PRIVATE AND NOT FOR PUBLICATION WOOLSTENHOLMES

C. J.

B.R.31262/1

19



NS

EASTERN REGION

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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For a list of PDFs currently available visit the list of <u>Weekly</u> Notices or <u>Signalling</u> Notices page.

If you have benefited from this PDF copy, why not join the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS <u>books</u> and other <u>publications</u> at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

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

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Hebden Bridge Up Home signal, with the outer Distant for PN305 below, has been replaced by a 4-aspect colour light signal 200 yds.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 coverted 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 Hessle Road HR23 signal to Paragon P232 signals inclusive.

Up Main

Between Hessle Road HR7 signal and U2 auto-signal inclusive.

** 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.

* * 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)

(1)

(1)

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WEEKLY OPERATING NOTICE

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SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 JANUARY

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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

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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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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.

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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

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)

PRIVATE AND NOT FOR PUBLICATION

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EASTERN REGION

WEEKLY OPERATING NOTICE

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TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 JANUARY

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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.

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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 23½m.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 Signalman at Oakenshaw to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.

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)

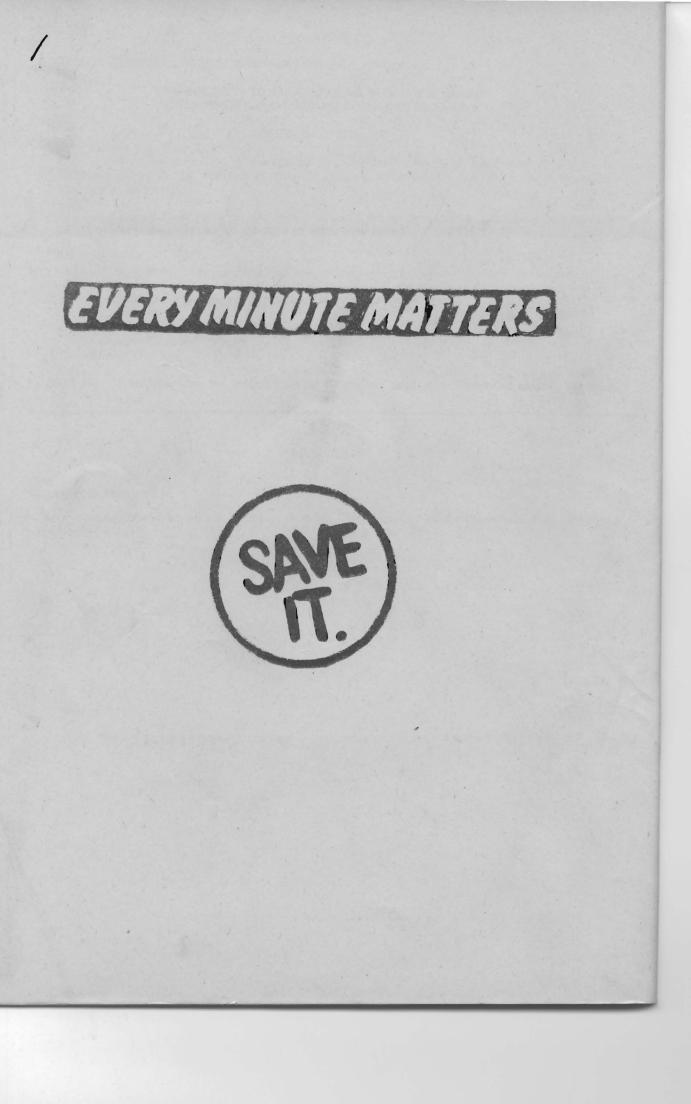
G. GRAHAM

Chief Operating Manager

MP.32/NS

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.



NS5/81

31.1 - 6.2.81

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 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

hackley 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.

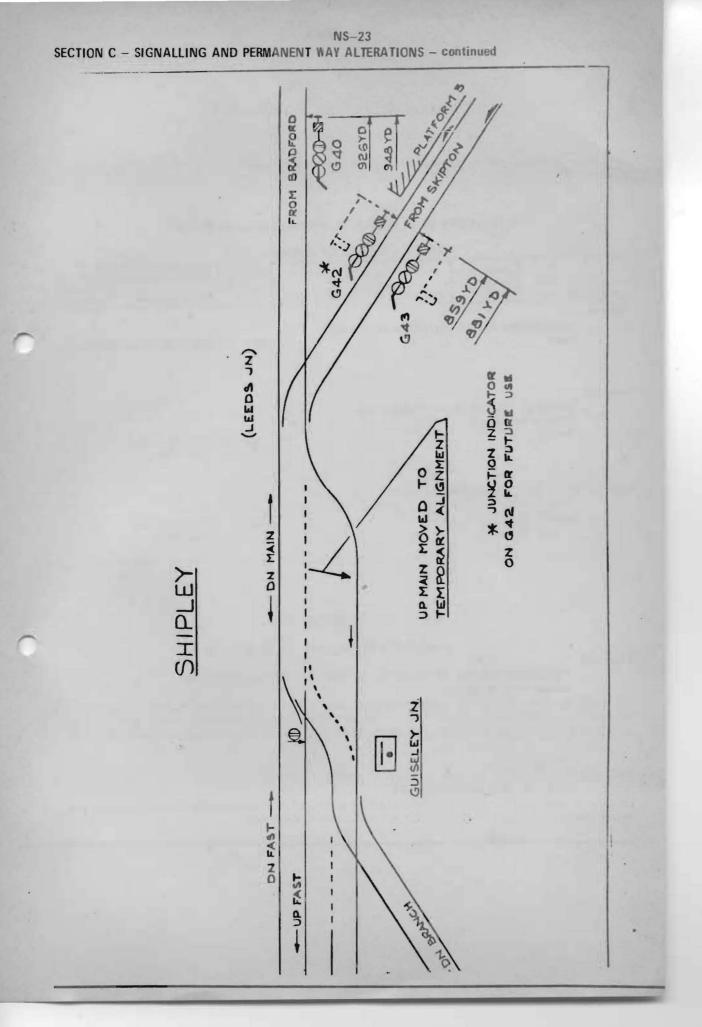
Down Slow ground position light signal 1486 no longer applies - set back towards Middle siding. (7)

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 (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)



GENERAL INSTRUCTIONS AND NOTICES

NS-24

* Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

		Loops and			-	Permanent	Speed Restriction	S Catch, Spring
Running Li Signalling		Refuge Sidings	Location	м	Ch	Down Up mph	At or Between	and unworked trailing points
Page 56	SHAFTHOI Amend	LME JN. TO F	ERRYBRIDGE NOF	TH JN.		60 60	Maximum Permis	SSIBLE SPEED
Page 108								
			J. TO HORBURY J	N.				
	Add :				20 49m. 78ch. and 50m. 10ch.			
Page 132			RTON SALMON n Colliery Siding	s and Moor	thorpe	South		
	Delete :					20	13m. Och. 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 160³/₄m.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)

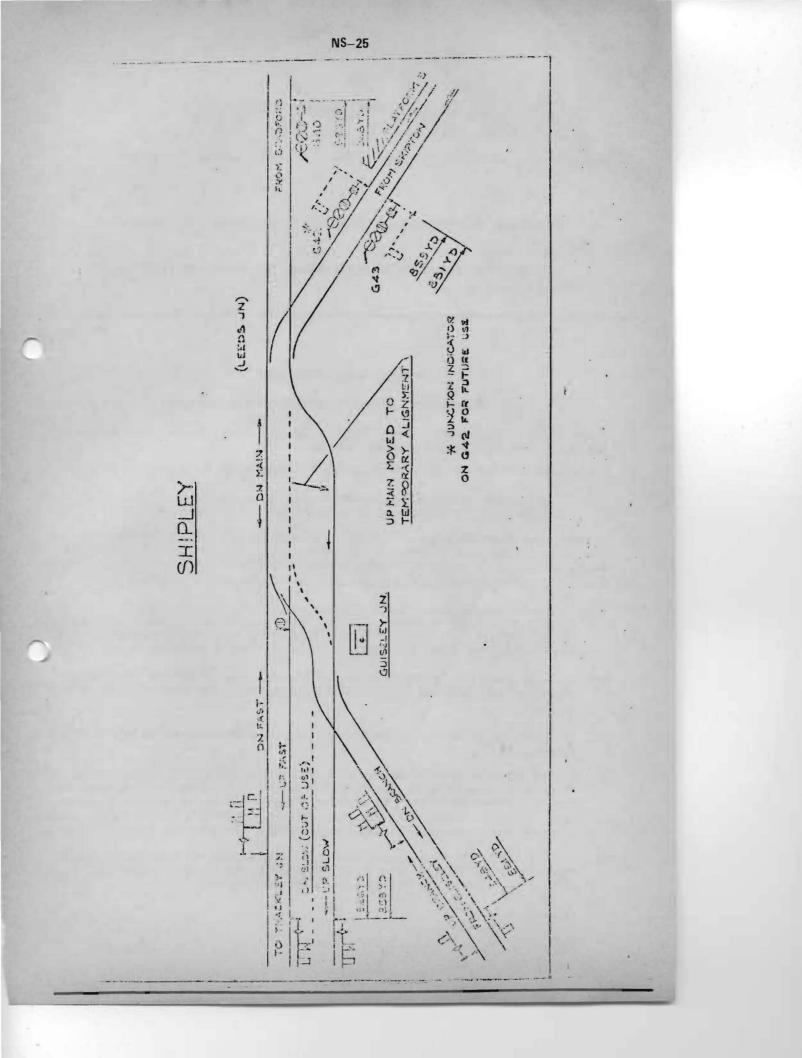
The Middle Siding (between Bay Platforms 6 and 7) has been taken out of use.

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)



GENERAL INSTRUCTIONS AND NOTICES

The Denotes new or amended item

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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.

GARFORTH

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

(New Item) (10)

(New Item) (10)

NS 7

14-20.2.81

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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% 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 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)

* 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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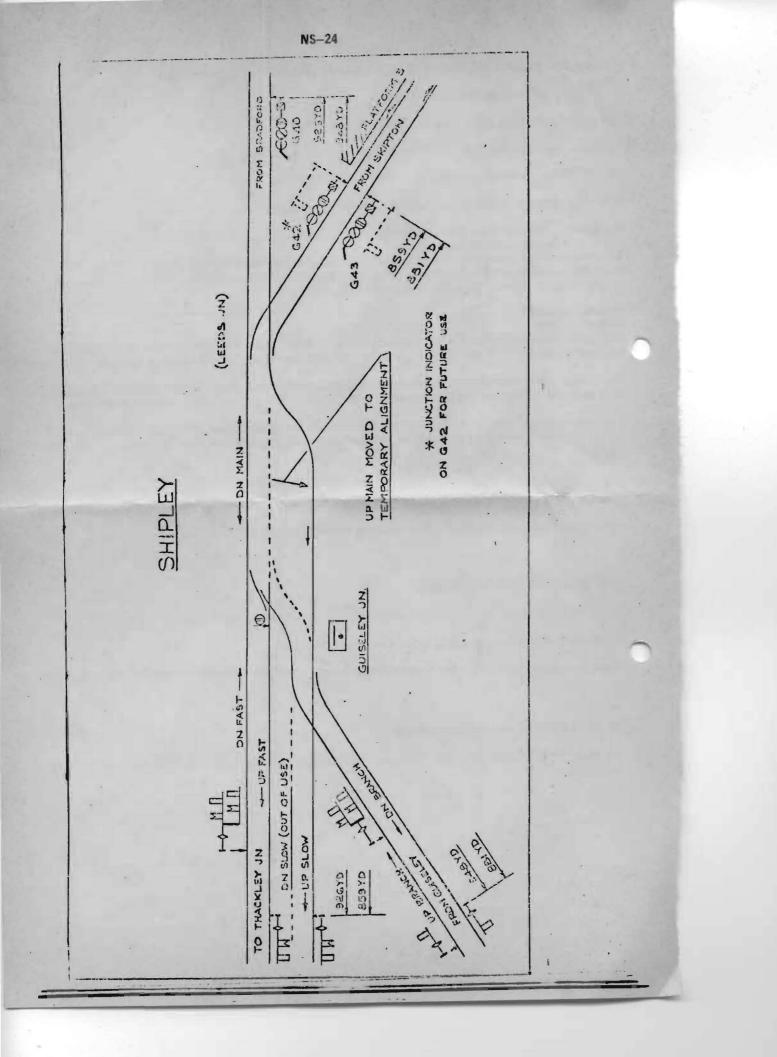
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Signal 1477 applying from Middle Siding has been abolished.

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)



GENERAL INSTRUCTIONS AND NOTICES

NS-25

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

	Loops and	Location		1	Permanent Speed Restrictions		Catch Spring
Running Lines and Signalling System	Refuge Sidings		M	Ch	Down Up m p h		and unworked trailing points
	E NORTH JN.	(MID) TO LEEDS	NORTH JN.				
Doctoosin	our on on on					167m. 73ch. and	

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 $T \prod$ 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

- 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.
- 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)

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

York 6 FEBRUARY, 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 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.

e 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.

MONDAY 23 FEBRUARY - PONTEFRACT MONKHILL

lings 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)

(11)

NS. 8/81 21-27.2.81

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)

(New Item) (10)

GARFORTH

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

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 160³/₄m.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.

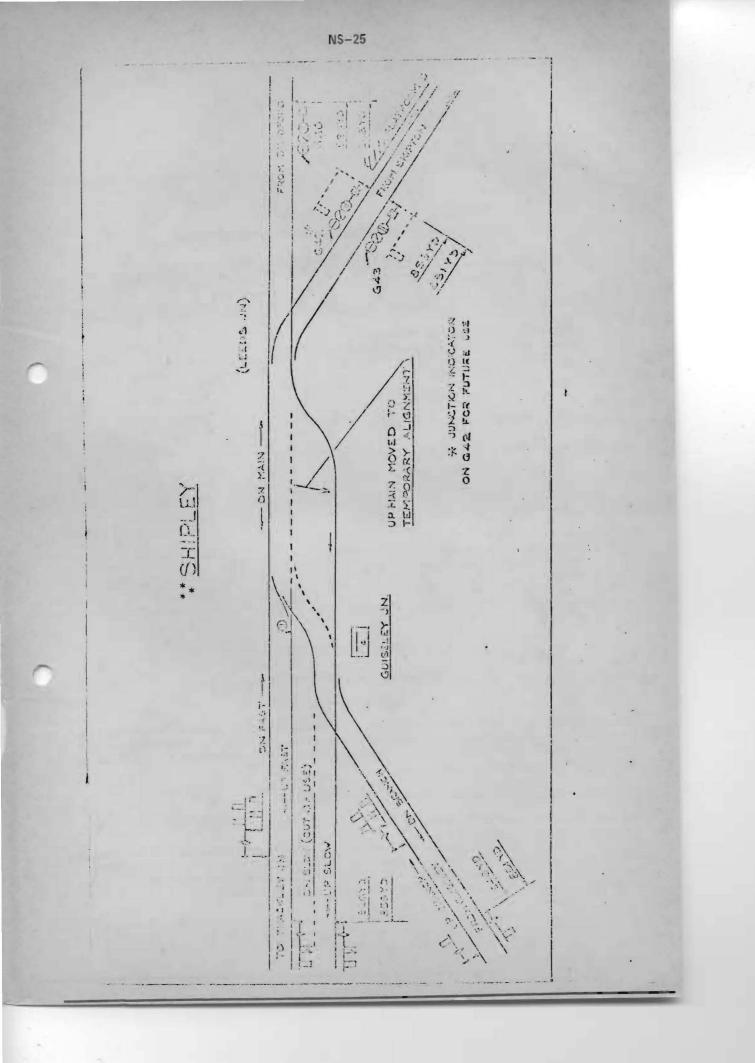
The Up 1st. Home from Skipton direction has been replaced by a 3-aspect colour light Home signal plated G.43 and applies towards the Up Slow or with position '1' Junction indicator, towards Down Branch.

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)



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 Permanent Speed Restrictions Loops and Catch, Spring Running Lines and Refuge Down Up and unworked Signalling System Sidings mph Location M Ch At or Between trailing points 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 Slew 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 70 167m. 73ch. and Delete:-70 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 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 TII 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

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

These experimental tail lamps must not be used on services conveying Liquid Petroleum Gas Note (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 3. 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.
 - The battery has a very long life and is not re-chargeable. When expired, the battery is replaced (b) by a new one.
 - The light cannot be manually switched on or off as this is done automatically by a light (c) 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.
 - A red low battery warning light, positioned on the lens housing, will automatically become. (d) 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.
 - The person placing the lamp on a train or vehicle or otherwise positioning it for use, must :-(e) Check that the low battery warning light is not illuminated, (i)
 - if the lamp is not illuminated, rotate the flap over the light sensitive cell and check (ii) that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
 - When not in use and in order to save the batteries, the lamps should be laid on their backs or (f) 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 (MO12/17/9) unintentional danger signal. (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.

PRIVATE AND NOT FOR PUBLICATION

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B.R.31262/1

9



NS

EASTERN REGION

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 Existing No.	Line	New No.
S42	Down Skellow	S731
S41	Down Skellow	S733
S51	Down Branch	\$742
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 Hessle Road North Junction and Hessle 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)

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)

DETAILS OF WORK ALREADY CARRIED OUT

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.

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)

1

(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.

(11)

(11)

(10)

(10)

(10)

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.

NORMANTON GOOSE HILL

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

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.

GARFORTH

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

STOURTON

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

* APPLEHURST JN. TO ADWICK JN.

Until Sunday 1 March the main crossover situated at 160% 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)

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 Permanent Speed Restrictions Loops and Catch, Spring Running Lines and Refuge Down Up and unworked Signalling System Sidings Location M Ch m.p.h At or Between trailing points 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. 25 Down/Up West 25 Delete:-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 70 70 167m. 73ch. and Delete:-168m. 03ch. (14D) LOCAL INSTRUCTIONS THORNE JN. TO GILBERDYKE JN. Page 391 **GOOLE BRIDGE** Add:-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

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

available before it will arrive at 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.

NS 10/81

7-133.31

MONDAY 9 MARCH - CASTLEFORD GOODS YARD

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

(13)

(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 \$733, \$744 and \$742 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.

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 sidinus have been secured out of use pending removal.

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.

*_*STOURTON

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

(11)

(10)

(11)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

TABLE A: DETAILS OF RUNNING LINES

Page

Page 14

*

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

275

	Loops and	1.000.000		Permane	nt Speed Restriction	S Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M Ch	Down U m.p.h	At or Between	and unworked trailing points
Page 25 (Page ND 9,	ND6D)					
DONCAST	TER BLACK CA	ARR JN. TO BERV	VICK			
Between [Decoy North .	In, and signals 1	1446/D250 and D	252		
Add:-				50	50 Over connection	
					Down Slow No.2	
					to Down/Up	
					West Slow No.1 at 154m, 20ch.	
						14 00 9/2/81)
					(**	14 00 0/2/01
				50	Over connection	
					Down/Up West	
					Slow No.1 to	
					210W NO. 1 10	
					Down Fast at 154	lm.
					Down Fast at 154	lm. . 14 00 9/2/81)
		ts.) ARR JN. TO BERV Bridge Jn.	WICK		Down Fast at 154 28ch. (w.e.f	
		ARR JN. TO BERN	WICK	25	Down Fast at 154 28ch. (w.e.f 25 Down /Up West Slow No.1. 155m.	. 14 00 9/2/81)
DONCAS		ARR JN. TO BERN	WICK	25	Down Fast at 154 28ch. (w.e.f 25 Down /Up West	. 14 00 9/2/81)
DONCAS		ARR JN. TO BERN	WICK		Down Fast at 154 28ch. (w.e.f 25 Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch.	. 14 00 9/2/81)
DONCAS		ARR JN. TO BERN	WICK		Down Fast at 154 28ch. (w.e.f 25 Down/Up West Slow No.1. 155m. 38ch. and 155m.	. 14 00 9/2/81)
DONCAS	TER BLACK C	ARR JN. TO BERN	WICK		Down Fast at 154 28ch. (w.e.f 25 Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch.	. 14 00 9/2/81)
Delete:- Page 110 (Page ND28 ALDWARK	TER BLACK C	ARR JN. TO BERN			Down Fast at 154 28ch. (w.e.f 25 Down/Up West Slow No.1. 155m. 38ch. and 155m. 63ch.	. 14 00 9/2/81)

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 crossovers 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

Add:-

THORNE JN. TO GILBERDYKE JN. 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 $T \prod$ 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

CONCASTER 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.
 - - (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)

Clause B2/7

WHITE PAGES

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

York 27 FEBRUARY, 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 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	d and the following indications will apply:-
Aspect Main	Route Indication Junction Indicator	Application to or towards Bradford Junction
TYLE TH	Position "1"	

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, 1% miles from G.6.

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).

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.

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

(13)

(14)

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	14	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 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 suppresised 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)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SKELLOW JN. - continued

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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)

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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

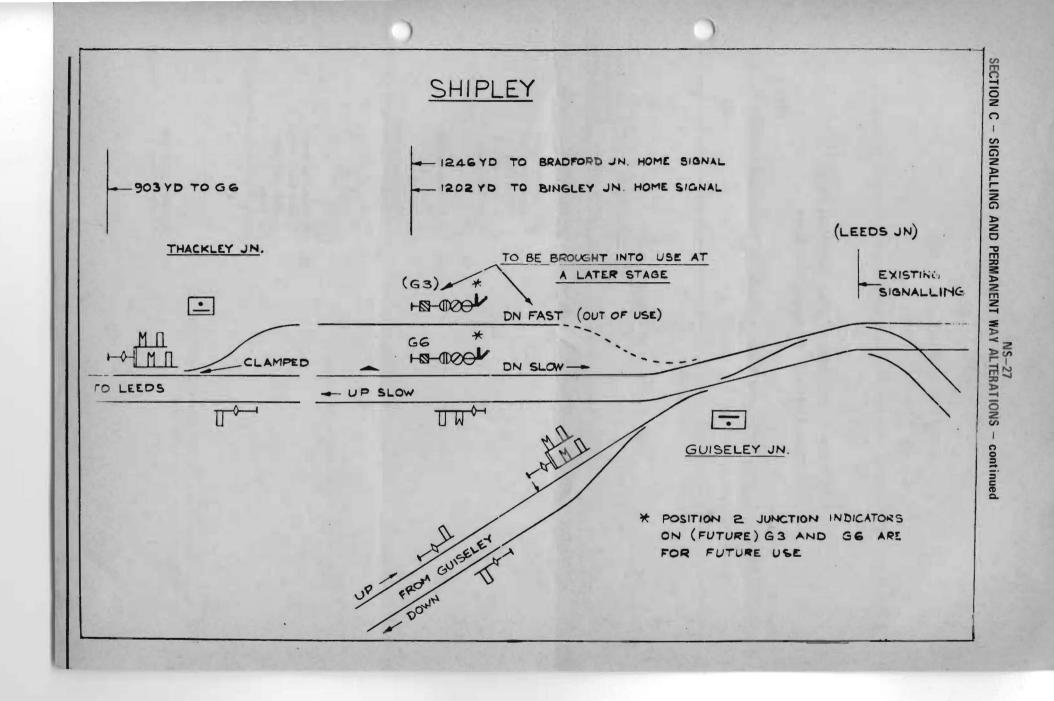
Nos. 2 and 3 sidings have been secured out of use pending removal.

NORMANTON GOOSE HILL

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

(11)

(11)



GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 14

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

275

Page

TABLE A: DETAILS C	F RUNNING LINES
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	Loops and	E AST STORE			Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M. C	h	Down Up m.p.h.	At or Between	and unworked trailing points
	TER BLACK CA	ARR JN. TO BERWIC n. and signals 14		D25		Over connection Down Slow No.2 to Down/Up West Slow No.1	
					50	Over connection Down/Up West Slow No.1 to Down Fast at 154	n. 14 00 9/2/81) 14 00 9/2/81)
Page 26 (Page 21 Su DONCAS	ipp. Optg. Ins TER BLACK C	ts.) ARR JN. TO BERWI Bridge Jn.	СК				
Delete:						Down /Up West Slow No.1. 155m. 38ch. and 155m. 63ch. e.f. 14 00 Tuesday	3 March) (14D)
Page 110 (Page ND2 AL DWAR	KE NORTH JN.	(MID) TO LEEDS I	NORTH JN.		70 70) 167m, 73ch, and	
	and the second second second second						

NS-28

NS--29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Grimeth Shunters	O LEEDS NORTH JN. • Valley ry Sdgs. 20 Goods line 172m. 14ch. and 172m. 4ch. (w.e.f. 09 00 Monday 16 March) (14D UDWORTH DEARNE VALLEY NORTH JN.
ALDWARKE NORTH JN. (MID) TO Dearne Y Colliery Amend : Page 115 (Page 53 Supp. Optg. Insts) GRIMETHORPE COLLIERY TO CUI Grimeth Shunters Amend : Page 140 (Page 60 Supp. Optg. Insts) LEEDS TO SKIPTON STATION SOU Between Kirkstall and Apperley	20 Goods line 172m. 14ch. and 172m. 4ch. (w.e.f. 09 00 Monday 16 March) (14D UDWORTH DEARNE VALLEY NORTH JN. thorpe ers Cabin 5 57m. 73ch. and 57m. 20ch.
Amend : Page 115 (Page 53 Supp. Optg. Insts) GRIMETHORPE COLLIERY TO CUI Grimeth Shunters Amend : Page 140 (Page 60 Supp. Optg. Insts) LEEDS TO SKIPTON STATION SOU Between Kirkstall and Apperley	20 Goods line 172m. 14ch. and 172m. 4ch. (w.e.f. 09 00 Monday 16 March) (14D UDWORTH DEARNE VALLEY NORTH JN. thorpe ers Cabin 5 57m. 73ch. and 57m. 20ch.
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Amend :- Page 140 (Page 60 Supp. Optg. Insts) LEEDS TO SKIPTON STATION SOU Between Kirkstall and Apperley	5 57m. 73ch. and 57m. 20ch.
LEEDS TO SKIPTON STATION SO Between Kirkstall and Apperley	
Delete :-	
	40 198m. 50ch. and 199m. 15ch. (w.e.f. 09 00 Monday 16 March) (14D
Page 143 LEEDS WORTLEY JN. TO HARROG Between Wortley Jn. and Headin	
Delete :	30 0m. 75ch. and 1m. 25ch. (w.e.f. 09 00 Monday 16 March) (14D

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency crossovers 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 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 $T \prod$ 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

NS.12/81 21-223.81

SIGNALLING AND PERMANENT WAY ALTERATIONS

Thems 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)

Down Stainforth / Up Main

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



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" Jun	iction indicator has been provid	ded and the following indications apply:-
Aspect Main	Route Indication Junction Indicator Position ''1''	Application to or towards Bradford Junction
Main		Pinglow 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.

NS--23

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)."

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.

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

(14)

(13)

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.

	have been replated : Line	New No.
Existing No.		S731
S42	Down Skellow	
541	Down Skellow	S733
S51	Down Branch	S742
552	Up Main	S744
552 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 \$733, \$744 and \$742 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 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)

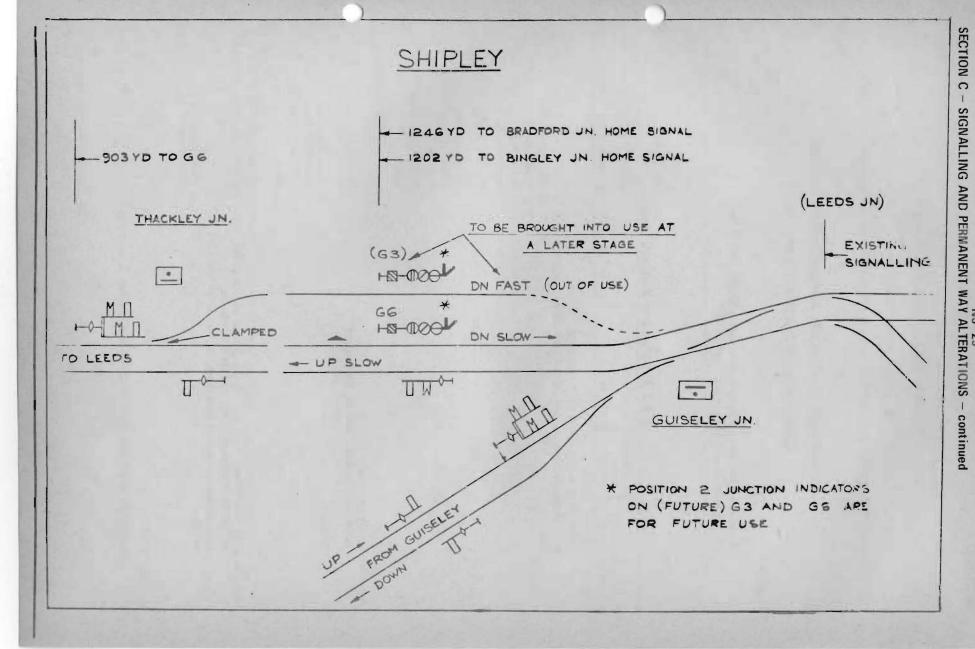
*JOAN CROFT JUNCTION (E.C.M.L. AT 160m. 50ch.)

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)



- SIGNALLING AND PERMANENT WAY ALTERATIONS

Page 14

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

275

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

TABLE A: DETAILS OF RUNNING LINES Permanent Speed Restrictions Loops and Catch, Spring Refuge Down Up Running Lines and and unworked Sidings Ch At or Between Signalling System Location M mph trailing points Page 25 (Page ND 9, 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. 20 Goods line 172m. 14ch. and Amend :-(14D) 172m. 4ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

	Loops and			Permanent	s Catch, Spring		
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points	
Page 115 (Page 53 S GRIMETH Amend :-	ORPE COLLIER	ts) Y TO CUDWORTH Grimethorpe Shunters Cabin	DEARNE VALLE	y north jn. 5	57m.43ch. and !	57m. 20ch.(14D)	
Between	SKIPTON STA Kirkstall and A	TION SOUTH					
Delete :				40	198m. 50ch. and 199m. 15ch. (14D)		
Page 143 LEEDS WORTLEY JN. TO HARROGATE Between Wortley Jn. and Headingley Tunnel Delete:			nel	30	Om. 75 ch, and 1m, 25ch, (1		
	TA	BLE F - PROPEL	LING TRAINS (
From	To		Line		Number of vehicles and special conditions		
Page 226 DUDL	EY HILL TO B	OWLING JN.					
Add:-							

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 crossovers 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 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 TII 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, withour 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

- 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.
- 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.
 - - (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

A verified minimum the rectangular shape, without chevron ends and incorporating two electric lights which flash. The speed indic 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 1, 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)

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 Dearne Valley North Junction and Dearne 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 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 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 \$484.

Former Wath North Up Inner Distant signal WN9 will be converted to a 4-aspect automatic signal plated \$480.

Former Wath North Up Home signal WN10 will be converted to an automatic signal plated \$476.

Sheffield

Cudworth Station

C

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

S

Description of Signal Route Application Signal Line Aspect Indication to or towards M - Main S - Sub Down Direction Running Signals \$479 (Auto) Down Main M C483 C487 M Down Main C483 (Auto) C491 C487 (Controlled) Down Main M C495 (former C6) C491 (Auto) Down Main M Down Goods DG173 (existing) C89 (Controlled) Down Through Siding M Up Direction Running Signals C492 C496 (Auto) Up Main M C488 C492 (Auto) Up Main M S484 (former WN9R) C488 (Auto) Up Main M G10 C91 (Controlled) M (Yellow) Up Goods (existing) 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 Ligh	tSignals D	/ – Dearne Valle	ey Colliery Sidir	igs
DV15 (disc)	Up Through Siding			Shunt Neck
+93 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C8
†99	Pown Through Sidi	ng		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

(14)

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, 1³/₄ 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).

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

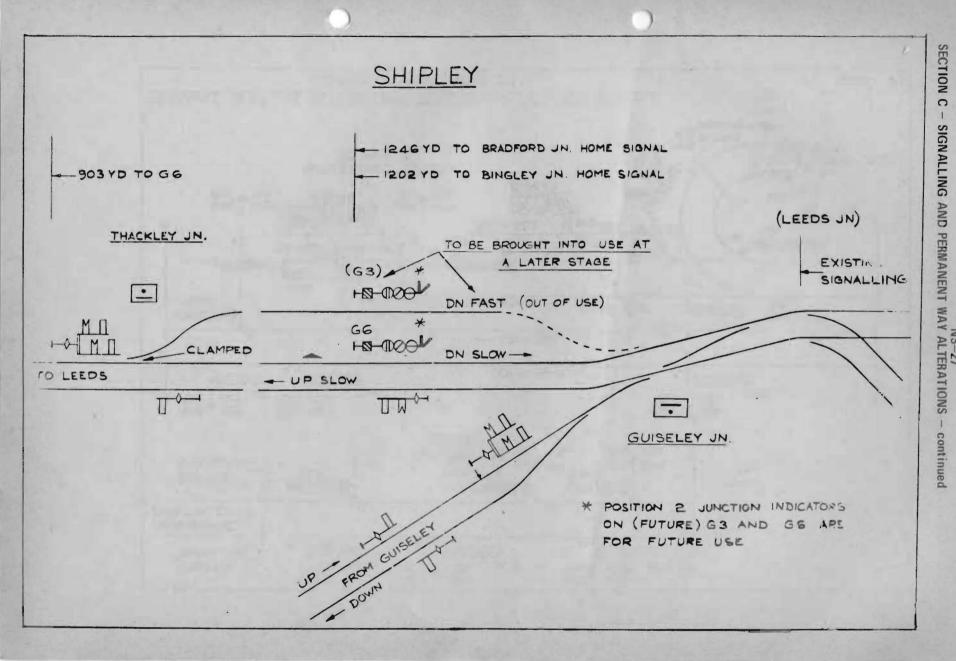
All points and ground signals associated with Walton Colliery have been abolished. (13)

CASTLEFORD GOODS YARD

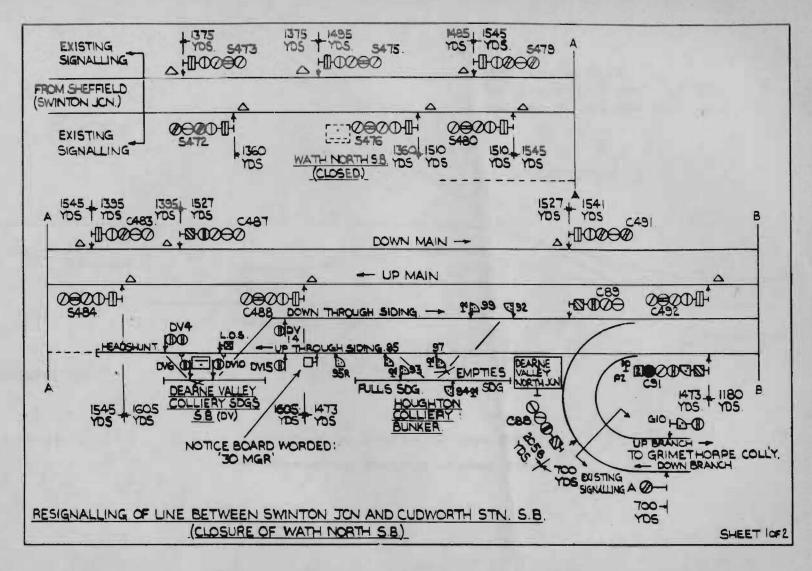
The headshunt opposite Castleford West Jn. signal box has been secured out of use pending remodelling.
(13)

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

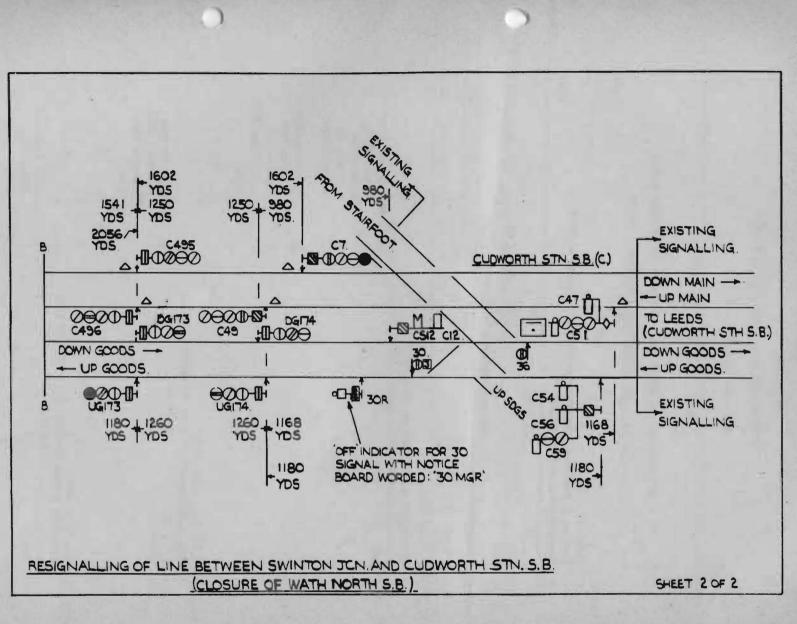
It should be noted that 'WHISTLE' notice boards have not been provided at this level crossing, and that train initiated pedestrian warning equipment is in operation. (13)



- SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



ATION



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

275

Page 14

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

	Loops and				Permanent Speed Restrictions		Catch, Spring	
Running Lines and Signalling System	Refuge				Down Up			and unworked
	Sidings	Location	M	Ch	m	oh	At or Between	trailing points
Page 25 (Page ND 9,	ND6D)							
DONCAST	ER BLACK CA	RR JN. TO BERWIC	К					
	ecoy North J	n. and signals 144	6/D250 ar	nd D25				
Add:					50	50	Over connection Down Slow No.2	
							to Down/Up	
							West Slow No.1	
							at 154m. 20ch.	
					50		Over connection	
		1.1					Down/Up West	
							Slow No.1 to	
							Down Fast at 154m.	
							28ch.	
Page 26 (Page 21 Sup	n Onta Inst	s)						
		RR JN. TO BERWIC	<					
		Bridge Jn.				-		
Delete:-					25	25	Down /Up West Slow No.1. 155m.	
							38ch, and 155m.	
							63ch.	(14D)
							000m	(140)
age 110 (Page ND28	ND6D)							
ALDWARKE	NORTH JN. (MID) TO LEEDS NO	ORTH JN.					
	winton Jn. and							
Delete:-					70	70	167m. 73ch. and	(140)
							168m. 03ch.	(14D)
age 110	NORTH IN (MID) TO LEEDS NO	BTH JN.					
ALDWARKE	NORTH SIN. (Dearne Valley						
		Colliery Sdgs.						
Amend :						20	Goods line 172m. 14	
							177- Anh	(14D)

(14D) 172m. 4ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

		Loops and	and		Permanent Speed Restrictions Catch, Spring		
lunning L		Refuge			Down Up		and unworked
ignalling	System	Sidings	Location	M, Ch.	m.p.h.	At or Between	trailing points
Page 115				i dearne valley	y North JN 5	57m.43ch. and	57m. 20ch. (14D)
Pages 11	5 and 116						
	GRIMEIH	ORPE COLLIER	RY TO CUDWORTH	DEARNE VALLEY	NORTH JN	•	
		B' from Up tin earne Valley N		thorpe Shunters C	Cabin and	(w.e.f. Su	inday 29 March)
			line between Gri North Jn. and Add	imethorpe Shunter 1'A'	s Cabin and		unday 29 March)
Page 140	LEEDS TO	upp. Optg. Ins SKIPTON STA	TION SOUTH				
	Between h	lirkstall and A	Apperley Jn.				
	Delete :-				40	198m. 50ch. and	199m. 15ch.
Page 143	LEEDS WO	RTLEY JN. TO) HARROGATE	nnel	40	198m. 50ch. and	
Page 143	LEEDS WO	RTLEY JN. TC Vortley Jn. ar) HARROGATE Ind Headingley Tur	nnel	40	198m. 50ch. and 0m. 75ch. and 1	(14D)
Page 143	LEEDS WC Between V	RTLEY JN. TC Vortley Jn. an	nd Headingley Tur	nnel	30	0m. 75ch. and 1	(14D)
Page 143	LEEDS WC Between V	RTLEY JN. TC Vortley Jn. an	nd Headingley Tur BLE F – PROPEL		30 IR VEHICLE	0m. 75ch. and 1	(14D) Im. 25ch. (14D
	LEEDS WC Between V Delete:	RTLEY JN. TO Vortley Jn. an TA	nd Headingley Tur BLE F – PROPEL	LLING TRAINS O	30 IR VEHICLE	Om. 75ch. and 1 S umber of vehicl	(14D) Im. 25ch. (14D

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

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 crossovers and power operated points situated at:-Joan Croft

Add:-

Add:-

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. **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 TII 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 handsignalman 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

Up Main C 49
C 496
C 492
C 488
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.

Up Main
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 WOTICES - 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, 13cn, from 14 00 Monday 30 March), have been replaced by the following experimental signs: Warning Board

A yellow rectangular shape, withour 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

Restricted speed shown in white numerals on a blue background with a Speed Indicator 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

- A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes
- One lang has been allocated to this Region and will be used on DMU trains from and to Leeds, 2
 - Noto 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 tamps are also welcomed.
- A descrution of the experimental lamp and working instructions are shown below: (a) The Timp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the buttery is housed in the lower half. (These lamps are easily distinguished from the existion, 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 he less.
 - The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
 - 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 lampmust not be put into service when the warning light is 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 All ZD wagons 25m.p.h.

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)

Clause B2/7

Clause C1/3

WHITE PAGES

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.





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

NS-22

NJ.14/81

4 -10.4.81

- *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 i7m. 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)

JNDAY 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 Thome) 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 \$473 signal now functions as a 4-apect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated \$475.

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 \$484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated \$480.

Former Wath North Up Home signal WN10 has been converted to an automatic signal plated \$476.

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 Runni S479 (Auto)	ng Signals Down Main	M		C483	
	C483 (Auto)	Down Main	М		C487	
	C487 (Controlled)	Down Main	Μ		C491	
	C491 (Auto)	Down Main	M		C495 (former C6)	
	C89 (Controlled)	Down Through Siding	М		Down Goods DG173 (existing	

q)

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 C496 (Auto)	g Signals Up Main	M		C492
C492 (Auto)	Up Main	М		C488
C488 (Auto)	Up Main	М		S484 (former WN9R)
C91 (Controlled)	Up Goods	M (Yellow)		G10
(existing)		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	.н.	Up Through Siding (Houghton Colliery Bunker)
Ground Position Light	nt Signals D	V - Dearne Valle	v Colliery Sidir	nas
DV15 (disc)	Up Through Siding		,,	Shunt Neck
193 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
199	Pown Through Sidi	ing		C89
These signals are	controlled from Cudv	worth Station sign	al box.	(16)
JOAN CROFT JUNC	TION (SHAFTHOLME .	UNCTION)		

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. (14)

(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

Guiselev Junction

The Junction has been remodelled. The route to and from the likley 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 provid	ed and the following indication	is 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, 1% 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 :-

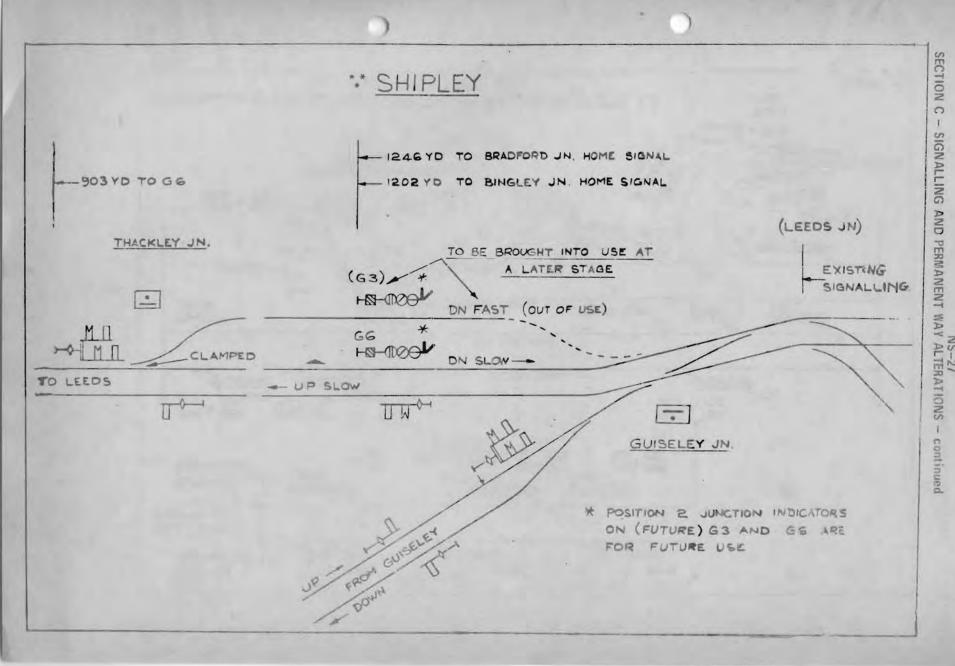
Disc - Up Fast to Bradford Junction or to to Bingley Junction

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

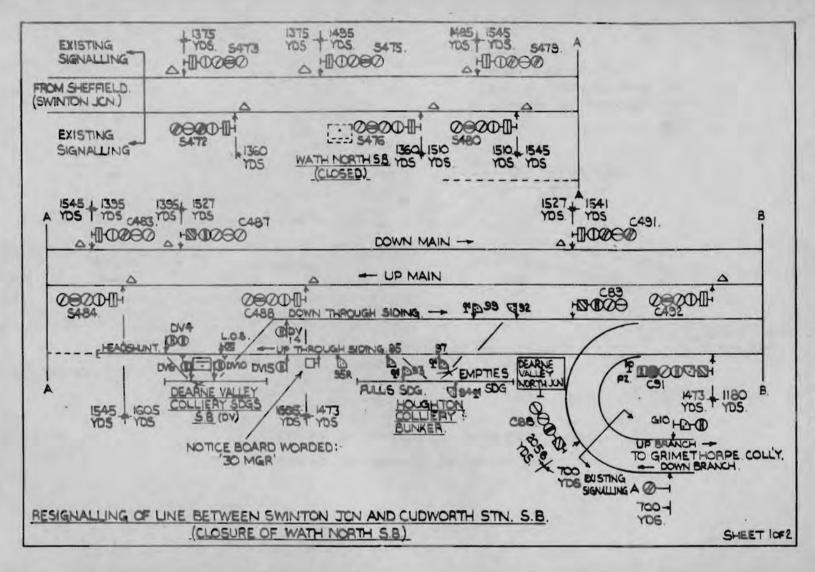
(14)

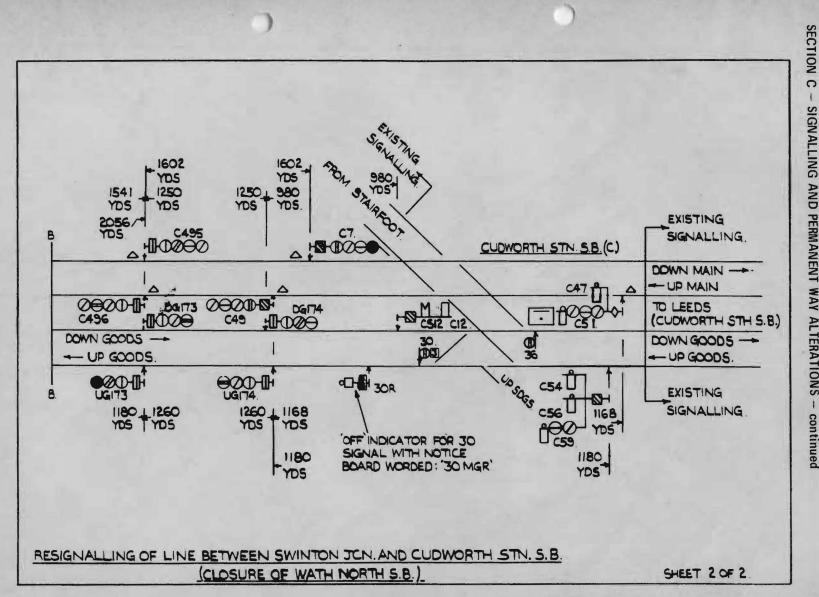
"HUNSLET SOUTH JUNCTION

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)

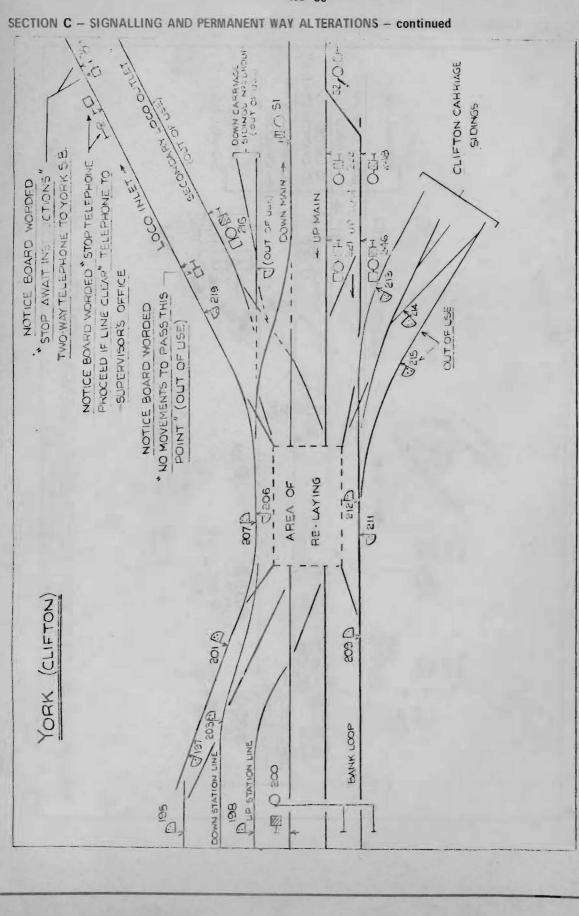


- SIGNALLING AND PERMANENT WAY ALTERATIONS





1 SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



NS. 15/81 11-17.4.8

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 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

umbers 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

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 \$473 signal now functions as a 4-apect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated \$475.

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 \$484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated \$480.

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".

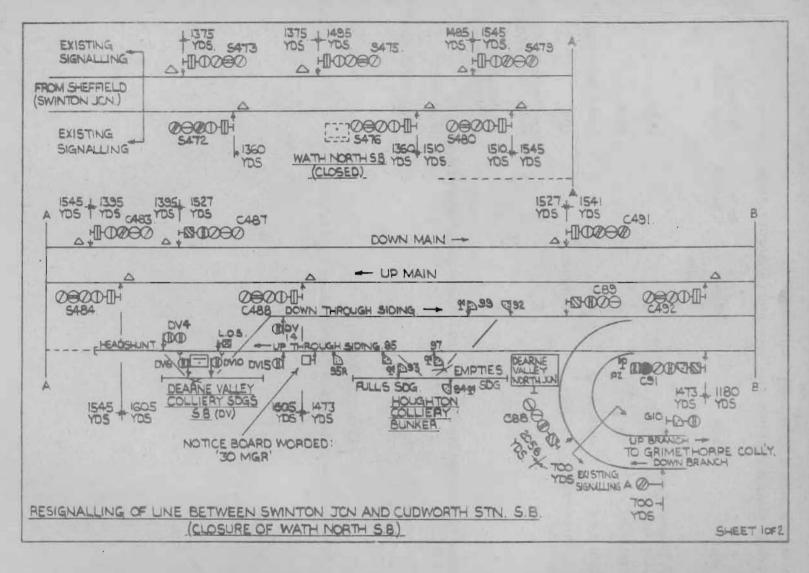
Description of Signal		= Sheffield	C = Cudworth Station		
Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards	
Down Direction Runn					
S479 (Auto)	Down Main	M		C483	
C483 (Auto)	Down Main	Μ		C487	
C487 (Controlled)	Down Main	M		C491	
C491 (Auto)	Down Main	M		C495 (former C6)	
C89 (Controlled)	Down Through Siding	M		Down Goods DG173 (existing)	
			and the second		

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

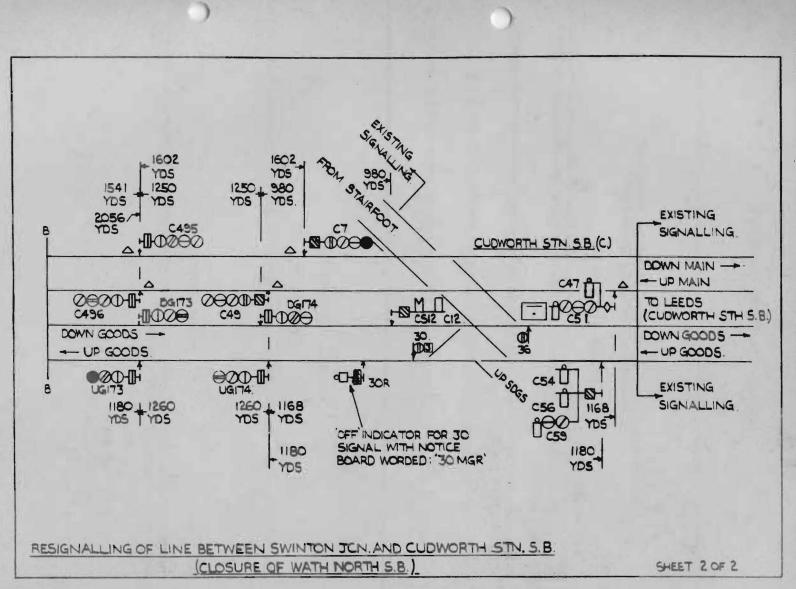
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SWINTON JUNCTION (EXCLUSIVE) AND CUDWORTH STATION - continued

Signal	Line	Aspect M Main S - Sub	Route Indication	Application to or towards
Up Direction Running C496 (Auto)	g Signals Up Main	M		C492
C492 (Auto)	Up Main	М		C488
C488 (Auto)	Up Main	М		S484 (former WN9R)
C91 (Controlled)	Up Goods	M (Yellow)		G10
(existing)		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'н'	Up Through Siding (Houghton Colliery Bunker)
Ground Position Ligh	nt Signals D	V – Dearne Valle	ev Colliery Sidi	ngs
DV15 (disc)	Up Through Siding			Shunt Neck
t93 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
† 9 9	Down Through Sid	ing		C89
+ These signals are	controlled from Cudv	vorth Station sign	al box.	(16)



SECTION Ci SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION 0 1 SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GENERAL INSTRUCTIONS AND NOTICES

Henotes 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:-

- 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.
- 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.
- The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
- 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, withour 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.

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

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

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

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.

G. GRAHAM **Chief Operating Manager**

NS16/1 81

18.4-1.5.81

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

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 Bradford Junction Position '1'

Main

Bingley Junction

This signal also acts is 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

* DONICASTER - 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 fact 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 \$473 signal now functions as a 4-apect signal.

Former Wath North Down Home signal WN38 has been converted to a 4-aspect automatic signal and replated \$475.

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).

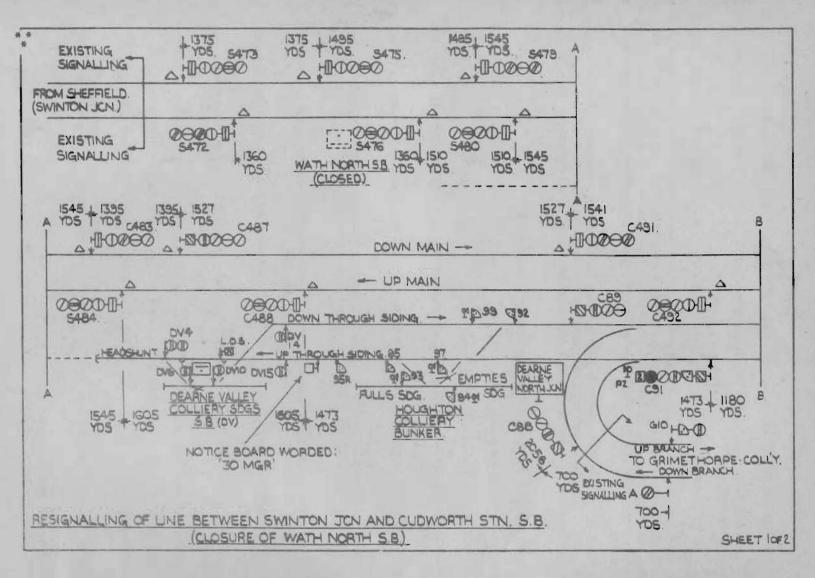
Former Wath North Up Outer Distant signal WN9R has been converted to a 4-aspect automatic signal plated \$484.

Former Wath North Up Inner Distant signal WN9 has been converted to a 4-aspect automatic signal plated \$480.

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

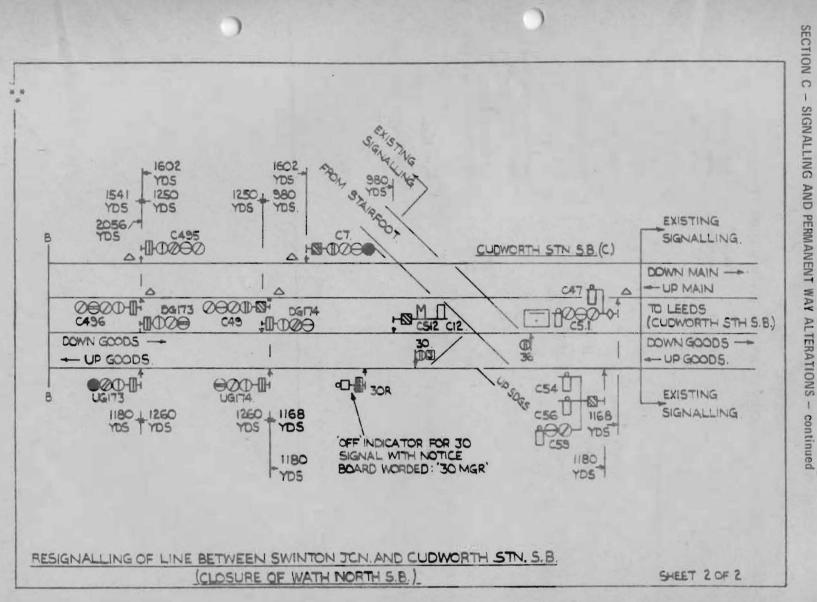
The subsidiary has been removed from the Grimethorpe Colliery Branch Down Distant "A".

Description of Signal	S	S = Sheffield C		Sudworth Station
Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
Down Direction Runn S479 (Auto)	ing Signals Down Main	M		C483
C483 (Auto)	Down Main	Μ		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 1 SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

NS--30



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 C496 (Auto)	J Signals Up Main	M		C492
C492 (Auto)	Up Main	M		C 488
C488 (Auto)	Up Main	M		S484 (former WN9R)
C91 (Controlled)	Up Goods	M (Yellow)		G10
(existing)		S	'G'	Up Grimethorpe Colliery Branch line occupied.
		S	'Н'	Up Through Siding (Houghton Colliery Bunker)
Ground Position Ligh	t Signals D	/ Dearne Valle	y Colliery Sidir	ngs
DV15 (disc)	Up Through Siding			Shunt Neck
193 (replaces C93 3-aspect ground signal)	Fulls Siding			Down Through Siding C89
199	Down Through Sidi	ng		C89
1 These signals are	controlled from Cudw	orth Station sign	al box.	(16)

14

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

		Loops and			Permanent		Speed Restrictions	Catch, Spring and unworked trailing points	
Running Lines and Signalling System		Refuge Sidings	Location	M Ch	Dow m.j	n Up bh	At or Between		
Pages 14		-	Optg. Insts) (Page N TION SOUTH L.M.R. Guiseley Jn.	ID45, ND14)					
	Amend :				25		Down Loop to Down Main (w.e.f. 09 00 Monday 20 April		
	Between L	eeds Jn. and !	Shipley Bingley Jn.						
	Amend :				20	20	205m. 61ch. and 206m. 1ch. (w.e.f. 09 00 Monday 20 Ap		
					40		To Bradford line 205m. 58ch. and 205m. 71ch.		
							(w.e.f. 09 00 Mond	day 20 April) (23D)	
Page 14		EEDS JN. TO I	RADFORD FORSTER Shipley Bradford Jn.	SQUARE					
	Amend :-					40	205m. 67ch. and 20 (w.e.f. 09 00 Mond		
						25	Double to Single 2 71ch. and 205m. 6 (w.e.f. 09 00 Mond	7ch.	
	Add				20	20	205m. 71ch. and 20 (w.e.f. 09 00 Mond		
	(Page NDA)	3, ND14)	Jn. and Manningha	m Station Jn.					
Page 148		upley Bradford							

SECTION D - GEVERAL INSTRUCTIONS AND NOTICES - continued

Delete and substitute:-

MISCELLANEOUS NOTICES

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

Page 11

ACKTON HALL COLLIERY

- 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.
- 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.
- The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
- 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

è

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
- RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS BR. 30062/1
- 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.

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

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

NS 18/81 2-8.5.81

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 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.

Description of now signals

...ckleton 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).

H Highlates

Description of new signals		H – Hickleton S – Sheffield					
Signal	Line	Aspect M — Main S — Sub	Route or Junction Indication	Application to or towards			
S.513	Down Pontefract	M		Н.531			
(Former De	earne Junction D.4 sign	al replated and now	functioning as a 3-aspect	signal)			
0		S		Up Pontefract (LIMIT OF SHUNT)			
H,531 (Auto)	Down Pontefract	М		H.19			
H.19	Down Pontefract	Μ		Hickleton existing starting signal.			
(H.19 sign signal box	al replaces Hickleton s than the former Home S	emaphore Home and Signal).	Distant signal and is 770	yards further from the			
Up Directi H37 (replaces	on Up Pontefract	Μ	Junction Indicator Position '1'	Goldthorpe Colliery			
semaphore Starting Signal)		М		S.516			
S516	Up Pontefract	м		S.514			
S514	Up Pontefract	M 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	Bradford Junction
	Position '1'	

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)

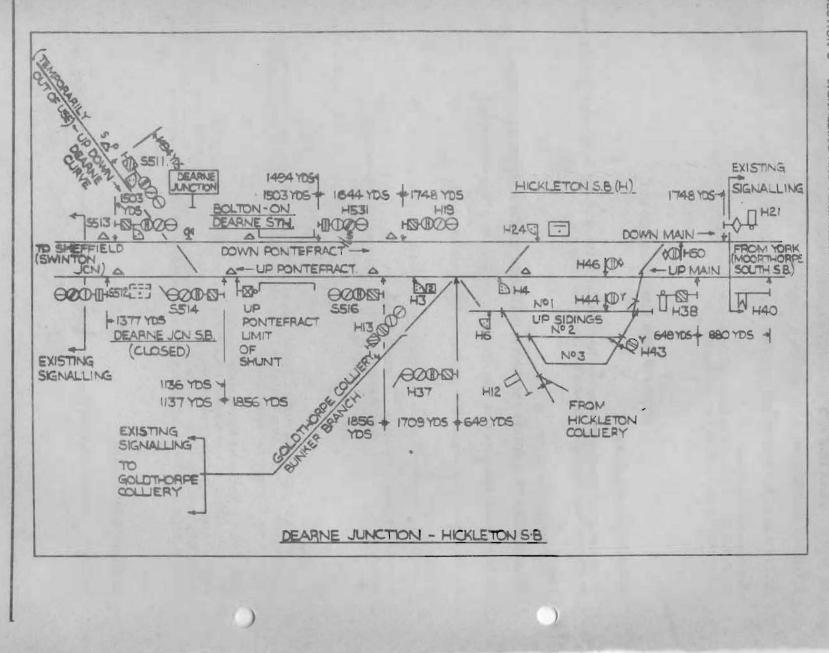
* NORMANTON SOUTH YARD

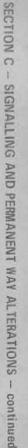
Numbers 1 to 8 inclusive Sidings have been secured out of use pending relaying or renewal.

(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)





GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

		Loops and Refuge Sidings	Location		Pe		Permanent Speed Restrictions Catch,		
Running L Signalling				MC	Ch	Down m.p.t	10000	At or Between	and unworked trailing point
Page 118									
		ON ALTOFTS	JN. TO YORK CH.	ALONERS WH	IN JI	ν.			
		unconto on, unc	miniwood						
	Delete:-					40		23m. 30ch. and 22m. 78ch.	
							20	23m. 6ch. and 23m. 8ch.	
							(w.	.e.f. 15 00 Tuesda	y 5 May) (23D)
Page 125	(Page 57 Su	upp. Optg. Ins	ts.)						
	242 Access 1		AST TO GOOLE P		VGE	JN.			
	Between F	eatherstone L	.C. and Pontefrac	ct West Jn.					
	Delete:					30 54m, 0ch, and			
								53m. 0ch.	
							(w.	e.f. 15 00 Tuesda	y 5 May) (23D)
Pages 141			Optg. Insts) (Pag TION SOUTH L.M Guiseley Jn.		4)				
	Amend :-					25		Down Loop to De	own Main
	Between L	eeds Jn. and	Shipley Bingley .	Jn.					
	Amend :-					20	20	205m. 61ch. and	206m. 1ch.
						40		To Bradford line 58ch. and 205m.	and the second sec
									(23D)
age 148		EEDS JN. TO	BRADFORD FORS						
		eeds 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.
age 148	(Page ND4) Between S		d Jn. and Mannir	igham Station	Jn.				
	Delete :						20	206m. 30ch. and	205m. 71 ch. (23D)

4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE F – PROPELLING TRAINS OR VEHICLES Number of vehicles Between Line 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	on To		Maximum number of vehicles S.L.U's and special conditions	
Page 238				
Add:-				
	SCARBOROUGH			
Scarborough	Falsgrave	C and	20	(w.e.f. 4.5.81)
Station		Departure		

LOCAL INSTRUCTIONS

Page 340

*

1

YORK TO 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 Signalman 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 - GEVERAL 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

1.

ACKTON HALL COLLIERY

- Delete and substitute:-
- 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
- SUPPLEMENT NO.5 REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS - BR. 29960/26
- 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.

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

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 advis. passengers to take care when alighting.

MP.32/NS

G. GRAHAM **Chief Operating Manager**

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.

Vork

NS19/81

9-15.5.81

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 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 provided 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	Route Indication	Application to or towards	
W857	Down Doncaster	S – Sub M		W21	
W21	Down Doncaster	M		W22 (existing)	
W855	Down Deame Curve	М		W21	
W853	Manvers Colliery Siding	Μ		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

Descript Up Direc	ion of Signals - continu tion	ed		
Signal	Line	Aspect M - Main S - Sub	Route Indication	Application to or towards
W31	Up Doncaster	M		W854
W854	Up Doncaster	М	Junction Indicator	S511
		M		W856
		S		Manvers Colliery Sidings "Stop and await instructions notice board.
W856	Up Doncaster	М		S858 (existing)
S511	Up Dearne Curve	M S		H531 Up Pontefract ''LIMIT OF SHUNT''
New Grou 1148	n d Position Light Signal Down Doncaster	s (Controlled b ''C'' ''B'' ''U''	y Wath Central Station)	Manvers Colliery Up Deame Curve S511 Up Doncaster W856
1149	Up Doncaster	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 a 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).

Descripti Down Di	on of new signals rection	H - Hickleton S - Sheffield		
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	Μ	H.19
H.19	Down Pontefract	Μ	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 Directio H37	Up Pontefract	М	Junction Indicator	Goldthorpe Colliery	
(replaces semaphore Starting Signal)		М	Position '1'	S.516	
S516 S514	Up Pontefract Up Pontefract	M M M	Junction Indicator Position '4'	S.514 S.512 (existing) 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

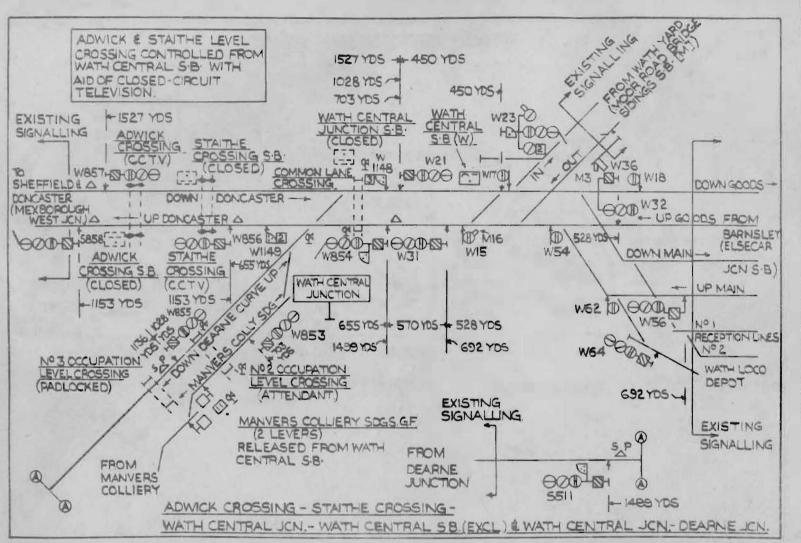
The A.W.S. has been provided as shown on the diagram. (The Inductor associated with the Up Pontefract H37 signal is now 225 yards from the signal).

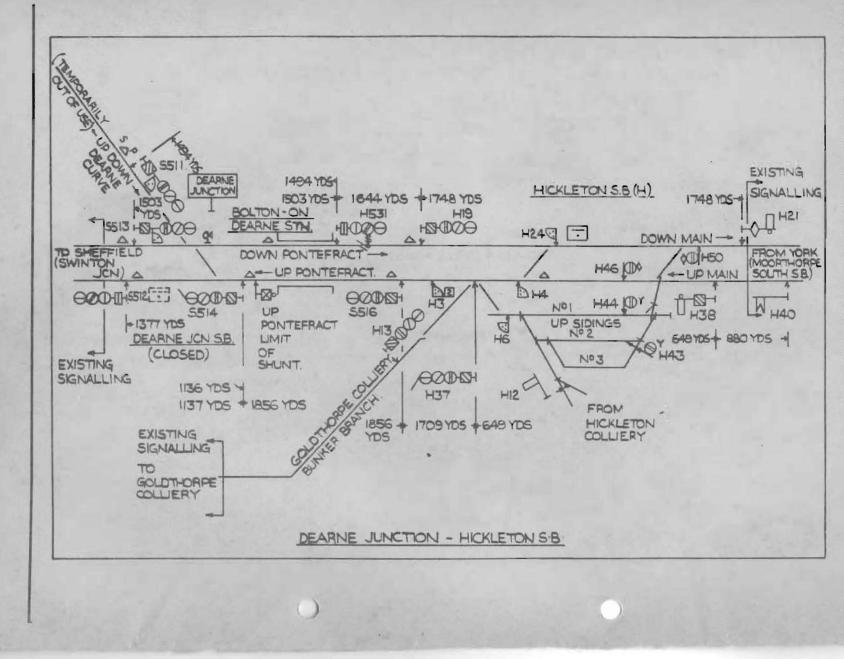
Catch Points

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)





SECTION C 1 SIGNALLING AND PERMANENT WAY ALTERATIONS continued

NS-28

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

		Loops and					Speed Restriction	- sature opening
Running Li Signalling	nes and System	Refuge Sidings	Location	M Ch	Down m.p.h		At or Between	and unworked trailing points
Page 118								
			JN. TO YORK CHAI	ONERS WHIN J	N.			
	Delete:-	Altofts Jn. and	1 Whitwood		40		23m. 30ch. and 22m. 78ch.	
						20	23m. 6ch. and	
						2.0	23m. 8ch.	(23D)
Page 125	(Page 57 S	upp. Optg. Ins	sts.)					
			AST TO GOOLE PO	TTERS GRANGE	JN.			
		Featherstone L	C. and Pontefract	West Jn.				
	Delete:-					3() 54m. 0ch. and	
							53m. 0ch.	(23D)
Pages 141			Optg. Insts) (Page TION SOUTH L.M.					
	Amend :-		Guiseley Jn.		25		Down Loop to D	own Main
	Determent	Lorde La 200						
	Amend :-		Shipley Bingley J	٦.	20	20	205m. 61ch. and	1 200 - 1 -1
	Millenu				20	20	20011. 0101. 010	1 200m, 1ch.
					40		To Bradford line	
							58ch. and 205m	(23D)
								(2007)
Down 142								
Page 143	LEEDS W	ORTLEY IN. T	0 HARROGATE					
			nnel and Headingly					
t	Delete :-					40	2m. 8ch, and	
						10	1m. 51ch.	
							(w.e.f. 09 00	Monday 11 May)
Page 148	(Page ND	47, ND14)						
	SHIPLEY	LEEDS JN. TO	BRADFORD FORST					
	Amend :-		d Shipley Bradford	Jn.		40	205m 67ab	1 205
	Amonu .					40		
						25	and the second	le 205m.
							71ch. and 205n	n. 67ch.
	Add				20	20	205m. 71ch. an	d 206m, 30ch
								Sent Douit

4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

	Loops and		Permanent	Speed Restriction	15 Cabole Prot
lunning Lines and Signalling System	Refuge Sidings Location	M Ch	Down Up m p h	At or Between	and unworked trailing points
age 148 (Page ND4	hipley Bradford Jn. and Mannin	igham Station Jn.	20	206m. 30ch. and	
	TABLE F - PROPEL	LING TRAINS OR	VEHICLE	S	
	Between	Line		umber of vehicle nd special cond	
Page 223 VORK TC Amend:-	SCARBOROUGH				
Falsgrave and Sca		C and Departi		CS, 20 SLU with	out brakevan.
From	To	Line		aximum number .L.U's and spec	
IN RE	AR				
From Page 238		Line			
From Page 238 Add:- YORK TO Scarborough Station		Line C and Departu	S. 20	L.U's and spec	
From Page 238 Add:- YORK TO Scarborough	To D SCARBOROUGH	C and	S. 20	L.U's and spec	
From Page 238 Add:- YORK TO Scarborough Station	To D SCARBOROUGH Falsgrave	C and	S. ure	L.U's and spec	
From Page 238 Add:- YORK TO Scarborough Station	To D SCARBOROUGH Falsgrave	C and Departu	5 ure 20	L.U's and spec	
From Page 238 Add:- YORK TO Scarborough Station	To D SCARBOROUGH Falsgrave LOCA YORK	C and Departu	5 ure 20	L.U's and spec	
From Page 238 Add:- VORK TO Scarborough Station Page 340 FALSGR/ Delete in	To D SCARBOROUGH Falsgrave LOCA YORK	C and Departu AL INSTRUCTION TO SCARBOROUG CARBOROUGH DINGS	5 ure 20	L.U's and spec	
From Page 238 Add:- YORK TO Scarborough Station Page 340 FALSGR/ Delete in PROPELL	To D SCARBOROUGH Falsgrave LOCA YORK S AVE TO GALLOWS CLOSE SI tem and substitute :	C and Departu AL INSTRUCTION TO SCARBOROUG CARBOROUGH DINGS FALSGRAVE hission of the Sig	S ure IS SH	E.U's and spec	ial conditions

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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:-

- Upon arrival of a train on the Up Goole line, the Guard must telephone the signalman at Oakenshaw 1. to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.
- The locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to 2. be attached to the loaded train.
- The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. 3. requirements.
- The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office 4. (23D) staff when the train is ready to depart.

RNOTE :

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.

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

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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 (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.

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

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

York 1 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. 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 Dir Signal	ection Line	Aspect Route Indication M — Main	Application to or towards
W857	Down Doncaster	S – Sub M	W21
W21	Down Doncaster	Μ	W22 (existing)
S.513	Down Pontefract	Μ	H.531
(Former E	Dearne Junction D.4 sign	nal replated and now functioning as S	s a 3-aspect signal) Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	Μ	H.19
H.19	Down Pontefract	Μ	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	Μ		W21
W853	Manvers Colliery Siding	М		W21
W31	Up Doncaster	Μ		W854
W854	Up Doncaster	M M S	Junction Indicator position "1"	S511 W856 Manvers Colliery Sidings "Stop and await instructions" notice board.
W856	Up Doncaster	Μ		S858 (existing)
H.37 (replaces semaphore Starting Signal)	Up Pontefract	M M	Junction Indicator Position ''1''	Goldthorpe Colliery S.516
\$516 \$514	Up Pontefract Up Pontefract ting signal now function	M M M	Junction Indicator Position ''4''	S.514 S.512 (existing) W.855

M

S

S511 Up Dearne Curve

H531 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	Route Indication	Application to or towards
1148	Down Doncaster	S — Sub ∵C ··· Sub ∵∪ ''		Manvers Colliery Up Dearne Curve S511 Up Doncaster W856
1149	Up Doncaster	D		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 \$511 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)

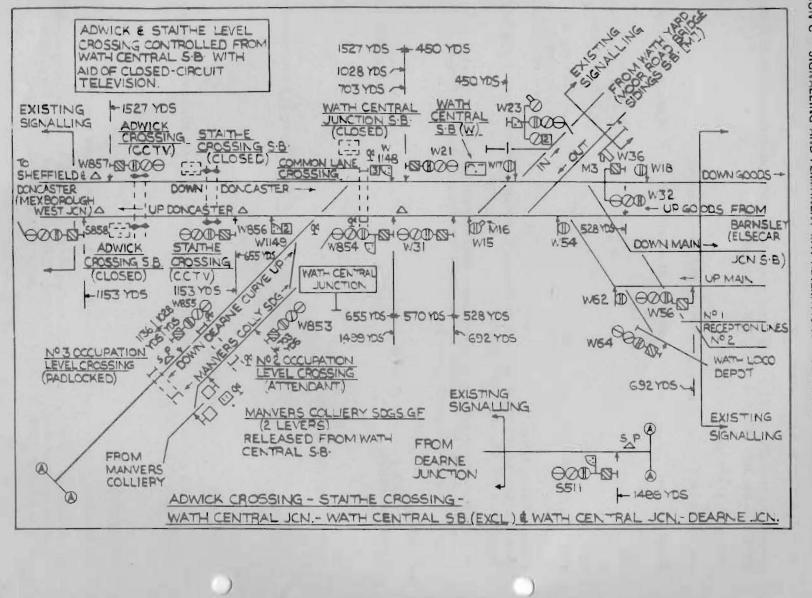
SHIPLEY BINGLEY JN.

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)

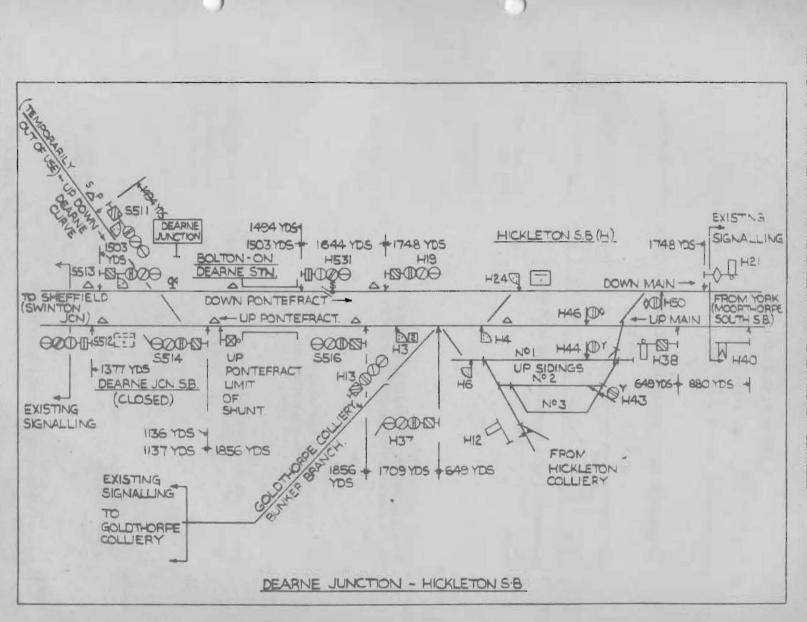
* HUDDERSFIELD

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



SECTION 0 1 SIGN ALLING AND PERMANENT WAY ALTERATIONS ł. continued

NS-24



SECTION 0 1 SIGNALLING AND PERMANENT WAY ALTERATIONS 1 continued

NS-25

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)

T	A	B	1	F	A
		~	_	-	

	Loops and				Permane	rmanent Speed Restrictions Catch, Spring		
Running Lines and	Refuge				Down L	qL	and unworked	
Signalling System	Sidings	Location	M	Ch	mph	At or Between	trailing points	
Page 118		and the second second						
	ON ALTOFTS	JN. TO YORK CHA	LONERS W	HIN J	N.			
Between A	Altofts Jn. and	t Whitwood						
Delete:-					40	23m. 30ch. and		
						22m. 78ch.		
						20 23m. 6ch, and		
						23m. 8ch.	(23D)	
Dana 105 (Dana 57 6	0							
Page 125 (Page 57 Su			-					
		AST TO GOOLE PO		ANGE	JN.			
Delete:-	eatherstone L.	.C. and Pontefract	west Jn.			20 54- 0		
Delete			5.			30 54m. 0ch. and 53m. 0ch.		
						55m. 0cm.	(23D)	
Pages 141 and 142 (P	age 60 Supp	Onto Insts) (Page	ND45 NI	014)				
		TION SOUTH L.M.		D · · · <i>i</i> /				
	onn ron ora	Guiseley Jn.						
Amend :-		11 mar 1			25	Down Loop to Do	wn Main	
					20	Donn soop to Do		
Between Le	eeds Jn. and S	Shipley Bingley Jr						
Amend :-					20 20	0 205m. 61ch. and	206m. 1ch.	
					40	To Bradford line		
						58ch. and 205m.		
							(23D)	
Page 143								
	RTLEY JN. TO	HADDOCATE						
		el and Headingly						
Delete :-	country runn	ier and neadingly						
Derete					40	0 2m. 8ch. and 1m. 51ch.		
						im, sich.		
age 148 (Page ND47	, ND14)							
SHIPLEY LE	EDS JN. TO B	RADFORD FORSTE						
		hipley Bradford J						
Amend :-					40	205m. 67ch. and	205m, 58ch.	
					28			
						71ch. and 205m.	67ch.	
Add					20 20	205m. 71ch. and 2		

14

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - continued Permanent Speed Restrictions Catch, Spring Loops and Refuge Running Lines and own Up and unworked M Ch Signalling System Sidings Location mph At or Between trailing points Page 148 (Page ND48, ND14) Between Shipley Bradford Jn. and Manningham Station Jn. , 20 206m. 30ch. and 205m. 71ch. Delete :--(23D) TABLE F - PROPELLING TRAINS OR VEHICLES Number of vehicles Line and special conditions Between age 223 YORK TO SCARBOROUGH Amend:-ECS. 20 SLU without brakevan. C and Falsgrave and Scarborough Station Departure TABLE H1 -- WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR Maximum number of vehicles To Line S.L.U's and special conditions From Page 238 Add:-YORK TO SCARBOROUGH Scarborough C and 20 Falsgrave Station Departure LOCAL INSTRUCTIONS YORK TO SCARBOROUGH Page 340 SCARBOROUGH FALSGRAVE TO GALLOWS CLOSE SIDINGS Delete item and substitute :-PROPELLING : CAWOODS SIDING TO FALSGRAVE The person in charge must obtain the permission of the Signalman at Falsgrave by telephone before 1 authorising a train to propel from the siding towards the signal box Propelled movements from the siding must be formed with a brake van leading and not exceed 2 (ND 23D) 8 SLU.

SECTION D - GEVERAL 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:-

- 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.
- 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

York 8 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 21/22 (81) 23.5-65.6.81

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 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 8% 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 (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.

Descripti	on of new signals	H - Hickleton S - Sheffield W - Wath Central Station	
Signal	Line	Aspect Route Indication M – Main S – Sub	Application to or towards
Down Dir	ection		
W857	Down Doncaster	M	W21
W21	Down Doncaster	M	W22 (existing)
S.513	Down Pontefract	M	H.531
(F	and Augustion D 4 aign	al replated and now functioning as a 3	B-aspect signal)
(Former L	Jearne Junction D.4 Sign	S	Up Pontefract (LIMIT OF SHUNT)
H.531 (Auto)	Down Pontefract	Μ	H.19
H.19	Down Pontefract	М	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 Direc	tion - continued	5 - 500		
W855	Down Dearne Curve	М		W21
W853	Manvers Colliery Siding	M		W21
W31	Up Doncaster	Μ		W854
W854	Up Doncaster	M	Junction Indicator	S511
		M	position	W856
		S		Manvers Colliery Sidings "Stop and await instructions" notice board.
W856	Up Doncaster	М		S858 (existing)
H.37 (replaces	Up Pontefract	М	Junction Indicator Position ''1''	Goldthorpe Colliery
semaphore Starting Signal)		Μ		S.516
S516	Up Pontefract	Μ		S.514
S514	Up Pontefract	М		S.512 (existing)
		M	Junction Indicator Position ''4''	W.855
(S512 exis	sting signal now function	ons as a 3-aspe	ct signal).	
S511	Up Dearne Curve	М		H531
		S		Up Pontefract 'LIMIT OF SHUNT''
New Groun	d Position Light Signal	s (Controlled b	y Wath Central Station)	
1148	Down Doncaster	"C"		Manvers Colliery
		"Ů"		Up Dearne Curve S511 Up Doncaster W856
1149	Up Doncaster	"D"		Down Doncaster W21
		"X"		Set-back along Up
Automatic	Warning System			Doncaster line occupied.

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 \$511 will not be activated by movements towards Wath Central Jn. The Inductor associated with Down Dearne Curve signal \$855 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.

(22)

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.

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.

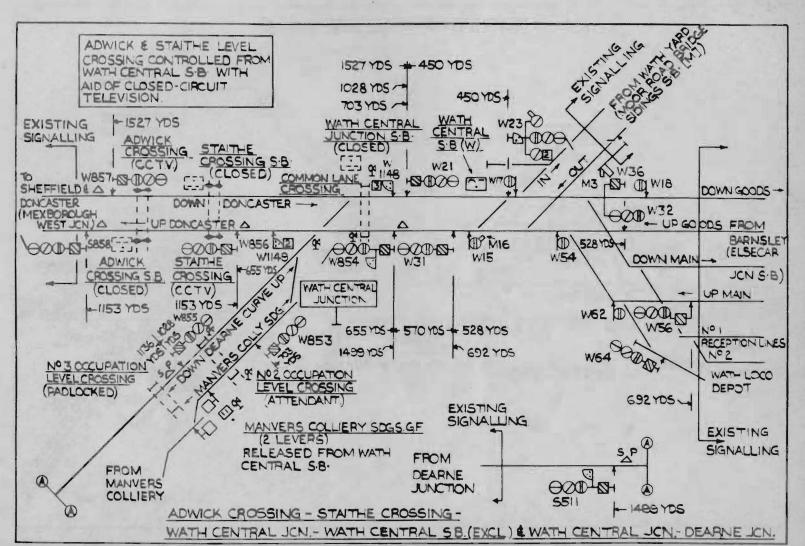
The connections - Up Goods to Up Main, at Waterloo Colliery Sidings have been removed and associated signalling abolished. (Amended Item) (24)

SHIPLEY BINGLEY JN.

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

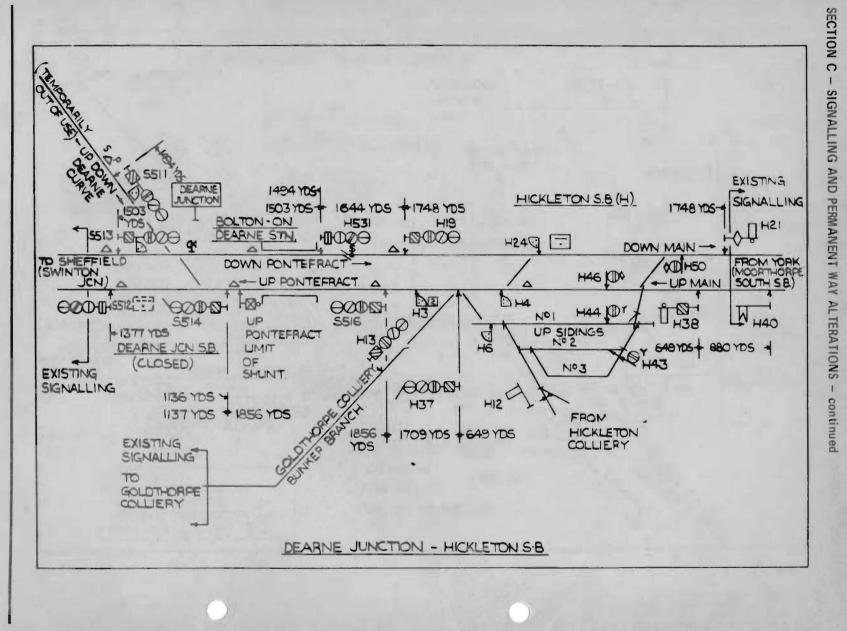
For the purposes of carrying out Rule Book Section H4.12.2 telephones for communicating with Bingley Jn. signal box have been provided adjacent to the Up and Down Main lines, situated 330 yards on the Skipton side of Guiseley Jn. Down Main Signal No. G42 and Up Main signal G43. (22)

(22)



SECTION 0 1 SIGNALLING AND PERMANENT WAY **ALTERATIONS** 1 continued

NS-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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

		Loops and				Perma	nanent Speed Restrictions Catch, Spring		
Running L Signalling		Refuge Sidings	Location	м	Ch.	Down m p		At or Between	and unworked trailing point
Page 118		1		1h		4			
ugo no	NORMANT	ON ALTOFTS	JN. TO YORK CH	ALONERS WH	IIN J	N.			
	Between A	Altofts Jn. and	Whitwood						
	Delete:-					40		23m. 30ch. and 22m. 78ch.	
							20	23m. 6ch. and	
								23m. 8ch.	(23D)
D. 105	D	0							
Page 125		upp. Optg. Ins			NOT	181			
			AST TO GOOLE P .C. and Pontefrac		NGE	JN.			
	Delete:-		.c. and i ontenac	i west Jn.			30	54m, 0ch, and	
	Doroto.						30	53m. 0ch.	(23D)
									(250)
Pages 141	and 142 (F	Page 60 Supp.	Optg. Insts) (Pag	e ND45, ND	14)				
	LEEDS TO	SKIPTON STA	TION SOUTH L.M	.R.					
			Guiseley Jn.						
	Amend :-					25		Down Loop to D	own Main
	Patwoon	anda la and	Chieley Diseley						
	Amend :-		Shipley Bingley	.		20	20	205- C1-b	1000 4
	Amena :-					20	20	205m. 61ch. and	1 206m. 1ch.
						40		To Bradford line	e 205m.
								58ch. and 205m	. 71ch.
									(23D)
Page 143									
1 uge 140	LEEDS WO	RTLEY JN. TO	HARROGATE						
			nel and Headingh	v					
	Delete :	0,1					40	2m. 8ch. and	
								1m. 51ch.	
Page 144									
1 aye 144	Potwoon F	Department T							
		srannope lunn	el and Arthingtor	l.					
	Delete:-					30	-	7m. 76ch. and 8 (w.e.f. 5	3m. 47ch. Sunday 31 May)
Page 148	Page ND47	7 ND14)							
- 30 - 10			BRADFORD FORS	TER SOUARE					
	Between L	eeds Jn. and	Shipley Bradford	Jn.					
	Amend :-						40	205m. 67ch. and	205m, 58ch.
							25	Double to Singl	e 205m.
								71ch. and 205m	. 67ch.
	Add					20	20	205m. 71ch. and	200- 00 1
						20	20	200m. / ich. and	200m. 30ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - continued

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

LOCAL INSTRUCTIONS

Page 340

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 Signalman at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.
- 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:-Upon arrival of a train on the Up Goole line, the Guard must telephone the signalman at Oakenshaw 1. to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.
 - The locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to 2 be attached to the loaded train.
 - The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. 3. requirements.
 - The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office 4. (230)staff when the train is ready to depart.

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 Indicato: 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.

NS 23/81 6-12.6.81

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

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 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 norma 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 8% 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)

GENERAL INSTRUCTIONS AND NOTICES

NS-27

★ 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

G. GRAHAM Chief Operating Manager

York 29 MAY, 1981

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

PRIVATE AND NOT FOR PUBLICATION

M-YOKK. 8. R. 31262/1

24



NS

EASTERN REGION

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.

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.

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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 (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

(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 (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 norma 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 8% and 11%m.p. has been (24) abolished.

* HOLBECK MOTIVE POWER DEPOT

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

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GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

Page 378 (page ND92)

LOCAL INSTRUCTIONS

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.

* 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.

(24)

SIGNALLING AND PERMANENT WAY ALTERATIONS

* tems 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 rrogate 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.) HS1 Down Main Distant HS3 Down Main Home HS18 Platform 1 to Up Main 20 Through Road Up Home HS13 Up Main starting H3 Harrogate North Down York Distant	New (Harrogate North No.) H65 H64 (semi-auto plate removed) H26 H25 H27 (semi-auto plate removed) H21
5 (ground position light)	62

Down Main to No. 1 Platform or Through Road

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)

NS25/81 20-26.681

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 th 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			
	Loops and	Loops and		Permanent	Catch, Spring	
Running Lines a Signalling Syst	and Refuge	Location	M Ch.	Down Up m.p.h	At or Between	and unworked trailing points
ALD	ND 43, ND 23D) WARKE NORTH JN. veen Hunslet South					
r Dele	ete :			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)

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 Signalman whether or not the train is complete with tail lampattached. (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 it 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.

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)

NS.26/81 27,6-3.7.81

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.

			NS-24	
SECTION C -	SIGNALLING AND	PERMANENT W	AY ALTERATIONS - c	ontinued
DETAILS OF	NORK REFERRED TO I	N SECTION B	- continued	
SUNDAY 28 J	UNE - SUDFORTH L	ANE – contin	ued	
Alterations to	Existing Signalling			
		oly as follows		
Main	Junction Indicator Position ''1''		Departure line new	SL459 signal.
Main	-		Down Goole SL457	signal.
Sub.	-		Down Siding	
Up Goole Sign Junction India follows : Main	nal SL464 cator arms ''4'' and	"5" will be p	provided on this signal Up Goole SL456 si	and the signal will now apply as
Main	Junction Indicator Position "4"		Departure line SL4	53 signal.
Main	Junction Indicator Position "5"		Arrival line SL452	signal.
Sub.	-		Down siding.	
New Colour Li	ght Signals SL = S	udforth Lane		bing and a second the second
Signal No.	Line	Aspect M=Main S=Sub	Route Indication	Application to or Towards
SL452	Arrival Line	MS	"н"	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
	Ground Position Lig applying – Down Go		ole will be reposition	ed 100 yards further from the
The route indic Indica ''M''			54 will be altered to re tion to or Towards le	ead as follows:-
		Spur		

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. 1	Application 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 vards 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)
, <u>Т</u> ,	Through Road

The following former Harrogate South signals are controlled from Harrogate North and replated as follows:-

Old (Harrogate South No.)
HS1	Down Main Distant
HS3	Down Main Home
HS18	Platform 1 to Up Main
HS20	Through Road Up Home
HS13	Up Main starting
H3	Harrogate North Down York
	Distant

New (Harrogate North No.) H65 H64 (semi-auto plate removed) H26 H25 H27 (semi-auto plate removed) H21

5 (ground position light) Down Main to No. 1 Platform or Through Road

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.

62

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)

(28)

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.

* 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)

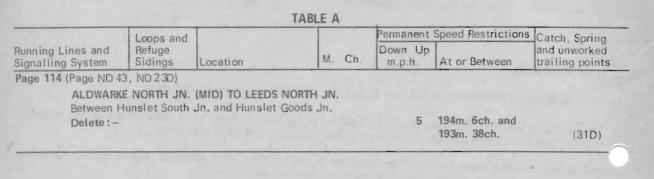
(27)

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)



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 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)

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 it it is a fitted wagon and is to be included in the total brake (31D) force of the train."

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.

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)

NS 27/81

4-10/2/81

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)

NS-21

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 581/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)

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. 1	Application 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 vards 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 ind the following indications apply:-

Indication 'X' 'M' 'T'	Application to or towards Set back along Up Main to No.3 Platform Down Main (No.1 Platform) Through Road
The following former Harrogate South follows:-	h signals are controlled from Harrogate North and replated as
Old (Harrogate South No.)	New (Harrogate North No.)
HS1 Down Main Distant HS3 Down Main Home	H65 H64 (semi-auto plate removed)
HS18 Platform 1 to Up Main	H26
HS20 Through Road Up Home	H25
HS13 Up Main starting H3 Harrogate North Down York Distant	H27 (semi-auto plate removed) H21

5 (ground position light) Down Main to No. 1 Platform or Through Road

The 'diamond' signs have been removed from all former Harrogate South signals and signal-post ephones to Harrogate North are provided on signal No. H24; H25; H26; H27 and H64.

62

(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.

***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)

(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)

			1/	ABLE A					
	1.4.1.1.1.1	Loops and			1-		Speed	Restrictions	Catch, Spring
luming L Ignatting		Retuge Sidings	Location	м	Ch	Down Up mph	At or	Between	and unworked trailing points
age 114	Page ND 4	3. ND 23D)						1000	AL
			(MID) TO LEEDS NO In and Hunslet Goo			5		6ch. and 38ch.	(31D)
age 150	LEEDS TO	HULL PARAG	ON						
	Delete:	The dotted "N	B" Depot Arrival lin	ne betwo	en N. H	IIII West J	n. and		N, Hill East Jn. 5 7 81) (31D)
age 157	NEVILLE H	HILL WEST JN.	TO HUNSLET EAST						
			P Departure and Arri and Add 'A' to both		s betwe	en Nevill∉	Hill V		Hunslet East 5-7-51+(31D)
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7.083		Notice Board a	Ind Add 'A' to both	lines, DF PART WITHOU	TIALLY	FITTED A RAKEVAN N	ND U IN RE	(w.e.f.	5 7 51*(31D) s and
	0 ALDWA	Notice Board (TAB	Ind Add 'A' to both	lines, DF PARI WITHOU L	FIALLY JT A BR	FITTED A RAKEVAN N	ND U IN RE	(w.e.f. NFITTED AR of vehicle	5 7 51 (31D)
From Page 24 Leeds Lt		Notice Board (TAB To RKE NORTH ,	LE H.1 WORKING C	DF PART WITHOU DS NOR	FIALLY JT A BR	FITTED A SAKEVAN N S	ND U IN RE	(w.e.f. NFITTED AR of vehicle	5 7 51 (31D) s red

LOCAL INSTRUCTIONS

Page 364

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

STOURTON TRADING ESTATE

Delete and substitute:-

- The hand points leading to the Trading Estate must be set by the Guard who must advise the 1. Signalman 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 :-

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 bage 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 lequefied 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.
- NAME OF NEAREST RAILWAY STATION.
- 5. DETAILS of the EMERGENCY, including answers to questions in F3/9, in the order given.
- 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 Establish. Int 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

Clause B 2/3

WHITE PAGES - PART 6

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 it 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.

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 postion 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

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)

NS. 28/81

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 ¼m.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 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)

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:-

H27 (semi-auto plate removed)

and the following indications appri-	
Indication	Application to or towards
'X'	Set back along Up Main to No.3
'M'	Down Main (No.1 Platform)
'T'	Through Road
	ath signals are controlled from Harrogate
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

11010	i lutionini i to opinium
HS20	Through Road Up Home
HS13	Up Main starting
H3	Harrogate North Down York
	Distant
	. The second

5 (ground position light) Down Main to No. 1 Platform or Through Road

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.

H25

H21

62

DEARNE VALLEY COLLIERY SIDINGS

All connections in the Down and Up Goods lines have been permanently secured out of use.

(Amended item) (28)

(28)

Platform

North and replated as

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)

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)

		TA	BLE A			
	Loops and	cops and		Permanent Speed Restrictions		S Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M Ch	Down Up mph	At or Between	and unworked
Page 114 (Page ND 4	3, ND 23D)			-		
		(MID) TO LEEDS NOR Jn. and Hunslet Good		5	194m. 6ch. and 193m. 38ch.	(31D)
Page 150 LEEDS TO				and the second		
Delete:-	The dotted "N	IB'' Depot Arrival line	e between N.	Hill West J	n. and Stop Board	N. Hill East Jn. (31D)
Delete:		e Departure and Arriv and Add ' A' to both li		veen Neville	Hill West Jn. and	d Hunslet East (31D)
Delete:-	Notice Board	and Add 'A' to both li BLE H.1 WORKING O	ines. OF PARTIALL	Y FITTED A	ND UNFITTED	
Delete:-	Notice Board	and Add ' A' to both li	ines. OF PARTIALL	Y FITTED A BRAKEVAN	ND UNFITTED IN REAR	(31D)
Delete:-	Notice Board	and Add 'A' to both li BLE H.1 WORKING O	ines. OF PARTIALL	Y FITTED A BRAKEVAN N	ND UNFITTED	(31D)
From Page 240 ALDW/	Notice Board TAE To ARKE NORTH	and Add 'A' to both li BLE H.1 WORKING O	ines. DF PARTIALL WITHOUT A Line	Y FITTED A BRAKEVAN N Sf	ND UNFITTED IN REAR umber of vehicle	(31D)
From	Notice Board TAE To ARKE NORTH	and Add 'A' to both li BLE H.1 WORKING O FREIGHT TRAINS V	ines. DF PARTIALL WITHOUT A Line	YFITTEDA BRAKEVAN N SI V.	ND UNFITTED IN REAR umber of vehicle becial condition	(31D)

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 Signalman 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 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 lequefied 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.

Cerailment 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 metable 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 it 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.

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.

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. I

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.

(32)

NS. 29 /81

18-24.7.81

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)

(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 Collierv

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.

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 58% 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)

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)

		1		TABLE A	b.	C	
Running Li Signalling		Loops and Refuge Sidings	Location	M. Ch.	Down Up m.p.h.	At or Between	Catch, Spring and unworked trailing points
	Page ND 43	, ND 23D)			,		
			(MID) TO LEEDS N Jn. and Hunslet G		5	194m. 6ch. and 193m. 38ch.	(31D)
Page 150	LEEDS TO	HULL PARAG	ON				
	Delete: T	he dotted "*N	IB" Depot Arrival	ine between N.	Hill West J	In, and Stop Board	IN. Hill East Jn. (31D)
and the second	Delete:- "	'NB'' from the	. TO HUNSLET EAS e Departure and Ar and Add 'A' to both	rival lines betw	een Neville	Hill West Jn. an	d Hunslet East (31D)
and the second	Delete:- "	'NB*' from the lotice Board a	e Departure and Ar	rival lines between lines. OF PARTIALLY	FITTED A	ND UNFITTED	
	Delete:- "	'NB*' from the lotice Board a	e Departure and Ar and Add 'A' to both BLE H.1 WORKING	rival lines between lines. OF PARTIALLY	FITTED A RAKEVAN N	ND UNFITTED	(31D) 93. and
From	Delete:- "N	NB" from the lotice Board a TAB	e Departure and Ar and Add 'A' to both BLE H.1 WORKING	OF PARTIALLY S WITHOUT A B Line	FITTED A RAKEVAN N SI	ND UNFITTED IN REAR umber of vehicle	(31D) 93. and
From Page 240	Delete:- ** N	TAR	e Departure and Ar and Add 'A' to both BLE H .1 WORKING FREIGHT TRAIN:	OF PARTIALLY S WITHOUT A B Line	FITTED A RAKEVAN N SI	ND UNFITTED IN REAR umber of vehicle	(31D) 93. and

LOCAL INSTRUCTIONS

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

STOURTON TRADING ESTATE

Delete and substitute:-

Page 364

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

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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

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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 lequefied 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 Ter
(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.
- 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.
- 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

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BECKENHAM : 01-650-0441* or 0510* LONDON (Croydon) : 01-686-7071* or 7072* LONDON (Waterloo) : 01-928-2240* WIMBLEDON : 01-947-2208*

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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 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 it 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.

GRIMETHORPE COLLIERY

Page 18

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 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 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

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 Main	Route or Junction Indication Junction Indicator Position "2"	Application to or Towards 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.

2			

Down siding.

New Colour Light Signals - SL - Sudforth Lane

Signal No. SL452	Line Arrival Line	Aspect M = Main S = Sub M S	Route Indication ''H''	Application to or towards Up Goole SL444 Spur
SL453	Departure Line	M S	"н"	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.

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.

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops. (32)

(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 postion 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

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)

(30)

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)

		T	ABLEA			
	Loops and				Speed Restrictions	Catch, Spring
unning Lines and ignalling System	Refuge Sidings	Location	M Ch	Down Up mph	At or Between	and unworked trailing points
age 114 (Page ND 4	3, ND 2 3D)			10		
		(MID) TO LEEDS NO Jn and Hunslet Goe		5	194m. 6ch. and 193m. 38ch.	(31D)
age 150 LEEDS TO	HULL PARAG	GON				
Delete:-	The dotted "f	NB" Depot Arrival II	ne between N	. Hill West .	Jn. and Stop Board	N. Hill East Jn. (31D)
	the second s	I. TO HUNSLET EAST ne Departure and Arr		ween Nevill	e Hill West Jn. and	Hunslet East
	"NB" from th Notice Board	ne Departure and Arr and Add 'A' to both NBLE H.1 WORKING	ival lines bet lines. OF PARTIAL	LY FITTED	AND UNFITTED	I Hunslet East (31D)
Delete:-	"NB" from th Notice Board	NBLE H.1 WORKING	ival lines bet lines. OF PARTIAL	LY FITTED	AND UNFITTED	(31D) es and
Erom Page 240 ALDW	"NB" from th Notice Board TA TC ARKE NORTH	NBLE H.1 WORKING	OF PARTIAL	LY FITTED <u>N BRAKEVAI</u> S	AND UNFITTED N IN REAR Number of vehicle	(31D) es and
Delete:-	"NB" from th Notice Board TA TC ARKE NORTH	ne Departure and Arr and Add 'A' to both NBLE H.1 WORKING FREIGHT TRAINS	OF PARTIAL SWITHOUT A Line	LY FITTED N BRAKEVAI N S JN.	AND UNFITTED N IN REAR Number of vehicle	(31D) es and

LOCAL INSTRUCTIONS

Page 364

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

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.
- 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 :--

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.
 - 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 (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 lequefied 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

 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 notifv :-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.

Clause B 2/3

WHITE PAGES - PART 6

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 it 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

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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 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 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

York 17 JULY, 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.

NS31/81

1-7.8.81

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

**With effect from 10 00 Monday 3 August the Down and Up PSR's of 50 m.p.h. between Royston Jn. and Dakenshaw 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 Main	Route or Junction Indication Junction Indicator Position "2"	Application to or Towards 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.
Maio	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
51,453	Departure Line	M S	"Н"	Up Goole SL444 Spur
31.458	Arrival Line	M S		Down Goole SL465 Down Siding
SI 459	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
н.,	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)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED O'JT - 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

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops (32)

(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 signalbox.

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)

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

Delete:-

 10 Up Main to Down Main via 5518 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:-

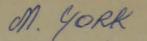
MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

Clifton

- 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.

PRIVATE AND NOT FOR PUBLICATION



B.R.31262/1

32



NS

EASTERN REGION

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

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.

S	ECTIONS B - TEMPORARY	ENGINEERING WORKS -	continued
-	t or between	Lines affected	Remarks
H	ULL PARAGON STATION	TO SEAMER WEST	and the second of the second o
SU	NDAY 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.

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)

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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 (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.

	SECTION (C - SIGNALLING AND PERMANEN	NS-23			
States and States and	SCO.	F WORK AL READY CAR	NT WAY ALTERA	TIONS		
The second second	DETAILO	F WORK ALREADY CARRIED OUT	- continued	contri	nued	
and a state of	SUDFORT	L'III				
	The signalling in the area has been modified and certain ground position light signals have been abolished or replaced by new colour light signalling.					
3m 62ch and uipment in use.	Alleratione	orgitatting				
age of trains.	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 Main	Route or Junction Indication Junction Indicator Position "2"	Application t			
	Main Junction Indicator Position "1"		Departure line new SL459 signal.			
	Main	Main —				
	Sub.	- Januara Constanti - Long	Down Goole SL457 signal. Down Siding			
incerned	Up Goole Sig Junction Indi follows :—	icator arms "4" and "5" have I		on this signal a	and the signal now applies as	
	Aspect	Route or Junction Indication	Application to or Towards			
Constant of the second	Main	-				
a la facta de la f	Main	Junction Indicator Position "4"	Up Goole SL456 signal. Departure line SL453 signal.			
he normal	Main	Junction Indicator Position ''5''	Arrival line SL452 signal.			
and the second second	Sub.	-	Down siding.			
racket).	New Colour L	ight Signals – SL – Sudforth La				
(35)	Signal No.	Line	Aspect M = Main S = Sub	Route Indication	Application to or towards	
	SL452	Arrival Line	M S	«Н.	Up Goole SL444 Spur	
1 Provident	SL453	Departure Line	M S	"Н"	Up Goole SL444 Spur	
located on nd overhead d by the	SL458	Arrival Line	M S		Down Goole SL465 Down Siding	
(34)	SL459	Departure Line	M S		Down Goole SL 465 Down Siding	

and is (34)

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
41.100	

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)

(32)

* 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

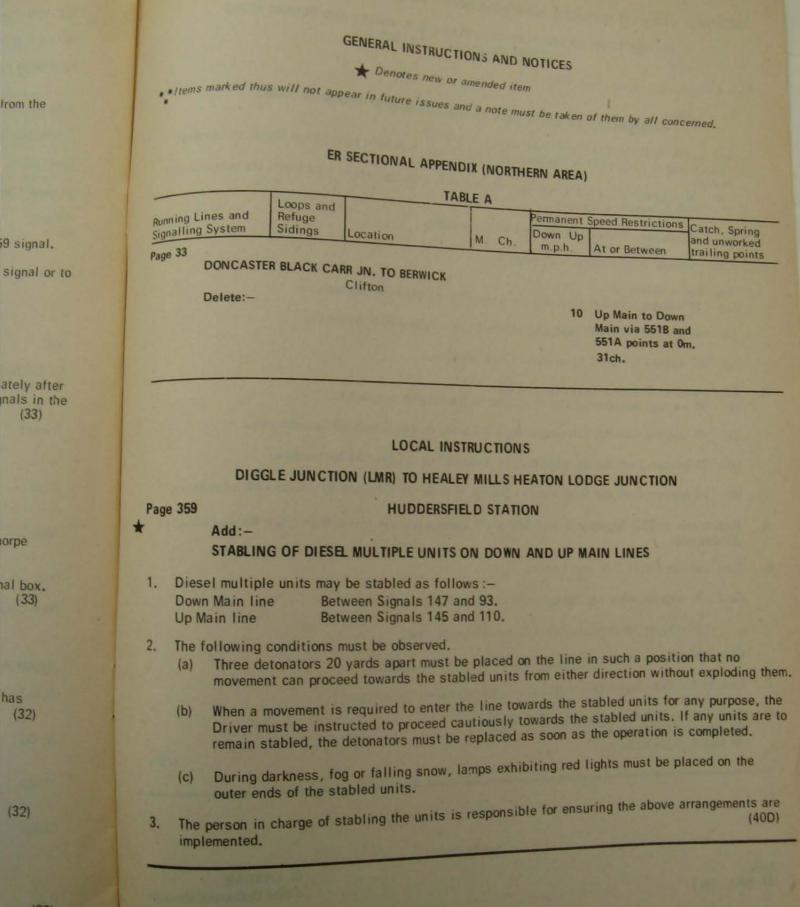
The Down and Up Main Starting Signals have been abolished.

SOWERBY BRIDGE WEST

No.2 Up Sidings has been abolished, No.1 Sidings has been re-aligned to serve the Coal Drops. (32)

SECTION D

NS-25



(32)

	0	2	2
IN	3-	Z	2

ND.	53/21	
10.2	1.8.81	1

10

SECTIONS B - TEMPORA	RY ENGINEERING	WORKS - continued
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At	or between	Lines affected	Remarks
DAI	RYCOATES WEST TO HE	SSLE ROAD NORTH BRA	ANCH
FRI	DAY 21 AUGUST		
189	Dairycoates West and Hessle 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.
HES	SLE ROAD JN. TO ALE	XANDRA DOCK	
WED	NESDAY 19 and THUR	SDAY 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

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 mporarily 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 (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 - DON CASTER - 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.

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)

(35)

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 Main	Route or Junction Indication Junction Indicator Position "2"	Application to or Towards Arrival line new SL458 signal.
Main	Junction Indicator Position "1"	Departure line new SL459 signal.
Main	terren men	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 M = Main S = Sub	Route Indication	Application to or towards
SL452	Arrival Line	M S	н	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 :--

1	n	d	'n	ca	ti	on	1
'	1	VI'	**				

"H"

Application to or Towards Up Goole

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 ninended 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)

		Loops and			Permanent	Speed Restrictions	Catch, Spring
	Lines and ig System	Refuge Sidings	Location	M Ch	Down Up m p h	At or Between	and unworked trailing points
Page 24		op. Optg. Inst	s.) RR JN. TO BERWICK				
			NR JN. TO BERWICK				
	Amend 6th	n 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 Su	op. Optg. Inst	5.)				
rate ri			m. 65ch. and Doncaster	155m. 770	ch.		
k	Delete :-				15 15	Up Slow 156m.	
						22ch. and 155m.	
						72ch.	A
	Between I	Doncaster and	Marshgate Jn. South		(w.e.	f. 14 00 Monday 17	Augusti (40D)
	Add :-				15	Slow line 156m.	
•						8ch. and 155m.	-
						65ch.	
					50	Slow line 156m.	
1						20ch. and 156m.	
					1.00.00	8ch. f. 14 00 Monday 17	
					(w.e.	1. 14 00 Monday 17	Augusti (40D)
Page 27	(Page 18 Su	pp. Optg. Inst	s.)				
k	Delete :		Marshgate Jn. South	156-26	25	To Thome line.	
			Marshgate Jn. North	156.29	60	To Leeds line	
			(see page 82)			156m, 29ch. and	
						156m. 72ch.	
					40	To and over Up	
						Slow 156m. 42ch.	
					100	and 156m. 22ch.	
					100	Main/Fast 156m, 53ch, and	
						155m. 55ch.	
					(141.0	f. 14 00 Monday 17	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and			Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System		Location	M. Ch	Down Up mph	At or Between	and unworked trailing point
Page 27 (Page 18 9	upp. Optg. Inst	s.) - continued				
Add :		Marshgate Jn. (see page 82 and Southern Area Append pages 54 and 191)	156.28 ix	60	To Leeds line 156m. 28ch. and 156m. 72ch.	
		pugos of and for		25	Up Slow to	
					Thorne line 0m. 3ch. and 0m. 21ch	
				100		1.
				100	Main/Fast line	
					156m. 53ch. and	
				1	155m. 55ch. F. 14 00 Monday 17	A
				(w.e.)	. 14 00 Monday 17	August) (40D)
Page 33						
	STER BLACK CA	RR JN. TO BERWICK				
DONUCA	STER BEACK CA	Clifton				
Delete:	_	CITION		10	Up Main to Down	
				10	Main via 551B an	
- 010101						
Page 82 (Page 49	Supp. Optg. Inst	·s.)			551A points at 0 31ch.	
Page 82 (Page 49 DONCA Betwee	STER MARSHGA	rs.) TE JN. TO LEEDS WEST and Bentley LC	JN.		551A points at 0 31ch.	n.
Page 82 (Page 49 DONCA	STER MARSHGA	TE JN. TO LEEDS WEST	JN.	60	551A points at 0 31ch. 156m. 72ch. and	n.
Page 82 (Page 49 DONCA Betwee	STER MARSHGA	TE JN. TO LEEDS WEST	JN.		551A points at 0 31ch.	n. (40D)
Page 82 (Page 49 DONCA Betwee	STER MARSHGA	TE JN. TO LEEDS WEST and Bentley LC CK MOVEMENTS – EX	EMPTION F	(w.e.	551A points at 0 31ch. 156m. 72ch. and 156m. 28ch. f. 14 00 Monday 13	n. (40D)
Page 82 (Page 49 DONCA Betwee Amend	STER MARSHGA	TE JN. TO LEEDS WEST and Bentley LC	EMPTION F	(w.e.	551A points at 0 31ch. 156m. 72ch. and 156m. 28ch. f. 14 00 Monday 13 BOOK,	n. (40D) 7 August) (40D)
Page 82 (Page 49 DONCA Betwee Amend	STER MARSHGA	TE JN. TO LEEDS WEST and Bentley LC CK MOVEMENTS – EX	EMPTION F	(w.e.	551A points at 0 31ch. 156m. 72ch. and 156m. 28ch. f. 14 00 Monday 13	n. (40D) 7 August) (40D)
Page 82 (Page 49 DONCA Betwee Amend Page 267 Signal Box	STER MARSHGA Dock Hills LC 	TE JN. TO LEEDS WEST and Bentley LC CK MOVEMENTS – EX SECTION J C	EMPTION F	(w.e.	551A points at 0 31ch. 156m. 72ch. and 156m. 28ch. f. 14 00 Monday 13 BOOK, See Special Ins	n. (40D) 7 August) (40D
Page 82 (Page 49 DONCA Betwee Amend Page 267 Signal Box STAI	STER MARSHGA Dock Hills LC 	TE JN. TO LEEDS WEST and Bentley LC CK MOVEMENTS – EX SECTION J C Movement	EMPTION F	(w.e.	551A points at 0 31ch. 156m. 72ch. and 156m. 28ch. f. 14 00 Monday 13 BOOK, See Special Ins	n. (40D) 7 August) (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

Add:-

HUDDERSFIELD STATION

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

- 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.
- 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 Englorough Ferrybridge

- 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.
- 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.
- Coal trains to Didcot or Northfleet APCM.
 (a) 45 wagons from Barrow Hill if hauled by a Cl
 - 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.
- Limestone in P.G.A. wagons to B.S.C. Redcar. 30 wagons from Thrislington 15 wagons from Redmire

(40D)

MP.32/NS

York 7 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.

SECTION B - TEMPORA	RY ENGINEERING WORKS	NS-21 - continued
At or between	Lines affected	Remarks
HESSLE ROAD JN. TO A WEDNESDAY/THURSDAY		
86 Hessle 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.

N.S 34-181

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

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)

(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.

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)

(36)

* 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)

4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

	Loops and				Perm	anent	Speed Restrictions	Catch, Spring	
Running Lines and	Refuge			Ch.		n Up		and unworked	
Signalling System	Sidings	Location	1.	CII.	m.	p.h.	At or Between	trailing points	
		RR JN. TO BERWICK				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 Sup	and the second s								
	oncaster 155r	n. 65ch. and Doncaster	r 155m	i. 77cl					
Delete :					15	15	Up Slow 156m.		
							22ch. and 155m. 72ch.		
						(w.e.f	. 14 00 Monday 17	August) (40D)	
	oncaster and	Marshgate Jn. South							
Add :						15	Slow line 156m.		
							8ch. and 155m.		
							65ch.		
						50	Slow tine 156m.		Ľ.
							20ch. and 156m.		
						(w.e.f	8ch. . 14 00 Monday 17	August) (40D)	
						(
Page 27 (Page 18 Sup	p. Optg. Insts	.)		26	25		To Thome line.		
Page 27 (Page 18 Sup Delete :	p. Optg. Insts	Marshgate Jn. South	156.	20					
	p. Optg. Insts		156. 156.		60		To Leeds line		
	p. Optg. Insts	Marshgate Jn. South			60		To Leeds line 156m. 29ch. and		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60				
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60	40	156m. 29ch. and 156m. 72ch.		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60	40	156m. 29ch. and		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60	40	156m. 29ch. and 156m. 72ch. To and over Up		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60	40 100	156m. 29ch. and 156m. 72ch. To and over Up Slow 156m. 42ch.		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60		156m. 29ch. and 156m. 72ch. To and over Up Slow 156m. 42ch. and 156m. 22ch.		
	p. Optg. Insts	Marshgate Jn. South Marshgate Jn. North			60	100	156m. 29ch. and 156m. 72ch. To and over Up Slow 156m. 42ch. and 156m. 22ch. Main/Fast		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and	the second se	The second second		Speed Restrictions	caren, spring
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch	Down Up m.p.h.	At or Between	and unworked trailing points
age 27 (Page 18 Supp	p. Optg. Insta					
Add :		Marshgate Jn.	156.28	60	To Leeds line	
		(see page 82 and			156m. 28ch. and	
		Southern Area Append pages 54 and 191)	IX		156m. 72ch.	
		pages 54 and 191)		25	U. Classic	
				25		
					Thome line 0m. 3ch, and 0m, 21ch	
				100		
					Main/Fast line	
					156m. 53ch. and 155m. 55ch.	
					. 14 00 Monday 17	August) (40D)
Page 33 DONCASTE	R BLACK CAI	R JN. TO BERWICK				
		Clifton				
Delete:-				10	Up Main to Down	
					Main via 551B and	
					551A points at Om	
					31ch.	(40D)
DONCASTE	R MARSHGAT	.) E JN. TO LEEDS WEST . and Bentley LC	JN.			
	R MARSHGAT	E JN. TO LEEDS WEST	JN.	60	156m. 72ch. and 156m. 28ch.	
DON CASTE Between Do	R MARSHGAT	E JN. TO LEEDS WEST	JN.			August) (40D)
DON CASTE Between Do	R MARSHGAT	E JN. TO LEEDS WEST	JN.		156m. 28ch.	August) (40D)
DON CASTE Between Do	R MARSHGAT	E JN. TO LEEDS WEST	MPTION FF	(w.e.f	156m. 28ch. . 14 00 Monday 17	August) (40D)
DONCASTE Between Do Amend :	R MARSHGAT	E JN. TO LEEDS WEST and Bentley LC and Bentley LC K MOVEMENTS — EXE SECTION J CL	MPTION FF	(w.e.f	156m. 28ch. . 14 00 Monday 17 WOOK, See Special Insti	
DONCASTE Between Do Amend :	R MARSHGAT	E JN. TO LEEDS WEST and Bentley LC	MPTION FF	(w.e.f	156m. 28ch. . 14 00 Monday 17	
DONCASTE Between Do Amend : Page 267 Signal Box	R MARSHGAT ock Hills LC SET BAC RTH JN. TO	E JN. TO LEEDS WEST and Bentley LC K MOVEMENTS – EXE SECTION J CL Movement SKELLOW ADWICK JI	MPTION FF AUSE 4.1.	(w.e.f	156m. 28ch. . 14 00 Monday 17 WOOK, See Special Insti on Page	
DONCASTE Between Do Amend : Page 267 Signal Box STAINFO Amend it Doncaster	R MARSHGAT ock Hills LC SET BAC RTH JN. TO	E JN. TO LEEDS WEST and Bentley LC K MOVEMENTS – EXE SECTION J CL Movement SKELLOW ADWICK JN Down Skellow to A	MPTION FF AUSE 4.1.	(w.e.f	156m. 28ch. . 14 00 Monday 17 WOOK, See Special Insti on Page	ruction
DONCASTE Between Do Amend : Page 267 Signal Box STAINFO Amend it	R MARSHGAT ock Hills LC SET BAC RTH JN. TO	E JN. TO LEEDS WEST and Bentley LC K MOVEMENTS – EXE SECTION J CL Movement SKELLOW ADWICK JI	MPTION FF AUSE 4.1.	(w.e.f	156m. 28ch. . 14 00 Monday 17 WOOK, See Special Insti on Page	ruction
DONCASTE Between Do Amend : Page 267 Signal Box STAINFO Amend it Doncaster	R MARSHGAT ock Hills LC SET BAC RTH JN. TO	E JN. TO LEEDS WEST and Bentley LC K MOVEMENTS – EXE SECTION J CL Movement SKELLOW ADWICK JN Down Skellow to A	MPTION FF AUSE 4.1.	(w.e.f	156m. 28ch. . 14 00 Monday 17 WOOK, See Special Insti on Page	ruction

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.)

Amend reference to :

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

"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:-

and the second second

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

- 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.
- 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.
- Limestone in P.G.A. wagons to B.S.C. Redcar. 30 wagons from Thrislington 15 wagons from Redmire

(40D)

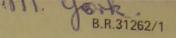
MP.32/NS

G. GRAHAM Chief Operating Manager

York 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.

PRIVATE AND NOT FOR PUBLICATION





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.

SECTION

NS-25

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

Alterations to Signalling Arriving trains will enter the Parcels Concentration Depot via the 'Parcels Reception' line only and

Ground position light signal No.L97 - reading to Parcels Reception; Parcels Area; or L103 signal will

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 (37)Sidings signal box than its former position.

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tenance 3m. 78ch.

ent in use.

be given up for full over Down

ch. Crane (80/39)

work, 7m. ipment in use. (81/23)

Possession 04 08

ce, 30m. given up

crane and 81/35)

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

CLAYTON WEST - PARK MILL COLLIERY SIDINGS

Park Mill Colliery Siding has been secured out of use.

* * 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. (37)

(37)

	PERMANENT WAY ALTERATION
	DETAILS OF WORK ALREADY CARRIED OUT - continued
	** DONCASTER - SKELLOW JUNCTION AREA - continued
	Adwick Junction
13 yards (37)	The Junction between the Down and Up Leeds lines and Down and Up Skellow lines have been remodelled to form a single lead junction.
	signal plated D735 which will apply - Down Skellow to D
erse position	A new ground position light signal (No.1164), applying - set back - Down Leeds to Up Skellow or to Up
. (37)	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)
(37)	*** 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 :
(37)	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".
The second	Up Main "LIMIT OF SHUNT" indicator. (35)
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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

Add:-

HUDDERSFIELD STATION

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

- 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.
- 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)

NS 37/81

12-18.9.81

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 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.

noute 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)

* ERRYBRIDGE "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)

** JASCOIGNE 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 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)

GENERAL INSTRUCTIONS AND NOTICES

NS-24

★ 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)

	Loops and			Perm	anent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	e Down		n Up	At or Between	and unworked trailing points	
Page 24 (Page 14 Sup DONCAST		RR JN. TO BERWICK			70	Up Slow/Down Loco/Up East Slow between Marshgate Jn., north of (156m. 42ch.) and Loversall Carr (151m. 79ch.)	(40D)
age 27 (Page 17 Sup) Between D Delete :		.) n. 65ch. and Doncaste	r 155m. 77c	n. 15	15	Up Slow 156m. 22ch. and 155m. 72ch.	(400)
Between D Add :	oncaster and	Marshgate Jn. South			15 50	Slow line 156m. 8ch. and 155m. 65ch. Slow line 156m. 20ch. and 156m. 8ch.	(40D)
							(40D)
age 27 (Page 18 Supp Delete :	o. Optg. Insts	.) Marshgate Jn. South	156.26	25		To Thome line.	
		Marshgate Jn. North (see page 82)	156.29	60	40 100	To Leeds line 156m. 29ch. and 156m. 72ch. To and over Up Slow 156m. 42ch. and 156m. 22ch. Main/Fast	
						156m. 53ch. and 155m. 55ch.	(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

Bunning Lines and Signalling System Refuge Signalling System Refuge Location M Ch Down Up m p. h At or Between and unwor trailing po Page 27 (Page 18 Supp. Optg. Insts.) - continued Add:- Marshgate Jn. 156.28 60 To Leeds line 156m.28.6h. and Southern Area Appendix pages 54 and 1911 25 Up Slow to Thome line On. 3ch. and On. 21ch. 10 Page 33 DONCASTER BLACK CARR JN. TO BERWICK Clifton 10 Up Main to Down Main Via 5518 and 556m. 35ch. (40 Page 32 (Page 49 Supp. Optg. Insts.) DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC Amend:- 10 Up Main to Down Main via 5518 and 556m. 72ch. and 156m. 28ch. (40) Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. See Special Instruction on Page (40) Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. See Special Instruction on Page (40)		Loops and			Permanen	t Speed Restriction	S Catch, Spring
Page 27 (Page 18 Supp. Optg. Insts.) - continued 156.28 60 To Leeds line Add:- Marshgate Jn. 156.28 60 To Leeds line Southern Area Appendix pages 54 and 191) 25 Up Slow to Thome line On. 3ch. and 0m. 21ch. 100 Main/Fast line 156m. 53ch. 100 Main/Fast line 156m. 53ch. Page 33 DONCASTER BLACK CARR JN. TO BERWICK Clifton 10 Up Main to Down Delete:- 10 Up Main to Down Main vis 5518 and 5518 and 5518 and 5514 points at 0m. 31ch. (40) Page 82 (Page 49 Supp. Optg. Insts.) DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC 60 156m. 72ch. and 156m. 23ch. (40) Page 267 TABLE "W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. See Special Instruction on Page (40) Signal Box Movement See Special Instruction on Page 92) STAINFORTH JN. TO SKELLOW ADWICK JN. Amend item: Down Skellow to A.M.O.C.O. 351							and unworked
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 Om. 3ch. and Om. 21ch. 100 Main/Fast line 156m. 53ch. and 155m. 55ch. (40 Page 33 DONCASTER BLACK CARR JN. TO BERWICK Clifton 10 Up Main to Down Main via 5518 and 5514 points at 0m. 31ch. (40) Page 82 (Page 49 Supp. Optg. Insts.) 00NCASTER MARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC Amend :- 60 166m. 72ch. and 156m. 28ch. (40) Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. (40) Signal Box Movement See Special Instruction on Page (40) Signal Box Movement See Special Instruction on Page (40)	Signalling System	Sidings	Location	M Ch	mph	At or Between	trailing point
(see page 82 and Southern Area Appendix pages 54 and 191) 25 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 26 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 27 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 28 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 29 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 29 Up Slow to Thorne line Om. 3ch. and Om. 21ch. 20 Main/Fast line 155m. 55ch. 40 Page 33 DONCASTER BLACK CARR JN. TO BERWICK Clifton Delete:- 20 Up Main to Down Main via 5518 and 551A points at Om. 31ch. 400 Page 32 (Page 49 Supp. Optg. Insts.) DONCASTER WARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC Amend :- 20 156m. 72ch. and 156m. 72ch. and 156m. 72ch. and 156m. 28ch. 40 Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. Signal Box Movement Down Skellow to A.M.O.C.0. 351		p. Optg. Inst					
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Pages 54 and 191) 25 Up Slow to Thome line Om, 3ch, and Om. 21 ch. 100 Main/Fast line 156m. 53 ch, and 156m. 53 ch, and 156m. 53 ch, and 156m. 53 ch, and 156m. 55 ch. (40 Page 33 DONCASTER BLACK CARR JN, TO BERWICK Clifton Delete:- 10 Up Main to Down Main via 5518 and 551A points at Om, 31 ch. (40) Page 82 (Page 49 Supp. Optg. Insts.) DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC Amend :- Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. See Special Instruction on Page STAINFORTH JN, TO SKELLOW ADWICK JN. Amend item: Down Skellow to A.M.O.C.O. 351			Southern Area Appe	endix		156m, 72ch.	
25 Up Slow to Thome line 0m. 3ch, and 0m. 21ch. 100 Main/Fast line 156m. 55ch. and 155m. 72ch. and 156m. 72ch.							
Page 33 DONCASTER BLACK CARR JN, TO BERWICK Clifton Delete:- 10 Up Main to Down Main via 5518 and 551A points at 0m. 31ch. 401 Page 82 (Page 49 Supp. Optg. Insts.) DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Between Dock Hills LC and Bentley LC Amend :- Page 267 TABLE 'W' SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J CLAUSE 4.1. Signal Box Movement STAINFORTH JN. TO SKELLOW ADWICK JN. Amend item: Down Skellow to A.M.O.C.0. 351 (40)			1-9		25	Un Slow to	
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Doncaster Down Skellow to A.M.O.C.O. 351			SKELLOW ADWICK	JN.			
		em:				054	
(Skellow Jn.) Sidings (40D)	Doncaster			A.M.O.C.O.		351	
			Sidings				(40D)
	(Skellow Jn.)						

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".

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

Add:-

HUDDERSFIELD STATION

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

- Diesel multiple units may be stabled as follows :-Down Main line Up Main line Between Signals 147 and 93. 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)

(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:-

- . 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.
- 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.
 - 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.
- 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.

NJ 38/81

19-25.9.81

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 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 SL452	Line Arrival line	Aspect Main	Route Indication	Destination Up Goole SL444
OLHOL		Sub	'H'	Spur
		Sub	'B'	Bunker Arrival line
		Sub	ʻ1'	N.C.B. line 1
		Sub	'2'	N.C.B. line 2
SL453	Departure line	Main		Up Goole SL444
		Sub	Ή'	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 448	Line N.C.B. Sidings line 2	Aspect	Route indication	Destination Arrival line SL458 Departure line SL459	
449	N.C.B. Sidings line 1			Arrival line SL458 Departure line SL459	
SL460	Departure line	Main Main	Ϋ́Α΄ Έ	Arrival line SL458 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).

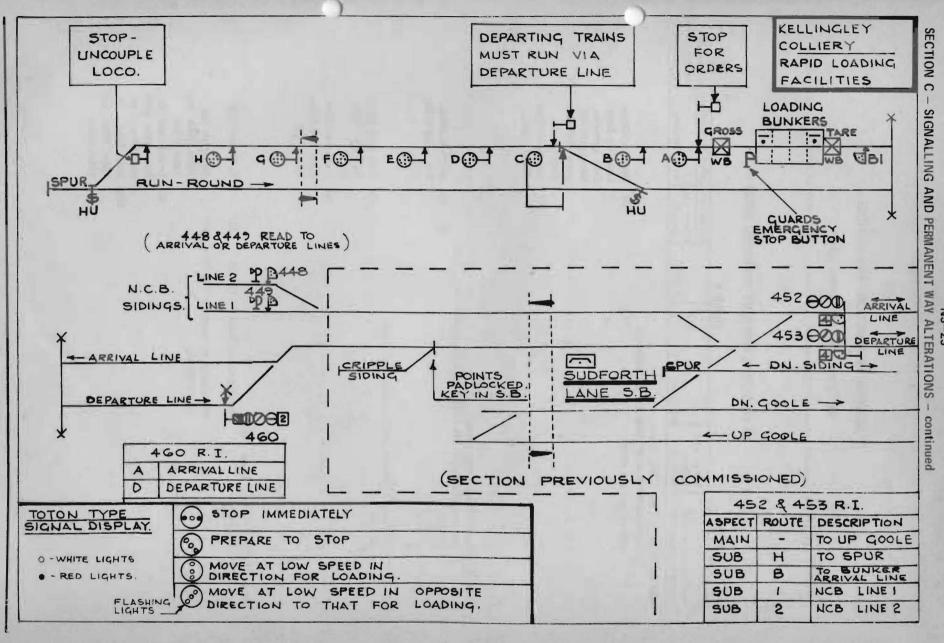
Ground position light signal No.L97 - reading to Parcels Reception; Parcels Area; or L103 signal now reads to Parcels Reception or L103 signal only.

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)



GENERAL INSTRUCTIONS AND NOTICES

NS-24

★ Denotes new or amended item

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

ER SECTIONAL APPENDIX (NORTHERN AREA)

	Loops and			Permanen	t Speed Restrictions	Catch, Spring
Running Lines and Bignalling System	Refuge Sidings	Location	M Ch	Down Uj mph	At or Between	and unworked trailing points
		RR JN. TO BERWICK		70	Up Slow/Down Loco/Up East Slow between Marshgate Jn., north of (156m. 42ch.) and Loversall Carr	
					(151m. 79ch.)	(40D)
age 27 (Page 17 Sup	on onto lasta					
		n. 65ch. and Doncaste	r 155m. 77c	:h.		
Delete :				15 15	Up Slow 156m. 22ch. and 155m. 72ch.	
						(40D)
	oncaster and	Marshgate Jn. South				
Add :				15	Slow line 156m. 8ch. and 155m. 65ch.	
				50	Slow line 156m. 20ch. and 156m. 8ch.	
						(40D)
age 27 (Page 18 Sup	on Onta Insta	1				
Delete :-	propigi mat	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.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and	Loops and Refuge Sidings Optg. Insta	Location	1			Catch, Sprin
	Optg. Inst		M Ch	Down Up m p h		and unworke trailing point
		 .) – continued Marshgate Jn. (see page 82 and Southern Area Appendi pages 54 and 191) 	156.28 x	60	To Leeds line 156m. 28ch. and 156m. 72ch.	
		pages of and rolly		25	Up Slow to Thome line Om. 3ch. and Om. 21ch	
				100	Main/Fast line 156m. 53ch. and	
					155m. 55ch.	(40 D
age 33						
DONCASTER	BLACK CA	RR JN. TO BERWICK Clifton				
Delete:-				10	Main via 551B and	
					551A points at 0m 31ch.	• (40D)
	MARSHGAT	s.) TE JN. TO LEEDS WEST . and Bentley LC	IN.			
Amend :-				60	156m. 72ch. and 156m. 28ch.	(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

- Diesel multiple units may be stabled as follows :-1. Between Signals 147 and 93. Down Main line Between Signals 145 and 110. Up Main line
- The following conditions must be observed. 2.
 - Three detonators 20 yards apart must be placed on the line in such a position that no (a)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 (b)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 (c)outer ends of the stabled units.
- The person in charge of stabling the units is responsible for ensuring the above arrangements are 3. implemented. (40D)

Page 376

LEEDS TO SKIPTON STATION SOUTH L.M.R.

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:-

- . 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.
- 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.
- 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 Shirebroch or Barrow Hill Areas if hauled by a Class 47 locomotive.
- 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,
- 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	 3m.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	Overhead linework	Monday 21 to Friday 25 September.	-
BLOCKED		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.

NS 40/81 3-9.10.81

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

*** 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)

th 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 Crigglestone Jn. 30 m.p.h. P.S.R.'s will apply on both lines between 46m. 30ch. and 45m. 56ch. 140

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.

Mo. 34 Disc signal Down Goole to Up Goole.

...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)

14

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.

eference 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 SL452	Line Arrival line	Aspect Main Sub Sub	Route Indication 'H' 'B'	Destination Up Goole SL444 Spur Bunker Arrival line
		Sub Sub	'1' '2'	N.C.B. line 1 N.C.B. line 2
SL453	Departure line	Main Sub Sub Sub Sub Sub	'H' 'B' '1' '2'	Up Goole SL444 Spur Bunker Arrival line N.C.B. line 1 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 448	Line N.C.B. Sidings line 2	Aspect	Route indication	Destination 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)

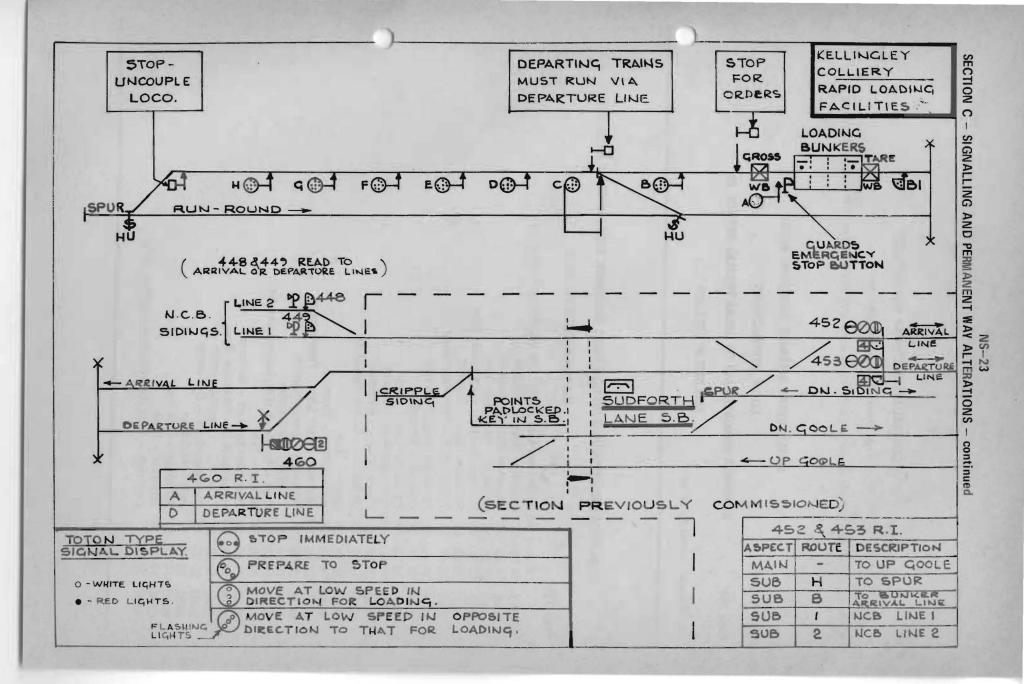
CASTLEFORD WEST JUNCTION

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)



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 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Delete second paragraph.

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

(49D)

(49D)

Page 13	1		MISCELLANEOUS NOTICES
6/4593	Amer 14 25	nd lis SX	t under item 4 as under, with effect from 5.10.81 :- Parkeston Quay - Bathgate
6S96 6E86 6E87	14 55 21 35 12 52	SX SX	Parkeston Quay – Mossend Mossend – Parkeston Quay Glasgow Sighthill – Parkeston Quay
6M62	20 53 18 01		Parkeston Quay – Edgehill Trafford Park – Parkeston Quay
	20 15 14 14		Parkeston Quay – Garston Edgehill – Whitemoor
6M86 6E88	21 00	SUN SX	Parkeston Quay — Tyne Parkeston Quay — Bescot Llandeilo Jn. — Whitemoor
6E53	16 17	SX SX SX	Whitemoor – Severn Tunnel Jn. Dover – Tees Healey Mills – Toton
6E92 6E75	02 10 22 18	MX SX	Willesden Brent Sdgs - Peterborough Willesden - Leeds Hunslet
6049	16 10 17 50 20 15	SX SX SX	Bescot – Tyne
6C83	21 00 16 05 13 55	SX SX	Doncaster Belmont – Willesden Haverton Hill – Parkeston Quay T.C.F.D., – Dagenham Dock
6D63 6S92	20 05 15 20	SX SX	Dagenham Dock – Doncaster Hull – Aberdeen
	14 22 12 02 16 30	SX SX	Aberdeen – Doncaster Stranraer – Tyne Eastleigh – Tyne (between York and Tyne only)

NS-24

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

York 25 SEPTEMBER, 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.

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

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.

HORBURY UP GOODS YARD

No.3 Siding has been removed. No.5 Siding has been secured out of use pending removal.

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)

(New Item) (44)

NS 41/81 10-16.10.81

(New Item) (44)

NS-20

NS-21
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	Ή'	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	Ή'	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 :-

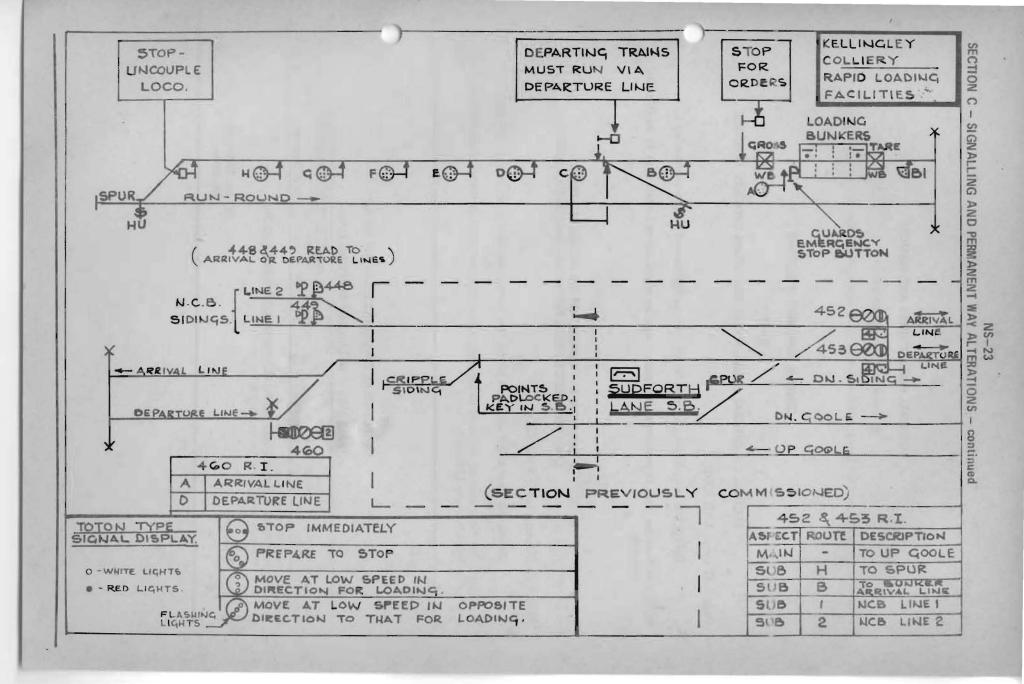
Signal 448	Line N.C.B. Sidings line 2	Aspect	Route indication	Destination Arrival line SL458 Departure line SL459
449	N.C.B. Sidings line 1			Arrival line SL458 Departure line SL459
SL460	Departure line	Main Main	'A' 'D'	Arrival line SL458 Departure line SL459

(41)

A signal-post telephone has been provided on Sudforth Lane SL460 signal.

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)



GENERAL INSTRUCTIONS AND NOTICES

🖌 Denotes new or amended item

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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

	Loops and	R. B. B. B. P.			Permanent	Speed Restrictions	Catch Spring
Running Lines and Signalling System	Refuge Sidings	Location	M.	Ch.	Down Up		and unworked trailing points

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

		MISCELLANEOUS NOTICES	
	d lis	t under item 4 as under.	
14 25	SX		
14 55	SX	Parkeston Quay - Mossend	
21 35	SX	Mossend – Parkeston Quay	
		Glasgow Sighthill – Parkeston Quay	
		Parkeston Quay – Edgehill	
18 01	SX	Trafford Park – Parkeston Quay	
20 15	SX	Parkeston Quay – Garston	
14 14	SX	Edgehill - Whitemoor	
18 39	SX	Parkeston Quay – Tyne	
	SX	Whitemoor – Severn Tunnel Jn.	
	SX	Dover – Tees	
Transformation of the Party of the			
	UN		
		Lastroight if he to show to have the shift	
	Amer 14 25 14 55 21 35 12 52 20 53 18 01 20 15 14 14 18 39 16 20 21 00 19 57 16 17 16 50 02 10	Amend lis 14 25 SX 14 55 SX 21 35 SX 12 52 SX 20 53 SX 18 01 SX 20 15 SX 14 14 SX 16 20 SUN 21 00 SX 19 57 SX 16 10 SX 20 15 SX 16 10 SX 21 00 SX 21 00 SX 16 10 SX 20 15 SX 21 00 SX 20 15 SX 21 00 SX 21 00 SX 20 05 SX 20 05 SX 20 05 SX 20 205 SX 20 205 SX 21 202 SX	Amend list under item 4 as under,14 25SXParkeston Quay - Bathgate14 55SXParkeston Quay - Mossend21 35SXMossend - Parkeston Quay12 52SXGlasgow Sighthill - Parkeston Quay20 53SXParkeston Quay - Edgehill18 01SXTrafford Park - Parkeston Quay20 15SXParkeston Quay - Garston14 14SXEdgehill - Whitemoor18 39SXParkeston Quay - Tyne16 20SUN Parkeston Quay - Bescot21 00SXLlandeilo Jn Whitemoor19 57SXWhitemoor - Severn Tunnel Jn.16 17SXDover - Tees16 50SXHealey Mills - Toton02 10MXWillesden Brent Sdgs - Peterborough22 18SXWillesden - Leeds Hunslet16 10SXT.C.F.D., - Willesden17 50SXTees - Eastleigh (FX), Basingstoke (FO)20 15SXBescot - Tyne21 00SXDoncaster Belmont - Willesden16 05SXHaverton Hill - Parkeston Quay3 55SXT.C.F.D., - Dagenham Dock20 05SXDagenham Dock - Doncaster20 25SXHull - Aberdeen14 22SXAberdeen - Doncaster12 02SXStranraer - Tyne

(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 safi to do so.
- 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.
- 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

- 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 Manager

York 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

DRINGHOUSES VARD - UP SIDINGS

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)

NS 42

17-23.10.81

DETAILS OF WORK ALREADY CARRIED OUT

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)

NS-21
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 6.8

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)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**/tems 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

	Loops and				Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M	Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
	E HUDDERSFIE	ELD JN. TO HUD		SPRIN	GWOOD JN		

		TABLE ''F'' PROPEL	- continued	/EHICLES
		Between	Line	Number of vehicles and special conditions
age 225	1. 1. 1.			
	Add : HEADFIELD	PRANCH		
Dewsbury	East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Si	ngle 12 SLU (w.e.f. 19.10.81) (ND49D)
	TABLE H1 –	WORKING OF PARTIALL WITHOUT A B	Y FITTED AND UN RAKEVAN IN REAR	
				Maximum no. of vehicles (S.L.U.'s) and special
		T-	Line	conditions
rom	11. 13	To		ouraritions.
Page 240	٠. ٨dd	10		ourarrono.
	Add :	ALTOFTS JN. TO YORK		
	NORMANTON	N ALTOFTS JN. TO YORK Castleford Station		
Page 240 Castlefo	NORMANTON rd Gates 8 (ND40D – Pag Add	ALTOFTS JN. TO YORK Castleford Station LOC4 YORK SKE	CHALONERS WHIM Down	1 JN. 15 (49D) ATE
Page 240 Castlefor Page 343	NORMANTON rd Gates 8 (ND40D – Pag Add	ALTOFTS JN. TO YORK Castleford Station LOCA YORK SKE ge 28)	CHALONERS WHIM Down	A TE E THROUGH ROAD
Page 240 Castlefor Page 343 1. Trai	NORMANTON rd Gates R(ND40D – Pag Add S ns may be sta following con During darkn outer ends of When a move	ALTOFTS JN. TO YORK Castleford Station LOCA YORK SKE ge 28) STABLING OF TRAINS OR bled on the Through Road aditions must be observe less, fog or falling snow f the stabled vehicles.	CHALONERS WHIN Down AL INSTRUCTIONS LTON TO HARROG VEHICLES ON TH d between signals ed: , lamps exhibiting r the line towards	ATE E THROUGH ROAD 59 and 25. red lights must be placed on the the stabled vehicles for any purpose.

- 6E8712 52SXGlasgow Sighthill Parkeston Quay6M6220 53SXParkeston Quay Edgehill6E8518 01SXTrafford Park Parkeston Quay

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES – continued

Page 13	1 – Ame	end -	continued
6M88	20 15	SX	Parkeston Quay – Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90 6M86	18 39 16 20	SUN	Parkeston Quav — Tvne Parkeston Quay — Bescot
6E88	21 00	SX	
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
	16 10	SX	T.C.F.D., - Willesden
	17 50 20 15	SX SX	Tees – Eastleigh (FX), Basingstoke (FO)
Colonie Car	21 00		Bescot – Tyne Densector Belment – Willender
		SX	Doncaster Belmont – Willesden
	16 05 13 55	SX SX	Haverton Hill – Parkeston Quay T.C.F.D., – Dagenham Dock
6D63		SX	Dagenham Dock – Doncaster
and the second second	15 20	SX	Hull – Aberdeen
	14 22	SX	Aberdeen – Doncaster
	12 02		Stranraer – Tyne
6E30	16 30	UN	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 Gua 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.
- 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)

(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 onstruction 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 (45) No.7 Siding has been secured out of use. (45) HOLGATE AND YORK YARD SOUTH (44) Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal. (44) HORBURY JN. SIDINGS (44)

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.

DRIFFIELD

The points leading to Coal Cell No. 1 at 19m. 45ch. have been secured out of use pending removal.

* 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. 8	8ch. have been	clamped out of us	e pending removal.	(43)
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* * 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)

(44)

(44)

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

	Loops and		5 30 m /		Permanent Speed Restrictions C		Catch: Spring	
Running Lines and Signalling System	Refuge Sidings	Location	Down Up			and unworked		
Page 102 (page 13 of PENISTONE	ND40) E HUDDERSFIE	LD JN. TO HUDD	ERSFIELD	SPRIN	GWOOD JN	2 Three Street 1		
	HUDDERSFIE	LD JN. TO HUDD	ERSFIELD	SPRIN	GWOOD JN			
PENISTONE	HUDDERSFIE		ERSFIELD	SPRIN	GWOOD JN			

	D - GEIVERAL		ICES - continued		
E.R. SEC	TIONAL APPEN	IDIX (NORTHERN AREA) - (continued		
		TABLE "F" - PROPELLIN	G TRAINS OR VEHI	CLES	
		Between	Line	Number of vehicles special conditions	and
Page 225	Add : HEADFIELD I	RRANCH			1.5.1.715
Dewsbury	East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU	(ND49D)
	TABLE H1	WORKING OF PARTIALLY F WITHOUT A BRAI		ED FREIGHT TRAINS Maximum no. of ve (S.L.U.'s) and spec	hicles
From		To	Line	conditions	
Page 240	Add :				
0	NORMANTON	ALTOFTS JN. TO YORK CH		1 m 7 m	1.0001
	rd Gates	Castleford Station	1.7510011	13	(4917)
Castleio	rd Gates	Castleford Station	Down	15	(49D)
	rd Gates (ND40D – Pag	LOCAL I VORK SKELTO		15	(49D)
	(ND40D – Pag Add	LOCAL I VORK SKELTO	INSTRUCTIONS ON TO HARROGATE		(49D)
Page 343	(ND40D — Pag Add S	LOCAL I York skelto ie 28)	INSTRUCTIONS ON TO HARROGATE HICLES ON THE TH	ROUGH ROAD	(49D)
Page 343 1. Trai	I (ND40D - Pag Add S ns may be stat following com During darkne outer ends of When a mover	Local I York Skelto e 28) Tabling of Trains or Ve	INSTRUCTIONS ON TO HARROGATE HICLES ON THE TH etween signals 59 a mps exhibiting red the line towards the s	ROUGH ROAD nd 25, lights must be place stabled vehicles for	ed on the

6E85 18 01 SX Trafford Park - Parkeston Quay

million in anna l

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 13	1 – Ame	nd	continued
6M88	20 15	SX	Parkeston Quay - Garston
6E83	14 14	SX	Edgehill - Whitemoor
6N90 6M86	18 39	SUN	Parkeston Quay – Tyne 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
6049	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
6592	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 handover 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.
- 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)

(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

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

NS-22

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH AND SKELTON

slton 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 (45)

DAIRYCOATES FREIGHT TERMINAL

A permanent open level crossing without gates, barriers or road traffic signals has been installed over he 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)

	NS-23	
	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. (4	45)
* *	HOLGATE AND YORK YARD SOUTH	
	Holgate Dock Sidings Nos.1 and 7 have been secured out of use pending removal. (4	44)
**	HORBURY JN. SIDINGS	
	No.7 Siding has been secured out of use pending removal. (4	44)
*	HORBURY UP GOODS YARD	
	No.3 Siding has been removed. No.5 Siding has been secured out of use pending removal. (44	4)
*	DRIFFIELD	
	The points leading to Coal Cell No. 1 at 19m. 45ch. have been secured out of use pending removal.	44)

1 ...

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**!tems 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

	Loops and				Permanent	Catch, Spring	
Running Lines and Signalling System	Refuge Sidings	Location	M	Ch.	Down Up	At or Between	and unworked trailing points
Page 102 (page 13 of		Location			Tubu	At of Between	luaring points
		ELD JN. TO HUD	DERSFIELD	SPRIN	GWOOD JN.		
Between F	Robin Hood tur	nel and Lockwoo	d				

- 40 2m. 20ch. and
2m. 60ch. (49D)

Page 225 Add :- HEADFIELI Dewsbury East Jn.	ENDIX (NORTHERN AREA) – (TABLE ''F'' – PROPELLIN Between D BRANCH Dewsbury Railway Street Goods Yard		ICLES Number of vehicles special conditions	s and
Add :- HEADFIELI Dewsbury East Jn.	Between D BRANCH Dewsbury Railway	Line	Number of vehicles	s and
Add :- HEADFIELI Dewsbury East Jn.	D BRANCH Dewsbury Railway			s and
HEADFIELI Dewsbury East Jn.	Dewsbury Railway	Arrival/Single		
			12 SLU	(ND49D)
TABLE H1	- WORKING OF PARTIALLY F WITHOUT A BRAI		Maximum no. of ve (S.L.U.'s) and spectrum	hicles
Page 240 Add : NORMANT(Castleford Gates	ON ALTOFTS JN. TO YORK CH Castleford Station	IALONERS WHIN JN Down	l. 15	(49D)
	100411	INSTRUCTIONS		
		ON TO HARROGATE		
Page 343 (ND40D - P Add:-	age 28)	OGATE		
Auu	STABLING OF TRAINS OR VE		ROUGH ROAD	
1. Trains may be st	abled on the Through Road b	etween signals 59 a	and 25.	
 The following ca a) During darl outer ends b) When a movies 	anditions must be observed:- eness, fog or falling snow, la of the stabled vehicles. rement is required to enter th must be instructed to proceed	amps exhibiting red	lights must be place stabled vehicles for	
 The person in ch implemented. 	arge of stabling is responsil	ble for ensuring the	above arrangements	s are (49D

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

P	age 131	- Ame	end -	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
	6049	17 50		Tees - Eastleigh (FX), Basingstoke (FO)
		20 15	SX	Bescot - Tyne
	6M66			Doncaster Belmont - Willesden
	6C83			Haverton Hill – Parkeston Quay
	6C30			T.C.F.D., – Dagenham Dock
	6D63			Dagenham Dock – Doncaster
		15 20		Hull – Aberdeen
		14 22		Aberdeen – Doncaster
		12 02		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 hr is in possession of the train documents before departure.
- Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h

Cripple Siding

- 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.
- 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.

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 name 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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NS 45 181

7-13.11.81

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

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 int eh reverse position pending replacement by plain line for through running – Up Passenger Loop to Up Fast.

gnals 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.

Petween 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-moddelled 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 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) 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	UO	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

lunation

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)

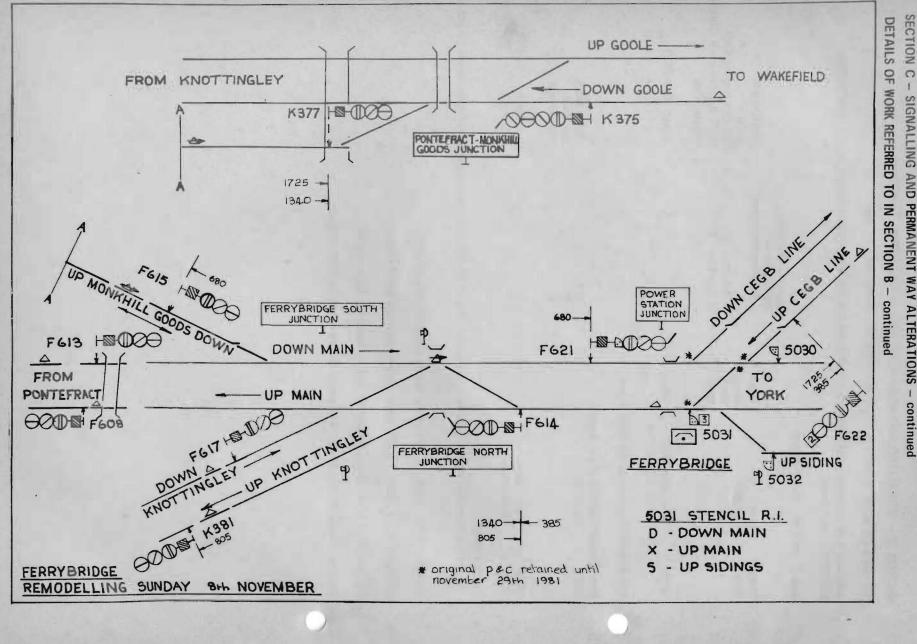
Signal	Line	Aspect	Route or Junction Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	JI position ''1'' JI position ''4''	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)
F615	Down Monkhill Goods single line	Main		Down Main F621
A.W.S. wi	II be provided for F614	signal.		
New Grou	nd Position Light Sign	als		
5031	Up Main			Down Main Up Main Up Sidings
5030 5032	Down Main Up Sidings			Up Main Up Main
Catch Poi	ints			
		be secured o	ut of use for through running	pending replacement by plain
Up Main a	at 9m. 14ch., 1,363 yar	ds before rea	ching 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)



- SIGNALLING AND PERMANENT WAY ALTERATIONS - continued NS-24

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)

GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

* tems 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)

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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)

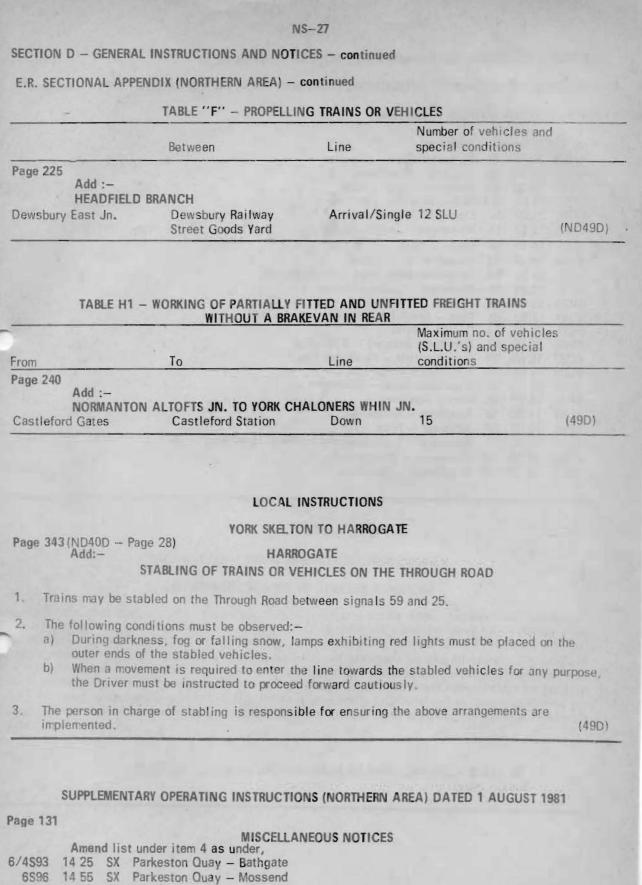
ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location		Ch.	Permanent Speed Restrictions		Catch, Spring
			M.		Down Up		and unworked trailing points
	IE HUDDERSFI	ELD JN. TO HUDI		SPRIN	IGWOOD JN.		
Amend : -			,		- 40	2m, 20ch, and	

2m, 60ch.

(49D)



- 6596 6E86 21 35 SX Mossend - Parkeston Quay
- SX 6E87 14 22 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

j	Page 13	1 – Ame	nd -	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
		21 00		Llandeilo Jn Whitemoor
	6V85	19 57	SX	Whitemoor - Severn Tunnel Jn.
	6E53	16 17	SX	Dover – Tees
	and the second se	16 50		Healey Mills - Toton
	6E92	02 10	MX	Willesden Brent Sdgs - Peterborough
	6E75	22 18	SX	Willesden – Leeds Hunslet
		16 10		T.C.F.D., - Willesden
		17 50		Tees - Eastleigh (FX), Basingstoke (FO)
		20 15		Bescot – Tyne
	all and a second	21 00	1100 20	Doncaster Belmont – Willesden
		16 05	SX	Haverton Hill – Parkeston Quay
		13 55		T.C.F.D., – Dagenham Dock
	1.1	20 05	SX	Dagenham Dock – Doncaster
		15 20		Hull – Aberdeen
		14 22		Aberdeen – Doncaster
		12 02	SX	Stranraer - Tyne
		16 30		Eastleigh - Tyne (between York and Tyne only)
		23 00		
	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

 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 1/2m.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.
- 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.
- Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

- 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.
- 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

10.

Working during Fog or Falling Snow

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.

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 = M orthorpe 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 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	UO	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	JI position ''1'' JI position ''4''	F608 Up Knottingley K381 K377 (Up Monkhill Goods single line)

F615 Down Monkhill Main Goods single line

A.W.S. will be provided for F614 signal.

New Ground Position Light Signals 5031 Up Main

5030 Down Main 5032 Up Sidings Down Main F621

Down Main Up Main Up Sidings

Up Main Up Main

Catch Points

The following catch points have been secured out of use for through running pending replacement by plain line.

′D′ ′X′′

'S'

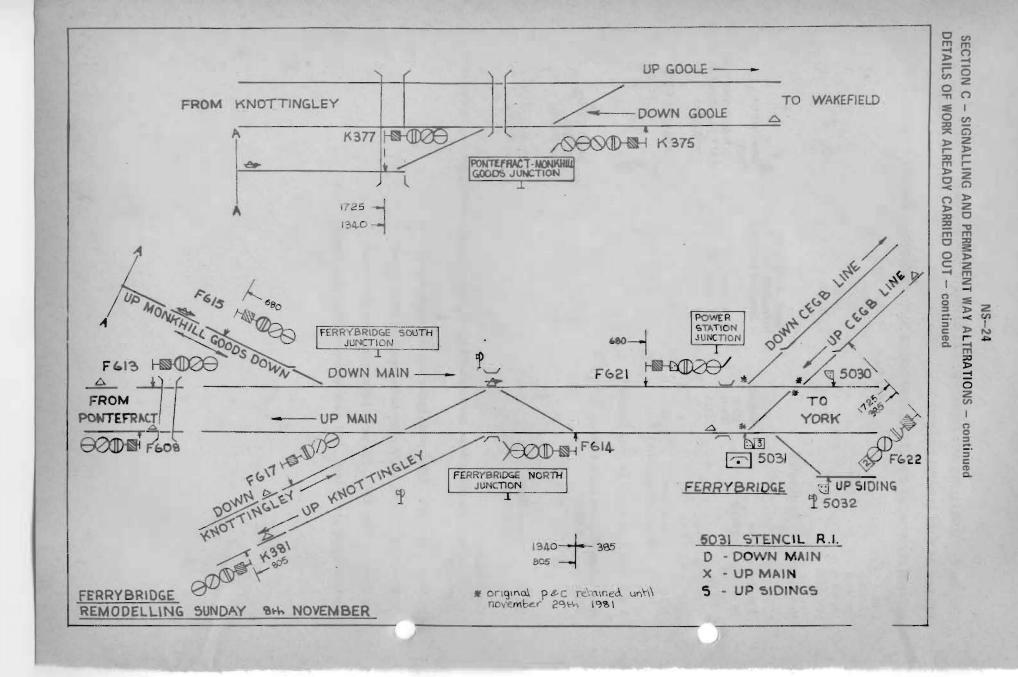
Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

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)



NS-25	
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 repositioned 70 yards further from signal box.	s been (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)

GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

* tems 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

	Loops and				Perman	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
Running Lines and Signalling System	Refuge Sidings	Location M		Ch	Down m.p.h	own Up	At or Between	
	E HUDDERSFI	ELD JN. TO HUD		SPRIN	IGWOOD	JN.		
Amend : -					-	40	2m, 20ch, and 2m, 60ch,	(49D)

	INSTRUCTIONS AND NOTIO	CES – continue	d	
E.R. SECTIONAL APPEN	NDIX (NORTHERN AREA) - (continued		
	TABLE "F" - PROPELLIN	IG TRAINS OR	/EHICLES	
	Between	Line	Number of vehicles special conditions	and
Page 225				
Add : HEADFIELD	BRANCH			
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Si	ngle 12 SLU	(ND49D)
TABLE H1 -	WORKING OF PARTIALLY F WITHOUT A BRAI			
	То	Line	Maximum no. of ve (S.L.U.'s) and spec conditions	
From Page 240	10	Lille	contritions	
Add :	ALTOFTO IN TO YORK OU	ALONEDS WILL	1 151	
Castleford Gates	ALTOFTS JN. TO YORK CH Castleford Station	Down	15	(49D)
Page 343 (ND40D - Pag Add:-	re 28)	ON TO HARROG	ATE	
The second s	TABLING OF TRAINS OR VE		E THROUGH ROAD	
1. Trains may be stal	bled on the Through Road be	etween signals	59 and 25	
			oo unu 20,	
a) During darkn outer ends of	ditions must be observed:- ess, fog or falling snow, la the stabled vehicles.	mps exhibiting		
 b) When a move the Driver mu 	ment is required to enter th ist be instructed to proceed	e line towards I forward cautic	the stabled vehicles for busly.	any purpose,
	me of stabling is responsil	alo for oncuring	the above arrangements	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 131	I – Ame	nd –	continued
	20 15		Parkeston Quay – Garston
	14 14		Edgehill - Whitemoor
	18 39		Parkeston Quay – Tyne
			Parkeston Quay - Bescot
			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		Willesden Brent Sdgs - Peterborough
	22 18	SX	Willesden - Leeds Hunslet
	16 10	SX	T.C.F.D., - Willesden
	17 50	SX	Tees – Eastleigh (FX), Basingstoke (FO)
		SX	Bescot – Tyne
	21 00	SX	Doncaster Belmont - Willesden
			Haverton Hill - Parkeston Quay
	13 55	SX	T.C.F.D., – Dagenham Dock
	20 05	SX	Dagenham Dock - Doncaster
	15 20	SX	Hull – Aberdeen
	14 22	SX	Aberdeen – Doncaster
	12 02	SX	Stranfaer - Tyne
	16 30	0.4	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.
- 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.
- Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

- 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.
- 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

NS-22

* 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 ord 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)

NS 47/81 21-27.11.81

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 O'JT - continued

RAVENSTHORPE SIDINGS

The connection to Thornhill Power Station has been secured out of use.

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 (New Item) (50)

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 Monkhil! 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 indicat' "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 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	01d No:	New No.
Down Knottingley Branch	F28	F617
Up Main	UO	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	Indication J.I. = Junction Indicator	Destination
F614	Up Main	Main Main Main	JI position ''1'' JI 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. w	ill be provided for F614	signal.		
New Gro 5031	und Position Light Signa Up Main	als		Down Main Up Main Up Sidings
5030 5032	Down Main Up Sidings			Up Main Up Main
Catch Po The follo plain lin	owing catch points have	e been secure	d out of use for through runni	ng pending replacement by

Route

Up Main at 9m. 14ch., 1,363 yards before reaching M588 signal.

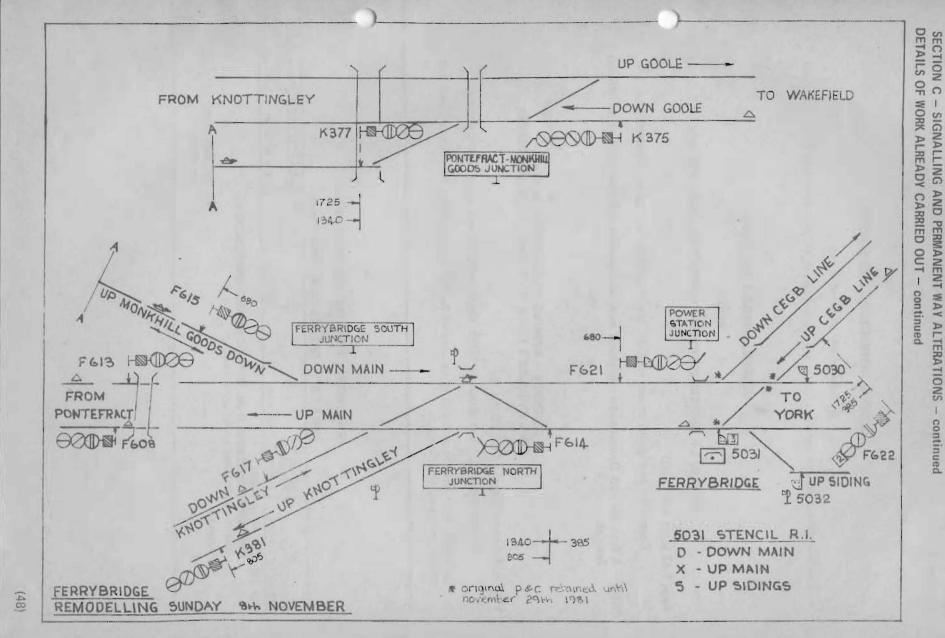
Up Main, at 8m. 22ch., 1,377 yards before reaching M592 signal.

Up Goole, at 57m. 32ch., 550 yards before reaching P374 signal.

Up Knottingley at 2m. 44ch., 519 yards before reaching K381 signal.

(48)

NS-26	
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 h repositioned 70 yards further from signal box.	nas been (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)



NS-27 SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

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

GENERAL APPENDIX (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

	Loops and			Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	14 01		At or Between	and unworked trailing points
100 / 10	NIDAOI					
PENISTONE	E HUDDERSFIE	ELD JN. TO HUD		IGWOOD JN.		
	E HUDDERSFIE	ELD JN. TO HUD nnel and Lockwoo		IGWOOD JN.		

			20		
FOTION	D. CENEDAL I		-29		
		NSTRUCTIONS, AND NOTI			
E.R. SECT	TIONAL APPEND	DIX (NORTHERN AREA) -	continued		
		TABLE "F" - PROPELLIN	IG TRAINS OR VEHI		
		Between	Line	Number of vehicles and special conditions	
Page 225	Add :				
	HEADFIELD BE				
Dewsbury	East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU	(ND49D)
	TABLE H1 - 1	VORKING OF PARTIALLY F	ITTED AND UNFITT	ED FREIGHT TRAINS	
		WITHOUT A BRAI	EVAN IN REAR	Maximum no. of vehicles	5
-				(S.L.U.'s) and special	
From Page 240		To	Line	conditions	
Castlefor	and an entering of the second s	ALTOFTS JN. TO YORK CH Castleford Station	ALONERS WHIN JN	. 15	(49D)
		LOCAL I	NSTRUCTIONS		
	410400		IN TO HARROGATE		
Page 343	(ND40D – Page Add:– ST	28) ABLING OF TRAINS OR VI	DGATE EHICLES ON THE TH	ROUGH ROAD	
1. Trai		ed on the Through Road b			
2. The	following cond	itions must be observed:-			
a)	outer ends of t	ss, fog or falling snow, la the stabled vehicles.			
b)	When a movem the Driver mus	ent is required to enter that the instructed to proceed	e line towards the forward cautiously	stabled vehicles for any /.	purpose,
	person in chargemented.	ge of stabling is responsi	ble for ensuring the	above arrangements are	(49D)
	SUPPLEMENTAR	Y OPERATING INSTRUCTIO	ONS (NORTHERN AR	EA) DATED 1 AUGUST 19	81
Page 131					
			NEOUS NOTICES		
6/4\$93		der item 4 as under, keston Quay - Bathgate			
6\$96	14 55 SX Par	keston Quay - Mossend			
6E86 6E87		ssend – Parkeston Quay ssend – Parkeston Quay			
6M62	20 53 SX Par	keston Quay - Edgehill			
6E85	18 01 SX Tra	fford Park - Parkeston Qu	ау		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 - continued

MISCELLANEOUS NOTICES - continued

Page 13	1 – Ame	nd –	continued
6M88	20 15	SX	Parkeston Quay - Garston
	14 14	SX	Edgehill - Whitemoor
6N90	18 39	SX	Parkeston Quay - Tyne
	16 20		Parkeston Uuay - 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
6049	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
6592	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 1/2m.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.
- Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed 10 m.p.h.

Cripple Siding

- 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.
- 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

13 NOVEMBER 1981

York

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

PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1



NS

EASTERN REGION



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.

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 \$1857 (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)

(50)

MIRFIELD

The Up Sidings have been temporarily secured out of use.

OAKENSHAW JN.

The connection to Wakefield Power Station has been secured out of use.

RAVENSTHORPE SIDINGS

The connection to Thornhill Power Station has been secured out of use.

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)

(50)

(50)

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	UO	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			F608
		Main	JI position "1"		Up Knottingley K381
		Main	JI position "4"		K377 (Up Monkhill Goods single line)

F615	Down Monkhill	Main
	Goods single line	

A.W.S. will be provided for F614 signal.

New Gro 5031	und Position Light^Signals 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)

Down Main F621

Up Main

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

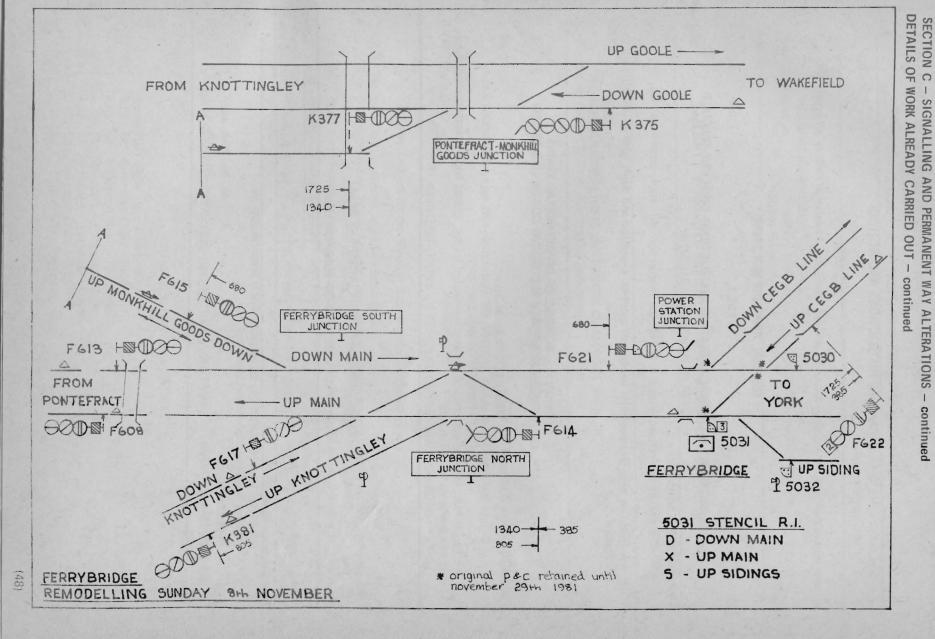
DETAILS OF WORK ALREADY CARRIED OUT - continued

*** DRIFFIELD DOWN SIDINGS

The Short Dock Siding at 19m. 50ch. has been secured out of use.

* 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)





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)

PRIVATE AND NOT FOR PUBLICATION



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.

NS-20			
SECTION C			
SIGNALLING AND REPRANENT WAY ALTERATIONS	SECTION		
SIGNALLING AND PERMANENT WAY ALTERATIONS			
* Rens marked this with not appear in rature issues and a note must be taken of them by all concerned	BETWEEN		
DETAILS OF WORK REFERRED TO IN SECTION B	The adj Block R		
SUNDAY 6 DECEMBER - MILNER ROYD JUNCTION	Roystor The poi		
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)	Up Sid		
DETAILS OF WORK ALREADY CARRIED OUT	Altere The D Down Induct		
	The D		
SOWERBY BRIDGE WEST The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)			
The Banner Repeating signal associated with the Down Main Home has been aborisited. (52/1)	An A		
DEWSBURY RAILWAY STREET	The f Up N Up D		
The siding serving A and B shed has been secured out of use. (New Item) (52)	The		
	Oak		
PONTEFRACT PRINCE OF WALES COLLIERY	The		
The trailing connection from the North End of the Bunker line has been secured out of use.	Alte		
(New Item) (52)	The		
	rem		
FERRYBRIDGE POWER STATION JUNCTION	For		
The entry/exit to the C.E.G.B. Power Station has been remodelled.	An		
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.	Up Jur		
Signalling Alterations Route Inidication '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)	Up Ma		
	Up		
	pro		
BETWEEN ROYSTON JUNCTION AND OAKENSHAW (SOUTH JUNCTION)	Gr		
The Constant of the Main the Main to Goods, Junction immediately north of novston Junction	IVI:		

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.

	NS-21	
	SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued	
cerned	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,	
nearer to the	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.	
(52/1)	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.	
(52/1)	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.	
(52/1)	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.	
n) (52)	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.	
1) (52)	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.	
e made to	An A.W.S. Inductor has been provided 200 yards before reaching the Down Midland Goods to Down Crotton Goods signal 0.17.	
E.G.B. to	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.	
(51)	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.	
and a	Up Crofton Goods signals 0.5 and 0.8 have had their subsidiary aspects removed and A.W.S. has been provided.	
unction lines	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)	
Section 1		

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED O'JT - 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 \$1857 (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.

The Up Sidings have been temporarily secured out of use.

The connection to Thornhill Power Station has been secured out of use.

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)

(50)

MIRFIELD

OAKENSHAW JN.	
The connection to Wakefield Power Station has been secured out of use.	(50)
RAVENSTHORPE SIDINGS	

* Iten

	Loops			1	Perman	ent Speed Restrictions			_
Running Lines and Signalling System	and Refuge Sidings	Location	Mileage M. Ch.	Down		At or Between	Catch, Spring and Unworked trailing points	Remarks	ote
Page 111 (Pages 61 and 62 Sup	p, Optg, Inst n this page a	LEEDS NORTH JN c s.) nd Substitute:- w.e.f. M Cudworth Cudworth South Jn. Cudworth North Jn. (See page 116) Royston Jn.	and the second second	20 20 20 50 15 20 40 20 30	20 15 20 40 20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch. Goods line 178m. 15ch. and 178m. 36ch. Main line 178m. 25ch. and 178m. 30ch. Main to Main 178m. 30ch. and 178m. 36ch. 179m. 25ch. and 179m. 40ch. 181m. 76ch. and 182m. 5ch. Main to Main 181m. 70ch. and 181m. 76ch. To Crofton East at 181m. 70ch.		2L1S for Grimethorpe	NS-25 NOTICES - continued

Running Lines and	Loops and				Permai	nent Speed Restrictions		
Signalling System	Refuge Sidings	Location	M. Ch.	Down		At or Between	Catch, Spring and Unworked trailing points	Remarks
ALDWARKE NORTH Page 111 (Pages 61 and 62 Sup	JN. (MID) To p. Optg. Ins	D LEEDS NORTH JN c ts.) - Substitute - cont	ont [*] d d					
1		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.		
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.		
			Ser a	50	50	184m. 50ch. and 184m. 61ch.		
age 121 (Page 67 Supp. Optg.) CASTLEFORD WEST J Amend:-	N. TO PONT	EFRACT WEST JN.					1	
COTSTRE SIV. (Sam. 1				40	40	MAXIMUM PERMISSIBLE SPEE	D)	and the second
★ Add:-		Prince of Wales L.C.		30		56m. 66ch. and 56m. 42ch.	w.e.f. Mond	ay 7 December
ge 125 WAKEFIELD KIRKGATE		OOLE POTTERS GRANGE	JN.					
🖈 Amend:-		onterract west Jn.	-			To Castleford West line. 56m. 36ch. and 56m. 66ch.		
		Carlos Carlos		1000	1		State State State	

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 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.

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

1.

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos1 or 2 Group Sidings must be propelled.

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

(6D)

(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 12-18-12, PI

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 postion pending removal and the Up Fast/Up Slow facing connection will be secured out of use in the normal postion pending removal.

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 47%m.p	Up Goods Loop	Main		Up Fast (WW52)
11C 47 Mills	,,) ,,)	Main Main	4 5	Up. Slow (WW43) Up Branch L249
The Junctio	on indicators on this sig	nal will be	out of use until Sunday	20 December.
WW59 (48 yards 3t of ule 47%m.p	Up Passenger loop (on the right hand side of the line) o.)	Main	s	Up Slow (WW43)
		Main Main	1 4	Up Fast (WW52) Up Branch L249
The Junctio	on indicator postiion 1 w	vill be out o	f use until further notio	ce.
WW55 56 yards vest of the	Up Platform	Main		Up Slow (WW43)
47¾m.p.)		Main Main	1 4	Up Fast (WW52) Up Branch L249

The Junction indicator postion 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 sign	al associated with t	he Down Main	Home has been al	polished. (52/1))
---------------------------	----------------------	--------------	------------------	------------------	---

DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use. (52)

PONTEFRACT PRINCE OF WALES COLLIERY

The trailing connection from the North End of the Bunker line has been secured out of use. (52)

FERRY BRIDGE 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 Inidication '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. (51)

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 signalGW1855 (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)

* NAKEFIELD (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)

(50)

(50)

* * MIRFIELD

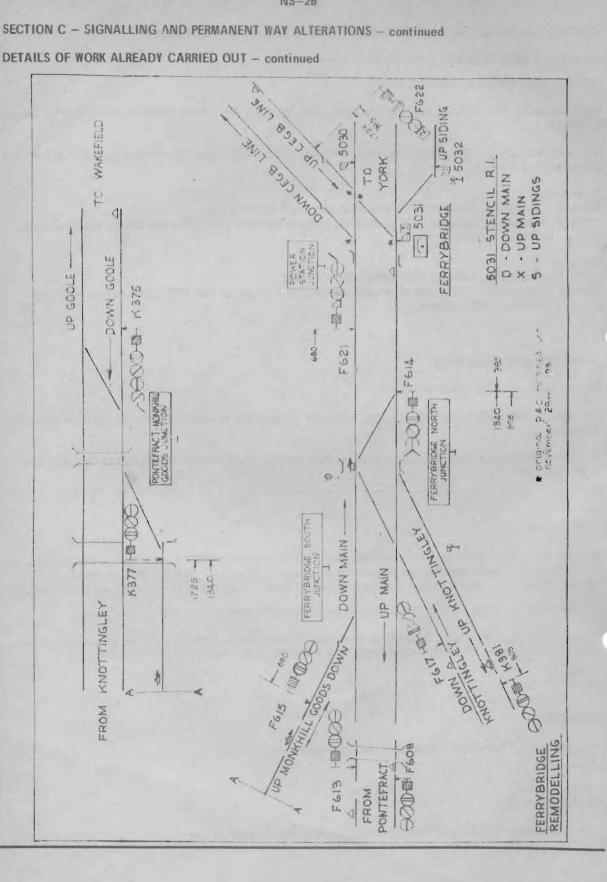
The Up Sidings have been temporarily secured out of use.

* * OAKENSHAW JN.

The connection to Wakefield Power Station has been secured out of use.

*** RAVENSTHORPE SIDINGS

The connection to Thornhill Power Station has been secured out of use. (50)



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

	Loops and Location Refuge Sidings			F	Perman	ent Speed Restrictions		
Running Lines and Signalling System		Mileage M. Ch.	Down m.p	Up .h.	At or Between	Catch, Spring and Unworked trailing points	Remarks	
Page 109 (Page 59 Supp. Opt ALDWARKE NORT- Delete existing lin	I UN. (MID) TO	LEEDS NORTH JN. substitute:-						}.)
ALDWARKE NORTH	I UN. (MID) AN	D 171¼m.p.	-	90	90	MAXIMUM PERMISSIBLE SPE	D ON MAIN AND FAST LINES)
171¼m.p. AND 174	1½m.p.			80		MAXIMUM PERMISSIBLE SPE	ED ON MAIN LINES)
174¼m.p. AND RO	YSTON JN. (17	8m.30ch.)		70		MAXIMUM PERMISSIBLE SPE	D ON MAIN LINES	1
175m.p. AND 171¼n.p.					80	MAXIMUM PERMISSIBLE SPE	D ON MAIN LINES)) w.e.f.
ROYSTON JN. (178m, 30ch.) AND 175m.p.					70	MAXIMUM PERMISSIBLE SPE	D ON MAIN LINES) Monday 7) December
ROYSTON JN. (178 SOUTH JN.	m. 30ch.) AND	OAKENSHAW		60	60	MAXIMUM PERMISSIBLE SPE	D ON MAIN LINES)))
OAKENSHAW SOUT (184%m.p.)	TH JN. AND G	OOSEHILL JN.		70	70	MAXIMUM PERMISSIBLE SPE	D	ý))
GOOSEHILL JN. (1843/m.p.) AND LEEDS NORTH JN.				75	75	MAXIMUM PERMISSIBLE SPE	D ON MAIN AND FAST LINES)
ALDWARKE NORTH	UN. (MID) AN	D SWINTON JN.		75	75	MAXIMUM PERMISSIBLE SPEE	D ON SLOW LINES)
GOOSEHILL JN. (1	843/m.p.) AND	ALTOFTS JN.		60	60	MAXIMUM PERMISSIBLE SPE	ED ON SLOW LINES)
	11							
		0						

	Loops			P	erman	ent Speed Restrictions		
Running Lines and Signalling System	and Refuge Sidings	Location	Mileage M. Ch.	Down m.p		At or Between	Catch, Spring and Unworked trailing points	Remarks
ge 111 (Pages 61 and 62 S	upp. Optg. In	O LEEDS NORTH JN sts.) and Substitute:w.e.f.	Sec. Sec.	Decembe	er			
A B A B A B		Cudworth	175.03					
B A B		Cudworth South Jn.	175.38					2L1S for Grimethorpe
A B A B		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.		
A B A B A B				20		Goods line 178m. 15ch. and 178m. 36ch.		
	1.1		*					
•••		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.		1L1S Wakefield (F 1L2S Crofton
			*	20	20	179m. 25ch. and 179m. ★ 40ch.	Note the 50 m p h. PSR Betwee 178m. 30ch. and the 40 m p.1 76ch. and 182m. 5ch. no long	n. PSR between 181
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
A B A B				30		To Crofton East at 181m. 70ch.		

and the second se	Loops			Permanent Speed Restrictions				
Running Lines and Signalling System	and Refuge Sidings	Location	Mileage M. Ch.	Down m.p		At or Between	Catch, Spring a Unworked trailing	
ALDWARKE NORTH Page 111 (Pages 61 and 62 Su	JN. (MID) T pp. Optg. In:	OLEEDS NORTH JN c sts.) - Substitute - cont	ont″d d					
	-	Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.		
+ +		Oakenshaw	182.35	60		183m. 40ch. and 184m.		
				50	50	50ch. 184m. 50ch. and 184m. 61ch.		
Page 121 (Page 67 Supp. Optg. CASTLEFORD WEST Amend -	Insts.) JN. TO PON	TEFRACT WEST JN.	-				2	
	1ch.) AND	ONTEFRACT WEST JN.		40	40	MAXIMUM PERMISSIBLE SPEED		
Add		Prince of Wales L.C.		30		56m. 66ch. and 56m. 42ch.)))) W.	e.f. Monday 7 December
Page 125 WAKEELELD KIRKGA	TE EAST TO	GOOLE POTTERS GRANG)	
	LASTIO	Pontefract West Jn.	C J1V.				j j	
Amend:~					30	To Castleford West line. 56m. 36ch. and 56m. 66ch.)	

		Loops									
Running Lines and Signalling System	and Refuge Sidings	Refuge	Mileage M. Ch.	Down m.j	Up b.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks			
Page 131	Delete existing lin	UN. (MID) TO ne speeds and			75	75		ED FOR PASSENGER TRAINS.))))		
	ALDWARKE NORTH (NORTH OF) 3m.p.		ID PONTEFRACT		60	75 60	LOADED OR EMPTY	ED FOR ALL TRAINS OTHER			
							THAN LOADED OR EMPTY F	ASSENGER TRAINS)		
			AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPE	ED)		
	Between Bolton-on- Add:-	Dearne and G	oldthorpe Colliery Brand	th Jn.	60		15m. 30ch. and 15m. 10ch.)) w.e.f.) Monday 7) December)		
Page 132	Between Goldthorp	e Colliery Bra	nch Jn. and Hickleton					A. Starter I.)		
	Add:-				70		15m. 10ch. and 12m. 8ch.	10.24 2 2 2 7			
	Between Moorthorp	e 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.)		
		1.2-11				<u>k.</u>					

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 Trains may be stabled on the Through Road between signals 59 and 25.

- 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.

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

1.

KELLINGLEY COLLIERY Amend first paragraph

Trains for Nos1 or 2 Group Sidings must be propelled.

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.

(6D)

(6D)

PRIVATE AND NOT FOR PUBLICATION M. YORIS



B.R.31262/1



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

NS-19

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

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.

ork, quipment (81/23)

, 5m. 10ch. equipment session to for ull over

and 3m.

ane and 5/36)

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	Up Goods Loop	Main		Up Fast (WW52)
the 47%m.p).)	Main Main	4	Up. Slow (WW43) Up Branch L249

The Junction indicators on this signal will be out of use until Sunday 20 December.

WW59 Up Passenger (48 yards loop (on the right hand side of the line)	Main		Up Slow (WW43)
the 47%m.p.)	Main	1	Up Fast (WW52)
	Main	4	Up Branch L249

The Junction indicator postiion 1 will be out of use until further notice.

WW55 (56 yards west of the	Up Platform	Main		Up Slow (WW43)
47¾m.p.)		Main Main	1 4	Up Fast (WW52) Up Branch L249

The Junction indicator postion 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)

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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.

DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use.

(52)

(52/1)

**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

Signalling Alterations

Route Inidication '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).

** 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

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.

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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

Oakenshaw Junction

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 :-

Altered Signals:-The former Down Goods (new Down Main) signal (0.15) will display Yellow or Green aspect only and has The former Down Goods (new Down Main) signal (0.15) with display 0.16 signal). The subsidiary 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 Crotton 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.

** 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

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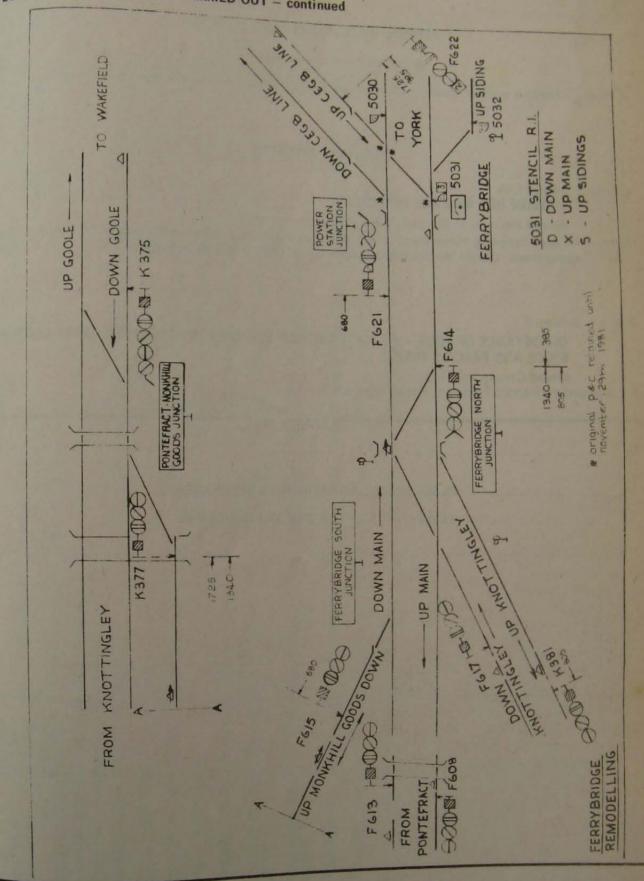
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NS. 52/1 26.12.81-8.1.8

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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 ,ead 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. 1	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of	Up Goods Loop	Main		Up Fast (WW52)
the 47%m.p	.):	Main Main	4 5	Up. Slow (WW43) Up Branch L249
WW59 (48 yards west of the 47¾m.p	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
and an venice	••	Main Main	1 4	Up Fast (WW52) Up Branch L249
The Junctio	n indicator postiion 1 w	vill be out o	of use until further notic	е.
WW55 (56 yards) west of the	Up Platform	Main		Up Slow (WW43)
47%m.p.)		Main	1	Up Fast (WW52)

The Junction indicator postion 1 will be out of use until further notice.

Main

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

4

Up Branch L249

NS-21	
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 penc C. & W. Sidings.	ling removal of
Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light former Up Goods line.	signal on the (2)
* MILNER ROYD JUNCTION	
The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 the signal box.) yards nearer to
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 immedi passing the new Up Goods Loop 4-aspect colour light signal WW62.	iately after
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.

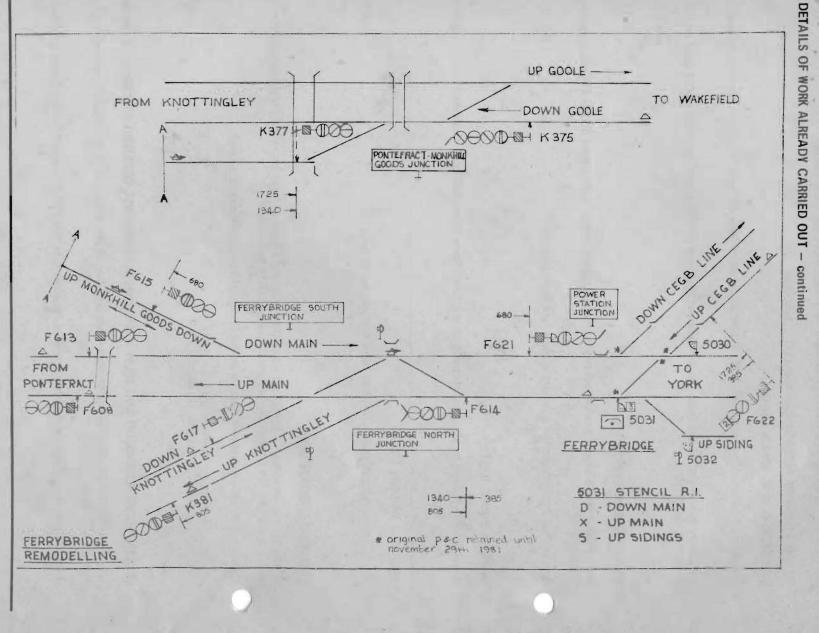
Telephonic communication has been provided between this level crossing and Thorpe Gates gate box.

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)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item

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

GENERAL APPENDIX

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

	Loops			Permanent Speed Res		ent Speed Restrictions			
Running Lines and Signalling System	and Location Refuge Sidings		Mileage M. Ch.	Down Up m.p.h.		At or Between	Catch, Spring and Unworked trailing points	Remarks	
Page 109 (Page 59 Supp. Opt ALDWARKE NORTH- Delete existing li ALDWARKE NORTH- 1711/4m.p. AND 174 1741/4m.p. AND RO 175m.p. AND 1711/ ROYSTON JN. (178 ROYSTON JN. (178 SOUTH JN. OAKENSHAW SOUT (1841/4m.p.)	Sidings g. Insts.) I JN. (MID) TO as speeds and JN. (MID) AN IMM.p. YSTON JN. (11 im.p. m. 30ch.) AND M. 30ch.) AND G H JN. AND G 84¾m.p.) AND JN. (MID) AN	JD 171¼m.p. 28m. 30ch.) 2 175m.p. 2 OAKENSHAW OOSEHILL JN. 2 LEEDS NORTH JN. 10 SWINTON JN.	M. Ch.	90 80 70 60 75 75 60	90 80 70 60 70 75 75	MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE	ED ON MAIN AND FAST LINES ED ON MAIN LINES ED ED ON MAIN AND FAST LINES ED ON SLOW LINES) w.e.f Monday 7 December)))	
		0				0			

	Loops	fuge Location fings		Permanent Speed Restrictions				
Running Lines and Signalling System	and Refuge Sidings		M Ch mph		At or Between	Catch, Spring and Unworked trailing points	Remarks	
ge 111 (Pages 61 and 62 Su	p, Optg, In:	O LEEDS NORTH JN sts.) and Substitute:- w.e.f.	1	Decemb	er			
A B A B A B A B		Cudworth	175.03				12-17-17	
A B A B A B A B		Cudworth South Jn.	175.38					2L1S for Grimethorpe
		Cudworth North Jn.	175.75		20	To Monk Bretton line.		
		(See page 116)		20		Goods line 176m. 60ch. and 177m. 60ch.		
A B A B A B				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 Betwee 178m 30ch and the 40 m p f 76ch and 182m 5ch no long	n. PSR between 181r
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
ABAB				30		To Crofton East at 181m. 70ch.		

	Loops	Location	Mileage M, Ch.	Permanent Speed Restrictions				
Running Lines and Signalling System	and Refuge Sidings			Down m.p		At or Between	Catch, Spring and Unworked trailing points	Remarks
ALDWARKE NORTI Page 111 (Pages 61 and 62 S	H JN. (MID) T	O LEEDS NORTH JN c sts.) - Substitute - cont	ont'd d					
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.		
		Oakenshaw	182.35					
				60		183m. 40ch. and 184m. 50ch.		
				50	50	184m. 50ch. and 184m. 61ch.		
Page 121 (Page 67 Supp. Opt CASTLEFORD WES Amend:-		TEFRACT WEST JN.						
CUTSYKE JN. (59r	n. 1ch.) AND	ONTEFRACT WEST JN.		40	40	MAXIMUM PERMISSIBLE SPEED		
Add:-		Prince of Wales L.C.		30		56m. 66ch. and 56m. 42ch.))) w.e.f. Mond	ay 7 December
Page 125							}	
WAKEFIELD KIRKG	ATE EAST TO	GOOLE POTTERS GRANG Pontefract West Jn.	E JNI.					
Amend:-					30	To Castleford West line. 56m. 36ch. and 56m. 66ch.		
Page 127 Between West Co	wick LC and E	ast Cowick LC						
★ Add :-				15		69m. Och. and 70m. 17ch.	(w.e.f. 09 00 Mor	iday 4 January)
							20 July 19 10 19 19	

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		Loops		1.2.5	F	Perman	ent Speed Restrictions		
Running Lines and Signalling System	and Location Refuge Sidings	Mileage M. Ch.	Down m.r		At or Between	Catch, Spring and Unworked trailing points	Remarks		
Page 131	(Page 71 Supp. Optg ALDWARKE NORTH Delete existing line	UN. (MID) TO							
	ALDWARKE NORTH (NORTH OF) 3m.p.	JN. (MID) AI	D PONTEFRACT		75	75	MAXIMUM PERMISSIBLE SPE LOADED OR EMPTY	ED FOR PASSENGER TRAINS,))
					60	60	MAXIMUM PERMISSIBLE SPE THAN LOADED OR EMPTY P	ED FOR ALL TRAINS OTHER ASSENGER TRAINS	
	PONTEFRACT (NOR	TH OF) 3m.p.	AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPE	ED	() —
	Between Bolton-on-I Add:-	Dearne and C	oldthorpe Colliery Brand	sh Jn.	60		` 15m. 30ch. and 15m. 10ch.) w.e.f. Monday 7 December
Page 132	Between Goldthorpe	Colliery Bra	nch Jn. and Hickleton)))
	Add:-			120	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.	1.1.1.2.1.1.1.1	
						60	7m. 6ch. and 8m. 4ch.	U. 611209 . K)
						60	4m. 50ch. and 5m. 50ch.)
								A 61.2 E 43	
		- 12						F	

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 :-
 - (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.

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.

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

(6D)

(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

18 DECEMBER, 1981

York

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

