.	
					100	Main/Fast 156m. 53ch. and 155m. 55ch.	(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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 27 (Page 18 Supp. Optg. Insts.) - continued							
Add:-		Marshgate Jn. (see page 82 and Southern Area Appendix pages 54 and 191)	156	28	60	To Leeds line 156m. 28ch. and 156m. 72ch.	
					25	Up Slow to Thorne line 0m. 3ch. and 0m. 21ch.	
					100	Main/Fast line 156m. 53ch. and 155m. 55ch.	(40D)
Page 33							
DONCASTER BLACK CARR JN. TO BERWICK							
Clifton							
Delete:-					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 82 (Page 49 Supp. Optg. Insts.)							
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.							
Between Dock Hills LC and Bentley LC							
Amend:-					60	156m. 72ch. and 156m. 28ch.	(40D)

Page 267

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

Signal Box	Movement	See Special Instruction on Page
STAINFORTH JN. TO SKELLOW ADWICK JN.		
Amend item:		
Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings	351 (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

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

Amend reference to :

"Signalman at Skellow Jn." to read "Signalman at Doncaster".

"Branch Lines" to read "Carcroft Lines".

"Main Lines" to read "Skellow Lines".

2. Procedure : Removal of Discharged Train via Up Branch Line

item (e)

Amend "No. 33 shunting signal" to read "No. 1157 shunting signal".

item (f)

Amend "Signal box" to read "Skellow – relay room".

(40D)

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

Add:–

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

1. Diesel multiple units may be stabled as follows:–

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.

2. The following conditions must be observed.

- Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
- When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
- During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.

3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented. (40D)

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

WORKING IN TO PARCELS AREA

Delete heading and instruction.

ADMITTING TRAINS TO LINES ALREADY OCCUPIED

Delete heading and item.

(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF
BR. 30054/3 PINK

All concerned to note specially the following amendment to the above publication.

Section F Fire and Accidents involving Dangerous Goods, 3. Special Instruction C, Radio Active Substances, Clause F3/15, Post Office Telephone Number Railway Control Offices ER.

Amend NEWCASTLE to read (0632) 322334*.

MO.34.686D. (40D)

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

Page 4 (Supp. Optg. Insts. Page 158)

Add:-

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
 - (b) 30 wagons except Fiddler's Ferry if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke to N.C.B. Immingham.

Coal : 34 wagons when hauled by a Class 56 locomotive,
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.

30 wagons from Thrislington
23 wagons from Redmire

(40D)

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

Page 18A

★ Add:-

KELLINGLEY COLLIERY

1. All trains entering the Bunker Arrival line must be hauled.
2. When Shunt Signal 1 is cleared the train must proceed at ½ m.p.h. under the control of the loading signals for tare weighing and loading.
3. During this operation the guard must position himself at the emergency stop button and restore the loading signals to the "Stop Immediately" aspect in the event of emergency and must not allow loading to recommence until it is safe to do so.
4. On completion of loading the loading signals will be switched out and the guard handed the train documents who must then supervise the run-round movements before departure.

CRIPPLES

5. The points leading to the Cripple Siding are set and padlocked for the Bunker line and the key for the padlock must be obtained from the signalman to whom it must be returned after use.

SPEED LIMITS

6. Over weighbridge when not loading 3 m.p.h.
Other movements except as shown 10 m.p.h. (40D)

MISCELLANEOUS NOTICES

**** DONCASTER DIESEL DEPOT**

In connection with the Finningley Air Display on Saturday 19 September passenger trains will be using the Transfer line and the following will apply :-

No locomotive must leave Doncaster Diesel Depot towards the outlet signals without the permission of the Signalman. (38)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of Work	Duration	Commencing Date
Wath Exchange Sidings BLOCKED	Overhead linework	Monday 21 to Friday 25 September. Possession to be given up for passage of trains.	-

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
11 SEPTEMBER, 1981

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

****** With effect from 09 00 Monday 5 October a 40 m.p.h. P.S.R. will apply on the Up line between Lockes Siding and Turners Lane Jn. (49m. 73ch. and 49m. 6ch.). (40)

****** With effect from 09 00 on Monday 5 October, 40 m.p.h. P.S.R.'s will apply on the Up Main between Lockwood and Robin Hood Tunnel, 1m. 40ch. and 1m. 70ch. and between 2m. 20ch. and 2m. 40ch. (40)

****** With effect from 09 00 on Monday 5 October between Barnsley Station Jn., 40 m.p.h. P.S.R.'s will apply on both lines between 52m. 24ch. and 51m. 24ch. followed by 20 m.p.h. P.S.R.'s on both lines between 51m. 24ch. and 50m. 23ch. Between Wooley New Tunnel and Criggleshole Jn. 30 m.p.h. P.S.R.'s will apply on both lines between 46m. 30ch. and 45m. 56ch. (40)

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 4 OCTOBER – WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST****WAKEFIELD KIRKGATE EAST**

The following points will be abolished.

No.39 Crossover Down Goole to Up Goole.

Signals Abolished

No.24 Up Goods Starter.

No.29 Up Goods miniature arm Shunt signal below No.24 Up Goods Starter and on same post.

No.34 Disc signal Down Goole to Up Goole.

No.41 Disc signal Up Goole to Down Goole.

No.47 Miniature arm Shunt signal Goods Loop to Down Goole.

No.48 Disc signal Up Passenger Loop to Down Goole.

WAKEFIELD KIRKGATE WEST**Signal Abolished**

No.63 Goods Loop Inner Distant (below Wakefield Kirkgate East Up Goods Starting signal No.24), together with associated A.W.S. equipment. (43)

MONDAY 5 OCTOBER – RAWCLIFFE WEST GROUND FRAME

As from 09 00 the Ground Frame points at 71m. 8ch. will be clamped out of use pending removal. (43)

MONDAY 5 OCTOBER – HULL YARD

Hull Priory Yard Sidings Nos.15 to 23 inclusive will be secured out of use at **09 00 hours** pending removal. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

CLAYTON WEST JN. SIDINGS

The Up Sidings have been secured out of use due to condition of track. Nos.2 and 3 Down Sidings have been secured out of use due to condition of track. (New Item) (43)

BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST

The Down Slow line, together with the associated signalling has been abolished. All points leading to and from the Down Slow have been removed and plain line installed. (42)

SOWERBY BRIDGE WEST

The Banner repeating signal for the Down Home signal has been temporarily taken out of use. (42)

WAKEFIELD (KIRKGATE) EAST

The points leading from Up Goods to Granery Sidings have been abolished together with the associated signalling. (41)

KELLINGLEY COLLIERY (SUDFORTH LANE) RAPID LOADING FACILITIES

New rapid loading facilities, consisting of the Loading Bunkers, Arrival and Departure lines, together with the Position light (Toton) signals for controlling loading operations through the Bunker have been commissioned.

Telephone communication has been provided between the Bunker Control Room and Sudforth Lane.

Reference should be made to the diagram included in this notice.

The trap points on the N.C.B. Siding Line 2 (on the immediate approach to ground position light signal No.448) have been secured out of use (in the closed position) pending removal and replacement by plain line.

Signalling Alterations

Additional route indications have been added to SL452/SL453 and the signals now apply as follows :-

Signal	Line	Aspect	Route Indication	Destination
SL452	Arrival line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2
SL453	Departure line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****KELLINGLEY COLLIERY (SUDFORTH LANE) RAPID LOADING FACILITIES – continued****Signalling Alterations – continued**

N.C.B. line 1 signal 449 and N.C.B. line 2 signal 448 have been abolished and new signals provided as follows:—

Signal	Line	Aspect	Route indication	Destination
448	N.C.B. Sidings line 2			Arrival line SL458 Departure line SL459
449	N.C.B. Sidings line 1			Arrival line SL458 Departure line SL459
SL460	Departure line	Main Main	'A' 'D'	Arrival line SL458 Departure line SL459

A signal-post telephone has been provided on Sudforth Lane SL460 signal. (41)

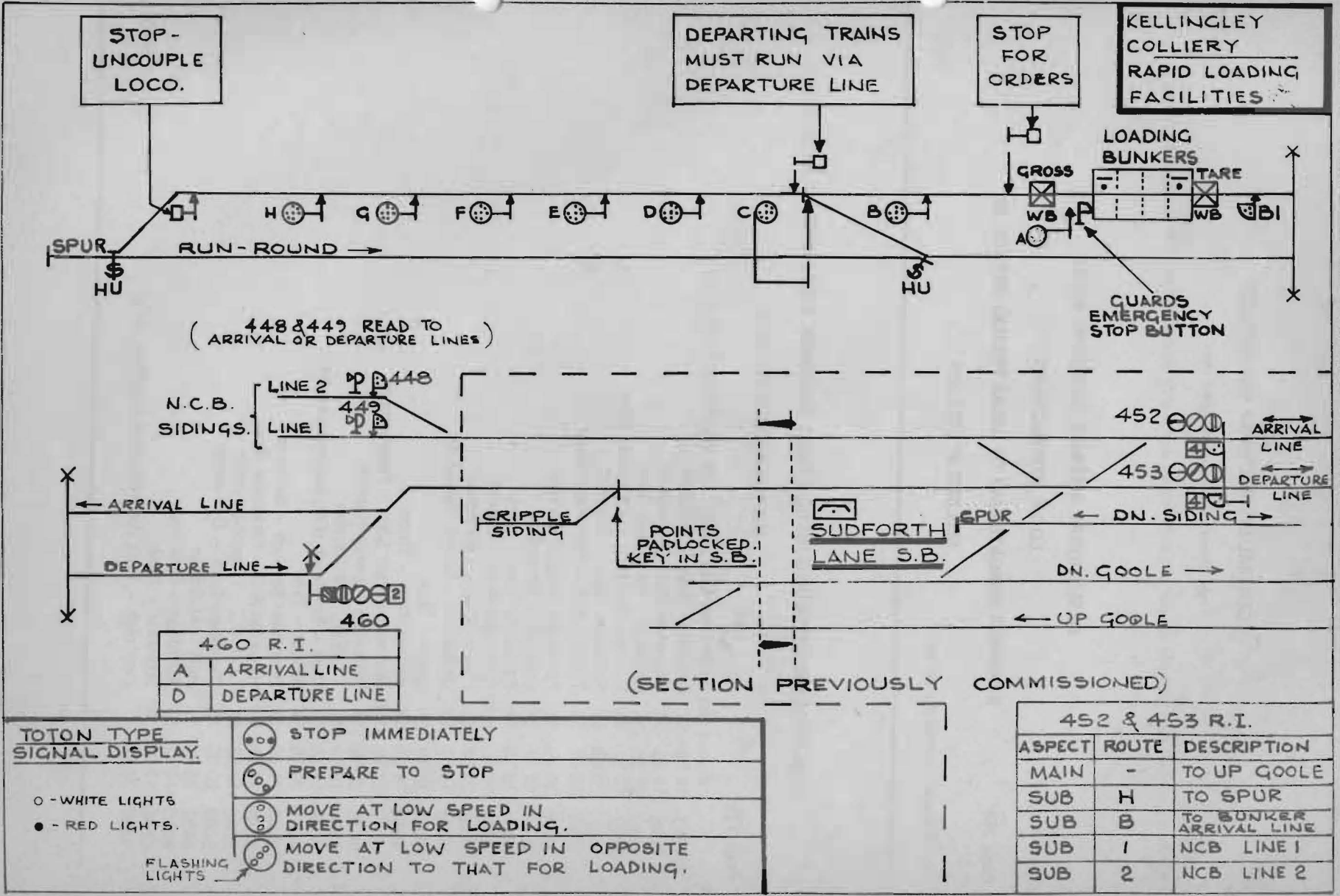
CASTLEFORD WEST JUNCTION

The points giving access to Castleford Siding from Down Main have been secured out of use in the normal position until further notice. (41)

**** FRYSTON**

The connection – Down Goods loop to Down Main has been renewed 30 yds. nearer to the signal box.

The associated disc signal applying Down Main to Down Goods Loop has been re-positioned 22 yds. nearer to the signal box. (40)



448 & 449 READ TO ARRIVAL OR DEPARTURE LINES

N.C.B. SIDINGS.
 LINE 2 PD 448
 449
 LINE 1 PD

460 R.I.	
A	ARRIVAL LINE
D	DEPARTURE LINE

452 & 453 R.I.		
ASPECT	ROUTE	DESCRIPTION
MAIN	-	TO UP GOOLE
SUB	H	TO SPUR
SUB	B	TO BUNKER ARRIVAL LINE
SUB	1	NCB LINE 1
SUB	2	NCB LINE 2

TOTON TYPE SIGNAL DISPLAY.	
○ - WHITE LIGHTS	●● STOP IMMEDIATELY
● - RED LIGHTS.	○● PREPARE TO STOP
	○● MOVE AT LOW SPEED IN DIRECTION FOR LOADING.
FLASHING LIGHTS	○● MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT FOR LOADING.

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.

ER SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 368

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

KELLINGLEY COLLIERY

Delete second paragraph.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

★ Amend list under item 4 as under, with effect from 5.10.81 :-

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	12 52	SX	Glasgow Sighthill - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay
6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
6M86	16 20	SUN	Parkeston Quay - Bescot
6E88	21 00	SX	Llandeilo Jn. - Whitemoor
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
6E53	16 17	SX	Dover - Tees
6M86	16 50	SX	Healey Mills - Toton
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
6E75	22 18	SX	Willesden - Leeds Hunslet
6M79	16 10	SX	T.C.F.D., - Willesden
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot - Tyne
6M66	21 00	SX	Doncaster Belmont - Willesden
6C83	16 05	SX	Haverton Hill - Parkeston Quay
6C30	13 55	SX	T.C.F.D., - Dagenham Dock
6D63	20 05	SX	Dagenham Dock - Doncaster
6S92	15 20	SX	Hull - Aberdeen
6E89	14 22	SX	Aberdeen - Doncaster
6E96	12 02	SX	Stranraer - Tyne
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)

(49D)

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.

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:—

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding **5m.p.h.**, and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding **½m.p.h.**
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed **10 m.p.h.**

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
25 SEPTEMBER, 1981

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

HOLGATE AND YORK YARD SOUTH

Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal. (New Item) (44)

HORBURY JN. SIDINGS

No.7 Siding has been secured out of use pending removal. (New Item) (44)

HORBURY UP GOODS YARD

No.3 Siding has been removed.
No.5 Siding has been secured out of use pending removal. (New Item) (44)

DRIFFIELD

The points leading to Coal Cell No.1 at 19m. 45ch. have been secured out of use pending removal. (New Item) (44)

WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST

WAKEFIELD KIRKGATE EAST

The following points have been abolished.

No.39 Crossover Down Goole to Up Goole.

Signals Abolished

No.24 Up Goods Starter.

No.29 Up Goods miniature arm Shunt signal below No.24 Up Goods Starter and on same post.

No.34 Disc signal Down Goole to Up Goole.

No.41 Disc signal Up Goole to Down Goole.

No.47 Miniature arm Shunt signal Goods Loop to Down Goole.

No.48 Disc signal Up Passenger Loop to Down Goole.

WAKEFIELD KIRKGATE WEST

Signal Abolished

No.63 Goods Loop Inner Distant (below Wakefield Kirkgate East Up Goods Starting signal No.24), together with associated A.W.S. equipment. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

RAWCLIFFE WEST GROUND FRAME

The Ground Frame points at 71m, 8ch, have been clamped out of use pending removal. (43)

HULL YARD

Hull Priory Yard Sidings Nos 15 to 23 inclusive have been secured out of use pending removal (43)

CLAYTON WEST JN. SIDINGS

The Up Sidings have been secured out of use due to condition of track. Nos.2 and 3 Down Sidings have been secured out of use due to condition of track. (43)

BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST

The Down Slow line, together with the associated signalling has been abolished. All points leading to and from the Down Slow have been removed and plain line installed. (42)

SOWERBY BRIDGE WEST

The Banner repeating signal for the Down Home signal has been temporarily taken out of use. (42)

**** WAKEFIELD (KIRKGATE) EAST**

The points leading from Up Goods to Granery Sidings have been abolished together with the associated signalling. (41)

**** KELLINGLEY COLLIERY (SUDFORTH LANE) RAPID LOADING FACILITIES**

New rapid loading facilities, consisting of the Loading Bunkers, Arrival and Departure lines, together with the Position light (Toton) signals for controlling loading operations through the Bunker have been commissioned.

Telephone communication has been provided between the Bunker Control Room and Sudforth Lane.

Reference should be made to the diagram included in this notice.

The trap points on the N.C.B. Siding Line 2 (on the immediate approach to ground position light signal No.448) have been secured out of use (in the closed position) pending removal and replacement by plain line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * KELLINGLEY COLLIERY (SUDFORTH LANE) RAPID LOADING FACILITIES – continued

Signalling Alterations

Additional route indications have been added to SL452/SL453 and the signals now apply as follows:—

Signal	Line	Aspect	Route Indication	Destination
SL452	Arrival line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2
SL453	Departure line	Main		Up Goole SL444
		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	'1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2

N.C.B. line 1 signal 449 and N.C.B. line 2 signal 448 have been abolished and new signals provided as follows:—

Signal	Line	Aspect	Route indication	Destination
448	N.C.B. Sidings line 2			Arrival line SL458
				Departure line SL459
449	N.C.B. Sidings line 1			Arrival line SL458
				Departure line SL459
SL460	Departure line	Main	'A'	Arrival line SL458
		Main	'D'	Departure line SL459

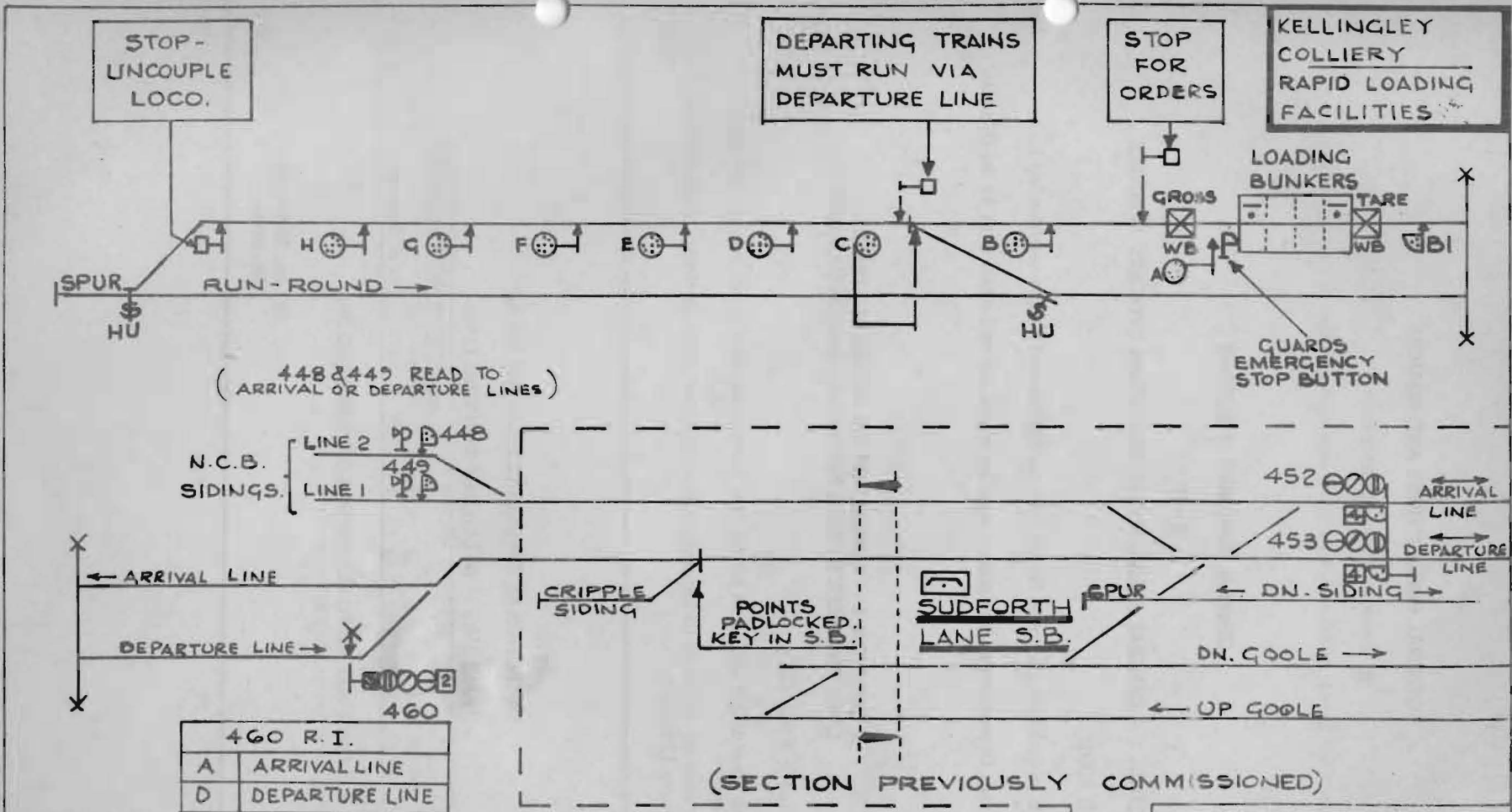
A signal-post telephone has been provided on Sudforth Lane SL460 signal.

(41)

* * CASTLEFORD WEST JUNCTION

The points giving access to Castleford Siding from Down Main have been secured out of use in the normal position until further notice.

(41)



460 R.I.

A	ARRIVAL LINE
D	DEPARTURE LINE

452 & 453 R.I.

ASPECT	ROUTE	DESCRIPTION
MAIN	-	TO UP GOOLE
SUB	H	TO SPUR
SUB	B	TO BUNKER ARRIVAL LINE
SUB	1	NCB LINE 1
SUB	2	NCB LINE 2

TOTON TYPE SIGNAL DISPLAY.

○ - WHITE LIGHTS
● - RED LIGHTS.

FLASHING LIGHTS

●●●	STOP IMMEDIATELY
○●○	PREPARE TO STOP
○●●	MOVE AT LOW SPEED IN DIRECTION FOR LOADING.
○●○	MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT FOR LOADING.

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.

GENERAL APPENDIX (B.R.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS’ SPECIALS

Page 1.42 (page 4 ND 40D)

★ Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers’ Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER’S TRACK RECORDING COACH (D.B.999550)

Page 4.25 Clause 2 (page 4 ND 40D)

★ Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125 m.p.h. (49D)

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. At or Between	

Page 102 (page 13 of ND40)

PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.
Between Robin Hood tunnel and Lockwood

★ Amend:- — 40 2m, 20ch, and 2m, 60ch, (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate	
6S96	14 55	SX	Parkeston Quay - Mossend	
6E86	21 35	SX	Mossend - Parkeston Quay	
6E87	12 52	SX	Glasgow Sighthill - Parkeston Quay	
6M62	20 53	SX	Parkeston Quay - Edgehill	
6E85	18 01	SX	Trafford Park - Parkeston Quay	
6M88	20 15	SX	Parkeston Quay - Garston	
6E83	14 14	SX	Edgehill - Whitemoor	
6N90	18 39	SX	Parkeston Quay - Tyne	
6M86	16 20	SUN	Parkeston Quay - Bescot	
6E88	21 00	SX	Llandeilo Jn. - Whitemoor	
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.	
6E53	16 17	SX	Dover - Tees	
6M86	16 50	SX	Healey Mills - Toton	
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough	
6E75	22 18	SX	Willesden - Leeds Hunslet	
6M79	16 10	SX	T.C.F.D., - Willesden	
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)	
6E51	20 15	SX	Bescot - Tyne	
6M66	21 00	SX	Doncaster Belmont - Willesden	
6C83	16 05	SX	Haverton Hill - Parkeston Quay	
6C30	13 55	SX	T.C.F.D., - Dagenham Dock	
6D63	20 05	SX	Dagenham Dock - Doncaster	
6S92	15 20	SX	Hull - Aberdeen	
6E89	14 22	SX	Aberdeen - Doncaster	
6E96	12 02	SX	Stranraer - Tyne	
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)	(49D)

★ WORKING MANUAL FOR RAIL STAFF - WHITE PAGES
SECTION F WORKING OF FREIGHTLINER TRAINS

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

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.

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

(ND40 Page 33)

★ Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

MISCELLANEOUS NOTICES

★ HULL DAIRYCOATES C & W DEPOT

From 08 00 Monday 12 October, remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
2 OCTOBER, 1981

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 18 OCTOBER – WAKEFIELD KIRKGATE WEST**

The trailing points – Down Branch/Down Fast, will be secured out of use in the reverse position for through running from Down Branch to Down Platform.

The facing connection – Down Fast/Down Through will be secured out of use in the normal position pending removal.

The facing end in the Down Fast of the Down Fast to Down Slow facing connection will be secured out of use in the reverse position for through running to Down Slow.

The associated signal routes (Down Branch to Down Through and Down Fast to Down Platform) will be abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the Down L & Y Slow line. (45)

MONDAY 19 OCTOBER – DAIRYCOATS FREIGHT TERMINAL

A permanent open level crossing without gates, barriers or road traffic signals will be installed over the Freight Inlet line to provide access for vehicles or mechanical equipment involved with the construction of the new Freight Terminal. The "STOP-TELEPHONE" signal applicable to trains entering the Terminal from the East side will be re-sited at least 25m. on the approach side of the crossing.

(45)

DETAILS OF WORK ALREADY CARRIED OUT**DRINGHOUSES YARD – UP SIDINGS**

No.7 Siding has been secured out of use.

(New Item) (45)

HOLGATE AND YORK YARD SOUTH

Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal.

(44)

HORBURY JN. SIDINGS

No.7 Siding has been secured out of use pending removal.

(44)

HORBURY UP GOODS YARD

No.3 Siding has been removed.

No.5 Siding has been secured out of use pending removal.

(44)

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

The points leading to Coal Cell No. 1 at 19m. 45ch. have been secured out of use pending removal. (44)

WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST**WAKEFIELD KIRKGATE EAST**

The following points have been abolished.

No.39 Crossover Down Goole to Up Goole.

Signals Abolished

No.24 Up Goods Starter.

No.29 Up Goods miniature arm Shunt signal below No.24 Up Goods Starter and on same post.

No.34 Disc signal Down Goole to Up Goole.

No.41 Disc signal Up Goole to Down Goole.

No.47 Miniature arm Shunt signal Goods Loop to Down Goole.

No.48 Disc signal Up Passenger Loop to Down Goole.

WAKEFIELD KIRKGATE WEST**Signal Abolished**

No.63 Goods Loop Inner Distant (below Wakefield Kirkgate East Up Goods Starting signal No.24), together with associated A.W.S. equipment. (43)

RAWCLIFFE WEST GROUND FRAME

The Ground Frame points at 71m. 8ch. have been clamped out of use pending removal. (43)

HULL YARD

Hull Priory Yard Sidings Nos 15 to 23 inclusive have been secured out of use pending removal (43)

CLAYTON WEST JN. SIDINGS

The Up Sidings have been secured out of use due to condition of track. Nos.2 and 3 Down Sidings have been secured out of use due to condition of track. (43)

**** BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST**

The Down Slow line, together with the associated signalling has been abolished. All points leading to and from the Down Slow have been removed and plain line installed. (42)

**** SOWERBY BRIDGE WEST**

The Banner repeating signal for the Down Home signal has been temporarily taken out of use. (42)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "F" - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 225		
★ Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single 12 SLU (w.e.f. 19.10.81) (ND49D)

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240			
★ Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.			
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D - Page 28)

★ Add

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	12 52	SX	Glasgow Sighthill - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 – continued

MISCELLANEOUS NOTICES – continued

Page 131 – Amend – continued

6M88	20 15	SX	Parkeston Quay – Garston	
6E83	14 14	SX	Edgehill – Whitemoor	
6N90	18 39	SX	Parkeston Quay – Tyne	
6M86	16 20	SUN	Parkeston Quay – Bescot	
6E88	21 00	SX	Llandeilo Jn. – Whitemoor	
6V85	19 57	SX	Whitemoor – Severn Tunnel Jn.	
6E53	16 17	SX	Dover – Tees	
6M86	16 50	SX	Healey Mills – Toton	
6E92	02 10	MX	Willesden Brent Sdgs – Peterborough	
6E75	22 18	SX	Willesden – Leeds Hunslet	
6M79	16 10	SX	T.C.F.D., – Willesden	
6O49	17 50	SX	Tees – Eastleigh (FX), Basingstoke (FO)	
6E51	20 15	SX	Bescot – Tyne	
6M66	21 00	SX	Doncaster Belmont – Willesden	
6C83	16 05	SX	Haverton Hill – Parkeston Quay	
6C30	13 55	SX	T.C.F.D., – Dagenham Dock	
6D63	20 05	SX	Dagenham Dock – Doncaster	
6S92	15 20	SX	Hull – Aberdeen	
6E89	14 22	SX	Aberdeen – Doncaster	
6E96	12 02	SX	Stranraer – Tyne	
6E30	16 30		Eastleigh – Tyne (between York and Tyne only)	(49D)

**WORKING MANUAL FOR RAIL STAFF – WHITE PAGES
SECTION F WORKING OF FREIGHTLINER TRAINS**

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR. 29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

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

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:–

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding **5m.p.h.**, and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.

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 20/21 - Substitute - continued

2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

MISCELLANEOUS NOTICES**HULL DAIRYCOATES C & W DEPOT**

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

9 OCTOBER, 1981

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 25 OCTOBER – FERRYBRIDGE SOUTH JUNCTION**

The sand-drag (forming the over-run of the Down Goods), located at 2m. 35ch. will be removed. (46)

DETAILS OF WORK ALREADY CARRIED OUT**WAKEFIELD KIRKGATE WEST**

The trailing points – Down Branch/Down Fast, have been secured out of use in the reverse position for through running from Down Branch to Down Platform.

The facing connection – Down Fast/Down Through has been secured out of use in the normal position pending removal.

The facing end in the Down Fast of the Down Fast to Down Slow facing connection has been secured out of use in the reverse position for through running to Down Slow.

The associated signal routes (Down Branch to Down Through and Down Fast to Down Platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the Down L & Y Slow line. (45)

DAIRYCOATES FREIGHT TERMINAL

A permanent open level crossing without gates, barriers or road traffic signals has been installed over the Freight Inlet line to provide access for vehicles or mechanical equipment involved with the construction of the new Freight Terminal. The "STOP-TELEPHONE" notice board applicable to trains entering the Terminal from the East side has been re-sited 27 yards on the approach side of the crossing. (45)

DRINGHOUSES YARD – UP SIDINGS

No.7 Siding has been secured out of use. (45)

HOLGATE AND YORK YARD SOUTH

Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal. (44)

HORBURY JN. SIDINGS

No.7 Siding has been secured out of use pending removal. (44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HORBURY UP GOODS YARD

No.3 Siding has been removed.

No.5 Siding has been secured out of use pending removal.

(44)

DRIFFIELD

The points leading to Coal Cell No. 1 at 19m. 45ch. have been secured out of use pending removal.

(44)

* * WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST

* WAKEFIELD KIRKGATE EAST

The following points have been abolished.

No.39 Crossover Down Goole to Up Goole.

Signals Abolished

No.24 Up Goods Starter.

No.29 Up Goods miniature arm Shunt signal below No.24 Up Goods Starter and on same post.

No.34 Disc signal Down Goole to Up Goole.

No.41 Disc signal Up Goole to Down Goole.

No.47 Miniature arm Shunt signal Goods Loop to Down Goole.

No.48 Disc signal Up Passenger Loop to Down Goole.

WAKEFIELD KIRKGATE WEST

Signal Abolished

No.63 Goods Loop Inner Distant (below Wakefield Kirkgate East Up Goods Starting signal No.24), together with associated A.W.S. equipment.

(43)

* * RAWCLIFFE WEST GROUND FRAME

The Ground Frame points at 71m. 8ch. have been clamped out of use pending removal.

(43)

* * HULL YARD

Hull Priory Yard Sidings Nos 15 to 23 inclusive have been secured out of use pending removal

(43)

* * CLAYTON WEST JN. SIDINGS

The Up Sidings have been secured out of use due to condition of track. Nos.2 and 3 Down Sidings have been secured out of use due to condition of track.

(43)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "F" - PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 225	Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU (ND49D)

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240	Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.		
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D - Page 28)

Add

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES



Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	14 22	SX	Mossend - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131 - Amend - continued

6M88	20 15	SX	Parkeston Quay - Garston	
6E83	14 14	SX	Edgehill - Whitemoor	
6N90	18 39	SX	Parkeston Quay - Tyne	
6M86	16 20	SUN	Parkeston Quay - Bescot	
6E88	21 00	SX	Llandeilo Jn. - Whitemoor	
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.	
6E53	16 17	SX	Dover - Tees	
6M86	16 50	SX	Healey Mills - Toton	
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough	
6E75	22 18	SX	Willesden - Leeds Hunslet	
6M79	16 10	SX	T.C.F.D., - Willesden	
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)	
6E51	20 15	SX	Bescot - Tyne	
6M66	21 00	SX	Doncaster Belmont - Willesden	
6C83	16 05	SX	Haverton Hill - Parkeston Quay	
6C30	13 55	SX	T.C.F.D., - Dagenham Dock	
6D63	20 05	SX	Dagenham Dock - Doncaster	
6S92	15 20	SX	Hull - Aberdeen	
6E89	14 22	SX	Aberdeen - Doncaster	
6E96	12 02	SX	Stranraer - Tyne	
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)	
6Z64	23 00	SX	Whitemoor - Birkenhead	
6Z63	15 40	SX	Birkenhead - Whitemoor	(49D)

**WORKING MANUAL FOR RAIL STAFF - WHITE PAGES
SECTION F WORKING OF FREIGHTLINER TRAINS**

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR. 29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

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

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

- The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.

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 20/21 - Substitute - continued

2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

MISCELLANEOUS NOTICES**HULL DAIRYCOATES C & W DEPOT**

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
16 OCTOBER, 1981

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

FIRST AID

Avoid becoming a casualty yourself — know the life-saving procedures.

BREATHING STOPPED

If the victim stops breathing he will die unless breathing is restored at once. Clear mouth of any obstruction, remove any dentures, then tilt his head back to open the air passage from mouth to lungs, squeeze the nostrils together then BLOW your own breath through his mouth into his lungs at normal breathing rate.

BLEEDING

Bleeding from injuries must be controlled as severe loss of blood may lead to death. The best way to stop bleed is to squeeze the injured part together by DIRECT PRESSURE of the fingers on the wound or squeeze the edges of the wound together and apply a firm bandage.

UNCONSCIOUSNESS

The willing but untrained bystander is most helpless when confronted with an UNCONSCIOUS victim. The simplest act of turning such a victim on his side, so that he cannot drown in his own vomit, may save many such victims who would otherwise die.

SHOCK

Shock is likely to be present in all cases of injury and many cases of sudden illness. It's effects, which may be extremely serious, may be eased by the comfort, confidence and reassurance given by the rescuer.

BROKEN BONES

These may be serious injuries. STOP ANY MOVEMENT OF BROKEN BONES which can make the injuries more severe. Injured arms may be secured to the body or injured legs tied together.

BURNS AND SCALDS

Rapidly COOL the affected part with cold water then cover with clean cloth or large dressing till seen by a doctor.

A thorough knowledge of First Aid can only be gained by taking a Course of Lectures. Details regarding Courses in First Aid can be obtained direct from your Regional First Aid Secretary (C.W. Frampton, Toft Green Chambers, York. Telephone No. 032 2677/3345) or your local First Aid Secretary.

NS. 44
31.10 - 6.11.81

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival Line has been clamped out of use until further notice. (New Item) (47)

DRIFFIELD DOWN SIDINGS

The short Dock Siding at 19m. 50ch. has been clamped out of use until further notice. (New Item) (47)

FERRYBRIDGE SOUTH JUNCTION

The sand-drag (forming the over-run of the Down Goods), located at 2m. 35ch. has been removed. (46)

WAKEFIELD KIRKGATE WEST

The trailing points - Down Branch/Down Fast, have been secured out of use in the reverse position for through running from Down Branch to Down Platform.

The facing connection - Down Fast/Down Through has been secured out of use in the normal position pending removal.

The facing end in the Down Fast of the Down Fast to Down Slow facing connection has been secured out of use in the reverse position for through running to Down Slow.

The associated signal routes (Down Branch to Down Through and Down Fast to Down Platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the Down L & Y Slow line. (45)

DAIRYCOATES FREIGHT TERMINAL

A permanent open level crossing without gates, barriers or road traffic signals has been installed over the Freight Inlet line to provide access for vehicles or mechanical equipment involved with the construction of the new Freight Terminal. The "STOP-TELEPHONE" notice board applicable to trains entering the Terminal from the East side has been re-sited 27 yards on the approach side of the crossing. (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DRINGHOUSES YARD - UP SIDINGS

No.7 Siding has been secured out of use. (45)

**** HOLGATE AND YORK YARD SOUTH**

Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal. (44)

**** HORBURY JN. SIDINGS**

No.7 Siding has been secured out of use pending removal. (44)

**** HORBURY UP GOODS YARD**

No.3 Siding has been removed.
No.5 Siding has been secured out of use pending removal. (44)

**** DRIFFIELD**

The points leading to Coal Cell No.1 at 19m. 45ch. have been secured out of use pending removal. (44)

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.

GENERAL APPENDIX (B.R.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (D.B.999550)

Page 4.25 Clause 2 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125 m.p.h. (49D)

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 102 (page 13 of ND40)

PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.
Between Robin Hood tunnel and Lockwood

Amend :- - 40 2m. 20ch. and 2m. 60ch. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 225	Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU (ND49D)

TABLE H1 – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS
WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240	Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.		
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D – Page 28)

Add:-

HARROGATE

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay – Bathgate
6S96	14 55	SX	Parkeston Quay – Mossend
6E86	21 35	SX	Mossend – Parkeston Quay
6E87	14 22	SX	Mossend – Parkeston Quay
6M62	20 53	SX	Parkeston Quay – Edgehill
6E85	18 01	SX	Trafford Park – Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131 - Amend - continued

6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
6M86	16 20	SUN	Parkeston Quay - Bescot
6E88	21 00	SX	Llandeilo Jn. - Whitemoor
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
6E53	16 17	SX	Dover - Tees
6M86	16 50	SX	Healey Mills - Toton
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
6E75	22 18	SX	Willesden - Leeds Hunslet
6M79	16 10	SX	T.C.F.D., - Willesden
6Q49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot - Tyne
6M66	21 00	SX	Doncaster Belmont - Willesden
6C83	16 05	SX	Haverton Hill - Parkeston Quay
6C30	13 55	SX	T.C.F.D., - Dagenham Dock
6D63	20 05	SX	Dagenham Dock - Doncaster
6S92	15 20	SX	Hull - Aberdeen
6E89	14 22	SX	Aberdeen - Doncaster
6E96	12 02	SX	Stranraer - Tyne
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)
6Z64	23 00	SX	Whitemoor - Birkenhead
6Z63	15 40	SX	Birkenhead - Whitemoor

(49D)

**WORKING MANUAL FOR RAIL STAFF - WHITE PAGES
SECTION F WORKING OF FREIGHTLINER TRAINS**

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR. 2997, and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

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

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.

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 20/21 - Substitute - continued

2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

THORPE MARSH POWER STATION

Page 44

Working during Fog or Falling Snow

10.

★ Add as second paragraph:-

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn.

In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards where the locomotive must be detached for running round via shunt signal D1164 (Colwick Jn.) and the Up Skellow line. (ND49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS" (49D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
23 OCTOBER, 1981

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

THE TEN COMMANDMENTS OF GOOD BUSINESS

A CUSTOMER is the most important person in any business.

A CUSTOMER is not dependent on us - we are dependent on him.

A CUSTOMER is not an interruption of our work - he is the purpose of it.

A CUSTOMER does us a favour when he calls - we are not doing him a favour by serving him.

A CUSTOMER is part of our business - not an outsider.

A CUSTOMER is not a cold statistic - he is a flesh-and-blood human being with feelings and emotions like our own.

A CUSTOMER is not someone to argue or match wits with.

A CUSTOMER is a person who brings us his wants - it is our job to fill those wants.

A CUSTOMER is deserving of the most courteous and attentive treatment we can give him.

A CUSTOMER is the life-blood of this and every other business.

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 8 NOVEMBER – WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST**

The Up Through line will be taken out of use.

Wakefield West

The facing connection, Up Platform to Up Through/Up Slow will be removed and replaced by plain line connecting Up Platform and Up Slow.

The trailing connection – Up Passenger Loop – Up Platform/Up Fast, will be secured out of use in the reverse position pending replacement by plain line for through running – Up Passenger Loop to Up Fast.

Signals Abolished :-

WW47 Up Through Home 3-aspect colour light with 2-way theatre-type route indicator and associated subsidiary.

Altered Signal

WW55 – Up Platform Home 3-aspect colour light :- the route from Up Platform to the Up Fast will be taken out of use.

Wakefield East

The facing connection – Up L & Y Main to Up Through will be secured out of use in the normal position pending removal. All associated signals/signal routes will be abolished. (48)

SUNDAY 8 NOVEMBER – BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH

The facing crossover between the Down and Up Main lines (between Ferrybridge signal box and Ferrybridge North Jn.) will be repositioned 275 yards further from the signal box and Ferrybridge North Jn. and Ferrybridge South Jn. will be re-modelled.

Between Ferrybridge North Jn. and Knottingley West Jn.

The Down and Up Branch lines will be renamed Down and Up Knottingley.

Between Pontefract Monkhill Goods Jn. and Ferrybridge South Jn.

The Down Goods will be taken out of use. The Up Goods will become the Monkhill Goods Single line and the Track Circuit Block Regulations will apply. Pontefract Monkhill Goods Jn. will be re-modelled to form the new double/single line junction.

Alterations to Existing Signalling

The following signals will be abolished:-
(Ferrybridge Branch)

Up Goods ground position light signal F27.

Down Goods 3-aspect signal F33

The offset subsidiary (applying towards Down Goods line occupied) will be removed from Down Goods K375 signal. The Junction Indicator on this signal will now apply towards Down Monkhill Goods Single line F615 signal.

Up Main signal F3 applying towards Up Knottingley or Up Goods etc. and Down Main signal F24 (Down Main to former Up Goods) will be abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 8 NOVEMBER – BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH – continued

Ferrybridge Power Station Jn.

The entry/exit to the Power Station will be re-modelled, but the existing points will be used **until further notice**.

Until further notice – the route from Up C.E.G.B. towards Up Monkhill Goods Single line (route indication "U" on signal F622), will be via the Up Main (new F614 signal) only. Route indication "D" (route via Down Main) will be taken out of use.

Reference should be made to the diagram included in this notice.

The Up Refuge siding at Ferrybridge will be taken out of use **until Sunday 29 November**.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post, telephone communicates – M = Moorthorpe South F = Ferrybridge).

Line	Old No.	New No.
Down Main	D10	F587
Down Main	D9	F591
Down Main	D9B	F593
Down Main	D8	F595
Down Main	D7	F597
Down Main	D6	F601
Down Main	D5	F603
Down Main	D4B	F605
Down Main	D4	F607
Down Main	D3	F611
Down Main	F30	F613
Down Main	F29	F621

The theatre-type route indicator on Down Main F621 signal will be abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line will be provided. The following indications will now apply:–

Aspect	Junction Indicator	Destination
Main	Position "1"	Down CEGB
Sub	Position "1"	Down CEGB line occupied
Main	–	Down Main (D1 signal)

The associated A.W.S. Inductor will be re-positioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch	F28	F617
Up Main	U0	F626
Up Main	F2	F624
Up Main	U3(auto)	F608 (Controlled signal)
Up Main	U4	F606
Up Main	U4B	F604
Up Main	U5	M602
Up Main	U6 (auto)	M598 (Controlled)
Up Main	U7	M596
Up Main	U8	M594
Up Main	U9	M592
Up Main	U9B	M588
Up CEGB	F10	F622

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 8 NOVEMBER – BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH – continued

New Signals (K = Knottingley)

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	Jl position "1" Jl position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)
F615	Down Monkhill Goods single line	Main		Down Main F621

A.W.S. will be provided for F614 signal.

New Ground Position Light Signals

5031	Up Main		"D" "X" "S"	Down Main Up Main Up Sidings
5030	Down Main			Up Main
5032	Up Sidings			Up Main

Catch Points

The following catch points will be secured out of use for through running pending replacement by plain line.

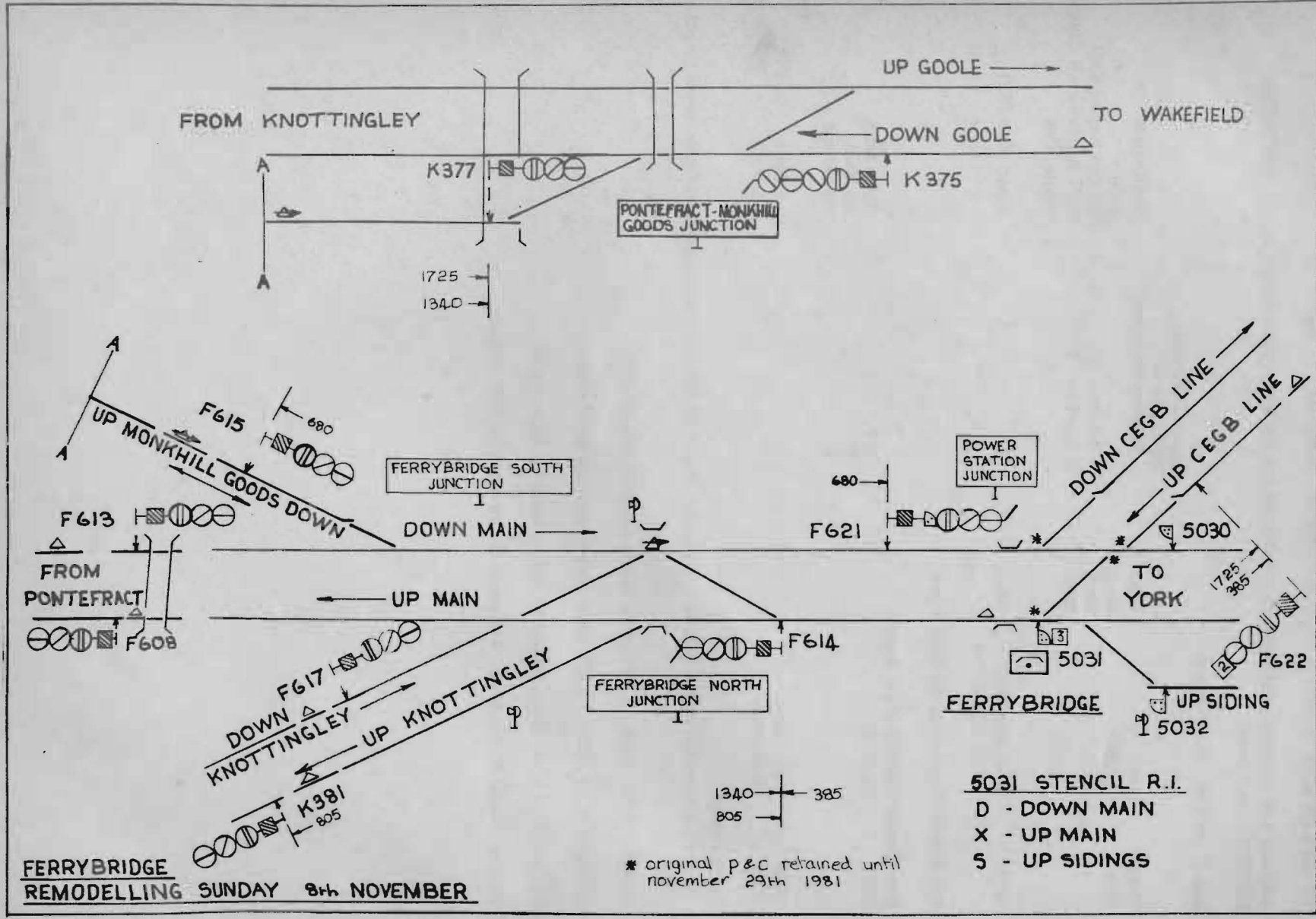
Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

Up Main, at 8m. 22ch., 1,377 yards before reaching M592 signal.

Up Goole, at 57m. 32ch., 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44ch., 519 yards before reaching K381 signal.

(48)



FERRYBRIDGE
REMODELLING SUNDAY 8th NOVEMBER

* original p&c retained until november 29th 1981

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 S - UP SIDINGS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DRIFFIELD DOWN SIDINGS

The Short Dock Siding at 19m. 50ch. has been secured out of use.

(New Item) (48)

GASCOIGNE WOOD

The disc Shunting Signal applying Down Selby to Up Milford to Up Main or to Up Sherburn has been repositioned 70 yards further from signal box.

(New Item) (48)

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival Line has been clamped out of use until further notice.

(47)

DRIFFIELD DOWN SIDINGS

The short Dock Siding at 19m. 50ch. has been clamped out of use until further notice.

(47)

FERRYBRIDGE SOUTH JUNCTION

The sand-drag (forming the over-run of the Down Goods), located at 2m. 35ch. has been removed. (46)

**

*** WAKEFIELD KIRKGATE WEST**

The trailing points - Down Branch/Down Fast, have been secured out of use in the reverse position for through running from Down Branch to Down Platform.

The facing connection - Down Fast/Down Through has been secured out of use in the normal position pending removal.

The facing end in the Down Fast of the Down Fast to Down Slow facing connection has been secured out of use in the reverse position for through running to Down Slow.

The associated signal routes (Down Branch to Down Through and Down Fast to Down Platform) have been abolished.

Trains from Huddersfield or Barnsley requiring to call at Wakefield Kirkgate to travel over the Down L & Y Slow line. (45)

**** DAIRYCOATES FREIGHT TERMINAL**

A permanent open level crossing without gates, barriers or road traffic signals has been installed over the Freight Inlet line to provide access for vehicles or mechanical equipment involved with the construction of the new Freight Terminal. The "STOP-TELEPHONE" notice board applicable to trains entering the Terminal from the East side has been re-sited 27 yards on the approach side of the crossing. (45)

**** DRINGHOUSES YARD - UP SIDINGS**

No.7 Siding has been secured out of use.

(45)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "F" - PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 225	Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU (ND49D)

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240	Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.		
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D - Page 28)

Add:-

HARROGATE

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	14 22	SX	Mossend - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131 - Amend - continued

6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
6M86	16 20	SUN	Parkeston Quay - Bescot
6E88	21 00	SX	Llandeilo Jn. - Whitemoor
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
6E53	16 17	SX	Dover - Tees
6M86	16 50	SX	Healey Mills - Toton
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
6E75	22 18	SX	Willesden - Leeds Hunslet
6M79	16 10	SX	T.C.F.D., - Willesden
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot - Tyne
6M66	21 00	SX	Doncaster Belmont - Willesden
6C83	16 05	SX	Haverton Hill - Parkeston Quay
6C30	13 55	SX	T.C.F.D., - Dagenham Dock
6D63	20 05	SX	Dagenham Dock - Doncaster
6S92	15 20	SX	Hull - Aberdeen
6E89	14 22	SX	Aberdeen - Doncaster
6E96	12 02	SX	Stranraer - Tyne
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)
6Z64	23 00	SX	Whitemoor - Birkenhead
6Z63	15 40	SX	Birkenhead - Whitemoor

(49D)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES

SECTION F WORKING OF FREIGHTLINER TRAINS

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR. 29 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

★ TABLE H (H1/12) : PROCAR 80 MOTOR CAR CARRYING VEHICLES -
Delete entry.

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.

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

THORPE MARSH POWER STATION

Page 44

Working during Fog or Falling Snow

10.

Add as second paragraph:-

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn.

In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards where the locomotive must be detached for running round via shunt signal D1164 (Colwick Jn.) and the Up Skellow line. (ND49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

UNTIL FURTHER NOTICE - BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST

From 07 00 to 17 00 daily, contractors, using mechanical equipment, will be working adjacent to the Down Line, removing the former Down Goods Line.

MONDAY 9 AND TUESDAY 10 NOVEMBER - MICKLEFIELD STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Micklefield Station to observe instructions of handsignalman and/or warning notices during resurfacing of Platform areas.

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
30 OCTOBER, 1981

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 NOVEMBER – BETWEEN GASCOIGNE WOOD AND SELBY**

The Down Selby line between 4m 65ch and 2m 48ch will be diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals (together with the associated AWS) will be provided on the new alignment as follows:—

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing new GW1853 signal and 1780 yards before reaching S1857 (existing signal). (49)

DETAILS OF WORK ALREADY CARRIED OUT**WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST**

The Up Through line has been taken out of use.

Wakefield West

The facing connection, Up Platform to Up Through/Up Slow has been removed and replaced by plain line connecting Up Platform and Up Slow.

The trailing connection – Up Passenger Loop – Up Platform/Up Fast, has been secured out of use in the reverse position pending replacement by plain line for through running – Up Passenger Loop to Up Fast.

Signals Abolished:—

WW47 Up Through Home 3-aspect colour light with 2-way theatre-type route indicator and associated subsidiary.

Altered Signal

WW55 – Up Platform Home 3-aspect colour light:— the route from Up Platform to the Up Fast has been taken out of use.

Wakefield East

The facing connection – Up L & Y Main to Up Through has been secured out of use in the normal position pending removal. All associated signals/signal routes have been abolished. (48)

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH

The facing crossover between the Down and Up Main lines (between Ferrybridge signal box and Ferrybridge North Jn.) has been repositioned 275 yards further from the signal box and Ferrybridge North Jn. and Ferrybridge South Jn. has been re-modelled.

Between Ferrybridge North Jn. and Knottingley West Jn.

The Down and Up Branch lines have been renamed Down and Up Knottingley.

Between Pontefract Monkhill Goods Jn. and Ferrybridge South Jn.

The Down Goods has been taken out of use. The Up Goods has become the Monkhill Goods Single line and the Track Circuit Block Regulations will apply. Pontefract Monkhill Goods Jn. has been re-modelled to form the new double/single line junction.

Alterations to Existing Signalling

The following signals have been abolished:—

(Ferrybridge Branch)

Up Goods ground position light signal F27.

Down Goods 3-aspect signal F33

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH – continued

Alterations to Existing Signalling – continued

The offset subsidiary (applying towards Down Goods line occupied) has been removed from Down Goole K375 signal. The Junction Indicator on this signal will now apply towards Down Monkhill Goods Single line F615 signal.

Up Main signal F3 applying towards Up Knottingley or Up Goods etc. and Down Main signal F24 (Down Main to former Up Goods) has been abolished.

Ferrybridge Power Station Jn.

The entry/exit to the Power Station has been re-modelled, but the existing points will be used **until further notice**.

Until further notice – the route from Up C.E.G.B. towards Up Monkhill Goods Single line (route indication "U" on signal F622), will be via the Up Main (new F614 signal) only. Route indication "D" (route via Down Main) has been taken out of use.

Reference should be made to the diagram included in this notice.

The Up Refuge siding at Ferrybridge has been taken out of use **until Sunday 29 November**.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post, telephone communicates – M = Moorthorpe South F = Ferrybridge).

Line	Old No.	New No.
Down Main	D10	F587
Down Main	D9	F591
Down Main	D9B	F593
Down Main	D8	F595
Down Main	D7	F597
Down Main	D6	F601
Down Main	D5	F603
Down Main	D4B	F605
Down Main	D4	F607
Down Main	D3	F611
Down Main	F30	F613
Down Main	F29	F621

The theatre-type route indicator on Down Main F621 signal has been abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line has been provided. The following indications now apply :-

Aspect	Junction Indicator	Destination
Main	Position "1"	Down C.E.G.B.
Sub	Position "1"	Down C.E.G.B. line occupied
Main	—	Down Main (D1 signal)

The associated A.W.S. Inductor has been re-positioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch	F28	F617
Up Main	U0	F626
Up Main	F2	F624
Up Main	U3(auto)	F608 (Controlled signal)
Up Main	U4	F606
Up Main	U4B	F604
Up Main	U5	M602
Up Main	U6 (auto)	M598 (Controlled)
Up Main	U7	M596

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH - continued

Line	Old No.	New No.
Up Main	U8	M594
Up Main	U9	M592
Up Main	U9B	M588
Up CEGB	F10	F622

New Signals (K = Knottingley)

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	Jl position "1" Jl position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)
F615	Down Monkhill Goods single line	Main		Down Main F621

A.W.S. will be provided for F614 signal.

New Ground Position Light Signals

5031	Up Main	"D" "X" "S"	Down Main Up Main Up Sidings
5030	Down Main		Up Main
5032	Up Sidings		Up Main

Catch Points

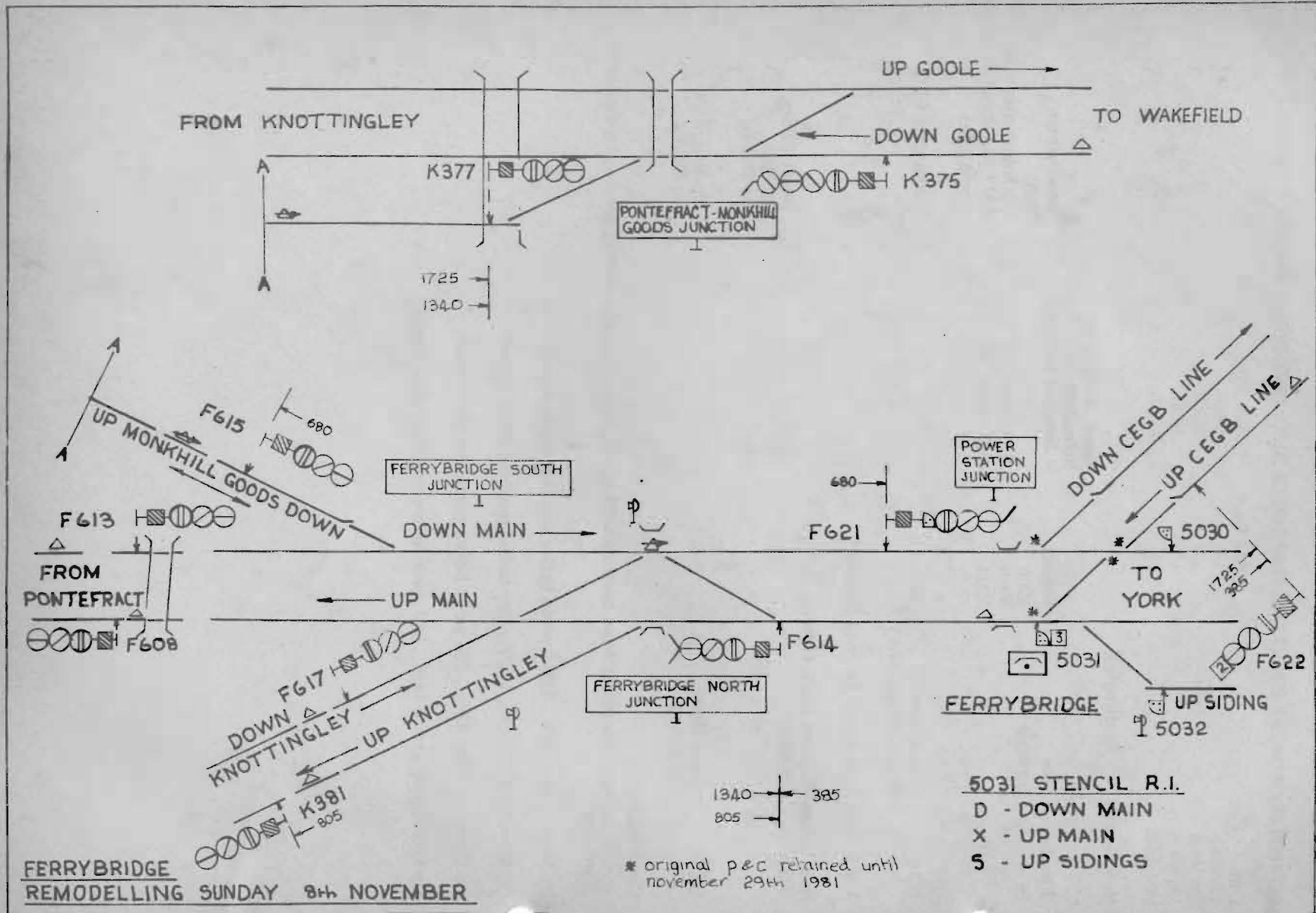
The following catch points have been secured out of use for through running pending replacement by plain line.

Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

Up Main, at 8m. 22ch., 1,377 yards before reaching M592 signal.

Up Goole, at 57m. 32ch., 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44ch., 519 yards before reaching K381 signal.



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

The Short Dock Siding at 19m. 50ch. has been secured out of use. (48)

GASCOIGNE WOOD

The disc Shunting Signal applying Down Selby to Up Milford to Up Main or to Up Sherburn has been repositioned 70 yards further from signal box. (48)

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival Line has been clamped out of use until further notice. (47)

DRIFFIELD DOWN SIDINGS

The short Dock Siding at 19m. 50ch. has been clamped out of use until further notice. (47)

*** * FERRYBRIDGE SOUTH JUNCTION**

The sand-drag (forming the over-run of the Down Goods), located at 2m. 35ch. has been removed. (46)

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.

GENERAL APPENDIX (B.R.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-**NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special.** (49D)SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (D.B.999550)

Page 4.25 Clause 2 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125 m.p.h. (49D)

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 102 (page 13 of ND40)

PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.
Between Robin Hood tunnel and Lockwood**Amend :-** – 40 2m. 20ch. and 2m. 60ch. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "F" - PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 225	Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU (ND49D)

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS
WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240	Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.		
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D - Page 28)

Add:-

HARROGATE

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	14 22	SX	Mossend - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131 - Amend - continued

6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
6M86	16 20	SUN	Parkeston Quay - Bescot
6E88	21 00	SX	Llandeilo Jn. - Whitemoor
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
6E53	16 17	SX	Dover - Tees
6M86	16 50	SX	Healey Mills - Toton
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
6E75	22 18	SX	Willesden - Leeds Hunslet
6M79	16 10	SX	T.C.F.D., - Willesden
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot - Tyne
6M66	21 00	SX	Doncaster Belmont - Willesden
6C83	16 05	SX	Haverton Hill - Parkeston Quay
6C30	13 55	SX	T.C.F.D., - Dagenham Dock
6D63	20 05	SX	Dagenham Dock - Doncaster
6S92	15 20	SX	Hull - Aberdeen
6E89	14 22	SX	Aberdeen - Doncaster
6E96	12 02	SX	Stranraer - Tyne
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)
6Z64	23 00	SX	Whitemoor - Birkenhead
6Z63	15 40	SX	Birkenhead - Whitemoor

(49D)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES

★ Content pages : the following pages shown as October, 1980, should read June, 1981 :-
A1, D17/18, C5/6, C11/12, C13/14, C23, E3/4, F1/2, H1/2, H3/4, M1, M5 and M9.

SECTION F WORKING OF FREIGHTLINER TRAINS

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains'.

(49D)

TABLE H (H1/12) : PROCAR 80 MOTOR CAR CARRYING VEHICLES -
Delete entry.

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.

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

THORPE MARSH POWER STATION

Page 44

Working during Fog or Falling Snow

10.

Add as second paragraph:-

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn.

In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards where the locomotive must be detached for running round via shunt signal D1164 (Adwick Jn.) and the Up Skellow line. (ND49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

* BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST

From 07 00 to 17 00 daily, contractors, using mechanical equipment, will be working adjacent to the Down Line, removing the former Down Goods Line. Until 17 00 Friday 20 November.

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
6 NOVEMBER 1981

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 21 to SUNDAY 22 NOVEMBER – BETWEEN SELBY AND GASCOIGNE WOOD

The Up Selby line between 2m. 48ch. and 4m. 65ch. will be diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals (together with the associated A.W.S.) will be provided on the new alignment as follows:—

GW1856 (automatic) situated 1807 yards after passing GW1858 signal

GW1854 (Controlled) situated 1745 yards after passing GW1856 new signal and 1793 yards before reaching GW1846 existing signal. (50)

SUNDAY 22 NOVEMBER – WAKEFIELD (KIRKGATE) WEST

The Up Loop will be taken out of use.

The facing connection – Up Loop/Up Fast will be secured out of use in the normal position pending removal.

The associated signal applying Up Loop to Up Fast and the signal route Goods Loop to Up Loop will be abolished. (50)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER

Belmont New Down Yard has been commissioned. Two loud sounding bells have been installed adjacent to the North End Shunt Spur for the purpose of advising the driver that the set-back movement into the yard may commence provided that the relative ground position light signals are showing a proceed aspect.

The preamble To Table "W" of the Sectional Appendix will apply.

Ground position light signal No.1453 on the Down Reception line together with the associated telephone will be repositioned 30 yards further south to a position in the vicinity of the new footbridge.

(New Item) (50)

MIRFIELD

The Up Sidings have been temporarily secured out of use.

(New Item) (50)

OAKENSHAW JN.

The connection to Wakefield Power Station has been secured out of use.

(New Item) (50)

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

The connection to Thornhill Power Station has been secured out of use. (New Item) (50)

BETWEEN GASCOIGNE WOOD AND SELBY

The Down Selby line between 4m. 65ch. and 2m. 48ch. has been diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals (together with the associated AWS) has been provided on the new alignment as follows :-

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing new GW1853 signal and 1780 yards before reaching S1857 (existing signal). (49)

WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST

The Up Through line has been taken out of use.

Wakefield West

The facing connection, Up Platform to Up Through/Up Slow has been removed and replaced by plain line connecting Up Platform and Up Slow.

The trailing connection – Up Passenger Loop – Up Platform/Up Fast, has been secured out of use in the reverse position pending replacement by plain line for through running – Up Passenger Loop to Up Fast.

Signals Abolished :-

WW47 Up Through Home 3-aspect colour light with 2-way theatre-type route indicator and associated subsidiary.

Altered Signal

WW55 – Up Platform Home 3-aspect colour light :- the route from Up Platform to the Up Fast has been taken out of use.

Wakefield East

The facing connection – Up L & Y Main to Up Through has been secured out of use in the normal position pending removal. All associated signals/signal routes have been abolished. (48)

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH

The facing crossover between the Down and Up Main lines (between Ferrybridge signal box and Ferrybridge North Jn.) has been repositioned 275 yards further from the signal box and Ferrybridge North Jn. and Ferrybridge South Jn. has been re-modelled.

Between Ferrybridge North Jn. and Knottingley West Jn.

The Down and Up Branch lines have been renamed Down and Up Knottingley.

Between Pontefract Monkhill Goods Jn. and Ferrybridge South Jn.

The Down Goods has been taken out of use. The Up Goods has become the Monkhill Goods Single line and the Track Circuit Block Regulations will apply. Pontefract Monkhill Goods Jn. has been re-modelled to form the new double/single line junction.

Alterations to Existing Signalling

The following signals have been abolished:-

(Ferrybridge Branch)

Up Goods ground position light signal F27.

Down Goods 3-aspect signal F33

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH – continued

Alterations to Existing Signalling – continued

The offset subsidiary (applying towards Down Goods line occupied) has been removed from Down Goole K375 signal. The Junction Indicator on this signal will now apply towards Down Monkhill Goods Single line F615 signal.

Up Main signal F3 applying towards Up Knottingley or Up Goods etc. and Down Main signal F24 (Down Main to former Up Goods) has been abolished.

Ferrybridge Power Station Jn.

The entry/exit to the Power Station has been re-modelled, but the existing points will be used until further notice.

Until further notice – the route from Up C.E.G.B. towards Up Monkhill Goods Single line (route indicated "U" on signal F622), will be via the Up Main (new F614 signal) only. Route indication "D" (route via Down Main) has been taken out of use.

Reference should be made to the diagram included in this notice.

The Up Refuge siding at Ferrybridge has been taken out of use until Sunday 29 November.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post, telephone communicates – M = Moorthorpe South F = Ferrybridge).

Line	Old No.	New No.
Down Main	D10	F587
Down Main	D9	F591
Down Main	D9B	F593
Down Main	D8	F595
Down Main	D7	F597
Down Main	D6	F601
Down Main	D5	F603
Down Main	D4B	F605
Down Main	D4	F607
Down Main	D3	F611
Down Main	F30	F613
Down Main	F29	F621

The theatre-type route indicator on Down Main F621 signal has been abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line has been provided. The following indications will now apply :-

Aspect	Junction Indicator	Destination
Main	Position "1"	Down C.E.G.B.
Sub	Position "1"	Down C.E.G.B. line occupied
Main	–	Down Main (D1 signal)

The associated A.W.S. Inductor has been re-positioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch	F28	F617
Up Main	U0	F626
Up Main	F2	F624
Up Main	U3(auto)	F608 (Controlled signal)
Up Main	U4	F606
Up Main	U4B	F604
Up Main	U5	M602
Up Main	U6 (auto)	M598 (Controlled)
Up Main	U7	M596

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH - continued

Line	Old No.	New No.
Up Main	U8	M594
Up Main	U9	M592
Up Main	U9B	M588
Up CEGB	F10	F622

New Signals (K = Knottingley)

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	Jl position "1" Jl position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)
F615	Down Monkhill Goods single line	Main		Down Main F621

A.W.S. will be provided for F614 signal.

New Ground Position Light Signals

5031	Up Main	"D" "X" "S"	Down Main Up Main Up Sidings
5030	Down Main		Up Main
5032	Up Sidings		Up Main

Catch Points

The following catch points have been secured out of use for through running pending replacement by plain line.

Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

Up Main, at 8m. 22ch., 1,377 yards before reaching M592 signal.

Up Goole, at 57m. 32ch., 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44ch., 519 yards before reaching K381 signal.

(48)

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

The Short Dock Siding at 19m. 50ch. has been secured out of use. (48)

GASCOIGNE WOOD

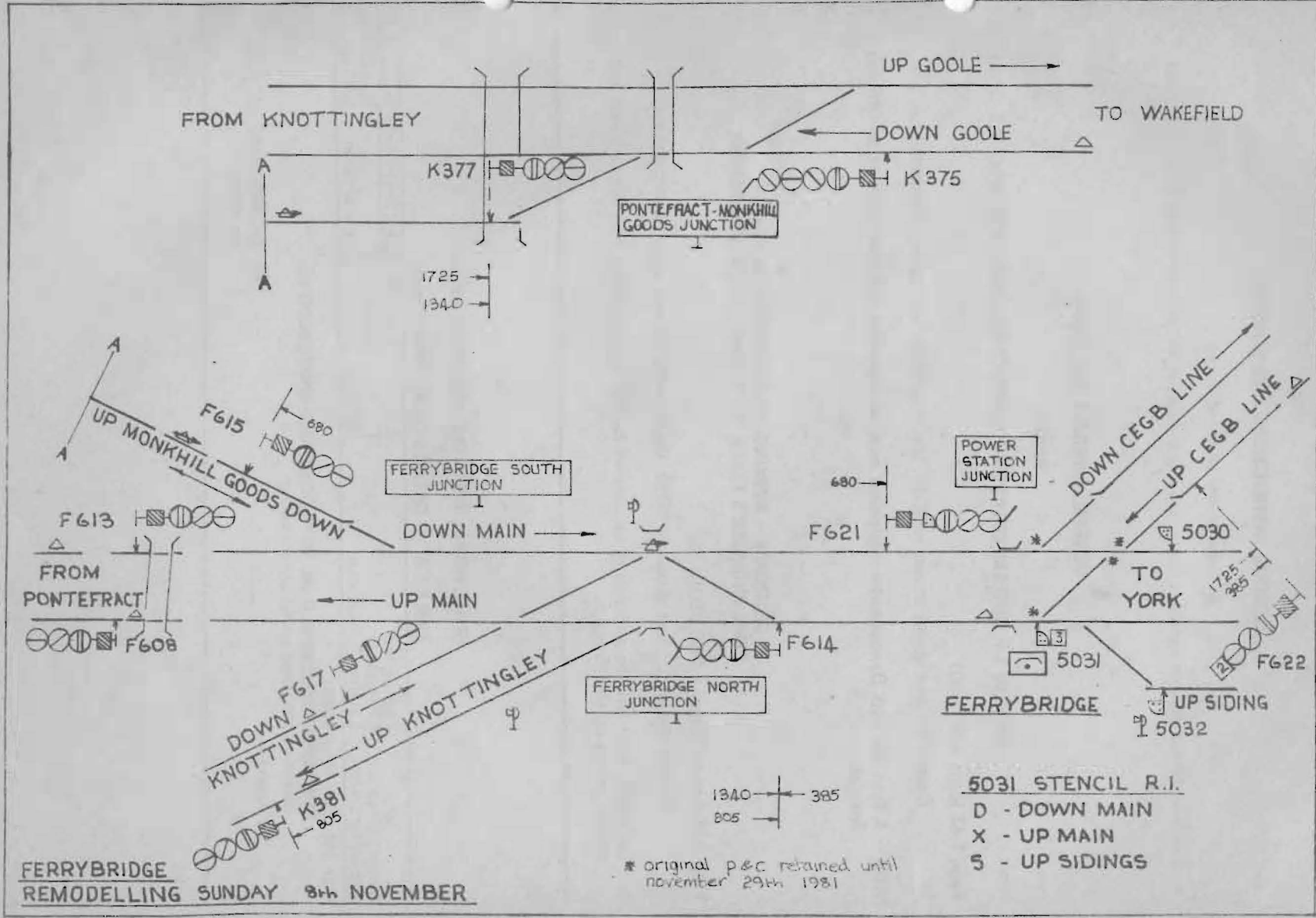
The disc Shunting Signal applying Down Selby to Up Milford to Up Main or to Up Sherburn has been repositioned 70 yards further from signal box. (48)

*** YORK YARD NORTH AND SKELTON**

Skelton No.1 Up Arrival Line has been clamped out of use until further notice. (47)

*** DRIFFIELD DOWN SIDINGS**

The short Dock Siding at 19m. 50ch. has been clamped out of use until further notice. (47)



(481)

FERRYBRIDGE
 REMODELLING SUNDAY 8th NOVEMBER

* original p&c retained until
 november 29th 1981

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 S - UP SIDINGS

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (B.R.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-**NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special.** (49D)SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (D.B.999550)

Page 4.25 Clause 2 (page 4 ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

- The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125 m.p.h. (49D)

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 102 (page 13 of ND40)

PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.

Between Robin Hood tunnel and Lockwood

Amend :-– 40 2m. 20ch. and
2m. 60ch.

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE "F" - PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 225	Add :- HEADFIELD BRANCH		
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU (ND49D)

TABLE H1 - WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum no. of vehicles (S.L.U.'s) and special conditions
Page 240	Add :- NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.		
Castleford Gates	Castleford Station	Down	15 (49D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND40D - Page 28)

Add:-

HARROGATE

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

- Trains may be stabled on the Through Road between signals 59 and 25.
- The following conditions must be observed:-
 - During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
- The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 131

MISCELLANEOUS NOTICES

Amend list under item 4 as under,

6/4S93	14 25	SX	Parkeston Quay - Bathgate
6S96	14 55	SX	Parkeston Quay - Mossend
6E86	21 35	SX	Mossend - Parkeston Quay
6E87	14 22	SX	Mossend - Parkeston Quay
6M62	20 53	SX	Parkeston Quay - Edgehill
6E85	18 01	SX	Trafford Park - Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131 - Amend - continued

6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
6M86	16 20	SUN	Parkeston Quay - Bescot
6E88	21 00	SX	Llandeilo Jn. - Whitemoor
6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
6E53	16 17	SX	Dover - Tees
6M86	16 50	SX	Healey Mills - Toton
6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
6E75	22 18	SX	Willesden - Leeds Hunslet
6M79	16 10	SX	T.C.F.D., - Willesden
6O49	17 50	SX	Tees - Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot - Tyne
6M66	21 00	SX	Doncaster Belmont - Willesden
6C83	16 05	SX	Haverton Hill - Parkeston Quay
6C30	13 55	SX	T.C.F.D., - Dagenham Dock
6D63	20 05	SX	Dagenham Dock - Doncaster
6S92	15 20	SX	Hull - Aberdeen
6E89	14 22	SX	Aberdeen - Doncaster
6E96	12 02	SX	Stranraer - Tyne
6E30	16 30		Eastleigh - Tyne (between York and Tyne only)
6Z64	23 00	SX	Whitemoor - Birkenhead
6Z63	15 40	SX	Birkenhead - Whitemoor

(49D)

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES

Content pages : the following pages shown as October, 1980, should read June, 1981 :-
A1, D17/18, C5/6, C11/12, C13/14, C23, E3/4, F1/2, H1/2, H3/4, M1, M5 and M9.

SECTION F WORKING OF FREIGHTLINER TRAINS

The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the Guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether documents bags or boxes are in use on trains.

(49D)

TABLE H (H1/12) : PROCAR 80 MOTOR CAR CARRYING VEHICLES -
Delete entry.

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.

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:-

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding 5m.p.h., and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding ½m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

THORPE MARSH POWER STATION

Page 44

Working during Fog or Falling Snow

10.

Add as second paragraph:-

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn.

In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards where the locomotive must be detached for running round via shunt signal D1164 (Adwick Jn.) and the Up Skellow line. (ND49D)

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

**** BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD WEST**

From 07 00 to 17 00 daily, contractors, using mechanical equipment, will be working adjacent to the Down Line, removing the former Down Goods Line. **Until 17 00 Friday 27 November.**

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
13 NOVEMBER 1981

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

48

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 NOVEMBER

TO

FRIDAY 4 DECEMBER 1981

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

★ **W.e.f. 10 00 hours on Monday 7 December** the speeds between Leeds Station and Leeds North Jn. will be amended. See Table A of ND49 for details. (49D)

SUNDAY 29 NOVEMBER – FERRYBRIDGE POWER STATION JUNCTION

The entry/exit to the C.E.G.B. Power Station will be remodelled.

The new points will be brought into use and the original P. & C. removed. Reference should be made to the diagram included in this notice.

Signalling Alterations

Route Indication 'D' on Up C.E.G.B. signal No.F622 will be brought into use applying – Up C.E.G.B. to Down Monkhill Goods via the Down Main (route indication 'U' for the route via Up Main). (51)

SUNDAY 29 NOVEMBER – BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION)

The Down and Up Main lines between the Main to Goods Junction immediately north of Royston Junction signal box and Oakenshaw South Junction will be taken out of use and all signalling on these lines will be abolished.

The adjacent Down and Up Goods lines will be upgraded to Passenger line status and the Absolute Block Regulations will apply between Royston Junction and Oakenshaw.

Royston Junction

The points leading to and from the former Main lines will be secured out of use in the reverse position for through running to and from the new Main (former Goods) lines.

Up Sidings Nos.1 and 2 will be taken out of use.

Altered Signals

The Down Main Home signal (No.5) will display Red or Green aspects only and will apply towards new Down Main (former Down Goods). The Junction Indicator position "4"; subsidiary and associated A.W.S. Inductor will be abolished.

The Down Goods Home (No.8) signal will display Red or Green aspects only and will apply towards the new Down Main. The subsidiary will be removed.

An A.W.S. inductor will be provided 200 yards before reaching the Down Goods Distant signal.

The former Up Goods Distant signal and Up Goods Home signal will be renamed Up Main Distant and Up Main Home signals respectively. An A.W.S. Inductor will be provided 200 yards before reaching the Up Distant signal.

The "Calling-on" arm below the "Fulls" Siding Departure signal will be abolished.

Oakenshaw Junction

The points at Oakenshaw South Junction leading to the former Main lines will be secured out of use in the reverse position for through running to and from the new Down Main Line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 29 NOVEMBER – BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION) – continued****Altered Signals:—**

The former Down Goods (new Down Main) signal (0.15) will display Yellow or Green aspect only and will be renamed Down Main Distant signal (800 yards before reaching 0.16 signal). The subsidiary will be removed. An A.W.S. Inductor will be provided 200 yards before reaching this signal.

Former Down Goods (new Down Main) signal 0.16 will be renamed Down Main Home and the subsidiary will be removed. The A.W.S. Inductor will be repositioned 200 yards before reaching this signal.

An A.W.S. Inductor will be provided 200 yards before reaching the Down Midland Goods to Down Crofton Goods signal 0.17.

Up Midland signal 0.10 will display Red or Green aspect only and will apply towards new Up Main. The Junction Indicator and subsidiary will be removed.

Up Oakenshaw Branch signal 0.12 will display Red or Green aspect only and will apply towards New Up Main. The Junction Indicator and subsidiary will be removed.

Up Crofton Goods signals 0.5 and 0.8 will have their subsidiary aspects removed and A.W.S. will be provided.

Ground position light signals 0.13 applying Down Main to former Up Main and 0.14 applying former Up Main to Down Main will be abolished. (51)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN GASCOIGNE WOOD AND SELBY**

The Down and Up Selby lines between 4m. 65ch. and 2m. 48ch. have been diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals, (together with the associated A.W.S.) have been provided on the new alignment as follows:—

Down Selby

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing GW1853 and 1780 yards before reaching S1857 (existing signal).

Up Selby

GW1856 (Automatic), situated 1807 yards after GW1858

GW1854 (Controlled), 1745 yards after passing GW1856 new signal and 1793 yards before reaching GW1846 existing signal. (51)

WAKEFIELD (KIRKGATE) WEST

The Up Loop has been taken out of use.

The facing connection – Up Loop/Up Fast has been secured out of use in the normal position pending removal.

The associated signal applying Up Loop to Up Fast and the signal route Goods Loop to Up Loop have been abolished. (50)

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

Belmont New Down Yard has been commissioned. Two loud sounding bells have been installed adjacent to the North End Shunt Spur for the purpose of advising the driver that the set-back movement into the yard may commence provided that the relative ground position light signals are showing a proceed aspect.

The preamble To Table "W" of the Sectional Appendix will apply.

Ground position light signal No.1453 on the Down Reception line together with the associated telephone will be repositioned 30 yards further south to a position in the vicinity of the new footbridge.

(50)

MIRFIELD

The Up Sidings have been temporarily secured out of use.

(50)

OAKENSHAW JN.

The connection to Wakefield Power Station has been secured out of use.

(50)

RAVENSTHORPE SIDINGS

The connection to Thornhill Power Station has been secured out of use.

(50)

* *

*** WAKEFIELD KIRKGATE EAST AND WAKEFIELD KIRKGATE WEST**

The Up Through line has been taken out of use.

Wakefield West

The facing connection, Up Platform to Up Through/Up Slow has been removed and replaced by plain line connecting Up Platform and Up Slow.

The trailing connection – Up Passenger Loop – Up Platform/Up Fast, has been secured out of use in the reverse position pending replacement by plain line for through running – Up Passenger Loop to Up Fast.

Signals Abolished :-

WW47 Up Through Home 3-aspect colour light with 2-way theatre-type route indicator and associated subsidiary.

Altered Signal

WW55 – Up Platform Home 3-aspect colour light :- the route from Up Platform to the Up Fast has been taken out of use.

Wakefield East

The facing connection – Up L & Y Main to Up Through has been secured out of use in the normal position pending removal. All associated signals/signal routes have been abolished.

(48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH

The facing crossover between the Down and Up Main lines (between Ferrybridge signal box and Ferrybridge North Jn.) has been repositioned 275 yards further from the signal box and Ferrybridge North Jn. and Ferrybridge South Jn. has been re-modelled.

Between Ferrybridge North Jn. and Knottingley West Jn.

The Down and Up Branch lines have been renamed Down and Up Knottingley.

Between Pontefract Monkhill Goods Jn. and Ferrybridge South Jn.

The Down Goods has been taken out of use. The Up Goods has become the Monkhill Goods Single line and the Track Circuit Block Regulations will apply. Pontefract Monkhill Goods Jn. has been re-modelled to form the new double/single line junction.

Alterations to Existing Signalling

The following signals have been abolished:–

(Ferrybridge Branch)

Up Goods ground position light signal F27.

Down Goods 3-aspect signal F33

The offset subsidiary (applying towards Down Goods line occupied) has been removed from Down Goole K375 signal. The Junction Indicator on this signal will now apply towards Down Monkhill Goods Single line F615 signal.

Up Main signal F3 applying towards Up Knottingley or Up Goods etc. and Down Main signal F24 (Down Main to former Up Goods) has been abolished.

Ferrybridge Power Station Jn.

The entry/exit to the Power Station has been re-modelled, but the existing points will be used until further notice.

Until further notice – the route from Up C.E.G.B. towards Up Monkhill Goods Single line (route indication "U" on signal F622), will be via the Up Main (new F614 signal) only. Route indication "D" (route via Down Main) has been taken out of use.

Reference should be made to the diagram included in this notice.

The Up Refuge siding at Ferrybridge has been taken out of use until Sunday 29 November.

Replating of Signals on Moorthorpe South to York Route (prefix of signal box to which signal-post, telephone communicates – M = Moorthorpe South F = Ferrybridge).

Line	Old No.	New No.
Down Main	D10	F587
Down Main	D9	F591
Down Main	D9B	F593
Down Main	D8	F595
Down Main	D7	F597
Down Main	D6	F601
Down Main	D5	F603
Down Main	D4B	F605
Down Main	D4	F607
Down Main	D3	F611
Down Main	F30	F613
Down Main	F29	F621

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* BETWEEN MOORTHORPE SOUTH AND FERRYBRIDGE ALSO, FERRYBRIDGE BRANCH – continued

The theatre-type route indicator on Down Main F621 signal has been abolished, and a Junction Indicator position "1" for the route to the Down C.E.G.B. line has been provided. The following indications will now apply :-

Aspect	Junction Indicator	Destination
Main	Position "1"	Down CEGB
Sub	Position "1"	Down CEGB line occupied
Main	–	Down Main (D1 signal)

The associated A.W.S. Inductor has been re-positioned on the approach side of the new crossover.

Line	Old No.	New No.
Down Knottingley Branch	F28	F617
Up Main	U0	F626
Up Main	F2	F624
Up Main	U3(auto)	F608 (Controlled signal)
Up Main	U4	F606
Up Main	U4B	F604
Up Main	U5	M602
Up Main	U6(auto)	M598 (Controlled)
Up Main	U7	M596
Up Main	U8	M594
Up Main	U9	M592
Up Main	U9B	M588
Up CEGB	F10	F622

New Signals (K = Knottingley)

Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	Jl position "1" Jl position "4"	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)
F615	Down Monkhill Goods single line	Main		Down Main F621

A.W.S. will be provided for F614 signal.

New Ground Position Light-Signals

5031	Up Main	"D" "X" "S"	Down Main Up Main Up Sidings
5030	Down Main		Up Main
5032	Up Sidings		Up Main

Catch Points

The following catch points have been secured out of use for through running pending replacement by plain line.

Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

Up Main, at 8m. 22ch., 1,377 yards before reaching M592 signal.

Up Goole, at 57m. 32ch., 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44ch., 519 yards before reaching K381 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * DRIFFIELD DOWN SIDINGS

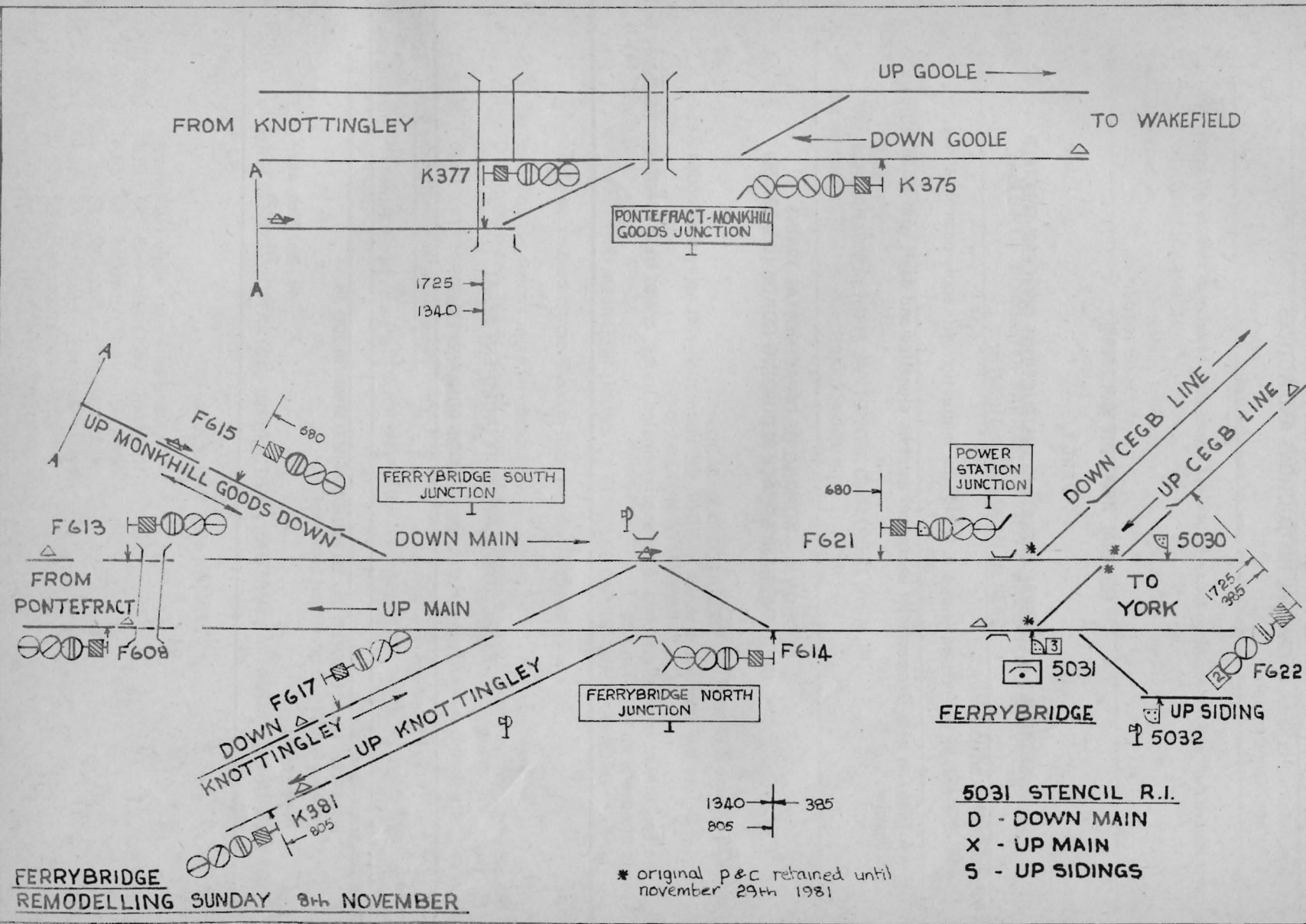
The Short Dock Siding at 19m. 50ch. has been secured out of use.

(48)

* * GASCOIGNE WOOD

The disc Shunting Signal applying Down Selby to Up Milford to Up Main or to Up Sherburn has been repositioned 70 yards further from signal box.

(48)



(48)

FERRYBRIDGE REMODELLING SUNDAY 8th NOVEMBER

* original p&c retained until november 29th 1981

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 5 - UP SIDINGS

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.**

Pages 20/21

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Delete and Substitute:—

SHARLSTON COLLIERY

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding **5m.p.h.**, and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding **½m.p.h.**
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed **10m.p.h.**

Cripple Siding

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator. (49D)

THORPE MARSH POWER STATION

Page 44

Working during Fog or Falling Snow

10.

Add as second paragraph:—

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn.

In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards where the locomotive must be detached for running round via shunt signal D1164 (Adwick Jn.) and the Up Skellow line. (ND49D)

(ND40 Page 33)

Cancel the note headed:—

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS "

(49D)



NS

EASTERN REGION

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 DECEMBER

TO

FRIDAY 11 DECEMBER 1981

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 6 DECEMBER - MILNER ROYD JUNCTION

The Up Main Home signal will be replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) will be provided. (52/1)

DETAILS OF WORK ALREADY CARRIED OUT

SOWERBY BRIDGE WEST

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use. (New Item) (52)

PONTEFRACT PRINCE OF WALES COLLIERY

The trailing connection from the North End of the Bunker line has been secured out of use. (New Item) (52)

FERRYBRIDGE POWER STATION JUNCTION

The entry/exit to the C.E.G.B. Power Station has been remodelled.

The new points have been brought into use and the original P. & C. removed. Reference should be made to the diagram included in this notice.

Signalling Alterations

Route Indication 'D' on Up C.E.G.B. signal No.F622 has been brought into use applying - Up C.E.G.B. to Down Monkhill Goods via the Down Main (route indication 'U' for the route via Up Main). (51)

BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION)

The Down and Up Main lines between the Main to Goods Junction immediately north of Royston Junction signal box and Oakenshaw South Junction have been taken out of use and all signalling on these lines has been abolished.

SECTION

DETAILS

BETWEEN

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ROYSTON JN. AND OAKENSHAW (SOUTH JUNCTION) - continued

The adjacent Down and Up Goods lines have been upgraded to Passenger line status and the Absolute Block Regulations will apply between Royston Junction and Oakenshaw.

Royston Junction

The points leading to and from the former Main lines have been secured out of use in the reverse position for through running to and from the new Main (former Goods) lines.

Up Sidings Nos. 1 and 2 have been taken out of use.

Altered Signals

The Down Main Home signal (No.5) will display Red or Green aspects only and will apply towards new Down Main (former Down Goods). The junction Indicator position "4"; subsidiary and associated A.W.S. Inductor have been abolished.

The Down Goods Home (No.8) signal will display Red or Green aspects only and will apply towards the new Down Main. The subsidiary has been removed.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Goods Distant signal.

The former Up Goods Distant signal and Up Goods Home signal have been renamed Up Main Distant and Up Main Home signals respectively. An A.W.S. Inductor has been provided 200 yards before reaching the Up Distant signal.

The "Calling-on" arm below the "Fulls" Siding Departure signal has been abolished.

Oakenshaw Junction

The points at Oakenshaw South Junction leading to the former Main lines have been secured out of use in the reverse position for through running to and from the new Down Main line.

Altered Signals :-

The former Down Goods (new Down Main) signal (0.15) will display Yellow or Green aspect only and has been renamed Down Main Distant signal (800 yards before reaching 0.16 signal). The subsidiary has been removed. An A.W.S. Inductor has been provided 200 yards before reaching this signal.

Former Down Goods (new Down Main) signal 0.16 has been renamed Down Main Home and the subsidiary has been removed. The A.W.S. Inductor has been repositioned 200 yards before reaching this signal.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Midland Goods to Down Crofton Goods signal 0.17.

Up Midland signal 0.10 will display Red or Green aspect only and will apply towards new Up Main. The Junction Indicator and subsidiary have been removed.

Up Oakenshaw Branch signal 0.12 will display Red or Green aspect only and will apply towards New Up Main. The Junction Indicator and subsidiary have been removed.

Up Crofton Goods signals 0.5 and 0.8 have had their subsidiary aspects removed and A.W.S. has been provided.

Ground position light signals 0.13 applying Down Main to former Up Main and 0.14 applying former Up Main to Down Main have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GASCOIGNE WOOD AND SELBY**

The Down and Up Selby lines between 4m. 65ch. and 2m. 48ch. have been diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals, (together with the associated A.W.S.) have been provided on the new alignment as follows:–

Down Selby

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing GW1853 and 1780 yards before reaching S1857 (existing signal).

Up Selby

GW1856 (Automatic), situated 1807 yards after GW1858

GW1854 (Controlled), 1745 yards after passing GW1856 new signal and 1793 yards before reaching GW1846 existing signal. (51)

WAKEFIELD (KIRKGATE) WEST

The Up Loop has been taken out of use.

The facing connection – Up Loop/Up Fast has been secured out of use in the normal position pending removal.

The associated signal applying Up Loop to Up Fast and the signal route Goods Loop to Up Loop have been abolished. (51)

DONCASTER

Belmont New Down Yard has been commissioned. Two loud sounding bells have been installed adjacent to the North End Shunt Spur for the purpose of advising the driver that the set-back movement into the yard may commence provided that the relative ground position light signals are showing a proceed aspect.

The preamble To Table "W" of the Sectional Appendix will apply.

Ground position light signal No.1453 on the Down Reception line together with the associated telephone will be repositioned 30 yards further south to a position in the vicinity of the new footbridge. (50)

MIRFIELD

The Up Sidings have been temporarily secured out of use. (50)

OAKENSHAW JN.

The connection to Wakefield Power Station has been secured out of use. (50)

RAVENSTHORPE SIDINGS

The connection to Thornhill Power Station has been secured out of use. (50)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd</p> <p>Page 111 (Pages 61 and 62 Supp. Optg. Insts.)</p> <p>★ Delete all details on this page and Substitute: - w.e.f. Monday 7 December</p>								
		Cudworth	175.03					
		Cudworth South Jn.	175.38					2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.		
				20		Goods line 178m. 15ch. and 178m. 36ch.		
				50		Main line 178m. 25ch. and 178m. 30ch.		
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.		1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.		
				40	40	181m. 76ch. and 182m. 5ch.		
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
				30		To Crofton East at 181m. 70ch.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

NS-25

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd</p> <p>★ Page 111 (Pages 61 and 62 Supp. Optg. Insts.) - Substitute - cont'd</p>							
		Oakenshaw South Jn. (See page 117)	181.77	15			
		Oakenshaw	182.35	60		Main to Oakenshaw Jn.	
				50	50	183m. 40ch. and 184m. 50ch. 184m. 50ch. and 184m. 61ch.	
<p>Page 121 (Page 67 Supp. Optg. Insts.)</p> <p>CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.</p> <p>★ Amend:- CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.</p> <p>★ Add:- Prince of Wales L.C.</p>							
				40	40	MAXIMUM PERMISSIBLE SPEED	
				30		56m. 66ch. and 56m. 42ch.	w.e.f. Monday 7 December
<p>Page 125</p> <p>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</p> <p>★ Amend:- Pontefract West Jn.</p>							
					30	To Castleford West line. 56m. 36ch. and 56m. 66ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND49D - Page 33)



Add :-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed :-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

(6D)

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY



Amend first paragraph

Trains for Nos1 or 2 Group Sidings must be propelled.

(6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE



Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

York

27 NOVEMBER, 1981

G. GRAHAM
Chief Operating Manager

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

NS.50/81
12-19.12.81

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 DECEMBER – WAKEFIELD (KIRKGATE) WEST

The temporary alignment – Up Passenger Loop/Up Fast will be replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection – Goods Loop/Up Fast will be secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection will be secured out of use in the normal position pending removal.

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals will be abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries will be replaced by Junction Route indicators as follows:—

Description of Signals – WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47½m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249

The Junction indicators on this signal will be out of use until Sunday 20 December.

WW59 (48 yards east of the 47½m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

WW55 (56 yards west of the 47½m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT****STOURTON C. & W. REPAIR SHOPS**

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (New item) (2)

MILNER ROYD JUNCTION

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided. (52/1)

SOWERBY BRIDGE WEST

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use. (52)

PONTEFRAC T PRINCE OF WALES COLLIERY

The trailing connection from the North End of the Bunker line has been secured out of use. (52)

FERRYBRIDGE POWER STATION JUNCTION

The entry/exit to the C.E.G.B. Power Station has been remodelled.

The new points have been brought into use and the original P. & C. removed. Reference should be made to the diagram included in this notice.

Signalling Alterations

Route Indication 'D' on Up C.E.G.B. signal No.F622 has been brought into use applying – Up C.E.G.B. to Down Monkhill Goods via the Down Main (route indication 'U' for the route via Up Main). (51)

BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION)

The Down and Up Main lines between the Main to Goods Junction immediately north of Royston Junction signal box and Oakenshaw South Junction have been taken out of use and all signalling on these lines has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN ROYSTON JN. AND OAKENSHAW (SOUTH JUNCTION) – continued**

The adjacent Down and Up Goods lines have been upgraded to Passenger line status and the Absolute Block Regulations will apply between Royston Junction and Oakenshaw.

Royston Junction

The points leading to and from the former Main lines have been secured out of use in the reverse position for through running to and from the new Main (former Goods) lines.

Up Sidings Nos. 1 and 2 have been taken out of use.

Altered Signals

The Down Main Home signal (No.5) will display Red or Green aspects only and will apply towards new Down Main (former Down Goods). The junction Indicator position "4"; subsidiary and associated A.W.S. Inductor have been abolished.

The Down Goods Home (No.8) signal will display Red or Green aspects only and will apply towards the new Down Main. The subsidiary has been removed.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Goods Distant signal.

The former Up Goods Distant signal and Up Goods Home signal have been renamed Up Main Distant and Up Main Home signals respectively. An A.W.S. Inductor has been provided 200 yards before reaching the Up Distant signal.

The "Calling-on" arm below the "Fulls" Siding Departure signal has been abolished.

Oakenshaw Junction

The points at Oakenshaw South Junction leading to the former Main lines have been secured out of use in the reverse position for through running to and from the new Down Main line.

Altered Signals:—

The former Down Goods (new Down Main) signal (0.15) will display Yellow or Green aspect only and has been renamed Down Main Distant signal (800 yards before reaching 0.16 signal). The subsidiary has been removed. An A.W.S. Inductor has been provided 200 yards before reaching this signal.

Former Down Goods (new Down Main) signal 0.16 has been renamed Down Main Home and the subsidiary has been removed. The A.W.S. Inductor has been repositioned 200 yards before reaching this signal.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Midland Goods to Down Crofton Goods signal 0.17.

Up Midland signal 0.10 will display Red or Green aspect only and will apply towards new Up Main. The Junction Indicator and subsidiary have been removed.

Up Oakenshaw Branch signal 0.12 will display Red or Green aspect only and will apply towards New Up Main. The Junction Indicator and subsidiary have been removed.

Up Crofton Goods signals 0.5 and 0.8 have had their subsidiary aspects removed and A.W.S. has been provided.

Ground position light signals 0.13 applying Down Main to former Up Main and 0.14 applying former Up Main to Down Main have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GASCOIGNE WOOD AND SELBY**

The Down and Up Selby lines between 4m. 65ch. and 2m. 48ch. have been diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals, (together with the associated A.W.S.) have been provided on the new alignment as follows:—

Down Selby

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing GW1853 and 1780 yards before reaching S1857 (existing signal).

Up Selby

GW1856 (Automatic), situated 1807 yards after GW1858

GW1854 (Controlled), 1745 yards after passing GW1856 new signal and 1793 yards before reaching GW1846 existing signal. (51)

**** WAKEFIELD (KIRKGATE) WEST**

The Up Loop has been taken out of use.

The facing connection – Up Loop/Up Fast has been secured out of use in the normal position pending removal.

The associated signal applying Up Loop to Up Fast and the signal route Goods Loop to Up Loop have been abolished. (50)

**** DONCASTER**

Belmont New Down Yard has been commissioned. Two loud sounding bells have been installed adjacent to the North End Shunt Spur for the purpose of advising the driver that the set-back movement into the yard may commence provided that the relative ground position light signals are showing a proceed aspect.

The preamble To Table "W" of the Sectional Appendix will apply.

Ground position light signal No.1453 on the Down Reception line together with the associated telephone will be repositioned 30 yards further south to a position in the vicinity of the new footbridge. (50)

**** MIRFIELD**

The Up Sidings have been temporarily secured out of use. (50)

**** OAKENSHAW JN.**

The connection to Wakefield Power Station has been secured out of use. (50)

**** RAVENSTHORPE SIDINGS**

The connection to Thornhill Power Station has been secured out of use. (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

★ Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

★ Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty 45 m.p.h. (6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. – cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) Delete all details on this page and Substitute: w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75		20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20		Goods line 178m. 15ch. and 178m. 36ch.	
				★			
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch. ★	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m 76ch. and 182m. 5ch. no longer apply
			★				
			20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
			30		To Crofton East at 181m. 70ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 131 (Page 71 Supp. Opts. Insts.)							
		ALDWARKE NORTH JN. (MID) TO BURTON SALMON)
		Delete existing line speeds and Substitute)
		ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY)
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS)
		PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED)
		Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.)
		Add:—		60		15m. 30ch. and 15m. 10ch.)
)
Page 132)
		Between Goldthorpe Colliery Branch Jn. and Hickleton)
		Add:—		70		15m. 10ch. and 12m. 8ch.)
)
		Between Moorthorpe Station Jn. and Pontefract Baghill)
		Add:—		60		11m. 20ch. and 11m. 40ch.)
				60		10m. 60ch. and 6m. 71ch.)
				60		7m. 6ch. and 8m. 4ch.)
				60		4m. 50ch. and 5m. 50ch.)

)
 w.e.f.
 Monday 7
 December

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343 (ND49D - Page 33)

Add :-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed :-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (6D)

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos1 or 2 Group Sidings must be propelled. (6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
4 DECEMBER, 1981

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

51

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 DECEMBER

TO

FRIDAY 25 DECEMBER 1981

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 20 DECEMBER – WAKEFIELD KIRKGATE WEST

A new facing crossover – Up Goods Loop/Up Passenger Loop will be installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal will be commissioned.

Position 4 – towards Up Slow WW43
Position 5 – towards Up Branch L249

(2)

SUNDAY 20 DECEMBER – BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights will be provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication will be provided between this level crossing and Thorpe Gates gate box.

(2)

TUESDAY 22 DECEMBER – PRINCE OF WALES

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery will be secured out of use in the normal position pending removal.

The ground frame and all associated signalling will be abolished.

(2)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD (KIRKGATE) WEST

The temporary alignment – Up Passenger Loop/Up Fast has been replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection – Goods Loop/Up Fast has been secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection has 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

WAKEFIELD (KIRKGATE) WEST - continued

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:-

Description of Signals - WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47 $\frac{3}{4}$ m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249

The Junction indicators on this signal will be out of use until Sunday 20 December.

WW59 (48 yards west of the 47 $\frac{3}{4}$ m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

WW55 (56 yards west of the 47 $\frac{3}{4}$ m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

STOURTON C. & W. REPAIR SHOPS

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

MILNER ROYD JUNCTION

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided.

(52/1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SOWERBY BRIDGE WEST

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use. (52)

**FERRYBRIDGE POWER STATION JUNCTION

The entry/exit to the C.E.G.B. Power Station has been remodelled.

The new points have been brought into use and the original P. & C. removed. Reference should be made to the diagram included in this notice.

Signalling Alterations

Route Indication 'D' on Up C.E.G.B. signal No.F622 has been brought into use applying - Up C.E.G.B. to Down Monkhill Goods via the Down Main (route indication 'U' for the route via Up Main). (51)

**BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION)

The Down and Up Main lines between the Main to Goods Junction immediately north of Royston Junction signal box and Oakenshaw South Junction have been taken out of use and all signalling on these lines has been abolished.

The adjacent Down and Up Goods lines have been upgraded to Passenger line status and the Absolute Block Regulations will apply between Royston Junction and Oakenshaw.

Royston Junction

The points leading to and from the former Main lines have been secured out of use in the reverse position for through running to and from the new Main (former Goods) lines.

Up Sidings Nos. 1 and 2 have been taken out of use.

Altered Signals

The Down Main Home signal (No.5) will display Red or Green aspects only and will apply towards new Down Main (former Down Goods). The junction Indicator position "4"; subsidiary and associated A.W.S. Inductor have been abolished.

The Down Goods Home (No.8) signal will display Red or Green aspects only and will apply towards the new Down Main. The subsidiary has been removed.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Goods Distant signal.

The former Up Goods Distant signal and Up Goods Home signal have been renamed Up Main Distant and Up Main Home signals respectively. An A.W.S. Inductor has been provided 200 yards before reaching the Up Distant signal.

The "Calling-on" arm below the "Fulls" Siding Departure signal has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN ROYSTON JN. AND OAKENSHAW (SOUTH JUNCTION) – continued****Oakenshaw Junction**

The points at Oakenshaw South Junction leading to the former Main lines have been secured out of use in the reverse position for through running to and from the new Down Main line.

Altered Signals:—

The former Down Goods (new Down Main) signal (0.15) will display Yellow or Green aspect only and has been renamed Down Main Distant signal (800 yards before reaching 0.16 signal). The subsidiary has been removed. An A.W.S. Inductor has been provided 200 yards before reaching this signal.

Former Down Goods (new Down Main) signal 0.16 has been renamed Down Main Home and the subsidiary has been removed. The A.W.S. Inductor has been repositioned 200 yards before reaching this signal.

An A.W.S. Inductor has been provided 200 yards before reaching the Down Midland Goods to Down Crofton Goods signal 0.17.

Up Midland signal 0.10 will display Red or Green aspect only and will apply towards new Up Main. The Junction Indicator and subsidiary have been removed.

Up Oakenshaw Branch signal 0.12 will display Red or Green aspect only and will apply towards New Up Main. The Junction Indicator and subsidiary have been removed.

Up Crofton Goods signals 0.5 and 0.8 have had their subsidiary aspects removed and A.W.S. has been provided.

Ground position light signals 0.13 applying Down Main to former Up Main and 0.14 applying former Up Main to Down Main have been abolished. (51)

**** BETWEEN GASCOIGNE WOOD AND SELBY**

The Down and Up Selby lines between 4m. 65ch. and 2m. 48ch. have been diverted onto a new bridge at Hambleton.

New 4-aspect colour light signals, (together with the associated A.W.S.) have been provided on the new alignment as follows:—

Down Selby

GW1853 (Controlled), situated 673 yards after passing GW1851 signal

GW1855 (Automatic), situated 1820 yards after passing GW1853 and 1780 yards before reaching S1857 (existing signal).

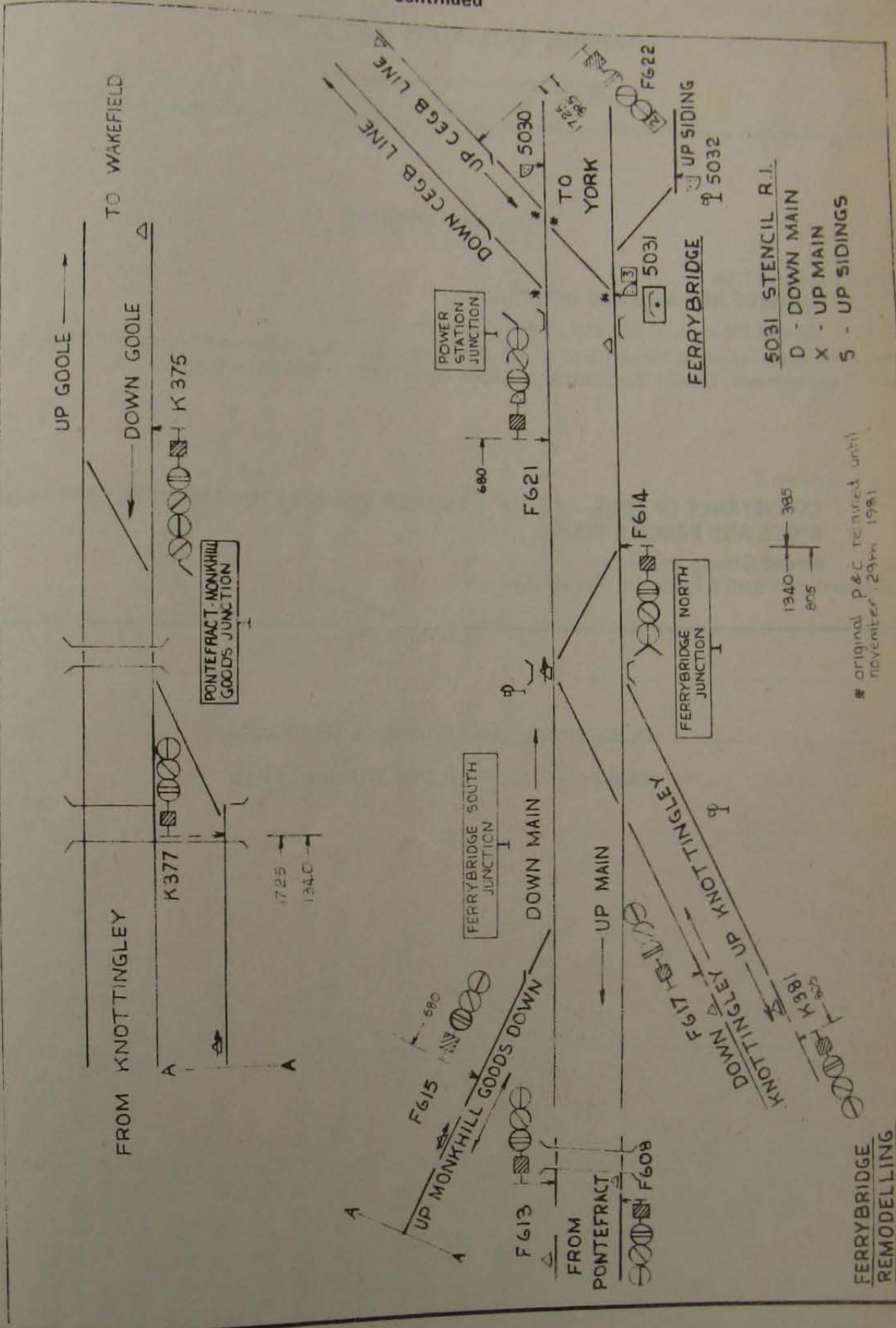
Up Selby

GW1856 (Automatic), situated 1807 yards after GW1858

GW1854 (Controlled), 1745 yards after passing GW1856 new signal and 1793 yards before reaching GW1846 existing signal. (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



FERRYBRIDGE REMODELLING

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 S - UP SIDINGS

* original p.e.c. received until
 november, 29th 1981

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

WAKEFIELD - GOOLE

With effect from 09 00 Monday 4 January a 15 m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD (KIRKGATE) WEST

The temporary alignment - Up Passenger Loop/Up Fast has been replaced by a trailing connection forming lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection - Goods Loop/Up Fast has been secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection has been secured out of use in the normal position pending removal.

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:-

Description of Signals - WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47½m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
WW59 (48 yards west of the 47½m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

WW55 (56 yards west of the 47½m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****STOURTON C. & W. REPAIR SHOPS**

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

**** MILNER ROYD JUNCTION**

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided. (52/1)

**** SOWERBY BRIDGE WEST**

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

**** DEWSBURY RAILWAY STREET**

The siding serving A and B shed has been secured out of use. (52)

WAKEFIELD KIRKGATE WEST

A new facing crossover – Up Goods Loop/Up Passenger Loop has been installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

Position 4 – towards Up Slow WW43
Position 5 – towards Up Branch L249 (2)

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

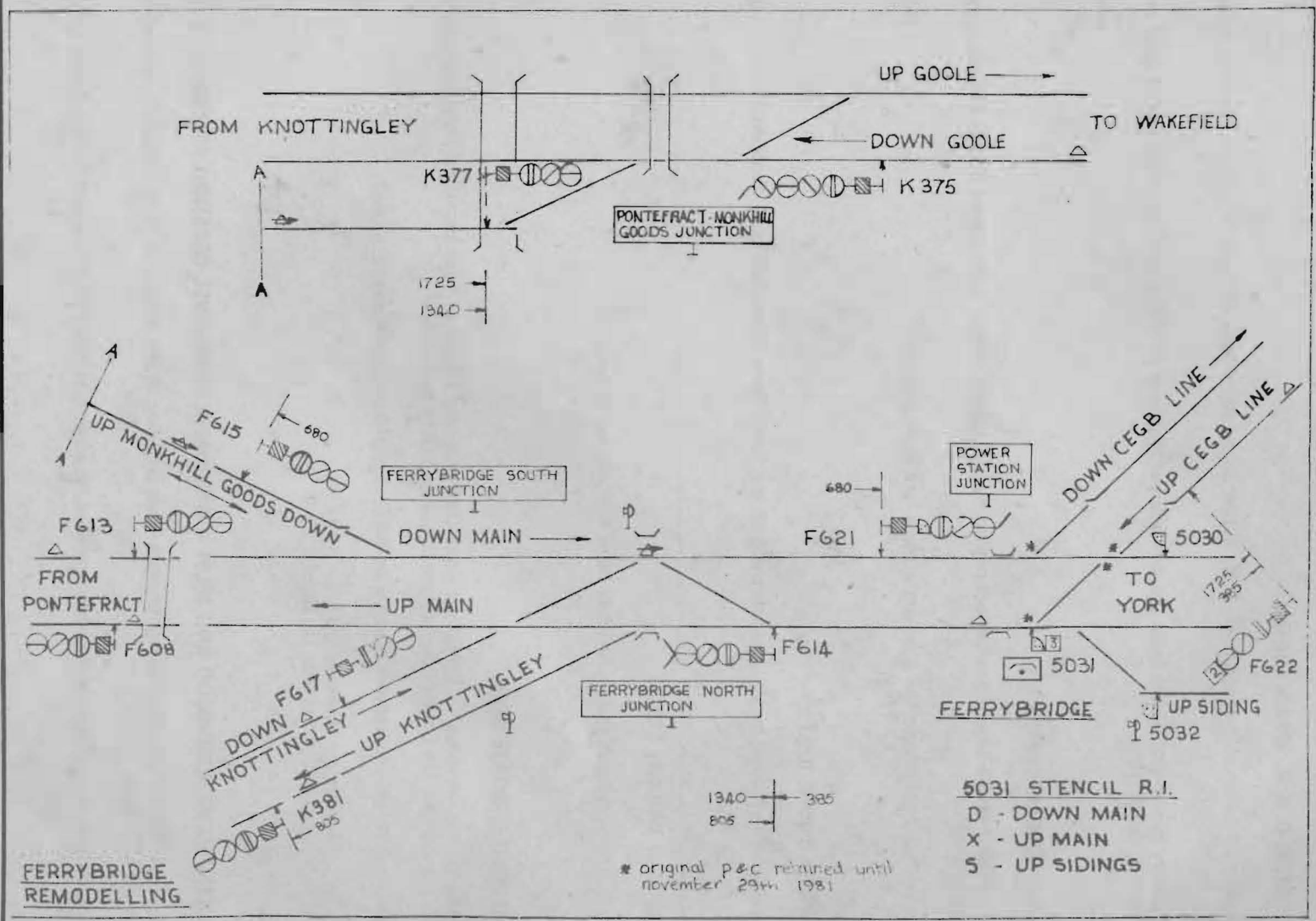
Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (2)

PRINCE OF WALES

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery has been secured out of use in the normal position pending removal.

The ground frame and all associated signalling has been abolished. (2)



**FERRYBRIDGE
 REMODELLING**

* original p&c retained until
 november 29th 1981

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 S - UP SIDINGS

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty **45 m.p.h.**

(6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 109 (Page 59 Supp. Optg. Insts.)							
		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.					
		Delete existing line speeds and substitute: -					
		ALDWARKE NORTH JN. (MID) AND 171¼m.p.		90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
		171¼m.p. AND 174¼m.p.		80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		174¼m.p. AND ROYSTON JN. (178m. 30ch.)		70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		175m.p. AND 171¼m.p.			80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		ROYSTON JN. (178m. 30ch.) AND 175m.p.			70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¾m.p.)		70	70	MAXIMUM PERMISSIBLE SPEED)
		GOOSEHILL JN. (184¾m.p.) AND LEEDS NORTH JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
		ALDWARKE NORTH JN. (MID) AND SWINTON JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)
		GOOSEHILL JN. (184¾m.p.) AND ALTOFTS JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)

) w.e.f
) Monday 7
) December

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. — cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) Delete all details on this page and Substitute:— w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20	20	Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m 76ch. and 182m. 5ch. no longer apply
			20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
			30	30	To Crofton East at 181m. 70ch.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

HARROGATE STATION

Page 343

★ Add :-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

★ Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading :-

See Instruction on page 379.

Page 379

LEEDS WORTLEY JN. TO HARROGATE

★ Add :-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.

2. The following conditions must be observed :-

- During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
- When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.

3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

(6D)

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos 1 or 2 Group Sidings must be propelled.

(6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

18 DECEMBER, 1981

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