



**NS**

**EASTERN REGION**

**52/1**

# **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 26 DECEMBER**

**TO**

**FRIDAY 8 JANUARY 1982**

**INCLUSIVE**

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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.

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# SIGNALLING RECORD SOCIETY

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

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

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

## 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. (69 m.p. and 70 m. 17 ch.) (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The temporary alignment – Up Passenger Loop/Up Fast has been replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.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.

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:—

Description of Signals – WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47¾ m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249
WW59 (48 yards west of the 47¾ m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

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

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

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

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

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## STOURTON C. &amp; W. REPAIR SHOPS

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

## \*\* MILNER ROYD JUNCTION

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided. (52/1)

## \*\* SOWERBY BRIDGE WEST

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

## \*\* DEWSBURY RAILWAY STREET

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

## WAKEFIELD KIRKGATE WEST

A new facing crossover – Up Goods Loop/Up Passenger Loop has been installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

Position 4 – towards Up Slow WW43  
Position 5 – towards Up Branch L249 (2)

## BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

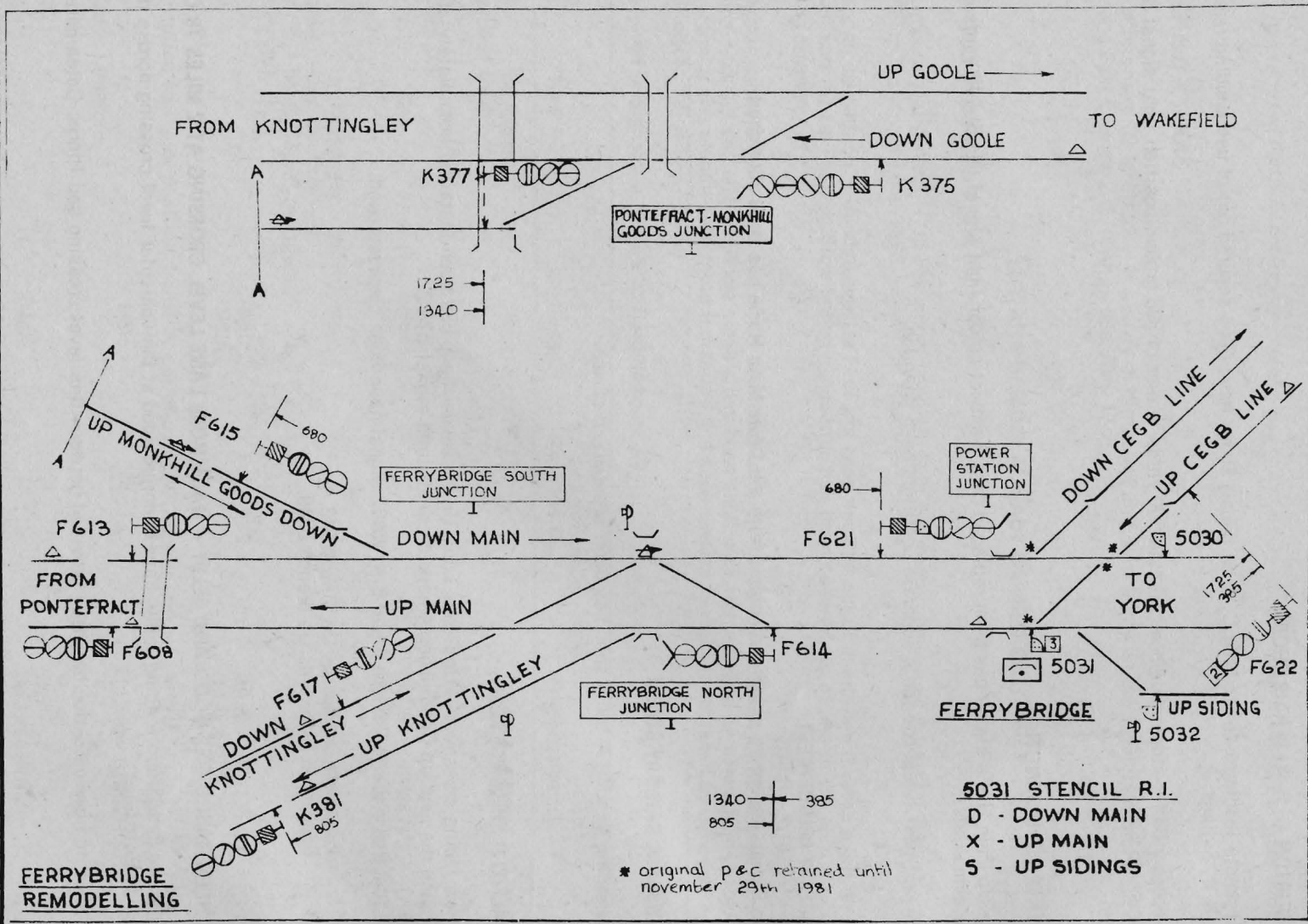
Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (2)

## PRINCE OF WALES

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery has been secured out of use in the normal position pending removal.

The ground frame and all associated signalling has been abolished. (2)



**FERRYBRIDGE  
 REMODELLING**

**5031 STENCIL R.I.**  
 D - DOWN MAIN  
 X - UP MAIN  
 S - UP SIDINGS

\* original p&c retained until  
 november 29th 1981

*M. YORK*



**NS**

EASTERN REGION

**2**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND  
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**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 8 JANUARY**

**TO**

**FRIDAY 14 JANUARY 1983**

**INCLUSIVE**

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*322  
95*

## 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

## BETWEEN APPERLEY JUNCTION AND GUISELEY STATION

The catch points in the Down line have been secured out of use pending removal. (4)

## BETWEEN GUISELEY JUNCTION AND ESHOLT JUNCTION

The catch points in the Down line have been secured out of use pending removal. (4)

## WOOLLEY COAL SIDINGS

The Arrival/Departure line No.1 and following associated connections from Up Main (controlled by Woolley Coal Siding signal box) have been brought into use.

Facing connection (immediately on the signal box side of the trailing crossover at 48m.p.) leading from Up Main to Arrival/Departure line No.1.

Trailing connection (immediately on the Crigglestone Junction side of the facing crossover at 48½m.p.) leading from Arrival/Departure line No.1 to Up Main.

## New Signals

**W263** – A new 3-aspect signal (Up direction) has been provided at the signal box end of the Arrival/Departure line No.1 applying towards Up Main.

**W264** – A new 3-aspect signal (Down direction) has been provided at the Crigglestone Junction end of the Arrival/Departure line No.1 applying towards Down Main.

Signal-post telephones have been provided on the above signals.

**W285** ground position light (at the Crigglestone Junction end) applying Up direction along the Arrival/Departure line No.1.

## Altered Signals

A position 1 junction route indicator applying towards Arrival/Departure line No.1 has been provided on Up Main 3-aspect signal W261.

A position "4" junction route indicator applying towards Arrival/Departure line No.1 has been provided on Down Main 3-aspect signal W268.

A stencil-type route indicator has been provided on ground position light signal W283 (set back Down Main to Up Main) and the following indications will now apply :-

Indication	Application Towards
"1"	Arrival/Departure line No.1
"M"	Up Main

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## WOOLEY COAL SIDINGS - continued

## Altered Signals - continued

A stencil-type route indicator has been provided on ground position light signal W288 (set back along Up Main) and the following indications will now apply :-

Indication	Application Towards
"1"	Arrival/Departure line No.1
"X"	Set-back along Up Main towards No.W284 ground position light

(3)

(4) BETWEEN ARDWICK JUNCTION AND ARDSLEY TUNNEL (DOWN), ALSO BETWEEN WAKEFIELD WESTGATE SOUTH JUNCTION AND FITZWILLIAM STATION (UP)

The following catch points have been secured out of use pending replacement by plain line:-

## Down

(4)	163m. 64ch. (990 yards before reaching signal L659)
	164m. 42ch. (1060 yards before reaching signal L657)
	165m. 22ch. (880 yards before reaching signal L653)
	168m. 21ch. (860 yards before reaching signal L629)
	168m. 79ch. (840 yards before reaching signal L627)
	177m. 34ch. (1067 yards before reaching signal L223).

## Up

	172m. 38ch. (726 yards before reaching signal L260.)
	171m. 18ch. (1012 yards before reaching signal L620).

(3)

## \*\* MARS DEN

The gantry carrying the Up Main Home signal and Up Main Home to Up Goods Loop has been abolished.

The Up Main Distant signal has also been abolished.

The following new signals have been brought in use:-

A new 3-aspect Up Main Home signal No.M6 is provided at 19m.p. A Junction Indicator position "1" has been provided applying towards the Up Goods Loop.

A signal-post telephone has been provided.

A new 2-aspect Up Main Distant (No.M6R) has been provided 1,320 yards before reaching M6.

A new ground position light signal (No.23) has been provided on the Up Main at the west end of the Up Goods Loop. A 2-way stencil route indicator has been provided and the following indications apply:-

"X"	- up Main
"W"	- Up Goods Loop

Down



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* MARSDEN – continued

## Altered Signal

A 3-way stencil route indicator has been provided on ground position light signal No.14 which applies Down/Main to Up Main or set-back along Down Main to "LIMIT OF SHUNT". The following indications apply:-

- "L" – Up Goods Loop (additional route)
- "U" – Up Main
- "X" – Down Main "LIMIT OF SHUNT"

The Standage in the Up Goods Loop has been increased by 70 yards as the result of repositioning the trap points at the inlet end by that distance.

The catch points in the Up Main at 19m. 14ch. (482 yards before reaching the former Up Main Home signal) have been secured out of use for through running pending replacement by plain line. (2)

## THACKLEY JUNCTION

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

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## GENERAL INSTRUCTIONS AND NOTICES

*A thick verticle line denotes new or amended items*

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

## WORKING MANUAL FOR RAIL STAFF (BR. 30054)

## WHITE PAGES

**Instruction C4/5 add :-**

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply.

## GREEN PAGES

All concerned to note specially, the proposed Green Pages re-issue dated November 1982 has been postponed.

Details of the revised operative date will be advised in due course.

MO.34.420.6

## GENERAL APPENDIX

Page 1.58

## SAFETY OF STAFF CALLED BY SIGNALMEN TO WORK ON THE LINE

**Delete existing instruction and substitute:-**

When the Signaller calls for the services of staff to work on the line the following arrangements must apply:-

1. If the man-in-charge considers that work can be carried out safely with trains running he will so advise the Signaller.
2. If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signaller and before any work is done on the line affected he must:-
  - (i) When the running of trains has already been stopped - obtain an assurance from the Signaller that trains will not commence running without the man-in-charge authority.
  - or
  - (ii) When trains are still running - agree with the Signaller a suitable time for the running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.
3. The Signaller must remind the man-in-charge when any other line(s) remain open for traffic.

These instructions also apply to any other line on which it becomes necessary for work to be done. (6D)

## Page 4.9 - Engineers self-propelled on-track machines - Ballast Cleaning machines

## Clause 29 (iii) - Delete -

- (a) On fully fitted trains - within the rear two vehicles. (This alternative to permit the movement of RM62(1) machines in fully fitted trains will not be available until further notice).

LOCAL INSTRUCTIONS

BARNSELEY STATION JUNCTION TO HORBURY JUNCTION

Page 249

WOOLLEY COAL SIDING

Add the following as first item under heading:-  
Movements between Arrival/Departure Line 1 and Colliery

1. After arrival of the train on the Arrival/Departure line 1 at Signal W.263 the locomotive must run round via the Up Main line.
2. The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
3. When signal W.263 is cleared, the Guard must signal the Driver to propel the train and bring it to a stand with the locomotive cab adjacent to the marker board/bell.
4. The Guard must walk forward and after obtaining permission for the train to enter the Colliery, authorise the propelling movement to continue to the approach side of Signal W.290 by operation of the set-back plunger.
5. The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.
6. The locomotive, after being detached, must proceed to the loaded Sidings and be attached to the first ten loaded wagons. After both portions of the train have been prepared (first portion brake tested), the Guard must advise the Signalman.
7. Upon clearance of Signal W.290 the first portion of the loaded train must be drawn forward and then set back to the rear portion of the train.
8. The Guard must advise the Signalman when the train is ready to depart.
9. Propelling movements must not be made until the Signalman has been advised a propelling movement is intended.

(6D)

(6D)

ALDWARKE NORTH JUNCTION (MID) TO LEEDS NORTH JUNCTION

Page 364

STOURTON TRADING ESTATE

Stourton Trading Estate Level Crossing

Delete paragraph 2.

Re-number remaining paragraph 2 to 5.

(6D)

Page 379

GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to guiseley station.

ons Catch, Spring and unworked trailing points

SIBLE FRACT

w.e.f. 09 00 hrs Monday 10 January.

w.e.f. 09 00 hrs. Saturday 11 December

w.e.f. 09 00 hrs. Monday 10 January.

w.e.f. 09 00 hrs. Monday 10 January.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Add :-

## GASCOIGNE WOOD DRIFT

1. An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
2. The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
3. On clearance of Signal C.16, the train must be drawn through the bunker for loading and gross weighing, under control of the loading signals at a speed not exceeding ½m.p.h.
4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop plunger and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
5. On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
6. The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
7. **Crippled Wagons**  
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

## WOOLLEY COAL SIDING

## Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN APPERLEY JUNCTION AND GUISELEY STATION

The catch points in the Down line have been secured out of use pending removal. (4)

## BETWEEN GUISELEY JUNCTION AND ESHOLT JUNCTION

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Facing connection (immediately on the signal box side of the trailing crossover at 48m.p.) leading from Up Main to Arrival/Departure line No.1.

Trailing connection (immediately on the Crigglestone Junction side of the facing crossover at 48½m.p.) leading from Arrival/Departure line No.1 to Up Main.

**New Signals**

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Signal-post telephones have been provided on the above signals.

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**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* WOOLEY COAL SIDINGS – continued****Altered Signals – continued**

A stencil-type route indicator has been provided on ground position light signal W288 (set back along Up Main) and the following indications will now apply :-

<b>Indication</b>	<b>Application Towards</b>	
"1"	Arrival/Departure line No.1	
"X"	Set-back along Up Main towards No.W284 ground position light	(3)

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The following catch points have been secured out of use pending replacement by plain line:-

**Down**

163m. 64ch. (990 yards before reaching signal L659)  
 164m. 42ch. (1060 yards before reaching signal L657)  
 165m. 22ch. (880 yards before reaching signal L653)  
 168m. 21ch. (860 yards before reaching signal L629)  
 168m. 79ch. (840 yards before reaching signal L627)  
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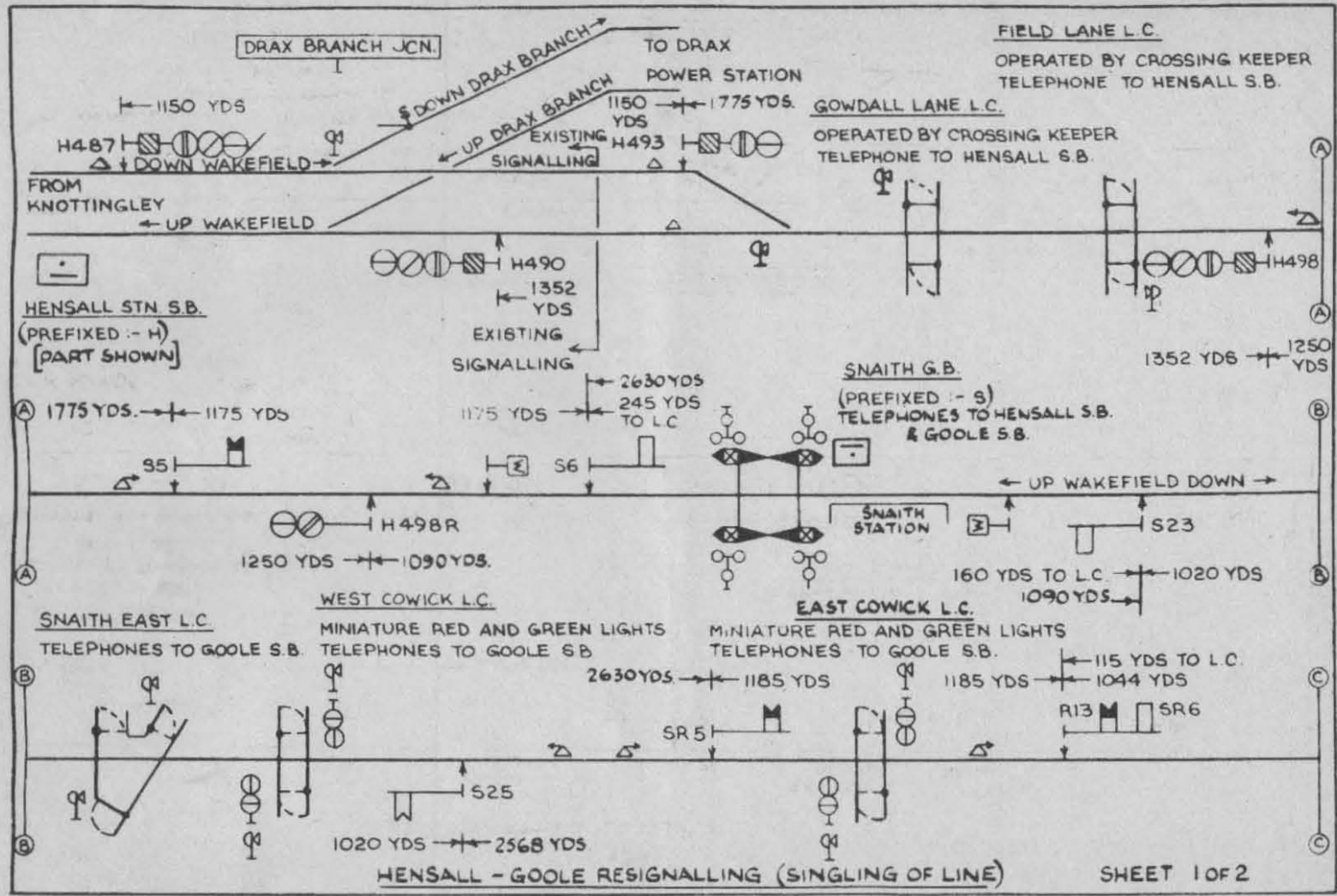
**Up**

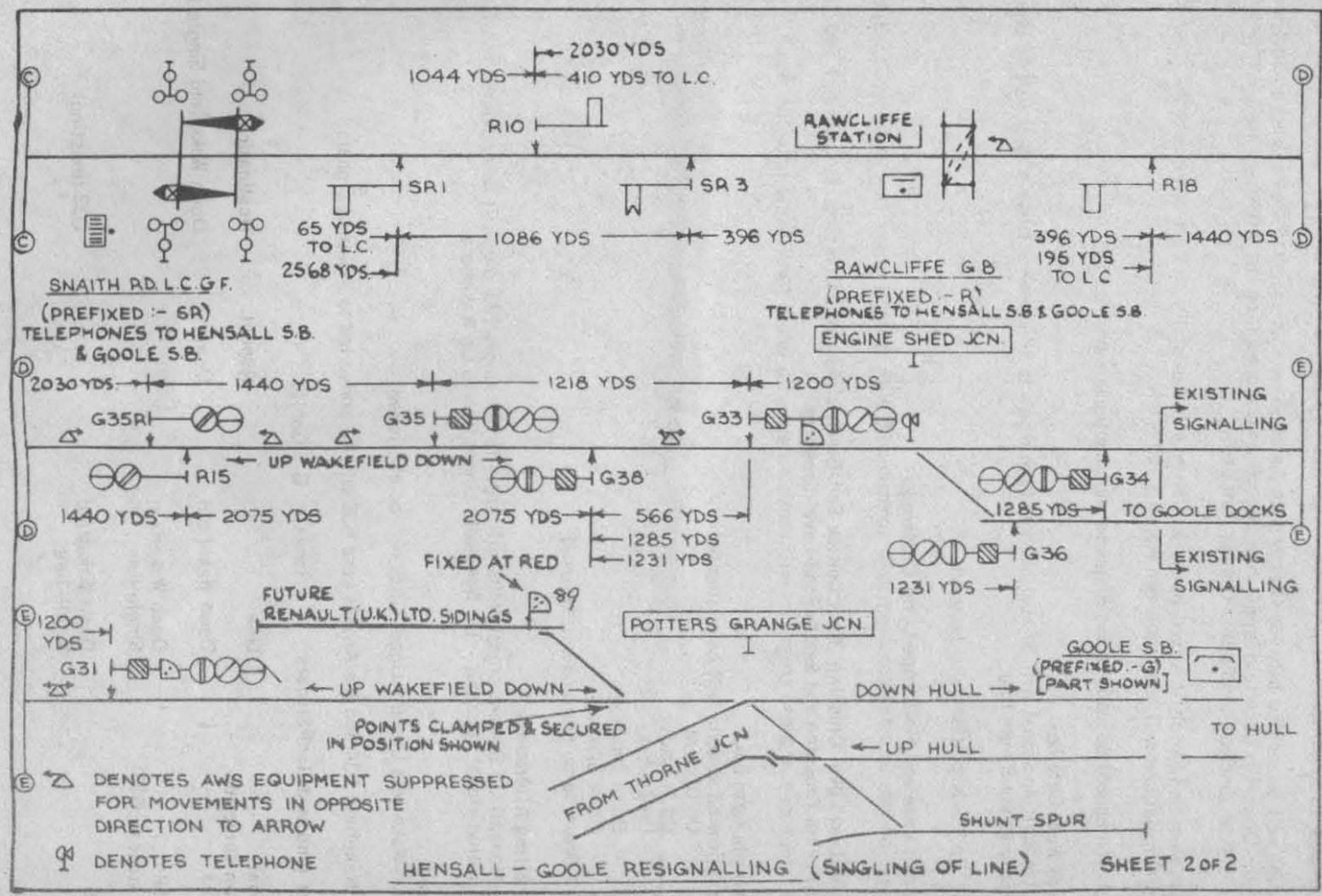
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**THACKLEY JUNCTION**

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

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**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****SATURDAY 15 to MONDAY 17 JANUARY - BETWEEN HENSALL AND GOOLE - SINGLING OF LINE**

The line will be singled between Drax Branch Junction (exclusive) and Potters Grange Junction, to form the Down/Up Wakefield single line throughout (incorporating the existing single line between Engine Shed Junction and Potters Grange Junction).

Snaith West and Rawcliffe signal boxes will be reduced in status to Gate boxes and the Track Circuit Block Regulations will apply between Hensall and Goole.

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

**Snaith West Gate Box**

The Up Starting signal will be abolished and the Down level crossing Home signal will be repositioned to apply to the Single line.

The "Up" side platform will be used.

**Gowdall Lane and Field Lane Level Crossings**

The telephones at these crossings will communicate with Hensall signal box (previously Snaith West).

**Snaith East Level Crossing, West Cowick Red/Green Light Level Crossing, East Cowick Red/Green Light Level Crossing and Snaith Road Level Crossing**

The telephones at these crossings will communicate with Goole (previously to Snaith West).

**Rawcliffe Gate Box**

The following signals will be abolished:-

Up Distant

Up 1st Home

Up Starting

Down 2nd Home

Down Starting

The "Down" side platform will be used.

**Signalling Alterations:-**

The Hensall Up Distant signal H498 will apply to the single line and will be converted to a 3-aspect controlled signal applying - Up Wakefield single line to Up Wakefield.

**Goole**

Down Wakefield Distant signal G33R will be abolished.

Up Wakefield G34 and the Arrival Line G36 will be converted to 3-aspect signals.

**New (and modified) Signals** H = Hensall; G = Goole.

Signal	Line	Aspect	Destination
Down Direction H493	Down Wakefield	Main	Down Wakefield Single line.
G35R (Distant to G35)	Down Wakefield Single line		
G35	Down Wakefield Single line		G33 (existing)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

SATURDAY 15 to MONDAY 17 JANUARY - BETWEEN HENSALL AND GOOLE - SINGLING OF LINE  
- continued

## Signalling Alterations - continued

Signal Up Direction	Line	Aspect	Destination
G34	Up Wakefield Single line	Main	G38
G36	Arrival	Main	G38
G38	Up Wakefield Single line	Main	R15/H498
R15 (Rawcliffe Gate Box Up Distant)	Up Wakefield Single line		
H498R (Up Distant to H498)	Up Wakefield Single line		
H498	Up Wakefield Single line	Main	Up Wakefield H490

**Potters Grange Junction**

The following has been included in anticipation of the commissioning of Renault Siding on a date to be advised :-

The facing points in the Up Wakefield Single line (previously secured out of use) will be reinstated and power operated from Goole, and lead to the new Renault Siding.

A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying set-back on Down Hull towards Up Wakefield single line signal G34 will now also apply towards new Renault Siding.

An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

**Automatic Warning System**

A.W.S. will be provided in conjunction with semaphore Distant and colour light signals as shown on the diagrams.

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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## WORKING MANUAL FOR RAIL STAFF (BR. 30054)

## WHITE PAGES

## Instruction C4/5 add :-

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## GREEN PAGES

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MO.34.420.6

## GENERAL APPENDIX

Page 1.58

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1. If the man-in-charge considers that work can be carried out safely with trains running he will so advise the Signaller.
2. If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signaller and before any work is done on the line affected he must:-
  - (i) When the running of trains has already been stopped - obtain an assurance from the Signaller that trains will not commence running without the man-in-charge authority.
  - or
  - (ii) When trains are still running - agree with the Signaller a suitable time for the running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.

3. The Signaller must remind the man-in-charge when any other line(s) remain open for traffic.

These instructions also apply to any other line on which it becomes necessary for work to be done. (6D)

## Page 4.9 - Engineers self-propelled on-track machines - Ballast Cleaning machines

Clause 29 (iii) - **Delete** -

- (a) On fully fitted trains - within the rear two vehicles. (This alternative to permit the movement of RM62(1) machines in fully fitted trains will not be available until further notice).

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Page 22

## WOOLLEY COAL SIDING

Delete instructions.

(6D)

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

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

## DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.

Page 98

## Marsden

Amend second column to read :- UGL 130 "A"

Page 99

## Huddersfield HU

Amend in remarks column "Permissive working is authorised in Platforms 1, 4 and 8" (6D)

Page 117

## NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Delete :- BURTON SALMON AND MILFORD

40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES.	(6D)
----	----	--	------

Page 126

## WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Between Knottingley (K) LC and Sudforth Lane LC

Add :-	20	59m. 30ch. and )	
		60m. 30ch. )	
		)	

Page 132

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.

Between Moorthorpe Station Jn. and

Pontefract Baghill

Amend :-	60	10m. 60ch. and )	
		7m. 54ch. )	
		)	
Add :-	30	7m. 54ch. and )	
		7m. 5ch. )	
		)	
	60	7m. 5ch. and )	
		6m. 71ch. )	(6D)

Page 133

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD

Between Brotherton Tunnel and Burton Salmon

Delete :-	40	40	0m. 15ch. and )	
			0m. 05ch. )	
			)	
	20	20	0m. 05ch. and )	
			0m. 0ch. )	
			)	
Add :-	50	50	0m. 15ch. and )	
			0m. 01ch. )	

Page 161

## HULL PARAGON TO SEAMER WEST

Between Wansford Road LC and Nafferton LC

Add :-	30	20m. 70ch. and )	
		20m. 38ch. )	
		)	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

Page 249

## WOOLLEY COAL SIDING

Add the following as first item under heading:-  
Movements between Arrival/Departure Line 1 and Colliery

1. After arrival of the train on the Arrival/Departure line 1 at Signal W.263 the locomotive must run round via the Up Main line.
2. The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
3. When signal W.263 is cleared, the Guard must signal the Driver to propel the train and bring it to a stand with the locomotive cab adjacent to the marker board/bell.
4. The Guard must walk forward and after obtaining permission for the train to enter the Colliery, authorise the propelling movement to continue to the approach side of Signal W.290 by operation of the set-back plunger.
5. The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.
6. The locomotive, after being detached, must proceed to the loaded Sidings and be attached to the first ten loaded wagons. After both portions of the train have been prepared (first portion brake tested), the Guard must advise the Signalman.
7. Upon clearance of Signal W.290 the first portion of the loaded train must be drawn forward and then set back to the rear portion of the train.
8. The Guard must advise the Signalman when the train is ready to depart.
9. Propelling movements must not be made until the Signalman has been advised a propelling movement is intended.

## ALDWARKE NORTH JUNCTION (MID) TO LEEDS NORTH JUNCTION

Page 364

## STOURTON TRADING ESTATE

## Stourton Trading Estate Level Crossing

Delete paragraph 2.

Re-number remaining paragraph 2 to 5.

(6D)

## D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3

Amend "Leading Railman" to read "Guard".

(6D)

Page 379

## GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Add :-

## GASCOIGNE WOOD DRIFT

1. An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
2. The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
3. On clearance of Signal C.16, the train must be drawn through the bunker for loading and gross weighing, under control of the loading signals at a speed not exceeding ½m.p.h.
4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop plunger and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
5. On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
6. The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
7. **Crippled Wagons**  
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

## WOOLLEY COAL SIDING

## Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## \* \* SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY, 1979

A revised edition of the above publication is being issued with an operative date of 5 February 1983. The new book will be in loose leaf form, contained in a ring binder and the same size as the General Appendix and Rule Book.

A slightly altered format has been adopted for Table A, the Loops and Refuge Siding, catch, spring and unworked trailing points and the remarks columns have been combined. Other significant changes:-

The standard speed restriction of 20 m.p.h. on single lines when passing through loop connections has been omitted from the details headed "Standard Speed Restrictions". When this applies, the permanent speed restrictions has been included at the appropriate locations in Table A.

**Table H1 - Working of Partially Fitted and Unfitted Freight Trains without a Brake Van in Rear** - now referred to as Table H. Table H2 is no longer necessary.

**Table O - Instructions for Working Down inclines** - Relevant instructions transferred to the Working Manual.

**Table Z - Lines Equipped with the Automatic Warning System (AWS)** - This table has been discontinued, all running lines shown in Table A are equipped with A.W.S. unless otherwise shown in the Remarks Column.

**Four Character Train Identification System** - Only the paragraphs referring to the principles for empty coaching stock and locomotives before and after working trains have been retained. (Individual train numbers are shown in the W.T.T.'s).

**Hydrant Filling Points - Diesel Main Line Locomotives** - Locations where water is available is now shown in the Remarks Column of Table A.

Opportunity has also been taken to amend or delete, where appropriate certain general and local instructions.

Any person entitled to a personal issue of the new appendix who has not received a copy by January 31st should advise his Supervisor.

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

- Page 1.6 (Note 3) 1st paragraph 3rd line
- Page 14.5 Clause 3.10 8th line
- Page 14.21 Clause 4.4 6th line
- Page 16.8/9 Clause 3.6 2nd paragraph 1st line
- Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

22-28.1.83

## 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 JANUARY - CLAYTON WEST STATION

The Signal Box together with all signals worked therefrom will be abolished.

The Branch line from Clayton West Jn. to Skelmanthorpe will be operated in accordance with the "ONE TRAIN WORKING" Regulations. An Electric Token will be used as the Train Staff and Skelmanthorpe ground frame will be released by this Token. (7)

## MONDAY 24 JANUARY - HESSLE ROAD \*

**Bridges Junction**

The facing points in the Down Alexandra Dock line leading to King George Dock single line, will be temporarily secured out of use. (7)



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

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN HENSALL AND GOOLE – SINGLING OF LINE

The line has been singled between Drax Branch Junction (exclusive) and Potters Grange Junction, to form the Down/Up Wakefield single line throughout (incorporating the existing single line between Engine Shed Junction and Potters Grange Junction).

Snaith West and Rawcliffe signal boxes have been reduced in status to Gate boxes and the Track Circuit Block Regulations apply between Hensall and Goole.

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

**Snaith West Gate Box**

The Up Starting signal has been abolished and the Down level crossing Home signal has been repositioned to apply to the Single line.

The "Up" side platform will be used.

**Gowdall Lane and Field Lane Level Crossings**

The telephones at these crossings communicate with Hensall signal box (previously Snaith West).

**Snaith East Level Crossing, West Cowick Red/Green Light Level Crossing, East Cowick Red/Green Light Level Crossing and Snaith Road Level Crossing**

The telephones at these crossings communicate with Goole (previously to Snaith West).

The "WHISTLE" boards on the approaches to West Cowick and East Cowick level crossings have been removed.

**Rawcliffe Gate Box**

The following signals have been abolished:—

- Up Distant
- Up 1st Home
- Up Starting
- Down 2nd Home
- Down Starting

The "Down" side platform will be used.

**Signalling Alterations:—**

The Hensall Up Distant signal H498 applies to the single line and has been converted to a 3-aspect controlled signal applying – Up Wakefield single line to Up Wakefield.

**Goole**

Down Wakefield Distant signal G33R has been abolished.

Up Wakefield G34 and the Arrival Line G36 have been converted to 3-aspect signals.

**New (and modified) Signals** H = Hensall; G = Goole.

Signal	Line	Aspect	Destination
Down Direction H493	Down Wakefield	Main	Down Wakefield Single line.
G35R (Distant to G35)	Down Wakefield Single line		
G35	Down Wakefield Single line		G33 (existing)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN HENSALL AND GOOLE - SINGLING OF LINE - continued

## Signalling Alterations - continued

Signal Up Direction	Line	Aspect	Destination
G34	Up Wakefield Single line	Main	G38
G36	Arrival	Main	G38
G38	Up Wakefield Single line	Main	R15/H498
R15 (Rawcliffe Gate Box Up Distant)	Up Wakefield Single line		
H498R (Up Distant to H498)	Up Wakefield Single line		
H498	Up Wakefield Single line	Main	Up Wakefield H490

**Potters Grange Junction**

The following has been included in anticipation of the commissioning of Renault Siding on a date to be advised :-

The facing points in the Up Wakefield Single line (previously secured out of use) will be reinstated and power operated from Goole, and lead to the new Renault Siding.

A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply - Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying set-back on Down Hull towards Up Wakefield single line signal G34 will now also apply towards new Renault Siding.

An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

**Automatic Warning System**

A.W.S. has been provided in conjunction with semaphore Distant and colour light signals as shown on the diagrams. (Amended Item) (6)

**\*\* BETWEEN APPERLEY JUNCTION AND GUISELEY STATION**

The catch points in the Down line have been secured out of use pending removal. (4)

**\*\* BETWEEN GUISELEY JUNCTION AND ESHOLT JUNCTION**

The catch points in the Down line have been secured out of use pending removal. (4)

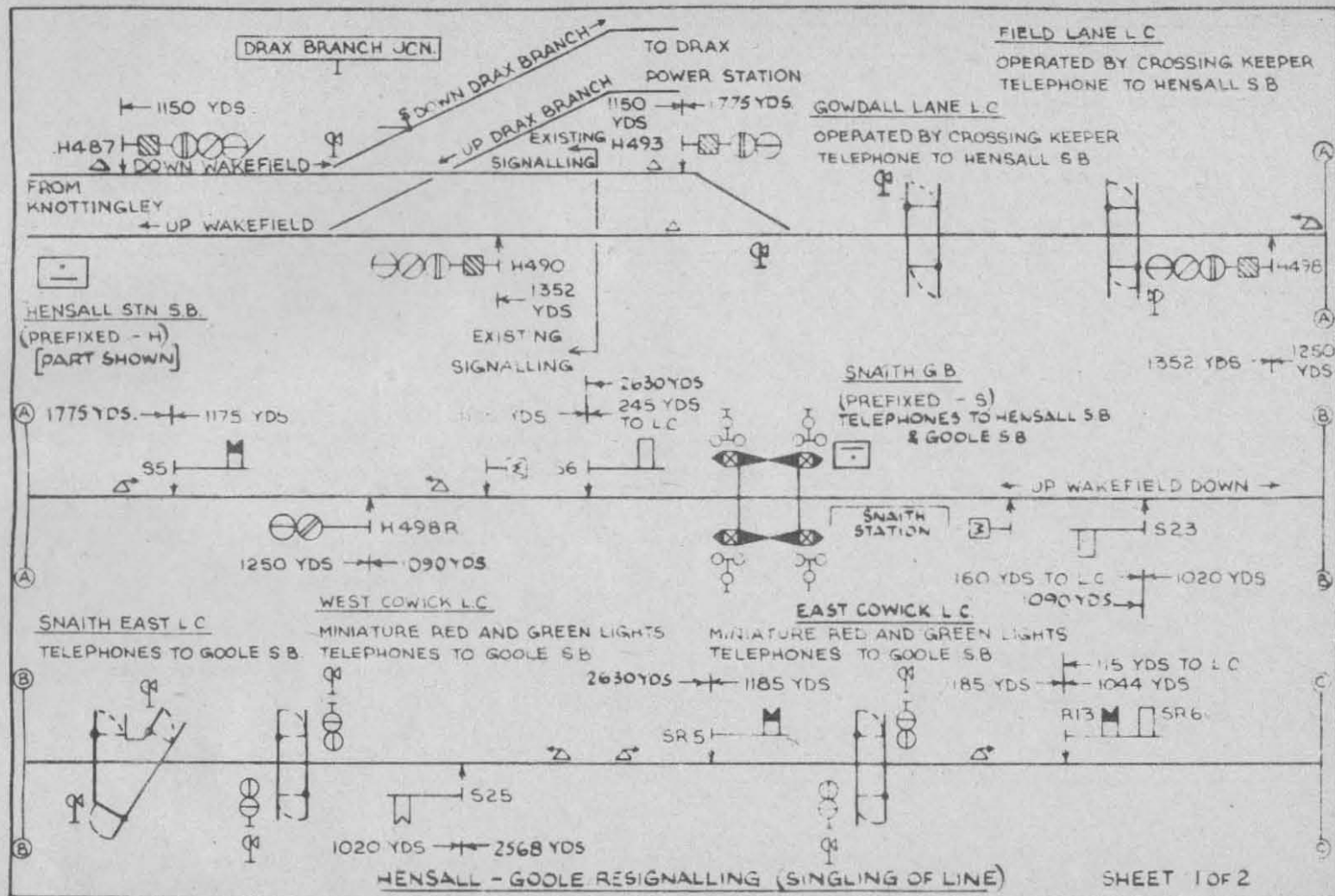
SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

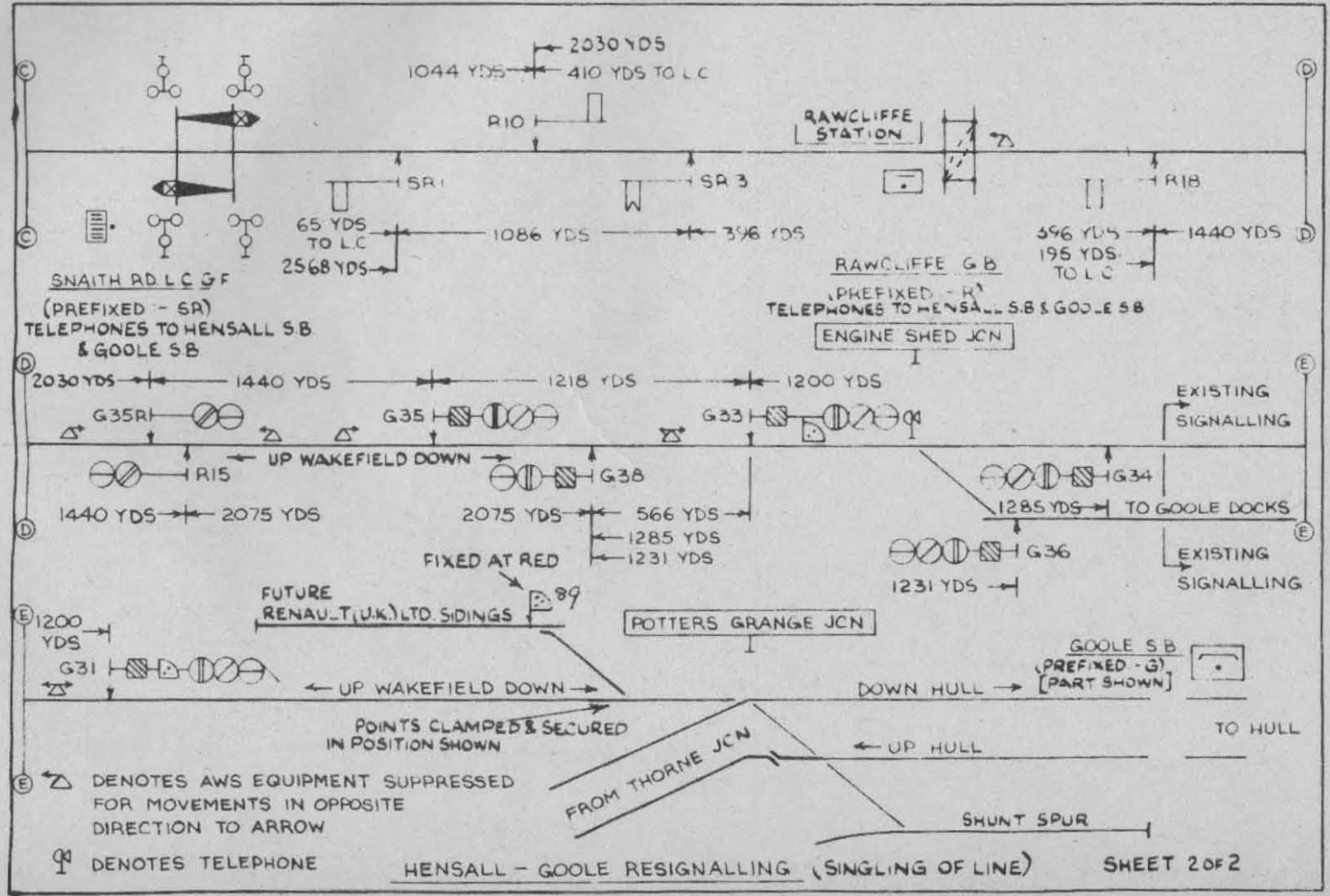
DETAILS OF WORK ALREADY CARRIED OUT – continued

THACKLEY JUNCTION

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

---





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## WORKING MANUAL FOR RAIL STAFF (BR. 30054)

## WHITE PAGES

**Instruction C4/5 add :-**

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply.

## GREEN PAGES

All concerned to note specially, the proposed Green Pages re-issue dated November 1982 has been postponed.

Details of the revised operative date will be advised in due course.

MO.34.420.6

## GENERAL APPENDIX

Page 1.58

## SAFETY OF STAFF CALLED BY SIGNALMEN TO WORK ON THE LINE

**Delete existing instruction and substitute:-**

When the Signaller calls for the services of staff to work on the line the following arrangements must apply:-

1. If the man-in-charge considers that work can be carried out safely with trains running he will so advise the Signaller.
2. If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signaller and before any work is done on the line affected he must:-
  - (i) When the running of trains has already been stopped - obtain an assurance from the Signaller that trains will not commence running without the man-in-charge authority.
  - or
  - (ii) When trains are still running - agree with the Signaller a suitable time for the running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.
3. The Signaller must remind the man-in-charge when any other line(s) remain open for traffic.

These instructions also apply to any other line on which it becomes necessary for work to be done.

(6D)

## Page 4.9 - Engineers self-propelled on-track machines - Ballast Cleaning machines

Clause 29 (iii) - Delete -

- (a) On fully fitted trains - within the rear two vehicles. (This alternative to permit the movement of RM62(1) machines in fully fitted trains will not be available until further notice).

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 22

WOOLLEY COAL SIDING

Delete instructions.

(6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

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

DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.

Page 98

Marsden

Amend second column to read :- UGL 130 "A"

(6D)

Page 99

Huddersfield HU

Amend in remarks column "Permissive working is authorised in Platforms 1, 4 and 8"

(6D)

Page 103

CLAYTON WEST BRANCH

Delete table and substitute:-

SKELMANTHORPE BRANCH

O T	Skelmanthorpe	9.32			
	Ground Frame				
	A.W.S. not provided.				
	Shelley	8.72			
	Woodhouse Tunnel (511 yards)	to 8.48	10	7m. 70ch. and 7m. 67ch.	
	Clayton West Jn. (See page 101)	7.67			

Page 117

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Delete :- BURTON SALMON AND MILFORD

40 40 MAXIMUM PERMISSIBLE  
SPEED ON PONTEFRACT  
LINES.

(6D)

Page 126

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Between Knottingley (K) LC and Sudforth Lane LC

Add :-

20 59m. 30ch. and )  
60m. 30ch. )

(6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Pages 127/128

## WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Between Heck Ings LC and Potters Grange Jn.

Delete existing table and substitute:-

		Heck Ings LC	64.78				
		Drax Branch Jn. (See page 128)	65.66	30		To Power Station line.	
		Signal H.493	66.26	40		Double to Single line at 66½ m.p.	
		Gowdall Lane LC	66.51				
		Field Lane LC	66.66				
		<b>Snaith</b> LC	68.10				
		West Cowick LC (R/G)	68.61				
		East Cowick LC (R/G)	69.48				
		Snaith Road LC	70.17				
		Rawcliffe LC	70.75	15	15	73m. 47ch. and 73m. 51ch.	
		Goole Engine Shed Jn.	$\frac{73.52}{0.64}$				
		Potters Grange Jn.	0.00				
		Controlled by Goole Signal box.					(6D)

Page 132

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.

Between Moorthorpe Station Jn. and

Pontefract Baghill

Amend :-

60 10m. 60ch. and )  
7m. 54ch. )

Add :-

30 7m. 54ch. and )  
7m. 5ch. )60 7m. 5ch. and )  
6m. 71ch. )

(6D)

Page 133

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD

Between Brotherton Tunnel and Burton Salmon

Delete :-

40 40 0m. 15ch. and )  
0m. 05ch. )20 20 0m. 05ch. and )  
0m. 0ch. )

Add :-

50 50 0m. 15ch. and )  
0m. 01ch. )

(6D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Page 161

**HULL PARAGON TO SEAMER WEST**

Between Wansford Road LC and Nafferton LC

Add :-

30	20m. 70ch. and )
	20m. 38ch. )

(6D)

**LOCAL INSTRUCTIONS**

Page 359

**CLAYTON WEST BRANCH****EMLEY MOOR COLLIERY**

Delete route heading and instruction and substitute :-  
**SKELMANTHORPE BRANCH**

The gravitation of vehicles into Emley Moor Colliery sidings is prohibited.

When a train is ready to leave Skelmanthorpe ground frame for Clayton West Junction, the Driver must obtain permission to do so from the Signalman at Clayton West Junction. (6D)

**\*BARNESLEY STATION JUNCTION TO HORBURY JUNCTION**

Page 363

**WOOLLEY COAL SIDING**

Add the following as first item under heading :-

**Movements between Arrival/Departure Line 1 and Colliery**

1. After arrival of the train on the Arrival/Departure line 1 at Signal W.263 the locomotive must run round via the Up Main line.
2. The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
3. When signal W.263 is cleared, the Guard must signal the Driver to propel the train and bring it to a stand with the locomotive cab adjacent to the marker board/bell.
4. The Guard must walk forward and after obtaining permission for the train to enter the Colliery, authorise the propelling movement to continue to the approach side of Signal W.290 by operation of the set-back plunger.
5. The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## LOCAL INSTRUCTIONS - continued

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION - continued

Page 363 - Add - continued

## Movements between Arrival/Departure Line 1 and Colliery - continued

6. The locomotive, after being detached, must proceed to the loaded Sidings and be attached to the first ten loaded wagons. After both portions of the train have been prepared (first portion brake tested), the Guard must advise the Signaller.
7. Upon clearance of Signal W.290 the first portion of the loaded train must be drawn forward and then set back to the rear portion of the train.
8. The Guard must advise the Signaller when the train is ready to depart. (Amended item) (6D)

## ALDWARKE NORTH JUNCTION (MID) TO LEEDS NORTH JUNCTION

Page 364

## STOURTON TRADING ESTATE

## Stourton Trading Estate Level Crossing

Delete paragraph 2.

Re-number remaining paragraph 2 to 5.

(6D)

## D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3

Amend "Leading Railman" to read "Guard".

(6D)

Page 379

## GUISELEY JN. TO ESHOLT JN.

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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. BR.30059/5

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3. On clearance of Signal C.16, the train must be drawn through the bunker for loading and gross weighing, under control of the loading signals at a speed not exceeding 1/2 m.p.h.
4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop plunger and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
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When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

## WOOLLEY COAL SIDING

## Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

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(6)

## FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

- Page 1.6 (Note 3) 1st paragraph 3rd line
- Page 14.5 Clause 3.10 8th line
- Page 14.21 Clause 4.4 6th line
- Page 16.8/9 Clause 3.6 2nd paragraph 1st line
- Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## BINGLEY STATION

Between 07 30 and 17 00 daily, drivers of trains stopping at Bingley Station must observe instructions of handsignalman and/or warning notices during renewal of platform copings. From 07 30 Sunday 23 January.

## SEACOW BALLAST HOPPER WAGONS

Note : The item on page 148, SD49, and page 129, ND49, is superceded by the new item shown on page 60, SD49, and page 29, ND49. (6)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings. Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

14 JANUARY, 1983

**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 30 JANUARY – SHAFTHOLME JUNCTION**

The ground position light signal D1505 (applying set back Up Main to Down Main or to Down Knottingley) will be repositioned 350 yards further south. (8)

**SUNDAY 30 JANUARY – SHIPLEY GUISELEY JUNCTION (Between Esholt Junction and Shipley Guiseley Junction)**

The following semaphore signals will be abolished:-  
Up Branch 1st Home

Gantry carrying Up Branch 2nd Home signals to Bradford and Bingley directions with the Distant signals below:-  
Up Branch Distant

A new 3-aspect Up Branch Home signal (plated G9) will be provided 353 yards before reaching Guiseley Junction signal box. This signal will apply Up Branch to Down Main (towards Bingley) or, with Junction Indicator position 1, towards the Down Bradford line.

A new 2-aspect colour-light Distant signal will be provided on the Up Branch, 1,195 yards before reaching G.9 signal.

**Between Thackley Junction and Guiseley Junction**

The Down Loop together with Down Loop G3 signal will be abolished.

**Thackley Junction**

The Down Home signal to Down Loop and Distant arm below will be abolished. (8)

**MONDAY 31 JANUARY – BETWEEN BARNSELY STATION JUNCTION AND DARTON (DOWN) AND BETWEEN CRIGGLESTONE JUNCTION AND CRIGGLESTONE JUNCTION SIGNAL BOX (UP)**

The catch-points on the Down Main at 49m. 71ch., 704 yards before reaching the 1st Home signal, and on the Up Main at 45m. 57ch., 1170 yards before reaching the Starting signal, will be secured out of use pending removal and replacement by plain line. (8)

**DETAILS OF WORK ALREADY CARRIED OUT**

**WOODLESFORD STATION**

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach (New Item) (8)

**MOORTHORPE STATION**

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach. (New Item) (8)

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

The Signal Box together with all signals worked therefrom has been abolished.

The Branch line from Clayton West Jn. to Skelmanthorpe is operated in accordance with the "ONE TRAIN WORKING" Regulations. An Electric Token is used as the Train Staff and Skelmanthorpe ground frame is released by this Token. (7)

**HESSLE ROAD****Bridges Junction**

The facing points in the Down Alexandra Dock line leading to King George Dock single line, have been temporarily secured out of use. (7)

**BETWEEN HENSALL AND GOOLE - SINGLING OF LINE**

The line has been singled between Drax Branch Junction (exclusive) and Potters Grange Junction, to form the Down/Up Wakefield single line throughout (incorporating the existing single line between Engine Shed Junction and Potters Grange Junction).

Snaith West and Rawcliffe signal boxes have been reduced in status to Gate boxes and the Track Circuit Block Regulations apply between Hensall and Goole.

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

**Snaith West Gate Box**

The Up Starting signal has been abolished and the Down level crossing Home signal has been repositioned to apply to the Single line.

The "Up" side platform will be used.

**Gowdall Lane and Field Lane Level Crossings**

The telephones at these crossings communicate with Hensall signal box (previously Snaith West).

**Snaith East Level Crossing, West Cowick Red/Green Light Level Crossing, East Cowick Red/Green Light Level Crossing and Snaith Road Level Crossing**

The telephones at these crossings communicate with Goole (previously to Snaith West).

The "WHISTLE" boards on the approaches to West Cowick and East Cowick level crossings have been removed.

**Rawcliffe Gate Box**

The following signals have been abolished:-

- Up Distant
- Up 1st Home
- Up Starting
- Down 2nd Home
- Down Starting

The "Down" side platform will be used.

**Signalling Alterations:-**

The Hensall Up Distant signal H498 applies to the single line and has been converted to a 3-aspect controlled signal applying - Up Wakefield single line to Up Wakefield.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BETWEEN HENSALL AND GOOLE – SINGLING OF LINE – continued

## Signalling Alterations – continued

## Goole

Down Wakefield Distant signal G33R has been abolished.

Up Wakefield G34 and the Arrival Line G36 have been converted to 3-aspect signals.

New (and modified) Signals H = Hensall; G = Goole.

Signal Down Direction	Line	Aspect	Destination
H493	Down Wakefield	Main	Down Wakefield Single line.
G35R (Distant to G35)	Down Wakefield Single line		
G35	Down Wakefield Single line		G33 (existing)
Up Direction			
G34	Up Wakefield Single line	Main	G38
G36	Arrival	Main	G38
G38	Up Wakefield Single line	Main	R15/H498
R15 (Rawcliffe Gate Box Up Distant)	Up Wakefield Single line		
H498R (Up Distant to H498)	Up Wakefield Single line		
H498	Up Wakefield Single line	Main	Up Wakefield H490

**Potters Grange Junction**

The following has been included in anticipation of the commissioning of Renault Siding on a date to be advised:-

The facing points in the Up Wakefield Single line (previously secured out of use) will be reinstated and power operated from Goole, and lead to the new Renault Siding.

A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

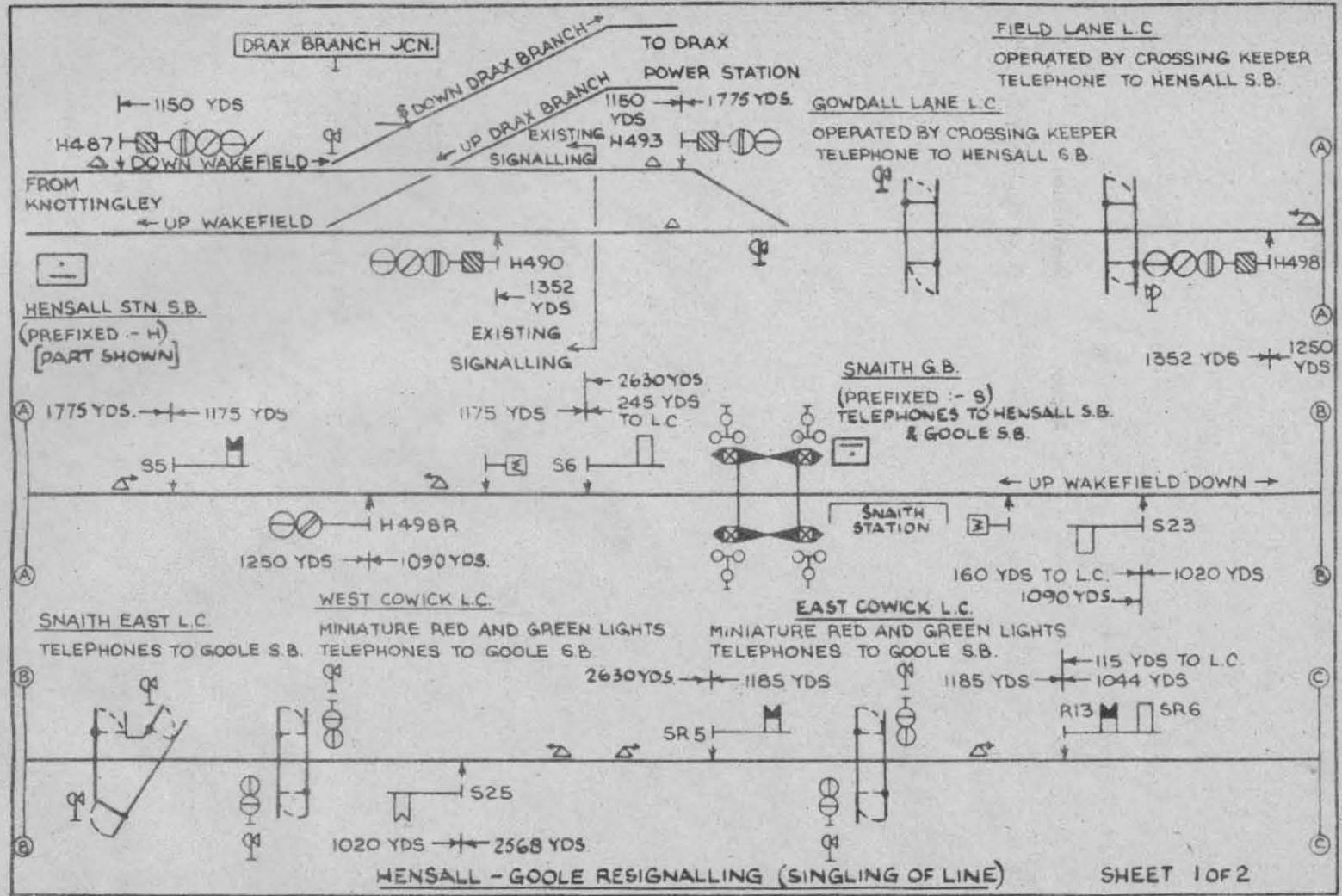
The ground position light signal applying set-back on Down Hull towards Up Wakefield single line signal G34 will now also apply towards new Renault Siding.

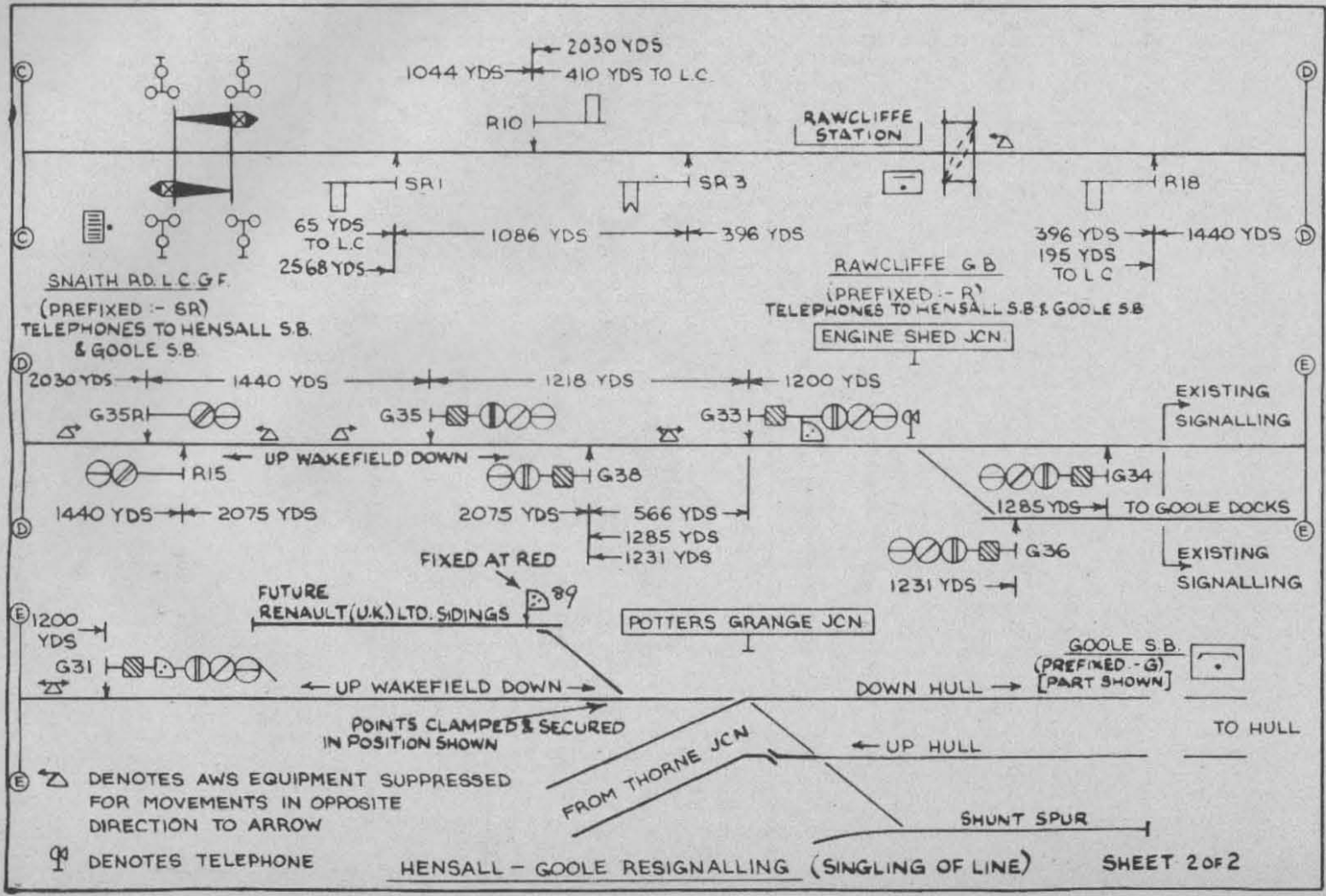
An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

**Automatic Warning System**

A.W.S. has been provided in conjunction with semaphore Distant and colour light signals as shown on the diagrams.







## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## WORKING MANUAL FOR RAIL STAFF (BR. 30054)

## WHITE PAGES

**Instruction C4/5 add :-**

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply.

## GREEN PAGES

All concerned to note specially, the proposed Green Pages re-issue dated November 1982 has been postponed.

Details of the revised operative date will be advised in due course.

MO.34.420.6

## GENERAL APPENDIX

Page 1.58

## SAFETY OF STAFF CALLED BY SIGNALMEN TO WORK ON THE LINE

**Delete existing instruction and substitute:-**

When the Signaller calls for the services of staff to work on the line the following arrangements must apply:-

1. If the man-in-charge considers that work can be carried out safely with trains running he will so advise the Signaller.
2. If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signaller and before any work is done on the line affected he must:-
  - (i) When the running of trains has already been stopped - obtain an assurance from the Signaller that trains will not commence running without the man-in-charge authority.
  - or
  - (ii) When trains are still running - agree with the Signaller a suitable time for the running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.
3. The Signaller must remind the man-in-charge when any other line(s) remain open for traffic.

These instructions also apply to any other line on which it becomes necessary for work to be done. (6D)

## Page 4.9 - Engineers self-propelled on-track machines - Ballast Cleaning machines

Clause 29 (iii) - Delete -

- (a) On fully fitted trains - within the rear two vehicles. (This alternative to permit the movement of RM62(1) machines in fully fitted trains will not be available until further notice).

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Page 22

## WOOLLEY COAL SIDING

Delete instructions.

(6D)

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

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

## DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.

Page 98

## Marsden

Amend second column to read:- UGL 130 "A"

(6D)

Page 99

## Huddersfield HU

Amend in remarks column "Permissive working is authorised in Platforms 1, 4 and 8"

(6D)

Page 103

## CLAYTON WEST BRANCH

Delete table and substitute:-

## SKELMANTHORPE BRANCH

Skelmanthorpe	9.32
Ground Frame	

A.W.S. not provided.

Shelley	8.72
Woodhouse Tunnel	to
(511 yards)	8.48

10	7m. 70ch. and
	7m. 67ch.

Clayton West Jn.	7.67
(See page 101)	

(6D)

Page 117

## NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Delete:- BURTON SALMON AND MILFORD

40	40	MAXIMUM PERMISSIBLE
		SPEED ON PONTEFRAC
		LINES.

(6D)

Page 126

## WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Between Knottingley (K) LC and Sudforth Lane LC

Add :-	20	59m. 30ch. and )
		60m. 30ch. )

(6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Pages 127/128

## WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Between Heck Ings LC and Potters Grange Jn.

Delete existing table and substitute:-

		Heck Ings LC	64.78				
		Drax Branch Jn. (See page 128)	65.66	30		To Power Station line.	
		Signal H.493	66.26	40		Double to Single line at 66½m.p.	
		Gowdall Lane LC	66.51				
		Field Lane LC	66.66				
		Snaith LC	68.10				
		West Cowick LC (R/G)	68.61				
		East Cowick LC (R/G)	69.48				
		Snaith Road LC	70.17				
		Rawcliffe LC	70.75	15	15	73m. 47ch. and 73m. 51ch.	
		Goole Engine Shed Jn.	$\frac{73.52}{0.64}$				
		Potters Grange Jn.	0.00				
		Controlled by Goole Signal box.					(6D)

Page 132

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.

Between Moorthorpe Station Jn. and

Pontefract Baghill

Amend :-

60 10m. 60ch. and )  
7m. 54ch. )

Add :-

30 7m. 54ch. and )  
7m. 5ch. )60 7m. 5ch. and )  
6m. 71ch. )

Page 133

## ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD

Between Brotherton Tunnel and Burton Salmon

Delete :-

40 40 0m. 15ch. and )  
0m. 05ch. )20 20 0m. 05ch. and )  
0m. 0ch. )

Add :-

50 50 0m. 15ch. and )  
0m. 01ch. )

(6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Page 161

**HULL PARAGON TO SEAMER WEST**

Between Wansford Road LC and Nafferton LC

Add :-

30	20m. 70ch. and )
	20m. 38ch. )

(6D)

**LOCAL INSTRUCTIONS**

Page 359

**CLAYTON WEST BRANCH****EMLEY MOOR COLLIERY**

Delete route heading and instruction and substitute :-

**SKELMANTHORPE BRANCH**

The gravitation of vehicles into Emley Moor Colliery sidings is prohibited.

When a train is ready to leave Skelmanthorpe ground frame for Clayton West Junction, the Driver must obtain permission to do so from the Signalman at Clayton West Junction.

(6D)

**BARNSELY STATION JUNCTION TO HORBURY JUNCTION**

Page 363

**WOOLLEY COAL SIDING**

Add the following as first item under heading :-

**Movements between Arrival/Departure Line 1 and Colliery**

1. After arrival of the train on the Arrival/Departure line 1 at Signal W.263 the locomotive must run round via the Up Main line.
2. The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
3. When signal W.263 is cleared, the Guard must signal the Driver to propel the train and bring it to a stand with the locomotive cab adjacent to the marker board/bell.
4. The Guard must walk forward and after obtaining permission for the train to enter the Colliery, authorise the propelling movement to continue to the approach side of Signal W.290 by operation of the set-back plunger.
5. The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

BARNESLEY STATION JUNCTION TO HORBURY JUNCTION - continued

Page 363 - Add - continued

Movements between Arrival/Departure Line 1 and Colliery - continued

6. The locomotive, after being detached, must proceed to the loaded Sidings and be attached to the first ten loaded wagons. After both portions of the train have been prepared (first portion brake tested), the Guard must advise the Signalman.
7. Upon clearance of Signal W.290 the first portion of the loaded train must be drawn forward and then set back to the rear portion of the train.
8. The Guard must advise the Signalman when the train is ready to depart. (6D)

ALDWARKE NORTH JUNCTION (MID) TO LEEDS NORTH JUNCTION

Page 364

STOURTON TRADING ESTATE

Stourton Trading Estate Level Crossing

Delete paragraph 2.

Re-number remaining paragraph 2 to 5.

(6D)

D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3

Amend "Leading Railman" to read "Guard".

(6D)

Page 379

GUISELEY JN. TO ESHOLT JN.

Add :-

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station.

(UFN)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Add :-

## GASCOIGNE WOOD DRIFT

1. An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
2. The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
3. On clearance of Signal C.16, the train must be drawn through the bunker for loading and gross weighing, under control of the loading signals at a speed not exceeding ½m.p.h.
4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop plunger and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
5. On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
6. The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
7. **Crippled Wagons**  
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

## WOOLLEY COAL SIDING

## Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY, 1979

A revised edition of the above publication is being issued with an operative date of 5 February 1983. The new book will be in loose leaf form, contained in a ring binder and the same size as the General Appendix and Rule Book.

A slightly altered format has been adopted for Table A, the Loops and Refuge Siding, catch, spring and unworked trailing points and the remarks columns have been combined. Other significant changes:-

The standard speed restriction of 20 m.p.h. on single lines when passing through loop connections has been omitted from the details headed "Standard Speed Restrictions". When this applies, the permanent speed restrictions has been included at the appropriate locations in Table A.

**Table H1 - Working of Partially Fitted and Unfitted Freight Trains without a Brake Van in Rear** - now referred to as Table H. Table H2 is no longer necessary.

**Table O - Instructions for Working Down inclines** - Relevant instructions transferred to the Working Manual.

**Table Z - Lines Equipped with the Automatic Warning System (AWS)** - This table has been discontinued, all running lines shown in Table A are equipped with A.W.S. unless otherwise shown in the Remarks Column.

**Four Character Train Identification System** - Only the paragraphs referring to the principles for empty coaching stock and locomotives before and after working trains have been retained. (Individual train numbers are shown in the W.T.T.'s).

**Hydrant Filling Points - Diesel Main Line Locomotives** - Locations where water is available is now shown in the Remarks Column of Table A.

Opportunity has also been taken to amend or delete, where appropriate certain general and local instructions.

Any person entitled to a personal issue of the new appendix who has not received a copy by January 31st should advise his Supervisor.

(6)

## FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

Page 1.6 (Note 3) 1st paragraph 3rd line

Page 14.5 Clause 3.10 8th line

Page 14.21 Clause 4.4 6th line

Page 16.8/9 Clause 3.6 2nd paragraph 1st line

Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## BINGLEY STATION

Between 07 30 and 17 00 daily, drivers of trains stopping at Bingley Station must observe instructions of handsignalman and/or warning notices during renewal of platform copings. (7)

## SEACOW BALLAST HOPPER WAGONS

Note : The item on page 148, SD49, and page 129, ND49, is superceded by the new item shown on page 60, SD49, and page 29, ND49. (6)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings. Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	

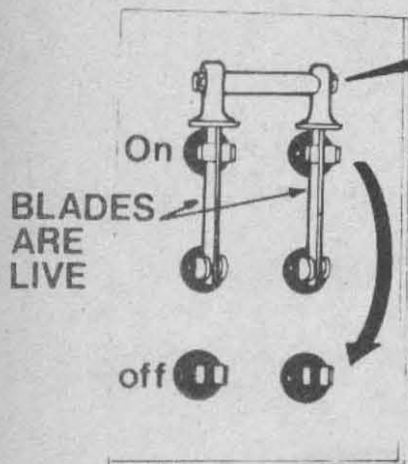
York  
21 JANUARY, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

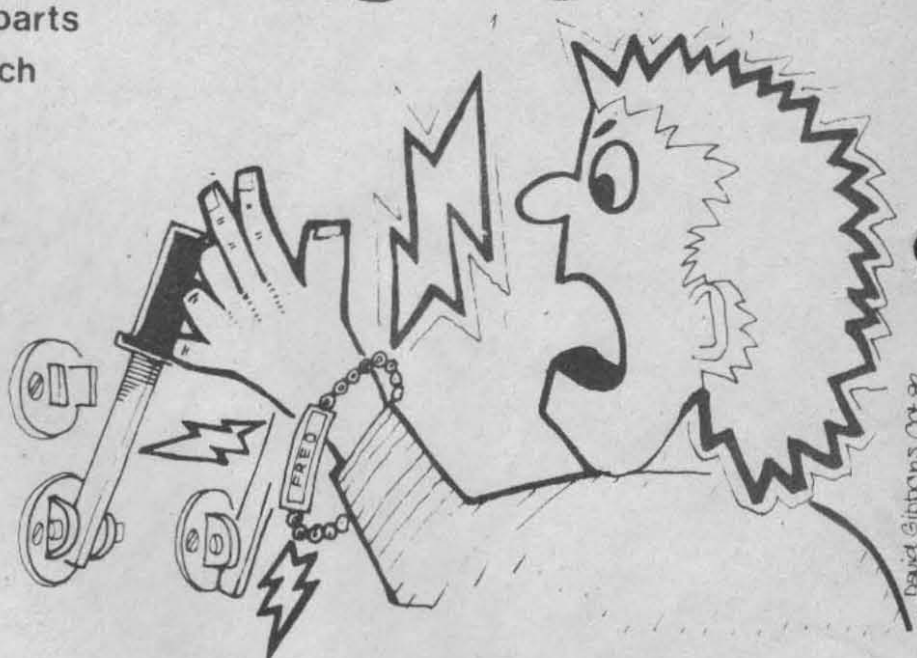
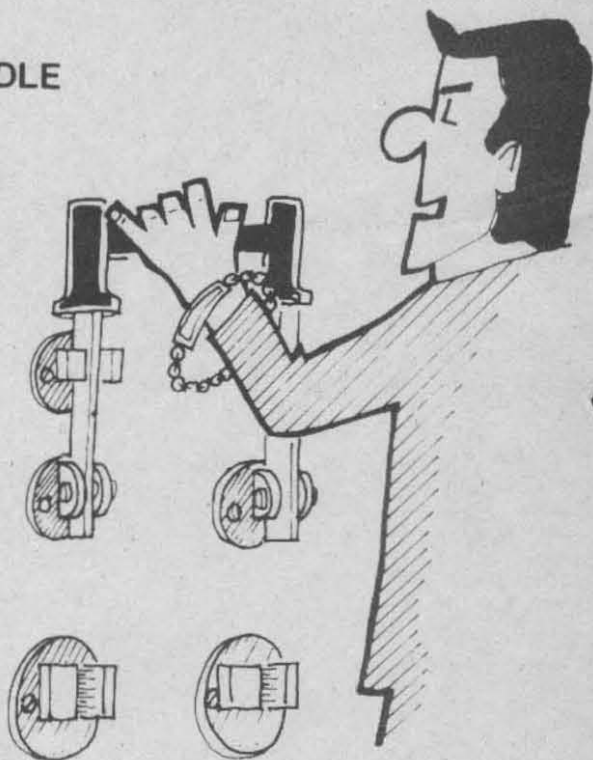
# this knife may shock you....

## KNIFE SWITCH



PULL HANDLE  
DOWN TO  
SWITCH  
OFF

An identity bracelet,  
tiepin chain— even a  
handlamp— could  
touch the live parts  
of a knife switch



# DO NOT

# BRING ANY METAL OBJECTS INTO CONTACT WITH LIVE EQUIPMENT OR PARTS

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 6 FEBRUARY - SHAFTHOLME JUNCTION

The main to main trailing crossover at 160 miles 14 chains will be re-sited at 159 miles, 78 chains (352 yards further South).

The associated ground position light signal, D1505 (applying set back Up Main to Down Main or to Down Knottingley) has already been repositioned accordingly. (9)

## SUNDAY 6 FEBRUARY - YORK - CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom will be brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

(CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal) :-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal

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

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

## SUNDAY 6 FEBRUARY - YORK - CLIFTON COACHING STOCK DEPOT - continued

Signal No.	Line	Destination
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/ Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), will be jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP - TELEPHONE" notice boards will be provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones will communicate with the Control Tower).

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

## DETAILS OF WORK ALREADY CARRIED OUT

## FRYSTON

A "WHISTLE" board located at 19m. 3ch. on the Up side has been provided to give warning to persons walking the track through the cutting. (New item) (9)

## SHIPLEY GUISELEY JUNCTION (Between Esholt Junction and Shipley Guiseley Junction)

The following semaphore signals have been abolished:-  
Up Branch 1st Home

Gantry carrying Up Branch 2nd Home signals to Bradford and Bingley directions with the Distant signals below:-  
Up Branch Distant

A new-aspect Up Branch Home signal (plated G9) has been provided 353 yards before reaching Guiseley Junction signal box. This signal applies Up Branch to Down Main (towards Bingley) or, with Junction Indicator position 1, towards the Down Bradford line.

A new 2-aspect colour-light Distant signal has been provided on the Up Branch, 1,195 yards before reaching G.9 signal.

## Between Thackley Junction and Guiseley Junction

The Down Loop together with Down Loop G3 signal has been abolished.

## Thackley Junction

The Down Home signal to Down Loop and Distant arm below have been abolished. (8)

## BETWEEN BARNSELY STATION JUNCTION AND DARTON (DOWN) AND BETWEEN CRIGGLESTONE JUNCTION AND CRIGGLESTON JUNCTION SIGNAL BOX (UP)

The catch-points on the Down Main at 49m. 71ch., 704 yards before reaching the 1st Home signal, and on the Up Main at 45m. 57ch. 1170 yards before reaching the Starting signal, have been secured out of use pending removal and replacement by plain line. (8)

## WOODLESFORD STATION

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach. (8)

## MOORTHORPE STATION

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach. (8)

## CLAYTON WEST STATION

The Signal Box together with all signals worked therefrom has been abolished.

The Branch line from Clayton West Jn. to Skelmanthorpe is operated in accordance with the "ONE TRAIN WORKING" Regulations. An Electric Token is used as the Train Staff and Skelmanthorpe ground frame is released by this Token. (7)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## HESSLE ROAD

## Bridges Junction

The facing points in the Down Alexandra Dock line leading to King George Dock single line, have been temporarily secured out of use. (7)

\*\*  
\* BETWEEN HENSALL AND GOOLE - SINGLING OF LINE

The line has been singled between Drax Branch Junction (exclusive) and Potters Grange Junction, to form the Down/Up Wakefield single line throughout (incorporating the existing single line between Engine Shed Junction and Potters Grange Junction).

Snaith West and Rawcliffe signal boxes have been reduced in status to Gate boxes and the Track Circuit Block Regulations apply between Hensall and Goole.

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

## Snaith West Gate Box

The Up Starting signal has been abolished and the Down level crossing Home signal has been repositioned to apply to the Single line.

The "Up" side platform will be used.

## Gowdall Lane and Field Lane Level Crossings

The telephones at these crossings communicate with Hensall signal box (previously Snaith West).

## Snaith East Level Crossing, West Cowick Red/Green Light Level Crossing, East Cowick Red/Green Light Level Crossing and Snaith Road Level Crossing

The telephones at these crossings communicate with Goole (previously to Snaith West).

The "WHISTLE" boards on the approaches to West Cowick and East Cowick level crossings have been removed.

## Rawcliffe Gate Box

The following signals have been abolished:-

- Up Distant
- Up 1st Home
- Up Starting
- Down 2nd Home
- Down Starting

The "Down" side platform will be used.

## Signalling Alterations:-

The Hensall Up Distant signal H498 applies to the single line and has been converted to a 3-aspect controlled signal applying - Up Wakefield single line to Up Wakefield.

## Goole

Down Wakefield Distant signal G33R has been abolished.

Up Wakefield G34 and the Arrival Line G36 have been converted to 3-aspect signals.

New (and modified) Signals H = Hensall; G = Goole.

Signal	Line	Aspect	Destination
Down Direction H493	Down Wakefield	Main	Down Wakefield Single line.
G35R (Distant to G35)	Down Wakefield Single line		
G35	Down Wakefield Single line		G33 (existing)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

\*\*  
\* BETWEEN HENSALL AND GOOLE - SINGLING OF LINE - continued

## Signalling Alterations - continued

Signal	Line	Aspect	Destination
Up Direction G34	Up Wakefield Single line	Main	G38
G36	Arrival	Main	G38
G38	Up Wakefield Single line	Main	R15/H498
R15 (Rawcliffe Gate Box Up Distant)	Up Wakefield Single line		
H498R (Up Distant to H498)	Up Wakefield Single line		
H498	Up Wakefield Single line	Main	Up Wakefield H490

**Potters Grange Junction**

The following has been included in anticipation of the commissioning of Renault Siding on a date to be advised :-

The facing points in the Up Wakefield Single line (previously secured out of use) will be reinstated and power operated from Goole, and lead to the new Renault Siding.

A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply - Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

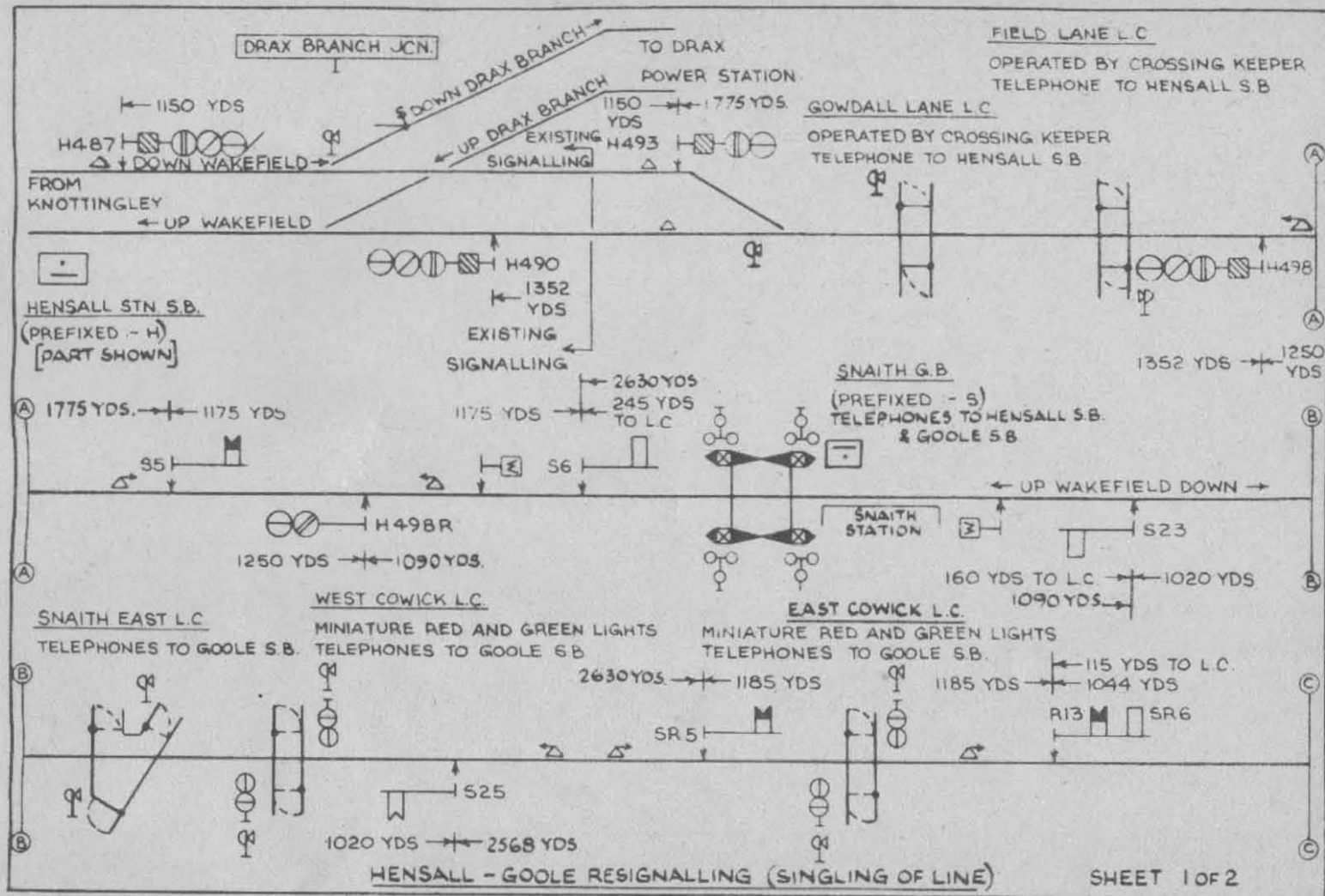
The ground position light signal applying set-back on Down Hull towards Up Wakefield single line signal G34 will now also apply towards new Renault Siding.

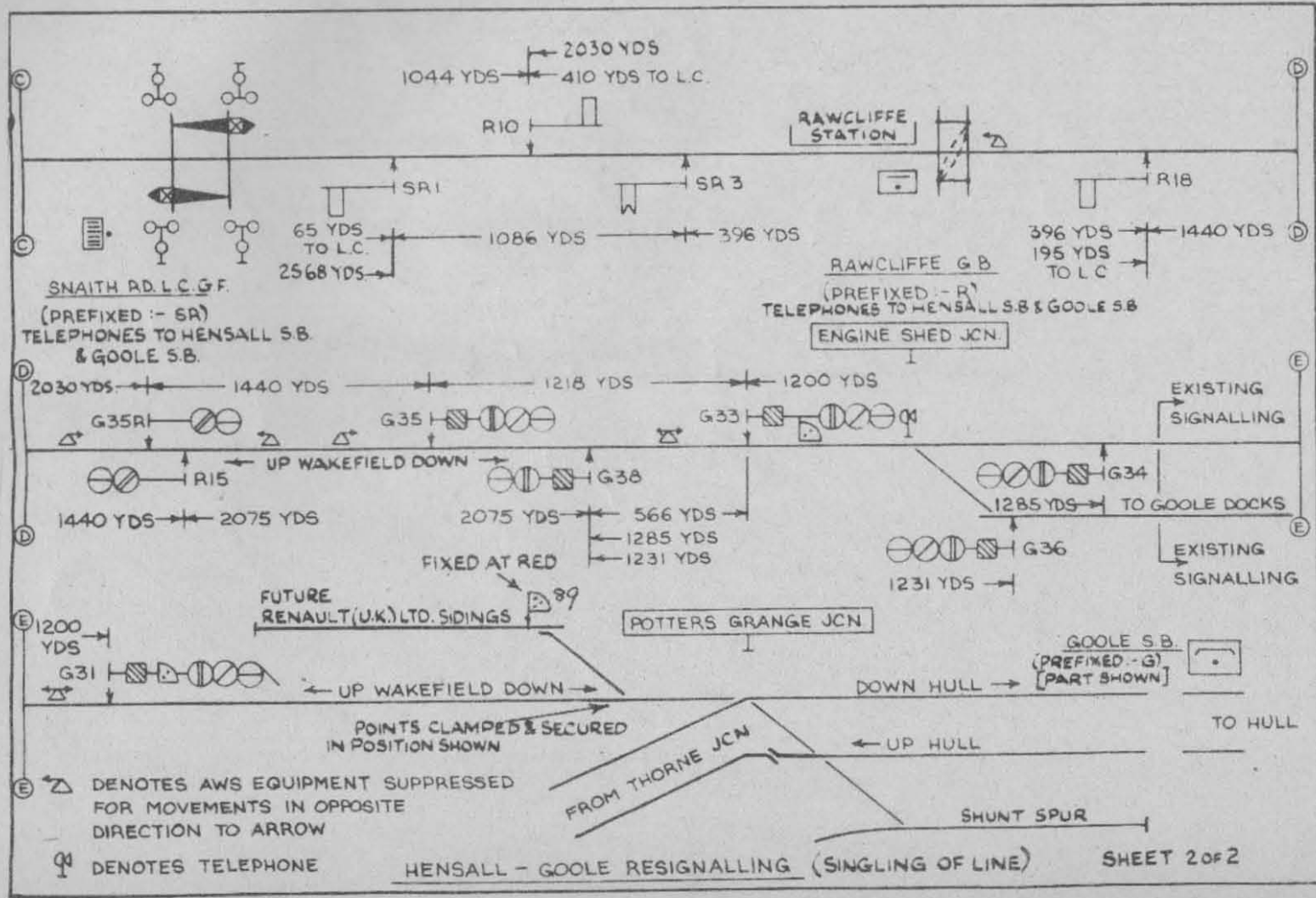
An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

**Automatic Warning System**

A.W.S. has been provided in conjunction with semaphore Distant and colour light signals as shown on the diagrams.

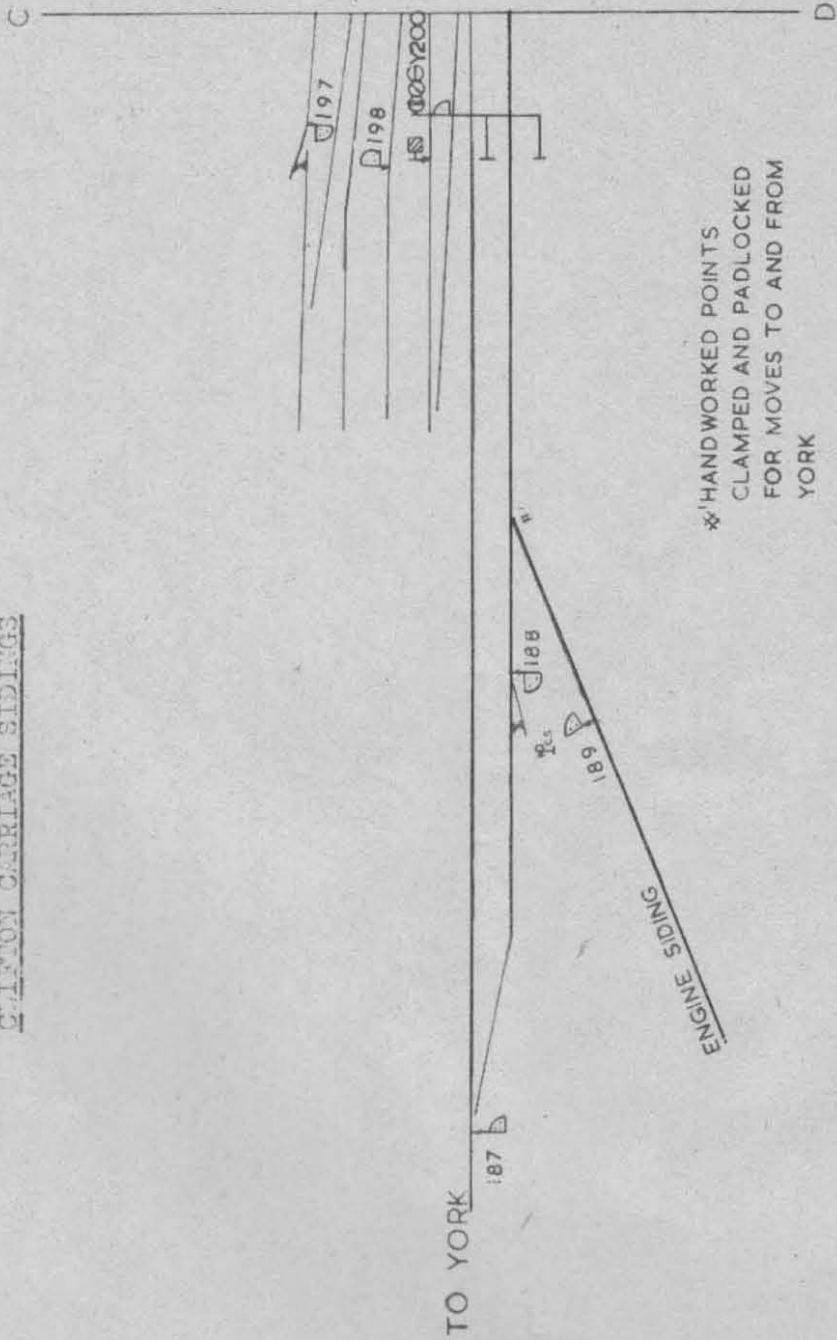




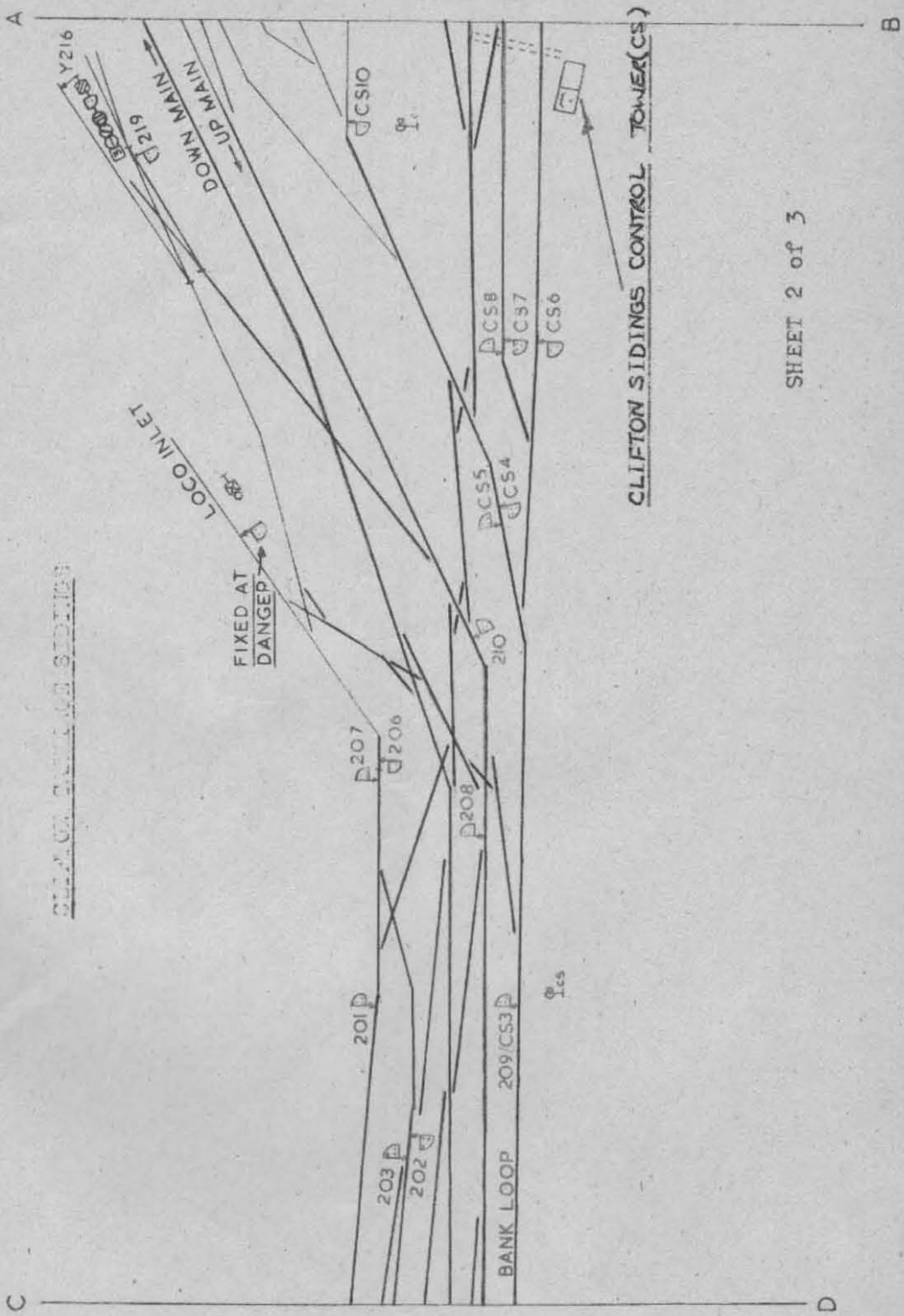


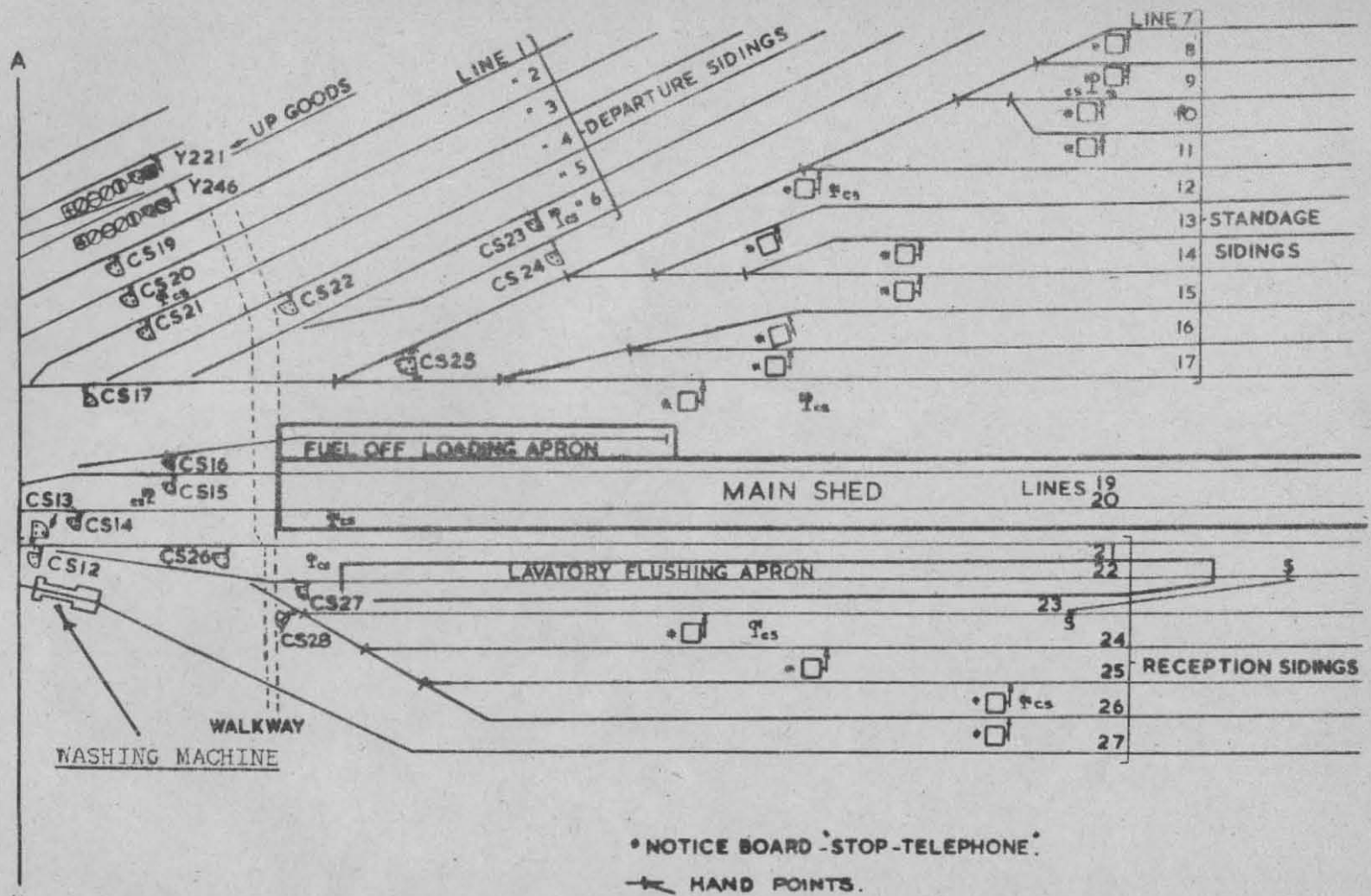
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

WILTON CARRIAGE SIDINGS



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





CLIFTON CARRIAGE SIDINGS

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

**\*\*** 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" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 37	SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC					
	Add:-		30	68m. 02ch. and 67m. 58ch.		
						w.e.f. 09 00 hrs. Monday 7 February (14D)
Page 80	ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Methley Jn.					
	Amend:-		30	To Whitwood Line		
						w.e.f. 09 00 hrs. Monday 7 February (14D)
Page 85	METHLEY JN. TO CASTLEFORD WHITWOOD Methley Jn.					
	Delete:-		10	1m. 8ch. and 1m. 12ch.		
						w.e.f. 09 00 hrs. Monday 7 February (14D)

## LOCAL INSTRUCTIONS

Page 257

Add:-

GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station. (UFN)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## \*\* SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY, 1979

A revised edition of the above publication is being issued with an operative date of 5 February 1983. The new book will be in loose leaf form, contained in a ring binder and the same size as the General Appendix and Rule Book. |

A slightly altered format has been adopted for Table A, the Loops and Refuge Siding, catch, spring and unworked trailing points and the remarks columns have been combined. Other significant changes:-

The standard speed restriction of 20 m.p.h. on single lines when passing through loop connections has been omitted from the details headed "Standard Speed Restrictions". When this applies, the permanent speed restrictions has been included at the appropriate locations in Table A. |

**Table H1 - Working of Partially Fitted and Unfitted Freight Trains without a Brake Van in Rear** - now referred to as Table H. Table H2 is no longer necessary. |

**Table O - Instructions for Working Down inclines** - Relevant instructions transferred to the Working Manual. |

**Table Z - Lines Equipped with the Automatic Warning System (AWS)** - This table has been discontinued, all running lines shown in Table A are equipped with A.W.S. unless otherwise shown in the Remarks Column. |

**Four Character Train Identification System** - Only the paragraphs referring to the principles for empty coaching stock and locomotives before and after working trains have been retained. (Individual train numbers are shown in the W.T.T.'s). |

**Hydrant Filling Points - Diesel Main Line Locomotives** - Locations where water is available is now shown in the Remarks Column of Table A. |

Opportunity has also been taken to amend or delete, where appropriate certain general and local instructions. |

Any person entitled to a personal issue of the new appendix who has not received a copy by January 31st should advise his Supervisor. |

(6)

## FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

- Page 1.6 (Note 3) 1st paragraph 3rd line
- Page 14.5 Clause 3.10 8th line
- Page 14.21 Clause 4.4 6th line
- Page 16.8/9 Clause 3.6 2nd paragraph 1st line
- Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## BINGLEY STATION

Between 07 30 and 17 00 daily, drivers of trains stopping at Bingley Station must observe instructions of handsignalman and/or warning notices during renewal of platform copings. (7)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings. Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

28 JANUARY, 1983



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 13 FEBRUARY – BETWEEN GOOLE ENGINE SHED JN. AND POTTERS GRANGE JN.\*

A temporary level crossing will be brought into use across the Down/Up Wakefield Single line and the Renault (UK) Ltd siding at 0m 11ch.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing. (10)

## MONDAY 14 FEBRUARY – BETWEEN MOORTHORPE STATION JN. AND SOUTH KIRKBY JN.

A 30 m.p.h. P.S.R. will be introduced on the Up line from 0m 52ch to 0m 57ch. (10)

## DETAILS OF WORK ALREADY CARRIED OUT

## SHAFTHOLME JUNCTION

The main to main trailing crossover at 160 miles 14 chains has been re-sited at 159 miles, 78 chains (352 yards further South).

The associated ground position light signal, D1505 (applying set back Up Main to Down Main or to Down Knottingley) has already been repositioned accordingly. (9)

## YORK – CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

(CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal) :-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4
		Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
		Up Main Y194 Signal

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK - CLIFTON COACHING STOCK DEPOT - continued

Signal No.	Line	Destination
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/ Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower). (9)

## FRYSTON

A "WHISTLE" board located at 19m. 3ch. on the Up side has been provided to give warning to persons walking the track through the cutting. (9)

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****SHIPLEY GUISELEY JUNCTION (Between Esholt Junction and Shipley Guiseley Junction)**

The following semaphore signals have been abolished:-  
Up Branch 1st Home

Gantry carrying Up Branch 2nd Home signals to Bradford and Bingley directions with the Distant signals below:-  
Up Branch Distant

A new-aspect Up Branch Home signal (plated G9) has been provided 353 yards before reaching Guiseley Junction signal box. This signal applies Up Branch to Down Main (towards Bingley) or, with Junction Indicator position 1, towards the Down Bradford line.

A new 2-aspect colour-light Distant signal has been provided on the Up Branch, 1,195 yards before reaching G.9 signal.

**Between Thackley Junction and Guiseley Junction**

The Down Loop together with Down Loop G3 signal has been abolished.

**Thackley Junction**

The Down Home signal to Down Loop and Distant arm below have been abolished. (8)

**BETWEEN BARNSELY STATION JUNCTION AND DARTON (DOWN) AND BETWEEN CRIGGLESTONE JUNCTION AND CRIGGLESTON JUNCTION SIGNAL BOX (UP)**

The catch-points on the Down Main at 49m. 71ch., 704 yards before reaching the 1st Home signal, and on the Up Main at 45m. 57ch. 1170 yards before reaching the Starting signal, have been secured out of use pending removal and replacement by plain line. (8)

**WOODLESFORD STATION**

A "WHISTLE" board has been provided 350 yards from the station crossing on each rail approach. (8)

**MOORTHORPE STATION**

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach. (8)

**\*\* CLAYTON WEST STATION**

The Signal Box together with all signals worked therefrom has been abolished.

The Branch line from Clayton West Jn. to Skelmanthorpe is operated in accordance with the "ONE TRAIN WORKING" Regulations. An Electric Token is used as the Train Staff and Skelmanthorpe ground frame is released by this Token. (7)

**\*\* HESSLE ROAD****Bridges Junction**

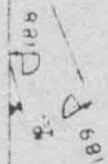
The facing points in the Down Alexandra Dock line leading to King George Dock single line, have been temporarily secured out of use. (7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

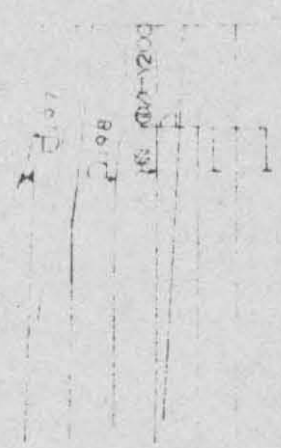
CLIFTON CARRIAGE SIDINGS

TO YORK

187

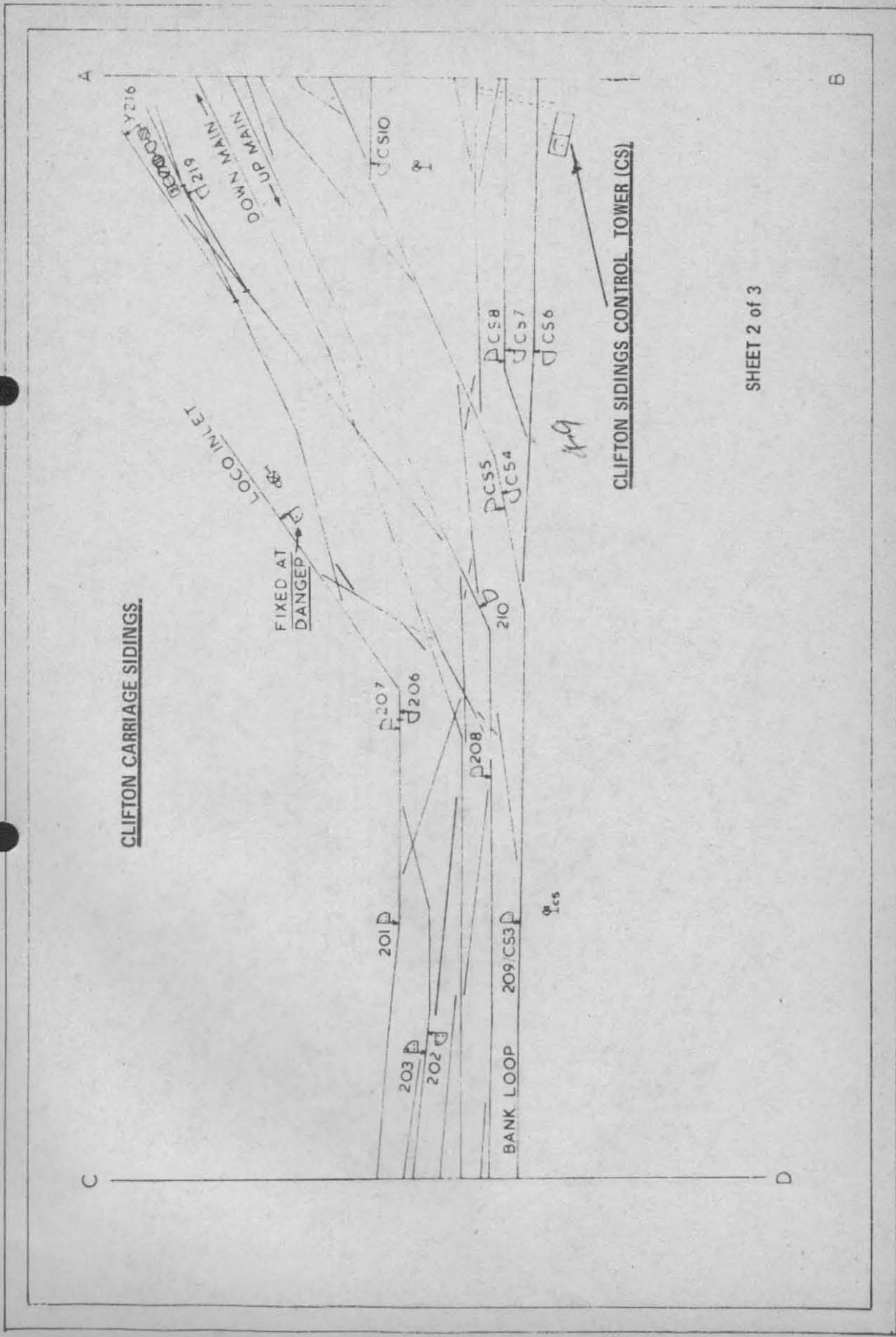


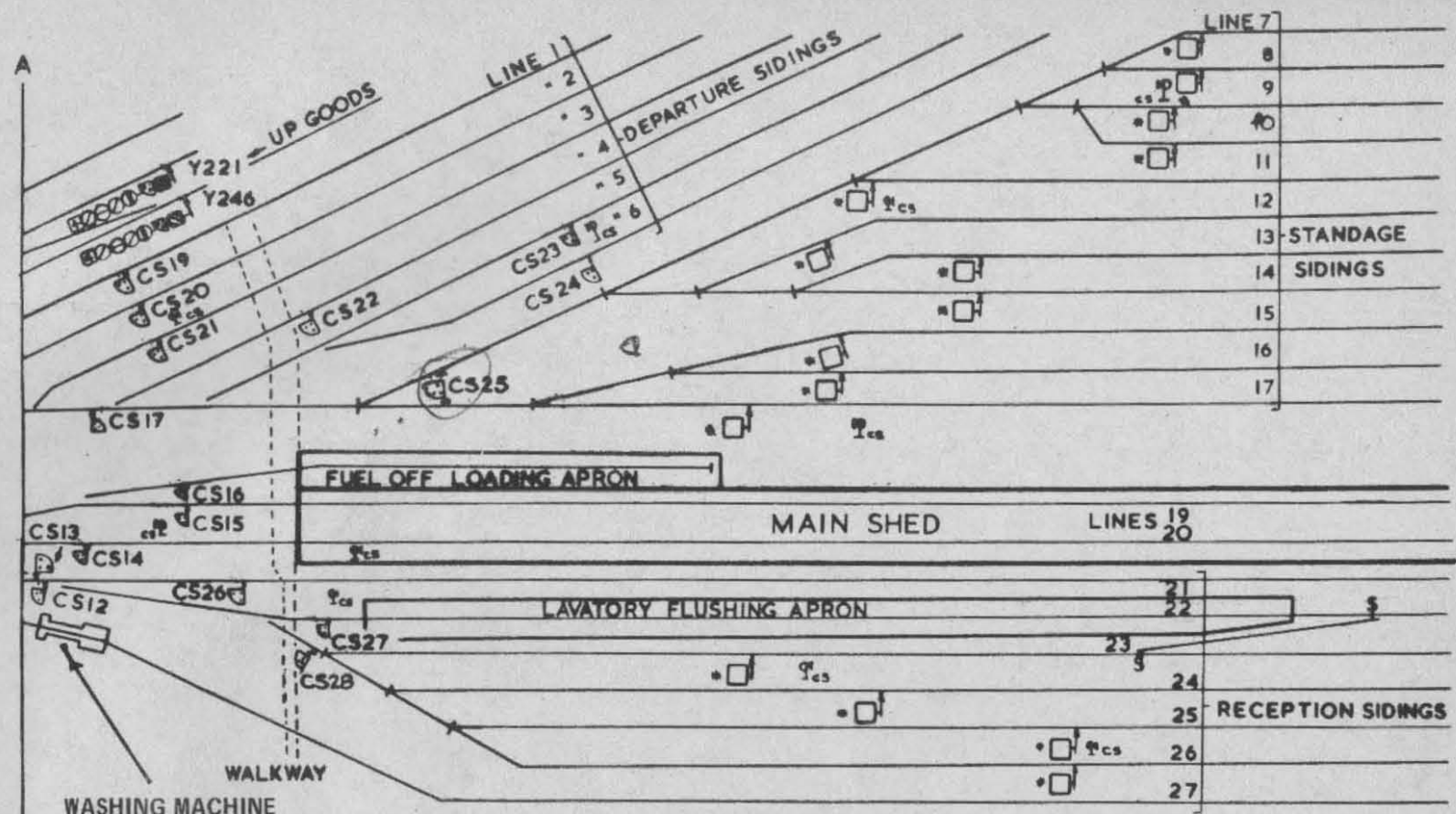
ENGINE SIDING



\* HANDWORKED POINTS  
CLAMPED AND PADLOCKED  
FOR MOVES TO AND FROM  
YORK

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





• NOTICE BOARD - STOP-TELEPHONE.  
 ↗ HAND POINTS.

CLIFTON CARRIAGE SIDINGS

SHEET 3 OF 3

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 18		DONCASTER BLACK CARR JN. TO BERWICK Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 76		LIVERSEDGE BRANCH Between Thornhill Jn. and Liversedge Jn. Amend:-		20	2m. 23ch. and 2m. 27ch.	(14D)
Page 80		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Methley Jn. Amend:-		30	To Whitwood Line	(14D)
Page 85		METHLEY JN. TO CASTLEFORD WHITWOOD Methley Jn. Delete:-		10	1m. 8ch. and 1m. 12ch.	(14D)

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – DETAILS OF RUNNING LINES – continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>Page 93</b>						
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD</b>						
Between Hickleton and Moorthorpe South						
Delete:—				20	12m. 8ch. and 11¼m.p.	
Add:—				60	60	12m. 08ch. and 11¼m.p.
Between Moorthorpe South and Moorthorpe						
Delete:—				20	11½m.p. and 12m. 08ch.	
(w.e.f. 09 00 hrs. Monday 14 February) (14D)						
<b>Page 94</b>						
At Moorthorpe Station Jn.						
Amend:—				50	To South Kirkby Jn. line.	
Between Moorthorpe Station Jn. and Pontefract Baghill						
Delete:—				60	11¼m.p. and 11½m.p.	
(w.e.f. 09 00 hrs. Monday 14 February) (14D)						
<b>Page 96 (Page 36 ND.6D)</b>						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
Add:—				Moorthorpe Station Jn.	0.57	
(See Page 94)						
				South Kirkby Jn.	0.05	
(See page 59)						
Between Moorthorpe Station Jn. and South Kirkby Jn.						
Add:—				30	0m. 52ch. and 0m. 57ch.	
(w.e.f. 09 00 hrs. Monday 14 February) (14D)						
<b>Page 106</b>						
<b>GUISELEY JN. TO ESHOLT JN.</b>						
Delete maximum permissible speed and substitute:—				50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.
				35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY. (14D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## LOCAL INSTRUCTIONS

Page 257

Add :-

## GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station. (UFN)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

- Page 1.6 (Note 3) 1st paragraph 3rd line  
 Page 14.5 Clause 3.10 8th line  
 Page 14.21 Clause 4.4 6th line  
 Page 16.8/9 Clause 3.6 2nd paragraph 1st line  
 Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

## \*\* BINGLEY STATION

Between 07 30 and 17 00 daily, drivers of trains stopping at Bingley Station must observe instructions of handsignalman and/or warning notices during renewal of platform copings. (7)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

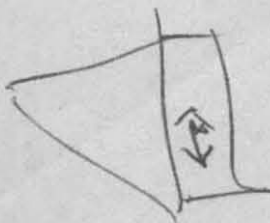
In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot, Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings, Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

York  
4 FEBRUARY, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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## LEEDS TO SKIPTON STATION SOUTH LMR - continued

## MONDAY 21 to WEDNESDAY 23 FEBRUARY

165	ShIPLEY Bingley Jn. and Keighley Station Jn.	Down <b>BLOCKED</b> Up Between Trains	23 30 Mon and Tue to 04 45 Tue and Wed. Track maintenance 206m 30ch and 209 m.p. Mechanical equipment in use. <b>Possession to be given up for passage of trains.</b>
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## LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE

## UNTIL FURTHER NOTICE

166	Wortley Jn. and Horsforth	Down and Up	06 00 to 18 00. Signalling work.
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## SATURDAY/SUNDAY 19/20 FEBRUARY

167	Wortley Jn. and Horsforth	Down and Up <b>BLOCKED</b>	23 15 to 08 30. Drainage and track maintenance. 4¼ and 4¼m.p. Cranes in use.
168	Horsforth and Rigton LC	Down and Up <b>BLOCKED</b>	23 30 to 08 30. Track maintenance and tunnelwork (Bramhope Tunnel) 5m. 65ch. and 9m. 50ch. Mechanical equipment in use.
169	Rigton and Harrogate	Down and Up <b>BLOCKED</b>	23 30 to 08 15. Drainage 12m. 68ch. and 13m. 56ch. Cranes in use.

## WEDNESDAY 23 to FRIDAY 25 FEBRUARY

170	Wortley Jn. and Horsforth	Down and Up <b>BLOCKED</b>	23 30 Wed and Thu to 06 00 Thu and Fri. Track maintenance 2½m.p. and 3m. 10ch. Mechanical equipment in use.
171	Horsforth and Rigton	Down and Up <b>BLOCKED</b>	23 30 Wed and Thu to 06 00 Thu and Fri. Track maintenance 6¼ and 10¼m.p.

## LEEDS ENGINE SHED JN. TO WHITEHALL JN.

## SUNDAY 20 to FRIDAY 25 FEBRUARY

172	Engine Shed Jn. and Whitehall Jn.	Down and Up	08 00 to 16 00 daily. Signalling work.
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## APPERLEY JN. TO ILKLEY STATION

## UNTIL FURTHER NOTICE

X 173	Apperley Jn. and Esholt Jn.	Down <b>BLOCKED</b>	Track renewal. <b>Single line working over Up line. From 16 00 Sunday 20 February.</b> (83/8)
174	Ilkley Jn. and Ilkley Station	All Between Trains	Earthwork 211m. 10ch. Crane in use. (82/28)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>APPERLEY JN. TO ILKLEY STATION - continued</b>		
<b>SUNDAY 20 FEBRUARY</b>		
175 Apperley Jn. and Guiseley Station	Down and Up <b>BLOCKED</b>	00 01 to 16 00. Track renewal 202m. 03ch. and 205m. 30ch. Cranes in use.
<b>SUNDAY 20 to FRIDAY 25 FEBRUARY</b>		
176 Esholt Jn. and Guiseley Station	Down and Up <b>BLOCKED</b>	23 15 Sun to Thu to 06 15 Mon to Fri. In connection with engineering work between Guiseley Jn. and Esholt Jn.
177 Guiseley Station	Down and Up	07 00 to 17 00 daily. Signalling work.
<b>GUISELEY JN. TO ESHOLT JN.</b>		
<b>SUNDAY 20 to FRIDAY 25 FEBRUARY</b>		
178 Guiseley Jn. and Esholt Jn.	Down and Up <b>BLOCKED</b>	23 15 Sun to Thu to 06 15 Mon to Fri. Tunnelwork (Baildon No.2 Tunnel) 2m. 03ch. and 1m. 71ch. Mechanical equipment in use.
<b>SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE</b>		
<b>SUNDAY 20 to FRIDAY 25 FEBRUARY</b>		
179 Leeds Jn. and Shipley Bradford Jn.	Down and Up	07 30 to 20 00 daily. Signalling work.
<b>SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.</b>		
<b>SUNDAY 20 to FRIDAY 25 FEBRUARY</b>		
180 Shipley Bradford Jn. and Shipley Bingley Jn.	Single	07 30 to 20 00 daily. Signalling work.
<b>LEEDS TO HULL PARAGON</b>		
<b>UNTIL FURTHER NOTICE</b>		
181 Leeds East Jn. and Micklefield Stn. Jn.	All	06 00 to 18 00. Signalling work.
182 Gascoigne Wood and Selby West Jn.	Down and Up Main <b>Between Trains</b>	07 00 to 19 00. Demolition work, earthwork and bridgework 6 m.p. and 2m. 48ch. Cranes and mechanical equipment in use. (80/21)



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 20 FEBRUARY – BETWEEN APPERLEY JUNCTION AND ESHOLT JUNCTION

The points in the Up Branch at Apperley Junction will be removed. (See Section 'B'). (11)

## FRIDAY 25 FEBRUARY – CROFTON WEST JUNCTION

The Trailing Crossover between the Down and Up Goole Lines will be secured out of use pending removal. The associated ground position light signal No.299 will be abolished. (11)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN GOOLE ENGINE SHED JN. AND POTTERS GRANGE JN.

A temporary level crossing has been brought into use across the Down/Up Wakefield Single line and the Renault (UK) Ltd siding at 0m 11ch.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing. (10)

## BETWEEN MOORTHORPE STATION JN. AND SOUTH KIRKBY JN.

A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m 52ch to 0m 57ch. (10)

## SHAFTHOLME JUNCTION

The main to main trailing crossover at 160 miles 14 chains has been re-sited at 159 miles, 78 chains (352 yards further South).

The associated ground position light signal, D1505 (applying set back Up Main to Down Main or to Down Knottingley) has already been repositioned accordingly. (9)

## YORK – CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK - CLIFTON COACHING STOCK DEPOT - continued

(CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal) :-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/ Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower).

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## FRYSTON

A "WHISTLE" board located at 19m. 3ch. on the Up side has been provided to give warning to persons walking the track through the cutting. (9)

## \* \* \* HIPLEY GUISELEY JUNCTION (Between Esholt Junction and Shipley Guiseley Junction)

The following semaphore signals have been abolished:-

Up Branch 1st Home

Gantry carrying Up Branch 2nd Home signals to Bradford and Bingley directions with the Distant signal below:-

Up Branch Distant

A new-aspect Up Branch Home signal (plated G9) has been provided 353 yards before reaching Guiseley Junction signal box. This signal applies Up Branch to Down Main (towards Bingley) or, with Junction Indicator position 1, towards the Down Bradford line.

A new 2-aspect colour-light Distant signal has been provided on the Up Branch, 1,195 yards before reaching G.9 signal.

**Between Thackley Junction and Guiseley Junction**

The Down Loop together with Down Loop G3 signal has been abolished.

**Thackley Junction**

The Down Home signal to Down Loop and Distant arm below have been abolished. (8)

## \* \* \* BETWEEN BARNSELY STATION JUNCTION AND DARTON (DOWN) AND BETWEEN CRIGGLESTONE JUNCTION AND CRIGGLESTON JUNCTION SIGNAL BOX (UP)

The catch-points on the Down Main at 49m. 71ch., 704 yards before reaching the 1st Home signal, and on the Up Main at 45m. 57ch. 1170 yards before reaching the Starting signal, have been secured out of use pending removal and replacement by plain line. (8)

## \* \* \* WOODLESFORD STATION

A "WHISTLE" board has been provided 350 yards from the station crossing on each rail approach. (8)

## \* \* \* WOORTHORPE STATION

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approach. (8)

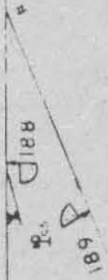


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

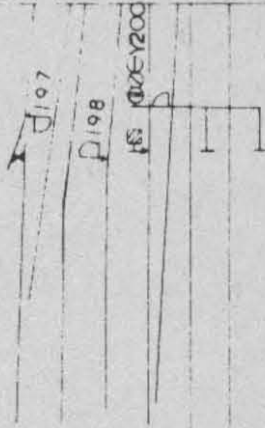
CLIFTON CARRIAGE SIDINGS

TO YORK

187



ENGINE SIDING



\* HANDWORKED POINTS  
CLAMPED AND PADLOCKED  
FOR MOVES TO AND FROM  
YORK

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

CLIFTON CARRIAGE SIDINGS

FIXED AT  
DANGER

LOCO INLET

GEORGE ST  
DOWN MAIN  
UP MAIN

201P

203P

202P

P208

BANK LOOP 209/CS3P

CS

P207

D206

210

P205

D204

P208

D207

CS6

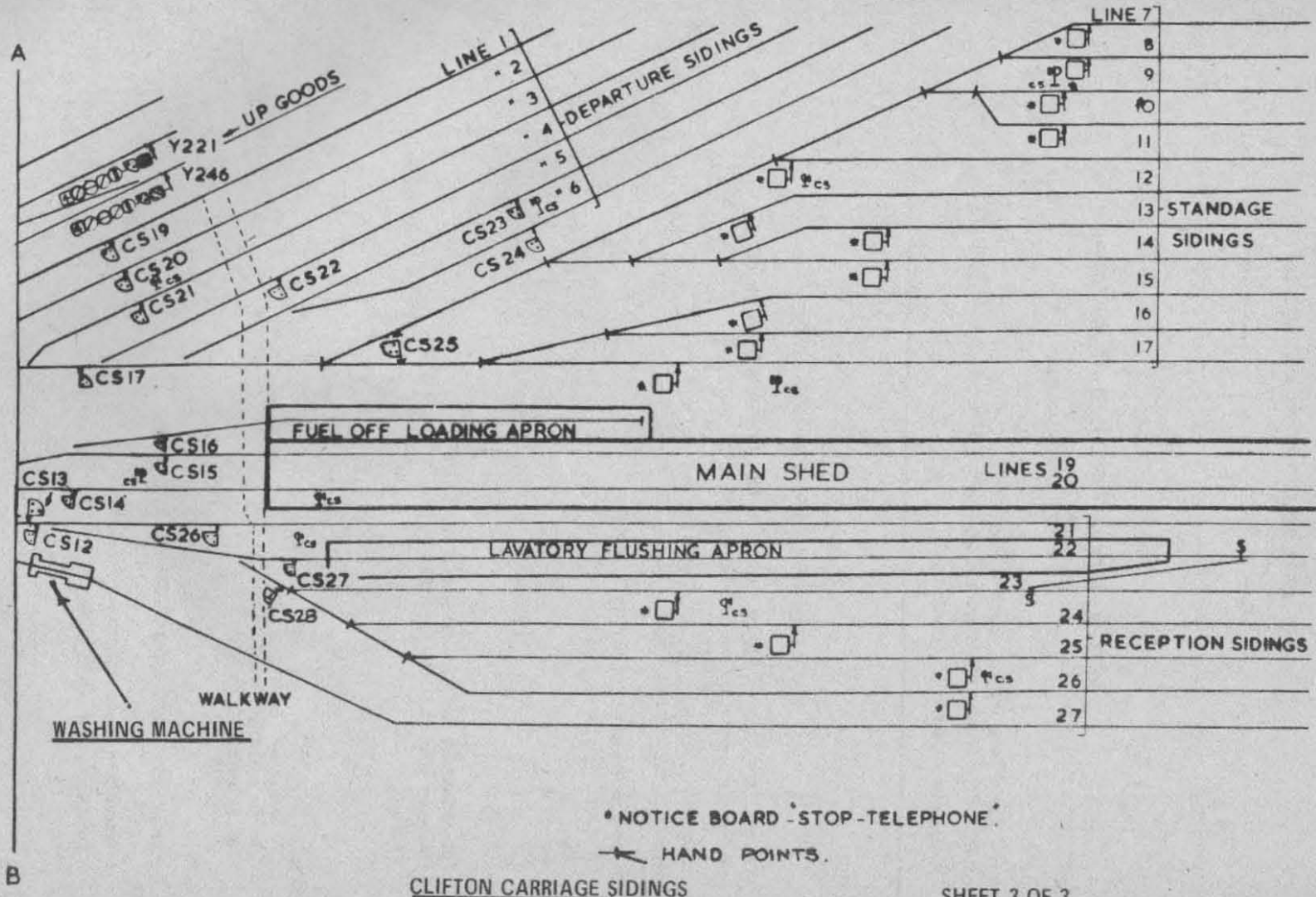
CLIFTON SIDINGS CONTROL TOWER (CS)

C

D

B

SHEET 2 of 3



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 18		DONCASTER BLACK CARR JN. TO BERWICK Between Daw Lane LC and Shaftholme Jn. Add: -		40	Up to Down at 159m. 78ch.	(14D)
Page 37		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC Add: -		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 64		EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Amend first maximum permissible speed EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.		70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES. w.e.f. Monday 21 February (14D)	
Page 67 (Page 25 ND 6D)		Between Turners Lane Jn. and Goose Hill Jn. Amend permanent speed restriction (as amended on page 25 ND 6D)		40	49m. 73ch. and 49m. 06ch.	(14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 96 (Page 36 ND.6D)						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
Add:-		Moorthorpe Station Jn.	0.57			
		(See Page 94)				
		South Kirkby Jn.	0.05			
		(See page 59)				
Between Moorthorpe Station Jn. and South Kirkby Jn.						
Add:-				30	0m. 52ch. and 0m. 57ch.	(14D)
Page 103 (page 36 ND 6D)						
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
Between <b>Starbeck</b> LC and Belmont LC						
Amend permanent speed restriction (as amended on page 36 ND 6D)				50	50 17m. 50ch. and 18m. 13ch.	(14D)
Page 106						
<b>GUISELEY JN. TO ESHOLT JN.</b>						
Delete maximum permissible speed and substitute:-						
				50	50 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.	
				35	35 MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY.	(14D)

## LOCAL INSTRUCTIONS

Page 257

Add:-

GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

MISCELLANEOUS NOTICES

FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

**General Appendix to Working Timetables**

The reference in the following instructions to having "two" fully fitted vehicles must be amended to read "three":-

Page 1.6 (Note 3) 1st paragraph 3rd line

Page 14.5 Clause 3.10 8th line

Page 14.21 Clause 4.4 6th line

Page 16.8/9 Clause 3.6 2nd paragraph 1st line

Page 16.17 Clause 11.4.3(a) 2nd paragraph 1st line

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MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York  
11 FEBRUARY, 1983

## 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

**EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION – HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)**

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the date of implementation of the various stages will be published.

All concerned should be in possession of a copy of Notice No. 117.

(UFN)

**SATURDAY 26 AND SUNDAY 27 FEBRUARY – MELTON LANE – HESSLE HAVEN AND HESSLE ROAD •**

Hessle Haven signal box will be abolished. All points worked therefrom will be secured out of use in the normal position pending removal. Hessle Haven level crossing will be permanently closed to road traffic.

The Track Circuit Block Regulations will apply between Melton Lane and Hessle Road.

**Signalling Alterations**

All former Hessle Haven signals will be replated with 'HR' (Hessle Road) prefixes and in addition, the following signals will be renumbered:—

**(Down Main)**

Signal HH11 will be replated as an Automatic signal No. HR275.

Automatic Signal D4 will be replated HR277.

**(Up Main)**

Automatic signal UM4 will be replated HR280.

Signal HH2 will become an Automatic signal replated No. HR278.

The signal-post telephones on the above signals will communicate with Hessle Road signal box. (12)

**SUNDAY 27 FEBRUARY – BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION****Between Apperley Junction and Guiseley Station**

The line will be singled between Apperley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Apperley Single line. The Track Circuit Block Regulations will apply on the Single line between Apperley Junction and Guiseley Station.

**Between Shipley Guiseley Junction and Guiseley Station**

The line will be singled between Shipley Guiseley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Baildon single line. The Track Circuit Block Regulations will apply on the Single line between Shipley Guiseley Junction and Guiseley Station.

Sluicing will take place as required to facilitate the formation of the single lines.

A diagram is included herein illustrating the new colour light signalling controlled from Guiseley Station signal box and the remodelling which will take place on the Leeds side of Guiseley Station.

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

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

## SUNDAY 27 FEBRUARY - BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION - continued

**Apperley Junction**

The single/double line junction will be controlled from existing signalling.

**Esholt Junction**

The signal box, together with all points and signals worked therefrom will be abolished.

The former Junction between the Branch and Main lines will be abolished and the lines will be sluiced as required to form the two separate single lines.

**Shipley Guiseley Junction**

The Down Branch Starting signal will be abolished.

All colour light signals will be replated with 'GJ' prefixes.

**Baildon**

The 'Down' side platform will be used.

**Guiseley Station Signal Box**

All points, the ground frame and existing signalling will be abolished. The new layout and colour light signalling will be controlled from a new switch panel in Guiseley Station signal box.

Menston ground frame will be abolished and the associated points secured out of use.

**New Colour Light Signals** GY -prefix of signal controlled from Guiseley Station

Signal No.	Line	Aspect		Route or Junction Indicator	Destination
		M - Main	S - Sub		
GY7R	Down Apperley Single line distant to GY7				
GY7	Down Apperley Single	Main			GY15
GY15	Down Main Starting				
GY18R	Down Baildon Single line Distant to GY18				
GY18	Down Baildon Single	Main			GY15 (Down Main)
<b>Up Direction</b>					
GY5R	Up Main Distant to GY5				
GY5	Up Main	Main		Junction Indicator Position 1	Up Apperley Single line. Up Baildon Single line.
<b>Ground Position Light</b>					
GY16	Down Main				Up Apperley Single line or Up Baildon Single line.

**Automatic Warning System**

The Automatic Warning System track inductor will be provided at the Apperley Jn. and Guiseley Jn. signals as shown on the diagram.

Emergency Lineside telephones, communicating with Guiseley signal box will be provided as shown on the diagram.



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

## DETAILS OF WORK ALREADY CARRIED OUT

## CROFTON WEST JN.

The Trailing Crossover between the Down and Up Goole Lines has been secured out of use pending removal. The associated ground position light signal No.299 has been abolished. (11)

## BETWEEN GOOLE ENGINE SHED JN. AND POTTERS GRANGE JN.

A temporary level crossing has been brought into use across the Down/Up Wakefield Single line and the Renault (UK) Ltd siding at 0m 11ch.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.(10)

## BETWEEN MOORTHORPE STATION JN. AND SOUTH KIRKBY JN.

A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m 52ch to 0m 57ch. (10)

## \*\* SHAFTHOLME JUNCTION

The main to main trailing crossover at 160 miles 14 chains has been re-sited at 159 miles, 78 chains (352 yards further South).

The associated ground position light signal, D1505 (applying set back Up Main to Down Main or to Down Knottingley) has already been repositioned accordingly. (9)

## \*\* YORK - CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

(CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal) :-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4
		Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
		Up Main Y194 Signal

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK - CLIFTON COACHING STOCK DEPOT - continued

Signal No.	Line	Destination
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal Reception Sidings Lines 21 to 26
CS13	Short Shunt	CS4
CS14	Main Shed Line 20	Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/ Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	CS12

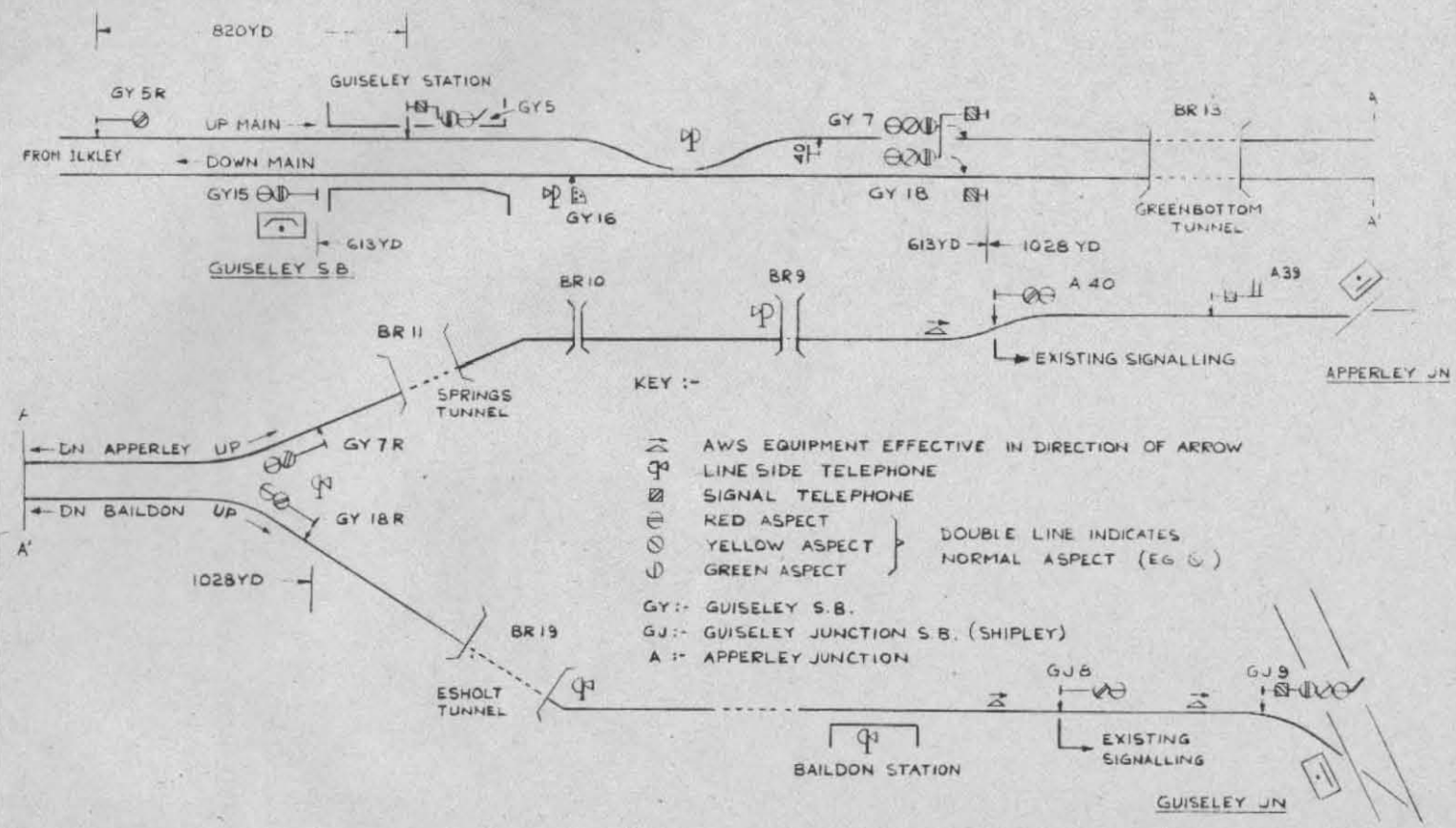
All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower). (9)

## \*\* FRYSTON

A "WHISTLE" board located at 19m. 3ch. on the Up side has been provided to give warning to persons walking the track through the cutting. (9)

SINGLING OF LINES : GUISELEY TO APPERLEY JN. & TO SHIPLEY (GUISELEY JN.)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

\*\*\* CLIFTON CARRIAGE SIDINGS

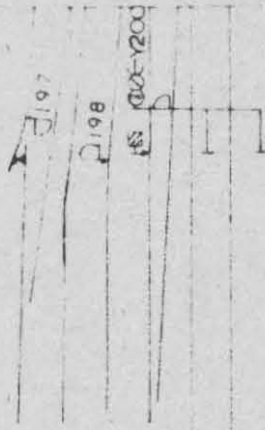
TO YORK

87

RRIP

88

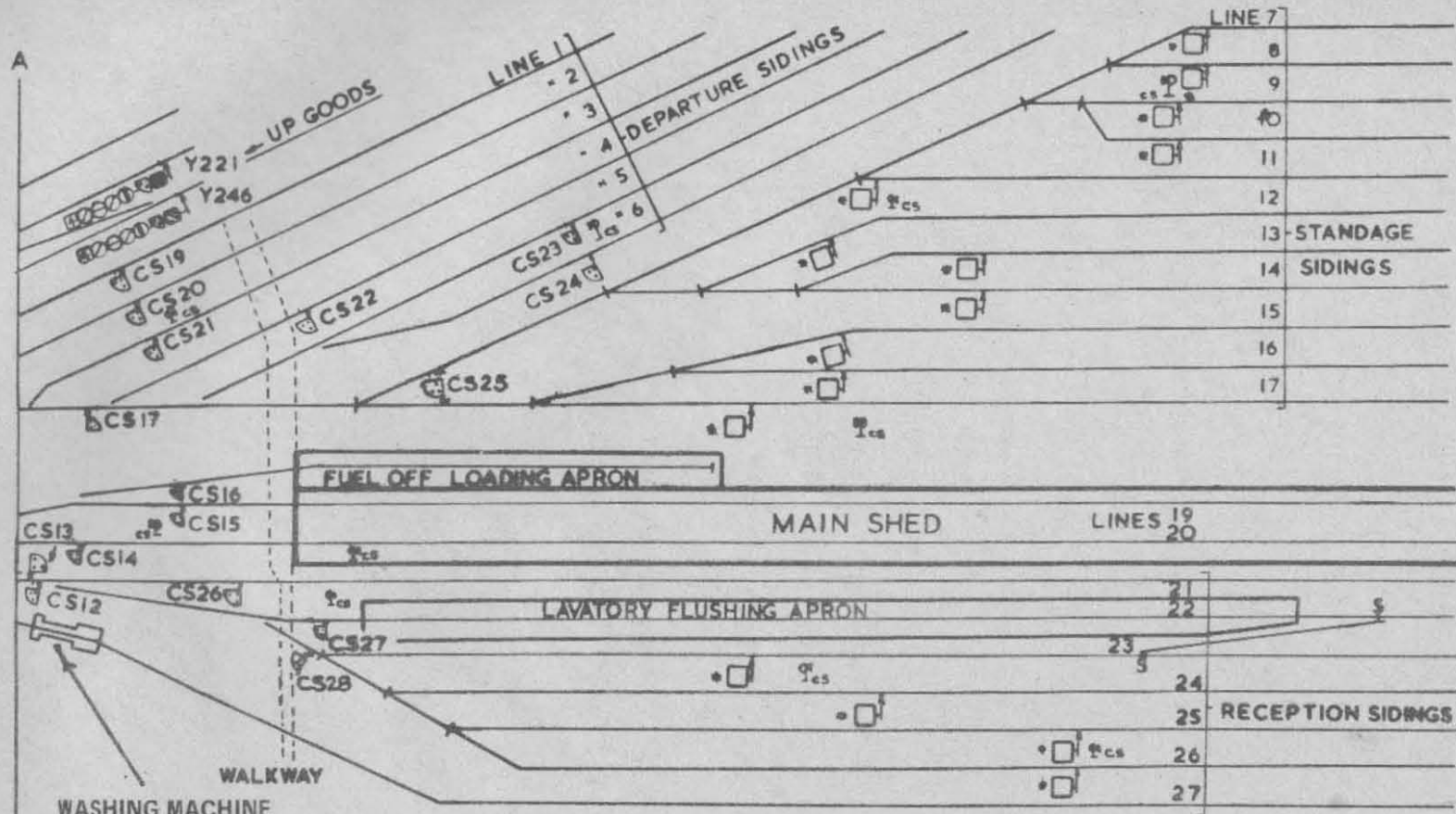
ENGINE SIDING



\* HANDWORKED POINTS  
CLAMPED AND PADLOCKED  
FOR MOVES TO AND FROM  
YORK

SHEET 1 of 3





\* NOTICE BOARD - STOP-TELEPHONE \*

— HAND POINTS.

\*\* CLIFTON CARRIAGE SIDINGS

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

## Section H

## Clause 6.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles". (14D)

## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and Substitute "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and Substitute "any of the last three vehicles". (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 18						
		<b>DONCASTER BLACK CARR JN. TO BERWICK</b> Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37						
		<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b> Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)						
		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 64						
		<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b> Amend first maximum permissible speed EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.		70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	(14D)
Page 67 (Page 25 ND 6D)						
		Between Turners Lane Jn. and Goose Hill Jn. Amend permanent speed restriction (as amended on page 25 ND 6D)		40	49m. 73ch. and 49m. 06ch.	(14D)
Page 76						
		<b>LIVERSEDGE BRANCH</b> Between Thornhill Jn. and Liversedge Jn. Amend:-		20	2m. 23ch. and 2m. 27ch.	(14D)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
 ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
<b>Page 77</b>							
BARNSELEY STATION JN. TO HORBURY JN.							
Between Crigglestone Jn. and Horbury Jn.							
Delete:—					30	30	1m. 53ch. and 1m. 46ch. (14D)
<b>Page 80</b>							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Methley Jn.							
Amend:—					30	To Whitwood Line (14D)	
<b>Page 85</b>							
METHLEY JN. TO CASTLEFORD WHITWOOD							
Methley Jn.							
Delete:—					10	1m. 8ch. and 1m. 12ch. (14D)	
<b>Page 93</b>							
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD							
Between Hickleton and Moorthorpe South							
Delete:—					20	12m. 8ch. and 11½m.p.	
Add:—					60	60	12m. 08ch. and 11½m.p.
Between Moorthorpe South and Moorthorpe							
Delete:—					20	11½m.p. and 12m. 08ch. (14D)	
<b>Page 94</b>							
At Moorthorpe Station Jn.							
Amend:—					50	To South Kirkby Jn. line.	
Between Moorthorpe Station Jn. and Pontefract Baghill							
Delete:—					60	11½m.p. and 11½m.p. (14D)	
<b>Page 94 (page 33 ND 6D)</b>							
Between Brotherton Tunnel and Burton Salmon							
Amend permanent speed restriction (last item on page 33 ND 6D)					50	50	0m. 15ch. and 0m. 01ch. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
<b>Page 96 (Page 36 ND.6D)</b>							
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>							
Add:-		Moorthorpe Station Jn.	0.57				
		(See Page 94)					
		South Kirkby Jn.	0.05				
		(See page 59)					
		Between Moorthorpe Station Jn. and South Kirkby Jn.					
Add:-					30	0m. 52ch. and 0m. 57ch.	(14D)
<b>Page 103 (page 36 ND 6D)</b>							
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>							
		Between Starbeck LC and Belmont LC					
Amend permanent speed restriction (as amended on page 36 ND 6D)			50	50		17m. 50ch. and 18m. 13ch.	(14D)
<b>Page 106</b>							
<b>GUISELEY JN. TO ESHOLT JN.</b>							
Delete maximum permissible speed and substitute:-			50	50		MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.	
			35	35		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY.	(14D)

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location

Description

Add:- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley

Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley

Covers both Apperley and Baildon single lines where parallel between 204¼ m.p. and 205 m.p.

(14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## LOCAL INSTRUCTIONS

Page 257

Add :- GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station. **Until Sunday 27 February.**

Page 257

Add :-

SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
(Amended w.e.f. 27.2.83) (14D)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

York  
18 FEBRUARY, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## MONDAY 7 MARCH - BARNSELY STATION COAL SIDINGS

The points at 6m. 44ch. leading to the Number 1 Dock Sidings will be secured out of use pending removal. (13)

## SUNDAY 6 MARCH - DEARNE VALLEY COLLIERY SIDINGS AND CUDWORTH STATION

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Sidings (former Down Goods) will be abolished south of Ground position light signal No.92.

The Up Through Siding (former Up Goods) will be renamed "Reversing Siding". A "STOP-BLOCK" will be provided in the reversing siding 440 yards south of ground position light signal No.95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines will be replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

## Cudworth Station

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C88 signal) will be replaced C88R. (13)

## SUNDAY 6 MARCH - BRIDLINGTON QUAY \*

The route-indicator on the Up Main Home signal will be abolished and the Signal will now cease to apply towards No. 4 Platform line. (13)

## SUNDAY 6 MARCH - SEAMER WEST \*

The Down Branch Home signal will be renewed 460 yards further from the signal box with the arm at a reduced height of 15ft. above rail level. A signal-post telephone will be provided.

The Down Branch colour light Distant signal will be repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

## SUNDAY 6 MARCH - FILEY \*

The Down Main 1st. Home signal will be renewed 222 yards from the former signal box with the arm at a reduced height of 17ft. above rail level. A signal-post telephone will be provided.

The Down Main semaphore distant signal will be replaced by a 2-aspect colour light Distant signal 566 yards further from the signal box to a position 1,400 yards before reaching the repositioned 1st. Home signal.

The trailing crossover at 44m. 46ch. (immediately North of signal box) will be removed and plain line installed. The associated disc signals will be abolished. (13)

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK REFERRED TO IN SECTION B - continued****EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION - HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)**

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the date of implementation of the various stages will be published. (UFN)

**DETAILS OF WORK ALREADY CARRIED OUT****MELTON LANE - HESSLE HAVEN AND HESSLE ROAD**

Hessle Haven signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. Hessle Haven level crossing has been permanently closed to road traffic.

The Track Circuit Block Regulations will apply between Melton Lane and Hessle Road.

**Signalling Alterations**

All former Hessle Haven signals will be replated with 'HR' (Hessle Road) prefixes and in addition, the following signals will be renumbered:-

**(Down Main)**

Signal HH11 will be replated as an Automatic signal No. HR275.

Automatic Signal D4 will be replated HR277.

**(Up Main)**

Automatic signal UM4 will be replated HR280.

Signal HH2 will become an Automatic signal replated No. HR278.

The signal-post telephones on the above signals will communicate with Hessle Road signal box. (12)

**BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION****Between Apperley Junction and Guiseley Station**

The line has been singled between Apperley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Apperley Single line. The Track Circuit Block Regulations apply on the Single line between Apperley Junction and Guiseley Station.

**Between Shipley Guiseley Junction and Guiseley Station**

The line has been singled between Shipley Guiseley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Baildon single line. The Track Circuit Block Regulations apply on the Single line between Shipley Guiseley Junction and Guiseley Station.

Sluicing will take place as required to facilitate the formation of the single lines.

A diagram is included herein illustrating the new colour light signalling controlled from Guiseley Station signal box and the remodelling which has taken place on the Leeds side of Guiseley Station.

**Apperley Junction**

The single/double line junction will be controlled from existing signalling.

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK REFERRED TO IN SECTION B - continued****EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION - HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)**

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

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**DETAILS OF WORK ALREADY CARRIED OUT****MELTON LANE - HESSLE HAVEN AND HESSLE ROAD**

Hessle Haven signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. Hessle Haven level crossing has been permanently closed to road traffic.

The Track Circuit Block Regulations will apply between Melton Lane and Hessle Road.

**Signalling Alterations**

All former Hessle Haven signals will be replated with 'HR' (Hessle Road) prefixes and in addition, the following signals will be renumbered:-

**(Down Main)**

Signal HH11 will be replated as an Automatic signal No. HR275.

Automatic Signal D4 will be replated HR277.

**(Up Main)**

Automatic signal UM4 will be replated HR280.

Signal HH2 will become an Automatic signal replated No. HR278.

The signal-post telephones on the above signals will communicate with Hessle Road signal box. (12)

**BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION****Between Apperley Junction and Guiseley Station**

The line has been singled between Apperley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Apperley Single line. The Track Circuit Block Regulations apply on the Single line between Apperley Junction and Guiseley Station.

**Between Shipley Guiseley Junction and Guiseley Station**

The line has been singled between Shipley Guiseley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Baildon single line. The Track Circuit Block Regulations apply on the Single line between Shipley Guiseley Junction and Guiseley Station.

Sluicing will take place as required to facilitate the formation of the single lines.

A diagram is included herein illustrating the new colour light signalling controlled from Guiseley Station signal box and the remodelling which has taken place on the Leeds side of Guiseley Station.

**Apperley Junction**

The single/double line junction will be controlled from existing signalling.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION - continued

**Esholt Junction**

The signal box, together with all points and signals worked therefrom will be abolished.

The former Junction between the Branch and Main lines will be abolished and the lines will be sluiced as required to form the two separate single lines.

**Shipley Guiseley Junction**

The Down Branch Starting signal will be abolished.

All colour light signals will be replated with 'GJ' prefixes.

**Baildon**

The 'Down' side platform will be used.

**Guiseley Station Signal Box**

All points, the ground frame and existing signalling will be abolished. The new layout and colour light signalling will be controlled from a new switch panel in Guiseley Station signal box.

Menston ground frame will be abolished and the associated points secured out of use.

**New Colour Light Signals** GY = prefix of signal controlled from Guiseley Station

Signal No.	Line	Aspect		Route or Junction Indicator	Destination
		M - Main	S - Sub		
GY7R	Down Apperley Single line distant to GY7				
GY7	Down Apperley Single	Main			GY15
GY15	Down Main Starting				
GY18R	Down Baildon Single line Distant to GY18				
GY18	Down Baildon Single	Main			GY15 (Down Main)
<b>Up Direction</b>					
GY5R	Up Main Distant to GY5				
GY5	Up Main	Main		Junction Indicator Position 1	Up Apperley Single line. Up Baildon Single line.
<b>Ground Position Light</b>					
GY16	Down Main				Up Apperley Single line or Up Baildon Single line.

**Automatic Warning System**

The Automatic Warning System track inductor will be provided at the Apperley Jn. and Guiseley Jn. signals as shown on the diagram.

Emergency Lineside telephones, communicating with Guiseley signal box will be provided as shown on the diagram.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## CROFTON WEST JN.

The Trailing Crossover between the Down and Up Goole Lines has been secured out of use pending removal. The associated ground position light signal No.299 has been abolished. (11)

## \*\* BETWEEN GOOLE ENGINE SHED JN. AND POTTERS GRANGE JN.

A temporary level crossing has been brought into use across the Down/Up Wakefield Single line and the Renault (UK) Ltd siding at 0m 11ch.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing. (10)

## ● BETWEEN MOORTHORPE STATION JN. AND SOUTH KIRKBY JN.

● A 30 m.p.h. P.S.R. has been introduced on the Up line from 0m 52ch to 0m 57ch. (10)

## \*\* YORK - CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

(CS = Clifton Sidings Y = York (Y) = York controlled ground position light signal) :-  
Attention is drawn to the altered position of CS25 signal on Sheet 3 of the diagrams

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4
		Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
		Up Main Y194 Signal
CS12	Short Shunt	CS4
		CS7
		Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
		Up Main Y194 Signal
		Reception Sidings Lines 21 to 26
CS13	Short Shunt	CS4
CS14	Main Shed Line 20	CS4
		Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
		Up Main Y194 Signal



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

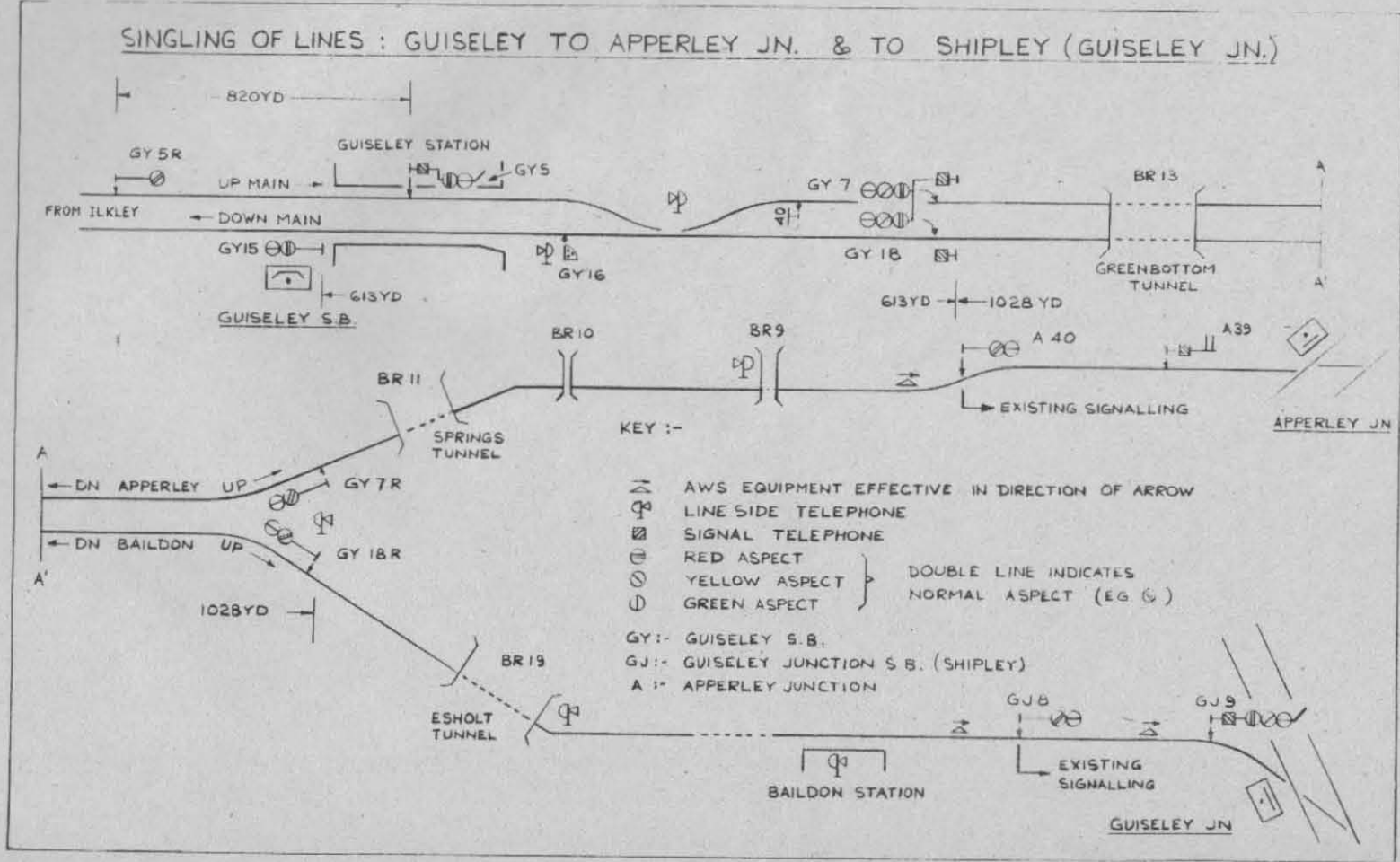
## YORK - CLIFTON COACHING STOCK DEPOT - continued

Signal No.	Line	Destination
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/ Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

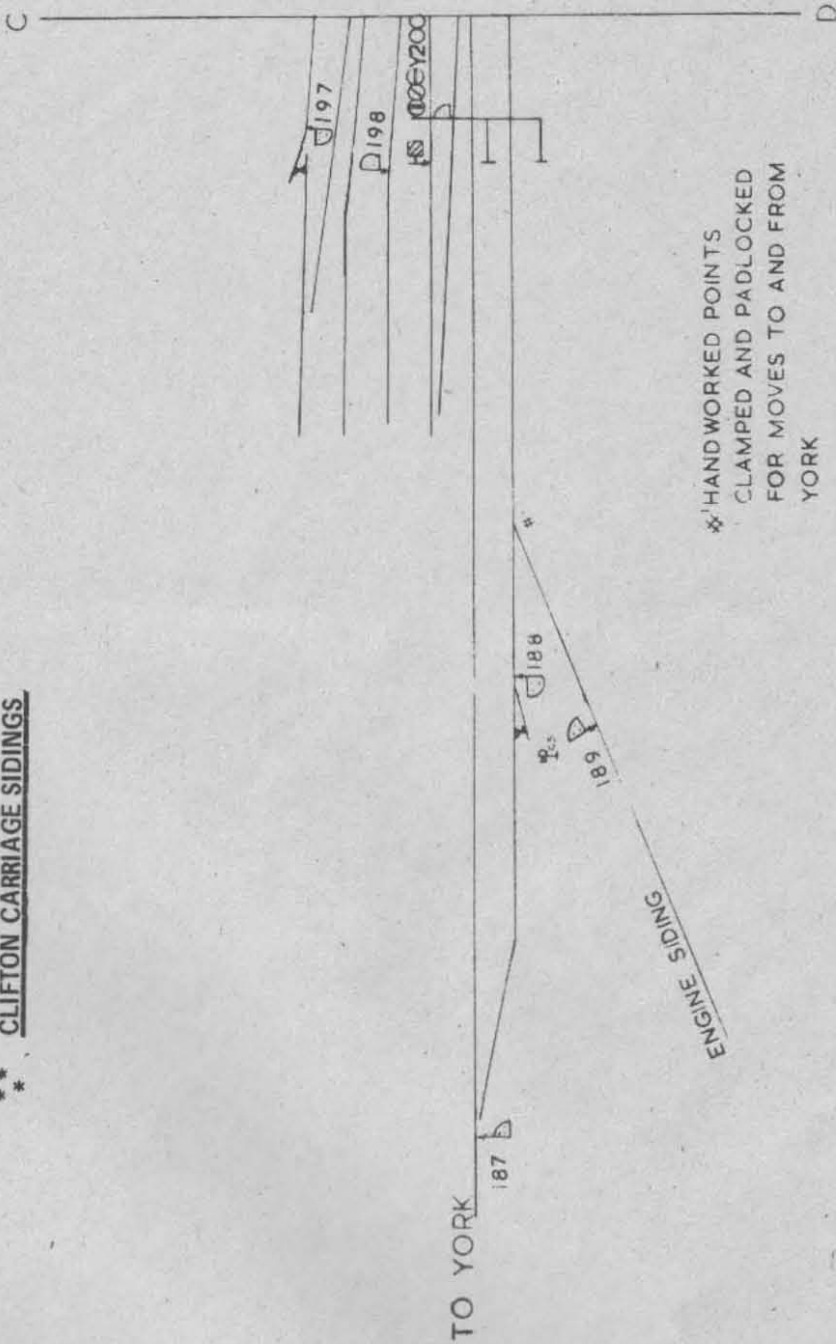
"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower).

SINGLING OF LINES : GUISELEY TO APPERLEY JN. & TO SHIPLEY (GUISELEY JN.)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

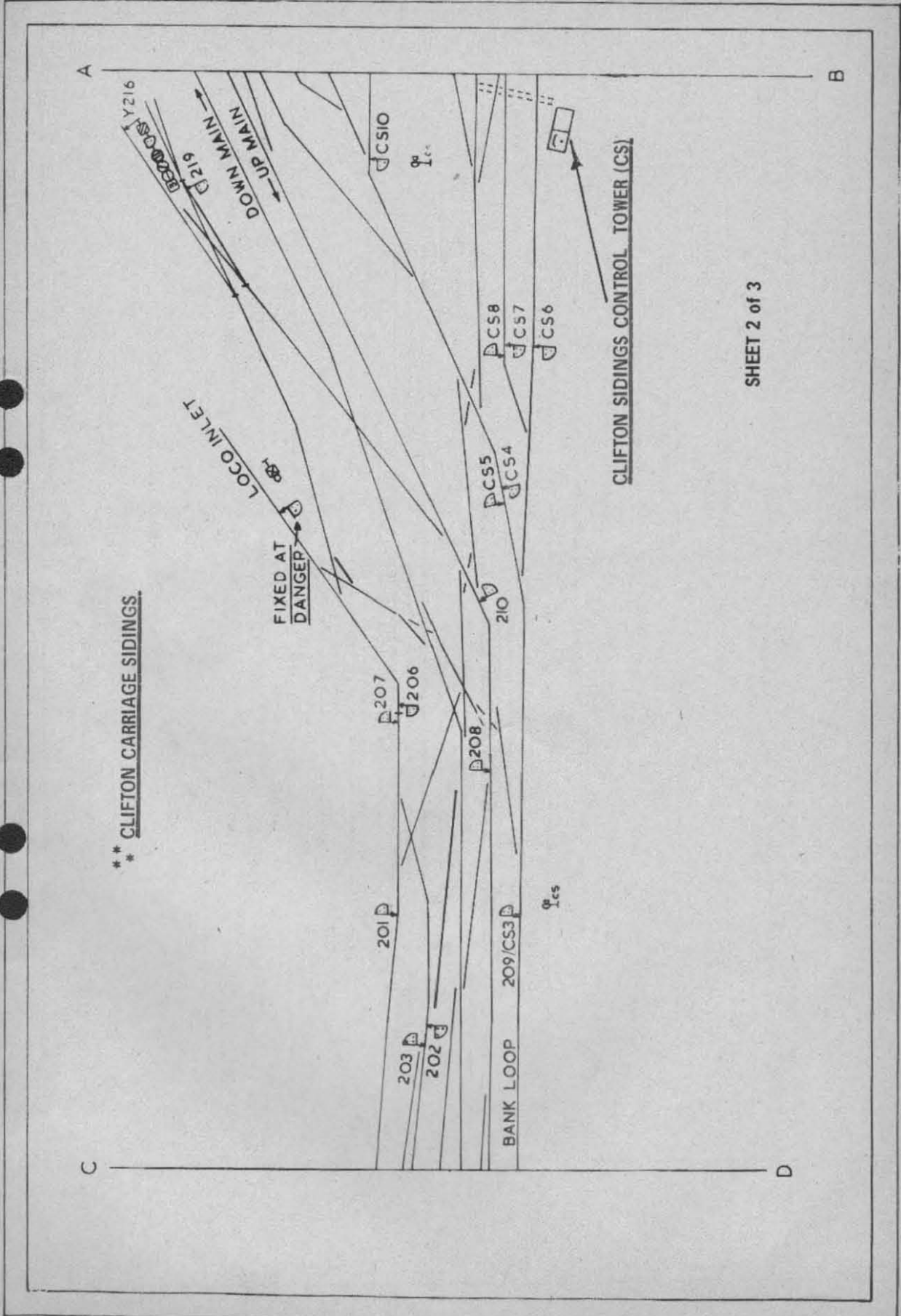
\*\* CLIFTON CARRIAGE SIDINGS \*\*



\* HAND WORKED POINTS  
CLAMPED AND PADLOCKED  
FOR MOVES TO AND FROM  
YORK

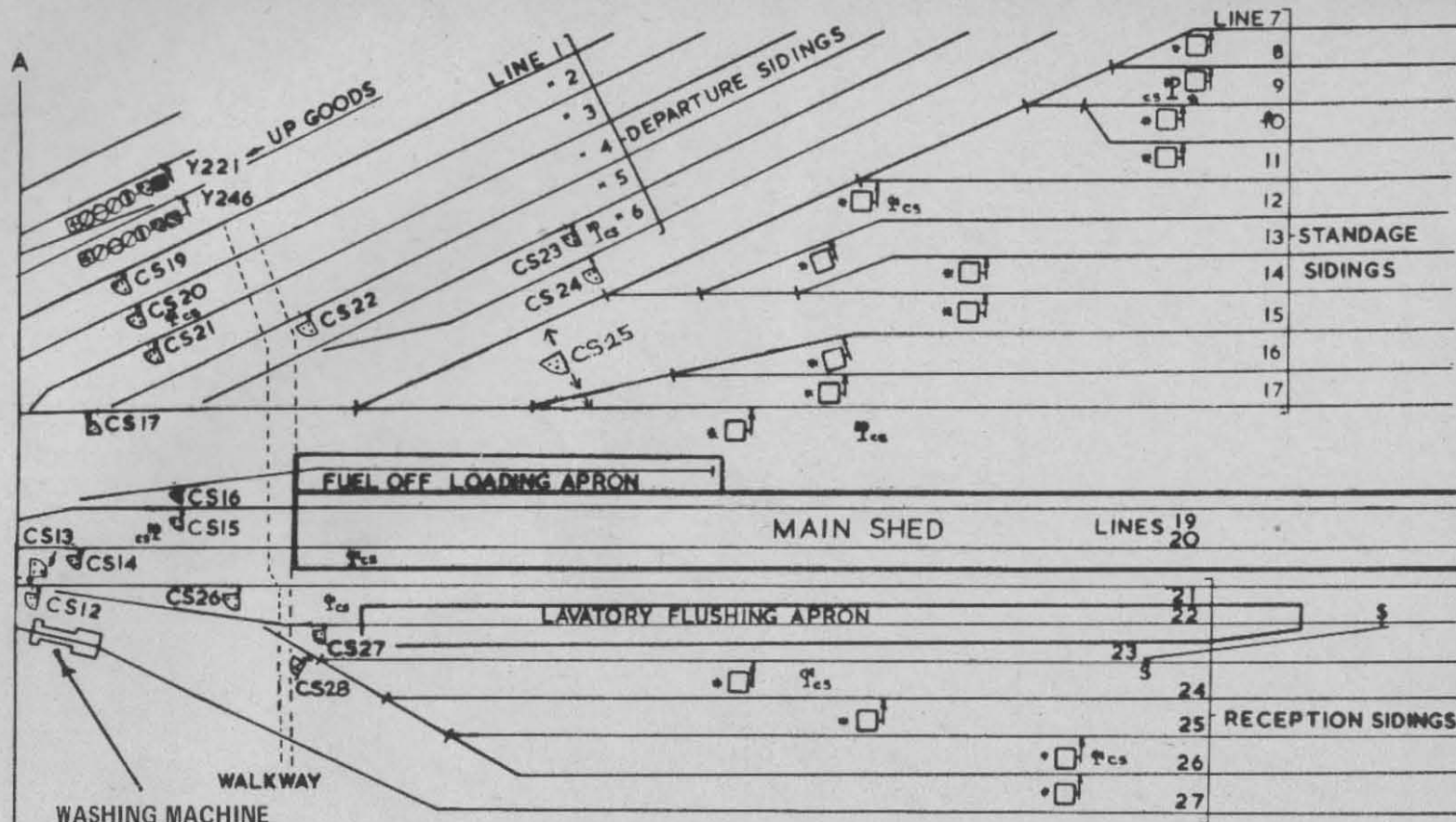
SHEET 1 of 3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



\*\* CLIFTON CARRIAGE SIDINGS.

CLIFTON SIDINGS CONTROL TOWER (CS)



• NOTICE BOARD STOP-TELEPHONE.

↔ HAND POINTS.

\*\* CLIFTON CARRIAGE SIDINGS

SHEET 3 OF 3 (AMENDED)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

Section H  
Clause 6.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles". (14D)

## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains - Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and Substitute "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and Substitute "any of the last three vehicles". (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/2 Class 9 Trains

Delete second paragraph

## Clause H1/4 Classification

Class 6b - Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 18						
		<b>DONCASTER BLACK CARR JN. TO BERWICK</b> Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37						
		<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b> Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)						
		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 64						
		<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b> Amend first maximum permissible speed EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.		70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	(14D)
		At Eastwood (LMR) Add:-				UGL.90
		At Hebden Bridge Add:-	23 56			URS 47 (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
 ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 67 (Page 25 ND 6D)						
		Between Turners Lane Jn. and Goose Hill Jn.				
		Amend permanent speed restriction (as amended on page 25 ND 6D)		40	49m. 73ch. and 49m. 06ch.	(14D)
Page 76						
		LIVERSEEDGE BRANCH				
		Between Thornhill Jn. and Liversedge Jn.				
		Amend:-		20	2m. 23ch. and 2m. 27ch.	(14D)
Page 77						
		BARNSELY STATION JN. TO HORBURY JN.				
		Between Crigglestone Jn. and Horbury Jn.				
		Delete:-		30	30 1m. 53ch. and 1m. 46ch.	(14D)
Page 80						
		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.				
		Methley Jn.				
		Amend:-		30	To Whitwood Line	(14D)
Page 85						
		METHLEY JN. TO CASTLEFORD WHITWOOD				
		Methley Jn.				
		Delete:-		10	1m. 8ch. and 1m. 12ch.	(14D)
Page 93						
		ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD				
		Between Hickleton and Moorthorpe South				
		Delete:-		20	12m. 8ch. and 11½m.p.	
		Add:-		60	60 12m. 08ch. and 11½m.p.	
		Between Moorthorpe South and Moorthorpe				
		Delete:-		20	11½m.p. and 12m. 08ch.	(14D)
Page 94						
		At Moorthorpe Station Jn.				
		Amend:-		50	To South Kirkby Jn. line.	
		Between Moorthorpe Station Jn. and Pontefract Baghill				
		Delete:-		60	11½m.p. and 11½m.p.	(14D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>Page 94</b> (page 33 ND 6D)						
Between Brotherton Tunnel and Burton Salmon						
	Amend permanent speed restriction (last item on page 33 ND 6D)			50	50	0m. 15ch. and 0m. 01ch. (14D)
<b>Page 96</b> (Page 36 ND.6D)						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
	Add:-	Moorthorpe Station Jn. (See Page 94)	0.57			
		South Kirkby Jn. (See page 59)	0.05			
Between Moorthorpe Station Jn. and South Kirkby Jn.						
	Add:-			30		0m. 52ch. and 0m. 57 ch. (14D)
<b>Page 100</b>						
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>						
Between Thackley Jn. and Guiseley Jn.						
<b>Delete:-</b> Down loop from "Running Lines and Signalling System" column						
	At Thackley Jn. Delete:-			25		To Down Loop
	At Guiseley Jn. Delete:-			25		Down Loop to Down. (14D)
<b>Page 103</b> (page 36 ND 6D)						
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
Between Starbeck LC and Belmont LC						
	Amend permanent speed restriction (as amended on page 36 ND 6D)			50	50	17m. 50ch. and 18m. 13ch. (14D)
<b>Page 106</b>						
<b>GUISELEY JN. TO ESHOLT JN.</b>						
Delete maximum permissible speed and substitute:-						
				50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.
				35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Add:-	Description
Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley	Covers both Apperley and Baildon single lines where parallel between 204¼ m.p. and 205 m.p.

(14D)

## LOCAL INSTRUCTIONS

Page 257

Add:- GUISELEY JN. TO ESHOLT JN.

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brake vans are permitted to run on the Down line between Guiseley Jn. and Esholt Jn. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end and the locomotive must run through to Guiseley station. **Until Sunday 27 February.**

Page 257

Add:- SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers' trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers' trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
(Amended w.e.f. 27.2.83) (14D)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 13 MARCH – BETWEEN CHURCH FENTON AND YORK (CHALONERS WHIN)

Revised signalling will be commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main line.

Full details are shown in Signalling Notice No. 119 and all concerned should be in possession of a copy of this notice. (14)

## SUNDAY 13 MARCH – BETWEEN FILEY AND SEAMER WEST

The Down line between a new trailing connection 44m. 49ch. (at the Filey end) and a new facing Single/Double line connection at 49m. 77ch. (at the Seamer end) will become the Single line. The adjacent Up line will subsequently be removed.

Gristhorpe Signal Box will be reduced in status to a Gate Box.

The Track Circuit Block Regulations will apply on the Single line between Filey and Seamer West.

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

The following associated signalling alterations will be carried out:—

**Filey**

The Down Main Starting signal will be abolished.

The Down Main 2nd Home signal will become the Down Main Starting signal to Single line. (The Down Main 1st Home will become the Down Main Home).

The Up Main 2nd Home signal will be abolished. The Up Main 1st Home will apply to the Single line and will become the Up Single line Home to Up Main. A miniature arm "Calling-On" will be provided below this signal and a signal-post telephone will be provided.

**Seamer West**

A signal-post telephone will be provided on the Up Branch Starting signal which will become the Up Branch Starting to Single line.

All intermediate signals will apply (from their present positions) to the single line. The intermediate Up direction signals will be subsequently repositioned adjacent to the single line. (14)

## EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION – HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the details of implementation of the various stages will be published. (UFN)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## BARNESLEY STATION COAL SIDINGS

The points at 6m. 44ch. leading to the Number 1 Dock Sidings have been secured out of use pending removal. (13)

## DEARNE VALLEY COLLIERY SIDINGS AND CUDWORTH STATION

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Siding (former Down Goods) has been abolished south of Ground position light signal No.92.

The Up Through Siding (former Up Goods) has been renamed "Reversing Siding". A "STOP-BLOCK" has been provided in the reversing siding 440 yards south of ground position light signal No.95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines have been replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

**Cudworth Station**

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C88 signal) has been replaced C88R. (13)

## BRIDLINGTON QUAY

The route-indicator on the Up Main Home signal has been abolished and the Signal now ceases to apply towards No.4 Platform line. (13)

## SEAMER WEST

The Down Branch Home signal has been renewed 460 yards further from the signal box with the arm at a reduced height of 15ft. above rail level. A signal-post telephone has been provided.

The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

## FILEY

The Down Main 1st Home signal has been renewed 222 yards further from the signal box with the arm at a reduced height of 17ft. above rail level. A signal-post telephone has been provided.

The Down Main semaphore distant signal has been replaced by a 2-aspect colour light Distant signal 566 yards further from the signal box to a position 1,400 yards before reaching the repositioned 1st, Home signal.

The trailing crossover at 44m. 46ch. (immediately North of signal box) has been removed and plain line installed. The associated disc signals has been abolished. (Amended) (13)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****MELTON LANE – HESSLE HAVEN AND HESSLE ROAD**

Hessle Haven signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. Hessle Haven level crossing has been permanently closed to road traffic.

The Track Circuit Block Regulations will apply between Melton Lane and Hessle Road.

**Signalling Alterations**

All former Hessle Haven signals will be replated with 'HR' (Hessle Road) prefixes and in addition, the following signals will be renumbered:—

**(Down Main)**

Signal HH11 will be replated as an Automatic signal No. HR275.

Automatic Signal D4 will be replated HR277.

**(Up Main)**

Automatic signal UM4 will be replated HR280.

Signal HH2 will become an Automatic signal replated No. HR278.

The signal-post telephones on the above signals will communicate with Hessle Road signal box. (12)

**BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION****Between Apperley Junction and Guiseley Station**

The line has been singled between Apperley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Apperley Single line. The Track Circuit Block Regulations apply on the Single line between Apperley Junction and Guiseley Station.

**Between Shipley Guiseley Junction and Guiseley Station**

The line has been singled between Shipley Guiseley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Baildon single line. The Track Circuit Block Regulations apply on the Single line between Shipley Guiseley Junction and Guiseley Station.

Sluicing has taken place as required to facilitate the formation of the single lines.

A diagram is included herein illustrating the new colour light signalling controlled from Guiseley Station signal box and the remodelling which has taken place on the Leeds side of Guiseley Station.

**Apperley Junction**

The single/double line junction will be controlled from existing signalling.

**Esholt Junction**

The signal box, together with all points and signals worked therefrom has been abolished.

The former Junction between the Branch and Main lines has been abolished and the lines have been sluiced as required to form the two separate single lines.

**Shipley Guiseley Junction**

The Down Branch Starting signal has been abolished.

All colour light signals have been replated with 'GJ' prefixes.

**Baildon**

The 'Down' side platform will be used.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION - continued

**Guiseley Station Signal Box**

All points, the ground frame and existing signalling have been abolished. The new layout and colour light signalling is now controlled from a new switch panel in Guiseley Station signal box.

Menston ground frame has been abolished and the associated points secured out of use.

**New Colour Light Signals** GY =prefix of signal controlled from Guiseley Station

Signal No.	Line	Aspect M - Main S - Sub	Route or Junction Indicator	Destination
GY7R	Down Apperley Single line distant to GY7			
GY7	Down Apperley Single	Main		GY15
GY15	Down Main Starting			
GY18R	Down Baildon Single line Distant to GY18			
GY18	Down Baildon Single	Main		GY15 (Down Main )
<b>Up Direction</b>				
GY5R	Up Main Distant to GY5			
GY5	Up Main	Main	Junction Indicator Position 1	Up Apperley Single line. Up Baildon Single line.
<b>Ground Position Light</b>				
GY16	Down Main			Up Apperley Single line or Up Baildon Single line.

**Automatic Warning System**

The Automatic Warning System track inductor has been provided at the Apperley Jn. and Guiseley Jn. signals as shown on the diagram.

Emergency Lineside telephones, communicating with Guiseley signal box have been provided as shown on the diagram. (12)

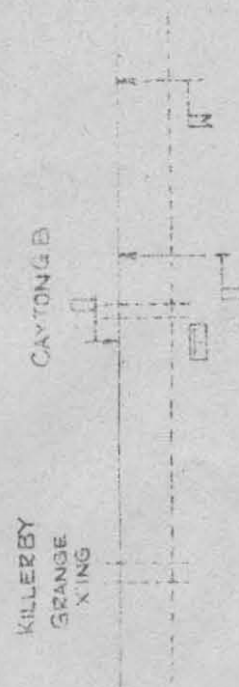
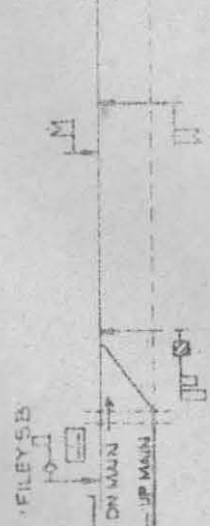
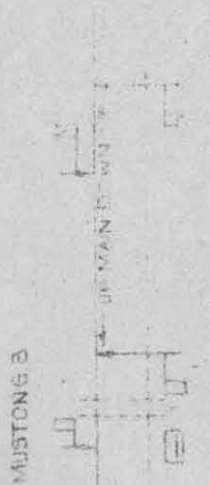
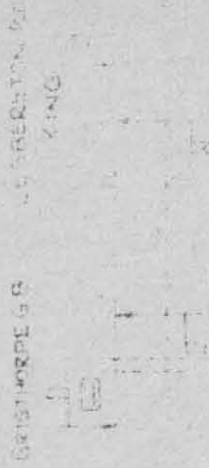
**\*\* CROFTON WEST JN.**

The Trailing Crossover between the Down and Up Goole Lines has been secured out of use pending removal. The associated ground position light signal No.299 has been abolished. (11)

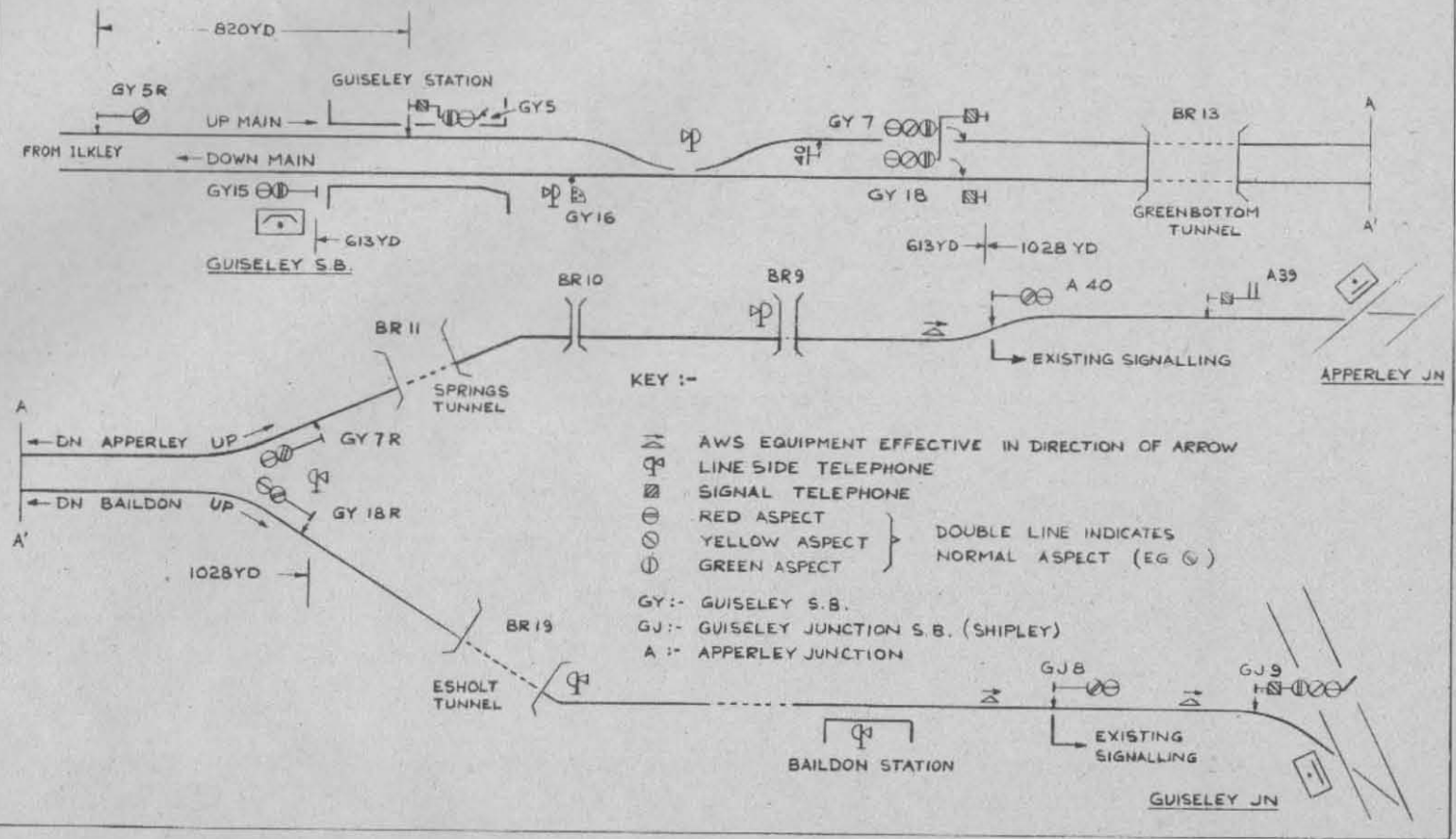
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

FILEY TO SEAMER WEST (SINGLING OF LINE)

SIGNALLING LAYOUT SUN 1974 MARK



SINGLING OF LINES : GUISELEY TO APPERLEY JN. & TO SHIPLEY (GUISELEY JN.)





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

Section H  
Clause 6.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and Substitute "last three vehicles". (14D)

## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and Substitute "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and Substitute "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and Substitute "any of the last three vehicles". (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/2 Class 9 Trains

Delete second paragraph

## Clause H1/4 Classification

Class 6b - Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 18						
		<b>DONCASTER BLACK CARR JN. TO BERWICK</b> Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37						
		<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b> Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)						
		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 64						
		<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b> Amend first maximum permissible speed EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.		70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	(14D)
		At Eastwood (LMR) Add:-				UGL.90
		At Hebden Bridge Add:-	23 56			URS 47 (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
 ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 67 (Page 25 ND 6D)

Between Turners Lane Jn. and Goose Hill Jn.

Amend permanent speed restriction  
 (as amended on page 25 ND 6D)

40 49m. 73ch. and  
 49m. 06ch.

(14D)

Page 76

LIVERSEEDGE BRANCH

Between Thornhill Jn. and Liversedge Jn.

Amend:-

20 2m. 23ch. and  
 2m. 27ch.

(14D)

Page 77

BARNESLEY STATION JN. TO HORBURY JN.

Between Crigglestone Jn. and Horbury Jn.

Delete:-

30 30 1m. 53ch. and  
 1m. 46ch.

(14D)

Page 80

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

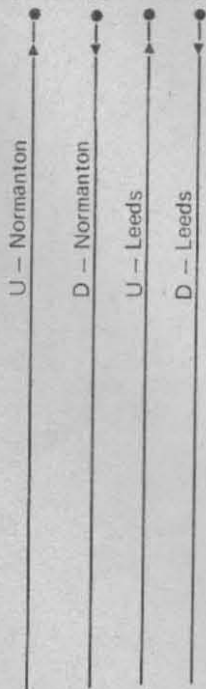
Amend:-

30 To Whitwood Line

(14D)

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.



Church Fenton

10.43

Church Fenton North Jn. (See page 114).

10.31

25

25

All connections  
 10m. 39ch. and  
 10m. 27ch.

Ulleskelf

8.70

Colton South Jn.

6.27

70

Down Normanton to Down Leeds.

Colton South Jn. to Chaloners Whin Jn. controlled by York box.

70

Up Leeds to Up Normanton.

Colton North Jn.

4.59

70

Down Normanton to Down Leeds.

70

Up Leeds to Up Normanton.

Earfit Lane L.C. (R/G)

4.35

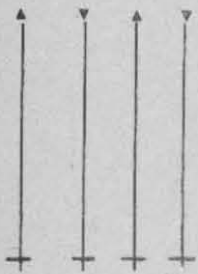
85

Leeds line 4 1/4 m.p. and 2 m.p.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h. At or Between	
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. - continued</b>						
Pages 84 and 85 - Substitute - continued						
		Copmanthorpe No.2 L.C. (R/G)	3.20	25	25	All connections 2m. 09ch. and 1m. 72ch.
		Chaloners Whin Jn. (See page 21).	1.77	70		Both lines 2 m.p. and 3 m.p. (w.e.f. Sunday 13 March) (UFN)
Page 85						
METHLEY JN. TO CASTLEFORD WHITWOOD						
Methley Jn.						
Delete:-						
				10		1m. 8ch. and 1m. 12ch. (14D)
Page 93						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Between Hickleton and Moorthorpe South						
Delete:-						
				20		12m. 8ch. and 11¼m.p.
Add:-						
				60	60	12m. 08ch. and 11¼m.p.
Between Moorthorpe South and Moorthorpe						
Delete:-						
				20		11½m.p. and 12m. 08ch. (14D)
Page 94						
At Moorthorpe Station Jn.						
Amend:-						
				50		To South Kirkby Jn. line.
Between Moorthorpe Station Jn. and Pontefract Baghill						
Delete:-						
				60		11¼m.p. and 11¼m.p. (14D)
Page 94 (page 33 ND 6D)						
Between Brotherton Tunnel and Burton Salmon						
Amend permanent speed restriction (last item on page 33 ND 6D)						
				50	50	0m. 15ch. and 0m. 01ch. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Page 96 (Page 36 ND.6D)							
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>							
Add:-		Moorthorpe Station Jn.	0.57				
		(See Page 94)					
		South Kirkby Jn.	0.05				
		(See page 59)					
		Between Moorthorpe Station Jn. and South Kirkby Jn.					
Add:-					30	0m. 52ch. and 0m. 57ch.	(14D)
Page 100							
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>							
Between Thackley Jn. and Guiseley Jn.							
<b>Delete:-</b> Down loop from "Running Lines and Signalling System" column							
		At Thackley Jn.					
<b>Delete:-</b>				25		To Down Loop	
		At Guiseley Jn.					
<b>Delete:-</b>				25		Down Loop to Down.	(14D)
Page 103 (page 36 ND 6D)							
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>							
Between <b>Starbeck</b> LC and Belmont LC							
<b>Amend</b> permanent speed restriction (as amended on page 36 ND 6D)				50	50	17m. 50ch. and 18m. 13ch.	(14D)
Page 106							
<b>GUISELEY JN. TO ESHOLT JN.</b>							
<b>Delete</b> maximum permissible speed and <b>substitute:-</b>							
				50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.	
				35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY.	(14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Description
Add:- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley  Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 204½ m.p. and 205 m.p.

(14D)

## LOCAL INSTRUCTIONS

Page 257

Add :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.

(Amended w.e.f. 27.2.83) (14D)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice.

(14)

## SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect.

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York  
4 MARCH, 1983

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 20 MARCH - BETWEEN MOORTHORPE STATION JN. AND PONTEFRACT BAGHILL

The catch points in the Down line at 7m. 11ch, 1,090 yards before reaching signal F.601 will be removed and plain line installed.

## SUNDAY 20 MARCH - BRIDLINGTON SOUTH AND BRIDLINGTON QUAY -

**Bridlington Station**

Nos. 1 and 2 Platform lines will be taken out of use. All connections leading to and from these Platform lines will be abolished.

No.4 Platform line will become a Down direction running line and the Absolute Block Regulations will apply between Bridlington South and Bridlington Quay.

**Bridlington South**

The Down Main line will be slued into No.4 Platform line.

A new trailing crossover will be installed between No.4 and No.5 Platform lines, 80 yards South of the Station Platforms.

**Signalling Alterations**

Nos. 1 and 2 Platform Up Starting signals will be abolished.

The double disc applying Up Main to former 1 or 2 Platform lines will now apply towards 4 or 5 Platform lines respectively.

The route indications '1' and '2' formerly displayed on the Down Main Home signal route indicator will be substituted by route indication '4' which will apply towards No.4 Platform line.

**Bridlington Quay**

Down (No.2) Siding will be abolished. The existing connection from the Shunt Spur to Down (No.2) Siding will become Trap points.

No.4 Platform line will be extended to become continuous with the Shunt Spur. The single ended facing connection leading from Single line to Nos.4 or 5 Platforms will be remodelled to form a double ended facing connection between No.4 Platform/Shunt spur and No.5 Platform/Single line.

**Signalling Alterations (Bridlington Quay)****Signals Abolished**

Platform Nos. 1 and 2 Down Home signals to Single line.

Ground disc applying Down (No.2) Siding to Shunt Spur.

Ground disc (one of two) - Shunt Spur to Down (No.2) Siding.

**SECTION C -- SIGNALLING AND PERMANENT WAY ALTERATIONS -- continued****DETAILS OF WORK REFERRED TO IN SECTION B -- continued****SUNDAY 20 MARCH -- BRIDLINGTON SOUTH AND BRIDLINGTON QUAY -- continued****Altered Signals (Bridlington Quay)**

The ground disc (one of two referred to above) previously applying from Shunt Spur to 1 or 2 Platform lines will now apply towards No.4 Platform line.

The Route Indicator has been removed from the Up Single line home and the signal has ceased to apply towards No.4 Platform.

A new No.4 Platform line Home to Single line will be provided 10 yards North of No.4 Platform and 186 yards before reaching the signal box. An adjacent ground disc signal will be provided applying from No.4 Platform towards the Shunt Spur.

**EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION -- HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)**

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the date of implementation of the various stages will be published. (UFN)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN CHURCH FENTON AND YORK (CHALONERS WHIN)**

Revised signalling has been commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main line.

Full details are shown in Signalling Notice No. 119 and all concerned should be in possession of a copy of this notice. (14)

**BETWEEN FILEY AND SEAMER WEST (w.e.f. Sunday, 13. 3. 88)**

The Down line between a new trailing connection 44m. 49ch. (at the Filey end) and a new facing Single/Double line connection at 49m. 77ch. (at the Seamer end) has become the Single line. The adjacent Up line will subsequently be removed.

Gristhorpe Signal Box has been reduced in status to a Gate Box.

The Track Circuit Block Regulations apply on the Single line between Filey and Seamer West.

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

The following associated signalling alterations have been carried out:--

**Filey**

The Down Main Starting signal has been abolished.

The Down Main 2nd. Home signal has become the Down Main Starting signal to Single line. (The Down Main 1st. Home has become the Down Main Home).

The Up Main 2nd. Home signal has been abolished. The Up Main 1st. Home applies to the Single line and has become the Up Single line Home to Up Main. A miniature arm "Calling-On" has been provided below this signal and a signal-post telephone has been provided.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN FILEY AND SEAMER WEST – continued****Seamer West**

A signal-post telephone has been provided on the Up Branch Starting signal which has become the Up Branch Starting to Single line.

All intermediate signals now apply (from their present positions) to the single line. The intermediate Up direction signals will be subsequently repositioned adjacent to the single line. (14)

**BARNESLEY STATION COAL SIDINGS**

The points at 6m. 44ch. leading to the Number 1 Dock Sidings have been secured out of use pending removal. (13)

**DEARNE VALLEY COLLIERY SIDINGS AND CUDWORTH STATION**

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Siding (former Down Goods) has been abolished south of Ground position light signal No.92.

The Up Through Siding (former Up Goods) has been renamed "Reversing Siding". A "STOP-BLOCK" has been provided in the reversing siding 440 yards south of ground position light signal No.95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines have been replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

**Cudworth Station**

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C88 signal) has been replated C88R. (13)

**SEAMER WEST**

The Down Branch Home signal has been renewed 460 yards further from the signal box with the arm at a reduced height of 15ft. above rail level. A signal-post telephone has been provided.

The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

**FILEY**

The Down Main 1st Home signal has been renewed 222 yards further from the signal box with the arm at a reduced height of 17ft. above rail level. A signal-post telephone has been provided.

The Down Main semaphore distant signal has been replaced by a 2-aspect colour light Distant signal 566 yards further from the signal box to a position 1,400 yards before reaching the repositioned 1st, Home signal.

The trailing crossover at 44m. 46ch. (immediately North of signal box) has been removed and plain line installed. The associated disc signals has been abolished. (Amended) (13)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* MELTON LANE – HESSLE HAVEN AND HESSLE ROAD**

Hessle Haven signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. Hessle Haven level crossing has been permanently closed to road traffic.

The Track Circuit Block Regulations will apply between Melton Lane and Hessle Road.

**Signalling Alterations**

All former Hessle Haven signals will be replated with 'HR' (Hessle Road) prefixes and in addition, the following signals will be renumbered:—

**(Down Main)**

Signal HH11 will be replated as an Automatic signal No. HR275.

Automatic Signal D4 will be replated HR277.

**(Up Main)**

Automatic signal UM4 will be replated HR280.

Signal HH2 will become an Automatic signal replated No. HR278.

The signal-post telephones on the above signals will communicate with Hessle Road signal box. (12)

**\*\* BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION****Between Apperley Junction and Guiseley Station**

The line has been singled between Apperley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Apperley Single line. The Track Circuit Block Regulations apply on the Single line between Apperley Junction and Guiseley Station.

**Between Shipley Guiseley Junction and Guiseley Station**

The line has been singled between Shipley Guiseley Junction and a point 200 yards on the Leeds side of Guiseley Station to form the Down/Up Baildon single line. The Track Circuit Block Regulations apply on the Single line between Shipley Guiseley Junction and Guiseley Station.

Sluicing has taken place as required to facilitate the formation of the single lines.

A diagram is included herein illustrating the new colour light signalling controlled from Guiseley Station signal box and the remodelling which has taken place on the Leeds side of Guiseley Station.

**Apperley Junction**

The single/double line junction will be controlled from existing signalling.

**Esholt Junction**

The signal box, together with all points and signals worked therefrom has been abolished.

The former Junction between the Branch and Main lines has been abolished and the lines have been slued as required to form the two separate single lines.

**Shipley Guiseley Junction**

The Down Branch Starting signal has been abolished.

All colour light signals have been replated with 'GJ' prefixes.

**Baildon**

The 'Down' side platform will be used.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BETWEEN APPERLEY JUNCTION AND GUISELEY STATION AND BETWEEN SHIPLEY GUISELEY JUNCTION AND GUISELEY STATION - continued

**Guiseley Station Signal Box**

All points, the ground frame and existing signalling have been abolished. The new layout and colour light signalling is now controlled from a new switch panel in Guiseley Station signal box.

Menston ground frame has been abolished and the associated points secured out of use.

**New Colour Light Signals** GY =prefix of signal controlled from Guiseley Station

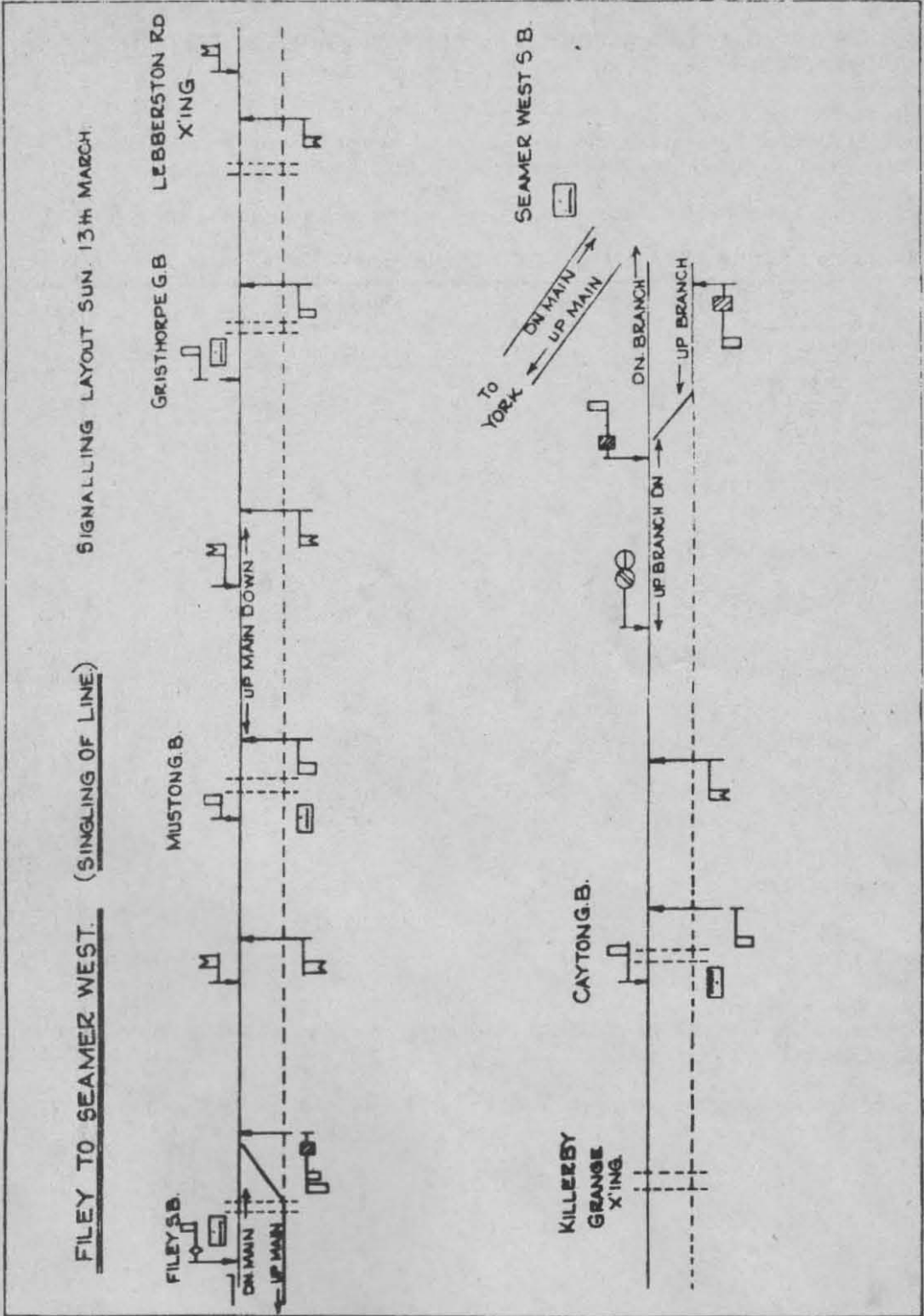
Signal No.	Line	Aspect M - Main S - Sub	Route or Junction Indicator	Destination
GY7R	Down Apperley Single line distant to GY7			
GY7	Down Apperley Single	Main		GY15
GY15	Down Main Starting			
GY18R	Down Baildon Single line Distant to GY18			
GY18	Down Baildon Single	Main		GY15 (Down Main )
<b>Up Direction</b>				
GY5R	Up Main Distant to GY5			
GY5	Up Main	Main	Junction Indicator Position 1	Up Apperley Single line. Up Baildon Single line.
<b>Ground Position Light</b>				
GY16	Down Main			Up Apperley Single line or Up Baildon Single line.

**Automatic Warning System**

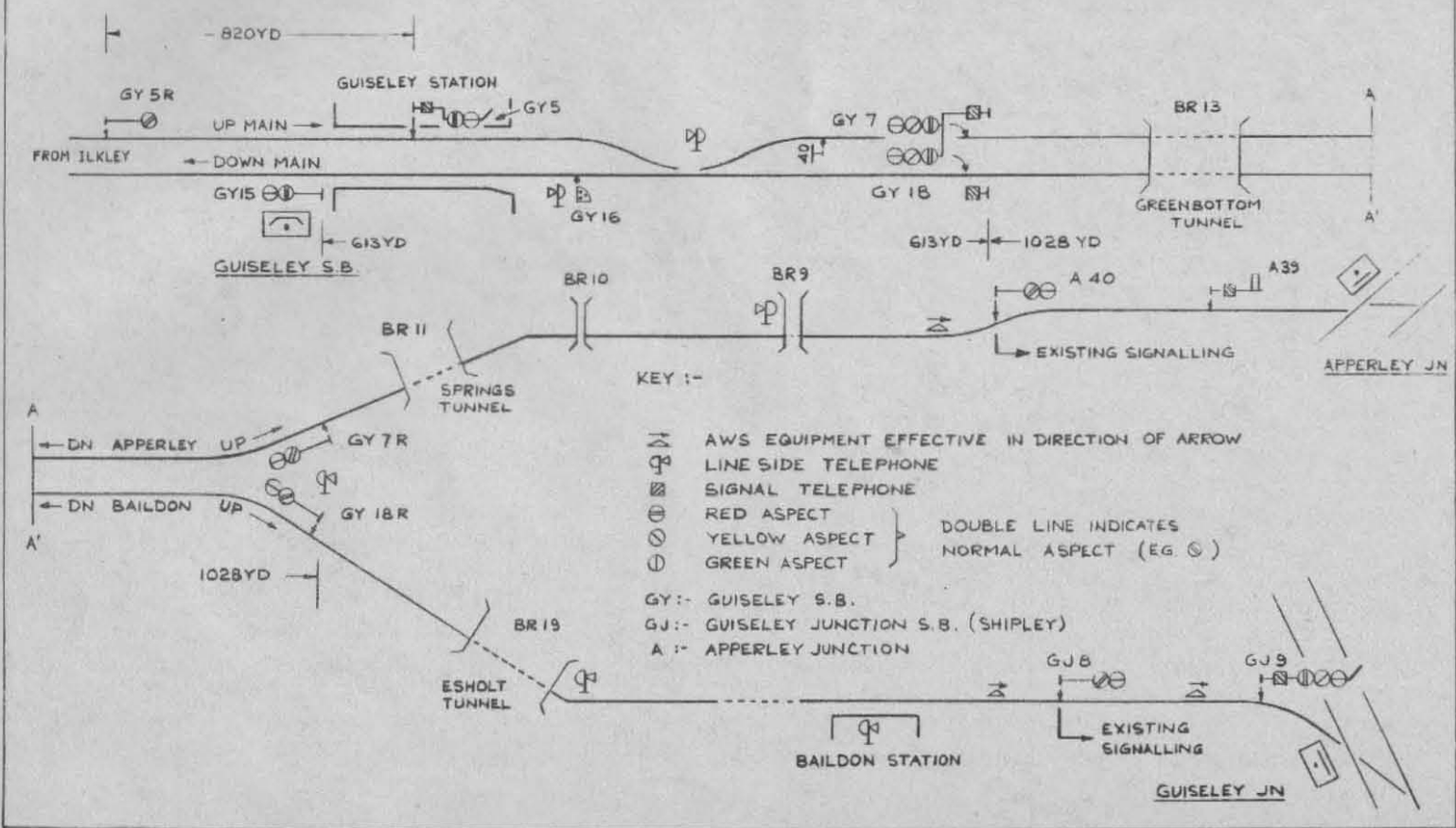
The Automatic Warning System track inductor has been provided at the Apperley Jn. and Guisley Jn. signals as shown on the diagram.

Emergency Lineside telephones, communicating with Guiseley signal box have been provided as shown on the diagram.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



\*\* SINGLING OF LINES : GUISELEY TO APPERLEY JN. & TO SHIPLEY (GUISELEY JN.)



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

## Section H

## Clause 6.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles". (14D)

---

## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and **Substitute** "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and **Substitute** "any of the last three vehicles". (14D)

---

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/2 Class 9 Trains

Delete second paragraph

## Clause H1/4 Classification

Class 6b - Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

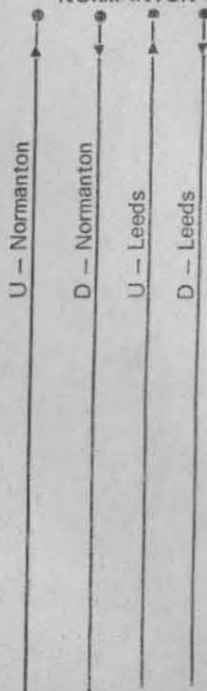
Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 18		DONCASTER BLACK CARR JN. TO BERWICK Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 64		EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Amend first maximum permissible speed EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.  At Eastwood (LMR) Add:-  At Hebden Bridge Add:-		70  23 56	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	  UGL.90  URS 47 (14D)
Page 67 (Page 25 ND 6D)		Between Turners Lane Jn. and Goose Hill Jn. Amend permanent speed restriction (as amended on page 25 ND 6D)		40	49m. 73ch. and 49m. 06ch.	(14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>Page 76</b>						
<b>LIVERSEDGE BRANCH</b>						
Between Thornhill Jn. and Liversedge Jn.						
Amend:--						
			20		2m. 23ch. and 2m. 27ch.	(14D)
<b>Page 77</b>						
<b>BARNLEY STATION JN. TO HORBURY JN.</b>						
Between Craggstone Jn. and Horbury Jn.						
Delete:--						
			30	30	1m. 53ch. and 1m. 46ch.	(14D)
<b>Page 80</b>						
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>						
Methley Jn.						
Amend:--						
			30	To Whitwood Line		(14D)
<b>Page 81</b>						
<b>STAIRFOOT JN. TO CUDWORTH STATION JN.</b>						
Delete from remarks column:--						
						CW. Down at 0m. 4ch. 530 yards before reaching Starting signal. (14D)
<b>Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.</b>						
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>						
		Church Fenton	10.43			
		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.
		Uileskelf	8.70			
		Colton South Jn.	6.27	70		Down Normanton to Down Leeds. Colton South Jn. to Chaloners Whin Jn. controlled by York box.
					70	Up Leeds to Up Normanton.
		Colton North Jn.	4.59	70		Down Normanton to Down Leeds.
					70	Up Leeds to Up Normanton.
		Earfit Lane L.C. (R/G)	4.35			
				85		Leeds line 4¼ m.p. and 2 m.p.





## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

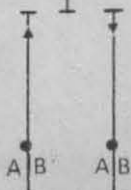
Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. - continued</b>						
Pages 84 and 85 - substitute - continued						
	↑	Copmanthorpe No.2 L.C. (R/G)	3.20	25	25	All connections 2m. 09ch. and 1m. 72ch.
	↑	Chaloners Whin Jn. (See page 21).	1.77	70	70	Both lines 2 m.p. and 3 m.p. (w.e.f. Sunday 13 March) (UFN)
Page 85						
<b>METHLEY JN. TO CASTLEFORD WHITWOOD</b>						
Methley Jn.						
Delete:-						
				10	10	1m. 8ch. and 1m. 12ch. (14D)
Page 93						
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD</b>						
Between Hickleton and Moorthorpe South						
Delete:-						
				20	20	12m. 8ch. and 11¼m.p.
Add:-						
				60	60	12m. 08ch. and 11¼m.p.
Between Moorthorpe South and Moorthorpe						
Delete:-						
				20	20	11½m.p. and 12m. 08ch. (14D)
Page 94						
At Moorthorpe Station Jn.						
Amend:-						
				50	50	To South Kirkby Jn. line.
Between Moorthorpe Station Jn. and Pontefract Baghill						
Delete:-						
				60	60	11¼m.p. and 11½m.p. (14D)
Page 94 (page 33 ND 6D)						
Between Brotherton Tunnel and Burton Salmon						
Amend permanent speed restriction (last item on page 33 ND 6D)						
				50	50	0m. 15ch. and 0m. 01ch. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<b>Page 96 (Page 36 ND.6D)</b>						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
Add:-		Moorthorpe Station Jn. (See Page 94)	0.57			
		South Kirkby Jn. (See page 59)	0.05			
		Between Moorthorpe Station Jn. and South Kirkby Jn.				
Add:-				30	0m. 52ch. and 0m. 57 ch.	(14D)
<b>Page 100</b>						
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>						
Between Thackley Jn. and Guiseley Jn.						
<b>Delete:-</b> Down loop from "Running Lines and Signalling System" column						
		At Thackley Jn.				
<b>Delete:-</b>			25		To Down Loop	
		At Guiseley Jn.				
<b>Delete:-</b>			25		Down Loop to Down.	(14D)
<b>Page 103 (page 36 ND 6D)</b>						
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
Between Starbeck LC and Belmont LC						
<b>Amend</b> permanent speed restriction (as amended on page 36 ND 6D)			50	50	17m. 50ch. and 18m. 13ch.	(14D)
<b>Page 105</b>						
<b>APPERLEY JN. TO ILKLEY STATION</b>						
<b>Delete</b> all details between Apperley Jn. and Guiseley and <b>Substitute:-</b>						
		Apperley Jn. (See page 100)	202.03			AWS not provided
		Apperley Lane Tunnel (75 yards)	202.61 to 202.64			
		Springs Tunnel (77 yards)	204.07 to 204.11	30	30 204m. 29ch. and 204m. 32ch.	
		Greenbottom Tunnel (134 yards)	204.61 to 204.67	40	40 205m. 01ch. and 205m. 07ch.	
			205.07	25	Up to Single lines 205m. 10ch. and 205m. 07ch.	
		Guiseley (See page 106)	205.22			
						(w.e.f. 09 00 Monday 21 March) (14D)

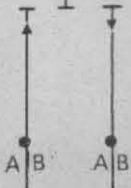


## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 96 (Page 36 ND.6D)						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
Add:-		Moorthorpe Station Jn. (See Page 94)	0.57			
		South Kirkby Jn. (See page 59)	0.05			
		Between Moorthorpe Station Jn. and South Kirkby Jn.				
Add:-				30	0m. 52ch. and 0m. 57 ch.	(14D)
Page 100						
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>						
Between Thackley Jn. and Guiseley Jn.						
Delete:- Down loop from "Running Lines and Signalling System" column						
		At Thackley Jn.				
Delete:-				25	To Down Loop	
		At Guiseley Jn.				
Delete:-				25	Down Loop to Down.	(14D)
Page 103 (page 36 ND 6D)						
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
Between Starbeck LC and Belmont LC						
Amend permanent speed restriction (as amended on page 36 ND 6D)						
				50	50 17m. 50ch. and 18m. 13ch.	(14D)
Page 105						
<b>APPERLEY JN. TO ILKLEY STATION</b>						
Delete all details between Apperley Jn. and Guiseley and Substitute:-						
		Apperley Jn. (See page 100)	202.03			AWS not provided
		Apperley Lane Tunnel (75 yards)	202.61 to 202.64			
		Springs Tunnel (77 yards)	204.07 to 204.11	30	30 204m. 29ch. and 204m. 32ch.	
		Greenbottom Tunnel (134 yards)	204.61 to 204.67	40	40 205m. 01ch. and 205m. 07ch.	
			205.07	25	Up to Single lines 205m. 10ch. and 205m. 07ch.	
		Guiseley (See page 106)	205.22			(w.e.f. 09 00 Monday 21 March) (14D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 106

## GUISELEY JN. TO ESHOLT JN.

Delete maximum permissible speed and substitute:-

50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.
35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY.

(Until 09 00 Monday 21 March) (14D)

Delete heading and table and substitute:-

## SHIPLEY, GUISELEY JN. TO GUISELEY

50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY
35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY

Guiseley Jn. (See page 100)	3.41
--------------------------------	------

AWS not provided

25	3m. 34ch. and 3m. 41ch.
----	-------------------------

Baildon	2.29
---------	------

Baildon No.1 Tunnel (156 yards)	2.14 to 2.07
------------------------------------	--------------------

Baildon No.2 Tunnel (274 yards)	2.03 to 1.71
------------------------------------	--------------------

Esholt Tunnel (548 yards)	0.52 to 0.27
------------------------------	--------------------

	0.00
	<u>204.32</u>

Greenbottom Tunnel (134 yards)	204.61 to 204.67
-----------------------------------	------------------------

Guiseley (See page 105)	205.07
----------------------------	--------

(w.e.f. 09 00 Monday 21 March) (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<b>HULL PARAGON TO SEAMER WEST</b>						
Delete portion of line Filey to Seamer West (incl.) and substitute:-						
	Filey		40	40	44½m.p. and 44m. 50ch.	
	Filey LC	44.35	50		45m. 35ch. and 45m. 50ch.	
	Muston LC	45.41	50		45½m.p. and 45m. 35ch.	
	Gristhorpe LC	46.38	20		46½m.p. and 45½m.p.	
	Lebberston Road LC	46.72				
	Cayton LC	48.19				
	Seamer West (See page 43)	50.43	40		Double to Single line	
			25		50m. 36ch. and 50m. 43ch.	(14D)

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>HULL WEST PARADE TO SEAMER WEST</b>				
<b>Add:-</b>				
Bridlington Quay	Bridlington South	No.4 Platform		20 SLU clear weather. 10 SLU fog or falling snow. Empty Coaching stock. (14D) Commencing Sunday 20 March

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Description
<b>Add:- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley</b>  Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 20¼ m.p. and 205 m.p.

(14D)

## LOCAL INSTRUCTIONS

Page 257

Add :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
(Amended w.e.f. 27.2.83) (14D)

## HULL PARAGON TO SEAMER WEST

Page 263

Delete:- line heading  
**BRIDLINGTON**  
 heading and item

(Commencing Sunday 20.3.83) (14D)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

## SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect.

NS 13  
26/3 - 1/4/83

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 27 MARCH - LEEDS HUNSLET SIDINGS (HUNSLET HOLDINGS LTD.)

The points at 194m. 34ch. on the Up Hunslet Goods line leading to Hunslet Holdings Ltd. Private Sidings will be secured out of use pending removal. (16)

## SUNDAY 27 MARCH - POTTERS GRANGE JUNCTION •

The new Renault Siding will be commissioned.

The facing points in the (Up) Wakefield Single line, leading to the new Renault Siding and power operated from Goole signal box will be brought into use.

A new ground position light signal (No. 89), at the exit from the Siding will be provided, which will apply - Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying - set back on Down Hull towards the Up Wakefield Single line signal G34, will now also apply towards new Renault Siding.

An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary), towards Renault Siding. (16)

## MONDAY 28 MARCH - BETWEEN BARNSELY STATION JN. AND DARTON

A 20m.p.h. P.S.R. will be introduced on the Down and Up lines between 52m. 26ch. and 51m. 24ch. (16)

## TUESDAY 29 MARCH - BEVERLEY DOWN YARD •

The outside road at 8m. 35ch. adjacent to the former Goods Warehouse will be secured out of use until further notice. (16)

## EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION - HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the date of implementation of the various stages will be published. (UFN)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## STAINFORTH JUNCTION

The Engineer's Siding has been taken out of use. The entry/exit points in the Down Reception have been secured out of use in the normal position pending removal.

The associated route indication 'E' will be abolished from Down Scunthorpe Slow Signal D637. |  
(New Item) (16)

## BETWEEN MOORTHORPE STATION JN. AND PONTEFRACT BAGHILL

The catch points in the Down line at 7m. 11ch., 1,090 yards before reaching signal F.601 have been removed and plain line installed. | (15)

## BRIDLINGTON SOUTH AND BRIDLINGTON QUAY

**Bridlington Station**

Nos. 1 and 2 Platform lines have been taken out of use. All connections leading to and from these Platform lines have been abolished.

No. 4 Platform line has become a Down direction running line and the Absolute Block Regulations apply between Bridlington South and Bridlington Quay.

**Bridlington South**

The Down Main line has been slued into No. 4 Platform line. |

A new trailing crossover has been installed between No. 4 and No. 5 Platform lines, 80 yards South of the Station Platforms. |

**Signalling Alterations**

Nos. 1 and 2 Platform Up Starting signals have been abolished.

The double disc applying Up Main to former 1 or 2 Platform lines now applies towards 4 or 5 Platform lines respectively.

The route indications '1' and '2' formerly displayed on the Down Main Home signal route indicator have been substituted by route indication '4' which applies towards No. 4 Platform line.

**Bridlington Quay**

Down (No.2) Siding has been abolished. The existing connection from the Shunt Spur to Down (No.2) Siding has become Trap points. |

No. 4 Platform line has been extended to become continuous with the Shunt Spur. The single ended facing connection leading from Single line to Nos. 4 or 5 Platforms has been remodelled to form a double ended facing connection between No. 4 Platform/Shunt spur and No. 5 Platform/Single line.

**Signalling Alterations (Bridlington Quay)****Signals Abolished**

Platform Nos. 1 and 2 Down Home signals to Single line.

Ground disc applying Down (No.2) Siding to Shunt Spur.

Ground disc (one of two) - Shunt Spur to Down (No.2) Siding.



**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****BRIDLINGTON SOUTH AND BRIDLINGTON QUAY - continued****Altered Signals (Bridlington Quay)**

The ground disc (one of two referred to above) previously applying from Shunt Spur to 1 or 2 Platform lines now applies towards No. 4 Platform line.

The Route Indicator has been removed from the Up Single line home and the signal has ceased to apply towards No. 4 Platform.

A new No. 4 Platform line Home to Single line has been provided 10 yards North of No. 4 Platform and 186 yards before reaching the signal box. An adjacent ground disc signal has been provided applying from No. 4 Platform towards the Shunt Spur.

**BETWEEN CHURCH FENTON AND YORK (CHALONERS WHIN)**

Revised signalling has been commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main line.

Full details are shown in Signalling Notice No. 119 and all concerned should be in possession of a copy of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Double or Flashing Single Yellow aspects referred on page 4 of the Signalling Notice will not be brought into use at this stage. (Amended) (14)

**BETWEEN FILEY AND SEAMER WEST**

The Down line between a new trailing connection 44m. 49ch. (at the Filey end) and a new facing Single Double line connection at 49m. 77ch. (at the Seamer end) has become the Single line. The adjacent Up line will subsequently be removed.

Gristhorpe Signal Box has been reduced in status to a Gate Box.

The Track Circuit Block Regulations apply on the Single line between Filey and Seamer West.

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

The following associated signalling alterations have been carried out:-

**Filey**

The Down Main Starting signal has been abolished.

The Down Main 2nd. Home signal has become the Down Main Starting signal to Single line. (The Down Main 1st. Home has become the Down Main Home).

The Up Main 2nd. Home signal has been abolished. The Up Main 1st. Home applies to the Single line has become the Up Single line Home to Up Main. A miniature arm "Calling-On" has been provided by this signal and a signal-post telephone has been provided.

**Seamer West**

A signal-post telephone has been provided on the Up Branch Starting signal which has become the Up Branch Starting to Single line.

All intermediate signals now apply (from their present positions) to the single line. The intermediate Up direction signals will be subsequently repositioned adjacent to the single line. (14)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BARNESLEY STATION COAL SIDINGS

The points at 6m. 44ch. leading to the Number 1 Dock Sidings have been secured out of use pending removal. (13)

## \*\* DEARNE VALLEY COLLIERY SIDINGS AND CUDWORTH STATION

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Siding (former Down Goods) has been abolished south of Ground position light signal No.92.

The Up Through Siding (former Up Goods) has been renamed "Reversing Siding". A "STOP-BLOCK" has been provided in the reversing siding 440 yards south of ground position light signal No.95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines have been replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

**Cudworth Station**

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C88 signal) has been replated C88R. (13)

## \*\* SEAMER WEST

The Down Branch Home signal has been renewed 460 yards further from the signal box with the arm at a reduced height of 15ft. above rail level. A signal-post telephone has been provided.

The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

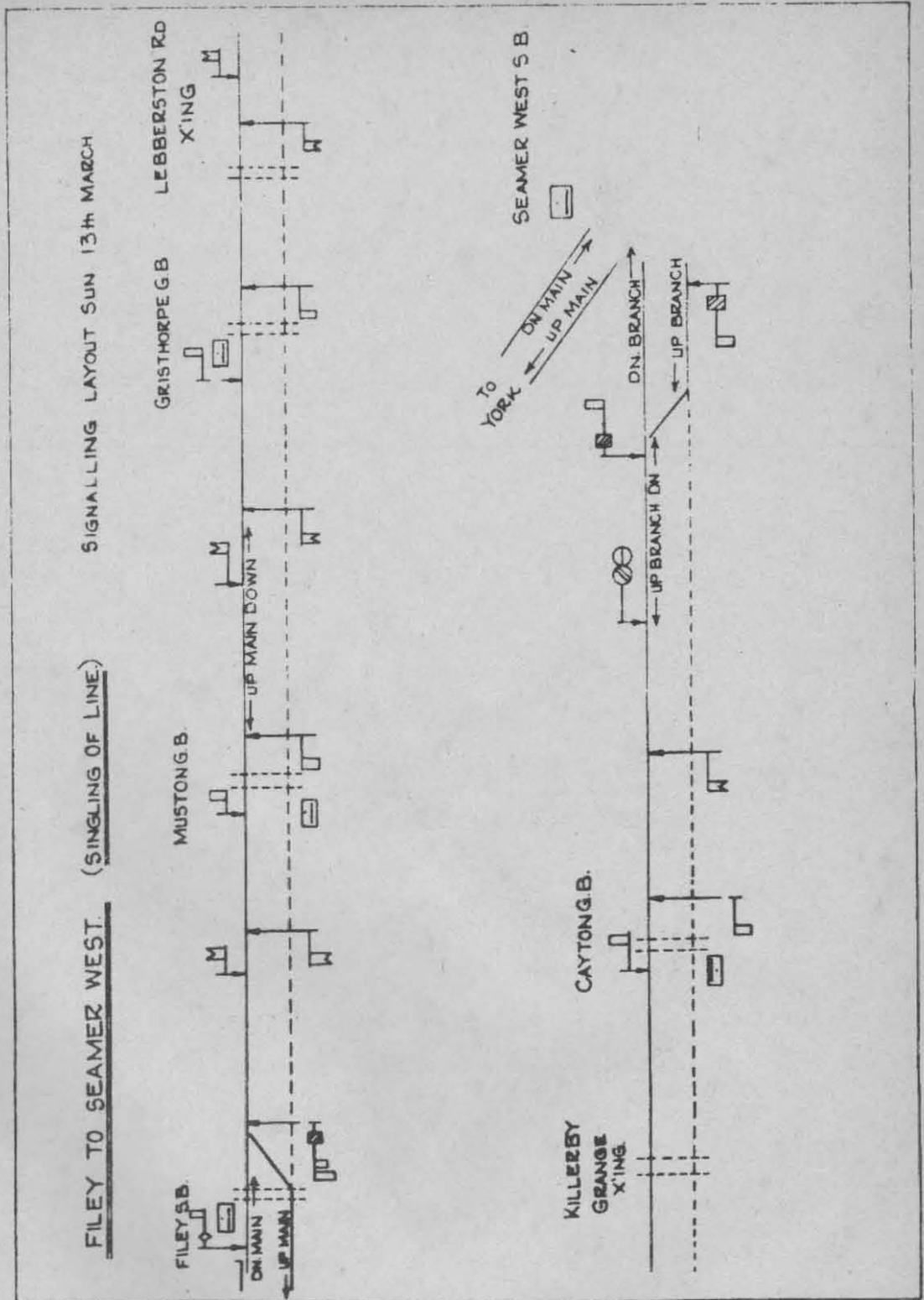
## \*\* FILEY

The Down Main 1st Home signal has been renewed 222 yards further from the signal box with the arm at a reduced height of 17ft. above rail level. A signal-post telephone has been provided.

The Down Main semaphore distant signal has been replaced by a 2-aspect colour light Distant signal 566 yards further from the signal box to a position 1,400 yards before reaching the repositioned 1st, Home signal.

The trailing crossover at 44m. 46ch. (immediately North of signal box) has been removed and plain line installed. The associated disc signals has been abolished. (13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

## Section H

## Clause 6.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles". (14D)

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## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

**Amend** maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and **Substitute** "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and **Substitute** "any of the last three vehicles". (14D)

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## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/2 Class 9 Trains

Delete second paragraph

## Clause H1/4 Classification

Class 6b - Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m p h	Up At or Between	
Page 18		DONCASTER BLACK CARR JN. TO BERWICK Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 38		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Knottingley West Jn. and Ferrybridge North Jn. Amend:-		20	20 2m. 71ch. and 2m. 65ch.	
		Add:-		30	40 2m. 65ch. and 2m. 43ch.	
		Delete:-		40	2m. 43ch. and 2m. 27ch.	
					w.e.f. 09 00 Monday 28 March (ND14)	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or between	
Page 62							
STAINFORTH JN. TO SKELLOW ADWICK JN.							
Between Thorpes Road LC and Thorpe Marsh CEGB							
Delete:-							
					30	164½ m.p. and 164m. 8ch.	
						w.e.f. 14 00 Monday 28 March (ND14)	
Page 64							
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.							
Amend first maximum permissible speed							
EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.							
					70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES. (14D)	
At Eastwood (LMR)							
Add:-							
							UGL.90
At Hebden Bridge							
				23	56		
Add:-							
							URS 47 (14D)
Page 67 (Page 25 ND 6D)							
Between Turners Lane Jn. and Goose Hill Jn.							
Amend permanent speed restriction (as amended on page 25 ND 6D)							
					40	49m. 73ch. and 49m. 06ch.	(14D)
Page 76							
LIVERSEDGE BRANCH							
Between Thornhill Jn. and Liversedge Jn.							
Amend:-							
					20	2m. 23ch. and 2m. 27 ch.	(14D)
Page 77							
BARNSELY STATION JN. TO HORBURY JN.							
Between Barnsley Station Jn. and Darton							
Amend:-							
					40	40 51m. 24ch. and 50m. 49ch.	
Add:-							
					20	20 52m. 26ch. and 51m. 24ch.	
						w.e.f. 09 00 Monday 28 March (ND14)	
Between Crigglestone Jn. and Horbury Jn.							
Delete:-							
					30	30 1m. 53ch. and 1m. 46ch.	(14D)
Page 80							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Methley Jn.							
Amend:-							
					30	To Whitwood Line	(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 81

STAIRFOOT JN. TO CUDWORTH STATION JN.

Delete from remarks column :-

CW. Down at 0m. 4ch. 530 yards before reaching Starting signal (14D)

Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Down m.p.h.	Up m.p.h.	Permanent Speed Restrictions	Catch, Spring and unworked trailing points
U - Normanton		Church Fenton	10.43				
D - Normanton		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
U - Leeds		Ulleskeif	8.70				
D - Leeds		Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Whin Jn. controlled by York box.
					70	Up Leeds to Up Normanton.	
		Colton North Jn.	4.59	70		Down Normanton to Down Leeds.	
					70	Up Leeds to Up Normanton.	
		Earfit Lane L.C. (R/G)	4.35				
					85	Leeds line 4 1/4 m.p. and 2 m.p.	
		Copmanthorpe No.2 L.C. (R/G)	3.20				
				25	25	All connections 2m. 09ch. and 1m. 72ch.	
		Chaloners Whin Jn. (See page 21).	1.77		70	Both lines 2 m.p. and 3 m.p.	(UFN)

Page 85

METHLEY JN. TO CASTLEFORD WHITWOOD

Methley Jn.

Delete:-

10 1m. 8ch. and 1m. 12ch. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h. At or Between	
Page 93						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Between Hickleton and Moorthorpe South						
Delete:—						
				20		12m. 8ch. and 11¼m.p.
Add:—						
				60	60	12m. 08ch. and 11¼m.p.
Between Moorthorpe South and Moorthorpe						
Delete:—						
				20		11½m.p. and 12m. 08ch. (14D)
Page 94						
At Moorthorpe Station Jn.						
Amend:—						
				50		To South Kirkby Jn. line.
Between Moorthorpe Station Jn. and Pontefract Baghill						
Delete:—						
				60		11¼m.p. and 11½m.p. (14D)
At Ferrybridge North Jn.						
Amend:—						
				50		To Knottingley line 2m. 27ch. and 2m. 43ch. w.e.f. 09 00 Monday 28 March (ND14)
Page 94 (page 33 ND 6D)						
Between Brotherton Tunnel and Burton Salmon						
Amend permanent speed restriction (last item on page 33 ND 6D)						
				50	50	0m. 15ch. and 0m. 01ch. (14D)
Page 96 (Page 36 ND.6D)						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Add:—						
		Moorthorpe Station Jn.	0.57			(See Page 94)
		South Kirkby Jn.	0.05			(See page 59)
Between Moorthorpe Station Jn. and South Kirkby Jn.						
Add:—						
				30		0m. 52ch. and 0m. 57ch. (14D)
Page 100						
LEEDS TO SKIPTON STATION SOUTH LMR						
Between Thackley Jn. and Guiseley Jn.						
Delete:— Down loop from "Running Lines and Signalling System" column						
At Thackley Jn.						
Delete:—						
				25		To Down Loop
At Guiseley Jn.						
Delete:—						
				25		Down Loop to Down. (14D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – DETAILS OF RUNNING LINES – continued

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

Page 103 (page 36 ND 6D)

**LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE**

Between **Starbeck LC** and **Belmont LC**

Amend permanent speed restriction  
(as amended on page 36 ND 6D)

50 50 17m. 50ch. and  
18m. 13ch. (14D)

Page 105

**APPERLEY JN. TO ILKLEY STATION**

Delete all details between Apperley Jn. and **Guiselay** and **Substitute :-**



Apperley Jn. 202.03  
(See page 100)

AWS not provided

Apperley Lane 202.61  
Tunnel (75 yards) to 202.64

Springs Tunnel 204.07  
(77 yards) to 204.11

30 30 204m. 29ch. and  
204m. 32ch.

Greenbottom Tunnel 204.61  
(134 yards) to 204.67

40 40 205m. 01ch. and  
205m. 07ch.

205.07

25 Up to Single lines  
205m. 10ch. and  
205m. 07ch.

Guiselay 205.22  
(See page 106)

(14D)

Page 106

**GUISELEY JN. TO ESHOLT JN.**

Delete heading and table and substitute :-

**SHIPLEY, GUISELEY JN. TO GUISELEY**

50 50 MAXIMUM PERMISSIBLE SPEED  
FOR PASSENGER TRAINS,  
LOADED OR EMPTY

35 35 MAXIMUM PERMISSIBLE SPEED  
FOR ALL TRAINS OTHER THAN  
PASSENGER TRAINS, LOADED  
OR EMPTY

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

## GUISELEY JN. TO ESHOLT JN. - continued

Page 106 - substitute - continued

		Guiseley Jn. (See page 100)	3.41			AWS not provided	
		Baildon	2.29				
		Baildon No.1 Tunnel (156 yards)	2.14 to 2.07		25	3m. 34ch. and 3m. 41ch.	
		Baildon No.2 Tunnel (274 yards)	2.03 to 1.71				
		Esholt Tunnel (548 yards)	0.52 to 0.27				
				0.00			
				204.32			
		Greenbottom Tunnel (134 yards)	204.61 to 204.67				
		Guiseley (See page 105)	205.07			(14D)	

Page 115

## THORNE JN. TO GILBERDYKE JN.

Between Thorne Jn. and Thorne North

Delete :-

30 9m. 09ch. and 8m.p.  
w.e.f. 14 00 Monday 28 March (ND14)

Page 116

## HULL PARAGON TO SEAMER WEST

Between Cottingham North and Beverley Parks

Delete :-

50 6½ m.p. and  
7¼ m.p.  
w.e.f. 09 00 Monday 28 March (ND14)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 119						
<b>HULL PARAGON TO SEAMER WEST</b>						
Delete portion of line Filey to Seamer West (incl.) and substitute :-						
		Filey		40	40	44½ m.p. and 44m. 50ch.
		Filey LC	44.35	50	50	45m. 35ch. and 45m. 50ch.
		Muston LC	45.41			
		Gristhorpe LC	46.38			
		Lebberston Road LC	46.72			
		Cayton LC	48.19			
					40	Double to Single line
		Seamer West (See page 43)	50.43	25		50m. 36ch. and 50m. 43ch.
						(14D)



TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 163				
<b>HULL WEST PARADE TO SEAMER WEST</b>				
Add:-				
Bridlington Quay	Bridlington South	No.4 Platform		20 SLU clear weather. 10 SLU fog or falling snow. Empty Coaching stock. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Description
Add :- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley	
Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 204¼ m.p. and 205 m.p. (14D)

## LOCAL INSTRUCTIONS

Page 257

Add :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
(Amended w.e.f. 27.2.83) (14D)

## HULL PARAGON TO SEAMER WEST

Page 263

Delete:- line heading  
BRIDLINGTON  
heading and item

(14D)

## MISCELLANEOUS NOTICES

## M.G.R. WORKING INSTRUCTIONS BOOKLET (REVISED)

The revised edition of the above publication to be operative from April is being distributed and all staff concerned must ensure they are in receipt of a copy. Request for copies must be made by staff to their immediate Superior Officer if they are not received within the next seven days. (14D)

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now three and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

## SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect.



*SP*

**NS**

EASTERN REGION

**14/15**

# 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 2 APRIL**  
**TO**  
**FRIDAY 15 APRIL 1983**  
**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 A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses. Where two speeds are shown for a restriction e.g.  $\frac{20}{40}$ , the Rule Book, Section T, clause 21.2 applies.

## RULE BOOK SECTION T PART V

## TEMPORARY SPEED RESTRICTIONS

For a trial period a black and white striped board with a central flashing white light will be positioned between the portable AWS magnet and the warning board of various temporary speed restrictions. No advice of the locations involved will be given and the board will be moved to another speed restriction after a short period.

The purpose of the experiment is to evaluate the effectiveness of the board with a view to its eventual use with emergency speed restrictions.

Drivers and Traction Inspectors encountering the board are invited to submit their comments to Chief Operating Manager, via their local supervisor. (2-10-82)

Location	Lines affected		Mileage at or between		Restriction m.p.h.	Remarks
			M. Ch.	M. Ch.		
<b>DONCASTER BLACK CARR JN. TO SKELTON BRIDGE</b>						
Warning Board at 159m. 35ch. on the Down line applies only to trains towards Askern.						
1 Chaloners Whin Jn. and Holgate Jn.	Down Doncaster	Up Doncaster	186 40	186 55	20	Trackwork. From 06 00 Sunday 10 April.
Warning board at 187m. 42ch. (on the Up Holgate Loop line) applies only to trains proceeding over the Up Doncaster line towards Chaloners Whin Jn. Applicable from 06 00 Sunday 10 April.						
<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b>						
2 Shaftholme Jn. and Norton LC	Down	-	68 40	68 02	30	Trackwork. (82/25)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNE JN. TO GILBERDYKE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
242 Thorne Moor LC and Potters Grange Jn.	Down and Up Between Trains	Bridgework, 7m. 16ch. Crane and mechanical equipment in use. (82/45)
243 Potters Grange Jn. and Goole LC	All Between Trains	07 00 to 18 00. Bridgework and earthwork 7m. 20ch. and 6m. 65ch. Mechanical equipment in use. (81/23)
<b>SATURDAY/SUNDAY 9/10 APRIL</b>		
244 Goole Bridge and Saltmarshe Station	Down and Up <b>BLOCKED</b>	23 45 to 07 45. Drainage 3m. 43ch. Crane and mechanical equipment in use. <b>Possession to be given up for passage of 1D62, 04 08 Doncaster to Hull over Down line.</b>
<b>HULL PARAGON STATION TO SEAMER WEST.</b>		
<b>UNTIL FURTHER NOTICE</b>		
245 Bridlington South	All Between Trains	08 00 to 16 00. Bridgework at 30m. 68ch. Crane and mechanical equipment in use. (82/48)
246 Bridlington South	Nos. 7 and 8 Platform lines Between Trains	Bridgework 30m. 68ch. Crane and mechanical equipment in use. <b>Restricted clearance.</b> (83/7)
247 Royal Oak LC and Seamer West	All	08 00 to 16 00. Signalling work. (83/7)
<b>SUNDAY 3 APRIL</b>		
248 Bridlington South and Bridlington Quay	All <b>BLOCKED</b>	00 01 to 14 00. Bridgework 30m. 68ch. Crane in use.
<b>SUNDAY 10 APRIL</b>		
249 Beverley North and Arram Station	Down and Up <b>BLOCKED</b>	07 00 to 17 00. Cutting back lineside vegetation, 9 and 11 m.p. Mechanical equipment in use.
250 Bridlington South and Bridlington Quay	All <b>BLOCKED</b>	00 01 to 14 00. Bridgework, 30m 68ch. Crane in use.
251 Hunmanby and Filey	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Demolition work, 43m 04ch. * Crane and mechanical equipment in use. <i>* ROYAL OAK L.C.</i>
<b>MONDAY/TUESDAY 11/12 APRIL</b>		
252 Walton Street LC and Cottingham North LC	Down and Up <b>BLOCKED</b>	23 45 to 05 15. Track maintenance, 2m 20ch and 3m 60ch. Mechanical equipment in use.
<b>TUESDAY/WEDNESDAY 12/13 APRIL</b>		
253 Walton Street LC and Hull Paragon	Down and Up <b>BLOCKED</b>	23 45 to 05 15. Track maintenance, 0m 20ch and 1m 20ch. Mechanical equipment in use.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY 2 TO MONDAY 4 APRIL – CROFTON WEST JUNCTION

The intersection of the Up Goole line and Up Crofton Branch line will be replaced by points controlled from Oakenshaw signal box and the Junction will be remodelled as described below:—

The existing facing and trailing junction will be abolished.

A new facing crossover will be installed to connect the Down Goole – Up Goole at approximately the 49½ m.p., in the Down Goole and 66 yards East from that point in the Up Goole.

A new single lead will be installed a further 11 yards further East in the Up Goole to form a connection between the Up Goole – Up Crofton Branch and a further single lead in the Up Goole adjacent to the facing connection in the Down Goole to form a connection between Up Goole – Down Crofton Branch.

A new ground position light signal (No.299) will be provided in the cress of the Up Goole which will apply – set-back – Up Goole to Up Crofton Branch. (17)

## SUNDAY 3 APRIL – WOOLLEY COAL SIDINGS

The Arrival/Departure line 2 together with Bunker Loading (Toton) (signals A, B, C, D, E, F) will be commissioned. Signals A and B are applicable to the Bunker line; C, D, E and F are applicable to the Arrival/Departure lines 1 or 2. "F" signal will be mounted on the bracket carrying new W266 3-aspect signal, (see below).

The following points controlled by Woolley Coal Sidings signal box will be brought into use:—

- At the North end of the Arrival/Departue line No.1 – line No.2
- Crossover between Arrival/Departure line No.1 & No.2
- At the North end of the Bunker line to Arrival/Departure line 1.

## New Signals

No. W265 – 3-aspect colour light signal applying (Up direction) – Arrival/Departure line 2 towards W267. An offset subsidiary applying towards the Bunker line will be provided.

No. W266 – 3-aspect colour light signal applying (Down direction) – Arrival/Departure line 2 towards W260/C31. An offset subsidiary will be provided applying towards the Loco Spur.

W286 – Ground position light signal applying from Cripple Sidings and Bunker line towards Arrival/Departure line 1 or Arrival/Departure line 2.

The following additional signal routes will be brought into use on existing signals:—

Signal	Line	Additional route indication	Application to or towards
W268	Down Main	Position 5 junction indicator	Arrival/Departure line 2 W266 signal.
W261	Up Main	Position 2 junction indicator	Arrival/Departure line 2 W265 signal.
<b>Ground Position Light Signals</b>			
W283	Down Main	Stencil indication '2'	Down Main to Arrival/Departure line 2.
W288	Up Main	Stencil indication '2'	Arrival/Departure line 2.

The RED aspect in ground position light signal No. W290 will be replaced by a YELLOW aspect to facilitate movements into the Shunt neck from Woolley Colliery Sidings. (17)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 10 APRIL – COLTON JUNCTION – HAMBLETON JUNCTIONS**

The new northern section of the re-routed East Coast Main Line will be opened to traffic in accordance with Stage 1 of the Signalling Notice No.117.

All concerned must be in possession of a copy of this Notice.

The date of implementation of Stage 2 will be published in the "NS" notice in due course.

The MAXIMUM PERMISSIBLE SPEED on the new Northern section is published in Section 'D' of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No.117 will not be brought into use at this stage. (17)

**SUNDAY 10 APRIL – BETWEEN HAMBLETON WEST JUNCTION AND GASCOIGNE WOOD**

The trailing crossover between the Down and Up Hull lines (between 5 m.p. and 4¾ m.p.) will be secured out of use pending removal and the associated signalling (GW5931) will be abolished.

**Hambleton Construction Sidings**

The adjacent facing connection from Down Hull to Hambleton Construction Sidings (arrival line) will be secured out of use pending removal of the Construction Sidings.

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying – Down Hull towards the Construction Sidings) will be abolished. (17)

**DETAILS OF WORK ALREADY CARRIED OUT****LEEDS HUNSLET SIDINGS (HUNSLET HOLDINGS LTD.)**

The points at 194m. 34ch. on the Up Hunslet Goods line leading to Hunslet Holdings Ltd. Private Sidings have been secured out of use pending removal. (16)

**POTTERS GRANGE JN.**

The new Renault Siding has been commissioned.

The facing points in the (Up) Wakefield Single line, leading to the new Renault Siding and power operated from Goole signal box have been brought into use.

A new ground position light signal (No. 89), at the exit from the Siding has been provided, which applies – Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying – set back on Down Hull towards the Up Wakefield Single line signal G34, now also applies towards new Renault Siding.

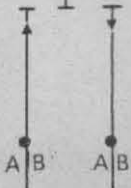
An additional route indication "S" has been provided on (Up) Goods Loop 3-aspect signal G52 and this applies (in conjunction with the off-set subsidiary), towards Renault Siding. (16)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 96 (Page 36 ND.6D)						
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b>						
Add:-		Moorthorpe Station Jn. (See Page 94)	0.57			
		South Kirkby Jn. (See page 59)	0.05			
		Between Moorthorpe Station Jn. and South Kirkby Jn.				
Add:-				30	0m. 52ch. and 0m. 57 ch.	(14D)
Page 100						
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>						
Between Thackley Jn. and Guiseley Jn.						
Delete:- Down loop from "Running Lines and Signalling System" column						
		At Thackley Jn.				
Delete:-				25	To Down Loop	
		At Guiseley Jn.				
Delete:-				25	Down Loop to Down.	(14D)
Page 103 (page 36 ND 6D)						
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
Between Starbeck LC and Belmont LC						
Amend permanent speed restriction (as amended on page 36 ND 6D)						
				50	50 17m. 50ch. and 18m. 13ch.	(14D)
Page 105						
<b>APPERLEY JN. TO ILKLEY STATION</b>						
Delete all details between Apperley Jn. and Guiseley and Substitute:-						
		Apperley Jn. (See page 100)	202.03			AWS not provided
		Apperley Lane Tunnel (75 yards)	202.61 to 202.64			
		Springs Tunnel (77 yards)	204.07 to 204.11	30	30 204m. 29ch. and 204m. 32ch.	
		Greenbottom Tunnel (134 yards)	204.61 to 204.67	40	40 205m. 01ch. and 205m. 07ch.	
			205.07	25	Up to Single lines 205m. 10ch. and 205m. 07ch.	
		Guiseley (See page 106)	205.22			(w.e.f. 09 00 Monday 21 March) (14D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 106

## GUISELEY JN. TO ESHOLT JN.

Delete maximum permissible speed and substitute:-

50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.
35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY.

(Until 09 00 Monday 21 March) (14D)

Delete heading and table and substitute:-

## SHIPLEY, GUISELEY JN. TO GUISELEY

50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY
35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY

Guiseley Jn. (See page 100)	3.41
--------------------------------	------

AWS not provided

25 3m. 34ch. and 3m. 41ch.

Baildon	2.29
---------	------

Baildon No.1 Tunnel (156 yards)	2.14 to 2.07
------------------------------------	--------------------

Baildon No.2 Tunnel (274 yards)	2.03 to 1.71
------------------------------------	--------------------

Esholt Tunnel (548 yards)	0.52 to 0.27
------------------------------	--------------------

	0.00
	<u>204.32</u>

Greenbottom Tunnel (134 yards)	204.61 to 204.67
-----------------------------------	------------------------

Guiseley (See page 105)	205.07
----------------------------	--------

(w.e.f. 09 00 Monday 21 March) (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<p>Page 119</p> <p><b>HULL PARAGON TO SEAMER WEST</b> Delete portion of line Filey to Seamer West (incl.) and substitute:-</p>						
		Filey		40	40	44½m.p. and 44m. 50ch.
		Filey LC	44.35	50		45m. 35ch. and 45m. 50ch.
		Muston LC	45.41		50	45½m.p. and 45m. 35ch.
		Gristhorpe LC	46.38		20	46½m.p. and 45½m.p.
		Lebberston Road LC	46.72			
		Cayton LC	48.19			
				40		Double to Single line
		Seamer West (See page 43)	50.43		25	50m. 36ch. and 50m. 43ch.
						(14D)

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<p>Page 163</p> <p><b>HULL WEST PARADE TO SEAMER WEST</b> Add:-</p>				
Bridlington Quay	Bridlington South	No.4 Platform		20 SLU clear weather. 10 SLU fog or falling snow. Empty Coaching stock. (14D) Commencing Sunday 20 March

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Description
<b>Add:- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley</b>  Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 20¼ m.p. and 205 m.p.

(14D)

## LOCAL INSTRUCTIONS

Page 257

Add :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
 (Amended w.e.f. 27.2.83) (14D)

## HULL PARAGON TO SEAMER WEST

Page 263

Delete:- line heading  
**BRIDLINGTON**  
 heading and item

(Commencing Sunday 20.3.83) (14D)

## MISCELLANEOUS NOTICES

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

## SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect.

NS 13  
26/3 - 1/4/83

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 27 MARCH - LEEDS HUNSLET SIDINGS (HUNSLET HOLDINGS LTD.)

The points at 194m. 34ch. on the Up Hunslet Goods line leading to Hunslet Holdings Ltd. Private Sidings will be secured out of use pending removal. (16)

## SUNDAY 27 MARCH - POTTERS GRANGE JUNCTION •

The new Renault Siding will be commissioned.

The facing points in the (Up) Wakefield Single line, leading to the new Renault Siding and power operated from Goole signal box will be brought into use.

A new ground position light signal (No. 89), at the exit from the Siding will be provided, which will apply - Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying - set back on Down Hull towards the Up Wakefield Single line signal G34, will now also apply towards new Renault Siding.

An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary), towards Renault Siding. (16)

## MONDAY 28 MARCH - BETWEEN BARNSELY STATION JN. AND DARTON

A 20m.p.h. P.S.R. will be introduced on the Down and Up lines between 52m. 26ch. and 51m. 24ch. (16)

## TUESDAY 29 MARCH - BEVERLEY DOWN YARD •

The outside road at 8m. 35ch. adjacent to the former Goods Warehouse will be secured out of use until further notice. (16)

## EAST COAST MAIN LINE DIVERSION (BETWEEN COLTON JUNCTION - HAMBLETON JUNCTIONS AND TEMPLE HIRST JUNCTION)

Signalling Notice No. 117 (undated) will be distributed in the near future. This notice gives details of the re-routing of the East Coast Main Line and the associated signalling works (consequent upon the installation of Selby Mine), which will be introduced in stages.

Notice No. 117 should be retained and read in conjunction with subsequent NS Notices wherein the date of implementation of the various stages will be published. (UFN)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## STAINFORTH JUNCTION

The Engineer's Siding has been taken out of use. The entry/exit points in the Down Reception have been secured out of use in the normal position pending removal.

The associated route indication 'E' will be abolished from Down Scunthorpe Slow Signal D637. |  
(New Item) (16)

## BETWEEN MOORTHORPE STATION JN. AND PONTEFRACT BAGHILL

The catch points in the Down line at 7m. 11ch., 1,090 yards before reaching signal F.601 have been removed and plain line installed. | (15)

## BRIDLINGTON SOUTH AND BRIDLINGTON QUAY

**Bridlington Station**

Nos. 1 and 2 Platform lines have been taken out of use. All connections leading to and from these Platform lines have been abolished.

No. 4 Platform line has become a Down direction running line and the Absolute Block Regulations apply between Bridlington South and Bridlington Quay.

**Bridlington South**

The Down Main line has been slued into No. 4 Platform line. |

A new trailing crossover has been installed between No. 4 and No. 5 Platform lines, 80 yards South of the Station Platforms. |

**Signalling Alterations**

Nos. 1 and 2 Platform Up Starting signals have been abolished.

The double disc applying Up Main to former 1 or 2 Platform lines now applies towards 4 or 5 Platform lines respectively.

The route indications '1' and '2' formerly displayed on the Down Main Home signal route indicator have been substituted by route indication '4' which applies towards No. 4 Platform line.

**Bridlington Quay**

Down (No.2) Siding has been abolished. The existing connection from the Shunt Spur to Down (No.2) Siding has become Trap points. |

No. 4 Platform line has been extended to become continuous with the Shunt Spur. The single ended facing connection leading from Single line to Nos. 4 or 5 Platforms has been remodelled to form a double ended facing connection between No. 4 Platform/Shunt spur and No. 5 Platform/Single line.

**Signalling Alterations (Bridlington Quay)****Signals Abolished**

Platform Nos. 1 and 2 Down Home signals to Single line.

Ground disc applying Down (No.2) Siding to Shunt Spur.

Ground disc (one of two) - Shunt Spur to Down (No.2) Siding.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BRIDLINGTON SOUTH AND BRIDLINGTON QUAY – continued****Altered Signals (Bridlington Quay)**

The ground disc (one of two referred to above) previously applying from Shunt Spur to 1 or 2 Platform lines now applies towards No. 4 Platform line.

The Route Indicator has been removed from the Up Single line home and the signal has ceased to apply towards No. 4 Platform.

A new No. 4 Platform line Home to Single line has been provided 10 yards North of No. 4 Platform and 186 yards before reaching the signal box. An adjacent ground disc signal has been provided applying from No. 4 Platform towards the Shunt Spur.

**BETWEEN CHURCH FENTON AND YORK (CHALONERS WHIN)**

Revised signalling has been commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main line.

Full details are shown in Signalling Notice No. 119 and all concerned should be in possession of a copy of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Double or Flashing Single Yellow aspects referred on page 4 of the Signalling Notice will not be brought into use at this stage. (Amended) (14)

**BETWEEN FILEY AND SEAMER WEST**

The Down line between a new trailing connection 44m. 49ch. (at the Filey end) and a new facing Single Double line connection at 49m. 77ch. (at the Seamer end) has become the Single line. The adjacent Up line will subsequently be removed.

Gristhorpe Signal Box has been reduced in status to a Gate Box.

The Track Circuit Block Regulations apply on the Single line between Filey and Seamer West.

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

The following associated signalling alterations have been carried out:—

**Filey**

The Down Main Starting signal has been abolished.

The Down Main 2nd. Home signal has become the Down Main Starting signal to Single line. (The Down Main 1st. Home has become the Down Main Home).

The Up Main 2nd. Home signal has been abolished. The Up Main 1st. Home applies to the Single line has become the Up Single line Home to Up Main. A miniature arm "Calling-On" has been provided by this signal and a signal-post telephone has been provided.

**Seamer West**

A signal-post telephone has been provided on the Up Branch Starting signal which has become the Up Branch Starting to Single line.

All intermediate signals now apply (from their present positions) to the single line. The intermediate Up direction signals will be subsequently repositioned adjacent to the single line. (14)



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BARNESLEY STATION COAL SIDINGS

The points at 6m. 44ch. leading to the Number 1 Dock Sidings have been secured out of use pending removal. (13)

## \*\* DEARNE VALLEY COLLIERY SIDINGS AND CUDWORTH STATION

Following the abolition of Dearne Valley Colliery Sidings signal box and all points worked therefrom, the Down Through Siding (former Down Goods) has been abolished south of Ground position light signal No.92.

The Up Through Siding (former Up Goods) has been renamed "Reversing Siding". A "STOP-BLOCK" has been provided in the reversing siding 440 yards south of ground position light signal No.95.

The points at the Down Houghton Colliery Siding end of the crossover between the Down and Up Houghton Colliery Siding lines have been replaced by plain line for through running between Reversing Siding and Down Houghton Colliery Siding.

**Cudworth Station**

Down Grimethorpe Colliery Branch signal "A" (colour light Distant to C88 signal) has been replated C88R. (13)

## \*\* SEAMER WEST

The Down Branch Home signal has been renewed 460 yards further from the signal box with the arm at a reduced height of 15ft. above rail level. A signal-post telephone has been provided.

The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

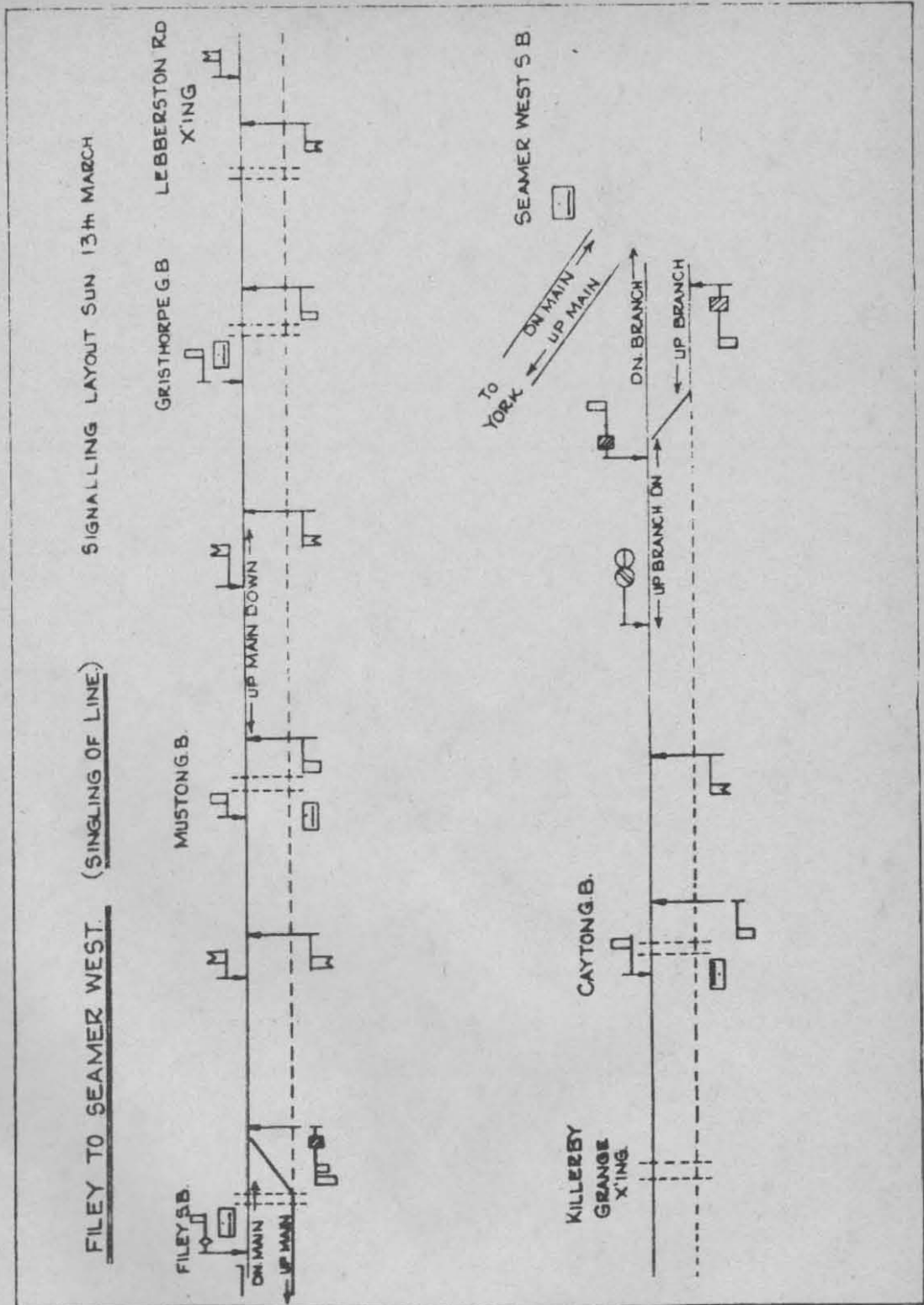
## \*\* FILEY

The Down Main 1st Home signal has been renewed 222 yards further from the signal box with the arm at a reduced height of 17ft. above rail level. A signal-post telephone has been provided.

The Down Main semaphore distant signal has been replaced by a 2-aspect colour light Distant signal 566 yards further from the signal box to a position 1,400 yards before reaching the repositioned 1st, Home signal.

The trailing crossover at 44m. 46ch. (immediately North of signal box) has been removed and plain line installed. The associated disc signals has been abolished. (13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## RULE BOOK

## Section H

## Clause 6.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles".

## Clause 14.1

Delete reference in first sentence to "last two vehicles" and **Substitute** "last three vehicles". (14D)

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## GENERAL APPENDIX

## PART I

## Section 1

## Standard Classification of Trains

## Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 4

## Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

## Page 4.7 Clause 21.1

**Amend** maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

## PART II

## Section 14

## Instructions for Working the Automatic Vacuum Brake

## Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

## Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and **Substitute** "last three vehicles". (14D)

## Section 16

## Regulations for Working the Automatic Air Brake etc.

## Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and **Substitute** "three vehicles".

## Page 16.7 Clause 11.4.3 (a) (2nd paragraph)

Delete references to "either of the last two vehicles" and **Substitute** "any of the last three vehicles". (14D)

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## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## WHITE PAGES - PART 6

## Section H - Local Instructions (Eastern Region)

## Clause H1/2 Class 9 Trains

Delete second paragraph

## Clause H1/4 Classification

Class 6b - Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

## Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

## ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m p h	Up At or Between	
Page 18		DONCASTER BLACK CARR JN. TO BERWICK Between Daw Lane LC and Shaftholme Jn. Add:-		40	Up to Down at 159m. 78ch.	(14D)
Page 37		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Thorpe LC and Haywood LC Add:-		30	68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (page 20 ND 6D)		At Knottingley West Jn. Amend permanent speed restriction (as amended on page 20 ND 6D)		20	To Pontefract line.	(14D)
Page 38		SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. Between Knottingley West Jn. and Ferrybridge North Jn. Amend:-		20	20 2m. 71ch. and 2m. 65ch.	
		Add:-		30	40 2m. 65ch. and 2m. 43ch.	
		Delete:-		40	2m. 43ch. and 2m. 27ch.	
					w.e.f. 09 00 Monday 28 March (ND14)	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or between	
Page 62							
STAINFORTH JN. TO SKELLOW ADWICK JN.							
Between Thorpes Road LC and Thorpe Marsh CEGB							
Delete:-							
					30	164½ m.p. and 164m. 8ch.	
						w.e.f. 14 00 Monday 28 March (ND14)	
Page 64							
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.							
Amend first maximum permissible speed							
EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.							
					70	70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES. (14D)	
At Eastwood (LMR)							
Add:-							
							UGL.90
At Hebden Bridge							
				23	56		URS 47 (14D)
Page 67 (Page 25 ND 6D)							
Between Turners Lane Jn. and Goose Hill Jn.							
Amend permanent speed restriction (as amended on page 25 ND 6D)							
					40	49m. 73ch. and 49m. 06ch.	(14D)
Page 76							
LIVERSEEDGE BRANCH							
Between Thornhill Jn. and Liversedge Jn.							
Amend:-							
					20	2m. 23ch. and 2m. 27 ch.	(14D)
Page 77							
BARNSELY STATION JN. TO HORBURY JN.							
Between Barnsley Station Jn. and Darton							
Amend:-							
					40	40 51m. 24ch. and 50m. 49ch.	
Add:-							
					20	20 52m. 26ch. and 51m. 24ch.	
						w.e.f. 09 00 Monday 28 March (ND14)	
Between Crigglestone Jn. and Horbury Jn.							
Delete:-							
					30	30 1m. 53ch. and 1m. 46ch.	(14D)
Page 80							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Methley Jn.							
Amend:-							
					30	To Whitwood Line	(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 81

STAIRFOOT JN. TO CUDWORTH STATION JN.

Delete from remarks column :-

CW. Down at 0m. 4ch. 530 yards before reaching Starting signal (14D)

Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Down m.p.h.	Up At or Between	Catch, Spring and unworked trailing points
U - Normanton		Church Fenton	10.43			
D - Normanton		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.
U - Leeds		Ulleskeif	8.70			
D - Leeds		Colton South Jn.	6.27	70	70	Down Normanton to Down Leeds. Up Leeds to Up Normanton. Colton South Jn. to Chaloners Whin Jn. controlled by York box.
		Colton North Jn.	4.59	70	70	Down Normanton to Down Leeds. Up Leeds to Up Normanton.
		Earfit Lane L.C. (R/G)	4.35	85		Leeds line 4 1/4 m.p. and 2 m.p.
		Copmanthorpe No.2 L.C. (R/G)	3.20	25	25	All connections 2m. 09ch. and 1m. 72ch.
		Chaloners Whin Jn. (See page 21).	1.77	70	70	Both lines 2 m.p. and 3 m.p. (UFN)

Page 85

METHLEY JN. TO CASTLEFORD WHITWOOD

Methley Jn.

Delete:-

10 1m. 8ch. and 1m. 12ch. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h. At or Between	
Page 93						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Between Hickleton and Moorthorpe South						
Delete:—						
				20		12m. 8ch. and 11¼m.p.
Add:—						
				60	60	12m. 08ch. and 11¼m.p.
Between Moorthorpe South and Moorthorpe						
Delete:—						
				20		11½m.p. and 12m. 08ch. (14D)
Page 94						
At Moorthorpe Station Jn.						
Amend:—						
				50		To South Kirkby Jn. line.
Between Moorthorpe Station Jn. and Pontefract Baghill						
Delete:—						
				60		11¼m.p. and 11½m.p. (14D)
At Ferrybridge North Jn.						
Amend:—						
				50		To Knottingley line 2m. 27ch. and 2m. 43ch. w.e.f. 09 00 Monday 28 March (ND14)
Page 94 (page 33 ND 6D)						
Between Brotherton Tunnel and Burton Salmon						
Amend permanent speed restriction (last item on page 33 ND 6D)						
				50	50	0m. 15ch. and 0m. 01ch. (14D)
Page 96 (Page 36 ND.6D)						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Add:—						
		Moorthorpe Station Jn.	0.57			(See Page 94)
		South Kirkby Jn.	0.05			(See page 59)
Between Moorthorpe Station Jn. and South Kirkby Jn.						
Add:—						
				30		0m. 52ch. and 0m. 57ch. (14D)
Page 100						
LEEDS TO SKIPTON STATION SOUTH LMR						
Between Thackley Jn. and Guiseley Jn.						
Delete:— Down loop from "Running Lines and Signalling System" column						
At Thackley Jn.						
Delete:—						
				25		To Down Loop
At Guiseley Jn.						
Delete:—						
				25		Down Loop to Down. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 103 (page 36 ND 6D)

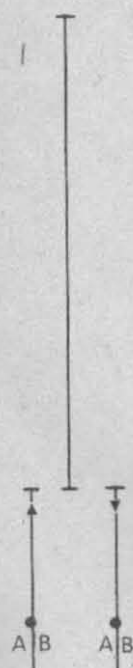
## LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE

Between **Starbeck LC** and **Belmont LC**Amend permanent speed restriction  
(as amended on page 36 ND 6D)50 50 17m. 50ch. and  
18m. 13ch.

(14D)

Page 105

## APPERLEY JN. TO ILKLEY STATION

Delete all details between Apperley Jn. and **Guiseley** and **Substitute :-**Apperley Jn.  
(See page 100) 202.03AWS not  
providedApperley Lane  
Tunnel (75 yards) 202.61  
to  
202.64Springs Tunnel  
(77 yards) 204.07  
to  
204.1130 30 204m. 29ch. and  
204m. 32ch.Greenbottom Tunnel  
(134 yards) 204.61  
to  
204.6740 40 205m. 01ch. and  
205m. 07ch.

205.07

25 Up to Single lines  
205m. 10ch. and  
205m. 07ch.Guiseley  
(See page 106) 205.22

(14D)

Page 106

## GUISELEY JN. TO ESHOLT JN.

Delete heading and table and substitute :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

50 50 MAXIMUM PERMISSIBLE SPEED  
FOR PASSENGER TRAINS,  
LOADED OR EMPTY35 35 MAXIMUM PERMISSIBLE SPEED  
FOR ALL TRAINS OTHER THAN  
PASSENGER TRAINS, LOADED  
OR EMPTY



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

## GUISELEY JN. TO ESHOLT JN. - continued

Page 106 - substitute - continued

		Guiseley Jn. (See page 100)	3.41			AWS not provided
		Baildon	2.29			
		Baildon No.1 Tunnel (156 yards)	2.14 to 2.07		25	3m. 34ch. and 3m. 41ch.
		Baildon No.2 Tunnel (274 yards)	2.03 to 1.71			
		Esholt Tunnel (548 yards)	0.52 to 0.27			
				0.00		
				204.32		
		Greenbottom Tunnel (134 yards)	204.61 to 204.67			
		Guiseley (See page 105)	205.07			(14D)

Page 115

## THORNE JN. TO GILBERDYKE JN.

Between Thorne Jn. and Thorne North

Delete :-

30 9m. 09ch. and 8m.p.  
w.e.f. 14 00 Monday 28 March (ND14)

Page 116

## HULL PARAGON TO SEAMER WEST

Between Cottingham North and Beverley Parks

Delete :-

50 6½ m.p. and  
7¼ m.p.  
w.e.f. 09 00 Monday 28 March (ND14)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up m.p.h.	
Page 119							
<b>HULL PARAGON TO SEAMER WEST</b>							
Delete portion of line Filey to Seamer West (incl.) and substitute :-							
	Filey		40	40	44½ m.p. and 44m. 50ch.		
	Filey LC	44.35	50	50	45m. 35ch. and 45m. 50ch.		
	Muston LC	45.41					
	Griesthorpe LC	46.38					
	Lebberston Road LC	46.72					
	Cayton LC	48.19					
	Seamer West (See page 43)	50.43		25	40	Double to Single line 50m. 36ch. and 50m. 43ch.	

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 163				
<b>HULL WEST PARADE TO SEAMER WEST</b>				
Add:-				
Bridlington Quay	Bridlington South	No.4 Platform		20 SLU clear weather. 10 SLU fog or falling snow. Empty Coaching stock. (14D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## OTHER GENERAL INSTRUCTIONS

Page 226 (Page 57 ND 6D)

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details of Warning Systems

Location	Description
Add :- Apperley Jn. to Ilkley Station and Shipley, Guiseley Jn. to Guiseley	
Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 204¼ m.p. and 205 m.p.

(14D)

## LOCAL INSTRUCTIONS

Page 257

Add :-

## SHIPLEY, GUISELEY JN. TO GUISELEY

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.  
(Amended w.e.f. 27.2.83) (14D)

## HULL PARAGON TO SEAMER WEST

Page 263

Delete:- line heading  
BRIDLINGTON  
heading and item

(14D)

## MISCELLANEOUS NOTICES

## M.G.R. WORKING INSTRUCTIONS BOOKLET (REVISED)

The revised edition of the above publication to be operative from April is being distributed and all staff concerned must ensure they are in receipt of a copy. Request for copies must be made by staff to their immediate Superior Officer if they are not received within the next seven days. (14D)

## FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now three and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

## SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect.



*SP*

**NS**

EASTERN REGION

**14/15**

# 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 2 APRIL**  
**TO**  
**FRIDAY 15 APRIL 1983**  
**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 A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses. Where two speeds are shown for a restriction e.g.  $\frac{20}{40}$ , the Rule Book, Section T, clause 21.2 applies.

## RULE BOOK SECTION T PART V

## TEMPORARY SPEED RESTRICTIONS

For a trial period a black and white striped board with a central flashing white light will be positioned between the portable AWS magnet and the warning board of various temporary speed restrictions. No advice of the locations involved will be given and the board will be moved to another speed restriction after a short period.

The purpose of the experiment is to evaluate the effectiveness of the board with a view to its eventual use with emergency speed restrictions.

Drivers and Traction Inspectors encountering the board are invited to submit their comments to Chief Operating Manager, via their local supervisor. (2-10-82)

Location	Lines affected		Mileage at or between		Restriction m.p.h.	Remarks
			M. Ch.	M. Ch.		
<b>DONCASTER BLACK CARR JN. TO SKELTON BRIDGE</b>						
Warning Board at 159m. 35ch. on the Down line applies only to trains towards Askern.						
1 Chaloners Whin Jn. and Holgate Jn.	Down Doncaster	Up Doncaster	186 40	186 55	20	Trackwork. From 06 00 Sunday 10 April.
Warning board at 187m. 42ch. (on the Up Holgate Loop line) applies only to trains proceeding over the Up Doncaster line towards Chaloners Whin Jn. Applicable from 06 00 Sunday 10 April.						
<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b>						
2 Shaftholme Jn. and Norton LC	Down	-	68 40	68 02	30	Trackwork. (82/25)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNE JN. TO GILBERDYKE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
242 Thorne Moor LC and Potters Grange Jn.	Down and Up Between Trains	Bridgework, 7m. 16ch. Crane and mechanical equipment in use. (82/45)
243 Potters Grange Jn. and Goole LC	All Between Trains	07 00 to 18 00. Bridgework and earthwork 7m. 20ch. and 6m. 65ch. Mechanical equipment in use. (81/23)
<b>SATURDAY/SUNDAY 9/10 APRIL</b>		
244 Goole Bridge and Saltmarshe Station	Down and Up <b>BLOCKED</b>	23 45 to 07 45. Drainage 3m. 43ch. Crane and mechanical equipment in use. <b>Possession to be given up for passage of 1D62, 04 08 Doncaster to Hull over Down line.</b>
<b>HULL PARAGON STATION TO SEAMER WEST.</b>		
<b>UNTIL FURTHER NOTICE</b>		
245 Bridlington South	All Between Trains	08 00 to 16 00. Bridgework at 30m. 68ch. Crane and mechanical equipment in use. (82/48)
246 Bridlington South	Nos. 7 and 8 Platform lines Between Trains	Bridgework 30m. 68ch. Crane and mechanical equipment in use. <b>Restricted clearance.</b> (83/7)
247 Royal Oak LC and Seamer West	All	08 00 to 16 00. Signalling work. (83/7)
<b>SUNDAY 3 APRIL</b>		
248 Bridlington South and Bridlington Quay	All <b>BLOCKED</b>	00 01 to 14 00. Bridgework 30m. 68ch. Crane in use.
<b>SUNDAY 10 APRIL</b>		
249 Beverley North and Arram Station	Down and Up <b>BLOCKED</b>	07 00 to 17 00. Cutting back lineside vegetation, 9 and 11 m.p. Mechanical equipment in use.
250 Bridlington South and Bridlington Quay	All <b>BLOCKED</b>	00 01 to 14 00. Bridgework, 30m 68ch. Crane in use.
251 Hunmanby and Filey	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Demolition work, 43m 04ch. * Crane and mechanical equipment in use. <i>* ROYAL OAK L.C.</i>
<b>MONDAY/TUESDAY 11/12 APRIL</b>		
252 Walton Street LC and Cottingham North LC	Down and Up <b>BLOCKED</b>	23 45 to 05 15. Track maintenance, 2m 20ch and 3m 60ch. Mechanical equipment in use.
<b>TUESDAY/WEDNESDAY 12/13 APRIL</b>		
253 Walton Street LC and Hull Paragon	Down and Up <b>BLOCKED</b>	23 45 to 05 15. Track maintenance, 0m 20ch and 1m 20ch. Mechanical equipment in use.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY 2 TO MONDAY 4 APRIL – CROFTON WEST JUNCTION

The intersection of the Up Goole line and Up Crofton Branch line will be replaced by points controlled from Oakenshaw signal box and the Junction will be remodelled as described below:—

The existing facing and trailing junction will be abolished.

A new facing crossover will be installed to connect the Down Goole – Up Goole at approximately the 49½ m.p., in the Down Goole and 66 yards East from that point in the Up Goole.

A new single lead will be installed a further 11 yards further East in the Up Goole to form a connection between the Up Goole – Up Crofton Branch and a further single lead in the Up Goole adjacent to the facing connection in the Down Goole to form a connection between Up Goole – Down Crofton Branch.

A new ground position light signal (No.299) will be provided in the cress of the Up Goole which will apply – set-back – Up Goole to Up Crofton Branch. (17)

## SUNDAY 3 APRIL – WOOLLEY COAL SIDINGS

The Arrival/Departure line 2 together with Bunker Loading (Toton) (signals A, B, C, D, E, F) will be commissioned. Signals A and B are applicable to the Bunker line; C, D, E and F are applicable to the Arrival/Departure lines 1 or 2. "F" signal will be mounted on the bracket carrying new W266 3-aspect signal, (see below).

The following points controlled by Woolley Coal Sidings signal box will be brought into use:—

- At the North end of the Arrival/Departue line No.1 – line No.2
- Crossover between Arrival/Departure line No.1 & No.2
- At the North end of the Bunker line to Arrival/Departure line 1.

## New Signals

No.W265 – 3-aspect colour light signal applying (Up direction) – Arrival/Departure line 2 towards W267. An offset subsidiary applying towards the Bunker line will be provided.

No.W266 – 3-aspect colour light signal applying (Down direction) – Arrival/Departure line 2 towards W260/C31. An offset subsidiary will be provided applying towards the Loco Spur.

W286 – Ground position light signal applying from Cripple Sidings and Bunker line towards Arrival/Departure line 1 or Arrival/Departure line 2.

The following additional signal routes will be brought into use on existing signals:—

Signal	Line	Additional route indication	Application to or towards
W268	Down Main	Position 5 junction indicator	Arrival/Departure line 2 W266 signal.
W261	Up Main	Position 2 junction indicator	Arrival/Departure line 2 W265 signal.
<b>Ground Position Light Signals</b>			
W283	Down Main	Stencil indication '2'	Down Main to Arrival/Departure line 2.
W288	Up Main	Stencil indication '2'	Arrival/Departure line 2.

The RED aspect in ground position light signal No.W290 will be replaced by a YELLOW aspect to facilitate movements into the Shunt neck from Woolley Colliery Sidings. (17)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 10 APRIL – COLTON JUNCTION – HAMBLETON JUNCTIONS**

The new northern section of the re-routed East Coast Main Line will be opened to traffic in accordance with Stage 1 of the Signalling Notice No.117.

All concerned must be in possession of a copy of this Notice.

The date of implementation of Stage 2 will be published in the "NS" notice in due course.

The MAXIMUM PERMISSIBLE SPEED on the new Northern section is published in Section 'D' of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No.117 will not be brought into use at this stage. (17)

**SUNDAY 10 APRIL – BETWEEN HAMBLETON WEST JUNCTION AND GASCOIGNE WOOD**

The trailing crossover between the Down and Up Hull lines (between 5 m.p. and 4¾ m.p.) will be secured out of use pending removal and the associated signalling (GW5931) will be abolished.

**Hambleton Construction Sidings**

The adjacent facing connection from Down Hull to Hambleton Construction Sidings (arrival line) will be secured out of use pending removal of the Construction Sidings.

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying – Down Hull towards the Construction Sidings) will be abolished. (17)

**DETAILS OF WORK ALREADY CARRIED OUT****LEEDS HUNSLET SIDINGS (HUNSLET HOLDINGS LTD.)**

The points at 194m. 34ch. on the Up Hunslet Goods line leading to Hunslet Holdings Ltd. Private Sidings have been secured out of use pending removal. (16)

**POTTERS GRANGE JN.**

The new Renault Siding has been commissioned.

The facing points in the (Up) Wakefield Single line, leading to the new Renault Siding and power operated from Goole signal box have been brought into use.

A new ground position light signal (No. 89), at the exit from the Siding has been provided, which applies – Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

The ground position light signal applying – set back on Down Hull towards the Up Wakefield Single line signal G34, now also applies towards new Renault Siding.

An additional route indication "S" has been provided on (Up) Goods Loop 3-aspect signal G52 and this applies (in conjunction with the off-set subsidiary), towards Renault Siding. (16)



**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN BARNSELY STATION JN. AND DARTON**

A 20m.p.h. P.S.R. has been introduced on the Down and Up lines between 52m. 26ch. and 51m. 24ch. (16)

**BEVERLEY DOWN YARD**

The outside road at 8m. 35ch. adjacent to the former Goods Warehouse has been secured out of use until further notice. (16)

**STAINFORTH JUNCTION**

The Engineer's Siding has been taken out of use. The entry/exit points in the Down Reception have been secured out of use in the normal position pending removal.

The associated route indication 'E' has been abolished from Down Scunthorpe Slow Signal D637. (16)

**BETWEEN MOORTHORPE STATION JN. AND PONTEFRACT BAGHILL**

The catch points in the Down line at 7m. 11ch., 1,090 yards before reaching signal F.601 have been removed and plain line installed. (15)

**BRIDLINGTON SOUTH AND BRIDLINGTON QUAY****Bridlington Station**

Nos. 1 and 2 Platform lines have been taken out of use. All connections leading to and from these Platform lines have been abolished.

No. 4 Platform line has become a Down direction running line and the Absolute Block Regulations apply between Bridlington South and Bridlington Quay.

**Bridlington South**

The Down Main line has been slued into No. 4 Platform line.

A new trailing crossover has been installed between No. 4 and No. 5 Platform lines, 80 yards South of the Station Platforms.

**Signalling Alterations**

Nos. 1 and 2 Platform Up Starting signals have been abolished.

The double disc applying Up Main to former 1 or 2 Platform lines now applies towards 4 or 5 Platform lines respectively.

The route indications '1' and '2' formerly displayed on the Down Main Home signal route indicator have been substituted by route indication '4' which applies towards No. 4 Platform line.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BRIDLINGTON SOUTH AND BRIDLINGTON QUAY – continued****Bridlington Quay**

Down (No.2) Siding has been abolished. The existing connection from the Shunt Spur to Down (No.2) Siding has become Trap points.

No. 4 Platform line has been extended to become continuous with the Shunt Spur. The single ended facing connection leading from Single line to Nos. 4 or 5 Platforms has been remodelled to form a double ended facing connection between No. 4 Platform/Shunt spur and No. 5 Platform/Single line.

**Signalling Alterations (Bridlington Quay)****Signals Abolished**

Platform Nos. 1 and 2 Down Home signals to Single line.

Ground disc applying Down (No.2) Siding to Shunt Spur.

Ground disc (one of two) – Shunt Spur to Down (No.2) Siding.

**Altered Signals (Bridlington Quay)**

The ground disc (one of two referred to above) previously applying from Shunt Spur to 1 or 2 Platform lines now applies towards No. 4 Platform line.

The Route Indicator has been removed from the Up Single line home and the signal has ceased to apply towards No.4 Platform.

A new No. 4 Platform line Home to Single line has been provided 10 yards North of No. 4 Platform and 186 yards before reaching the signal box. An adjacent ground disc signal has been provided applying from No. 4 Platform towards the Shunt Spur. (16)

**BETWEEN CHURCH FENTON AND YORK (CHALONERS WHIN)**

Revised signalling has been commissioned in preparation for the commissioning of new Colton Junction and the diversion of the East Coast Main line.

Full details are shown in Signalling Notice No.119 and all concerned should be in possession of a copy of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Double or Flashing Single Yellow aspects referred on page 4 of the Signalling Notice have not been brought into use at this stage. (16)

**\*\* BETWEEN FILEY AND SEAMER WEST**

The Down line between a new trailing connection 44m. 49ch. (at the Filey end) and a new facing Single/Double line connection at 49m. 77ch. (at the Seamer end) has become the Single line. The adjacent Up line will subsequently be removed.

Gristhorpe Signal Box has been reduced in status to a Gate Box.

The Track Circuit Block Regulations apply on the Single line between Filey and Seamer West.

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

## \*\*BETWEEN FILEY AND SEAMER WEST - continued

The following associated signalling alterations have been carried out:-

**Filey**

The Down Main Starting signal has been abolished.

The Down Main 2nd. Home signal has become the Down Main Starting signal to Single line. (The Down Main 1st. Home has become the Down Main Home).

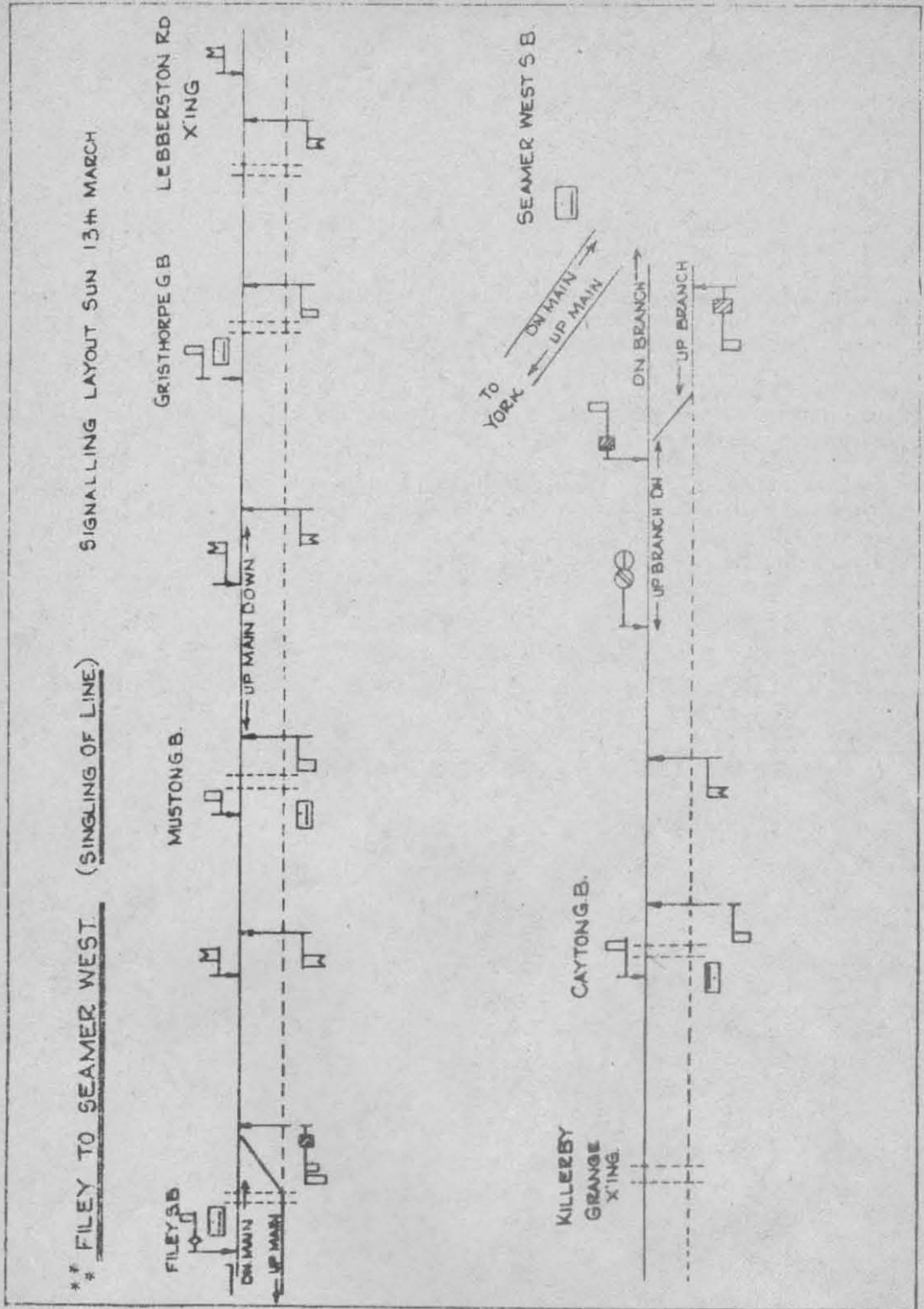
The Up Main 2nd. Home signal has been abolished. The Up Main 1st. Home applies to the Single line and has become the Up Single line Home to Up Main. A miniature arm "Calling-On" has been provided below this signal and a signal-post telephone has been provided.

**Seamer West**

A signal-post telephone has been provided on the Up Branch Starting signal which has become the Up Branch Starting to Single line.

All intermediate signals now apply (from their present positions) to the single line. The intermediate Up direction signals will be subsequently repositioned adjacent to the single line. (14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## GENERAL APPENDIX

## PART I

Section 3 – Working of Passenger and Parcels Trains  
Page 3.10.

## EQUIPMENT FOR GUARDS VANS

## Clause 2.1. Tool Box

Delete – from list of contents:–

Crowbar (short)  
Extension Tube  
Panel Cutting Tool  
2 wedges (steel)  
Safety Hand Lamp, electric with cable

(21)

## ER SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page Number in  
Table 'A'

Page 9 **ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES**  
Add –  
Hambleton East Jn. to Colton Jn.

87  
(w.e.f. 10.4.83)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Pages 84 and 85 – Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.						
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>						
U – Normanton D – Normanton U – Leeds D – Leeds		Church Fenton	10.43			
		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.
		Ulleskelf	8.70			
		Colton South Jn.	6.27	70		Down Normanton to Down Leeds. Colton South Jn. to Chaloners Whin Jn. controlled by York box.
		Colton Jn. (See Page 87)	5.41		70	Up Leeds to Up Normanton.

(w.e.f. 10.4.83)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Pages 84 and 85 - substitute - continued							
↑ ↑ ↑ ↑		Colton North Jn.	4.59	70		Down Normanton to Down Leeds.	
					70	Up Leeds to Up Normanton.	
		Earfit Lane L.C. (R/G)	4.35		85	Leeds line 4¼ m.p. and 2 m.p.	
		Copmanthorpe No.2 L.C. (R/G)	3.20		25	25 All connections 2m. 09ch. and 1m. 72ch.	
		Chaloners Whin Jn. (See page 21).	1.77		70	Both lines 2 m.p. and 3 m.p.	(UFN)

Page 87 Add:-

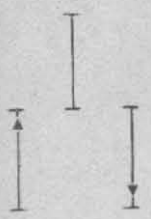
HAMBLETON EAST JN. TO COLTON JN.

HAMBLETON EAST JN. AND HAMBLETON NORTH JN.

HAMBLETON NORTH JN. AND COLTON JN.

40 40 MAXIMUM PERMISSIBLE SPEED.

60 60 MAXIMUM PERMISSIBLE SPEED.



Hambleton East Jn. (See page 110) 3.34

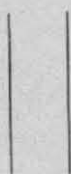
Hambleton North Jn. 4.00  
174.75

Colton Jn. (See page 85) 182.79

Hambleton East Jn. to Colton Jn. controlled by York box.

(w.e.f. 10.4.83) (UFN)

Page 110 Delete Philip Lane LC to Harrymore Lane LC all particulars and substitute:-



Philip Lane LC (R/G) 4.48

Hambleton East Jn. (See page 87) 3.34

Harrymore Lane LC (R/G) 2.78

40 To Hambleton North Jn. line. Controlled by York box.

(w.e.f. 10.4.83)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SATURDAY 23 APRIL to MONDAY 2 MAY – DEWSBURY – TEMPORARY SINGLING OF LINE OVER DEWSBURY VIADUCT**

A temporary single line will be formed by sluing the Up Main into the Down Main at 34m. 10ch. A connection will be formed at this point, worked by a temporary ground frame released from BATLEY signal box.

The single line will run between the new connection referred to above and the existing Dewsbury ground frame connection at the station end of the single line.

Movements over the Single line will be controlled by existing signalling and the Track Circuit Block Regulations will apply.

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

**1E26, 02 15 Manchester Victoria to Leeds must be authorised to pass Signal B14 at Danger onto the temporary Single line and set-back to the Up Main Platform.**

The train must be authorised to proceed from Dewsbury Up Main Platform to the temporary Single line by the Signaller at Dewsbury ground frame. (UFN)

**SUNDAY 24 APRIL AND UNTIL FURTHER NOTICE – PECKFIELD**

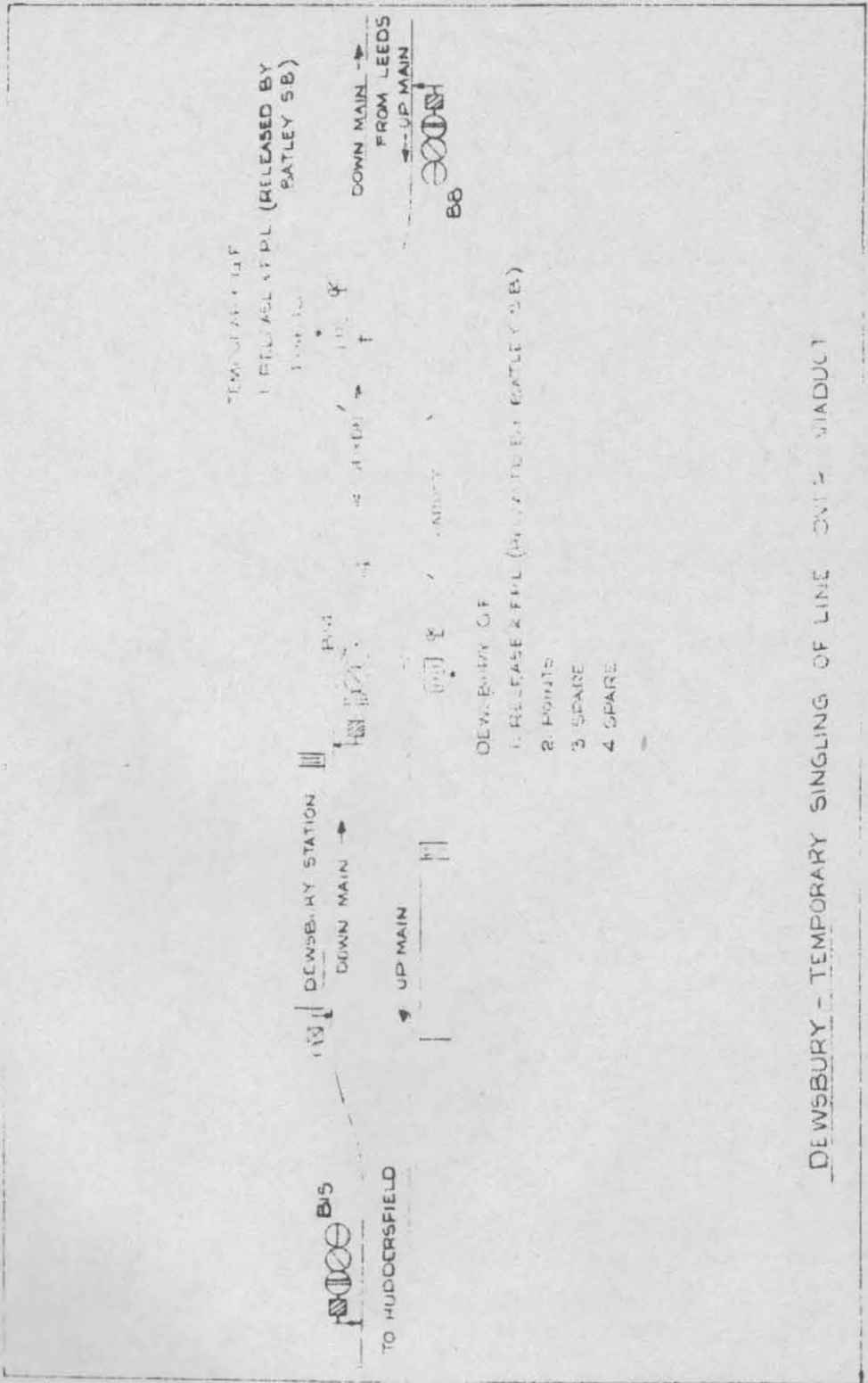
The points – Up Main to Up Sidings No.1, will be secured in the normal position until further notice. (20)

**MONDAY 25 APRIL – BETWEEN CASTLEFORD EAST JN. AND LEDSTON**

A 10m.p.h. P.S.R. applicable to Down and Up trains will be introduced on the single line between 5½m.p. and 5¼m.p. (20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued





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

## DETAILS OF WORK ALREADY CARRIED OUT

## FALSGRAVE

The Station Departure line semaphore arm signal to Up Sidings has been abolished. (19)

## STAINFORTH JUNCTION

The Up Sidings at Stainforth have been brought back into use.

The points in the Up Arrival, leading to/from the rear Nos.1 and 2 Up Sidings, have been brought into use. (19)

## \* \* CROFTON WEST JN.

The intersection of the Up Goole line and Up Crofton Branch line has been replaced by points controlled from Oakenshaw signal box and the Junction has been remodelled as described below :-

The existing facing and trailing junction has been abolished.

A new facing crossover has been installed to connect the Down Goole – Up Goole at approximately the 49½m.p., in the Down Goole and 66 yards East from that point in the Up Goole.

A new single lead has been installed a further 11 yards further East in the Up Goole to form a connection between the Up Goole – Up Crofton Branch and a further single lead in the Up Goole adjacent to the facing connection in the Down Goole to form a connection between Up Goole – Down Crofton Branch.

A new ground position light signal (No.299) has been provided in the cress of the Up Goole which applies – set-back – Up Goole to Up Crofton Branch. (17)

## \* \* WOOLLEY COAL SIDINGS

The Arrival/Departure line 2 together with Bunker Loading (Toton) (signals A, B, C, D, E, F) has been commissioned. Signals A and B are applicable to the Bunker line; C, D, E and F are applicable to the Arrival/Departure lines 1 or 2. "F" signal has been mounted on the bracket carrying new W266 3-aspect signal, (see below).

The following points controlled by Woolley Coal Sidings signal box have been brought into use:-

At the North end of the Arrival/Departue line No.1 – line No.2

Crossover between Arrival/Departure line No.1 & No.2

At the North end of the Bunker line to Arrival/Departure line 1.

## New Signals

No.W265 – 3-aspect colour light signal applying (Up direction) – Arrival/Departure line 2 towards W267. An offset subsidiary applying towards the Bunker line has been provided.

No.W266 – 3-aspect colour light signal applying (Down direction) – Arrival/Departure line 2 towards W260/C31. An offset subsidiary has been provided applying towards the Loco Spur.

W266 – Ground position light signal applying from Cripple Sidings and Bunker line towards Arrival/Departure line 1 or Arrival/Departure line 2.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## WOOLLEY COAL SIDINGS – continued

The following additional signal routes have been brought into use on existing signals :-

Signal	Line	Additional route indication	Application to or towards
W268	Down Main	Position 5 junction indicator	Arrival/Departure line 2 W266 signal.
W261	Up Main	Position 2 junction indicator	Arrival/Departure line 2 W265 signal.
<b>Ground Position Light Signals</b>			
W283	Down Main	Stencil indication '2'	Down Main to Arrival/Departure line 2.
W288	Up Main	Stencil indication '2'	Arrival/Departure line 2.

The RED aspect in ground position light signal No.W290 has been replaced by a YELLOW aspect to facilitate movements into the Shunt neck from Woolley Colliery Sidings.

(17)

## \*\*COLTON JUNCTION – HAMBLETON JUNCTIONS

The new northern section of the re-routed East Coast Main line has been opened to traffic in accordance with Stage 1 of the Signalling Notice No. 117.

All concerned must be in possession of a copy of this Notice.

The date of implementation of Stage 2 will be published in the "NS" notice in due course.

The MAXIMUM PERMISSIBLE SPEED on the new Northern section is published in Section 'D' of this notice.

**Flashing Yellow Aspects at High Speed Junctions**

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No. 117 have not been brought into use at this stage.

(17)

## \*\*BETWEEN HAMBLETON WEST JUNCTION AND GASCOIGNE WOOD

The trailing crossover between the Down and Up Hull lines (between 5m.p. and 4¾m.p.) has been secured out of use pending removal and the associated signalling (GW5931) has been abolished.

**Hambleton Construction Sidings**

The adjacent facing connection from Down Hull to Hambleton Construction Sidings (arrival line) has been secured out of use pending removal of the Construction Sidings.

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying – Down Hull towards the Construction Sidings) has been abolished.

(17)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

GENERAL APPENDIX

PART I

Section 3 – Working of Passenger and Parcels Trains  
Page 3.10.

EQUIPMENT FOR GUARDS VANS

Clause 2.1. Tool Box

Delete – from list of contents :-

- Crowbar (short)
- Extension Tube
- Panel Cutting Tool
- 2 wedges (steel)
- Safety Hand Lamp, electric with cable

(21)

ER SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book Page Number in Table 'A'

**ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES**

Page 9 **Add –**  
Hambleton East Jn. to Colton Jn. 87

TABLE "A" – DETAILS OF RUNNING LINES

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

Pages 84 and 85 – Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.

**NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.**

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Down m.p.h.	Up m.p.h.	Permanent Speed Restrictions	Catch, Spring and unworked trailing points
U – Normanton D – Normanton U – Leeds D – Leeds		Church Fenton	10.43				
		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
		Uileskelf	8.70				
		Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Whin Jn. controlled by York box.
		Colton Jn. (See Page 87)		5.41	70	Up Leeds to Up Normanton.	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Pages 84 and 85 - substitute - continued						
↑ ↑ ↑ ↑		Colton North Jn.	4.59	70		Down Normanton to Down Leeds.
					70	Up Leeds to Up Normanton.
		Earfit Lane L.C. (R/G)	4.35		85	Leeds line 4 1/4 m.p. and 2 m.p.
		Copmanthorpe No.2 L.C. (R/G)	3.20		25	25 All connections 2m. 09ch. and 1m. 72ch.
		Chaloners Whin Jn. (See page 21).	1.77		70	Both lines 2 m.p. and 3 m.p. (UFN)

Page 86

## CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST

Between Castleford East Jn. and Ledston Station

Add:-

10	10	5 1/2 m.p. and 5 1/4 m.p.
w.e.f. 09 00 Monday 25 April (23D)		

Page 87

Add:-

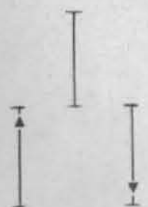
## HAMBLETON EAST JN. TO COLTON JN.

HAMBLETON EAST JN. AND HAMBLETON NORTH JN.

40	40	MAXIMUM PERMISSIBLE SPEED.
----	----	----------------------------

HAMBLETON NORTH JN. AND COLTON JN.

60	60	MAXIMUM PERMISSIBLE SPEED.
----	----	----------------------------



Hambleton East Jn. (See page 110)	3.34
-----------------------------------	------

Hambleton North Jn.	4.00
	174.75

Colton Jn. (See page 85)	182.79
--------------------------	--------

Hambleton East Jn. to Colton Jn. controlled by York box.

(UFN)

Page 110 Delete Philip Lane LC to Harrymore Lane LC all particulars and substitute:-

Philip Lane LC (R/G)	4.48		
Hambleton East Jn. (See page 87)	3.34	40	To Hambleton North Jn. line. Controlled by York box.
Harrymore Lane LC (R/G)	2.78		(UFN)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## OTHER GENERAL INSTRUCTIONS

Page 307

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details &amp; Warning Systems.

Add to table:-

Skelton Bridge

Covers Down and Up Fast and Down  
Slow lines between 3m.p. and 3¼m.p.

(23D)

## MISCELLANEOUS NOTICES

1. RULE BOOK AMENDMENT PAGES - ISSUE NO.8 - BR.87109/32
2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO.2 - BR.29944/29
3. ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM RULE BOOK - SUPPLEMENT NO.2 - BR.87109/33

The above mentioned publications are in the course of distribution but will not operate until Monday, 16 May, 1983.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from Rule Book who does not receive a copy of the appropriate Amendment Pages/ Supplement by 30 April must promptly advise his Supervisor. (19)

York  
15 APRIL, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 23 APRIL to MONDAY 2 MAY – DEWSBURY – TEMPORARY SINGLING OF LINE OVER DEWSBURY VIADUCT**

A temporary single line will be formed by sluing the Up Main into the Down Main at 34m. 10ch. A connection will be formed at this point, worked by a temporary ground frame released from BATLEY signal box.

The single line will run between the new connection referred to above and the existing Dewsbury ground frame connection at the station end of the single line.

Movements over the Single line will be controlled by existing signalling and the Track Circuit Block Regulations will apply.

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

**1E26, 02 15 Manchester Victoria to Leeds must be authorised to pass Signal B14 at Danger onto the temporary Single line and set-back to the Up Main Platform.**

**The train must be authorised to proceed from Dewsbury Up Main Platform to the temporary Single line by the Signalman at Dewsbury ground frame.**

**WEDNESDAY 4 MAY – GRIMETHORPE BUNKER**

The ground position light signal (plated 1) for movements into the Bunker will be repositioned 14 yards further from the Bunker. (21)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## PECKFIELD

The points - Up Main to Up Sidings No.1, have been secured in the normal position until further notice.  
(20)

## BETWEEN CASTLEFORD EAST JN. AND LEDSTON

A 10m.p.h. P.S.R. applicable to Down and Up trains has been introduced on the single line between 5½m.p. and 5¼m.p.  
(20)

## ALSGRAVE

The Station Departure line semaphore arm signal to Up Sidings has been abolished.  
(19)

## STAINFORTH JUNCTION

The Up Sidings at Stainforth have been brought back into use.

The points in the Up Arrival, leading to/from the rear Nos.1 and 2 Up Sidings, have been brought into use.  
(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

1. 11. 1963

P. 1

11. 1963

11. 1963  
11. 1963  
11. 1963

11. 1963



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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## GENERAL APPENDIX

## PART I

Section 3 – Working of Passenger and Parcels Trains  
Page 3.10.

## EQUIPMENT FOR GUARDS VANS

## Clause 2.1. Tool Box

Delete – from list of contents:—

Crowbar (short)

Extension Tube

Panel Cutting Tool

2 wedges (steel)

Safety Hand Lamp, electric with cable

(21)

## ER SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page Number in  
Table 'A'

## ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES

Page 9 Add –  
Hambleton East Jn. to Colton Jn.

87


## TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or between	
<b>Pages 84 and 85 – Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.</b>						
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>						
U – Normanton D – Normanton U – Leeds D – Leeds	Church Fenton		10.43			
	Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
	Ulleskelf		8.70			
	Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Whin Jn. controlled by York box.
	Colton Jn. (See Page 87)		5.41		70 Up Leeds to Up Normanton.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System Pages 84 and 85 - substitute - continued	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
	Colton North Jn.	4.59	70	70	Down Normanton to Down Leeds. Up Leeds to Up Normanton.
	Earfit Lane L.C. (R/G)	4.35	85		Leeds line 4 1/4 m.p. and 2 m.p.
	Copmanthorpe No.2 L.C. (R/G)	3.20	25	25	All connections 2m. 09ch. and 1m. 72ch.
	Chaloners Whin Jn. (See page 21).	1.77	70		Both lines 2 m.p. and 3 m.p. (UFN)

Page 86

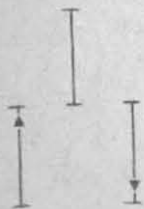
**CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST**  
Between Castleford East Jn. and Ledston Station  
Add:-

10	10	5 1/2 m.p. and 5 1/4 m.p.	(23D)
----	----	---------------------------	-------

Page 87

Add:-  
**HAMBLETON EAST JN. TO COLTON JN.**  
HAMBLETON EAST JN. AND HAMBLETON NORTH JN.  
HAMBLETON NORTH JN. AND COLTON JN.

40	40	MAXIMUM PERMISSIBLE SPEED.
60	60	MAXIMUM PERMISSIBLE SPEED.



Hambleton East Jn. (See page 110)	3.34
Hambleton North Jn.	4.00 174.75
Colton Jn. (See page 85)	182.79

Hambleton East Jn. to Colton Jn. controlled by York box. (UFN)

**APPERLEY JN. TO ILKLEY STATION**

Page 105 (Page A.29 PON ND14D)  
Between Springs Tunnel and Greenbottom Tunnel  
Delete:-

30	30	204m. 29ch. and 204m. 32ch	(23D)
----	----	----------------------------	-------

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
Page 110 LEEDS TO HULL PARAGON					
Delete Philip Lane LC to Harrymore Lane LC all particulars and substitute:-					
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	Hambleton East Jn. (See page 87)	3.34	40	To Hambleton North Jn. line.	Controlled by York box.
	Harrymore Lane LC (R/G)	2.78			(UFN)

## OTHER GENERAL INSTRUCTIONS

Page 307

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details &amp; Warning Systems.

Add to table:-

Skelton Bridge	Covers Down and Up Fast and Down Slow lines between 3m.p. and 3¼m.p.	(23D)
----------------	--	-------

## MISCELLANEOUS NOTICES

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## \*\* SUNDAY 1 MAY - NEW PUDSEY STATION

Between 07 30 and 17 00 Sunday 1 May drivers of Trains stopping at New Pudsey Station must observe instructions of Warning Boards and/or Handsignalmen during Platform repairs.

## 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

## CAYTON

The Up Distant Signal has been renewed 136 yards further from the Level Crossing.

The Up Home Signal has been renewed 36 yards further from the Level Crossing. (New Item) (22)

## GRIMETHORPE BUNKER

The ground position light signal (plated 1) for movements into the Bunker has been repositioned 14 yards further from the Bunker. (21)

## PECKFIELD

The points - Up Main to Up Sidings No.1, have been secured in the normal position **until further notice.** (20)

## BETWEEN CASTLEFORD EAST JN. AND LEDSTON

A 10m.p.h. P.S.R. applicable to **Down** and **Up** trains has been introduced on the single line between 5½m.p. and 5¼m.p. (20)

## \*\* FALSGRAVE

The Station Departure line semaphore arm signal to Up Sidings has been abolished. (19)

## \*\* STAINFORTH JUNCTION

The Up Sidings at Stainforth have been brought back into use.

The points in the Up Arrival, leading to/from the rear Nos.1 and 2 Up Sidings, have been brought into use. (19)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

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## GENERAL APPENDIX

## PART I

Section 3 - Working of Passenger and Parcels Trains  
Page 3.10.

## EQUIPMENT FOR GUARDS VANS

## Clause 2.1. Tool Box

Delete - from list of contents :-

Crowbar (short)

Extension Tube

Panel Cutting Tool

2 wedges (steel)

Safety Hand Lamp, electric with cable

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## ER SECTIONAL APPENDIX (NORTHERN AREA)

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## ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES

Page 9 Add -  
Hambleton East Jn. to Colton Jn.

87

## TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
U - Normanton D - Normanton U - Leeds D - Leeds	Church Fenton	10.43			
	Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.
	Ulleskelf	8.70			
	Colton South Jn.	6.27	70		Down Normanton to Down Leeds. Colton South Jn. to Chaloners Whin
	Colton Jn. (See Page 87)	5.41		70	Up Leeds to Up Normanton. Jn. controlled by York box.

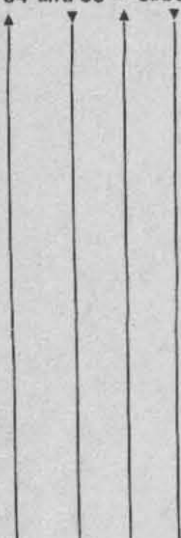
Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.

## NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
Pages 84 and 85 - substitute - continued					
	Colton North Jn.	4.59	70	70	Down Normanton to Down Leeds. Up Leeds to Up Normanton.
	Earfit Lane L.C. (R/G)	4.35	85		Leeds line 4¼ m.p. and 2 m.p.
	Copmanthorpe No.2 L.C. (R/G)	3.20	25	25	All connections 2m. 09ch. and 1m. 72ch.
	Chaloners Whin Jn. (See page 21).	1.77	70		Both lines 2 m.p. and 3 m.p. (UFN)

Page 86

## CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST

Between Castleford East Jn. and Ledston Station

Add:-

10 10 5½ m.p. and 5¼ m.p.

(23D)

Page 87

Add:-

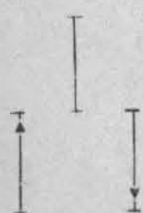
## HAMBLETON EAST JN. TO COLTON JN.

HAMBLETON EAST JN. AND  
HAMBLETON NORTH JN.

40 40 MAXIMUM PERMISSIBLE SPEED.

HAMBLETON NORTH JN. AND COLTON JN.

60 60 MAXIMUM PERMISSIBLE SPEED.

Hambleton East Jn. 3.34  
(See page 110)Hambleton North Jn. 4.00  
174.75Colton Jn. 182.79  
(See page 85)

Hambleton East Jn. to Colton Jn. controlled by York box.

(UFN)

## APPERLEY JN. TO ILKLEY STATION

Page 105 (Page A.29 PON ND14D)

Between Springs Tunnel and Greenbottom Tunnel

Delete:-

30 30 204m. 29ch. and 204m. 32ch

(23D)

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE A – DETAILS OF RUNNING LINES – continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h. At or Between	
Page 110 LEEDS TO HULL PARAGON Delete Philip Lane LC to Harrymore Lane LC all particulars and substitute:—					
	Philip Lane LC (R/G)	4.48			
	Hambleton East Jn. (See page 87)	3.34	40	To Hambleton North Jn. line.	Controlled York box.
	Harrymore Lane LC (R/G)	2.78			(U/N)

TABLE G – WORKING IN THE WRONG DIRECTION

From	To	Line	Remarks
Page 163 – BARNSLEY STATION JN. TO HORBURY JN. Amend:—			
Horbury Jn.	Flockton Sidings GF	Down Main	50 SLV without brake van. MGR trains drawn only. (23D)

## OTHER GENERAL INSTRUCTIONS

Page 307

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details &amp; Warning Systems.

Add to table:—

Skelton Bridge	Covers Down and Up Fast and Down Slow lines between 3m.p. and 3¼m.p.	(23D)
----------------	--	-------

## MISCELLANEOUS NOTICES

## SUNDAY 8 MAY – NEW PUDSEY STATION

Between 07.30 and 17.00 drivers of Trains stopping at New Pudsey Station must observe instructions of Warning Boards and/or Handsignalmen during Platform repairs.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

"Further Supplements to the Rule Book and General Appendix, as shown hereunder, incorporating alterations and additions following the introduction of Guardless trains and certain other amendments, are in the course of distribution but will not operate until Saturday 4 June, 1983 :-

1. RULE BOOK AMENDMENT PAGES - ISSUE NO.9 - BR.87109/34
2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO.3 - BR.29944/30

Any member of the staff who is in possession of the current issue of the Rule Book or General Appendix who does not receive a copy of the appropriate Amendment Pages by 23 May must promptly advise his Supervisor". (23)

1. RULE BOOK AMENDMENT PAGES - ISSUE NO.8 - BR.87109/32
2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO.2 - BR.29944/29
3. ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM RULE BOOK - SUPPLEMENT NO.2 - BR.87109/33

The above mentioned publications are in the course of distribution but will not operate until Monday, 16 May, 1983.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix, or Extracts from Rule Book who has not received a copy of the appropriate Amendment Pages/ Supplement must promptly advise his Supervisor. (20)

MP.32/NS

York  
29 APRIL, 1983

R.M. WILLIAMS  
Chief Operating Manager



M. YORK

**British Rail**

EASTERN REGION

**NS****20****WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND****PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 14 MAY****TO****FRIDAY 20 MAY 1983****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

## SATURDAY 14 and SUNDAY 15 MAY – BETWEEN DODWORTH AND HUDDERSFIELD JUNCTION

The Branch will be singled. The Up and Down lines will be slued as required to form the single line.

**Penistone Station**

The Double Junction will be replaced by a remodelled junction to facilitate movements between the single line and the Down and Up Platforms at Penistone.

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

New colour light signalling will be provided and the **Track circuit Block Regulations** will apply between Dodworth and Huddersfield Junction.

**Signalling alterations**

**Renumbering of Signals** (HJ = Huddersfield Junction DO = Dodworth)

Old	New
HJ3R (Up Distant from Clayton West)	HJ43R
HJ3 (Up Home from Clayton West Junction)	HJ43
HJ4 (Up Penistone Station Platform Starting Signal)	HJ46
DO2 Down Distant from Barnsley	DO4R

**Dodworth**

A two-way stencil type route indicator will be provided on Down single line signal DO4 with the following indications:—

A = Arrival line  
S = Sidings

**Description of Signals** DO = Dodworth HJ = Huddersfield Junction

Signal	Line	Remarks	Application towards
HJ46	Penistone Up Platform		Up single line
DO13R	Up Single Line	Distant to DO13	
DO13	Up Single Line		Barnsley Station Jn.
HJ57R	Down Single Line	Distant to HJ57	
HJ57	Down Single Line		Penistone Station Down Platform

**DEEPCAR—HUDDERSFIELD JUNCTION**

The line between Deepcar (exclusive) and Huddersfield Junction (exclusive) will be taken out of use after passage of last train on Saturday 14 May.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued  
 DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 15 MAY - GRISTHORPE (BETWEEN FILEY AND SEAMER)

The Up Distant signal will be renewed 1250 yards before reaching the Up Home signal (166 yards further from the signal box). (23)

SUNDAY 15 MAY - MUSTON GATE BOX (BETWEEN FILEY AND SEAMER)

The Up Distant signal will be renewed 1100 yards before reaching the Up Home signal (344 yards further from the signal box). (23)

MONDAY 16 MAY - BETWEEN HAMBLETON NORTH JN. AND COLTON JN.

The maximum permissible speed on the Down and Up lines will be increased to 70 m.p.h. (See Section 'D'). (23)

DETAILS OF WORK ALREADY CARRIED OUT

DODWORTH

The trailing crossover on the Penistone side of the signal box has been secured out of use pending removal. A Stop-Block has been provided on the Up line approximately 440 yards on the Penistone side of the signal box. The Up line between this new Stop-Block and the double line to Single line junction has been re-named Arrival line, and trap points have been provided to protect the Single line to Bamsley.

The following signals have been abolished:-

- Down Second Home
- Down Starting
- Up Distant
- Up Home and Disc to Colliery
- Disc Down Line to Colliery or Up Line

The disc signal applying Up Line to Down Line now applies along the Arrival Line - and is associated with a new fixed Stop arm 12 feet above rail level.

The disc signal applying Colliery to Down Line now applies - Colliery to Arrival Line.

A new disc signal has been provided on the Penistone side of the level crossing and this now applies - Arrival Line to Colliery or along Arrival Line.

The "set-back" bell Down line to Colliery has been re-sited for movements Arrival line to Colliery. (Amended) (22)

CAYTON

The Up Distant Signal has been renewed 136 yards further from the Level Crossing. (22)

The Up Home Signal has been renewed 36 yards further from the Level Crossing.

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

The ground position light signal (plated 1) for movements into the Bunker has been repositioned 14 yards further from the Bunker. (21)

**\*\* PECKFIELD**

The points - Up Main to Up Sidings No.1, have been secured in the normal position until further notice. (20)

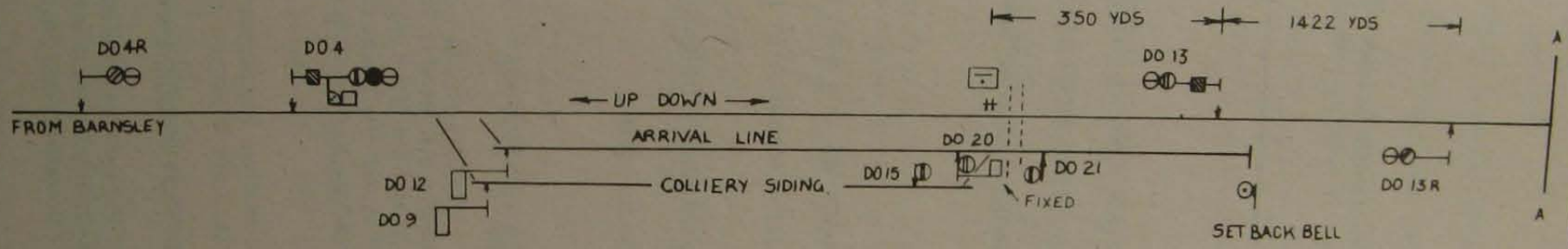
**\*\* BETWEEN CASTLEFORD EAST JN. AND LEDSTON**

A 10m.p.h. P.S.R. applicable to Down and Up trains has been introduced on the single line between 5 $\frac{1}{2}$ m.p. and 5 $\frac{1}{4}$ m.p. (20)

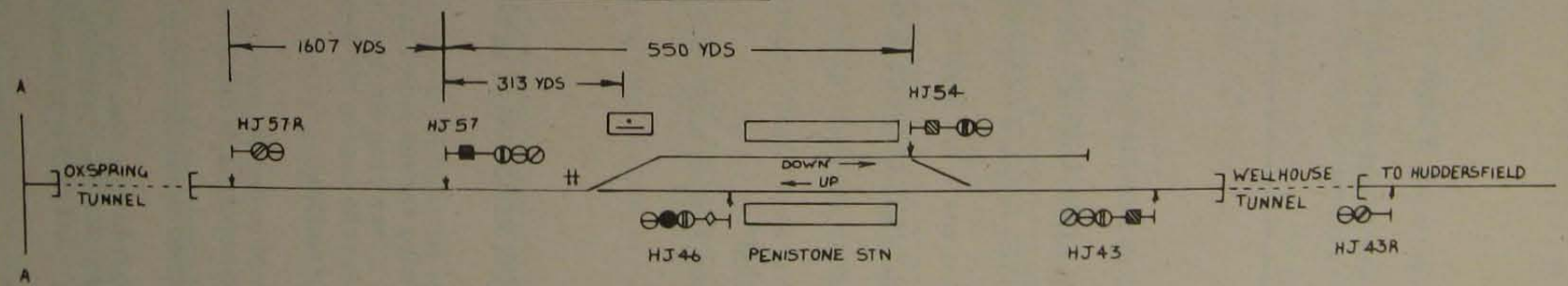
DODWORTH - HUDDERSFIELD JN. SINGLING OF LINE

D04 2WAY ROUTE IND  
A - ARRIVAL  
S - SIDINGS

DODWORTH S.B. (D0)



HUDDERSFIELD JN S.B. (HJ)



## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

### RULE BOOK

#### Section P. Clause 1.1 (as amended in Supplement No.8)

The second paragraph of this Clause will not come into effect until October 1983. An appropriate entry drawing attention to the introduction will be published in a future Periodical Operating Notice. (23D)

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#### REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR 29960)

#### REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

#### Regulation 3 – LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VAN COUPLED TOGETHER

Delete and substitute w.e.f. Monday 16 May

#### LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Two or more light locomotives coupled together must be signalled as a light locomotive.

A locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive(s) with a brake van(s) attached must be signalled as a freight train.

In each case the Signaller in advance must be advised the formation.

(23D)

#### Regulation 10 LOCOMOTIVE ASSISTING IN REAR OF TRAIN

Delete Clauses (a) to (d) inclusive and substitute w.e.f. Monday 16 May:—

- (a) After the **Train entering section** signal has been sent and the block indicator has been placed to **Train on line** for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than once locomotive, the Signaller in advance must be advised of the formation. Both Signallers must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive(s) has arrived.
- (d) If the assisting locomotive(s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
 REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

Regulation 3 LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Delete and substitute w.e.f. Monday 16 May:-

LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Two or more light locomotives coupled together must be signalled as a light locomotive.

A light locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive(s) with a brake van(s) attached must be signalled as a freight train.

In each case the Signaller in advance must be advised the formation.

(23D)

Regulation 10 - LOCOMOTIVE ASSISTING IN REAR OF TRAIN

Delete Clauses (a) to (d) inclusive and substitute w.e.f. Monday 16 May:-

- (a) After the **Train entering section** signal has been sent and acknowledged for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than one locomotive the Signaller in advance must be advised of the formation. Both signallers must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive (s) has arrived.
- (d) If the assisting locomotive (s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register.

(23D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR30062)

SIGNALMEN'S GENERAL INSTRUCTIONS

Page 7

4 Bell Signals - Delete w.e.f. Monday 16 May:-

Locomotives with one or two brake vans assisting in rear of train -2-3-1.

(23D)

REGULATIONS FOR TRAIN SIGNALLING BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 3 - Mode of Signalling

Delete Clauses 3.3.1 and 3.3.2 and substitute w.e.f. Monday 16 May:-

- 3.3.1 Two or more light locomotives coupled together must be described as a light locomotive.
- 3.3.2 A locomotive hauling one or more dead locomotives must be dealt with in accordance with the General Appendix instructions. A locomotive (s) with a brake van (s) attached must be described as a freight train.

(23D)

NS-31

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

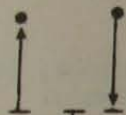
ER SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page	Description	Page Number in Table 'A'
9	<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN. AND BRANCHES</b> Amend Barnsley Station Jn. to Huddersfield Springwood Jn.	72
9	<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES</b> Add - Hambleton East Jn. to Colton Jn.	87

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or between	
Page 72 - Delete line heading and Huddersfield Jn. to Wellhouse Tunnel all particulars and substitute :- <b>BARNESLEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.</b>						
		50	50	MAXIMUM PERMISSIBLE SPEED		
	Barnsley Station Jn. (See page 198 Southern Appendix and page 77 Northern Appendix)	6	43	20	6½ m.p. and 6m. 44ch.	A.W.S. not provided
		5	72	25	Single to Up at 5m. 72ch.	CW. Down at 6m. 36ch (602 yards before reaching signal BY9)
				40	6½ m.p. and 5m. 70ch.	
				40	5m. 75ch. and 6½ m.p.	C Down at 5m. 76ch.
		25	25	25	4m. 10ch. and 4m. 07ch.	
		15	15	15	To and from Dodworth Colliery at 4m. 09ch.	
	Dodworth LC	3	67	40	4m. 07ch. and 3m. 75ch.	
	Oxspring Tunnel (558 yards)	0	63 to 0 38			
			0 00 to 29 13			
	Huddersfield Jn.	28	37 to 13 42	15	15 28m. 44ch. and 13m. 32ch.	CL
	Penistone		13 36			
	Wellhouse Tunnel (415 yards)	12	48 to 12 29			





SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
 ER SECTIONAL APPENDIX (NORTHERN AREA) - continued  
 TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<b>Pages 84 and 85 - Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute.</b>						
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>						
	Church Fenton		10.43			
	Church Fenton North Jn. (See page 114).		10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.
	Ulleskelf		8.70			
	Colton South Jn.		6.27	70		Down Normanton to Down Leeds. Colton South Jn. to Chaloners Whin Jn. controlled by York box.
					70	Up Leeds to Up Normanton.
	Colton Jn. (See Page 87)		5.41			
	Colton North Jn.		4.59	70		Down Normanton to Down Leeds.
					70	Up Leeds to Up Normanton.
	Earfit Lane L.C. (R/G)		4.35			
					85	Leeds line 4 1/4 m.p. and 2 m.p.
Copmanthorpe No.2 L.C. (R/G)		3.20				
				25	25 All connections 2m. 09ch. and 1m. 72ch.	
Chaloners Whin Jn. (See page 21).		1.77				
				70	Both lines 2 m.p. and 3 m.p. (UFN)	

Page 86

**CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST**

Between Castleford East Jn. and Ledston Station

Add:-

10 10 5 1/2 m.p. and 5 1/4 m.p. (23D)

Page 87

Add:-

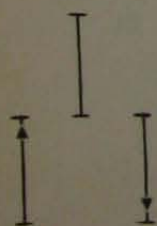
**HAMBLETON EAST JN. TO COLTON JN.**

HAMBLETON EAST JN. AND HAMBLETON NORTH JN.

40 40 MAXIMUM PERMISSIBLE SPEED.

HAMBLETON NORTH JN. AND COLTON JN.

60 60 MAXIMUM PERMISSIBLE SPEED.



Hambleton East Jn. (See page 110) 3.34

Hambleton North Jn. 4.00  
174.75

Colton Jn. (See page 85) 182.79

Hambleton East Jn. to Colton Jn. controlled by York box.

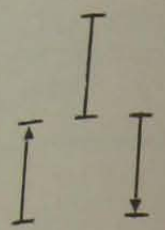
(Until Monday 16 May)

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued  
 TABLE A - DETAILS OF RUNNING LINES - continued

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

Page 87

Add:-  
 HAMBLETON EAST JN. TO COLTON JN.  
 HAMBLETON EAST JN. AND  
 HAMBLETON NORTH JN.



HAMBLETON NORTH JN. AND COLTON JN.

Hambleton East Jn. (See page 110)	3 34
Hambleton North Jn.	4 00
	<u>174 75</u>
Colton Jn. (See page 85)	182 79

40	40	MAXIMUM PERMISSIBLE SPEED
70	70	MAXIMUM PERMISSIBLE SPEED

Hambleton East Jn. to Colton Jn. controlled by York box.

(Amended w.e.f. Monday 16 May) (UFN)

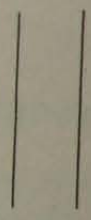
APPERLEY JN. TO ILKLEY STATION

Page 105 (Page A.29 PON ND14D)  
 Between Springs Tunnel and Greenbottom Tunnel  
 Delete:-

30	30	204m. 29ch. and 204m. 32ch	(23D)
----	----	-------------------------------	-------

Page 110 LEEDS TO HULL PARAGON

Delete Philip Lane LC to Harrymore Lane LC all particulars and substitute:-



Philip Lane LC (R/G)	4.48
Hambleton East Jn. (See page 87)	3.34
Harrymore Lane LC (R/G)	2.78

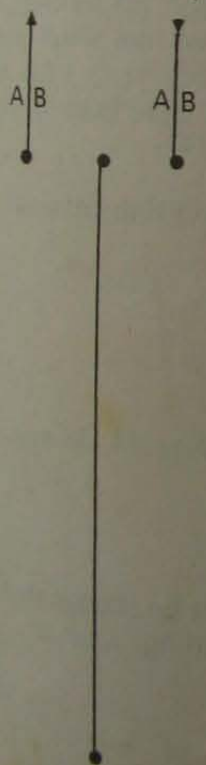
40 To Hambleton North Jn. line. Controlled by York box.

(UFN)

Page 119

HULL PARAGON TO SEAMER WEST

Delete portion of line Filey to Seamer West (incl.) and substitute:-



Filey	40 40	44 1/4 m.p. and 44m. 50ch.
Filey LC	44 35	50 50 45m. 35ch. and 45m. 50ch.
Muston LC	45 41	
Gristhorpe LC	46 38	
Lebberston Road LC	46 72	
Cayton LC	48 19	
Seamer West (See page 43)	50 43	40 Double to Single line. 25 50m. 36ch. and 50m. 43ch.

(23D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE G - WORKING IN THE WRONG DIRECTION

From	To	Line	Remarks
<b>Page 163 - BARNSELY STATION JN. TO HORBURY JN.</b>			
Amend :-			
Horbury Jn.	Flockton Sidings GF	Down Main	50 SLV without brake van. MGR trains drawn only. (23D)

## OTHER GENERAL INSTRUCTIONS

Page 226

## LINESIDE AUDIBLE WARNING SYSTEMS

## 8. Details &amp; Warning Systems.

Add to table:-

Skelton Bridge	Covers Down and Up Fast and Down Slow lines between 3m.p. and 3½m.p.	(23D)
----------------	---	-------

## LOCAL INSTRUCTIONS

Page 246 - Add :-

## BARNSELY STATION JN. TO HUDDERSFIELD SPRINGWOOD JN.

## DODWORTH

**Vehicles for Dodworth Colliery.** A loud sounding bell is provided at the Penistone end of the Arrival line and the Guard must give two long rings on the plunger situated on the side of the signal box as an intimation to the Driver that the points have been set and the propelling movement into the Colliery may commence.

If the train has not drawn a sufficient distance to clear the points, the Guard must give **five short rings** and the Driver must draw forward to clear the points.

**Dodworth Colliery - Empty Sidings.** No.15 siding is for the reception of mineral empties.

No.15 siding is used by the NCB locomotive(s) as a locomotive running road for transferring between the Colliery Empty sidings and the loaded sidings of the Colliery Screens.

A red light is positioned at the Outer end of No.14 siding.

No.16 siding is the NCB loading siding.

Red lights are provided at each side of the road vehicle crossings at the entrance to Nos.14, 15 and 16 sidings and control road crossing movements.

A red light is provided at the West end of the BR Loaded sidings.

These lights are normally switched off to allow the NCB freedom of movement, but can be illuminated by operating the switch on the post carrying the red light at the outer end of No.14 siding, when a yellow proving light facing the signal box will be illuminated also.

This switch is operated by a key kept in Dodworth signal box.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
LOCAL INSTRUCTIONS - continued

NS-35

Page 246 - Add - continued

Before a propelling movement is made from the Arrival line into No. 15 Empty Siding, the Guard must first obtain the switch key from the signal box. A proper understanding must be arrived at with the staff in charge of locomotive(s) working in the sidings at the loaded end of the screens to ensure that no conflicting movement will be made and that all the points are correctly set for the appropriate Empty siding. The switch must then be operated to illuminate the red lights and give the yellow proving indication light.

The Guard must switch off the lights when the empties have been disposed of and the locomotive despatched towards the Outlet signal at Dodworth signal box and then return the switch key to the Signalman. (23D)

MISCELLANEOUS NOTICES

\*\* WORKING MANUAL FOR RAIL STAFF  
\* B.R. 30054, WHITE PAGES

Amended classification of freight trains, commencing 16 May. Staff to note that amended pages are now being distributed.

ALTERATIONS AND ADDITIONS TO THE RULE BOOK - ISSUE NO.8

On the List of re-issued pages inside the cover, please note that Page T.15 should refer to new clauses 9.5 to 9.10. (22)

ALTERATIONS AND ADDITIONS TO THE GENERAL APPENDIX - ISSUE NO.2

On the List of Minor Alterations on Amendment Sheet No.2, please note that reference to Page 3.8 should read Page 3.18. (22)



**British Rail**

EASTERN REGION

**NS**

**21**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND  
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 21 MAY**

TO

**FRIDAY 27 MAY 1983**

**INCLUSIVE**

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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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 22 MAY – BUCKTON LANE LEVEL CROSSING**

Buckton Lane Level Crossing at 35m. 20ch., will become an automatic open level crossing remotely monitored from Bridlington Quay Signal Box.

A "Whistle" board will be provided 240 yards from the crossing in the Up direction and 171 yards from the crossing in the Down direction.

Telephone communication will be provided between the crossing and the signal box. (24)

**SUNDAY 22 MAY – BETWEEN FLAMBOROUGH LEVEL CROSSING AND BUCKTON LANE LEVEL CROSSING**

The **50 m.p.h.** permanent speed restriction between 33m. 53ch. and 34m. 30ch. will be extended for Down trains to 35m. 16ch. (24)

**MONDAY 23 to FRIDAY 27 MAY – HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions will be commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing will not be commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line will also be commissioned but only display a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made. (UFN)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN DODWORTH AND HUDDERSFIELD JUNCTION**

The Branch has been singled. The Up and Down lines have been slued as required to form the single line.

**Penistone Station**

The Double Junction has been replaced by a remodelled junction to facilitate movements between the single line and the Down and Up Platforms at Penistone.

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

New colour light signalling has been provided and the **Track circuit Block Regulations** apply between Dodworth and Huddersfield Junction.

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

## BETWEEN DODWORTH AND HUDDERSFIELD JUNCTION – continued

## Signalling alterations

Renumbering of Signals (HJ = Huddersfield Junction DO = Dodworth)

Old	New
HJ3R (Up Distant from Clayton West)	HJ43R
HJ3 (Up Home from Clayton West Junction)	HJ43
HJ4 (Up Penistone Station Platform Starting Signal)	HJ46
DO2 Down Distant from Barnsley	DO4R

**Dodworth**

A two-way stencil type route indicator has been provided on Down single line signal DO4 with the following indications:-

A = Arrival line  
S = Sidings

Description of Signals DO = Dodworth HJ = Huddersfield Junction

Signal	Line	Remarks	Application towards
HJ46	Penistone Up Platform		Up single line
DO13R	Up Single Line	Distant to DO13	
DO13	Up Single Line		Barnsley Station Jn.
HJ57R	Down Single Line	Distant to HJ57	
HJ57	Down Single Line		Penistone Station Down Platform

**DEEPCAR-HUDDERSFIELD JUNCTION**

The line between Deepcar (exclusive) and Huddersfield Junction (exclusive) has been taken out of use.  
(23)

**DODWORTH**

The trailing crossover on the Penistone side of the signal box has been secured out of use pending removal. A Stop-Block has been provided on the Up line approximately 440 yards on the Penistone side of the signal box. The Up line between this new Stop-Block and the double line to Single line junction has been re-named Arrival line, and trap points have been provided to protect the Single line to Barnsley.

The following signals have been abolished:-

- Down Second Home
- Down Starting
- Up Distant
- Up Home and Disc to Colliery
- Disc Down Line to Colliery or Up Line

The disc signal applying Up Line to Down Line now applies along the Arrival Line – and is associated with a new fixed Stop arm 12 feet above rail level.

The disc signal applying Colliery to Down Line now applies – Colliery to Arrival Line.

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

A new disc signal has been provided on the Penistone side of the level crossing and this now applies Arrival Line to Colliery or along Arrival Line.

The "set-back" bell Down line to Colliery has been re-sited for movements Arrival line to Colliery.  
(22)

**BETWEEN HAMBLETON NORTH JN. AND COLTON JN.**

The maximum permissible speed on the Down and Up lines has been increased to 70 m.p.h.  
(See Section 'D').  
(23)

**MUSTON GATE BOX (BETWEEN FILEY AND SEAMER)**

The Up Distant signal has been renewed 1100 yards before reaching the Up Home signal (344 yards further from the signal box).  
(23)

**GRISTHORPE (BETWEEN FILEY AND SEAMER)**

The Up Distant signal has been renewed 1250 yards before reaching the Up Home signal (166 yards further from the signal box).  
(23)

**CAYTON**

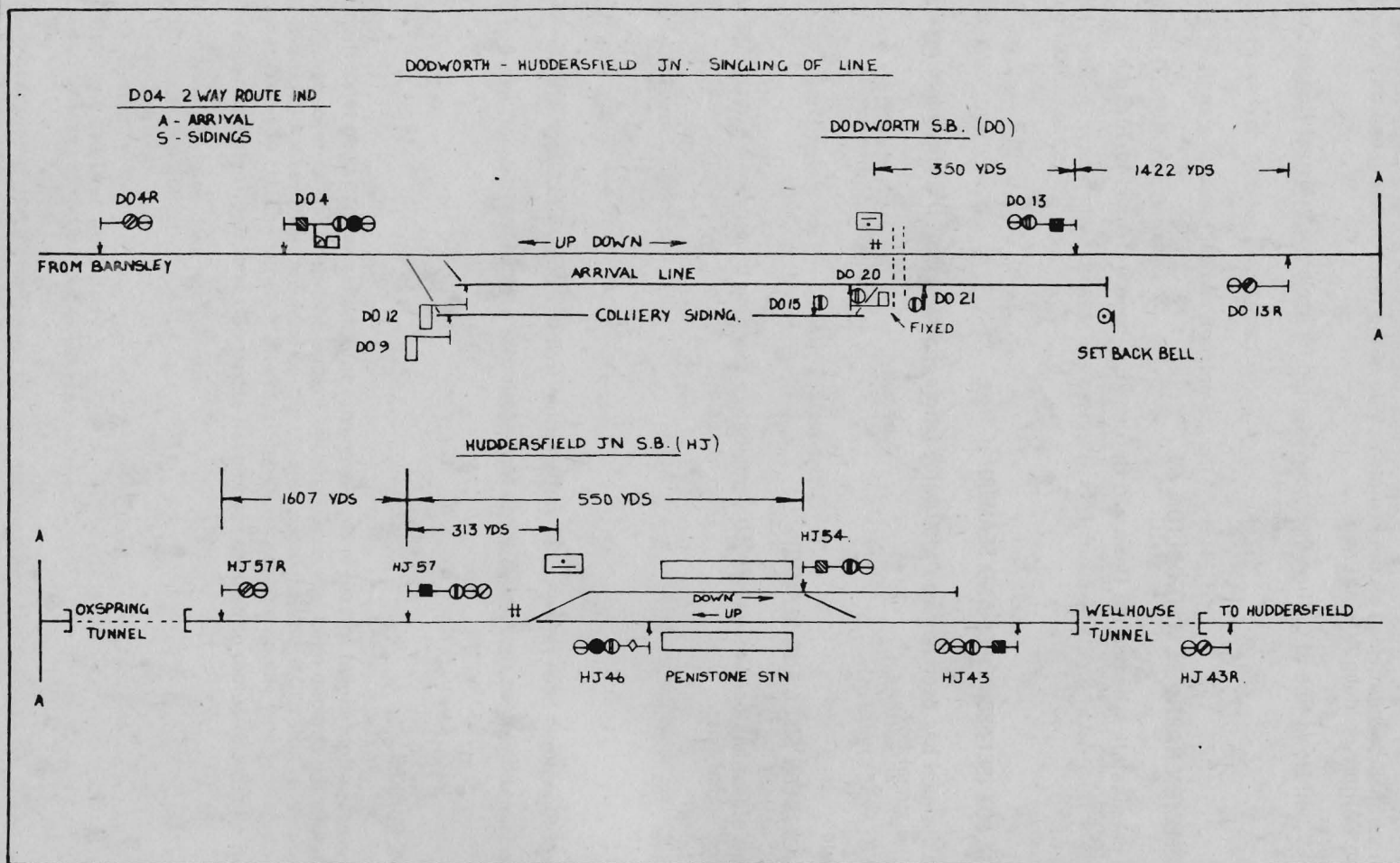
The Up Distant Signal has been renewed 136 yards further from the Level Crossing.

The Up Home Signal has been renewed 36 yards further from the Level Crossing.  
(22)

**\*\* GRIMETHORPE BUNKER**

The ground position light signal (plated 1) for movements into the Bunker has been repositioned 14 yards further from the Bunker.  
(21)





WOOLSTENHOLMES



EASTERN REGION

**NS**

**22/23**

# 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 28 MAY**  
**TO**  
**FRIDAY 10 JUNE 1983**  
**INCLUSIVE**

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 29 MAY – SELBY

**Down Hull 4-aspect signal S1865**

This signal will be repositioned 8ft. nearer to the signal box. An additional Junction Route Indicator position 5 will be provided.

This will have the same route application as the existing Junction Indicator position 4 (towards Up Canal Goods signal No.S1867) which will be taken out of use pending further resignalling. (25)

## WEDNESDAY 1 JUNE – SELBY BRAYTON JUNCTION TO BARLOW

The Run-Round facility at Barlow will be repositioned between 6m. 56ch. and 6m. 62ch. and worked by hand levers, thus enabling the ground frame and Barlow level crossing to be abandoned.

The end of the branch line will be at 6m. 33ch. (25)

## DETAILS OF WORK ALREADY CARRIED OUT

**BUCKTON LANE LEVEL CROSSING :** This work has not been carried out.

## BETWEEN FLAMBOROUGH LEVEL CROSSING AND BUCKTON LANE LEVEL CROSSING

The **50 m.p.h.** permanent speed restriction between 33m. 53ch. and 34m. 30ch. has been extended for Down trains to 35m. 16ch. (24)

## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made. (UFN)

## 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 JUNE – BETWEEN SELBY SIGNALBOX AND SELBY STATION

For the purpose of working Down trains into the Up Bay Platform at Selby Station, the Up Hull line between the facing crossover adjacent to Selby Signalbox and the Up Bay Platform will be signalled for movements in both directions.

The Track Circuit Block Regulations will apply over the Up Hull line for Down direction movements.

## Signalling Alterations

## Down Hull 4-Aspect Signal S1865

The Junction indicator position '4' will be brought back into use and the following indications will now apply:—

Signal	Line	Aspect	Junction Route Indicator Position No.	Application to or towards
S1865	Down Hull	Main	—	Down Hull S1869 (as existing)
		Main	'4'	New Up Hull (Down direction) S1871 signal (see below) via the facing crossover.
		Main	'5'	Up Canal Goods Signal 1867.

A new 2-aspect (Red/Yellow) colour light signal plated S1871 will be provided on the Up Hull line (adjacent to Down Hull Signal S1869). An associated position light signal and 2-way stencil route indicator will be provided and the following indications will apply:—

Signal	Line	Aspect	Stencil Route Indication	Destination
S1871	Up Hull (Down direction)	Main <i>f</i>	—	Up Bay Platform
		Position Light <i>f</i>	'B'	Up Bay Platform line occupied
		Position Light	'U'	587 Signal

*f* = cleared only when 587 signal is showing a proceed aspect.

A Banner Repeating Signal (1871R) will be provided on the Up Hull line (applicable to Down direction) 158 yards before reaching S1871 Signal.

## SUNDAY 12 JUNE – NEVILLE HILL WEST JUNCTION

The facing connection – the Up Main to Up Goods and the facing crossover between the Down and Up Main lines will be replaced 109 yards further west.


The associated signalling will be repositioned accordingly.

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

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

## WEDNESDAY 15 JUNE – DRAX POWER STATION NEW WEIGH HOUSE LEVEL CROSSING

A new C.E.G.B. automatic open locally monitored level crossing (A.O.C.L.) will be installed adjacent to the Weigh House 140 yards on the Hensall side of D10/D11/D12 exit signals. An adjacent white flashing light will be exhibited to drivers to indicate that the road traffic signals are in operation.

A combined St. Andrews Cross/10m.p.h. speed restriction sign  will be provided 50 yards before reaching the crossing on each rail approach.

## SUNDAY 12 JUNE – ROYAL OAK LEVEL CROSSING AT 43m. 4ch. (between Hunmanby and Filey) →


Royal Oak level crossing will be converted to an automatic half-barrier level crossing.

**Associated Signalling**

The Gate Box together with all signals worked therefrom will be abolished.

The Hunmanby Down Main Starting Signal will be capable of displaying Red or Green aspects only.

**Wrong Direction Working**

A combined St. Andrews Cross/30m.p.h. speed restriction sign  will be provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

## DETAILS OF WORK ALREADY CARRIED OUT

**BUCKTON LANE LEVEL CROSSING** : This work has not been carried out.

**SELBY****Down Hull 4-aspect signal S1865**

This signal will be repositioned 8ft. nearer to the signal box. An additional Junction Route Indicator position 5 will be provided.

This will have the same route application as the existing Junction Indicator position 4 (towards Up Canal Goods signal No S1867) which will be taken out of use pending further resignalling. (25)

**SELBY BRAYTON JUNCTION TO BARLOW**

The Run-Round facility at Barlow will be repositioned between 6m. 56ch. and 6m. 62ch. and worked by hand levers, thus enabling the ground frame and Barlow level crossing to be abandoned.

The end of the branch line will be at 6m. 33ch. (25)

**BETWEEN FLAMBOROUGH LEVEL CROSSING AND BUCKTON LANE LEVEL CROSSING**

The 50 m.p.h. permanent speed restriction between 33m. 53ch. and 34m. 30ch. has been extended for Down trains to 35m. 16ch. (24)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineer trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(LFN)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

GENERAL APPENDIX TO WORKING TIMETABLES  
AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1 – List of Pages (Re-issued June 1983) –

Page 1 (i)

Add:–

Page	Latest Issue
1.3/1.4	April 1982/June 1981

## SECTION 4 – List of Pages (Re-issued June 1983) –

Page 4 (i)

Amend:–

Page	Latest Issue	
4.27/4.28	April 1981	
4.31	April 1981	(32D)

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

## TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or between	
<b>HULL TO SEAMER WEST</b>						
Page 119	Royal Oak LC	43	04			
Amend :–	Royal Oak LC (AHB X)	43	04	X30	X30	Approaching level crossing in wrong direction (ND32D)

York  
3 JUNE, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD - continued</b>		
<b>SATURDAY/SUNDAY 11/12 JUNE</b>		
150 Deame Jn. and Hickleton	Down and Up <b>BLOCKED</b>	23 00 to 09 00. Track renewal, 16m. 30ch. and 15m. 50ch. Cranes and mechanical equipment in use. <b>Possession to be given up for passage of trains.</b>
151 Moorthorpe Station Jn. and Ferrybridge South Jn.	Down and Up <b>BLOCKED</b>	23 00 to 09 00. Track renewal 10m. 12ch. and 9m. 51ch. Crane in use.
<b>SUNDAY 12 JUNE</b>		
152 Moorthorpe Station Jn. and Ferrybridge South Jn.	Down and Up <b>BLOCKED</b>	09 00 to 13 00. Bridgework, 2m. 61ch. <b>Restricted clearance. Possession to be given up for passage of trains.</b>
<b>MONDAY 13 to WEDNESDAY 15 JUNE</b>		
153 Kilnhurst South and Hickleton Colliery	Down Pontefract <b>BLOCKED</b>	23 00 Mon and Tue to 06 00 Tue and Wed. Track maintenance 165m. 51ch. and 168m. 64ch. Mechanical equipment in use. <b>Possession given up to pass trains.</b>
<b>WEDNESDAY 15 to FRIDAY 17 JUNE</b>		
154 Hickleton Colliery and Kilnhurst South	Up Pontefract <b>BLOCKED</b>	23 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance 168m. 64ch. and 165m. 51ch. Mechanical equipment in use. <b>Possession given up to pass trains.</b>
<b>THURSDAY/FRIDAY 16/17 JUNE</b>		
155 Ferrybridge South and Moorthorpe Station Jn.	Up <b>BLOCKED</b>	23 00 to 03 00. Track maintenance 6½ and 7¼ m.p. Mechanical equipment in use. <b>Possession to be given up for passage of MGRs and local trip trains. Other trains diverted via Cudworth.</b>
<b>LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE UNTIL FURTHER NOTICE</b>		
156 Whitehall Jn. and Hammerton Street	Down and Up <b>BLOCKED</b>	08 00 to 18 00. Signalling work. (82/19)
157 Armley Moor G.F. and Hammerton Street	Down and Up <b>Between Trains</b>	07 30 to 17 00. Construction work (Bramley New Station), 3m. 10ch. and 3¼ m.p. Crane and mechanical equipment in use. (83/19)
158 Mill Lane Jn.	All <b>BLOCKED</b>	07 30 to 17 00. Signalling work. (82/19)
<b>SATURDAY/SUNDAY 11/12 JUNE</b>		
159 Mill Lane Jn. and Bradford Exchange	Down and Up <b>BLOCKED</b>	23 30 to 09 00. Track renewal and track maintenance 191m. 78ch. and 40m. 27ch. Mechanical equipment in use. <b>Possession to be given up for passage of trains.</b>



**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 JUNE – NEVILLE HILL WEST JUNCTION**

The trailing crossover between the Down and Up Main lines will be replaced 109 yards further west. (28)

**SUNDAY 19 JUNE – HULL FREIGHTLINER TERMINAL \***

The trap points in the line leading from the Freightliner Terminal at 3¼ m.p. will be secured out of use pending removal.

A new connection will be installed in the line leading from the Freightliner Terminal (east of the trap points already referred to) and the new points will lead to either the main lines or the future new Speedlink Yard. These new points will act as trap points until Speedlink Yard is brought into use.

**Associated Signalling**

The position light signal No.HR37 applying from Freightliner Terminal to Up Main will be repositioned 110 yards nearer to the Freightliner Terminal and will apply from the Arrival line to the Up Main.

A new position light signal No.HR38 will be sited adjacent to HR37 between the Arrival line and the Departure line and will apply – Departure line to Up Main. This signal will replace the Notice Board applicable to the Departure line.

Position light signal No.HR35, applying from Up Main to the Freightliner Terminal will be repositioned on the cess side of the Up Main. (28)

**DETAILS OF WORK ALREADY CARRIED OUT**

\* **BUCKTON LANE LEVEL CROSSING** : This work has not been carried out.

**\*\* SELBY BRAYTON JUNCTION TO BARLOW**

The Run-Round facility at Barlow has been repositioned between 6m. 56ch. and 6m. 62ch. and worked by hand levers, thus enabling the ground frame and Barlow level crossing to be abandoned.

The end of the branch line is at 6m. 33ch. (25)

**BETWEEN SELBY SIGNALBOX AND SELBY STATION**

For the purpose of working Down trains into the Up Bay Platform at Selby Station, the Up Hull line between the facing crossover adjacent to Selby Signalbox and the Up Bay Platform has been signalled for movements in both directions.

The Track Circuit Block Regulations apply over the Up Hull line for Down direction movements.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## ROYAL OAK LEVEL CROSSING AT 43m. 4ch. (between Hunmanby and Filey)


Royal Oak level crossing has been converted to an automatic half-barrier level crossing.

**Associated Signalling**

The Gate Box together with all signals worked therefrom has been abolished.

The Hunmanby Down Main Starting Signal is capable of displaying Red or Green aspects only.

**Wrong Direction Working**

A combined St. Andrews Cross/30m.p.h. speed restriction sign  has been provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

(27)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineering trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

GENERAL APPENDIX TO WORKING TIMETABLES  
AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1 – List of Pages (Re-issued June 1983) –

## Page 1 (i)

Add:–

Page	Latest Issue
1.3/1.4	April 1982/June 1981

## SECTION 4 – List of Pages (Re-issued June 1983) –

## Page 4 (i)

Amend:–

Page	Latest Issue	
4.27/4.28	April 1981	
4.31	April 1981	(32D)

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

## TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or between	
HULL TO SEAMER WEST					
Page 119	Royal Oak LC	43 04			
Amend :–	Royal Oak LC (AHB X)	43 04	X30	X30	Approaching level crossing in wrong direction (ND32D)

## MISCELLANEOUS INSTRUCTIONS

**\*\*** GARFORTH STATION

From Monday 20 to Friday 24 June, Drivers of trains required to stop at Garforth station Up Platform must observe instructions of Handsignalman and/or warning boards during resurfacing of platform.

## 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

## NEVILLE HILL WEST JUNCTION

The trailing crossover between the Down and Up Main lines has been replaced 109 yards further west. (28)

## HULL FREIGHTLINER TERMINAL

The trap points in the line leading from the Freightliner Terminal at 3¼m.p. have been secured out of use pending removal.

A new connection has been installed in the line leading from the Freightliner Terminal (east of the trap points already referred to) and the new points lead to either the main lines or the future new Speedlink Yard. These new points will act as trap points until Speedlink Yard is brought into use.

**Associated Signalling**

The position light signal No.HR37 applying from Freightliner Terminal to Up Main has been repositioned 110 yards nearer to the Freightliner Terminal and applies from the Arrival line to the Up Main. A new position light signal No.HR38 has been sited adjacent to HR37 between the Arrival line and the Departure line and applies - Departure line to Up Main. This signal replaces the Notice Board applicable to the Departure line.

Position light signal No.HR35, applying from Up Main to the Freightliner Terminal has been repositioned on the cess side of the Up Main. (28)

## BETWEEN SELBY SIGNALBOX AND SELBY STATION

For the purpose of working Down trains into the Up Bay Platform at Selby Station, the Up Hull line between the facing crossover adjacent to Selby Signalbox and the Up Bay Platform has been signalled for movements in both directions.

The Track Circuit Block Regulations apply over the Up Hull line for Down direction movements.

**Signalling Alterations****Down Hull 4-Aspect Signal S1865**

The Junction indicator position '4' has been brought back into use and the following indications now apply :-

Signal	Line	Aspect	Junction Route Indicator Position No.	Application to or towards
S1865	Down Hull	Main	-	Down Hull S1869 (as existing)
		Main	'4'	New Up Hull (Down direction) S1871 signal (see below) via the facing crossover.
		Main	'5'	Up Canal Goods Signal 1867.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BETWEEN SELBY SIGNALBOX AND SELBY STATION – continued

A new 2-aspect (Red/Yellow) colour light signal plated S.1871 has been provided on the Up Hull line (adjacent to Down Hull Signal S.1869). An associated position light signal and 2-way stencil route indicator has been provided and the following indications will apply :-

Signal	Line	Aspect	Stencil Route Indication	Destination
S1871	Up Hull (Down direction)	Main <i>f</i> Position Light <i>f</i> Position Light	– 'B'	Up Bay Platform Up Bay Platform line occupied
			'U'	587 Signal

*f* = cleared only when 587 signal is showing a proceed aspect.

A Banner Repeating Signal (1871R) has been provided on the Up Hull line (applicable to Down direction) 158 yards before reaching S.1871 Signal.

(27)

## NEVILLE HILL WEST JUNCTION


The facing connection – the Up Main to Up Goods and the facing crossover between the Down and Up Main lines has been replaced 109 yards further west.

The associated signalling has been repositioned accordingly.

(27)

## DRAX POWER STATION NEW WEIGH HOUSE LEVEL CROSSING

A new C.E.G.B. automatic open locally monitored level crossing (A.O.C.L.) has been installed adjacent to the Weigh House 140 yards on the Hensall side of D10/D11/D12 exit signals. An adjacent white flashing light is exhibited to drivers to indicate that the road traffic signals are in operation.

A combined St. Andrews Cross/10m.p.h. speed restriction sign  has been provided 50 yards before reaching the crossing on each rail approach.

(27)

## ROYAL OAK LEVEL CROSSING AT 43m. 4ch. (between Hunmanby and Filey)


Royal Oak level crossing has been converted to an automatic half-barrier level crossing.

## Associated Signalling

The Gate Box together with all signals worked therefrom has been abolished.

The Hunmanby Down Main Starting Signal is capable of displaying Red or Green aspects only.

## Wrong Direction Working

A combined St. Andrews Cross/30m.p.h. speed restriction sign  has been provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

(27)

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

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

GENERAL APPENDIX TO WORKING TIMETABLES  
AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1 - List of Pages (Re-issued June 1983) -

## Page 1 (i)

Add:-

Page	Latest Issue
1.3/1.4	April 1982/June 1981

## SECTION 4 - List of Pages (Re-issued June 1983) -

## Page 4 (i)

Amend:-

Page	Latest Issue	
4.27/4.28	April 1981	
4.31	April 1981	(32D)

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

## TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or between	
<b>HULL TO SEAMER WEST</b>					
Page 119	Royal Oak LC	43 04			
Amend :-	Royal Oak LC (AHB X)	43 04	X30	X30	Approaching level crossing in wrong direction (ND32D)

## MISCELLANEOUS INSTRUCTIONS

## \*\* GARFORTH STATION

From Monday 20 to Friday 24 June, Drivers of trains required to stop at Garforth station Up Platform must observe instructions of Handsignalman and/or warning boards during resurfacing of platform.

York  
16 JUNE, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

**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 JULY – BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION**

The Up Hunslet Goods line between Engine Shed Junction and Hunslet Goods Junction will be abolished.

**Engine Shed Junction**

The points leading to the Up Hunslet Goods line from the Up Midland will be secured out of use pending removal.

**Signalling Alterations**

The offset position light signal and the position "1" Junction Indicator on Up Whitehall signal L871; also, the position "1" Junction Indicator and route indicator to Up Goods on Up Midland signal L870, together with all other associated signalling will be abolished.

**Hunslet Goods Junction**

The points leading from the Up Goods to the Goods Yard will be secured and set for the Arrival line.

The stencil route indicator on position light signal No.898 will be abolished and the signal will apply towards the Arrival line without route indication. (30)

**SUNDAY 3 JULY – BETWEEN BAILDON AND GUISELEY**

Down Baildon line 2-aspect colour light Distant signal GY18R will be installed nearer to the Baildon Single line in its permanent position (91 yards from the 0m.p. at former Esholt Junction and 1028 yards before reaching GY18 signal). (30)

**DETAILS OF WORK ALREADY CARRIED OUT****EVILLE HILL WEST JUNCTION**

The trailing crossover between the Down and Up Main lines has been replaced 109 yards further west. (28)

**HULL FREIGHTLINER TERMINAL**

The trap points in the line leading from the Freightliner Terminal at 3¼m.p. have been secured out of use pending removal.

A new connection has been installed in the line leading from the Freightliner Terminal (east of the trap points already referred to) and the new points lead to either the main lines or the future new Speedlink Yard. These new points will act as trap points until Speedlink Yard is brought into use.

**Associated Signalling**

The position light signal No.HR37 applying from Freightliner Terminal to Up Main has been repositioned 110 yards nearer to the Freightliner Terminal and applies from the Arrival line to the Up Main. A new position light signal No.HR38 has been sited adjacent to HR37 between the Arrival line and the Departure line and applies – Departure line to Up Main. This signal replaces the Notice Board applicable to the Departure line.

Position light signal No.HR35, applying from Up Main to the Freightliner Terminal has been repositioned on the cess side of the Up Main. (28)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* BETWEEN SELBY SIGNALBOX AND SELBY STATION

For the purpose of working Down trains into the Up Bay Platform at Selby Station, the Up Hull line between the facing crossover adjacent to Selby Signalbox and the Up Bay Platform has been signalled for movements in both directions.

The Track Circuit Block Regulations apply over the Up Hull line for Down direction movements.

## Signalling Alterations

## Down Hull 4-Aspect Signal S1865

The Junction indicator position '4' has been brought back into use and the following indications now apply :-

Signal	Line	Aspect	Junction Route Indicator Position No.	Application to or towards
S1865	Down Hull	Main	—	Down Hull S1869 (as existing)
		Main	'4'	New Up Hull (Down direction) S1871 signal (see below) via the facing crossover.
		Main	'5'	Up Canal Goods Signal 1867.

A new 2-aspect (Red/Yellow) colour light signal plated S.1871 has been provided on the Up Hull line (adjacent to Down Hull Signal S.1869). An associated position light signal and 2-way stencil route indicator has been provided and the following indications will apply :-

Signal	Line	Aspect	Stencil Route Indication	Destination
S1871	Up Hull (Down direction)	Main <i>f</i>	—	Up Bay Platform
		Position Light <i>f</i>	'B'	Up Bay Platform line occupied
		Position Light	'U'	587 Signal

*f* = cleared only when 587 signal is showing a proceed aspect.

A Banner Repeating Signal (1871R) has been provided on the Up Hull line (applicable to Down direction) 158 yards before reaching S.1871 Signal. (27)


## \*\* NEVILLE HILL WEST JUNCTION

The facing connection – the Up Main to Up Goods and the facing crossover between the Down and Up Main lines has been replaced 109 yards further west.

The associated signalling has been repositioned accordingly. (27)

## \*\* DRAX POWER STATION NEW WEIGH HOUSE LEVEL CROSSING

A new C.E.G.B. automatic open locally monitored level crossing (A.O.C.L.) has been installed adjacent to the Weigh House 140 yards on the Hensall side of D10/D11/D12 exit signals. An adjacent white flashing light is exhibited to drivers to indicate that the road traffic signals are in operation.

A combined St. Andrews Cross/10m.p.h. speed restriction sign  has been provided 50 yards before reaching the crossing on each rail approach. (27)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* ROYAL OAK LEVEL CROSSING AT 43m. 4ch. (between Hunmanby and Filey)


Royal Oak level crossing has been converted to an automatic half-barrier level crossing.

**Associated Signalling**

The Gate Box together with all signals worked therefrom has been abolished.

The Hunmanby Down Main Starting Signal is capable of displaying Red or Green aspects only.

**Wrong Direction Working**

A combined St. Andrews Cross/30m.p.h. speed restriction sign  has been provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

(27)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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GENERAL APPENDIX TO WORKING TIMETABLES  
AND BOOKS OF RULES AND REGULATIONS

## PART 1

## SECTION 1 – List of Pages (Re-issued June 1983) –

Page 1 (i)

Add:–

Page

1.3/1.4

Latest Issue

April 1982/June 1981

## SECTION 4 – List of Pages (Re-issued June 1983) –

Page 4 (i)

Amend:–

Page

4.27/4.28

Latest Issue

April 1981

4.31

April 1981

(32D)

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

## TABLE "A" – DETAILS OF RUNNING LINES

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<b>HULL TO SEAMER WEST</b>					
Page 119	Royal Oak LC	43 04			
Amend :–	Royal Oak LC (AHB X)	43 04	X30	X30	Approaching level crossing in wrong direction (ND32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

YORK

Page 232

Trainmen Working Passenger and Freight trains into York

First paragraph :-

Amend the last two lines to read :-  
possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone  
number 027-2903. (32D)

---

York  
23 JUNE, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION

The Up Hunslet Goods line between Engine Shed Junction and Hunslet Goods Junction has been abolished.

**Engine Shed Junction**

The points leading to the Up Hunslet Goods line from the Up Midland have been secured out of use pending removal.

**Signalling Alterations**

The offset position light signal and the position "1" Junction Indicator on Up Whitehall signal L871; also, the position "1" Junction Indicator and route indicator to Up Goods on Up Midland signal L870, together with all other associated signalling have been abolished.

**Hunslet Goods Junction**

The points leading from the Up Goods to the Goods Yard have been secured and set for the Arrival line.

The stencil route indicator on position light signal No.898 has been abolished and the signal applies towards the Arrival line without route indication. (30)

## BETWEEN BAILDON AND GUISELEY

Down Baildon line 2-aspect colour light Distant signal GY18R has been installed nearer to the Baildon Single line in its permanent position (91 yards from the 0m.p. at former Esholt Junction and 1028 yards before reaching GY18 signal). (30)

## NEVILLE HILL WEST JUNCTION

The trailing crossover between the Down and Up Main lines has been replaced 109 yards further west. (28)

**\*\* HULL FREIGHTLINER TERMINAL**

The trap points in the line leading from the Freightliner Terminal at 3¼m.p. have been secured out of use pending removal.

A new connection has been installed in the line leading from the Freightliner Terminal (east of the trap points already referred to) and the new points lead to either the main lines or the future new Speedlink Yard. These new points will act as trap points until Speedlink Yard is brought into use.

**Associated Signalling**

The position light signal No.HR37 applying from Freightliner Terminal to Up Main has been repositioned 110 yards nearer to the Freightliner Terminal and applies from the Arrival line to the Up Main. A new position light signal No.HR38 has been sited adjacent to HR37 between the Arrival line and the Departure line and applies - Departure line to Up Main. This signal replaces the Notice Board applicable to the Departure line.

Position light signal No.HR35, applying from Up Main to the Freightliner Terminal has been repositioned on the cess side of the Up Main. (28)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

---

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

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GENERAL APPENDIX TO WORKING TIMETABLES  
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Page 1 (i)

Add:–

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1.3/1.4	April 1982/June 1981

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Page 4 (i)

Amend:–

Page	Latest Issue
4.27/4.28	April 1981
4.31	April 1981

(32D)

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Page 119	Royal Oak LC	43 04			
Amend :–	Royal Oak LC (AHB X)	43 04	X30	X30	Approaching level crossing in wrong direction

(ND32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

YORK

Page 232

Trainmen Working Passenger and Freight trains into York

First paragraph :-

Amend the last two lines to read :-  
possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone  
number 027-2903. (32D)

---

York

30 JUNE, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager



NS: 29/83  
16-22.7.83

SECTION C

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

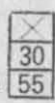
SATURDAY 16 JULY - GRIMETHORPE COLLIERY

Bunker line position light loading signal 'C' will be re-positioned 12 yards further from signal 'B'. (32)

SUNDAY 17 JULY - HUNMANBY - DEPOT LANE LEVEL CROSSING AT 41m. 72ch.

The Gate Box will be abolished and the level crossing will be converted to an Automatic Open (A.O.C.L) level crossing.

Up Direction



A combined St. Andrews Cross/speed restriction sign (30 m.p.h. for freight trains and 55 m.p.h. for passenger trains) will be provided on the Up Main line, 500 yards from the crossing on the Up approach.

An advanced warning board in the form of a black St. Georges Cross on a white background will be provided 450 yards on the approach side of the combined St. Andrews Cross/speed restriction sign.

Wrong Direction on Down Main



A combined St. Andrews Cross/speed restriction sign (30 m.p.h.) will be provided on the Down Main situated 500 yards on the Scarborough side of the crossing, applicable to trains approaching the crossing in the wrong (Up) direction only, an associated St. Georges Cross advance warning board will be provided on the Down Main, situated 450 yards on the Scarborough side of this sign.

Down Direction



A combined St. Andrews Cross/speed restriction sign (15 m.p.h. for freight trains and 30 m.p.h. for passenger trains) will be provided on the Down Main situated 212 yards from the crossing on the Down approach.

An advanced warning board in the form of a black St. Georges Cross on a white background will be provided 154 yards on the approach side of the combined St. Andrews Cross/speed restriction sign.



An additional miniature St. Andrews Cross/speed restriction sign (15 m.p.h. for freight trains and 30 m.p.h. for passenger trains) will be provided on the Hunmanby Down Main colour light Starting Signal No.12. A signal post telephone will be provided on No.12 signal.

Wrong Direction on Up Main



A combined St. Andrews Cross/speed restriction sign (10 m.p.h.) will be provided on the Up Main (212 yards on the south side of the crossing) applicable to trains approaching the crossing in the wrong (Down) direction only and an associated St. Georges Cross advanced warning board will be provided on the Up Main, 154 yards on the South side of this sign.

A white flashing light (operative only when the road signals are flashing) will be provided approximately 5 yards on the approach side of the crossing on each rail approach.

Signals Abolished

Hunmanby Up Main Outer Distant.

Hunmanby Depot Lane level crossing Up Main Home.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION**

The Up Hunslet Goods line between Engine Shed Junction and Hunslet Goods Junction has been abolished.

**Engine Shed Junction**

The points leading to the Up Hunslet Goods line from the Up Midland have been secured out of use pending removal.

**Signalling Alterations**

The offset position light signal and the position "1" Junction Indicator on Up Whitehall signal L871; also, the position "1" Junction Indicator and route indicator to Up Goods on Up Midland signal L870, together with all other associated signalling have been abolished.

**Hunslet Goods Junction**

The points leading from the Up Goods to the Goods Yard have been secured and set for the Arrival line.

The stencil route indicator on position light signal No.898 has been abolished and the signal applies towards the Arrival line without route indication. (30)

**BETWEEN BAILDON AND GUISELEY**

Down Baildon line 2-aspect colour light Distant signal GY18R has been installed nearer to the Baildon Single line in its permanent position (91 yards from the 0m.p. at former Esholt Junction and 1028 yards before reaching GY18 signal). (30)

**HULL DAIRYCOATES – TILCON DEPOT**

A loud sounding bell, operated from a plunger at the west end of the Run-Round road, has been provided to facilitate communication between the Guard and Driver. (New Item) (32)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply. (UFN)

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<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>					
Page 88	Between Featherstone LC and Pontefract West Jn.				
Add:--			20		55m. 50ch. and 56m. 30ch. w.e.f. 09 00 Saturday 16 July (32D)
<b>HULL PARAGON TO SEAMER WEST</b>					
Page 118	Hunmanby Depot LC	41 72			
Amend:--	Hunmanby Depot LC (AOCL X)	41 72	15 30	30 55	Approaching level crossing
			X30	X10	Approaching level crossing in wrong direction (32D)
Page 119	Royal Oak LC	43 04			
Amend:--	Royal Oak LC (AHB X)	43 04	X30	X30	Approaching level crossing in wrong direction (32D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## LOCAL INSTRUCTIONS

## DONCASTER BLACK CARR JN. TO BERWICK

## YORK

Page 232

Trainmen Working Passenger and Freight trains into York

First paragraph :-

Amend the last two lines to read :-  
 possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone  
 number 027-2903. (32D)

## MISCELLANEOUS NOTICES

## REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads <b>Between Trains</b>	Earthworks, Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 18 until Friday 22 July</b>

MP.32/NS

York  
7 JULY, 1983.

R.M. WILLIAMS  
Chief Operating Manager

WOOLSTENHOLMES



EASTERN REGION

**NS**

**30**

# **WEEKLY OPERATING NOTICE**

**CONTAINING**  
**TEMPORARY SPEED RESTRICTIONS**  
**TEMPORARY ENGINEERING WORKS**  
**SIGNALLING AND**  
**PERMANENT WAY ALTERATIONS**  
**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 23 JULY**

**TO**

**FRIDAY 29 JULY 1983**

**INCLUSIVE**

---

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

---

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION

The Up Hunslet Goods line between Engine Shed Junction and Hunslet Goods Junction has been abolished.

**Engine Shed Junction**

The points leading to the Up Hunslet Goods line from the Up Midland have been secured out of use pending removal.

**Signalling Alterations**

The offset position light signal and the position "1" Junction Indicator on Up Whitehall signal L871, also, the position "1" Junction Indicator and route indicator to Up Goods on Up Midland signal L870, together with all other associated signalling have been abolished.

**Hunslet Goods Junction**

The points leading from the Up Goods to the Goods Yard have been secured and set for the Arrival line.

The stencil route indicator on position light signal No.898 has been abolished and the signal applies towards the Arrival line without route indication. (30)

**GRIMETHORPE COLLIERY**

Bunker line position light loading signal 'C' has been re-positioned 12 yards further from signal 'B'. (32)

## \* BETWEEN BAILDON AND GUISELEY

Down Baildon line 2-aspect colour light Distant signal GY18R has been installed nearer to the Baildon Single line in its permanent position (91 yards from the Om.p. at former Esholt Junction and 1028 yards before reaching GY18 signal). (30)

**HULL DAIRYCOATES - TILCON DEPOT**

A loud sounding bell, operated from a plunger at the west end of the Run-Round road, has been provided to facilitate communication between the Guard and Driver. (32)

1

SAFETY AT WORK

There was a chap who was unimpressed,  
At the sense of wearing a H.V. vest,  
But the failure to wear was a costly affair,  
At family gatherings he's no longer there!

FOR YOUR FAMILY & SAFETY'S SAKE - WEAR IT

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 31 JULY – SCALM LANE MINIATURE WARNING LIGHTS LEVEL CROSSING (BETWEEN HAMBLETON SOUTH JUNCTION AND HAMBLETON WEST JUNCTION)

Scalm Lane Miniature Warning Lights level crossing (across the Down and Up Hambleton South Curve lines) will be commissioned in accordance with Supplementary Notice of Signalling Alterations No.117. (34)

## SUNDAY 31 JULY – PHILIP LANE MINIATURE WARNING LIGHTS LEVEL CROSSING AT 4m. 46ch. (BETWEEN GASGOIGNE WOOD AND SELBY)

The "WHISTLE" boards on the Down and Up approaches to the crossing will be removed. (34)

## SUNDAY 31 JULY – HESSLE ROAD

The theatre-type route indicator on Down Main 4-aspect signal HR23 will be replaced by a position "1" Junction Route Indicator with indications as follows :-

Aspect	Route Indication	Application
Main	—	Down Main HR19 Signal
Main	Junction Indicator	Down Alexandra Dock Branch

The signal on the immediate approach to HR23 (D2B) will be abolished. (34)

## DETAILS OF WORK ALREADY CARRIED OUT

## GRIMETHORPE COLLIERY

Bunker line position light loading signal 'C' has been re-positioned 12 yards further from signal 'B'. (32)

## HULL DAIRY COATES – TILCON DEPOT

A loud sounding bell, operated from a plunger at the west end of the Run-Round road, has been provided to facilitate communication between the Guard and Driver. (32)





EASTERN REGION

**NS**

**32**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND  
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 6 AUGUST**

TO

**FRIDAY 12 AUGUST 1983**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 7 AUGUST – BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION

## Altered Signals

Down Midland 3-aspect signal L883 will be repositioned 165 yards further South.

Up Midland 3-aspect signal L893 will be replaced by a 4-aspect signal 220 yards further South.

The A.W.S. inductors will be re-positioned accordingly. (35)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* GRIMETHORPE COLLIERY**

Bunker line position light loading signal 'C' has been re-positioned 12 yards further from signal 'B'. (32)

**SCALM LANE MINIATURE WARNING LIGHTS LEVEL CROSSING (BETWEEN HAMBLETON SOUTH JUNCTION AND HAMBLETON WEST JUNCTION)**

**THIS WORK HAS NOT BEEN CARRIED OUT.**

**PHILIP LANE MINIATURE WARNING LIGHTS LEVEL CROSSING AT 4m. 46ch. (BETWEEN GASCOIGNE WODD AND SELBY)**

The "WHISTLE" boards on the Down and Up approaches to the crossing have been removed. (34)

**HESSLE ROAD**

The theatre-type route indicator on Down Main 4-aspect signal HR23 has been replaced by a position "1" Junction Route Indicator with indications as follows:—

Aspect	Route Indication	Application
Main	—	Down Main HR19 Signal
Main	Junction Indicator	Down Alexandra Dock Branch

The signal on the immediate approach to HR23 (D2B) has been abolished. (34)

**\*\* HULL DAIRYCOATES – TILCON DEPOT**

A loud sounding bell, operated from a plunger at the west end of the Run-Round road, has been provided to facilitate communication between the Guard and Driver. (32)


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


## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* HUNMANBY – DEPOT LANE LEVEL CROSSING AT 41m. 72ch.


The Gate Box has been abolished and the level crossing has been converted to an Automatic Open (A.O.C.L.) level crossing.

**Up Direction**


A combined St. Andrews Cross/speed restriction sign  (30 m.p.h. for freight trains and 55 m.p.h. for passenger trains) has been provided on the Up Main line, 500 yards from the crossing on the Up approach.

An advanced warning board in the form of a black St. Georges Cross  on a white background has been provided 450 yards on the approach side of the combined St. Andrews Cross/speed restriction sign.

**Wrong Direction on Down Main**


A combined St. Andrews Cross/speed restriction sign  has been provided on the Down Main situated 500 yards on the Scarborough side of the crossing, applicable to trains approaching the crossing in the wrong (Up) direction only, an associated St. Georges Cross advance warning board has been provided on the Down Main, situated 450 yards on the Scarborough side of this sign.

**Down Direction**


A combined St. Andrews Cross/speed restriction sign  (15 m.p.h. for freight trains and 30 m.p.h. for passenger trains) has been provided on the Down Main situated 212 yards from the crossing on the Down approach.

An advanced warning board in the form of a black St. Georges Cross on a white background has been provided 154 yards on the approach side of the combined St. Andrews Cross/speed restriction sign.



An additional miniature St. Andrews Cross/speed restriction sign  showing 15 m.p.h. for freight trains and 30 m.p.h. for passenger trains has been provided on the Hunmanby Down Main colour light Starting Signal No.12. A signal post telephone has been provided on No.12 signal.

**Wrong Direction on Up Main**

A combined St. Andrews Cross/speed restriction sign  has been provided on the Up Main (212 yards on the south side of the crossing) applicable to trains approaching the crossing in the wrong (Down) direction only and an associated St. Georges Cross advanced warning board has been provided on the Up Main, 154 yards on the South side of this sign.

A white flashing light (operative only when the road signals are flashing) has been provided approximately 5 yards on the approach side of the crossing on each rail approach.

**Signals Abolished**

Hunmanby Up Main Outer Distant.

Hunmanby Depot Lane level crossing Up Main Home.

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

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply. **(Amended) (UFN)**

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

*A thick vertical line denotes new or amended items*

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

**E.R. SECTIONAL APPENDIX (NORTHERN AREA)****OTHER GENERAL INSTRUCTIONS**

Page 217

**WEED-KILLING TRAIN****1. Classification and Signalling**

Amend to read:–

The train must always be signalled and dealt with as a Class 7 freight train. (40D)

**Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS**

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:– clause 13.10.1. (40D)

**MISCELLANEOUS NOTICES****REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads <b>Between Trains</b>	Earthwork. Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 8 until Friday 12 August</b>

MP.32/NS

**R.M. WILLIAMS**  
Chief Operating Manager

York  
28 JULY, 1983

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 14 AUGUST - HESSLE ROAD - NEW HULL SPEEDLINK YARD\*

**Hessle East Junction**

New Speedlink Yard (and all associated points and signalling controlled from Hessle Road signal box) will be brought into use.

**New points:** - Trailing connection - Speedlink Yard to Arrival Line.  
Facing crossover between the Down and Up Main lines.  
Trailing connection - Down Main to Speedlink Yard.

**Signalling alterations**

An offset position-light will be provided on Up Main 4-aspect signal HR36 applying towards Speedlink Yard.

A 3-way stencil-route indicator will be provided on position light signal HR37 (on the Freightliner Terminal Arrival Line) applying:-

M = Up Main  
S\* = Sidings (New Speedlink Yard)  
H = Headshunt (New Speedlink Yard)

A 2-way stencil route indicator will be provided on position light signal HR38 (on the Freightliner Terminal Departure/Headshunt) applying:-

M = Up Main  
S = Sidings (New Speedlink Yard)

**New Position Light Signals**

Signal	Lines	Route Indication	Destination
HR32	Speedlink Yard Sidings/ Runround	M S*	Down Main Freightliner Terminal Sidings
HR34	Speedlink Yard Headshunt	M S	Down Main Freightliner Terminal Sidings

\*HR37 and HR32 position light signals may be cleared at the same time for Shunting purposes.

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

## BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION

**Altered Signals**

Down Midland 3-aspect signal L883 has been repositioned 165 yards further South.

Up Midland 3-aspect signal L893 has been replaced by a 4-aspect signal 220 yards further South.

The A.W.S. inductors has been re-positioned accordingly. (35)

**PHILIP LANE MINIATURE WARNING LIGHTS LEVEL CROSSING AT 4m. 46ch. (BETWEEN GASCOIGNE WOOD AND SELBY)**

The "WHISTLE" boards on the Down and Up approaches to the crossing have been removed. (34)

**HESSLE ROAD**

The theatre-type route indicator on Down Main 4-aspect signal HR23 has been replaced by a position "1" Junction Route Indicator with indications as follows:-

Aspect	Route Indication	Application
Main	—	Down Main HR19 Signal
Main	Junction Indicator	Down Alexandra Dock Branch

The signal on the immediate approach to HR23 (D2B) has been abolished. (34)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

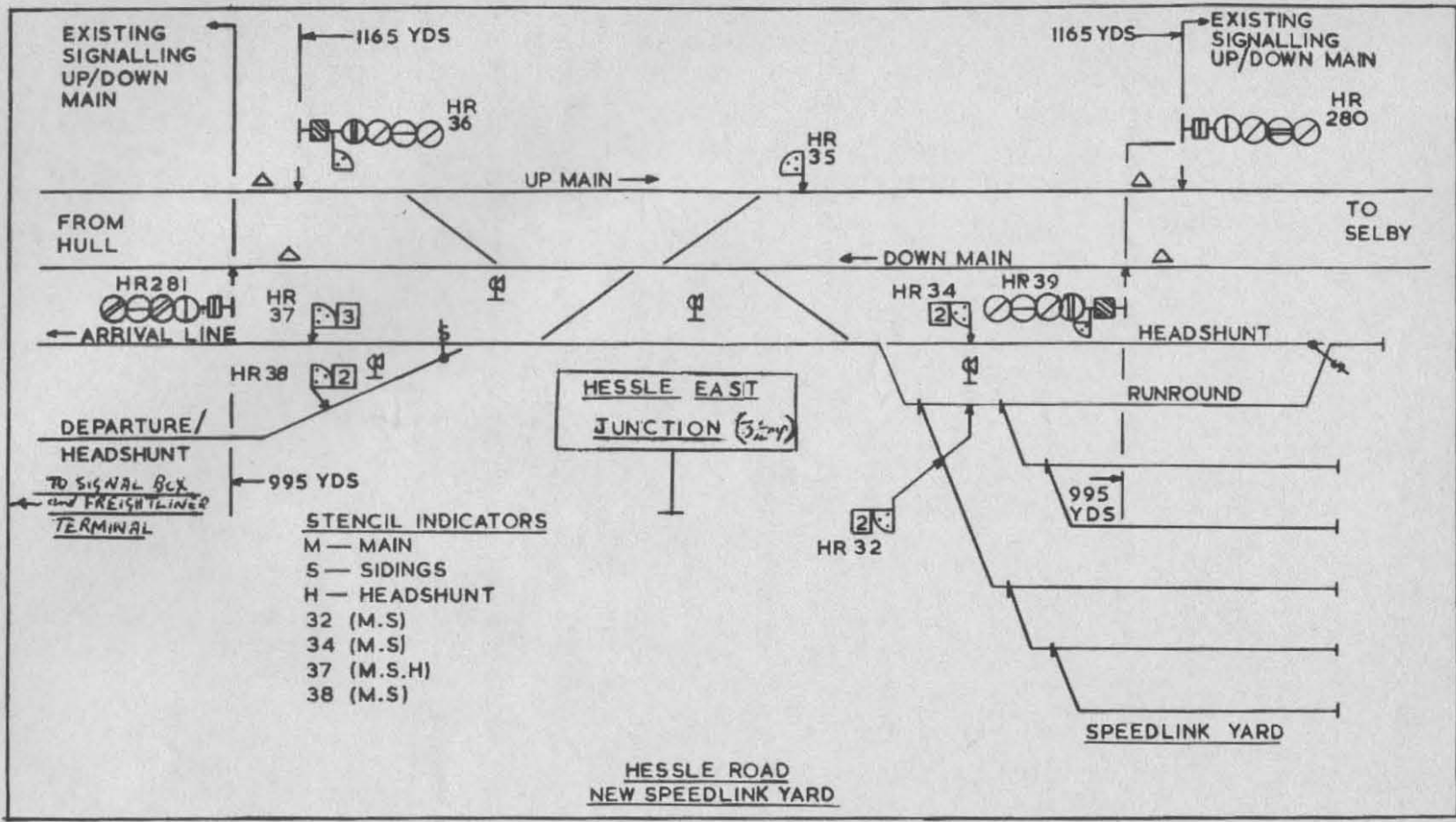
Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineer trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(Amended) (UFN)



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

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

## OTHER GENERAL INSTRUCTIONS

Page 217

## WEED-KILLING TRAIN

## 1. Classification and Signalling

Amend to read:—

The train must always be signalled and dealt with as a Class 7 freight train. |

(40D)

## Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:— clause 13.10.1. |

(40D)

## LOCAL INSTRUCTIONS

Page 236

## SELBY BRAYTON JN. TO BARLOW

## Barlow Tip Ground Frame

Delete line heading, sub heading and item.

(40D)

## MISCELLANEOUS NOTICES

## REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 15 until Friday 19 August.</b>

MP.32/NS

R.M. WILLIAMS  
Chief Operating ManagerYork  
5 AUGUST, 1983



## 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 21 AUGUST – GRIMETHORPE COLLIERY RAPID LOADING FACILITIES

Loading Bunker No.2 and the associated signalling/trackwork will be commissioned.

The new trackwork will consist of a No.1 Arrival/Departure; a Run-Round Arrival/Departure and new Bunker line No.2 on which the Position light Bunker loading/unloading signals A, B, C, D and E will operate.

Diagrams illustrating the above are included in this notice.

**Signalling Alterations**

Up Branch signal GC10 will be replaced GC18 (a new 2-way route indicator will be provided as shown below).

Down Branch position light signal No.8 will be replaced No.17 (the route indications associated with this signal will be altered as shown below).

No.7 position light signal will be replaced No.16.

The following table shows the signal routes on all new or renumbered signals:—

Signal	Line	Aspect	Route Indication	Destination
GC18	Up Branch	Position light	"C" "A"	Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
<b>Position light signals</b>				
17	Down Branch		"C" "A" "S"	Coalite Line Arrival/Departure Line Siding
14	Departure			Down Branch C88 Signal
15	Coalite Line			Down Branch C88 Signal
11	Arrival		"2" "R" "1"	No.2 Arrival/Departure Run-Round Arrival/Departure No.1 Arrival Line/ Departure
10	No.2 Departure			Departure Line
8	No.1 Departure			Departure Line
9	Run Round Arrival/Departure			Departure Line
7	Coalite Line		"C" "1" "2"	Coalite Line No.1 Bunker No.2 Bunker

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## HESSLE ROAD - NEW HULL SPEEDLINK YARD - continued

## Signalling alterations

An offset position-light has been provided on Up Main 4-aspect signal HR36 applying towards Speedlink Yard.

A 3-way stencil route indicator has been provided in position light signal HR37 (on the Freightliner Terminal Arrival Line) applying:-

- M = Up Main
- S\* = Sidings (New Speedlink Yard)
- H = Headshunt (New Speedlink Yard)

A 2-way stencil route indicator has been provided on position light signal HR38 (on the Freightliner Terminal Departure/Headshunt) applying:-

- M = Up Main
- S = Sidings (New Speedlink Yard)

## New Position Light Signals

Signal	Lines	Route Indication	Destination
HR32	Speedlink Yard Sidings/ Runround	M S*	Down Main Freightliner Terminal Sidings
HR34	Speedlink Yard Headshunt	M S	Down Main Freightliner Terminal Sidings

\* HR37 and HR32 position light signals may be cleared at the same time for Shunting purposes.

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

(36)

## \*\* HESSLE ROAD

The theatre-type route indicator on Down Main 4-aspect signal HR23 has been replaced by a position "1" Junction Route Indicator with indications as follows:-

Aspect	Route Indication	Application
Main	-	Down Main HR19 Signal
Main	Junction Indicator	Down Alexandra Dock Branch

The signal on the immediate approach to HR23 (D2B) has been abolished.

(34)

## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

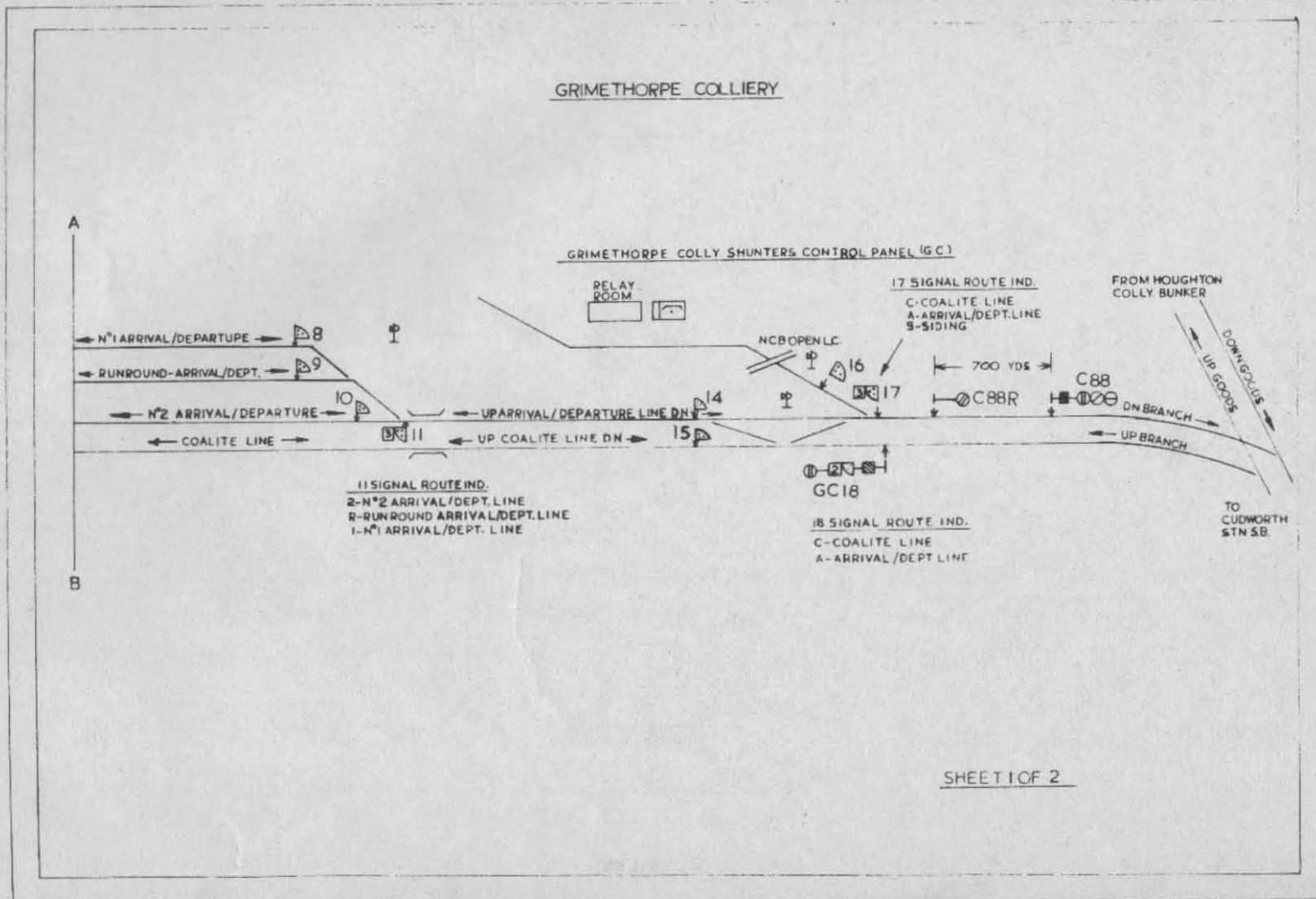
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

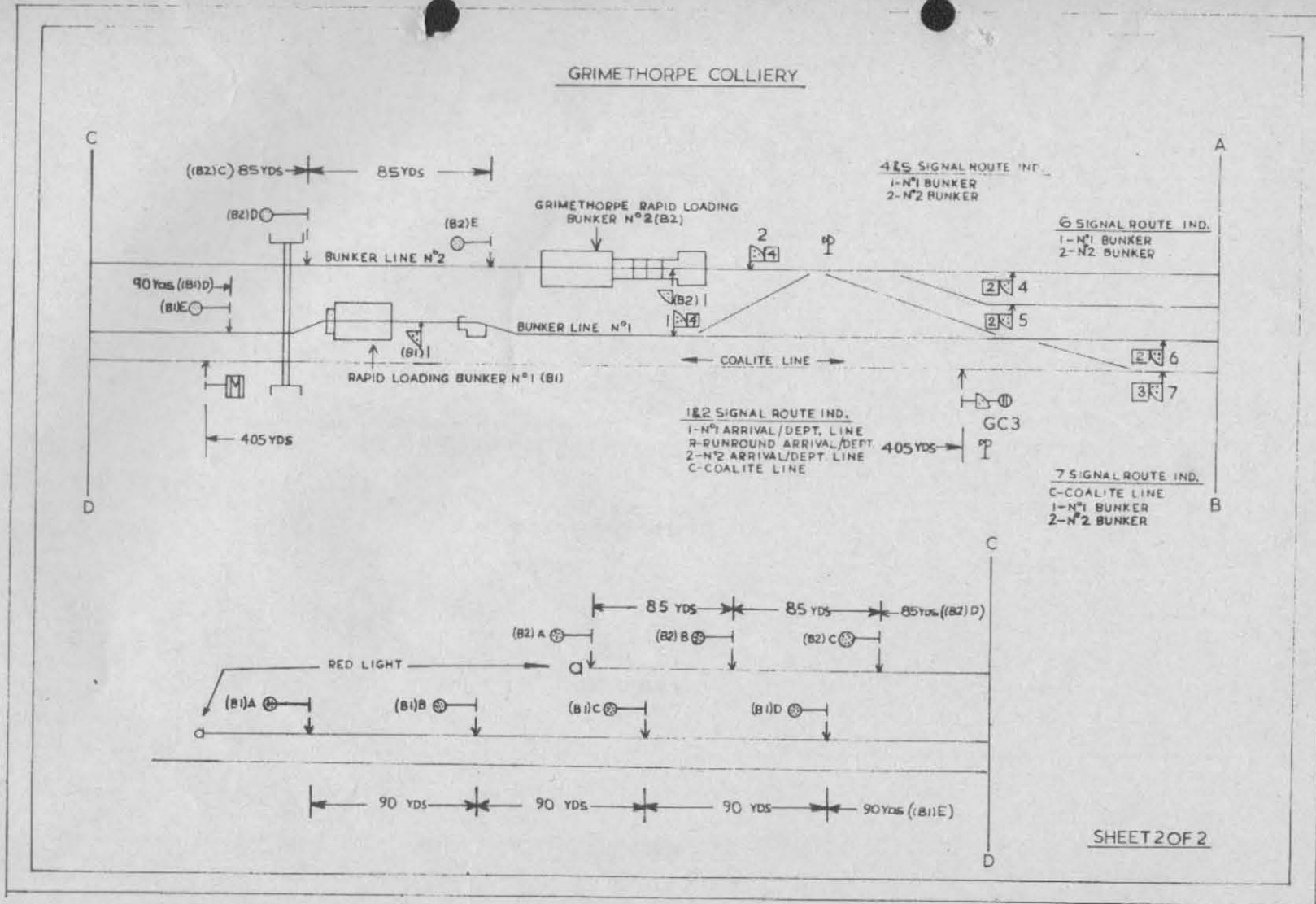
# GRIMETHORPE COLLIERY

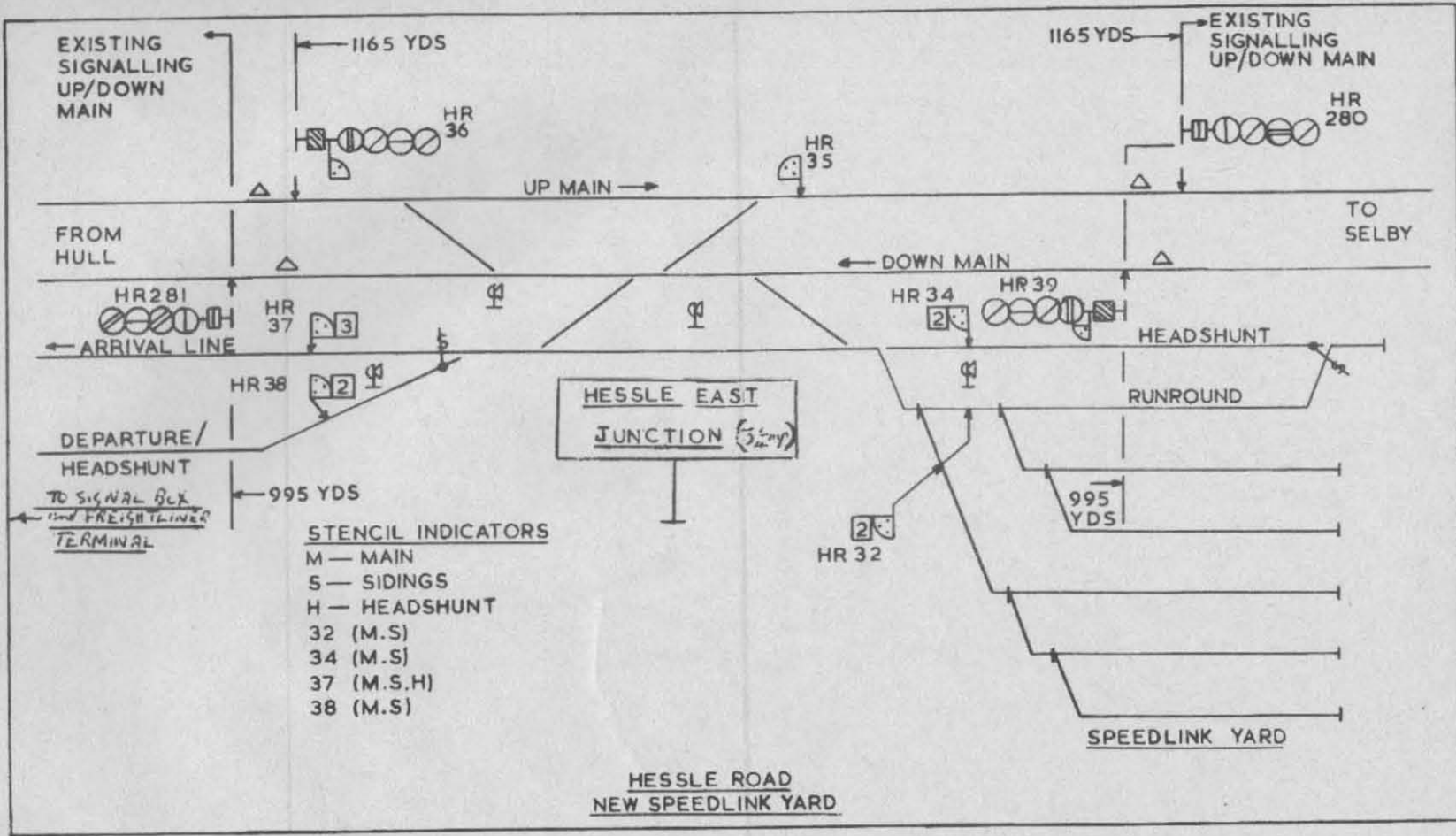


SHEET 1 OF 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

NS-24





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

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

## OTHER GENERAL INSTRUCTIONS

Page 217

## WEED-KILLING TRAIN

## 1. Classification and Signalling

Amend to read:-

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

## Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:- clause 13.10.1.

(40D)

## LOCAL INSTRUCTIONS

Page 236

## SELBY BRAYTON JN. TO BARLOW

## Barlow Tip Ground Frame

Delete line heading, sub heading and item.

(40D)

## MISCELLANEOUS NOTICES

**\*\***  
\* WORKING MANUAL FOR RAIL STAFF B.R.30054

## WHITE PAGES

Amended pages, dated August 1983, will be distributed shortly.

## REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 22 until Friday 26 August.</b>

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York  
12 AUGUST, 1983

Alas for Jim his train was late  
He had to sign on at half-past eight,  
The short-cut route would be alright,  
He'd report on time, though it was tight,  
He had not got his H.V. Vest  
To put upon his manly chest,  
But off along the track he sped,  
Not dead on time. On time he's dead.

MILL LANE  
7711

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS WHITEHALL JN. TO BRADFORD INTERCHANGE</b>		
<b>UNTIL FURTHER NOTICE</b>		
133	Whitehall Jn. and Hammerton Street	Down and Up 08 00 to 18 00. Signalling work. (82/19)
134	Armley Moor G.F. and Hammerton Street	Down and Up <b>Between Trains</b> 07 00 to 19 00. Construction work (Bramley New Station) and demolition work, 3m. 10ch. and 191m. 18ch. Cranes and mechanical equipment in use. (83/26)
135	Mill Lane Jn.	All 07 30 to 17 00. Signalling work. (82/19)
<b>SUNDAY 21 AUGUST</b>		
136	Holbeck East Jn. and Holbeck West Jn.	Down and Up <b>BLOCKED</b> 00 01 to 08 00. Track maintenance 42m 05ch and 0m 02ch. Possession to be given up for passage of trains.
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>		
<b>UNTIL FURTHER NOTICE</b>		
137	Leeds West Jn.	All 06 00 to 18 00. Signalling work.
138	Whitehall Jn. and Kirkstall Jn.	All 06 00 to 18 00. Signalling work. (82/19)
139	Wortley Jn. and Kirkstall Jn.	All <b>Between Trains</b> 07 30 to 18 00. Erecting scaffolding and safety nets in connection with overhead power line installation, 197m. 63ch. (83/22)
140	ShIPLEY BINGLEY JN. and Keighley Station Jn.	Down and Up <b>Between Trains</b> 07 00 to 18 00. Earthwork and bridgework (Nos. 6 to 72), 209 m.p. and 212m. 12ch. Mechanical equipment in use. <b>Restricted clearance.</b> (83/20) <b>Until 18 00 Saturday 20 August.</b>
141	ShIPLEY BINGLEY JN. and Keighley Station Jn.	Down and Up <b>Between Trains</b> 07 00 to 18 00. Construction work, earthwork and bridgework (Nos. 65 to 72) 206m 12ch and 212m 12ch. Crane and mechanical equipment in use. <b>Restricted clearance.</b> (83/34) <b>From 07 00 Sunday 21 August.</b>
142	Keighley	Down and Up 07 30 to 17 00. Signalling work. (82/44)
<b>SATURDAY/SUNDAY 20/21 AUGUST</b>		
143	Wortley Jn. and Kirkstall Jn.	Down and Up <b>BLOCKED</b> 23 15 to 08 45. Drainage, 196m. 18ch. and 197m. Cranes in use. Possession to be given up for passage of 1M01, 02 52 Leeds to Skipton over Down line and 1M36, 21 48 Glasgow Central to Nottingham over Up line.
144	Apperley Jn. and Guiseley Jn.	Down and Up <b>BLOCKED</b> 23 00 to 09 00. Track maintenance, 203½ m.p. and 204m. 30ch. Possession to be given up for passage of trains.
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
145	Guiseley Jn. and ShIPLEY BINGLEY JN.	Down and Up 07 30 to 17 00 daily. Signalling work.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>		
<b>UNTIL FURTHER NOTICE</b>		
146 Wortley Jn. and Horsforth	Down and Up	06 00 to 18 00. Signalling work.
<b>LEEDS ENGINE SHED JN. TO WHITEHALL JN.</b>		
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
147 Engine Shed Jn. and Whitehall Jn.	Down and Up	08 00 to 16 00 daily. Signalling work.
<b>APPERLEY JN. TO ILKLEY STATION</b>		
<b>UNTIL FURTHER NOTICE</b>		
148 Ilkley Jn. and Ilkley Station	All Between Trains	Earthwork, 211m. 10ch. Cranes in use. (82/28)
149 Ilkley Station	All	07 00 to 17 00 daily. Signalling work. (83/33)
<b>SUNDAY 21 AUGUST</b>		
150 Apperley Jn. and Guiselay Station	Single Between Trains	07 30 to 17 00. Tunnelwork (Apperley Lane Tunnel), 202m. 61ch. and 202m. 64ch. <b>Restricted clearance.</b>
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
151 Guiseley Station	All	07 00 to 17 00 daily. Signalling work.
<b>SHIPLEY GUISELEY JN. TO GUISELEY STATION</b>		
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
152 Guiseley Station	All	07 00 to 17 00 daily. Signalling work.
<b>SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE</b>		
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
153 Shipley Leeds Jn. and Shipley Bradford Jn.	Down and Up	07 30 to 17 00 daily. Signalling work.
<b>SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.</b>		
<b>SUNDAY 21 to FRIDAY 26 AUGUST</b>		
154 Shipley Bradford Jn. and Shipley Bingley Jn.	Single	07 30 to 17 00 daily. Signalling work.



EASTERN REGION

**NS**

**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 27 AUGUST**

TO

**FRIDAY 9 SEPTEMBER 1983**

**INCLUSIVE**

---

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

---

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 28 AUGUST – BETWEEN HESSLE ROAD AND DAIRYCOATES WEST

The Up North Branch line will be taken out of use pending removal.

Single line working by Pilotman will be in operation as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West and the facing crossover adjacent to Springhead Siding.

**Hessle Road**

The trailing connection in the Down Main from Down North Branch will be secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to former Up North Branch or to Up Main will be secured for through running to Up Main.

**Associated signalling alterations**

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) will be maintained at **RED**.

Up Alexandra Dock signal HR4 will apply towards Up South Branch or to Up Main only.

**Dairycoates West**

The points – Up North Branch/Up East Reception will be secured for through running between Up South Branch/Up East Reception.

Down North Branch 3-aspect signal DW62 will be abolished.

The Up North Branch Home signal will be maintained in the "ON" position. (39)

## SUNDAY 4 SEPTEMBER – YORK CHALONERS WHIN JUNCTION

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from **90 m.p.h.** to **15 m.p.h.** at 187m. 50ch. on the Down Leeds and Down Main Lines, will be resited 2,280 before reaching the **15 m.p.h.** speed restrictions signs (195 yards further south than at present). (39)

## SUNDAY 4 to SUNDAY 11 SEPTEMBER – DEWSBURY WELLINGTON ROAD G.F.

During the above period, the main to main crossover situated at 33m. 77ch. (approx.) will be replaced by plain line. (37)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## FERRYBRIDGE – MOORTHORPE – HICKLETON

Automatic Warning System Track Inductors have been provided in conjunction with the following signals.

**Down Main**

Moorthorpe South Down Distant and Ferrybridge signals F587 to F605 inclusive.

**Up Main**

Moorthorpe South signals M602 to M36 inclusive and the Hickleton Up Main Distant. (New item) (38)

\* \*  
\* BETWEEN LEEDS ENGINE SHED JUNCTION AND HUNSLET GOODS JUNCTION**Altered Signals**

Down Midland 3-aspect signal L883 has been repositioned 165 yards further South.

Up Midland 3-aspect signal L893 has been replaced by a 4-aspect signal 220 yards further South.

The A.W.S. inductors have been repositioned accordingly. (35)

**GRIMETHORPE COLLIERY RAPID LOADING FACILITIES**

Loading Bunker No.2 and the associated signalling/trackwork has been commissioned.

The new trackwork consists of a No.1 Arrival/Departure; a run-round Arrival/Departure and new Bunker line No.2 on which the Position light Bunker loading/unloading signals A, B, C, D and E operate.

Diagrams illustrating the above are included in this notice.

**Signalling Alterations**

Up Branch signal GC10 has been replated GC18 (a new 2-way route indicator has been provided as shown below).

Down Branch position light signal No.8 has been replated No.17 (the route indications associated with this signal have been altered as shown below).

No.7 position light signal has been replated No.16.

The following table shows the signal routes on all new or renumbered signals:-

Signal	Line	Aspect	Route Indication	Destination
GC18	Up Branch	Position light	"C" "A"	Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
<b>Position light signals</b>				
17	Down Branch		"C" "A" "S"	Coalite Line Arrival/Departure Line Siding
14	Departure			Down Branch C88 Signal
15	Coalite Line			Down Branch C88 Signal

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## GRIMETHORPE COLLIERY RAPID LOADING FACILITIES – continued

## Position light signals – continued

Signal	Line	Aspect	Route Indication	Destination
11	Arrival		"2" "R" "1"	No.2 Arrival/Departure Run-Round Arrival/Departure No.1 Arrival Line/ Departure
10	No.2 Departure			Departure Line
8	No.1 Departure			Departure Line
9	Run Round Arrival/Departure			Departure Line
7	Coalite Line		"C" "1" "2"	Coalite Line No.1 Bunker No.2 Bunker
6	No.2 Arrival		"1" "2"	No.1 Bunker No.2 Bunker
5	Run-Round		"1" "2"	No.1 Bunker No.2 Bunker
4	No.1 Arrival		"1" "2"	No.1 Bunker No.2 Bunker
2	Bunker Line No.2		"1" "R" "2" "C"	No.1 Arrival/Departure Run-Round No.2 Arrival/Departure Coalite Line
1	Bunker Line No.1		"1" "R" "2" "C"	No.1 Arrival/Departure Run-Round No.2 Arrival/Departure Coalite Line (37)

## \* \* HESSLE ROAD – NEW HULL SPEEDLINK YARD

**Hessle East Junction**

New Speedlink Yard (and all associated points and signalling controlled from Hessle Road signal box) has been brought into use.

**New points:** – Trailing connection – Speedlink Yard to Arrival Line.  
Facing crossover between the Down and Up Main lines.  
Trailing connection – Down Main to Speedlink Yard.

**Signalling alterations**

An offset position-light has been provided on Up Main 4-aspect signal HR36 applying towards Speedlink Yard.

A 3-way stencil route indicator has been provided in position light signal HR37 (on the Freightliner Terminal Arrival Line) applying:–

- M = Up Main
- S\* = Sidings (New Speedlink Yard)
- H = Headshunt (New Speedlink Yard)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HESSLE ROAD – NEW HULL SPEEDLINK YARD – continued****Signalling Alterations – continued**

A 2-way stencil route indicator has been provided on position light signal HR38 (on the Freightliner Terminal Departure/Headshunt) applying:-

M = Up Main

S = Sidings (New Speedlink Yard)

**New Position Light Signals**

Signal	Lines	Route Indication	Destination
HR32	Speedlink Yard Sidings/ Runround	M S*	Down Main Freightliner Terminal Sidings
HR34	Speedlink Yard Headshunt	M S	Down Main Freightliner Terminal Sidings

\* HR37 and HR32 position light signals may be cleared at the same time for Shunting purposes.

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

(36)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

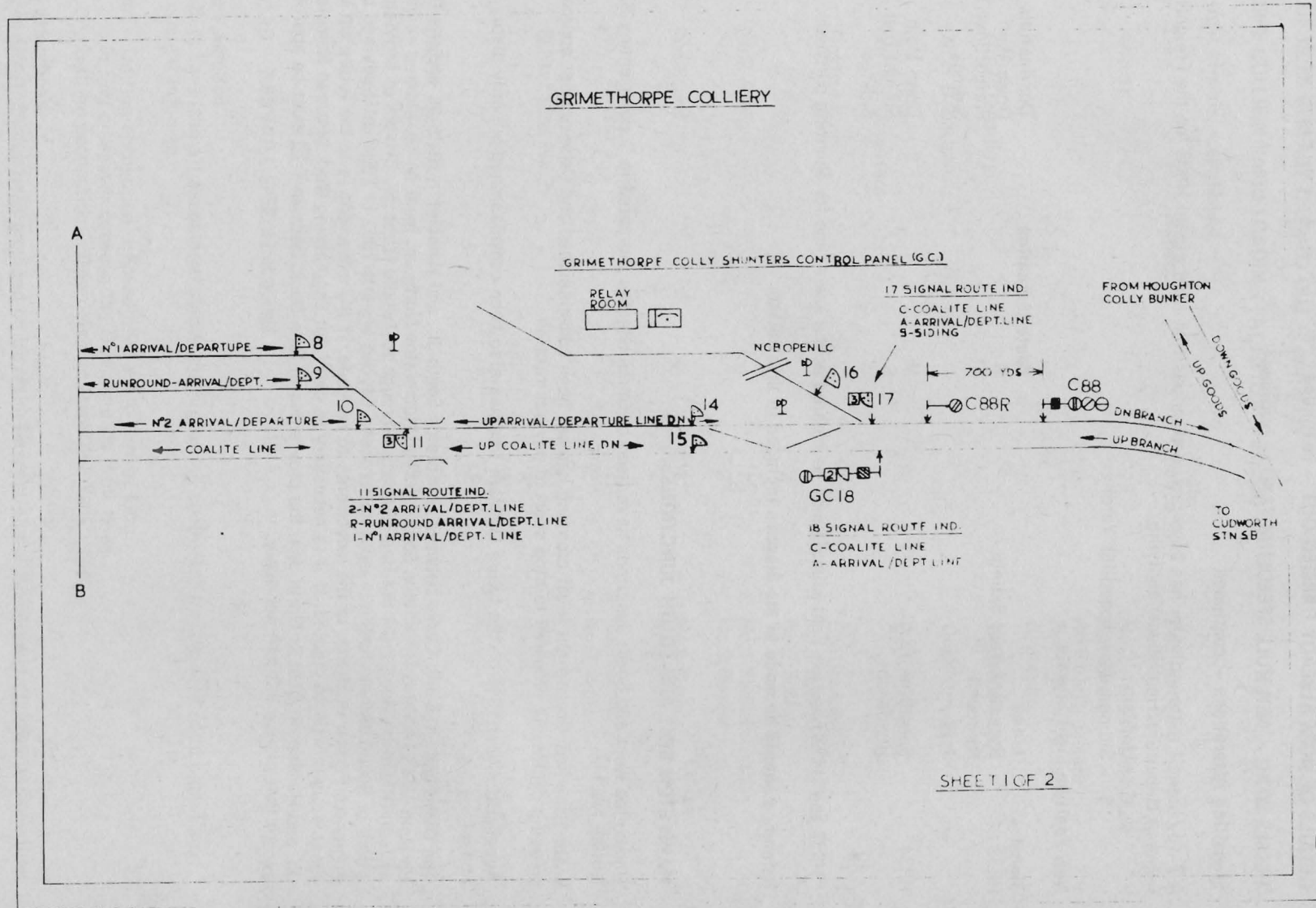
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

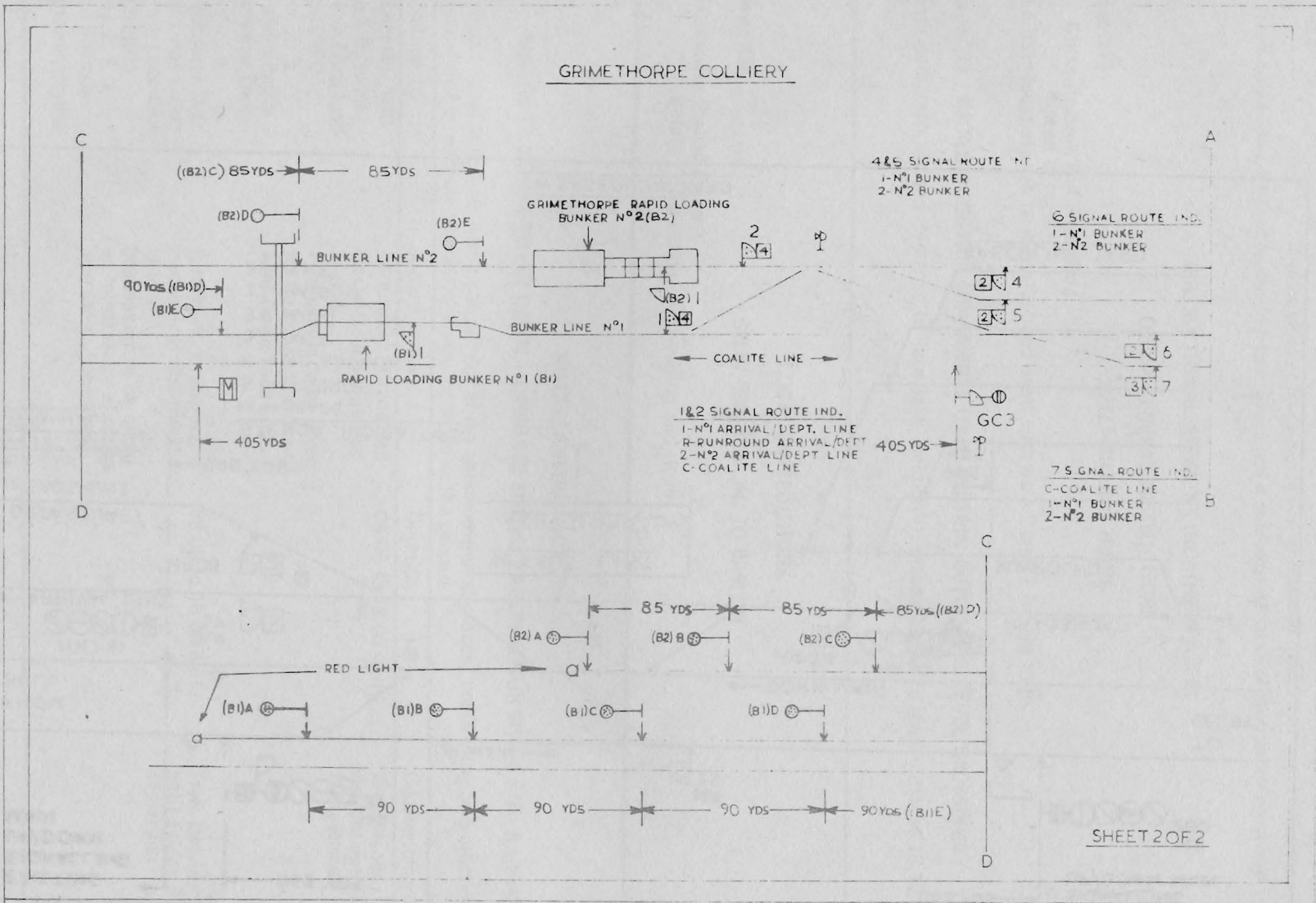
The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

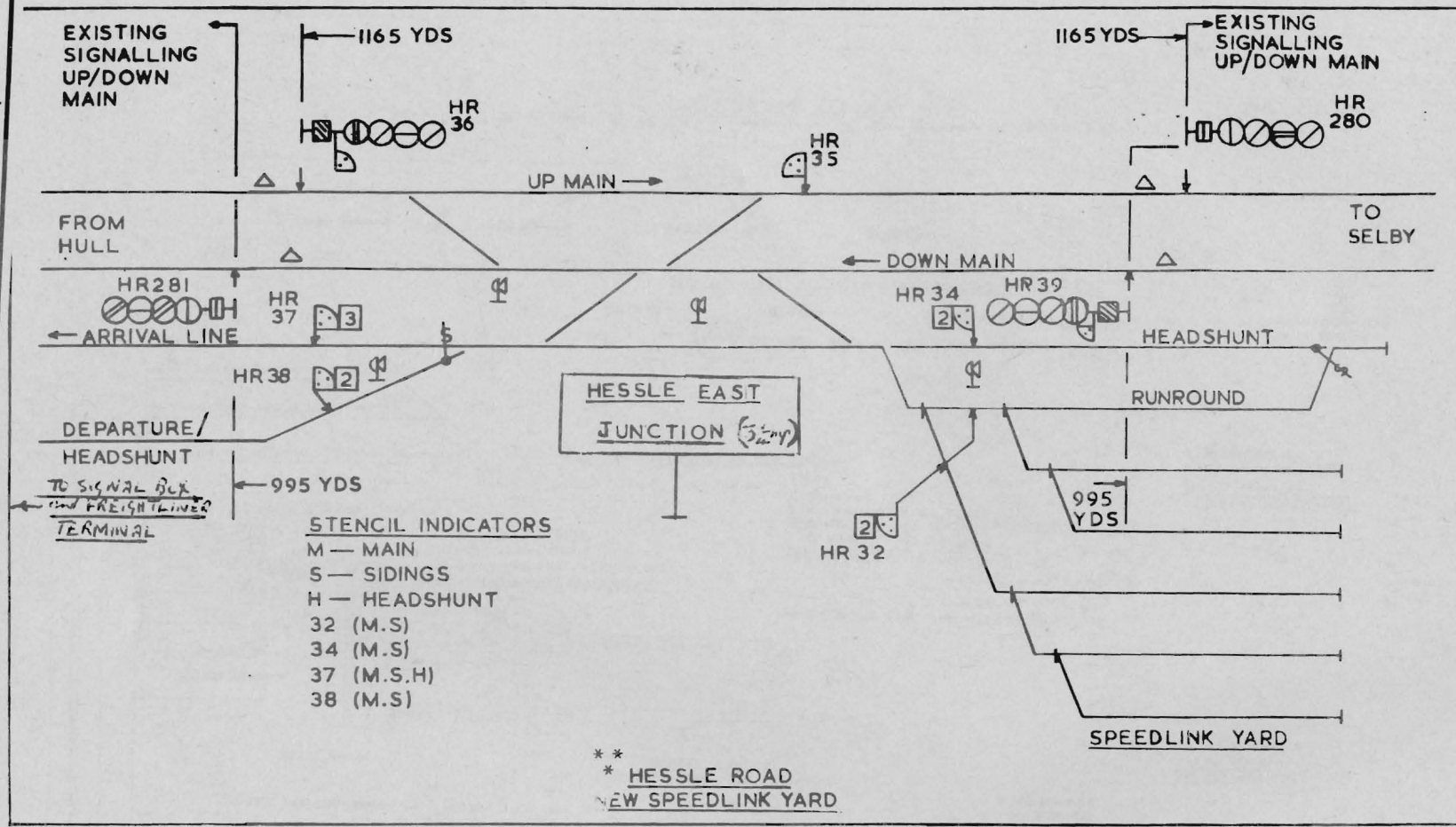
# GRIMETHORPE COLLIERY



SHEET 1 OF 2







DO YOU WORK ON OR ABOUT THE TRACK?  
IF YOU DO LOOK OUT FOR

SAFETY LINE - '83

THIS IS A SAFETY CAMPAIGN STARTING  
IN SEPTEMBER AND WILL LAST FOR  
3 MONTHS.

YOUR MANAGER, SUPERVISOR, SAFETY  
REPRESENTATIVE AND YOUR TRADE UNION  
OFFICERS WILL ALL BE WORKING TOGETHER  
TO MAKE THIS MAJOR CAMPAIGN A SUCCESS.

WATCH THIS SPACE FOR MORE INFORMATION

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

**BETWEEN HESSLE ROAD AND DAIRYCOATES WEST \***

The Up North Branch line has been taken out of use pending removal.

Single line working by Pilotman is in operation as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West and the facing crossover adjacent to Springhead Siding.

**Hessle Road**

The trailing connection in the Down Main from Down North Branch has been secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to former Up North Branch or to Up Main have been secured for through running to Up Main.

**Associated signalling alterations**

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) is now maintained at **RED**.

Up Alexandra Dock signal HR4 applies towards Up South Branch or to Up Main only.

**Dairycoates West**

The points - Up North Branch/Up East Reception have been secured for through running between Up South Branch/Up East Reception.

Down North Branch 3-aspect signal DW62 has been abolished.

The Up North Branch Home signal has been maintained in the "ON" position. (39)

**YORK CHALONERS WHIN JUNCTION**

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Leeds and Down Main Lines, have been resited 2,280 before reaching the 15 m.p.h. speed restrictions signs (195 yards further south than at present). (39)

\*\* SUNDAY 4 to SUNDAY 11 SEPTEMBER - DEWSBURY WELLINGTON ROAD G.F.

During the above period, the main to main crossover situated at 33m. 77ch. (approx.) will be replaced by plain line. (37)

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

## FERRYBRIDGE – MOORTHORPE – HICKLETON

Automatic Warning System Track Inductors have been provided in conjunction with the following signals.

**Down Main**

Moorthorpe South Down Distant and Ferrybridge signals F587 to F605 inclusive.

**Up Main**

Moorthorpe South signals M602 to M36 inclusive and the Hickleton Up Main Distant.

(38)

## \*\* GRIMETHORPE COLLIERY RAPID LOADING FACILITIES

Loading Bunker No.2 and the associated signalling/trackwork has been commissioned.

The new trackwork consists of a No.1 Arrival/Departure; a run-round Arrival/Departure and new Bunker line No.2 on which the Position light Bunker loading/unloading signals A, B, C, D and E operate.

Diagrams illustrating the above are included in this notice.

**Signalling Alterations**

Up Branch signal GC10 has been replaced GC18 (a new 2-way route indicator has been provided as shown below).

Down Branch position light signal No.8 has been replaced No.17 (the route indications associated with this signal have been altered as shown below).

No.7 position light signal has been replaced No.16.

The following table shows the signal routes on all new or renumbered signals:—

Signal	Line	Aspect	Route Indication	Destination
GC18	Up Branch	Position light	"C" "A"	Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
<b>Position light signals</b>				
17	Down Branch		"C" "A" "S"	Coalite Line Arrival/Departure Line Siding
14	Departure			Down Branch C88 Signal
15	Coalite Line			Down Branch C88 Signal
11	Arrival		"2" "R" "1"	No.2 Arrival/Departure Run-Round Arrival/Departure No.1 Arrival Line/ Departure
10	No.2 Departure			Departure Line
8	No.1 Departure			Departure Line
9	Run Round Arrival/Departure			Departure Line
7	Coalite Line		"C" "1" "2"	Coalite Line No.1 Bunker No.2 Bunker

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## GRIMETHORPE COLLIERY RAPID LOADING FACILITIES – continued

## Position light signals – continued

Signal	Line	Aspect	Route Indication	Destination
6	No.2 Arrival		"1" "2"	No.1 Bunker No.2 Bunker
5	Run-Round		"1" "2"	No.1 Bunker No.2 Bunker
4	No.1 Arrival		"1" "2"	No.1 Bunker No.2 Bunker
2	Bunker Line No.2		"1" "R" "2" "C"	No.1 Arrival/Departure Run-Round No.2 Arrival/Departure Coalite Line
1	Bunker Line No.1		"1" "R" "2" "C"	No.1 Arrival/Departure Run-Round No.2 Arrival/Departure Coalite Line (37)

A 2-way stencil route indicator has been provided on position light signal HR38 (on the Freightliner Terminal Departure/Headshunt) applying:—

M = Up Main

S = Sidings (New Speedlink Yard)

## New Position Light Signals

Signal	Lines	Route Indication	Destination
HR32	Speedlink Yard Sidings/ Runround	M S*	Down Main Freightliner Terminal Sidings
HR34	Speedlink Yard Headshunt	M S	Down Main Freightliner Terminal Sidings

\* HR37 and HR32 position light signals may be cleared at the same time for Shunting purposes.

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

(36)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

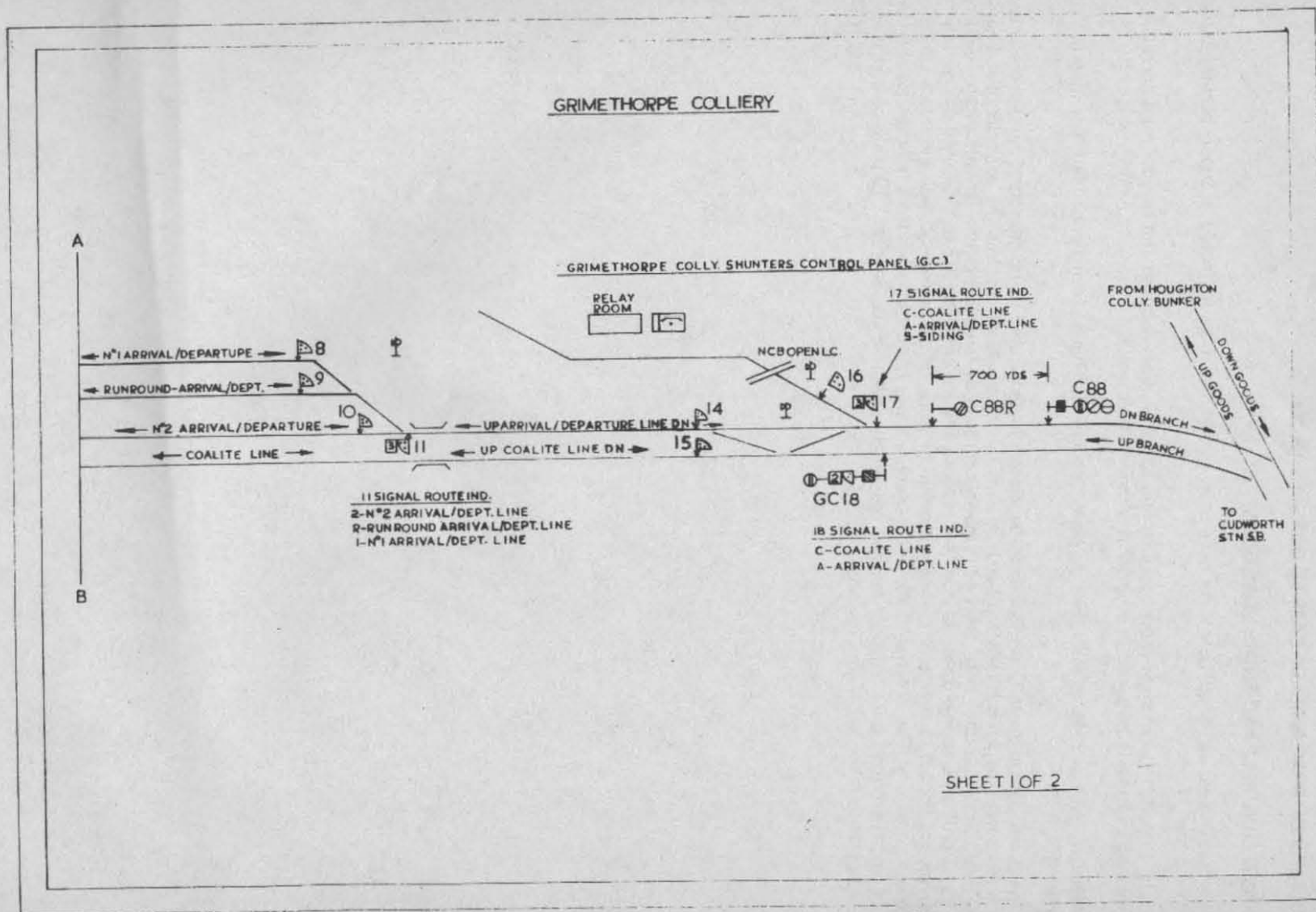
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply. (UFN)

# GRIMETHORPE COLLIERY

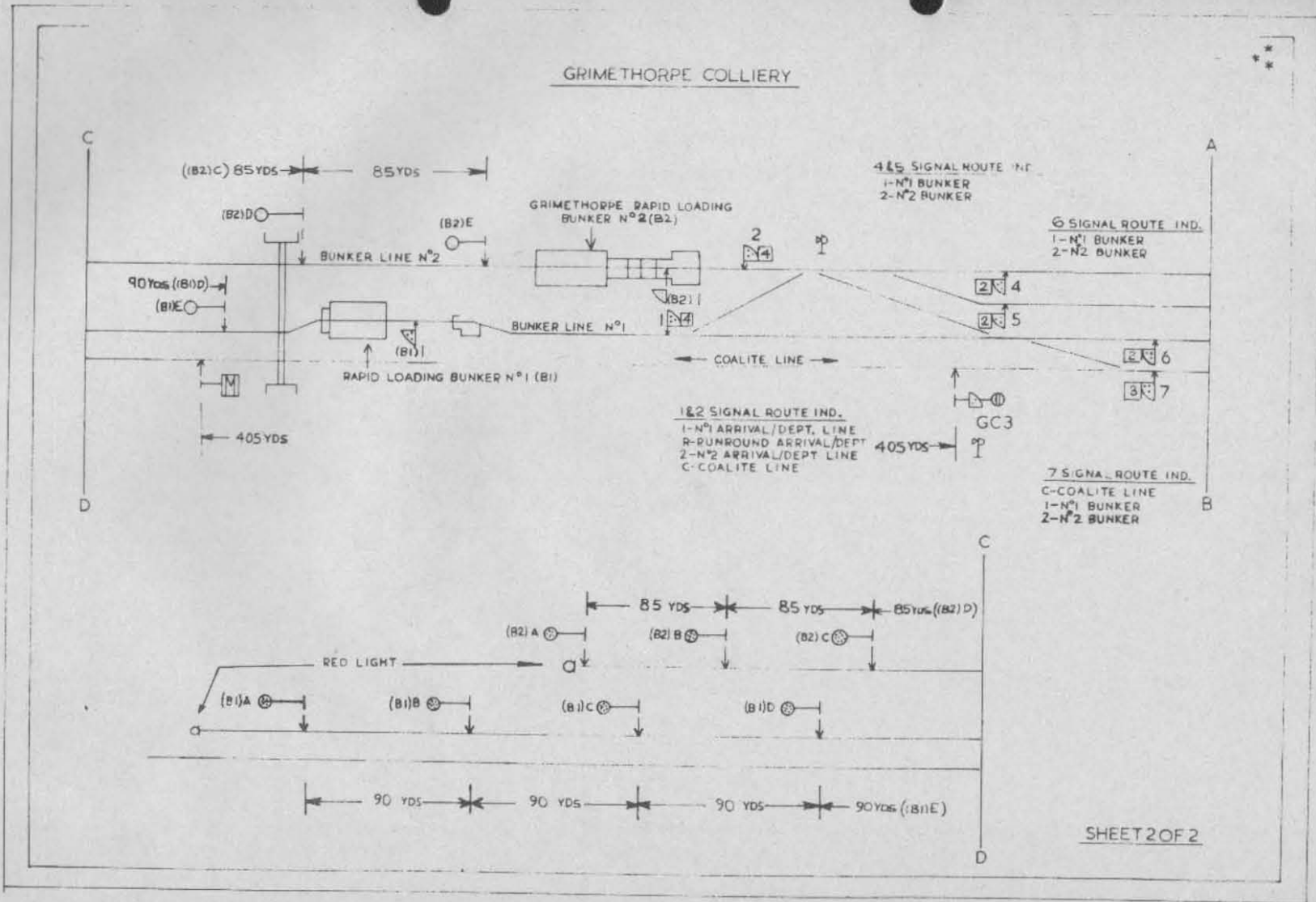
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SHEET 1 OF 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

NS-24





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

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

## OTHER GENERAL INSTRUCTIONS

Page 217

## WEED-KILLING TRAIN

## 1. Classification and Signalling

Amend to read:—

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

## Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:— clause 13.10.1.

(40D)

## LOCAL INSTRUCTIONS

Page 236

## SELBY BRAYTON JN. TO BARLOW

## Barlow Tip Ground Frame

Delete line heading, sub heading and item.

(40D)

## MISCELLANEOUS NOTICES

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING  
INSTALLATIONS COLLIERIES POWER STATIONS ETC.

Page 17

## GRIMETHORPE COLLIERY

Delete paragraph 2 and substitute:—

2. The exhibition of the loading signals displaying the "Move at low speed in direction of loading" aspect may be taken as an indication that Signal GC1 is clear for the train to be propelled.
3. When the train is ready to depart, it must be propelled clear of Signal 6 for the locomotive to run round.

## Crippled Wagons

4. If a Crippled Wagon has to be detached into the Sidings, the Guard must instruct the Driver and also contact the B.R. Person in charge.

**NOTE :** In the event of a failure of the N.C.B. dirt conveyors, increased use of the N.C.B. level crossing over the Coalite Departure line will be made by road vehicles and the crossing will be manned during that period.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with 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
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads <b>Between Trains</b>	Earthwork. Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 12 until Friday 16 September</b>

York  
2 SEPTEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

SAFETY LINE - '83

IS LOOKOUT PROTECTION PROVIDED?

IS PEE WEE EQUIPMENT AVAILABLE AND IS IT BEING USED?

DOES EVERYBODY WORKING OR WALKING ON OR ABOUT THE TRACK WEAR A BRIGHT, CLEAN HIGH VISIBILITY VEST/TABARD?

HAVE YOU GOT A TRACK WALKING CARD B.R.29995/12? EVERYONE SHOULD HAVE ONE IF THEY EVER HAVE OCCASION TO GO ON THE TRACK.

THESE ARE JUST SOME OF THE QUESTIONS WHICH MUST BE ANSWERED OVER THE NEXT THREE MONTHS.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**\*\* SUNDAY 18 SEPTEMBER – ILKLEY**

The Down Main Home signal gantry will be abolished and replaced by a new 2-aspect (RED/YELLOW) colour light signal situated 486 yards before reaching the signal box (246 yards further than at present).

This colour light signal will be maintained at RED pending further signalling alterations and all movements will be controlled by handsignalmen.

● new facing crossover 310 yards south of the signal box will be brought into use but handsignalling will be in operation pending further alterations. (39)

**SUNDAY 18 SEPTEMBER – BETWEEN HESSLE ROAD AND DAIRYCOATES WEST**

The Up North Branch line also the Down and Up South Branch lines will be taken out of use pending removal.

Single line working by Pilotman will be in operation for Up trains as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West, and the facing crossover adjacent to Springhead Siding.

**Hessle Road**

The trailing connection in the Down Main from Down North Branch, will be secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to the former Up North Branch or to Up Main will be secured for through running to Up Main.

The double junction connections in the Down and Up main lines leading to and from the South Branch ● be secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) will be maintained at RED.

Up Alexandra Dock line 3-aspect signal HR4, will be renewed (without route indication and associated position light), 145 yards further from Hessle Road signal box and will apply towards the Up Main line only. An A.W.S. Inductor will be provided 200 yards on the approach side of this signal.

Up Main signal HR2 (with route indications to Up Main or to Up South Branch) will be abolished.

The Up Main automatic signal U2 will be replated HR284 and Down Main automatic signal D2 will be replated HR281.

**Dairycoates West**

The double junction connections leading to and from the Down and Up South Branch lines will be secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal DW62 will be abolished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

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

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

## MONDAY 19 SEPTEMBER - BETWEEN CUDWORTH STATION JN. AND ROYSTON JN.

The 50m.p.h. Permanent Speed Restriction which applies on the Down and Up Main lines between 174m. 70ch. and 175m. 45ch. will be extended to apply between 174m. 70ch. and 176m.p. (See Section D). (41)

## MONDAY 19 SEPTEMBER - GOOLE, ENGINE SHED JN.

The 15m.p.h. Permanent Speed Restriction which applies in both directions on the Single line between 73m. 47ch. and 73m. 51ch. will be removed. (41)

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK CHALONERS WHIN JUNCTION

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Leeds and Down Main Lines, have been resited 2,280 yards before reaching the 15m.p.h. speed restrictions signs (195 yards further south than at present). (39)

## DARTON

The trailing crossover (on the Horbury Junction side of the station), together with the associated slip connection to/from the Goods Yard has been dispensed with.

All associated shunting signals have been abolished. (New Item) (41)

## FERRYBRIDGE - MOORTHORPE - HICKLETON

Automatic Warning System Track Inductors have been provided in conjunction with the following signals.

## Down Main

Moorthorpe South Down Distant and Ferrybridge signals F587 to F605 inclusive.

## Up Main

Moorthorpe South signals M602 to M36 inclusive and the Hickleton Up Main Distant. (38)

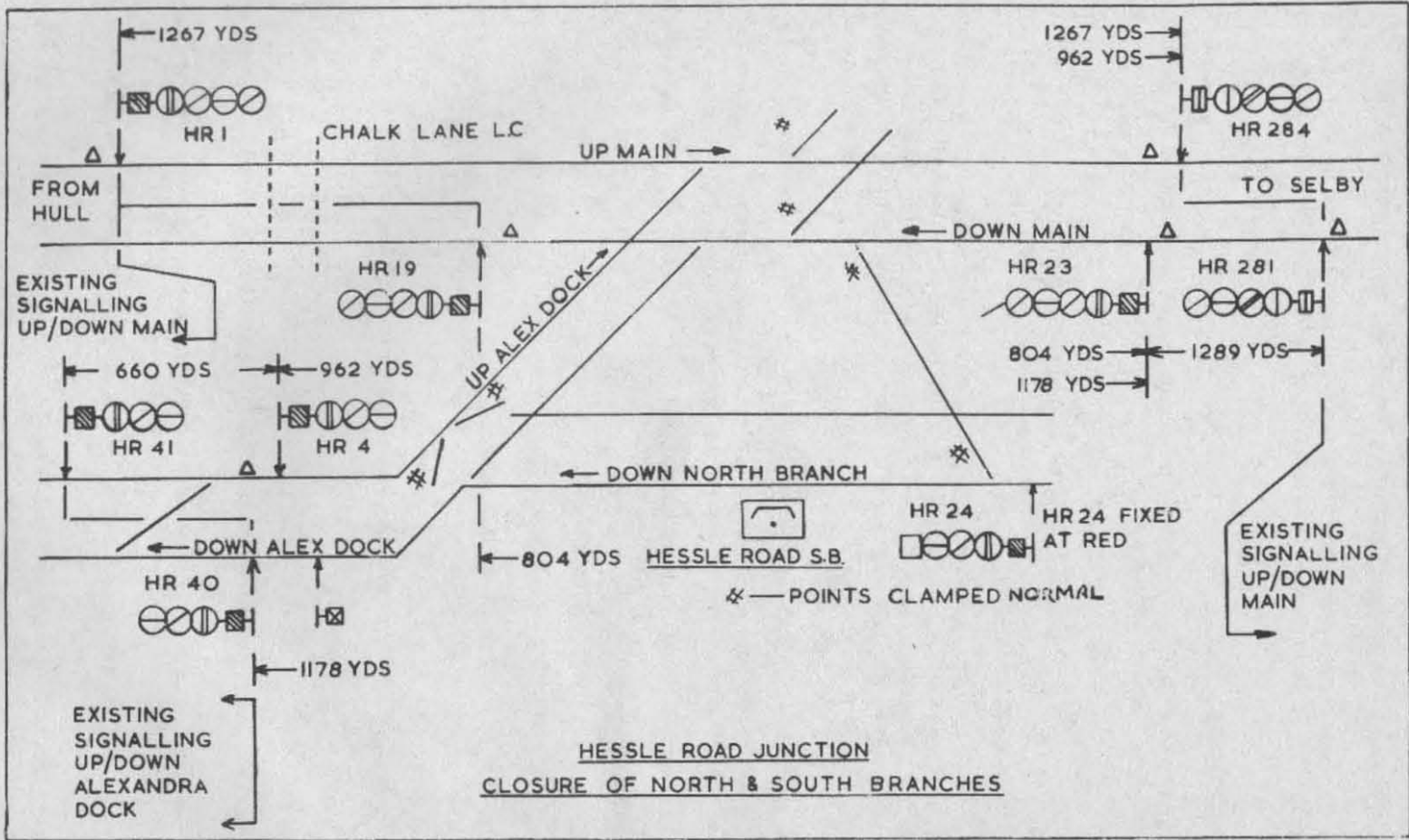
## HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns, the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply. (UFN)



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

WORKING MANUAL FOR RAIL STAFF - BR.30054  
WHITE PAGES - PART 6

**Clause B1/2 (iii) Route Availability**

Amend last sentence to read:-

The only authority for vehicles to travel over a route with a lower RA code than that of the wagon is form BR.29973 - and then as printed.

**Clause B1/2 (v) Length**

Amend to read:-

The member of staff responsible for train preparation must ensure that the train does not exceed the length limit specified for each particular route. In assessing the length of the train, the train locomotive and train brake van should not be counted, as they are allowed for automatically in fixing the limit.

When the train is worked by more than one locomotive, the additional locomotives should each be counted in as 3 Standard Length Units. The train brake van is the van in which the Guard is actually working.

**Clause C1/6**

This Instruction need not be applied to 16.5 tonne mineral wagons in the traffic of departmental fleets (TOPS wagon types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on TOPS requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshal them in front of heavier wagons on the train.

**Clause C4/3**

Amend 5th paragraph.

A wagon equipped with two vacuum braked cylinders, one of which is ineffective, or a wagon with two air braked distributors, one of which is isolated, must be regarded as a vehicle with the brake isolated for the purposes of the paragraph.

I will advise you when the permanent amendments to the White Pages have been made which will enable these instructions to be withdrawn. (40D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	Remarks
			Down m.p.h.	Up At or between		
Page 79	ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.					
	Between Dearne Valley North Jn. and Cudworth Station Jn.					
	Amend:-					
			50	50	Main lines, 174m. 70ch. and 176 m.p.	(w.e.f. Monday 19 September) (40D)
	WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.					
Page 91 (as amended. Page 27, ND.32D)	Between Rawcliffe and Goole Engine Shed Jn.					
	Delete:-					
			15	15	73m. 47ch. and 73m. 51ch.	(w.e.f. Monday 19 September) (40D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.		
<b>Page 102 LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
	Between Bramhope Tunnel and Wescoehill Tunnel					
	Add:-	30			9m. 54ch. and 9 $\frac{3}{4}$ m.p. (w.e.f. 15 00 Monday 19 September) (40D)	

## OTHER GENERAL INSTRUCTIONS

Page 217

## WEED-KILLING TRAIN

## 1. Classification and Signalling

Amend to read:-

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

## Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:- clause 13.10.1.  
(40D)

## LOCAL INSTRUCTIONS

Page 236

## SELBY BRAYTON JN. TO BARLOW

## Barlow Tip Ground Frame

Delete line heading, sub heading and item.

(40D)

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING  
INSTALLATIONS (COLLIERIES, POWER STATIONS ETC.) B.R.30059/5

Page 17

## GRIMETHORPE COLLIERY

Delete instructions and substitute:-

1. After a train has arrived at Signal GC.4, 5, 6 or 7, it must subsequently proceed for tare weighing at a speed not exceeding 3 m.p.h. under the authority of the loading signals displaying the "move at low speed in opposite direction to that required for loading" aspect. When the appropriate bunker position light signal displays the clear aspect.
2. The exhibition of the loading signals displaying the "move at low speed in direction of loading" aspect may be taken as an indication that signal GC1 is clear for the train to be propelled.



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5 - continued

## GRIMETHORPE COLLIERY - continued

3. When the last wagon of the train has been loaded and has been propelled clear of the weighbridge, the loading signals will be switched off and the train must continue to be propelled to the rear of signal GC.4, 5, 6 or 7, as the case may be for the locomotive to run round.

## Crippled Wagons

4. If a crippled wagon has to be detached into the sidings, the Guard must instruct the Driver and also contact the B.R. Person in charge.

NOTE:- In the event of a failure of the N.C.B. dirt conveyors, increased use of the N.C.B. level crossing over the Coalite Departure line will be made by road vehicles and the crossing will be manned during that period.

This item supersedes that previously shown in NS-37 (Page 26).

(40D)

## MISCELLANEOUS NOTICES

## \* \* SATURDAY 17 SEPTEMBER - DONCASTER DIESEL DEPOT

In connection with the Air Display at R.A.F. Finningley, a special passenger train service will operate between Doncaster and Finningley and the following instruction must be observed:-  
"During the time passenger trains are using the Transfer line, no locomotive may leave Doncaster Diesel Depot to proceed towards the outlet signals until the permission of the Signaller has been obtained.

## \* \* SATURDAY 17 SEPTEMBER - DONCASTER STATION

Drivers of trains arriving at Platform 3A should bring their trains to a stand with the drivers cab adjacent to the temporary stop board provided on the platform at the South end of the station buildings.

## REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of Work	Duration	Commencing date
Doncaster TMD No.1 Road and Down Loco Line <b>BLOCKED</b> Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco Line.</b>	08 00 to 18 00 daily	<b>From Monday 19 until Friday 23 September</b>

SAFETY LINE - '83

NEITHER HE NOR HIS COMPANION WORE A HIGH VISIBILITY VEST WHICH HAD BEEN ISSUED. FORGOT TO KEEP A SHARP LOOKOUT.

LOOKOUT FAILED TO GIVE ADEQUATE WARNING.

WALKED IN FOUR FOOT WITH HIS BACK TO TRAFFIC.

MAN MOVED FROM A POSITION OF SAFETY AND PLACED HIMSELF FOUL OF THE DOWN LINE. DID NOT MOVE ALTHOUGH THE DRIVER SOUNDED HIS HORN.

FAILED TO GET LOOKOUTMAN'S PERMISSION TO MOVE ALONGSIDE THE TAMPING MACHINE.

CANNOT BE ESTABLISHED WHY HE WAS ON THE TRACK WHEN HIS DUTIES DID NOT REQUIRE HIM TO BE THERE.

THE ABOVE EXTRACTS OF COMMENTS MADE BY THE DEPARTMENT OF TRANSPORT OFFICERS REGARDING FATAL ACCIDENTS SERVE TO ILLUSTRATE WHY SAFETY LINE - '83 IS AIMED AT YOU.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 25 SEPTEMBER – BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling will be commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No.125** and all concerned must be in possession of a copy of this notice.

## BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in Section 'D'. (42)

## SUNDAY 25 SEPTEMBER – BETWEEN LEEDS NORTH JUNCTION AND ENGINE SHED JUNCTION

Up Midland 3-aspect signal L870 will be replaced by a 4-aspect signal. (42)

## SUNDAY 25 SEPTEMBER – ILKLEY

All points and signals will be abolished and a revised layout with new colour light signalling will be commissioned, controlled from a new switch panel in Ilkley Signal Box.

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

## New Colour Light Signals – IY = Ilkley

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant			
IY6	Down Main Home	M	"1"	Platform 1
		M*	"2"	Platform 2
		PL	"1"	Platform 1 line occupied
		PL*	"2"	Platform 2 line occupied
		PL		Position light signal No.7
* = Cleared in conjunction with No.7 position light signal.				
IY8	Platform 1	M		Up Main Starting
		PL	"X"	Down Main "LIMIT OF SHUNT"
IY9	Platform 2	M		Up Main Starting (IY4)
IY4	Up Main Starting			
<b>Position Light Signal</b>				
7	Up Main			Platform Lines 1 or 2 (42)

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

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

## SUNDAY 25 SEPTEMBER - BUCKTON LANE LEVEL CROSSING (Between Bridlington and Hunmanby)

Buckton Lane level crossing at 35m 16ch will be converted to an automatic open (A.O.C.R.) level crossing remotely monitored from Bridlington Quay signal box.

A "WHISTLE" board will be provided 240 yards before reaching the crossing in the Up direction and 171 yards before reaching the crossing in the Down direction.

Telephone communication will be provided between the crossing and signal box. (42)

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\*YORK CHALONERS WHIN JUNCTION

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Leeds and Down Main Lines, have been resited 2,280 yards before reaching the 15m.p.h. speed restrictions signs (195 yards further south than at present). (39)

## DARTON

The trailing crossover (on the Horbury Junction side of the station), together with the associated slip connection to/from the Goods Yard has been dispensed with.

All associated shunting signals have been abolished. (41)

## BETWEEN CUDWORTH STATION JN. AND ROYSTON JN.

The 50m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 174m. 70ch. and 175m. 45ch. has been extended to apply between 174m. 70ch. and 176m.p. (See Section D). (41)

## GOOLE, ENGINE SHED JN.

The 15m.p.h. Permanent Speed Restriction which applied in both directions on the Single line between 73m. 47ch. and 73m. 51ch. has been removed. (41)

## BETWEEN HESSLE ROAD AND DAIRYCOATES WEST

The Up North Branch line also the Down and Up South Branch lines has been taken out of use pending removal.

Single line working by Pilotman is in operation for Up trains as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West, and the facing crossover adjacent to Springhead Siding.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN HESSLE ROAD AND DAIRYCOATES WEST – continued****Hessle Road**

The trailing connection in the Down Main from Down North Branch, has been secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to the former Up North Branch or to Up Main have been secured for through running to Up Main.

The double junction connections in the Down and Up main lines leading to and from the South Branch have been secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) will be maintained at RED.

Up Alexandra Dock line 3-aspect signal HR4, has been renewed (without route indication and associated position light), 145 yards further from Hessle Road signal box and applies towards the Up Main line only. An A.W.S. Inductor has been provided 200 yards on the approach side of this signal.

Up Main signal HR2 (with route indication to Up Main or to Up South Branch) has been abolished.

The Up Main automatic signal U2 has been replated HR284 and Down Main automatic signal D2 has been replated HR281.

**Dairycoates West**

The double junction connections leading to and from the Down and Up South Branch lines have been secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal DW62 has been abolished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

(41)

**HAMBLETON WEST AND SOUTH JUNCTIONS**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

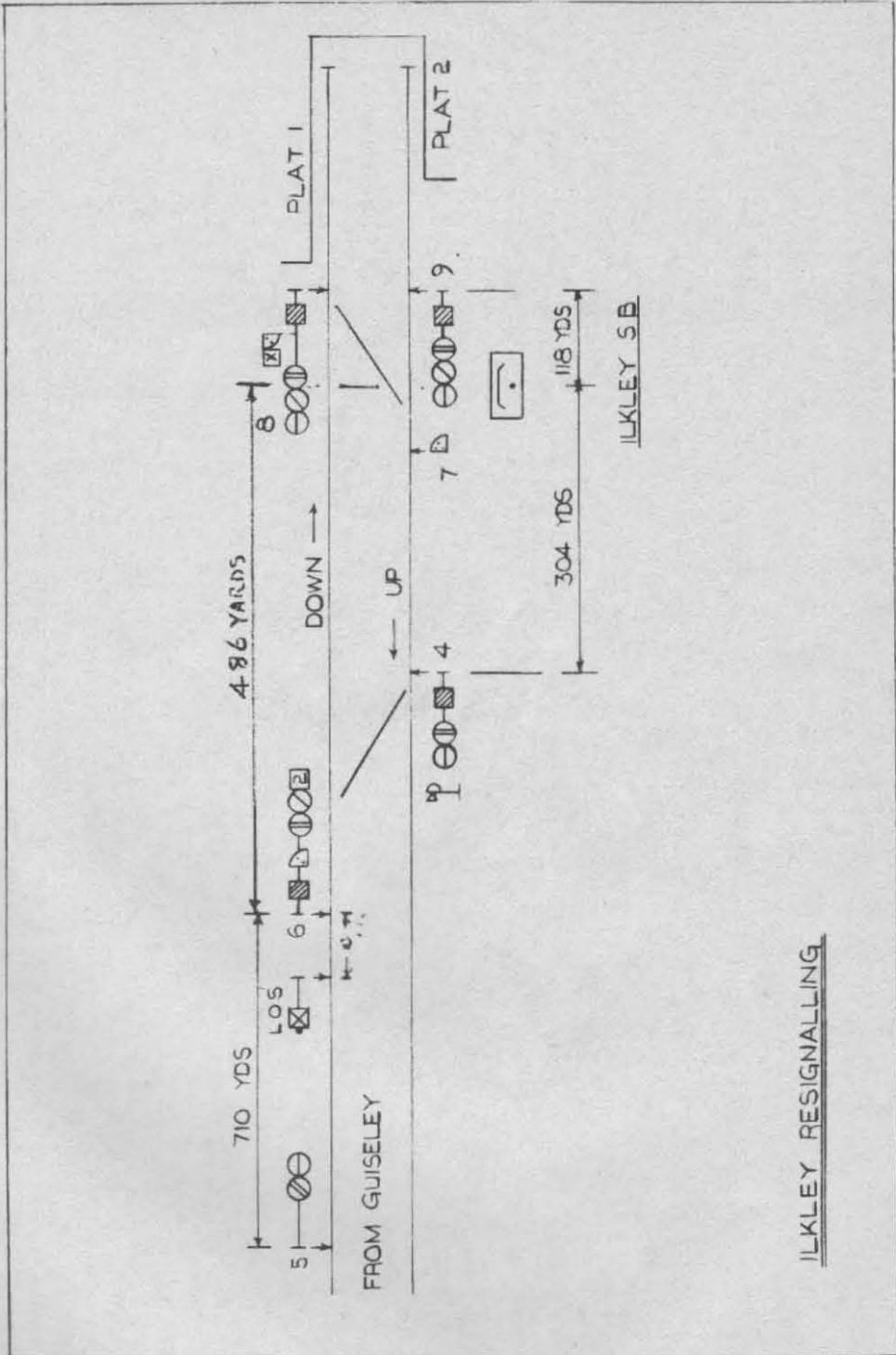
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

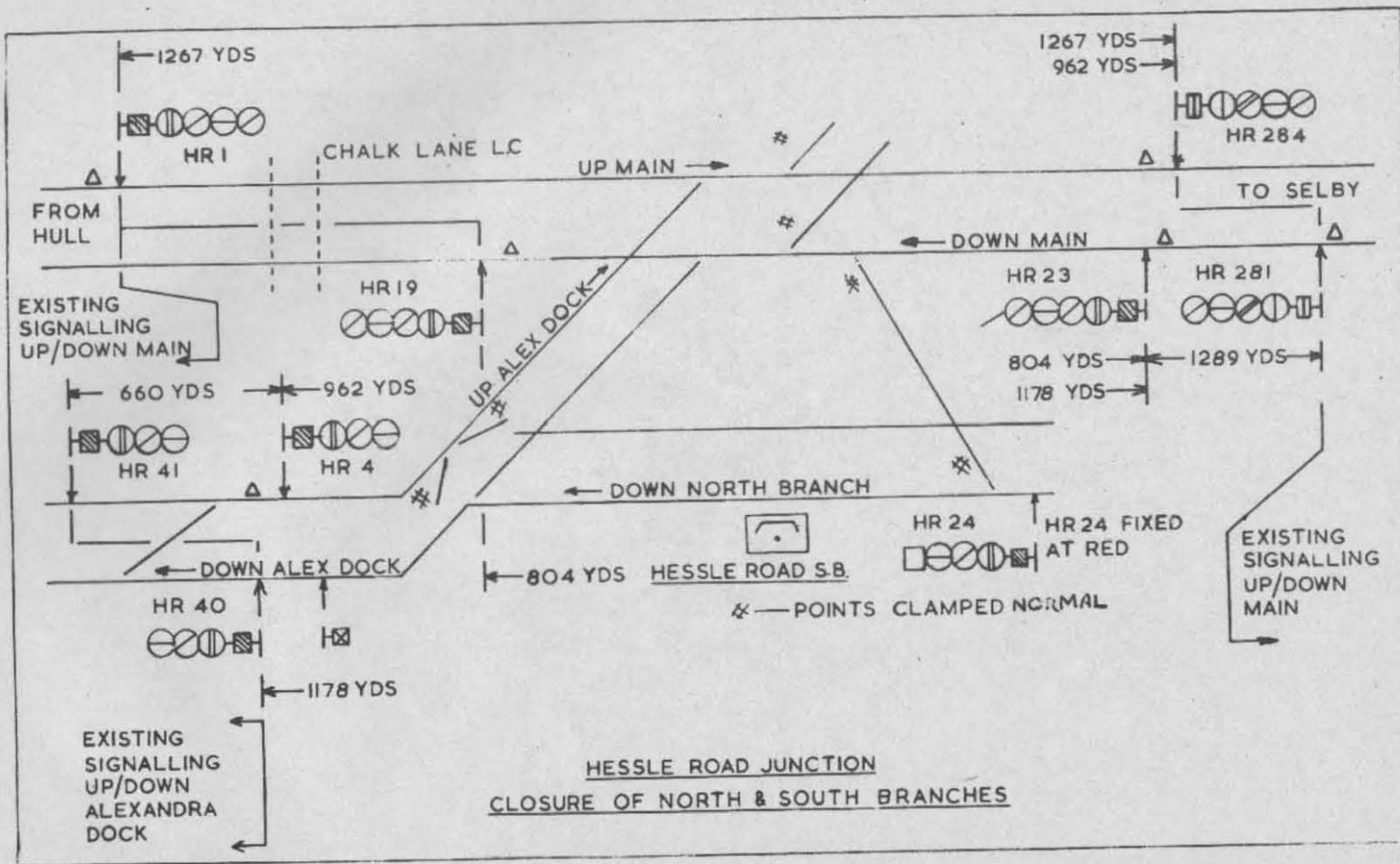
The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



IJKLEY RESIGNALLING



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

**WORKING MANUAL FOR RAIL STAFF – BR.30054  
WHITE PAGES – PART 6**

**Clause B1/2 (iii) Route Availability**

**Amend** last sentence to read:—

The only authority for vehicles to travel over a route with a lower RA code than that of the wagon is form BR.29973 – and then as printed.

**Clause B1/2 (v) Length**

**Amend** to read:—

The member of staff responsible for train preparation must ensure that the train does not exceed the length limit specified for each particular route. In assessing the length of the train, the train locomotive and train brake van should not be counted, as they are allowed for automatically in fixing the limit.

When the train is worked by more than one locomotive, the additional locomotives should each be counted in as 3 Standard Length Units. The train brake van is the van in which the Guard is actually working.

**Clause C1/6**

This Instruction need not be applied to 16.5 tonne mineral wagons in the traffic of departmental fleets (TOPS wagon types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on TOPS requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshall them in front of heavier wagons on the train.

**Clause C4/3**

**Amend** 5th paragraph.

A wagon equipped with two vacuum braked cylinders, one of which is ineffective, or a wagon with two air braked distributors, one of which is isolated, must be regarded as a vehicle with the brake isolated for the purposes of the paragraph. (40D)

**Clause B2/13 – Movement restriction code**

Code M – Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C – Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S – Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes other vehicles must not be loose shunted against the wagon.

**Clause C2/8 – Code Words and Explanations – Movement**

SHUNTEX – add to definition : Nor must other vehicles be loose shunted against the wagon.

**Clause C5/2**

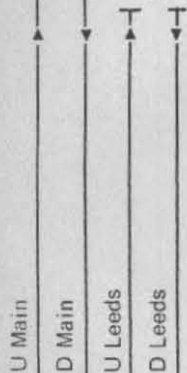
Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)



Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.		
Pages 19 to 22 DONCASTER BALNE L.C. Delete:- Balne L.C.	BLACK CARR JN. TO BERWICK to Clifton all particulars and substitute					Note - the alterations to Table A between Balne L.C. and Hambleton North Jn. exclusive do not apply until 2.10.83)
	Balne L.C.	165 70				
	Temple Hirst Jn. (see page 39)	169 16	70		To Selby line 169m. 07ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled from York box
			60		169¼m.p. and 174m. 70ch.	
	Hambleton South Jn. (see page 40)	174 10	50		To Hambleton West Jn line.	
			60		174m. 70ch. and 169¼m.p.	
			100		Main line 174m. 70ch. and 186¼m.p.	
	Hambleton North Jn. (see page 40)	174 75	40		To Hambleton East Jn. line.	
	Colton Jn. (see page 85)	182 79				
	Colton North Jn. (see page 85)	183 65	70		Down main to Down Leeds.	
			70		Up Leeds to Up main.	
			100		Leeds line Colton North Jn. and 186¼m.p.	
	Earfit Lane LC (R/G)	184 05				
	Copmanthorpe No.2 LC (R/G)	185 22				
			100		Main line 186¼m.p. and 174m. 70ch.	
			100		Leeds line 186¼m.p. and Colton North Jn.	
			80	80	Main and Leeds lines 186¼m.p. and 186m. 43ch.	



Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
			Down m.p.h.	Up m.p.h.			
Pages 19 to 22 - DONCASTER BLACK CARR JN. TO BERWICK - Substitute - continued							
<p>Diagram showing running lines and signalling system with platforms 8, 9, 14, 15, 16 and lines X, W. Directions UM, DM, UG are indicated.</p>	Dringhouses Jn.	186 67	90		Main and Leeds lines 186m. 43ch. and 187m. 79ch.		
			50		Down Leeds to Down Main.		
			50		Up Main to Up Leeds.		
			25		Down Main to Up Leeds at 187m. 38ch.		
			25	25	Up Leeds to Down Leeds and Down Leeds to Down Holgate Loop at 187m. 44ch.		
			10		Up Holgate Loop to all Reception lines in Dringhouses Up Yard.		
			90		Main and Leeds lines 187m. 79ch. and 186m. 43ch.		
		Holgate Jn. (see page 40)	188 08	25	25	Main lines in right direction. 187m. 79ch. and 0m. 42ch.	DGL104 UGL113
				15	15	All other passenger lines and connections 187m. 79ch. and 0m. 42ch.	
		York (Y) (see page 41)	188 40 0 00	15	15	All lines to and from Scarborough direction York Station and 0m. 26ch.	Loco Water Permissive working authorised on platforms 8,9,14,15 and 16.
	Clifton (see page 41)					(w.e.f. Sunday 25 September) (40D)	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

## TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	Remarks
			Down m.p.h.	Up At or between		
Page 40	Add :-					
	HAMBLETON EAST JN. TO HAMBLETON NORTH JN.		40	40	MAXIMUM PERMISSIBLE SPEED	
I	Hambleton East Jn. (See page 110)	3 34				Controlled by York box.
	Hambleton North Jn. (See page 20)	4 00			(w.e.f. Sunday 25 September) (40D)	
Page 79	ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.					
	Between Dearne Valley North Jn. and Cudworth Station Jn.					
	Amend :-		50	50	Main lines, 174m. 70ch. and 176 m.p.	(40D)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.			
Page 83	<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b> Delete:— line heading and Maximum Permissible Speeds and substitute:— <b>NORMANTON ALTOFTS JN. TO COLTON NORTH JN.</b> ALTOFTS JN. AND BURTON SALMON 17m. 24ch. BURTON SALMON 17m. 24ch. AND 7m. 31ch. CHURCH FENTON AND COLTON NORTH JN. 7m. 31ch. AND COLTON JN.						
			60	60	MAXIMUM PERMISSIBLE SPEED		
			80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN/NORMANTON LINES		
			100	100	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES		
			100	100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES		
Pages 84 and 85	— Delete Church Fenton to Chaloners Whin Jn. all particulars and substitute:—						
	Church Fenton	10 43					
	Church Fenton North Jn. (see page 114)	10 31	25	25	All connections 10m. 39ch. and 10m. 27ch.		
	Ulleskelf	8 70					
	Colton South Jn.	6 25	70		Down Normanton to Down Leeds.		Colton South Jn. to Colton North Jn. controlled by York box.
				70	Up Leeds to Up Normanton.		
	Colton Jn. (see page 20)	5 41 182 79					
	Colton North Jn. (see page 20)	183 65					
Page 87	— Delete HAMBLETON EAST JN. TO COLTON JN. heading and all particulars						(40D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## E.R. SECTIONAL APPENDIX (SOUTHERN AREA) - continued

## TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.		
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>						
<b>Page 91</b>	(as amended. Page 27, ND.32D)					
	Between Rawcliffe and Goole Engine Shed Jn.					
	<b>Delete:-</b>		15	15	73m. 47ch. and 73m. 51ch.	(40D)
<b>LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE</b>						
<b>Page 102</b>	Between Bramhope Tunnel and Wescoehill Tunnel					
	<b>Add:-</b>		30		9m. 54ch. and 9 $\frac{3}{4}$ m.p.	(40D)
<b>Page 118</b>	<b>HULL PARAGON TO SEAMER WEST</b>					
	Buckton Lane LC	35	16			
	<b>Add in location column (AOCR)</b>				(w.e.f. Sunday 25 September)	(40D)

## OTHER GENERAL INSTRUCTIONS

Page 217

## WEED-KILLING TRAIN

## 1. Classification and Signalling

Amend to read:-

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

## Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read:- clause 13.10.1.

(40D)

## LOCAL INSTRUCTIONS

Page 236

## SELBY BRAYTON JN. TO BARLOW

## Barlow Tip Ground Frame

Delete line heading, sub heading and item.

(40D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING  
INSTALLATIONS (COLLIERIES, POWER STATIONS ETC.) B.R.30059/5

Page 17

## GRIMETHORPE COLLIERY

**Delete instructions and substitute:-**

1. After a train has arrived at Signal GC.4, 5, 6 or 7, it must subsequently proceed for tare weighing at a speed not exceeding 3 m.p.h. under the authority of the loading signals displaying the "move at low speed in opposite direction to that required for loading" aspect, when the appropriate bunker position light signal displays the clear aspect.
2. The exhibition of the loading signals displaying the "move at low speed in direction of loading" aspect may be taken as an indication that signal GC1 is clear for the train to be propelled.
3. When the last wagon of the train has been loaded and has been propelled clear of the weighbridge, the loading signals will be switched off and the train must continue to be propelled to the rear of signal GC.4, 5, 6 or 7, as the case may be for the locomotive to run round.

**Crippled Wagons**

4. If a crippled wagon has to be detached into the sidings, the Guard must instruct the Driver and also contact the B.R. Person in charge.

**NOTE:-** In the event of a failure of the N.C.B. dirt conveyors, increased use of the N.C.B. level crossing over the Coalite Departure line will be made by road vehicles and the crossing will be manned during that period.

(40D)

York  
16 SEPTEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

NS 39/83  
24-30.9.83

SECTION B

TEMPORARY ENGINEERING WORKS

At or between	Lines affected	Remarks
<b>DONCASTER BLACK CARR JN. TO SKELTON BRIDGE</b>		
<b>UNTIL FURTHER NOTICE</b>		
38 Shaftholme Jn. and Selby Canal Jn.	Down and Up <b>Between Trains</b>	08 00 to 16 00. Bridgework, 169m. 11ch. Cranes and mechanical equipment in use. (83/35)
39 Shaftholme Jn. and Selby Canal Jn.	Down and Up <b>BLOCKED</b>	Track renewal 169m 50ch and 169 m.p. and signalling work. Crane and mechanical equipment in use. <b>Trains diverted via Askern.</b> <b>From 23 00 Saturday 24 September.</b>
40 Colton North Jn. and Holgate Jn.	All	07 00 to 17 00. Signalling work. <b>From 07 00 Sunday 25 September.</b>
41 Chaloners Whin Jn. and Holgate Jn.	All <b>Between Trains</b>	07 00 to 18 00. Bridgework, 186m. 19ch. and signalling work. Crane and mechanical equipment in use. <b>Until 18 00 Saturday 24 September.</b>
<b>SATURDAY 24 to SUNDAY 25 SEPTEMBER</b>		
42 Barlby North Jn.	All	23 00 Sat to 23 59 Sun. Signalling work. (See <b>Signalling Notice No.125</b> ).
43 Chaloners Whin Jn. and Holgate Jn.	All	23 00 Sat to 23 59 Sun. Signalling work. (See <b>Section 'C' and Signalling Notice No.125</b> ).
<b>SATURDAY/SUNDAY 24/25 SEPTEMBER</b>		
44 Loversall Jn. and Bridge Jn.	Down and Up Fast <b>BLOCKED</b>	23 00 to 04 00. Track maintenance 152m 65ch and 154m 30ch. Mechanical equipment in use. <b>Trains to travel over other lines.</b>
<b>SUNDAY 25 SEPTEMBER</b>		
45 Decoy North Jn. and Bridge Jn.	Down/Up Slow No.1 <b>BLOCKED</b>	10 00 to 12 00 ) Track maintenance
	Down Slow No.2 <b>BLOCKED</b>	12 00 to 14 00 ) 154¼ m.p. and 154m 50ch. Mechanical equipment in use. ) <b>Trains to travel over other lines.</b>
46 Marshgate Jn. and Shaftholme Jn.	Down <b>BLOCKED</b>	04 00 to 08 00 ) Track maintenance,
	Up <b>BLOCKED</b>	05 30 to 10 00 ) 156m. 62ch. and 159m
	Down	) 41ch. Crane and
	Up	) mechanical equipment in use. )
47 Chaloners Whin Jn. and Holgate Jn.	Down and Up <b>Doncaster BLOCKED</b>	06 00 to 15 00. Track renewal, 186m. 50ch. and 186¼m.p. Mechanical equipment in use. <b>Trains to travel over Leeds lines between Colton North Jn. and Holgate Jn.</b>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>SELBY BRAYTON JN. TO BARLOW</b>		
<b>SUNDAY 25 SEPTEMBER</b>		
48 Brayton Jn.	Single <b>BLOCKED</b>	00 01 to 11 00. Track maintenance, 8m. 51ch. Mechanical equipment in use.
<b>YORK TO SCARBOROUGH</b>		
<b>UNTIL FURTHER NOTICE</b>		
49 Bootham and Strensall	Down and Up <b>Between Trains</b>	08 00 to 18 00. Bridgework 5m. 66ch. Mechanical equipment in use. (83/33)
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
50 Gelderd Road Jn. and Leeds West Jn.	Down and Up <b>Between Trains</b>	07 30 to 17 00. Track maintenance, 185m. 42ch.
51 Leeds West Jn.	All	06 00 to 18 00. Signalling work.
<b>SATURDAY/SUNDAY 24/25 SEPTEMBER</b>		
52 Hare Park Jn. and Wakefield Westgate South Jn.	Down and Up <b>BLOCKED</b>	23 45 to 08 45. Bridgework (Nos. 51 and 59A), 172 $\frac{3}{4}$ and 174 $\frac{3}{4}$ m.p. Crane and mechanical equipment in use. <b>Trains diverted via Crofton West Jn.</b>
53 Wakefield Westgate Station and Gelderd Road Jn.	Down and Up <b>BLOCKED</b>	23 45 to 08 45. Tunnelwork (Ardsley Tunnel) and track maintenance 177m. 48ch. and 182m. 25ch. Cranes and mechanical equipment in use. <b>Trains diverted via Normanton.</b>
<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
54 Hebden Bridge	Down and Up	07 00 to 17 00. Signalling work.
55 Sowerby Bridge Station	Down and Up <b>Between Trains</b>	07 30 to 17 00. Construction work, 28m. 51ch. <b>Restricted clearance.</b> (83/6)
56 Midland Jn. and Healey Mills	All	07 00 to 17 00. Signalling work. (83/26)
<b>SATURDAY/SUNDAY 24/25 and SUNDAY 25 SEPTEMBER</b>		
57 Hebden Bridge and Sowerby Bridge West	Up <b>BLOCKED</b> Down <b>BLOCKED</b>	23 30 Sat to 09 00 Sun ) Reballasting 23 $\frac{3}{4}$ and 00 05 to 08 15 Sun ) 24 $\frac{3}{4}$ m.p. Cranes and mechanical equipment in use.



NS: 40/83  
1-7.10.83

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 2 OCTOBER – SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction)

Selby

The Down Main line through Selby Station will be taken out of use.

The connections at each end of the station (formerly leading to/from the Down Main) will be secured for through running between the Down Hull and Down Platform lines.

Signalling Alterations

Down Main 4-aspect signal S1955 will be maintained at RED.

A new 4-aspect (Up direction) signal will be provided at the South end of the Down Platform line.

The following indications will apply :-

Signal	Line	Aspect	Route Indication	Destination
S1948	Down Hull	Main		Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	'Y'	Up Sidings
		Position Light	'Z'	Down Selby S586

A signal-post telephone will be provided.

SPEED RESTRICTIONS – WARNING INDICATORS

Between Temple Hirst Junction and Selby South Junction

The Maximum Permissible line speed will be reduced to 100 m.p.h. on the Down and Up Main lines.

The Illuminated Warning Indicator and associated A.W.S. permanent magnet on the Down Main line at approximately 173 m.p. (Brayton Gate Box area), giving warning of the change in the permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m 16ch (Selby South Junction), will be resited approximately 600 yards further south in consequence of the 25 m.p.h. speed restriction on the Down Platform line and the removal of the Down Main line through Selby Station.

The repositioned Warning Indicator will then be 2,490 before reaching the change in the Permanent Speed Restriction (now at 174m 10ch) from 100 m.p.h. to 25 m.p.h.

Barlby North Junction

All signalling between Barlby North Junction and Chaloners Whin Junction will be taken out of use except Up Main signal S1972 on the immediate approach to the junction. Signal S1971 on the redundant Down Main line, will be retained and maintained at RED. The former Down and Up Main lines will become Engineers' Arrival and Departure Sidings.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****SUNDAY 2 OCTOBER – SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction) – continued****Mileposts between Selby South Junction and Barlby North Junction**

Following the closure of the East Coast Main line North of Barlby North Junction, only the Hull to Selby mileages will be used through Selby Station to Selby South Junction

The above should be read in conjunction with Supplementary Notices of Signalling Alterations Nos. 117 and 125. (43)

**SUNDAY 2 OCTOBER – BETWEEN TEMPLE HIRST JUNCTION AND HAMBLETON JUNCTIONS**

“STAGE 2” – referred to in Supplementary Notice of Signalling Alteration No.117 will be implemented and the southern section of the diverted East Coast Main line will be opened to traffic between Temple Hirst Junction (169m. 16ch) and Hambleton Junctions.

Hambleton West Junction and the Down and Up Hambleton South Curve lines will also be brought into use to link the new route with the Down and Up Hull lines.

**FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS**

The flashing yellow aspects referred to in Supplementary Notice No.117 will not be operative until further notice.

**SPEED RESTRICTIONS – WARNING INDICATORS**

The following illuminated warning indicators and associated Automatic Warning System permanent magnets will be installed to give warning of the permanent speed restrictions in force:–

- (a) On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 168½m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169½m.p. The distance between this Warning Indicator and the commencement of the 60m.p.h. will be 2,060 yards. (300 yards before reaching Y869 signal).
- (b) On the immediate approach to Hambleton North Junction on the Up Main between 176 and 175½m.p. giving warning of the change in the Permanent speed restriction from 100m.p.h. to 60m.p.h. at 174m. 70ch. The distance between the Warning Indicator and the commencement of the 60m.p.h. will be 1,700 yards. (43)

**SUNDAY 2 OCTOBER – HUTTON CRANSWICK \***

The Down and Up Main Starting signals will be abolished. (43)

**DETAILS OF WORK ALREADY CARRIED OUT****HUNSLET GOODS YARD**

The points leading from the Up Goods Yard have been dispensed with. (New Item) (43)

**BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD**

Remodelling/resignalling has been commissioned. Full details are shown in Supplementary Notice of Signalling Alterations No.125 and all concerned must be in possession of a copy of this notice.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in Section 'D'. (42)

## BETWEEN LEEDS NORTH JUNCTION AND ENGINE SHED JUNCTION

Up Midland 3-aspect signal L870 has been replaced by a 4-aspect signal. (42)

## ILKLEY

All points and signals have been abolished and a revised layout with new colour light signalling has been commissioned, controlled from a new switch panel in Ilkley Signal Box.

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

## New Colour Light Signals - IY = Ilkley

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant			
IY6	Down Main Home	M M* PL  PL*  PL	"1" "2" "1"  "2"	Platform 1 Platform 2 Platform 1 line occupied Platform 2 line occupied Position light signal No.7
* = Cleared in conjunction with No.7 position light signal.				
IY8	Platform 1	M PL	"X"	Up Main Starting Down Main "LIMIT OF SHUNT"
IY9	Platform 2	M		Up Main Starting (I
IY4	Up Main Starting			
<b>Position Light Signal</b>				
7	Up Main			Platform Lines 1 or 2 (42)

## BUCKTON LANE LEVEL CROSSING (Between Bridlington and Hunmanby)

Buckton Lane level crossing at 35m. 16ch. has been converted to an automatic open (A.O.C.R.) level crossing remotely monitored from Bridlington Quay signal box.

A "WHISTLE" board has been provided 240 yards before reaching the crossing in the Up direction and 171 yards before reaching the crossing in the Down direction.

Telephone communication is provided between the crossing and the signal box.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## DARTON

The trailing crossover (on the Horbury Junction side of the station), together with the associated slip connection to/from the Goods Yard has been dispensed with.

All associated shunting signals have been abolished. (41)

## BETWEEN CUDWORTH STATION JN. AND ROYSTON JN.

The 50m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 174m. 70ch. and 175m. 45ch. has been extended to apply between 174m. 70ch. and 176m.p. (See Section D). (41)

## GOOLE, ENGINE SHED JN.

The 15m.p.h. Permanent Speed Restriction which applied in both directions on the Single line between 73m. 47ch. and 73m. 51ch. has been removed. (41)

## BETWEEN HESSLE ROAD AND DAIRYCOATES WEST

The Up North Branch line also the Down and Up South Branch lines has been taken out of use pending removal.

Single line working by Pilotman is in operation for Up trains as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West, and the facing crossover adjacent to Springhead Siding.

## Hessle Road

The trailing connection in the Down Main from Down North Branch, has been secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to the former Up North Branch or to Up Main have been secured for through running to Up Main.

The double junction connections in the Down and Up main lines leading to and from the South Branch have been secured out of use pending removal.

## Associated Signalling Alterations

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) will be maintained at RED.

Up Alexandra Dock line 3-aspect signal HR4, has been renewed (without route indication and associated position light), 145 yards further from Hessle Road signal box and applies towards the Up Main line only. An A.W.S. Inductor has been provided 200 yards on the approach side of this signal.

Up Main signal HR2 (with route indication to Up Main or to Up South Branch) has been abolished.

The Up Main automatic signal U2 has been replated HR284 and Down Main automatic signal D2 has been replated HR281.

## Dairycoates West

The double junction connections leading to and from the Down and Up South Branch lines have been secured out of use pending removal.

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

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

**BETWEEN HESSLE ROAD AND DAIRYCOATES WEST – continued**

**Associated Signalling Alterations**

Down North Branch 3-aspect signal DW62 has been abolished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

(41)

**HAMBLETON WEST AND SOUTH JUNCTIONS – UNTIL SUNDAY 2 OCTOBER**

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

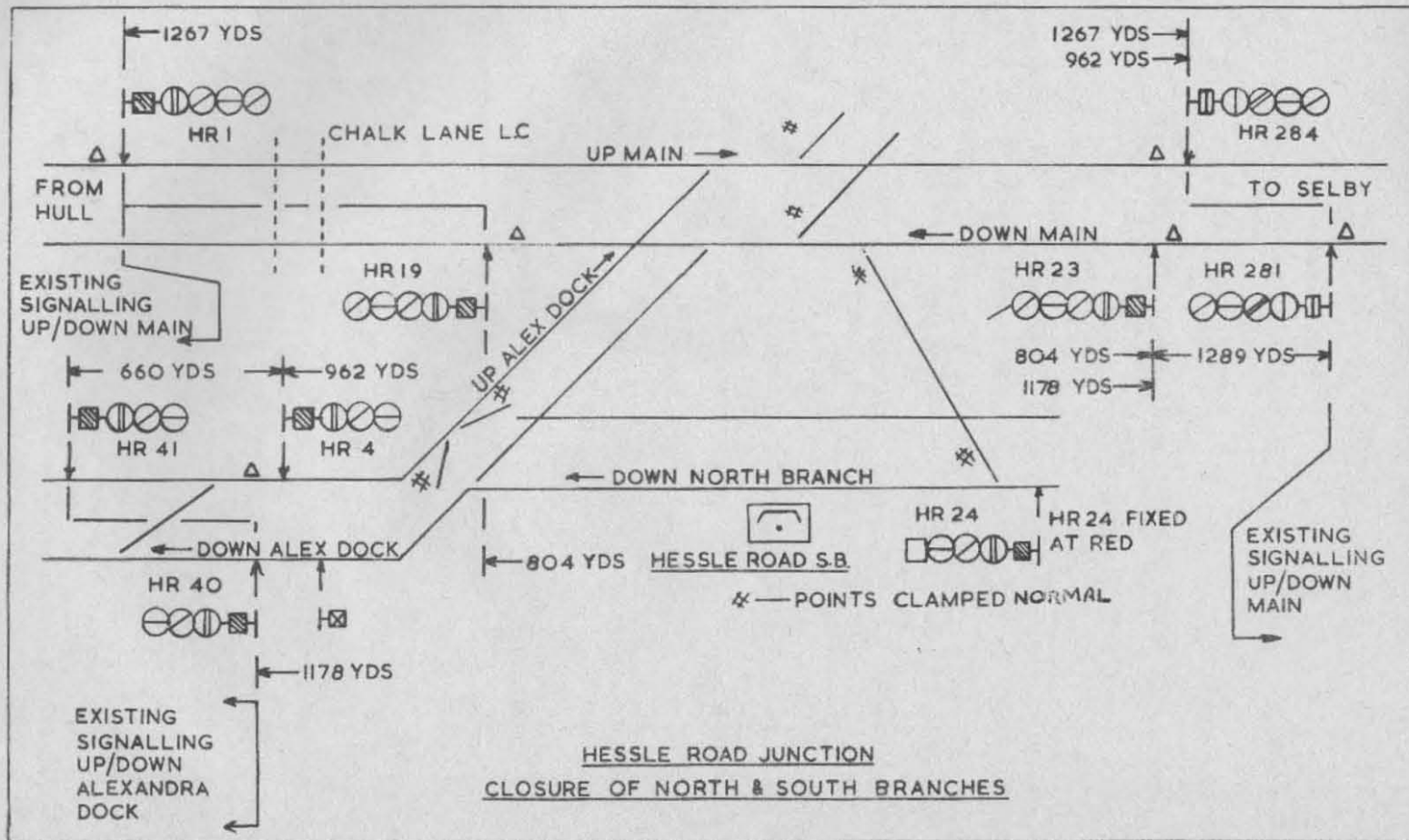
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

The Down and Up South Curve between Hambleton South Jn. and Hambleton West Jn. and the Down and Up Main lines between Hambleton South Jn. and Hambleton North Jn. must be considered as Engineers Arrival/Departure lines until the line is opened through to Temple Hirst Jn. Drivers of arriving Engineers trains or Road Learning Specials must not proceed beyond signals Y952 or Y954 until advised by the Engineers Person in charge of the movements to be made, if the movement is to the future Up Main line these signals will be cleared. If it is necessary to carry out Engineering Work between Hambleton South Jn. and Hambleton West or North Jns. the provisions of Rule Book, Section T III must be applied except that clause 9.2 will not apply.

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## WORKING MANUAL FOR RAIL STAFF – BR.30054

## WHITE PAGES – PART 6

**Clause B2/13** – Movement restriction code

Code M – Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive. :

Code C – Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle. :

Code S – Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon. :

**Clause C2/8** – Code Words and Explanations – Movement

SHUNTEX – add to definition : Nor must other vehicles be loose shunted against the wagon. :

**Clause C5/2**

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. : (49D)

## MISCELLANEOUS NOTICES

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing date
Doncaster T.M.D. No.1 Road and Down Loco line <b>BLOCKED</b> No.2, 3, 4 and 5 Roads Between Trains	Earthworks, crane and mechanical equipment in use. <b>Possession to be given up for passage of trains on Down Loco line.</b>	Monday 3 to Friday 7 October <b>08 00 to 18 00 daily.</b>	

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

23 SEPTEMBER, 1983



## 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 OCTOBER – LEEDS ENGINE SHED JUNCTION

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

Spur to Down Siding  
Trailing crossover between the Down and Up Midland lines and the associated slip connections to/from Up Hunslet Goods and Down Sidings

## Signalling Alterations

The following associated position light signals will be abolished :—

Up Hunslet Goods 873  
Up Midland 874

Route indications "G" (to Up Hunslet Goods) and "M" (to Up Midland) will be abolished from the route indicators associated with Down Midland position light signal 872 and from the Spur position light signal 876. These signals will now apply towards the Down Sidings only. (44)

## SUNDAY 9 OCTOBER – KEIGHLEY

The trailing points – Up Main to Up Sidings, together with the Up Sidings exit signal, will be abolished.

The shunting signal applying set back Up Main to Up Siding or to Down Siding, will no longer apply towards the Up Siding). (44)

## MONDAY 10 OCTOBER – ROYSTON JUNCTION

A notice board worded "STOP AND EXAMINE POINTS" will be installed at the hand-worked points leading into the N.C.B. Full Sidings or Drift Mine line. (44)

## TUESDAY 11 OCTOBER – WEAVERTHORPE

The points leading from the Up Main to Up Sidings will be secured out of use pending removal. (44)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction)

## Selby

The Down Main line through Selby Station has been taken out of use.

The connections at each end of the station (formerly leading to/from the Down Main) have been secured for through running between the Down Hull and Down Platform lines.

## Signalling Alterations

Down Main 4-aspect signal S1955 will be maintained at RED.

A new 4-aspect (Up direction) signal has been provided at the South end of the Down Platform line.

The following indications will apply :-

Signal	Line	Aspect	Route Indication	Destination
S1948	Down Hull	Main		Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	'Y'	Up Sidings
		Position Light	'Z'	Down Selby S586

A signal-post telephone has been provided.

## SPEED RESTRICTIONS - WARNING INDICATORS

## Between Temple Hirst Junction and Selby South Junction

The Maximum Permissible line speed has been reduced to 100 m.p.h. on the Down and Up Main lines.

The Illuminated Warning Indicator and associated A.W.S. permanent magnet on the Down Main line at approximately 173 m.p. (Brayton Gate Box area), giving warning of the change in the permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m 16ch (Selby South Junction), has been resited approximately 600 yards further south in consequence of the 25 m.p.h. speed restriction on the Down Platform line and the removal of the Down Main line through Selby Station.

The repositioned Warning Indicator is now 2,490 yards before reaching the change in the Permanent Speed Restriction (now at 174m 10ch) from 100 m.p.h. to 25 m.p.h.

## Barlby North Junction

All signalling between Barlby North Junction and Chaloners Whin Junction has been taken out of use except Up Main signal S.1972 on the immediate approach to the junction. Signal S.1971 on the redundant Down Main line, has been retained and is maintained at RED. The former Down and Up Main lines have become Engineers' Arrival and Departure Sidings.

## Mileposts between Selby South Junction and Barlby North Junction

Following the closure of the East Coast Main line North of Barlby North Junction, only the Hull to Selby mileages will be used through Selby Station to Selby South Junction

The above should be read in conjunction with Supplementary Notices of Signalling Alterations Nos. 117 and 125.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN TEMPLE HIRST JUNCTION AND HAMBLETON JUNCTIONS

"STAGE 2" - referred to in Supplementary Notice of Signalling Alteration No. 117 has been implemented and the southern section of the diverted East Coast Main line has been opened to traffic between Temple Hirst Junction (169m, 16ch.) and Hambleton Junctions.

Hambleton West Junction and the Down and Up Hambleton South Curve lines have also been brought into use to link the new route with the Down and Up Hull lines.

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

The flashing yellow aspects referred to in Supplementary Notice No. 117 will not be operative until further notice.

## SPEED RESTRICTIONS - WARNING INDICATORS

The following illuminated warning indicators and associated Automatic Warning System permanent magnets have been installed to give warning of the permanent speed restrictions in force:-

- (a) On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 168½m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169½m.p. The distance between this Warning Indicator and the commencement of the 60m.p.h. is 2,060 yards. (300 yards before reaching Y869 signal).
- (b) On the immediate approach to Hambleton North Junction on the Up Main between 176 and 175½m.p. giving warning of the change in the Permanent speed restriction from 100m.p.h. to 60m.p.h. at 174m. 70ch. The distance between the Warning Indicator and the commencement of the 60m.p.h. is 1,700 yards. (43)

## BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling has been commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No. 125** and all concerned must be in possession of a copy of this notice.

## BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in Section 'D'. (42)

## \*\* DARTON

The trailing crossover (on the Horbury Junction side of the station), together with the associated slip connection to/from the Goods Yard has been dispensed with.

All associated shunting signals have been abolished. (41)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BETWEEN CUDWORTH STATION JN. AND ROYSTON JN.

The 50m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 174m. 70ch. and 175m. 45ch. has been extended to apply between 174m. 70ch. and 176m.p. (See Section D). (41)

## HUNSLET GOODS YARD

The points leading from the Up Goods Yard have been dispensed with. (New Item) (43)

## BETWEEN LEEDS NORTH JUNCTION AND ENGINE SHED JUNCTION

Up Midland 3-aspect signal L870 has been replaced by a 4-aspect signal. (42)

## \*\* GOOLE, ENGINE SHED JN.

The 15m.p.h. Permanent Speed Restriction which applied in both directions on the Single line between 73m. 47ch. and 73m. 51ch. has been removed. (41)

## ILKLEY

All points and signals have been abolished and a revised layout with new colour light signalling has been commissioned, controlled from a new switch panel in Ilkley Signal Box.

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

## New Colour Light Signals - IY = Ilkley

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant			
IY6	Down Main Home	M	"1"	Platform 1
		M*	"2"	Platform 2
		PL	"1"	Platform 1 line occupied
		PL*	"2"	Platform 2 line occupied
		PL		Position light signal No.7
* = Cleared in conjunction with No.7 position light signal.				
IY8	Platform 1	M	"X"	Up Main Starting
		PL		Down Main "LIMIT OF SHUNT"
IY9	Platform 2	M		Up Main Starting (IY4)
IY4	Up Main Starting			
<b>Position Light Signal</b>				
7	Up Main			Platform Lines 1 or 2 (42)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* BETWEEN HESSLE ROAD AND DAIRYCOATES WEST

The Up North Branch line also the Down and Up South Branch lines has been taken out of use pending removal.

Single line working by Pilotman is in operation for Up trains as required using the Down Alexandra Dock/Down North Branch as the Single line between Dairycoates West, and the facing crossover adjacent to Springhead Siding.

**Hessle Road**

The trailing connection in the Down Main from Down North Branch, has been secured out of use pending removal.

The facing points in the Up Alexandra Dock leading to the former Up North Branch or to Up Main have been secured for through running to Up Main.

The double junction connections in the Down and Up main lines leading to and from the South Branch have been secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal HR24 (to Down Main or to Down Alexandra Dock) will be maintained at RED.

Up Alexandra Dock line 3-aspect signal HR4, has been renewed (without route indication and associated position light), 145 yards further from Hessle Road signal box and applies towards the Up Main line only. An A.W.S. Inductor has been provided 200 yards on the approach side of this signal.

Up Main signal HR2 (with route indication to Up Main or to Up South Branch) has been abolished.

The Up Main automatic signal U2 has been replated HR284 and Down Main automatic signal D2 has been replated HR281.

**Dairycoates West**

The double junction connections leading to and from the Down and Up South Branch lines have been secured out of use pending removal.

**Associated Signalling Alterations**

Down North Branch 3-aspect signal DW62 has been abolished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

(41)

**HUTTON CRANSWICK**

The Down and Up Main Starting signals have been abolished.

(43)

**BUCKTON LANE LEVEL CROSSING (Between Bridlington and Hunmanby)**

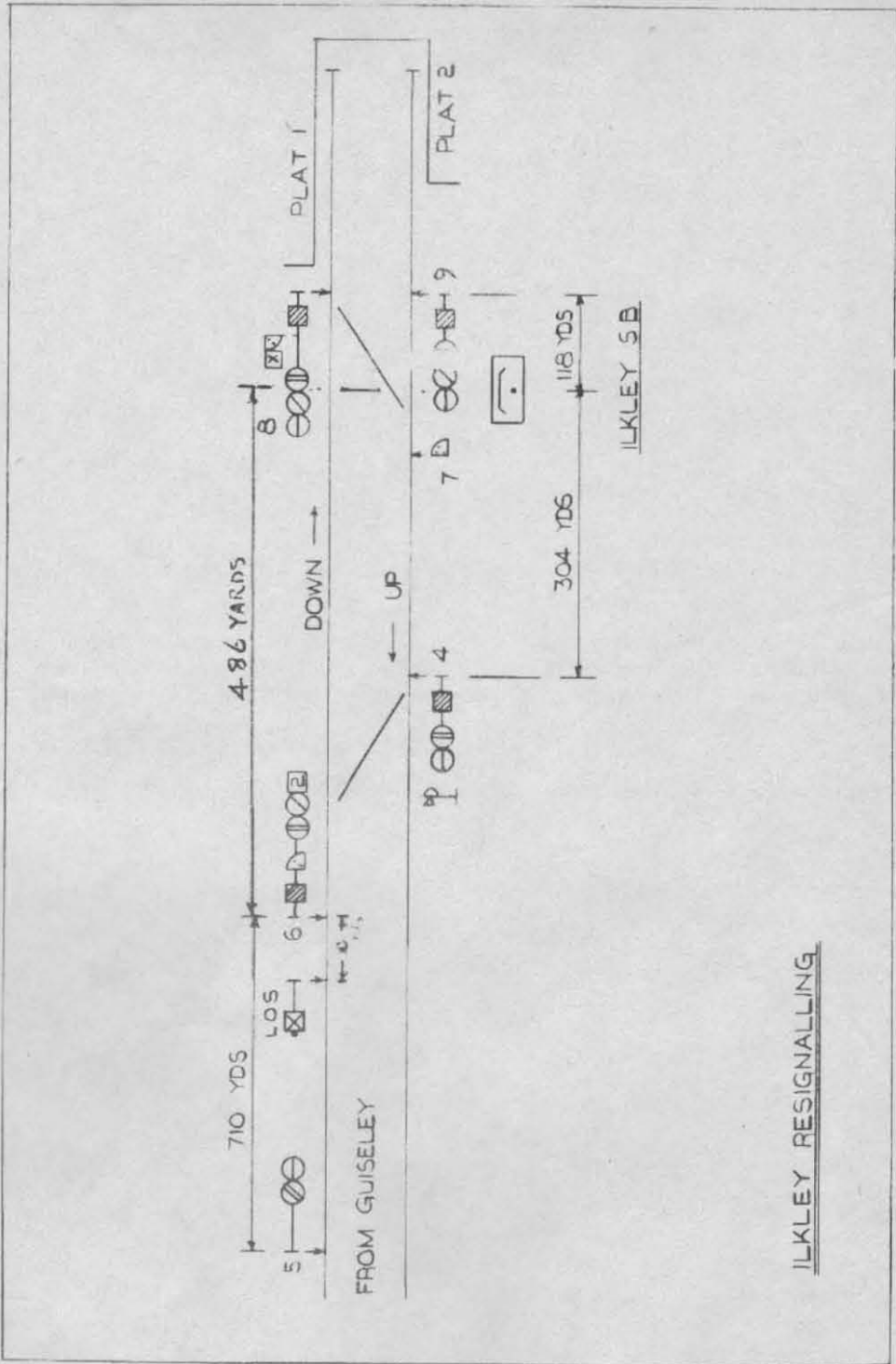
Buckton Lane level crossing at 35m. 16ch. has been converted to an automatic open (A.O.C.R.) level crossing remotely monitored from Bridlington Quay signal box.

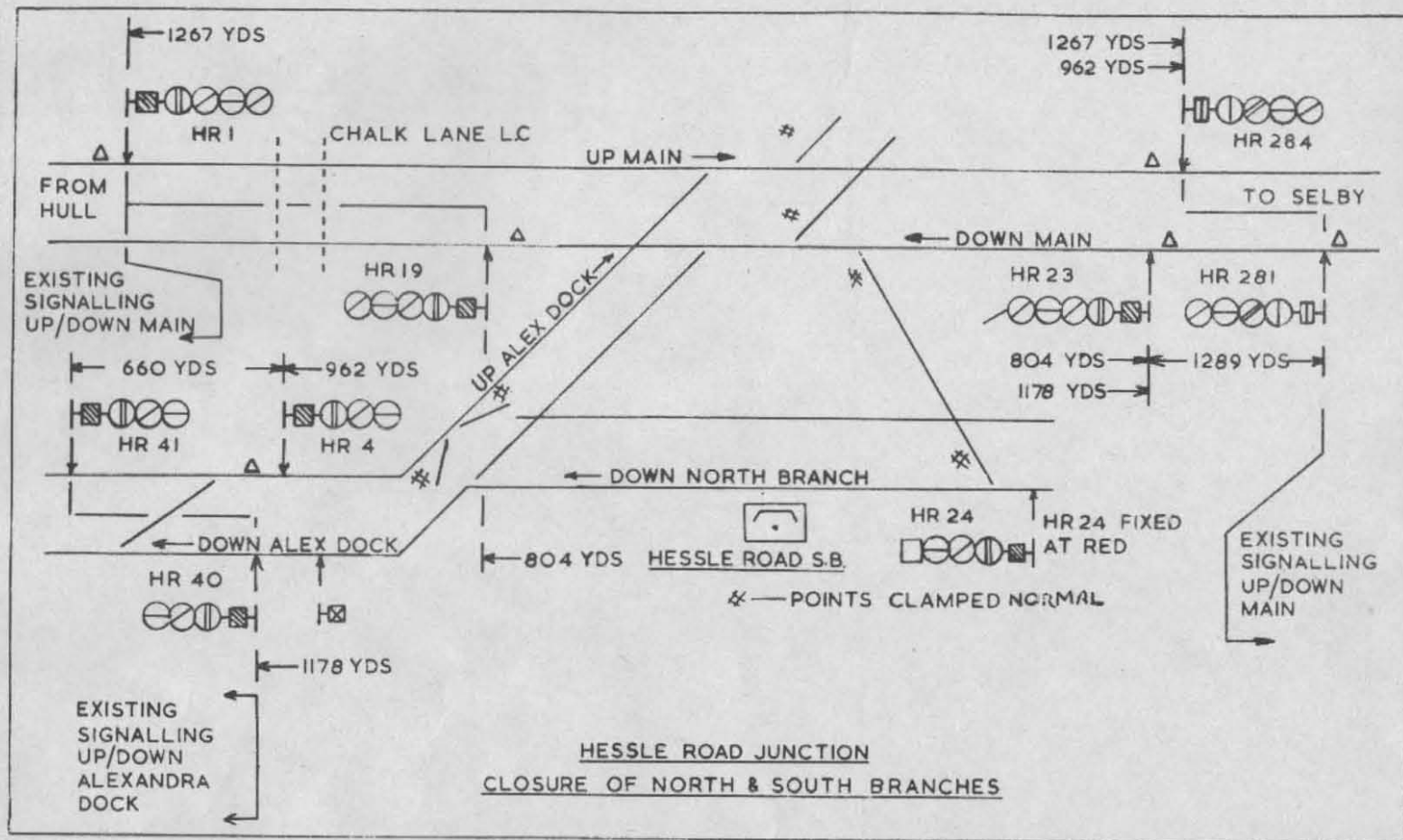
A "WHISTLE" board has been provided 240 yards before reaching the crossing in the Up direction and 171 yards before reaching the crossing in the Down direction.

Telephone communication is provided between the crossing and the signal box.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

Amend:— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'.

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

Amend:— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF — BR.30054

## WHITE PAGES — PART 6

Clause B2/13 — Movement restriction code

Code M — Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C — Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S — Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon.

Clause C2/8 — Code Words and Explanations — Movement

SHUNTEX — add to definition : Nor must other vehicles be loose shunted against the wagon.

Clause C5/2

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

Clause F.14

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## SECTIONAL APPENDIX - NORTHERN AREA

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(w.e.f. 10/10/83) (49D)

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame (49D)

## MISCELLANEOUS NOTICES

## \*\* SUNDAY 9 OCTOBER - NEW PUDSEY STATION

On Sunday 9 October between 07 30 and 17 00 drivers of trains requiring to stop at New Pudsey Station must observe instructions of handsignalmen and/or warning boards.

## MAXIMUM SPEEDS OF COACHING STOCK

## Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign. must, if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Doncaster T.M.D. No. 1 Road and Down Loco line <b>BLOCKED</b> No. 2, 3, 4 and 5 Roads <b>Between Trains</b>	Earthwork crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco line.</b>	08 00 to 18 00 daily.	<b>From Monday 10 until Friday 14 October.</b>

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

30 SEPTEMBER, 1983

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FOR THE SAKE OF YOUR WIFE AND FAMILY

Many railwaymen have extremely dangerous jobs.

Records tell us that 2 out of every 100 railway staff working on the track are killed before they complete 40 years service. THIS NEED NOT BE SO

All jobs can be done safely.

For the sake of your wife and family ALWAYS do the job the SAFE WAY.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 15 OCTOBER – WINTERSETT RAPID LOADING BUNKER**

The connections leading to/from the Down Doncaster to the Bunker line will be taken out of use until further notice. (45)

**SUNDAY 16 OCTOBER – BETWEEN GLEDHOLT JUNCTION AND SPRINGWOOD JUNCTION**

The Down Fast line will be taken out of use.

The Down Slow will become the Down Main.

**Gledholt Junction**

The points Down Main/Down Fast will be secured out of use in the normal position pending removal.

**Springwood Junction**

The points Down Branch/Down Fast will be secured out of use in the reverse position pending replacement by plain line route along the Down Branch.

**Signalling Alterations**

Down Fast 4 – aspect signal No.183 will be abolished.

The junction indicator position 4 (applying towards the former Down Fast) will be removed from Down Main signal No.209. (45)

**SUNDAY 16 OCTOBER – LEEDS ENGINE SHED JUNCTION**

The points leading from the Down Siding to the Down Midland line will be secured out of use in the normal position pending removal.

**SIGNALLING ALTERATIONS:–**

The elevated position light signal and stencil-type route indicator on Up Midland 4–aspect signal L870, together with the associated signal route indications on the Down Sidings position light signal 878 and Down Midland position light signal 872 will be abolished. (45)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN TEMPLE HIRST JUNCTION AND HAMBLETON JUNCTIONS

"STAGE 2" - referred to in Supplementary Notice of Signalling Alteration No. 117 has been implemented and the southern section of the diverted East Coast Main line has been opened to traffic between Temple Hirst Junction (169m. 16ch.) and Hambleton Junctions.

Hambleton West Junction and the Down and Up Hambleton South Curve lines have also been brought into use to link the new route with the Down and Up Hull lines.

## SPEED RESTRICTIONS - WARNING INDICATORS

The following illuminated warning indicators and associated Automatic Warning System permanent magnets have been installed to give warning of the permanent speed restrictions in force:-

- (a) On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 168½m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169½m.p. The distance between this Warning Indicator and the commencement of the 60m.p.h. is 2,060 yards. (300 yards before reaching Y869 signal).
- (b) On the immediate approach to Hambleton North Junction on the Up Main between 176 and 175½m.p. giving warning of the change in the Permanent speed restriction from 100m.p.h. to 60m.p.h. at 174m. 70ch. The distance between the Warning Indicator and the commencement of the 60m.p.h. is 1,700 yards. (43)

## \*\* BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling has been commissioned. Full details are shown in Supplementary Notice of Signalling Alterations No. 125 and all concerned must be in possession of a copy of this notice.

## BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in Section 'D'. (42)

## COLTON NORTH JN.

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

A table below shows the provision of Flashing Double or Flashing Single yellow aspects which the signals will be also capable of displaying (Rule Book Section C.3.1.1.(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Diverging Junction
Down Main Y983	Y985	Y769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.
Up Leeds Y782	Y778	Y770 cleared with Junction route indicator position 1 for the route to Up Main at Colton North Junction.

The flashing yellow aspects referred to above (and in Signalling Notices Nos. 117 and 119) have been brought into use.

The remainder of the flashing yellow aspects referred to in Signalling Notices 117 and 119 will be brought into use on a date to be advised. (New Item) (45)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## YORK DRINGHOUSES UP SIDINGS

No.7 Siding has been secured out of use.

(New Item) (45)

## SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction)

## Selby

The Down Main line through Selby Station has been taken out of use.

The connections at each end of the station (formerly leading to/from the Down Main) have been secured for through running between the Down Hull and Down Platform lines.

## Signalling Alterations

Down Main 4-aspect signal S1955 will be maintained at RED.

A new 4-aspect (Up direction) signal has been provided at the South end of the Down Platform line.

The following indications will apply :-

Signal	Line	Aspect	Route Indication	Destination
S1948	Down Hull	Main		Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	'Y'	Up Sidings
		Position Light	'Z'	Down Selby S586

A signal-post telephone has been provided.

## SPEED RESTRICTIONS – WARNING INDICATORS

## Between Temple Hirst Junction and Selby South Junction

The Maximum Permissible line speed has been reduced to 100 m.p.h. on the Down and Up Main lines.

The Illuminated Warning Indicator and associated A.W.S. permanent magnet on the Down Main line at approximately 173 m.p. (Brayton Gate Box area), giving warning of the change in the permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m 16ch (Selby South Junction), has been resited approximately 600 yards further south in consequence of the 25 m.p.h. speed restriction on the Down Platform line and the removal of the Down Main line through Selby Station.

The repositioned Warning Indicator is now 2,490 yards before reaching the change in the Permanent Speed Restriction (now at 174m 10ch) from 100 m.p.h. to 25 m.p.h.

## Barlby North Junction

All signalling between Barlby North Junction and Chaloners Whin Junction has been taken out of use except Up Main signal S.1972 on the immediate approach to the junction. Signal S.1971 on the redundant Down Main line, has been retained and is maintained at RED. The former Down and Up Main lines have become Engineers' Arrival and Departure Sidings.

## Mileposts between Selby South Junction and Barlby North Junction

Following the closure of the East Coast Main line North of Barlby North Junction, only the Hull to Selby mileages will be used through Selby Station to Selby South Junction

The above should be read in conjunction with Supplementary Notices of Signalling Alterations Nos. 117 and 125. (43)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## YORK DRINGHOUSES UP SIDINGS

No.7 Siding has been secured out of use.

(New Item) (45)

## SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction)

## Selby

The Down Main line through Selby Station has been taken out of use.

The connections at each end of the station (formerly leading to/from the Down Main) have been secured for through running between the Down Hull and Down Platform lines.

## Signalling Alterations

Down Main 4-aspect signal S1955 will be maintained at RED.

A new 4-aspect (Up direction) signal has been provided at the South end of the Down Platform line.

The following indications will apply :-

Signal	Line	Aspect	Route Indication	Destination
S1948	Down Hull	Main		Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	'Y'	Up Sidings
		Position Light	'Z'	Down Selby S586

A signal-post telephone has been provided.

## SPEED RESTRICTIONS – WARNING INDICATORS

## Between Temple Hirst Junction and Selby South Junction

The Maximum Permissible line speed has been reduced to 100 m.p.h. on the Down and Up Main lines.

The Illuminated Warning Indicator and associated A.W.S. permanent magnet on the Down Main line at approximately 173 m.p. (Brayton Gate Box area), giving warning of the change in the permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m 16ch (Selby South Junction), has been resited approximately 600 yards further south in consequence of the 25 m.p.h. speed restriction on the Down Platform line and the removal of the Down Main line through Selby Station.

The repositioned Warning Indicator is now 2,490 yards before reaching the change in the Permanent Speed Restriction (now at 174m 10ch) from 100 m.p.h. to 25 m.p.h.

## Barlby North Junction

All signalling between Barlby North Junction and Chaloners Whin Junction has been taken out of use except Up Main signal S.1972 on the immediate approach to the junction. Signal S.1971 on the redundant Down Main line, has been retained and is maintained at RED. The former Down and Up Main lines have become Engineers' Arrival and Departure Sidings.

## Mileposts between Selby South Junction and Barlby North Junction

Following the closure of the East Coast Main line North of Barlby North Junction, only the Hull to Selby mileages will be used through Selby Station to Selby South Junction

The above should be read in conjunction with Supplementary Notices of Signalling Alterations Nos. 117 and 125. (43)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## WEAVERTHORPE

The points leading from the Up Main to Up Sidings have been secured out of use pending removal. (44)

## ROYSTON JUNCTION

A notice board worded **"STOP AND EXAMINE POINTS"** has been installed at the hand-worked points leading into the N.C.B. Full Sidings or Drift Mine line. (44)

## HUNSLET GOODS YARD

The points leading from the Up Goods Yard have been dispensed with. (43)

## LEEDS ENGINE SHED JUNCTION

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

Spur to Down Siding  
Trailing crossover between the Down and Up Midland lines and the associated slip connections to/from Up Hunslet Goods and Down Sidings

## Signalling Alterations

The following associated position light signals have been abolished:—

Up Hunslet Goods 873  
Up Midland 874

Route indications **"G"** (to Up Hunslet Goods) and **"M"** (to Up Midland) have been abolished from the route indicators associated with Down Midland position light signal 872 and from the Spur position light signal 876. These signals now apply towards the Down Sidings only. (44)

## \* \* BETWEEN LEEDS NORTH JUNCTION AND ENGINE SHED JUNCTION

Up Midland 3-aspect signal L870 has been replaced by a 4-aspect signal. (42)

## KEIGHLEY

The trailing points – Up Main to Up Sidings, together with the Up Sidings exit signal, have been abolished.

(The shunting signal applying set back Up Main to Up Siding or to Down Siding, no longer applies towards the Up Siding). (44)



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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* ILKLEY

All points and signals have been abolished and a revised layout with new colour light signalling has been commissioned, controlled from a new switch panel in Ilkley Signal Box.

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

## New Colour Light Signals - IY = Ilkley

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant			
IY6	Down Main Home	M	"1"	Platform 1
		M*	"2"	Platform 2
		PL	"1"	Platform 1 line occupied
		PL*	"2"	Platform 2 line occupied
		PL		Position light signal No.7
* = Cleared in conjunction with No.7 position light signal.				
IY8	Platform 1	M	"X"	Up Main Starting
		PL		Down Main "LIMIT OF SHUNT"
IY9	Platform 2	M		Up Main Starting (IY4)
IY4	Up Main Starting			
<b>Position Light Signal</b>				
7	Up Main			Platform Lines 1 or 2 (42)

## BEVERLEY STATION - CHERRY TREE LEVEL CROSSING

The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished.

(New Item) (45)

## HUTTON CRANSWICK

The Down and Up Main Starting signals have been abolished.

(43)

## \*\* BUCKTON LANE LEVEL CROSSING (Between Bridlington and Hunmanby)

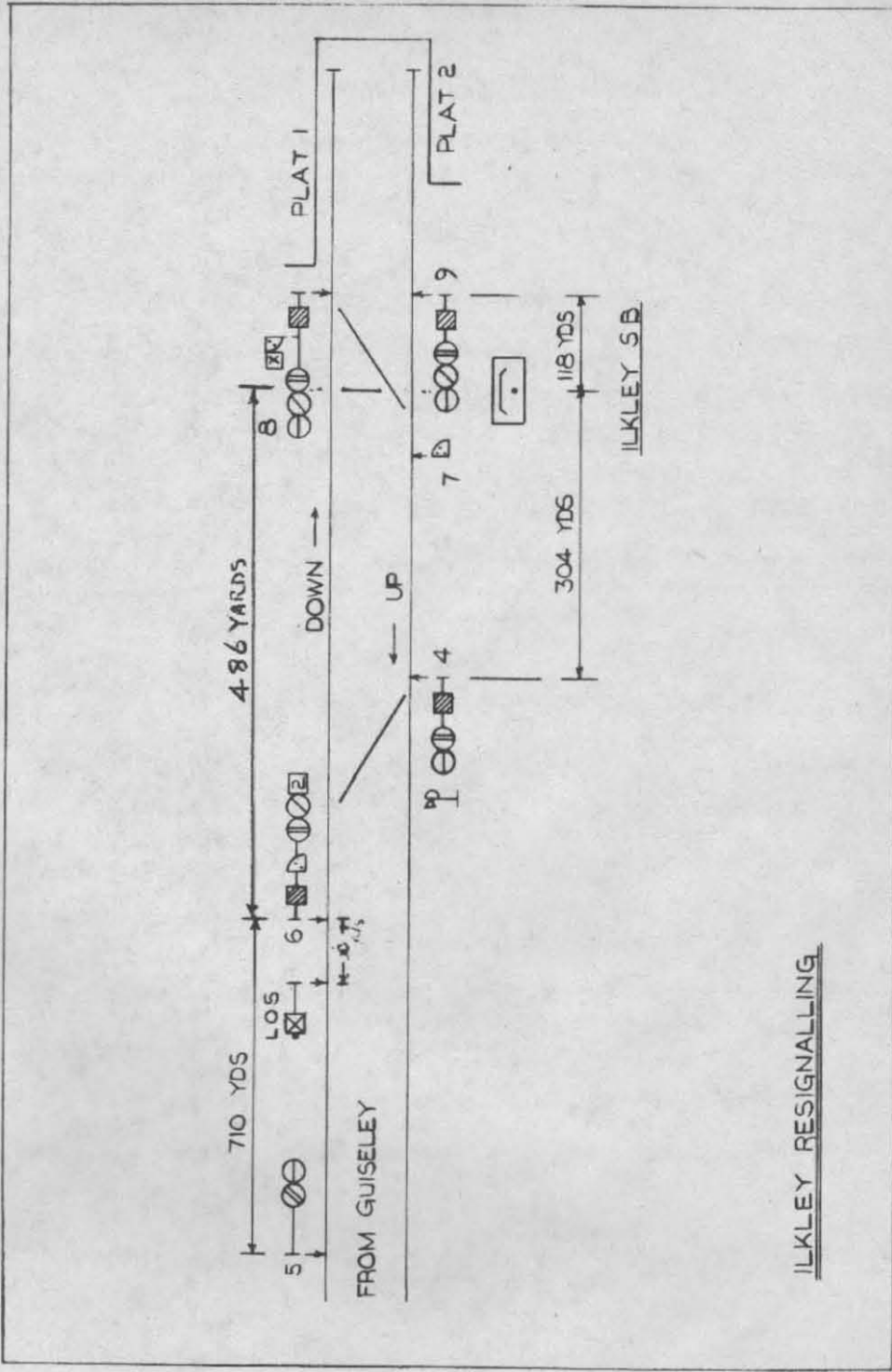
Buckton Lane level crossing at 35m, 16ch. has been converted to an automatic open (A.O.C.R.) level crossing remotely monitored from Bridlington Quay signal box.

A "WHISTLE" board has been provided 240 yards before reaching the crossing in the Up direction and 171 yards before reaching the crossing in the Down direction.

Telephone communication is provided between the crossing and the signal box.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



ILKLEY RESIGNALLING

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

Amend:— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'.

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

Amend:— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF — BR.30054

## WHITE PAGES — PART 6

**Clause B2/13** — Movement restriction code

Code M — Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C — Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S — Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon.

**Clause C2/8** — Code Words and Explanations — Movement

SHUNTEX — add to definition : Nor must other vehicles be loose shunted against the wagon.

**Clause C5/2**

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## SECTIONAL APPENDIX - NORTHERN AREA

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5**

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame

(49D)

## MISCELLANEOUS NOTICES

## \* SUNDAY 16 OCTOBER - NEW PUDSEY STATION

On Sunday 16 October between 07 30 and 17 00 Drivers of trains required to stop at New Pudsey Station must observe instructions of handsignalmen and/or Warning Boards.

## MAXIMUM SPEEDS OF COACHING STOCK

## Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign. must, if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Doncaster T.M.D. No. 1 Road and Down Loco line <b>BLOCKED</b> No. 2, 3, 4 and 5 Roads <b>Between Trains</b>	Earthwork crane and mechanical equipment in use. <b>Possession to be given up for passage of trains over Down Loco line.</b>	08 00 to 18 00 daily.	<b>From Monday 17 until Friday 21 October.</b>

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

7 OCTOBER, 1983

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 22 and SUNDAY 23 OCTOBER – HESSLE ROAD JUNCTION <sup>6</sup>

Hessle Road Junction will be remodelled. The double junction between the Down and Up Main lines and the Down and Up Alexandra Dock lines will be replaced by a single lead junction controlled by existing signalling.

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

(46)

## SATURDAY 22 to MONDAY 24 OCTOBER – LEEDS ENGINE SHED JUNCTION

**Remodelling**

The Junction between the Down and Up Whitehall and Down and Up Midland lines will be remodelled to form a single lead junction. All associated position light signals will be abolished.

A new trailing crossover between the Down and Up Midland lines at 194m. 75ch., together with a new facing lead, giving access from the Down Midland to the Motive Power Depot via the new Motive Power Depot line (former Down Goods) will be brought into use.

Trap points will be provided at the exit from the Motive Power Depot line.

Notice Boards and associated telephones will be provided at the entrance and exit points of the Motive Power Depot.

A "LIMIT OF SHUNT" indicator will be provided on the Down Midland line 100yds. south of L881 signal (former L883 replated).

The position of the new and altered signals in relation to the remodelled junction is as shown on the diagram included in this notice.

**Altered Points**

The trailing points—Motive Power Depot/Spur will be secured out of use in the reverse position.

The trailing crossover between the Down Sidings and Back Sidings will be converted to hand-lever operation. The electrical release will be removed from the Motive Power Depot ground frame and points pending remodelling of the Shed exit.

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

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

## SATURDAY 22 to MONDAY 24 OCTOBER – LEEDS ENGINE SHED JN. – continued

**Signalling Alterations**

Down Midland 3-aspect signal L883 will be replated L881 (the position 1 Junction Indicator and offset position light will apply as shown below).

The following table shows the signal routes on all new and renumbered signals.

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
L881	Down Midland	M M PL	Junction Indicator 1	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot
L871	Up Whitehall	M PL	Route Indication X	Up Midland L893 signal Down Midland "LIMIT OF SHUNT" indicator

**Position Light Signals**

Signal	Line	Stencil-type Route Indication	Destination
L878	M.P.D. line	"M" "X"	Up Midland L893 signal Down Midland "LIMIT OF SHUNT"
L879	Up Midland	"L" "W" "D"	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot (46)

**SUNDAY 23 OCTOBER – BETWEEN TEMPLE HIRST JN. AND HAMBLETON NORTH JN.**

With effect from 08 00, the **Permanent Speed Restriction** on the **Down** and **Up** lines between **169m. 65ch.** and **174m. 70ch.** (Hambleton North Jn.) will be **increased to 100 m.p.h.** The **60 m.p.h. Permanent Speed Restriction** will continue to **apply** on the **Down** and **Up** lines in the vicinity of Temple Hirst Jn. between **169½m.p.** and **169m. 65ch.** (See Section D).

The **60 m.p.h. Warning Indicator** and the associated **A.W.S. magnet** situated on the **Up Main line** between **176m.p.** and **175¾m.p.** will be repositioned on the **Up Main line** at approximately **170¾m.p.** to give warning of the change from **100 m.p.h.** to **60 m.p.h.** at **169m. 65ch.** The distance between the **Warning Indicator** and the commencement of the **60 m.p.h. Permanent Speed Restriction** will be approximately **1700 yards.** (46)

**SUNDAY 23 OCTOBER – CROFTON EAST JN.**

The catch points in the **Down line** at **50m. 73ch. 915 yards** before reaching signal **0.321** will be dispensed with and replaced by plain line. (46)

**SUNDAY 23 OCTOBER – DAIRYCOATES WEST TO HESSLE ROAD**

From **06 00** on **Sunday 23 October** the **Down North Branch** will be secured out of use pending removal. (46)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* BETWEEN TEMPLE HIRST JUNCTION AND HAMBLETON JUNCTIONS

"STAGE 2" - referred to in Supplementary Notice of Signalling Alteration No. 117 has been implemented and the southern section of the diverted East Coast Main line has been opened to traffic between Temple Hirst Junction (169m. 16ch.) and Hambleton Junctions.

Hambleton West Junction and the Down and Up Hambleton South Curve lines have also been brought into use to link the new route with the Down and Up Hull lines.

## SPEED RESTRICTIONS - WARNING INDICATORS

The following illuminated warning indicators and associated Automatic Warning System permanent magnets have been installed to give warning of the permanent speed restrictions in force:-

- (a) On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 168½m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169½m.p. The distance between this Warning Indicator and the commencement of the 60m.p.h. is 2,060 yards. (300 yards before reaching Y869 signal).
- (b) **Until 08 00 Sunday 23 October.** On the immediate approach to Hambleton North Junction on the Up Main between 176 and 175½m.p. giving warning of the change in the Permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m. 70ch. The distance between the Warning Indicator and the commencement of the 60 m.p.h. is 1,700 yards. (See Section 'C' notice dated Sunday 23 October.)

(43)

## COLTON NORTH JN.

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

A table below shows the provision of Flashing Double or Flashing Single yellow aspects which the signals will be also capable of displaying (Rule Book Section C.3.1.1.(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Diverging Junction
Down Main Y983	Y985	Y769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.
Up Leeds Y782	Y778	Y770 cleared with Junction route indicator position 1 for the route to Up Main at Colton North Junction.

The flashing yellow aspects referred to above (and in Signalling Notices Nos. 117 and 119) have been brought into use.

The remainder of the flashing yellow aspects referred to in Signalling Notices 117 and 119 will be brought into use on a date to be advised. (45)

## YORK DRINGHOUSES UP SIDINGS

No.7 Siding has been secured out of use. (45)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* SELBY AND BARLBY NORTH JUNCTION (also between Temple Hirst Junction and Selby South Junction)

**Selby**

The Down Main line through Selby Station has been taken out of use.

The connections at each end of the station (formerly leading to/from the Down Main) have been secured for through running between the Down Hull and Down Platform lines.

**Signalling Alterations**

Down Main 4-aspect signal S1955 will be maintained at RED.

A new 4-aspect (Up direction) signal has been provided at the South end of the Down Platform line.

The following indications will apply :-

Signal	Line	Aspect	Route Indication	Destination
S1948	Down Hull	Main		Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	'Y'	Up Sidings
		Position Light	'Z'	Down Selby S586

A signal-post telephone has been provided.

**SPEED RESTRICTIONS – WARNING INDICATORS****Between Temple Hirst Junction and Selby South Junction**

The Maximum Permissible line speed has been reduced to 100 m.p.h. on the Down and Up Main lines.

The Illuminated Warning Indicator and associated A.W.S. permanent magnet on the Down Main line at approximately 173 m.p. (Brayton Gate Box area), giving warning of the change in the permanent speed restriction from 100 m.p.h. to 60 m.p.h. at 174m 16ch (Selby South Junction), has been resited approximately 600 yards further south in consequence of the 25 m.p.h. speed restriction on the Down Platform line and the removal of the Down Main line through Selby Station.

The repositioned Warning Indicator is now 2,490 yards before reaching the change in the Permanent Speed Restriction (now at 174m 10ch) from 100 m.p.h. to 25 m.p.h.

**Barlby North Junction**

All signalling between Barlby North Junction and Chaloners Whin Junction has been taken out of use except Up Main signal S.1972 on the immediate approach to the junction. Signal S.1971 on the redundant Down Main line, has been retained and is maintained at RED. The former Down and Up Main lines have become Engineers' Arrival and Departure Sidings.

**Mileposts between Selby South Junction and Barlby North Junction**

Following the closure of the East Coast Main line North of Barlby North Junction, only the Hull to Selby mileages will be used through Selby Station to Selby South Junction

The above should be read in conjunction with Supplementary Notices of Signalling Alterations Nos. 117 and 125. (43)

**WEAVERTHORPE**

The points leading from the Up Main to Up Sidings have been secured out of use pending removal. (44)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****WINTERSETT RAPID LOADING BUNKER**

The connections leading to/from the Down Doncaster to the Bunker line have been taken out of use until further notice. (45)

**BETWEEN GLEDHOLT JUNCTION AND SPRINGWOOD JUNCTION**

The Down Fast line has been taken out of use.

The Down Slow has become the Down Main.

**Gledholt Junction**

The points Down Main/Down Fast have been secured out of use in the normal position pending removal.

**Springwood Junction**

The points Down Branch/Down Fast have been secured out of use in the reverse position pending replacement by plain line route along the Down Branch.

**Signalling Alterations**

Down Fast 4 – aspect signal No.183 has been abolished.

The junction indicator position 4 (applying towards the former Down Fast) has been removed from Down Main signal No.209. (45)

**ROYSTON JUNCTION**

A notice board worded "STOP AND EXAMINE POINTS" has been installed at the hand-worked points leading into the N.C.B. Full Sidings or Drift Mine line. (44)

**HUNSLET GOODS YARD**

The points leading from the Up Goods Yard have been dispensed with. (43)

**LEEDS ENGINE SHED JUNCTION**

The points leading from the Down Siding to the Down Midland line have been secured out of use in the normal position pending removal.

**SIGNALLING ALTERATIONS:—**

The elevated position light signal and stencil-type route indicator on Up Midland 4—aspect signal L870, together with the associated signal route indications on the Down Sidings position light signal 878 and Down Midland position light signal 872 have been abolished. (45)

**LEEDS ENGINE SHED JUNCTION**

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

Spur to Down Siding

Trailing crossover between the Down and Up Midland lines and the associated slip connections to/from Up Hunslet Goods and Down Sidings

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****LEEDS ENGINE SHED JUNCTION - continued****Signalling Alterations**

The following associated position light signals have been abolished:-

Up Hunslet Goods	873
Up Midland	874

Route indications "G" (to Up Hunslet Goods) and "M" (to Up Midland) have been abolished from the route indicators associated with Down Midland position light signal 872 and from the Spur position light signal 876. These signals now apply towards the Down Sidings only. (44)

**CROFTON EAST JN.**

The catch points in the Down line at 50m. 19ch., 900 yards before reaching signal O.319 have been dispensed with and replaced by plain line. (New Item) (46)

**KEIGHLEY**

The trailing points - Up Main to Up Sidings, together with the Up Sidings exit signal, have been abolished.

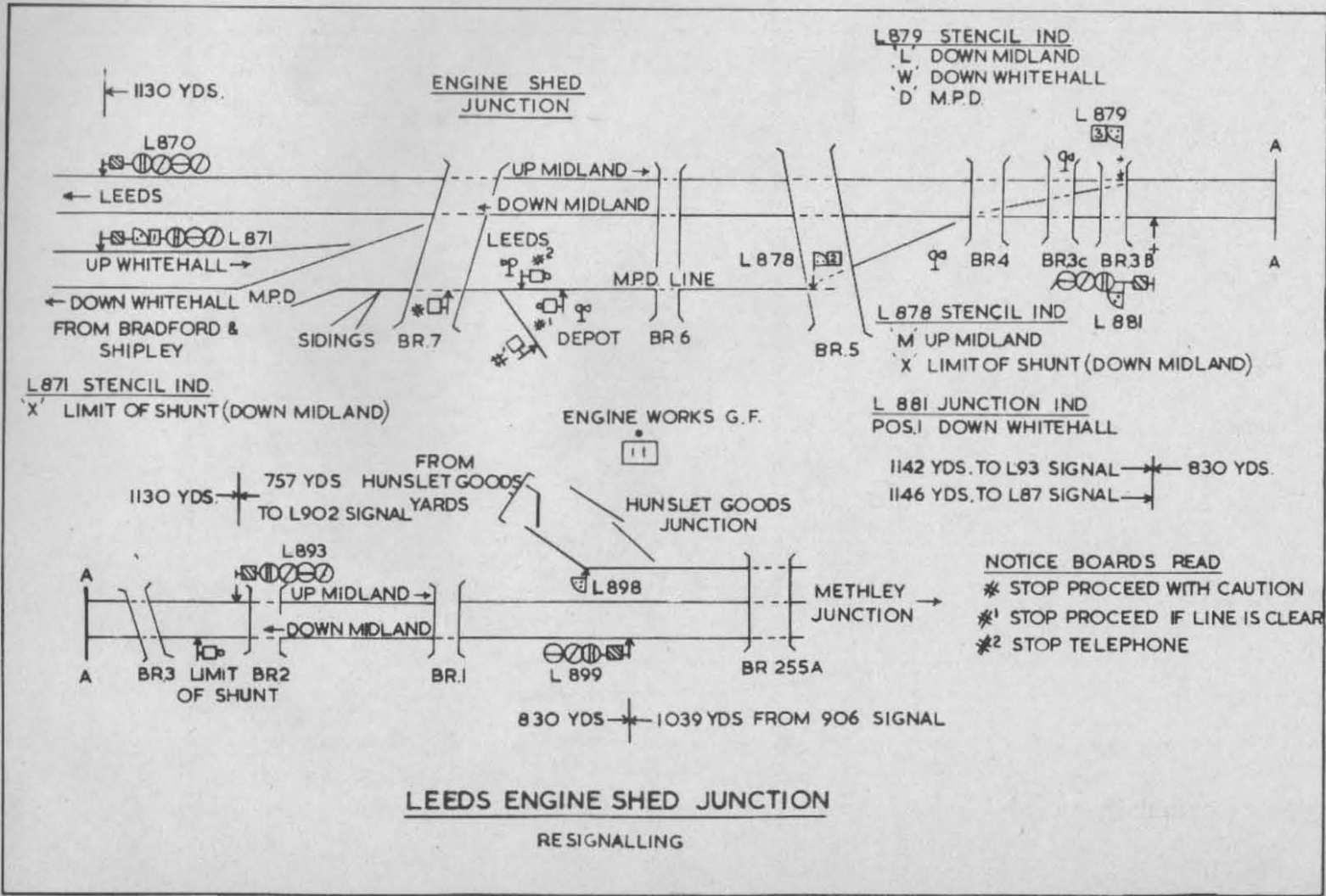
(The shunting signal applying set back Up Main to Up Siding or to Down Siding, no longer applies towards the Up Siding). (44)

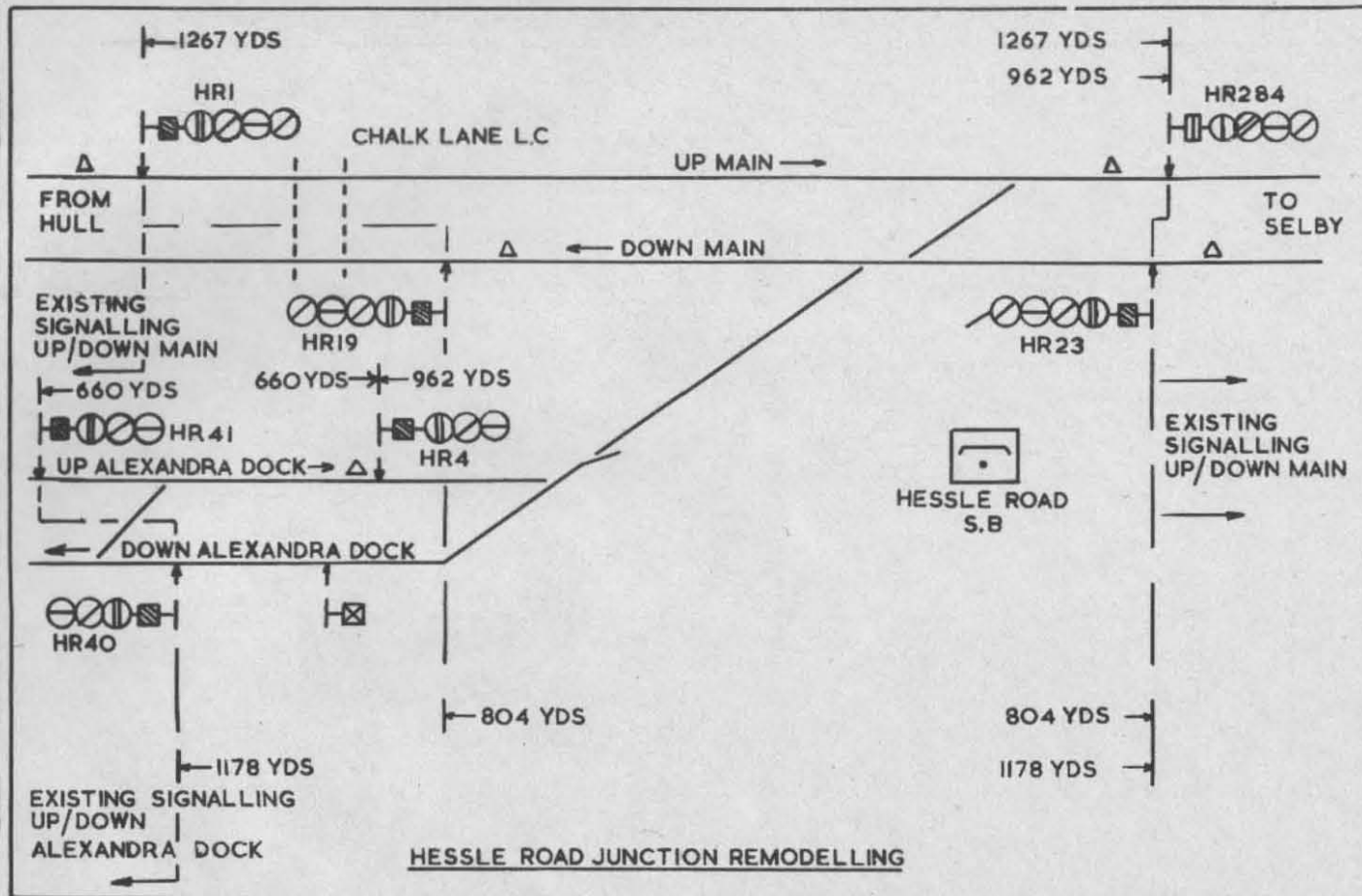
**BEVERLEY STATION - CHERRY TREE LEVEL CROSSING**

The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished. (45)

**\* \* HUTTON CRANSWICK**

The Down and Up Main Starting signals have been abolished. (43)





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

**Amend:**— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'.

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

**Amend:**— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF — BR.30054

## WHITE PAGES — PART 6

**Clause B2/13** — Movement restriction code

Code M — Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C — Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S — Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon.

**Clause C2/8** — Code Words and Explanations — Movement

SHUNTEX — add to definition : Nor must other vehicles be loose shunted against the wagon.

**Clause C5/2**

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)

**Clause C1/6**

The item published in the Periodical Operating Notices (Page A21, SD40 and Page A9, ND40) should be **amended** to read as follows :—

This instruction need not be applied to 16.5 tonne mineral wagons in the traffic or departmental fleets (T.O.P.S. Wagon Types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on T.O.P.S. requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshall them in front of heavier wagons on the train.

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Page A13 Periodical Operating Notice ND40D)					
Between Temple Hirst Jn. and Hambleton South Jn.					
Delete :-			60		169½m.p. and 174m. 70ch.
Add :-			60	60	169½m.p. and 169m. 65ch.
			100		Main line, 169m. 65ch. and 186½m.p.
Between Hambleton South Jn. and Hambleton North Jn.					
Delete :-			60		174m. 70ch. and 169½m.p.
			100		Main line, 174m. 70ch. and 186½m.p.
Between Copmanthorpe No.2 LC and Dringhouses Jn.					
Amend :-			100		Main line, 186½m.p. and 169m. 65ch.
(w.e.f. 08 00 Sunday 23 October) (49D)					

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame (49D)

Page 15

Paragraph 2

## FRICKLEY COLLIERY

Amend:-

After run-round, the loading signals will be switched on to the "More at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing. (49D)

Pages 22/28

## SOUTH KIRKBY COLLIERY

2. Trains for loading

Add as new paragraph 2.1:-

When a train arrives, the loading signals will be switched on to the "More at low speed in opposite direction to that required for loading" aspect and when signal 1 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

Re-number present paragraphs as 2.2 to 2.7.

(49D)

## MISCELLANEOUS NOTICES

## MAXIMUM SPEEDS OF COACHING STOCK

## Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign. must. if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard (49D)



SAFETY LINE '83

FREE INSURANCE

WEAR A HIGH VISIBILITY VEST

NS.44/83  
29.10-4.11.83

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 29 and SUNDAY 30 OCTOBER - LEEDS ENGINE SHED JUNCTION

Holbeck Motive Power Depot will be remodelled as shown on the diagram. (Engines to be stabled during this period). (47)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN TEMPLE HIRST JN. TO AND HAMBLETON NORTH JN.

The Permanent Speed Restriction on the Down and Up lines between 169m. 65ch. and 174m. 70ch. (Hambleton North Jn.) has been increased to 100 m.p.h. The 60 m.p.h. Permanent Speed Restriction continues to apply on the Down and Up lines in the vicinity of Temple Hirst Jn. between 169¼ m.p. and 169m. 65ch. (See Section 'D').

The 60 m.p.h. Warning Indicator and the associated A.W.S. magnet situated on the Up Main line between 176 m.p. and 175¼ m.p. have been repositioned on the Up Main line at approximately 170¼ m.p. to give warning of the change from 100 m.p.h. to 60 m.p.h. at 169m. 65ch. The distance between the Warning Indicator and the commencement of the 60 m.p.h. Permanent Speed Restriction is approximately 1700 yards. (46)

COLTON NORTH JN.

FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

A table below shows the provision of Flashing Double or Flashing Single yellow aspects which the signals will be also capable of displaying (Rule Book Section C.3.1.1.(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Diverging Junction
Down Main Y983	Y985	Y769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.
Up Leeds Y782	Y778	Y770 cleared with Junction route indicator position 1 for the route to Up Main at Colton North Junction.

The flashing yellow aspects referred to above (and in Signalling Notices Nos. 117 and 119) have been brought into use.

The remainder of the flashing yellow aspects referred to in Signalling Notices 117 and 119 will be brought into use on a date to be advised. (45)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK DRINGHOUSES UP SIDINGS

No.7 Siding has been secured out of use.

(45)

## BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use.

(New Item) (47)

## \* \* WEAVERTHORPE

The points leading from the Up Main to Up Sidings have been secured out of use pending removal. (44)

## WINTersetT RAPID LOADING BUNKER

The connections leading to/from the Down Doncaster to the Bunker line have been taken out of use until further notice. (45)

## BETWEEN GLEDHOLT JUNCTION AND SPRINGWOOD JUNCTION

The Down Fast line has been taken out of use.

The Down Slow has become the Down Main.

**Gledholt Junction**

The points Down Main/Down Fast have been secured out of use in the normal position pending removal.

**Springwood Junction**

The points Down Branch/Down Fast have been secured out of use in the reverse position pending replacement by plain line route along the Down Branch.

**Signalling Alterations**

Down Fast 4 - aspect signal No.183 has been abolished.

The junction indicator position 4 (applying towards the former Down Fast) has been removed from Down Main signal No.209. (45)

## \* \* ROYSTON JUNCTION

A notice board worded "STOP AND EXAMINE POINTS" has been installed at the hand-worked points leading into the N.C.B. Full Sidings or Drift Mine line. (44)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## LEEDS ENGINE SHED JUNCTION

**Remodelling**

The Junction between the Down and Up Whitehall and Down and Up Midland lines has been remodelled to form a single lead junction. All associated position light signals have been abolished.

A new trailing crossover between the Down and Up Midland lines at 194m. 75ch., together with a new facing lead, giving access from the Down Midland to the Motive Power Depot via the new Motive Power Depot line (former Down Goods) has been brought into use.

Trap points have been provided at the exit from the Motive Power Depot line.

Notice Boards and associated telephones have been provided at the entrance and exit points of the Motive Power Depot.

A 'LIMIT OF SHUNT' indicator has been provided on the Down Midland line 100yds. south of L881 signal (former L883 replated).

The position of the new and altered signals in relation to the remodelled junction is as shown on the diagram included in this notice.

**Altered Points**

The trailing points—Motive Power Depot/Spur have been secured out of use in the reverse position.

The trailing crossover between the Down Sidings and Back Sidings has been converted to hand-lever operation. The electrical release has been removed from the Motive Power Depot ground frame and points pending remodelling of the Shed exit.

**Signalling Alterations**

Down Midland 3-aspect signal L883 has been replated L881 (the position 1 Junction Indicator and offset position light applies as shown below).

The following table shows the signal routes on all new and renumbered signals.

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
L881	Down Midland	M M PL	Junction Indicator 1	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot
L871	Up Whitehall	M PL	Route Indication X	Up Midland L893 signal Down Midland "LIMIT OF SHUNT" indicator

**Position Light Signals**

Signal	Line	Stencil-type Route Indication	Destination
L878	M.P.D. line	"M" "X"	Up Midland L893 signal Down Midland "LIMIT OF SHUNT"
L879	Up Midland	"L" "W" "D"	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot

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

The points leading from the Down Siding to the Down Midland line have been secured out of use in the normal position pending removal.

**SIGNALLING ALTERATIONS:–**

The elevated position light signal and stencil-type route indicator on Up Midland 4-aspect signal L870, together with the associated signal route indications on the Down Sidings position light signal 878 and Down Midland position light signal 872 have been abolished. (45)

**\* LEEDS ENGINE SHED JUNCTION**

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

Spur to Down Siding  
Trailing crossover between the Down and Up Midland lines and the associated slip connections to/from Up Hunslet Goods and Down Sidings

**Signalling Alterations**

The following associated position light signals have been abolished. –

Up Hunslet Goods 873  
Up Midland 874

Route indications "G" (to Up Hunslet Goods) and "M" (to Up Midland) have been abolished from the route indicators associated with Down Midland position light signal 872 and from the Spur position light signal 876. These signals now apply towards the Down Sidings only. (44)

**CROFTON EAST JN.**

The catch points in the Down line at 50m. 73ch. 915 yards before reaching signal 0.321 have been dispensed with and replaced by plain line. (46)

**CROFTON EAST JN.**

The catch points in the Down line at 50m. 19ch., 900 yards before reaching signal 0.319 have been dispensed with and replaced by plain line. (46)

**\* \* KEIGHLEY**

The trailing points – Up Main to Up Sidings, together with the Up Sidings exit signal, have been abolished.

(The shunting signal applying set back Up Main to Up Siding or to Down Siding, no longer applies towards the Up Siding). (44)

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

Hessle Road Junction has been remodelled. The double junction between the Down and Up Main lines and the Up Alexandra Dock line has been replaced by a single lead junction controlled by existing signalling.

The connection - Down North Branch to Down Alexandra Dock is being retained until further notice.

Reference should be made to the diagram included in this notice. (Amended item) (46)

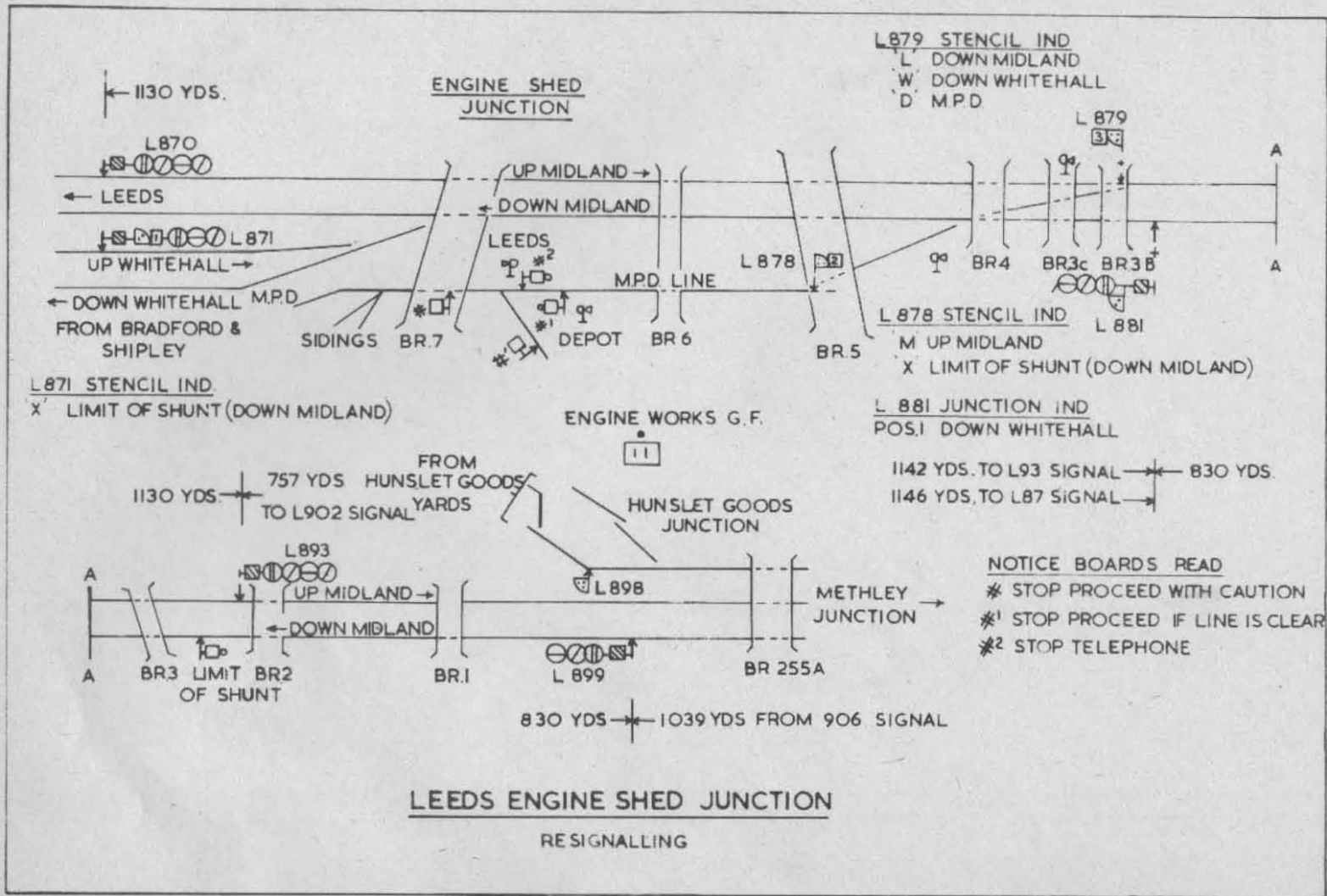
**BEVERLEY STATION - CHERRY TREE LEVEL CROSSING**

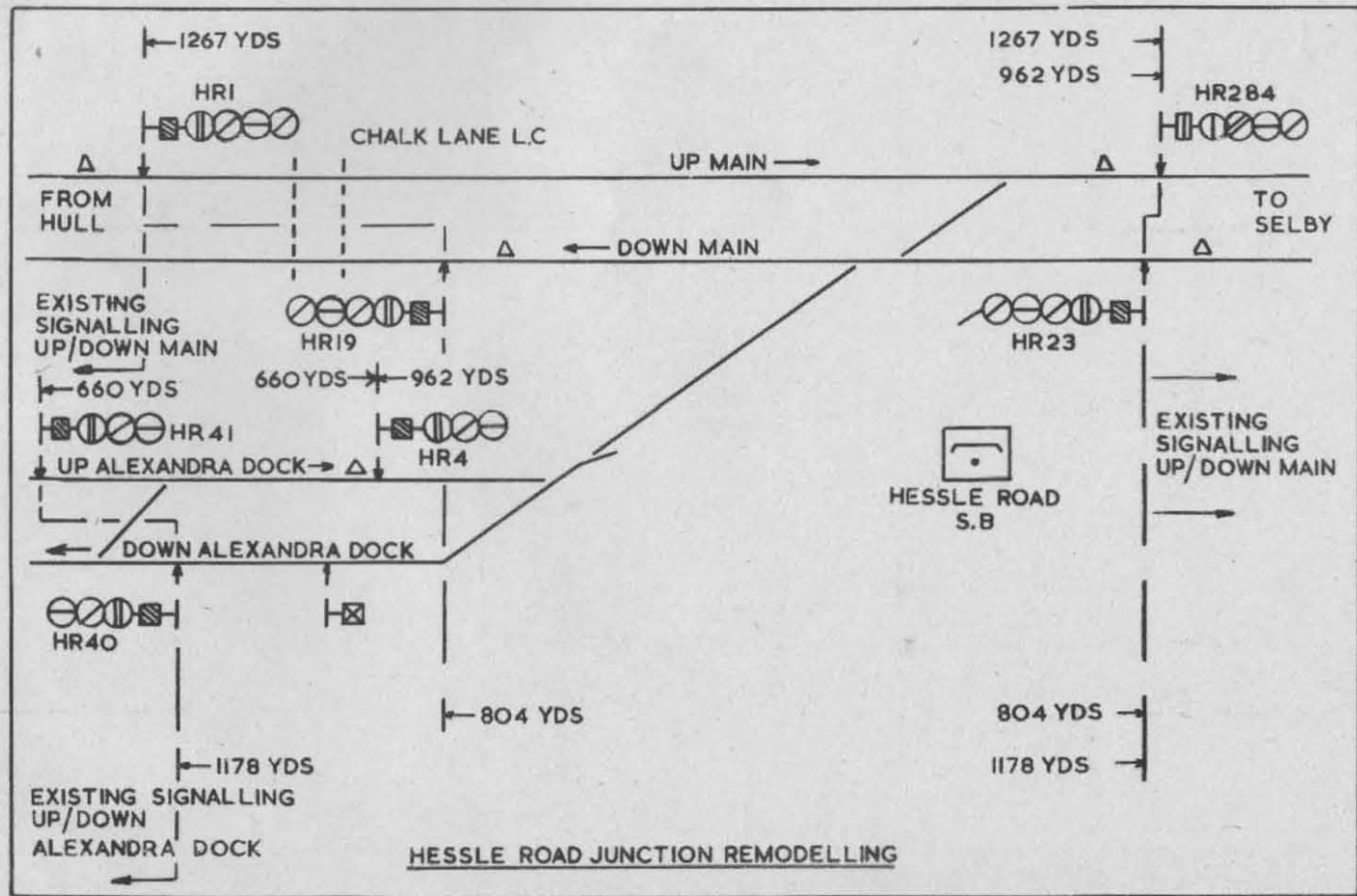
The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished.

(45)

**DAIRYCOATES WEST TO HESSLE ROAD**

The Down North Branch is being retained and the single line working will continue until further notice. (Amended Item) (46)







## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

**Amend:**— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'.

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

**Amend:**— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF – BR.30054

## WHITE PAGES – PART 6

**Clause B2/13** – Movement restriction code

Code M – Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C – Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S – Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon.

**Clause C2/8** – Code Words and Explanations – Movement

SHUNTEX – add to definition : Nor must other vehicles be loose shunted against the wagon.

**Clause C5/2**

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)

**Clause C1/6**

The item published in the Periodical Operating Notices (Page A21, SD40 and Page A9, ND40) should be **amended** to read as follows :—

This instruction need not be applied to 16.5 tonne mineral wagons in the traffic or departmental fleets (T.O.P.S. Wagon Types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on T.O.P.S. requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshall them in front of heavier wagons on the train. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Page A13 Periodical Operating Notice ND40D)					
Between Temple Hirst Jn. and Hambleton South Jn. Delete :-			60	169½m.p. and 174m. 70ch.	
Add :-			60	60 169½m.p. and 169m. 65ch.	
			100	Main line, 169m. 65ch. and 186½m.p.	
Between Hambleton South Jn. and Hambleton North Jn. Delete :-			60	174m. 70ch. and 169½m.p.	
			100	Main line, 174m. 70ch. and 186½m.p.	
Between Copmanthorpe No.2 LC and Dringhouses Jn. Amend :-			100	Main line, 186½m.p. and 169m. 65ch.	(49D)
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>					
Page 87					
Between Crofton West Jn. and Crofton East Jn. Delete :-					C. Down at 50m. 19ch. 900 yards before reaching signal O.319. (49D)
<b>LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE</b>					
Page 97					
Between Armley Moor GF and New Pudsey. Add :-	Bramley		3 15		C. Down at 50m. 73ch. 915 yards before reaching signal O.321. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signalman does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5**

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame (49D)

Page 15

Paragraph 2

## FRICKLEY COLLIERY

Amend:-

After run-round, the loading signals will be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing. (49D)

Pages 22/28

## SOUTH KIRKBY COLLIERY

2. Trains for loading

Add as new paragraph 2.1:-

When a train arrives, the loading signals will 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 through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

Re-number present paragraphs as 2.2 to 2.7.

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## NOTICE TO TRAINCREW

In order to investigate further the causes behind the high incidence of fracturing of the aluminium castings of the turbo charger and exhaust manifold on the Paxman 'Valenta' engine as fitted to HST power cars, extensive trials have been carried out by the manufacturer at his laboratories. The results of these investigations have led to the requirement to monitor engine temperatures in service.

All ECML and MML power cars will be fitted with temperature indicating strips at certain locations and four specific power cars will be extensively ridden by technical staff with more sophisticated equipment. The temperature indicating strips will be examined daily by M & EE staff and should not be touched or removed. (47)

## MAXIMUM SPEEDS OF COACHING STOCK

## ● Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign. must. if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard (49D)

## 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
Holbeck MPD, Depot Arrival ● LOCKED	Track renewal and signalling work. Cranes and mechanical equipment in use. (See Section 'C').	08 00 Saturday 29 to 23 59 Sunday 30 October	—

York

21 OCTOBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

MILL LANE

SAFETY LINE '83

LOOKOUT PROTECTION

Are you a lookoutman?

Statistics suggest that lookoutmen are more likely to be killed than any other railwaymen.

- IF YOU are:-
- not in the right place;
  - preoccupied with the work going on;
  - assisting with the work;
  - distracted by noises;
  - tired;
  - unsure of what you are doing.

LOOKOUTMEN have a VERY RESPONSIBLE AND IMPORTANT JOB

REMEMBER what you were trained to do.

MAKE SURE you understand your instructions.

KEEP ALERT.

WOOLSTENHOLMES



EASTERN REGION

**NS**

**45**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND  
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 5 NOVEMBER**

TO

**FRIDAY 11 NOVEMBER 1983**

**INCLUSIVE**

---

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

---

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 6 NOVEMBER – KEIGHLEY STATION JUNCTION

A new main to main crossover and lead into the Down Sidings will be brought into use. Movements into the Down Siding No.2 will be controlled by a groundframe released by Annetts Key.

The Down Main Starting signal will be moved 108 yards further from the signal box to a position 328 yards after passing the signal box. A signal-post telephone will be provided.

The existing main to main crossover and associated slip connection will be secured out of use pending removal.

The following new shunting signals will be provided (the signal number of the shunting signals shown below and on the diagram is shown for reference purposes only.)

Signal No.	Line	Destination
18	Down Main	Down Main (22 signal) or to Down Sidings.
20	Down Siding	Down Main
22	Down Main	Down Main 'LIMIT OF SHUNT' or to Up Main.
24	Up Main	Down Main

The notice board at the Keighley & Worth Valley side of the catch points on the Keighley & Worth Valley Light Railway line worded 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' will be abolished.

A 'LIMIT OF SHUNT' indicator will be provided on the Down Main Platform Line, 264 yards on the Leeds side of Down Main K15 signal (at the Leeds end of the Down Main platform).

Reference should be made to the diagram included in this notice. (48)

## MONDAY 7 NOVEMBER – BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE SHUNTERS CABIN

The 10m.p.h. Permanent Speed Restriction on the Up line between 58m.p. and 57m. 43ch. will be removed. (See Section D). (48)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards. |
- No.2 Road Holgate Dock by 40 yards. |
- No.3 Road Holgate Dock by 150 yards. |

Buffer stops have been erected. |

(New Item) (48)

## LEEDS ENGINE SHED JUNCTION

Holbeck Motive Power Depot has been remodelled as shown on the diagram. |

(47)

## BETWEEN TEMPLE HIRST JN. TO AND HAMBLETON NORTH JN.

The **Permanent Speed Restriction** on the **Down** and **Up** lines between **169m. 65ch.** and **174m. 70ch.** (Hambleton North Jn.) has been **increased** to **100 m.p.h.** The **60 m.p.h. Permanent Speed Restriction** continues to **apply** on the **Down** and **Up** lines in the vicinity of Temple Hirst Jn. between **169¼ m.p.** and **169m. 65ch.** (See Section 'D').

The **60 m.p.h. Warning Indicator** and the associated **A.W.S. magnet** situated on the **Up Main line** between **176 m.p.** and **175¼ m.p.** have been repositioned on the **Up Main line** at approximately **170¼ m.p.** to give warning of the change from **100 m.p.h.** to **60 m.p.h.** at **169m. 65ch.** The distance between the **Warning Indicator** and the commencement of the **60 m.p.h. Permanent Speed Restriction** is approximately **1700 yards.**

(46)

## \*\* COLTON NORTH JN.

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

A table below shows the provision of **Flashing Double** or **Flashing Single** yellow aspects which the signals will be also capable of displaying (Rule Book Section C.3.1.1.(b)) on the immediate approach to a signal which has been cleared for a diverging route.

<b>Flashing Double Yellow</b>	<b>Flashing Single Yellow</b>	<b>Condition prevailing at Diverging Junction</b>
Down Main Y983	Y985	Y769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.
Up Leeds Y782	Y778	Y770 cleared with Junction route indicator position 1 for the route to Up Main at Colton North Junction.

The flashing yellow aspects referred to above (and in Signalling Notices Nos. 117 and 119) have been brought into use.

The remainder of the flashing yellow aspects referred to in Signalling Notices 117 and 119 will be brought into use on a date to be advised. (45)



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

**\*\* YORK DRINGHOUSES UP SIDINGS**

No.7 Siding has been secured out of use.

(45)

**BETWEEN YORK YARD NORTH AND SKELTON**

Skelton No.1 Up Arrival line has been secured out of use.

(47)

**\*\* WINTERSETT RAPID LOADING BUNKER**

The connections leading to/from the Down Doncaster to the Bunker line have been taken out of use until further notice.

(45)

**\*\* BETWEEN GLEDHOLT JUNCTION AND SPRINGWOOD JUNCTION**

The Down Fast line has been taken out of use.

The Down Slow has become the Down Main.

**Gledholt Junction**

The points Down Main/Down Fast have been secured out of use in the normal position pending removal.

**Springwood Junction**

The points Down Branch/Down Fast have been secured out of use in the reverse position pending replacement by plain line route along the Down Branch.

**Signalling Alterations**

Down Fast 4 – aspect signal No.183 has been abolished.

The junction indicator position 4 (applying towards the former Down Fast) has been removed from Down Main signal No.209.

(45)

**LEEDS ENGINE SHED JUNCTION****Remodelling**

The Junction between the Down and Up Whitehall and Down and Up Midland lines has been remodelled to form a single lead junction. All associated position light signals have been abolished.

A new trailing crossover between the Down and Up Midland lines at 194m. 75ch., together with a new facing lead, giving access from the Down Midland to the Motive Power Depot via the new Motive Power Depot line (former Down Goods) has been brought into use.

Trap points have been provided at the exit from the Motive Power Depot line.

Notice Boards and associated telephones have been provided at the entrance and exit points of the Motive Power Depot.

A 'LIMIT OF SHUNT' indicator has been provided on the Down Midland line 100yds. south of L881 signal (former L883 replated).

The position of the new and altered signals in relation to the remodelled junction is as shown on the diagram included in this notice.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****LEEDS ENGINE SHED JUNCTION – continued****Altered Points**

The trailing points—Motive Power Depot/Spur have been secured out of use in the reverse position.

The trailing crossover between the Down Sidings and Back Sidings has been converted to hand-lever operation. The electrical release has been removed from the Motive Power Depot ground frame and points pending remodelling of the Shed exit.

**Signalling Alterations**

Down Midland 3-aspect signal L883 has been replated L881 (the position 1 Junction Indicator and offset position light applies as shown below).

The following table shows the signal routes on all new and renumbered signals.

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
L881	Down Midland	M M PL	Junction Indicator 1	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot
L871	Up Whitehall	M PL	Route Indication X	Up Midland L893 signal Down Midland "LIMIT OF SHUNT" indicator

**Position Light Signals**

Signal	Line	Stencil-type Route Indication	Destination
L878	M.P.D. line	"M" "X"	Up Midland L893 signal Down Midland "LIMIT OF SHUNT"
L879	Up Midland	"L" "W" "D"	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot (46)

**LEEDS ENGINE SHED JUNCTION**

The points leading from the Down Siding to the Down Midland line have been secured out of use in the normal position pending removal.

**SIGNALLING ALTERATIONS:—**

The elevated position light signal and stencil-type route indicator on Up Midland 4-aspect signal L870, together with the associated signal route indications on the Down Sidings position light signal 878 and Down Midland position light signal 872 have been abolished. (46)

**CROFTON EAST JN.**

The catch points in the Down line at 50m. 73ch. 915 yards before reaching signal 0.321 have been dispensed with and replaced by plain line. (46)

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

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

**CROFTON EAST JN.**

The catch points in the Down line at 50m. 19ch., 900 yards before reaching signal O.319 have been dispensed with and replaced by plain line. (46)

**HESSLE ROAD JUNCTION**

Hessle Road Junction has been remodelled. The double junction between the Down and Up Main lines and the Up Alexandra Dock line has been replaced by a single lead junction controlled by existing signalling.

**There will be no access Down Main to Down Alexandra Dock Branch.**

The connection – Down North Branch to Down Alexandra Dock is being retained until further notice.

**Reference should be made to the diagram included in this notice. (Amended item) (46)**

**BEVERLEY STATION – CHERRY TREE LEVEL CROSSING**

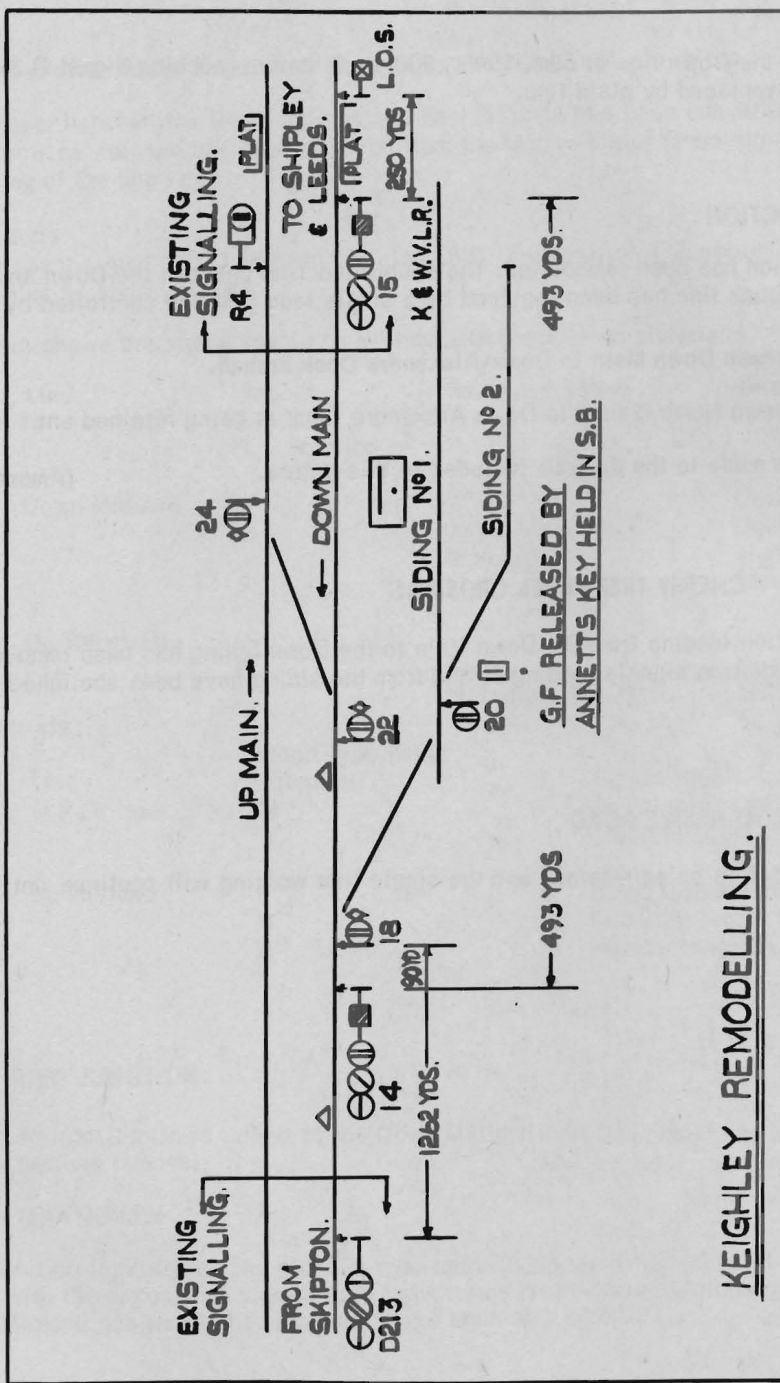
The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished.

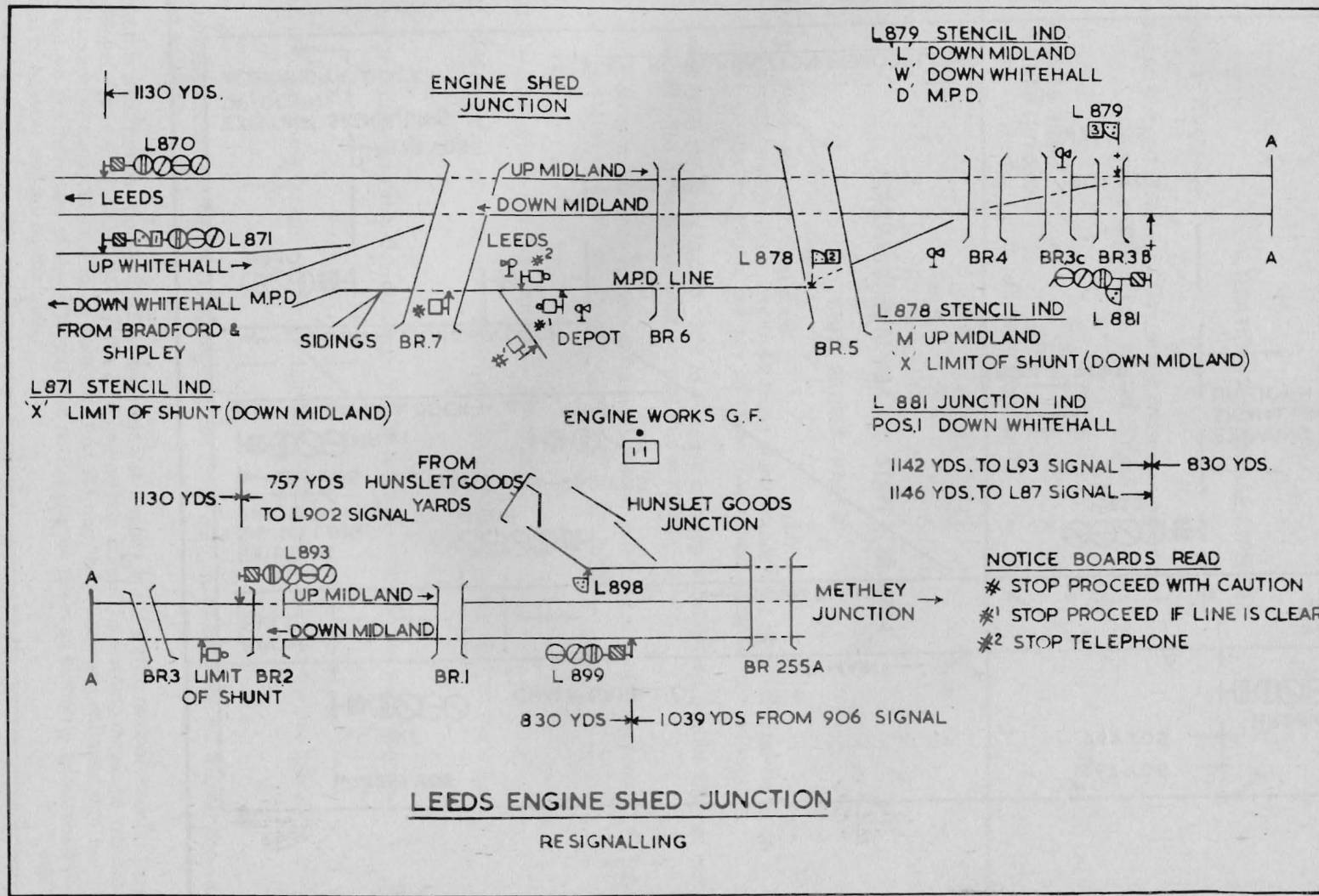
(45)

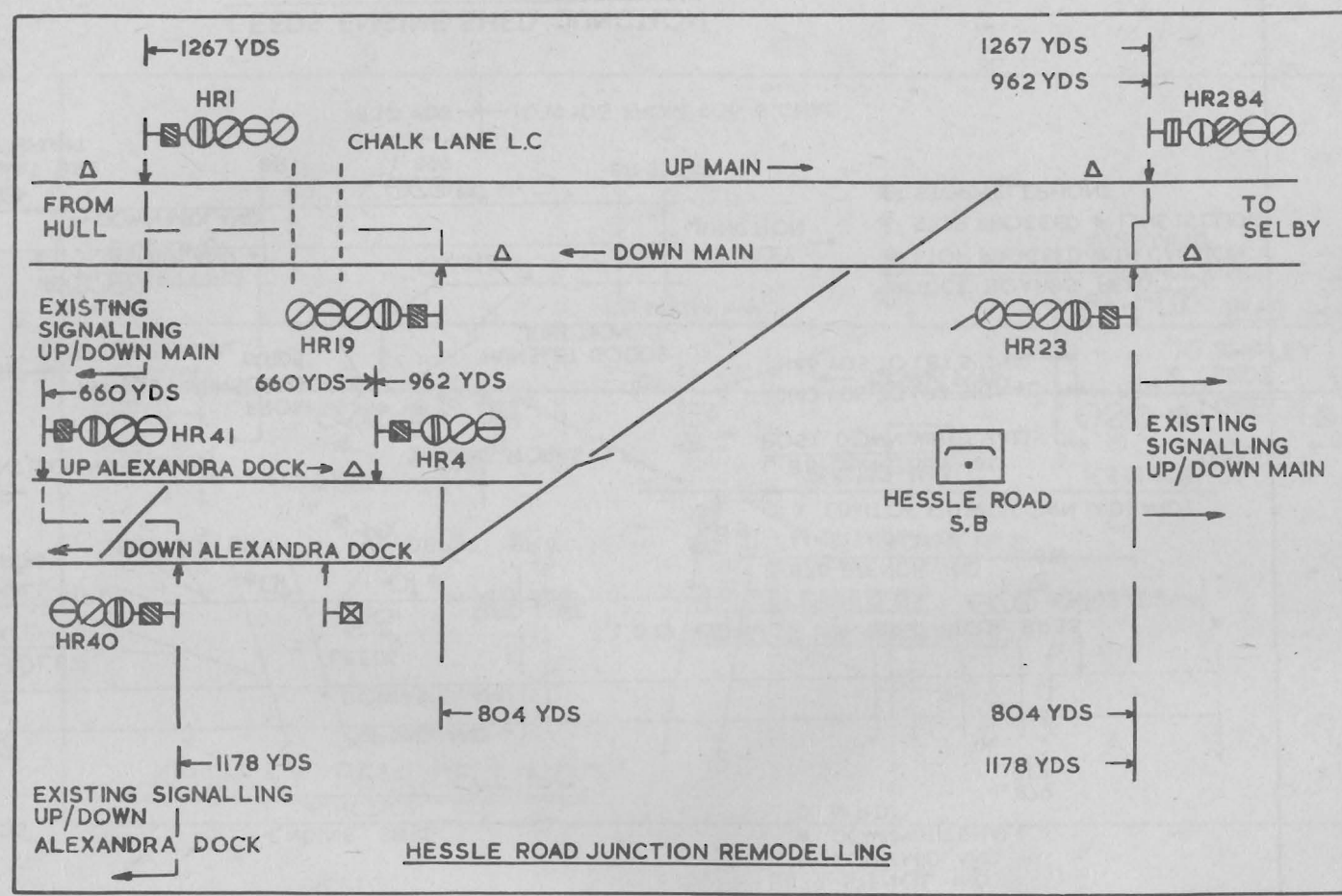
**DAIRYCOATES WEST TO HESSLE ROAD**

The Down North Branch is being retained and the single line working will continue until further notice. (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued







SAFETY LINE '83

AUTHORISED WALKING ROUTES

Authorised walking routes must be agreed between different locations on the railway where personnel have to go to undertake their work. These routes are agreed on the basis of what is reasonable and what is safe.

Agreed authorised walking routes should be clearly described and exhibited on notice boards.

Lighting, underfoot conditions and clearances are all carefully considered.

USE ONLY THE AUTHORISED WALKING ROUTES.

WOOLSTENHOLMES



EASTERN REGION

**NS**

**46**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 12 NOVEMBER**

TO

**FRIDAY 18 NOVEMBER 1983**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 13 NOVEMBER – DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90m.p.h. to 15m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, will be re-sited 1,780 yds. before reaching the 15m.p.h. speed restriction signs (500 yds. further north than at present). (49)

## SUNDAY 13 NOVEMBER – DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) will be replaced by a new Route Indicator and the indications displayed thereon will be altered as follows:-

Indication "U" applying towards the Up Main will be altered to "UM"

Indication "L" applying towards the Up Leeds line will be altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (49)

## SUNDAY 13 NOVEMBER – DIGGLE JUNCTION LMR TO HEATON LODGE JUNCTION

The Down Main will be realigned approximately 25ft. to run at standard clearance to the Up line between 23m. 37ch. and the temporary turnout in the Down at 24m. 08ch.

This turnout will be removed on Sunday 20 November. (49)

## MONDAY 14 NOVEMBER – WRENTHORPE DOWN SIDINGS

A 10 m.p.h. Permanent Speed Restriction will be introduced applicable to trains entering and leaving Wrenthorpe Down Sidings. (See Section D) (49)

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 20 NOVEMBER – BETWEEN CASTLEFORD GATES – CASTLEFORD STATION AND FRYSTON •

The Absolute Block Regulations between Castleford Station and Fryston will be discontinued and the Track Circuit Block Regulations will apply. (When Castleford Station Signalbox is switched out of circuit the Absolute Block Regulations will apply between Castleford Gates and Fryston.)

**Renaming of Lines**

The Down and Up Main lines between Castleford Station and Fryston will be renamed Down and Up Normanton respectively.

**Signalling Alterations (Fryston)**

The semaphore Down Home signal (together with its associated offset miniature arm shunting signals), also, the semaphore Down Distant will be abolished.

A new Down Normanton 4-aspect colour light signal plated **FN28** will be provided 450 yds. before reaching the signalbox and the following route indications will apply:—

Aspect	Route Indication	Application to or towards
Main	Junction Route Indicator Position 1	Down Goods Loop
Main	—	Down Normanton
Position Light	Stencil Route Indication "C"	Colliery Sidings
Position Light	Junction Route Indicator Position 1	Down Goods Loop Line occupied

A new 4-aspect Down Normanton automatic signal plated **FN661** will be provided 1,400 yds. before reaching FN28. (50)

## MONDAY 21 NOVEMBER – CASTLEFORD GATES •

The trailing crossover and the connection from Down Main to the Glass Works Siding will be secured out of use in the normal position pending removal and all associated signalling abolished. (50)

## WEDNESDAY 23 NOVEMBER – KNAPTON •

The trailing crossover and the trailing connection — Up Main to Up Sidings will be secured out of use in the normal position pending removal.

All associated shunting signals will be abolished. (50)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90m.p.h. to 15m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yds. before reaching the 15m.p.h. speed restriction signs (500 yds. further north than at present). (49)

## DRINGHOUSES YARD - EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:-

Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

## DIGGLE JUNCTION LMR TO HEATON LODGE JUNCTION

The Down Main has been realigned approximately 25ft. to run at standard clearance to the Up line between 23m. 37ch. and the temporary turnout in the Down at 24m. 08ch.

This turnout has been removed. (49)

## WRENTHORPE DOWN SIDINGS

A 10m.p.h. Permanent Speed Restriction has been introduced applicable to trains entering and leaving Wrenthorpe Down Sidings. (See Section D) (49)

## KEIGHLEY STATION JUNCTION

A new main to main crossover and lead into the Down Sidings have been brought into use. Movements into the Down Siding No.2 are controlled by a groundframe released by Annetts Key.

The Down Main Starting signal has been moved 108 yards further from the signal box to a position 328 yards after passing the signal box. A signal-post telephone has been provided.

The existing main to main crossover and associated slip connection have been secured out of use pending removal.

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## KEIGHLEY STATION JUNCTION - continued

The following new shunting signals have been provided (the signal number of the shunting signals shown below and on the diagram is shown for reference purposes only).

Signal No.	Line	Destination
18	Down Main	Down Main (22 signal) or to Down Sidings.
20	Down Siding	Down Main
22	Down Main	Down Main 'LIMIT OF SHUNT' or to Up Main.
24	Up Main	Down Main

The notice board at the Keighley & Worth Valley side of the catch points on the Keighley & Worth Valley Light Railway line worded 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' has been abolished.

A 'LIMIT OF SHUNT' indicator has been provided on the Down Main Platform Line, 264 yards on the Leeds side of Down Main K.15 signal (at the Leeds end of the Down Main platform).

Reference should be made to the diagram included in this notice. (48)

## BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE SHUNTERS CABIN

The 10m.p.h. Permanent Speed Restriction on the Up line between 58m.p. and 57m. 43ch. has been removed. (See Section D). (48)

## BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards. |
- No.2 Road Holgate Dock by 40 yards. |
- No.3 Road Holgate Dock by 150 yards. |

Buffer stops have been erected. | (48)

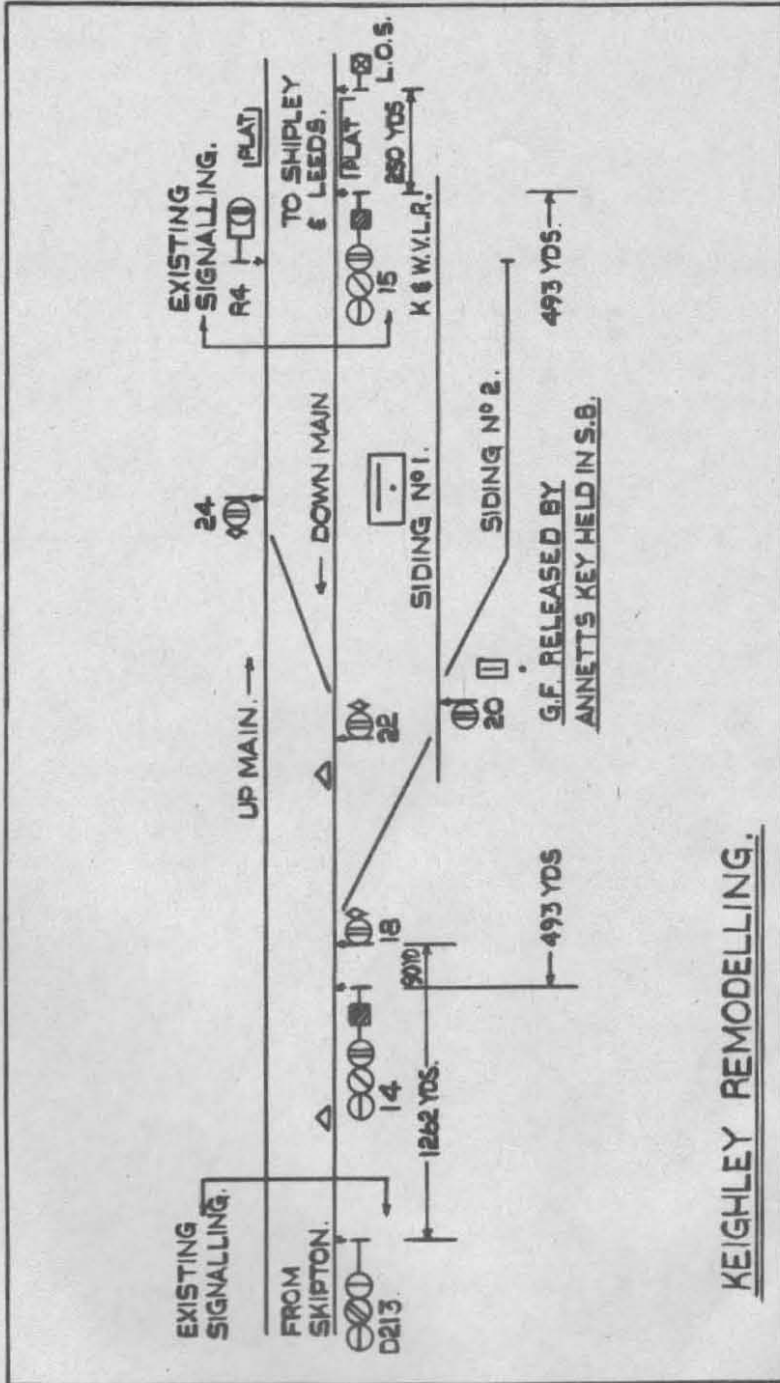
## \* LEEDS ENGINE SHED JUNCTION

Holbeck Motive Power Depot has been remodelled as shown on the diagram. | (47)

## \*\* BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use. (47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



KEIGHLEY REMODELLING.

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

Amend:— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

Amend:— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF — BR.30054

## PART THREE PINK

Part three (Pink Pages) of the Working Manual for Rail Staff has been reprinted Complete. Whilst the re-issue is a complete one, only those pages carrying an alteration are dated October 1983, the unaltered pages are dated with the latest issue date. In the event of non receipt, Staff and offices entitled to receive these pages should contact their normal distribution point. (49D)

## WHITE PAGES — PART 6

Clause B2/13 — Movement restriction code

Code M — Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C — Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S — Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes other vehicles must not be loose shunted against the wagon. :

Clause C2/8 — Code Words and Explanations — Movement

SHUNTEX — add to definition : Nor must other vehicles be loose shunted against the wagon. :

Clause C5/2

Add additional sentence : Other vehicles must not be loose shunted against such wagons. :

Clause F.14

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## WORKING MANUAL FOR RAIL STAFF - BR.30054 - continued

## WHITE PAGES - PART 6 - continued

## Clause C1/6

The item published in the Periodical Operating Notices (Page A21, SD40 and Page A9, ND40) should be **amended** to read as follows :-

This instruction need not be applied to 16.5 tonne mineral wagons in the traffic or departmental fleets (T.O.P.S. Wagon Types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on T.O.P.S. requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshal them in front of heavier wagons on the train. (49D)

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks.
			Down m.p.h.	Up m.p.h.	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Page A13 Periodical Operating Notice ND40D)					
	Between Temple Hirst Jn. and Hambleton South Jn.				
	Delete :-		60		169½m.p. and 174m. 70ch.
	Add :-		60	60	169½m.p. and 169m. 65ch.
			100		Main line, 169m. 65ch. and 186½m.p.
	Between Hambleton South Jn. and Hambleton North Jn.				
	Delete :-		60		174m. 70ch. and 169½m.p.
			100		Main line, 174m. 70ch. and 186½m.p.
	Between Copmanthorpe No.2 LC and Dringhouses Jn.				
	Amend :-		100		Main line, 186½m.p. and 169m. 65ch.
(49D)					
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>					
Page 60					
	Between Wakefield Westgate and Ardsley Tunnel				
	Add:-		10	10	To and from Wrenthorpe Down Sidings.
(49D)					

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks	
				Down m.p.h.	Up m.p.h.		
<b>Page 81</b>							
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>							
Between Grimethorpe Shunters Cabin and Dearne Valley North Jn.							
Delete:—				10	58m.p. and 57m. 43ch.	(49D)	
<b>Page 87</b>							
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>							
Between Crofton West Jn. and Crofton East Jn.							
Delete:—						C. Down at 50m. 19ch. 900 yards before reaching signal O.319. (49D)	
<b>Page 88</b>							
Between Crofton Old Station LC and Streethouse West LC							
Delete:—						C. Down at 50m. 73ch. 915 yards before reaching signal O.321. (49D)	
Between Red Lane LC and Featherstone LC							
Delete:—						C. Up at 52m. 45ch. 652 yards before reaching signal 0.328 (49D)	
<b>Page 97</b>							
<b>LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE</b>							
Between Armley Moor GF and New Pudsey.							
Add:—	Bramley			3	15	(49D)	
<b>Page 113</b>							
<b>LEEDS TO HULL PARAGON</b>							
Delete all details between Hessle and Hessle Road and substitute:—							
	Hessle			4	64	Hessle to Anlaby Road Jn. controlled by Hessle Road (HR) signal box.	
	Hessle East Jn.			3	20		
				50	50	2½m.p. and 1m. 54ch.	
	Hessle Road (HR) (See page 120)			1	74	20	To Springbank South Jn. line. (49D)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5**

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame

(49D)

Page 15

Paragraph 2

## FRICKLEY COLLIERY

Amend:-

After run-round, the loading signals will be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

(49D)

Pages 22/28

## SOUTH KIRKBY COLLIERY

2. Trains for loading

Add as new paragraph 2.1:-

When a train arrives, the loading signals will 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 through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

Re-number present paragraphs as 2.2 to 2.7.

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up At or Between	
<b>Page 81</b>					
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>					
Between Grimethorpe Shunters Cabin and Dearne Valley North Jn.					
Delete:-			10	58m.p. and 57m. 43ch.	(49D)
<b>Page 87</b>					
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>					
Between Crofton West Jn. and Crofton East Jn.					
Delete :-					C. Down at 50m. 19ch. 900 yards before reaching signal O.319. (49D)
<b>Page 88</b>					
Between Crofton Old Station LC and Streethouse West LC					
Delete :-					C. Down at 50m. 73ch. 915 yards before reaching signal O.321. (49D)
Between Red Lane LC and Featherstone LC					
Delete:-					C. Up at 52m. 45ch. 652 yards before reaching signal O.328 (49D)
<b>Page 97</b>					
<b>LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE</b>					
Between Armley Moor GF and New Pudsey.					
Add :-	Bramley		3 15		(49D)
<b>Page 113</b>					
<b>LEEDS TO HULL PARAGON</b>					
Delete all details between Hessle and Hessle Road and substitute:-					
	Hessle		4 64		Hessle to Anlaby Road Jn. controlled by Hessle Road (HR) signal box.
	Hessle East Jn.		3 20	50 50	2¼m.p. and 1m. 54ch.
	Hessle Road (HR) (See page 120)		1 74	20	To Springbank South Jn. line. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signalman does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5**

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	-	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame (49D)

Page 15

Paragraph 2

## FRICKLEY COLLIERY

Amend:-

After run-round, the loading signals will be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing. (49D)

Pages 22/28

## SOUTH KIRKBY COLLIERY

2. Trains for loading

Add as new paragraph 2.1:-

When a train arrives, the loading signals will 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 through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

Re-number present paragraphs as 2.2 to 2.7.

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## SUNDAY 20 NOVEMBER - MALTON STATION

Between 07 00 to 17 00 drivers of trains stopping at Malton Station must observe directions of Notice Boards and/or handsignalmen.

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## \*\* NOTICE TO TRAINCREW

In order to investigate further the causes behind the high incidence of fracturing of the aluminium castings of the turbo charger and exhaust manifold on the Paxman 'Valenta' engine as fitted to HST power cars, extensive trials have been carried out by the manufacturer at his laboratories. The results of these investigations have led to the requirement to monitor engine temperatures in service.

All ECML and MML power cars will be fitted with temperature indicating strips at certain locations and four specific power cars will be extensively ridden by technical staff with more sophisticated equipment. The temperature indicating strips will be examined daily by M & EE staff and should not be touched or removed. (47)

## MAXIMUM SPEEDS OF COACHING STOCK

## Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign, must, if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard (49D)

York

11 NOVEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 27 NOVEMBER – METHLEY NORTH OCCUPATION LEVEL CROSSING ACROSS THE DOWN AND UP MIDLAND LINES AT 188½ M.P. (BETWEEN METHLEY JUNCTION AND WOODLESFORD STATION)

Miniature Warning lights for the benefit of road users will be brought into use at Methley North occupation level crossing.

Telephone communication will be provided between the level crossing and Methley Junction signal box. (51)

## SUNDAY 27 NOVEMBER – HULL PARAGON

The Washing Plant will be taken out of use, and the connection between "B" Road and Washing Plant line will be temporarily secured out of use in the normal position.

All movements between Hull Paragon and the Motive Power Depot will be routed via "B" Road which may now be used in either direction.

The signal routes from Hull Paragon signals P90, P137, P142, P154 and P197 towards the Motive Power Depot previously applying via the Washing Plant line will now apply via "B" Road in the Up direction. (51)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN CASTLEFORD GATES – CASTLEFORD STATION AND FRYSTON

The Absolute Block Regulations between Castleford Station and Fryston have been discontinued and the Track Circuit Block Regulations now apply. (When Castleford Station Signalbox is switched out of circuit, the Absolute Block Regulations apply between Castleford Gates and Fryston).

## Naming of Lines

The Down and Up Main lines between Castleford Station and Fryston have been renamed Down and Up Normanton respectively.

## Signalling Alterations (Fryston)

The semaphore Down Home signal (together with its associated offset miniature arm shunting signals), also, the semaphore Down Distant have been abolished.

A new Down Normanton 4-aspect colour light signal plated **FN28** has been provided 450 yds. before reaching the signalbox and the following route indications apply:—

Aspect	Route Indication	Application to or towards
Main	Junction Route Indicator Position 1	Down Goods Loop
Main	—	Down Normanton
Position Light	Stencil Route Indication "C"	Colliery Sidings
Position Light	Junction Route Indicator Position 1	Down Goods Loop Line occupied

A new 4-aspect Down Normanton automatic signal plated **FN661** has been provided 1,400 yds. before reaching **FN28**. (50)

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

The trailing crossover and the connection from Down Main to the Glass Works Siding has been secured out of use in the normal position pending removal and all associated signalling abolished. (50)

**KNAPTON**

The trailing crossover and the trailing connection – Up Main to Up Sidings have been secured out of use in the normal position pending removal.

All associated shunting signals have been abolished. (50)

**DRINGHOUSES JUNCTION**

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90m.p.h. to 15m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yds. before reaching the 15m.p.h. speed restriction signs (500 yds. further north than at present). (49)

**DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS**

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:–

Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

**DIGGLE JUNCTION LMR TO HEATON LODGE JUNCTION**

The Down Main has been realigned approximately 25ft. to run at standard clearance to the Up line between 23m. 37ch. and the temporary turnout in the Down at 24m. 08ch.

This turnout has been removed. (49)

**WRENTHORPE DOWN SIDINGS**

A 10m.p.h. Permanent Speed Restriction has been introduced applicable to trains entering and leaving Wrenthorpe Down Sidings. (See Section D) (49)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* KEIGHLEY STATION JUNCTION

A new main to main crossover and lead into the Down Sidings have been brought into use. Movements into the Down Siding No.2 are controlled by a groundframe released by Annetts Key.

The Down Main Starting signal has been moved 108 yards further from the signal box to a position 328 yards after passing the signal box. A signal-post telephone has been provided.

The existing main to main crossover and associated slip connection have been secured out of use pending removal.

The following new shunting signals have been provided (the signal number of the shunting signals shown below and on the diagram is shown for reference purposes only).

Signal No.	Line	Destination
18	Down Main	Down Main (22 signal) or to Down Sidings.
20	Down Siding	Down Main
22	Down Main	Down Main 'LIMIT OF SHUNT' or to Up Main.
24	Up Main	Down Main

The notice board at the Keighley & Worth Valley side of the catch points on the Keighley & Worth Valley Light Railway line worded 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' has been abolished.

A 'LIMIT OF SHUNT' indicator has been provided on the Down Main Platform Line, 264 yards on the Leeds side of Down Main K.15 signal (at the Leeds end of the Down Main platform).

Reference should be made to the diagram included in this notice. (48)

## \*\* BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE SHUNTERS CABIN

The 10m.p.h. Permanent Speed Restriction on the Up line between 58m.p. and 57m. 43ch. has been removed. (See Section D). (48)

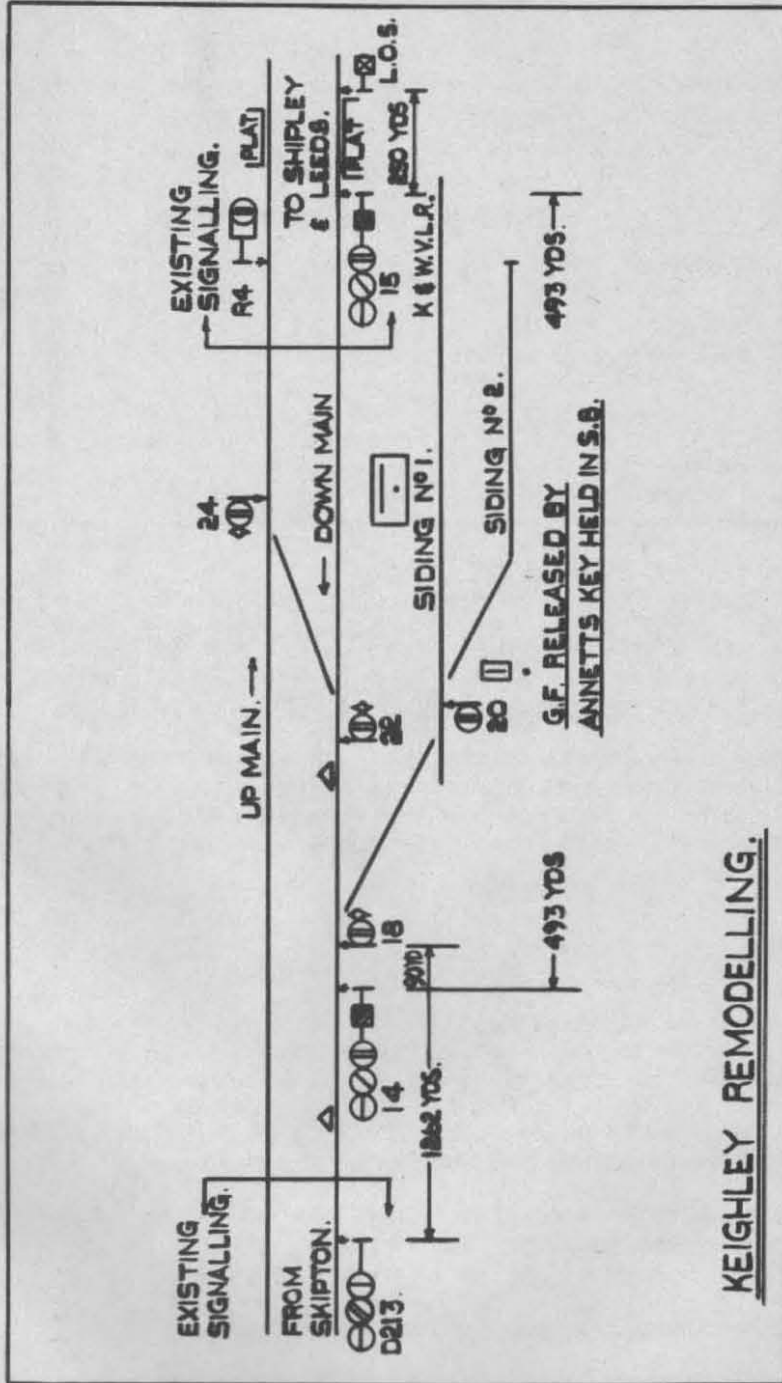
## \*\* BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards. |
- No.2 Road Holgate Dock by 40 yards. |
- No.3 Road Holgate Dock by 150 yards. |

Buffer stops have been erected. | (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## ALTERATIONS TO GENERAL APPENDIX

Page 4.7. (Page A5 ND40)

Clause 21.1.

Amend:— speed of Matisa GO4 running under own power over switches and crossings to read '5m.p.h.'.

Page 4.10. (Page A5 ND40)

Clause 31.4.1. (first paragraph)

Amend:— "sleeper" in third line to read "rail".

(49D)

## WORKING MANUAL FOR RAIL STAFF — BR.30054

## PART THREE PINK

Part three (Pink Pages) of the Working Manual for Rail Staff has been reprinted Complete. Whilst the re-issue is a complete one, only those pages carrying an alteration are dated October 1983, the unaltered pages are dated with the latest issue date. In the event of non receipt, Staff and offices entitled to receive these pages should contact their normal distribution point. (49D)

## WHITE PAGES — PART 6

**Clause B2/13** — Movement restriction code

Code M — Amend restriction to read : Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C — Amend final sentence to read : Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S — Add additional sentence to both definitions : When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon.

**Clause C2/8** — Code Words and Explanations — Movement

SHUNTEX — add to definition : Nor must other vehicles be loose shunted against the wagon.

**Clause C5/2**

Add additional sentence : Other vehicles must not be loose shunted against such wagons.

**Clause F.14**

Add to end of present instruction : nor must other vehicles be loose shunted against them. (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## WORKING MANUAL FOR RAIL STAFF - BR.30054 - continued

## WHITE PAGES - PART 6 - continued

## Clause C1/6

The item published in the Periodical Operating Notices (Page A21, SD40 and Page A9, ND40) should be **amended** to read as follows :-

This instruction need not be applied to 16.5 tonne mineral wagons in the traffic or departmental fleets (T.O.P.S. Wagon Types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on T.O.P.S. requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshal them in front of heavier wagons on the train. (49D)

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Page A13 Periodical Operating Notice ND40D)					
Between Temple Hirst Jn. and Hambleton South Jn. Delete :-			60		169½m.p. and 174m. 70ch.
Add :-			60	60	169½m.p. and 169m. 65ch.
			100		Main line, 169m. 65ch. and 186½m.p.
Between Hambleton South Jn. and Hambleton North Jn. Delete :-			60		174m. 70ch. and 169½m.p.
			100		Main line, 174m. 70ch. and 186½m.p.
Between Copmanthorpe No.2 LC and Dringhouses Jn. Amend :-			100		Main line, 186½m.p. and 169m. 65ch.
(49D)					
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>					
Page 60					
Between Wakefield Westgate and Ardsley Tunnel Add :-			10	10	To and from Wrenthorpe Down Sidings.
(49D)					
<b>GRIMETHORPE COLLIERY TO CJDWORTH DEARNE VALLEY NORTH JN.</b>					
Page 81					
Between Grimethorpe Shunters Cabin and Dearne Valley North Jn. Delete :-			10		58m.p. and 57m. 43ch.
(49D)					

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – DETAILS OF RUNNING LINES – continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up At or Between	
<b>NORMANTON ALTOFTS JN. TO COLTON NORTH JN.</b>					
Page 83	Between Castleford and Fryston				
	Delete "AB" from the Down and Up lines in the "Running lines and Signalling System" column and substitute "†" adjacent to each line				
	Add:—				† A.B. when Castleford Station signal box is closed The Rule Book, Section M, Clause 3.2.1 does not apply between Castleford Station and Fryston. Trainmen Must regard the lines in this section as worked by Absolute Block at all times for the purposes of the Rule Book, Section M. (49D)
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.</b>					
Page 87	Between Crofton West Jn. and Crofton East Jn.				
	Delete :—				C. Down at 50m. 19ch. 900 yards before reaching signal O.319. (49D)
<b>Page 88</b>					
	Between Crofton Old Station LC and Streethouse West LC				
	Delete :—				C. Down at 50m. 73ch. 915 yards before reaching signal O.321. (49D)
	Between Red Lane LC and Featherstone LC				
	Delete:—				C. Up at 52m. 45ch. 652 yards before reaching signal 0.328 (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

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

## LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE

Page 97

Between Armley Moor GF and New Pudsey.

Add :-	Bramley	3 15			(49D)
--------	---------	------	--	--	-------

## LEEDS TO HULL PARAGON

Page 113

Delete all details between Hessele and Hessele Road and substitute:-

		Hessele	4 64			Hessele to Anlaby Road Jn. controlled by Hessele Road (HR) signal box.
		Hessele East Jn.	3 20	50	50	2 1/4 m.p. and 1 m. 54 ch.
		Hessele Road (HR) (See page 120)	1 74	20		To Springbank South Jn. line.

(49D)

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203- Add:-

## LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston:-

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

(49D)

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

Add:-

## Arrival of Up trains in Woolley Colliery

1. When Crigglestone Junction Signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H clause 4.12.
2. When a train is to be worked into Woolley Colliery and Crigglestone Junction Signal box is closed the Guard will be advised accordingly by the Signaller at Horbury Junction and the provisions of the Rule Book, Section H, clause 4.12 must be observed.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) B.R.30059/5

Page 2

Index of Collieries etc.

Location	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
Add Bowers Opencast	12	—	1

Page 12

Add

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame (49D)

Page 15

Paragraph 2

## FRICKLEY COLLIERY

Amend:-

After run-round, the loading signals will be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3m.p.h. for tare weighing. (49D)

Pages 22/28

## SOUTH KIRKBY COLLIERY

2. Trains for loading

Add as new paragraph 2.1:-

When a train arrives, the loading signals will 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 through the bunker at a speed not exceeding 3m.p.h. for tare weighing.

Re-number present paragraphs as 2.2 to 2.7.

(49D)

## MISCELLANEOUS NOTICES

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## MAXIMUM SPEEDS OF COACHING STOCK

## Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "100m.p.h." or "100m.p.h. S.M." and Guards working trains timed in excess of 90m.p.h. which will be indicated in the working time tables by a + sign, must, if the train is not entirely formed of vehicles marked "100m.p.h." or "100m.p.h. S.M.", instruct the Driver NOT to exceed 90m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90m.p.h. unless they are wholly composed of vehicles marked "100m.p.h." or "100m.p.h. S.M." in which case the Driver must be so advised by the Guard (49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
York MPD Sidings affected	Abandoning of switch and crossing and plain line	08 00 to 16 00 daily. Monday 28 November to Friday 2 December.	

York

18 NOVEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager



## A MESSAGE FROM THE GENERAL MANAGER

- Eastern Region management do care about your safety.
- Although accidents on the region during the last three months are the lowest on record we are not complacent.
- I fully support the Safety Line '83 campaign. It will tell us what more needs to be done to reduce risks. Action **WILL** follow.
- But the final responsibility is **YOURS**.

*Haterson.*

**THINK SAFETY - WORK SAFELY**



**tssa**

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 4 DECEMBER – SELBY STATION AREA**

The Up Main line through Selby Station will be taken out of use and all associated signalling will be abolished. All up traffic will henceforward use the Up Platform line. (52)

**MONDAY 5 DECEMBER – TEMPLE HIRST JN.**

W.E.F. 09 00 hours the 60 m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 169¼m.p. and 169m. 65ch. will be raised to 100 m.p.h. and a 100 m.p.h. Permanent Speed Restriction will then apply on the Down and Up Main lines between 169¼m.p. and 186¼m.p.

The associated 60 m.p.h. Warning Indicators, together with the associated AWS magnets on the Down and Up Main lines will be removed. (See Section D). (52)

**MONDAY 5 DECEMBER – HUNSLET STATION JUNCTION**

The A.W.S. inductor situated 5 yards after passing the Up Hunslet Goods Line 3-aspect colour light signal L901 will be dispensed with. (52)

**MONDAY 5 DECEMBER – LEEDS ENGINE SHED JUNCTION**

The "LIMIT OF SHUNT" indicator on the Down Midland line will be repositioned 200 yards further south to a position 300 yards south of signal L881. (52)

**DETAILS OF WORK ALREADY CARRIED OUT****METHLEY NORTH OCCUPATION LEVEL CROSSING ACROSS THE DOWN AND UP MIDLAND LINES AT 188¼M.P. (BETWEEN METHLEY JUNCTION AND WOODLESFORD STATION)**

Miniature Warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box. (51)



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

The Washing Plant has been taken out of use, and the connection between "B" Road and Washing Plant line has been temporarily secured out of use in the normal position.

All movements between Hull Paragon and the Motive Power Depot are routed via "B" Road which may now be used in either direction.

The signal routes from Hull Paragon signals P90, P137, P142, P154 and P197 towards the Motive Power Depot previously applying via the Washing Plant line now apply via "B" Road in the Up direction.

(51)

**BETWEEN CASTLEFORD GATES – CASTLEFORD STATION AND FRYSTON**

The Absolute Block Regulations between Castleford Station and Fryston have been discontinued and the Track Circuit Block Regulations now apply. (When Castleford Station Signalbox is switched out of circuit, the Absolute Block Regulations apply between Castleford Gates and Fryston).

**Renaming of Lines**

The Down and Up Main lines between Castleford Station and Fryston have been renamed Down and Up Normanton respectively.

**Signalling Alterations (Fryston)**

The semaphore Down Home signal (together with its associated offset miniature arm shunting signals), also, the semaphore Down Distant have been abolished.

A new Down Normanton 4-aspect colour light signal plated **FN28** has been provided 450 yds. before reaching the signalbox and the following route indications apply:-

Aspect	Route Indication	Application to or towards
Main	Junction Route Indicator Position 1	Down Goods Loop
Main	—	Down Normanton
Position Light	Stencil Route Indication "C"	Colliery Sidings
Position Light	Junction Route Indicator Position 1	Down Goods Loop Line occupied

A new 4-aspect Down Normanton automatic signal plated **FN661** has been provided 1,400 yds. before reaching FN28.

(50)

**CASTLEFORD GATES**

The trailing crossover and the connection from Down Main to the Glass Works Siding has been secured out of use in the normal position pending removal and all associated signalling abolished.

(50)

**KNAPTON**

The trailing crossover and the trailing connection – Up Main to Up Sidings have been secured out of use in the normal position pending removal.

All associated shunting signals have been abolished.

(50)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \* DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90m.p.h. to 15m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yds. before reaching the 15m.p.h. speed restriction signs (500 yds. further north than at present). (49)

## DRINGHOUSES YARD - EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:-

● Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

## \*\* DIGGLE JUNCTION LMR TO HEATON LODGE JUNCTION

The Down Main has been realigned approximately 25ft. to run at standard clearance to the Up line between 23m. 37ch. and the temporary turnout in the Down at 24m. 08ch.

This turnout has been removed.

(49)

## \* WRENTHORPE DOWN SIDINGS

A 10m.p.h. Permanent Speed Restriction has been introduced applicable to trains entering and leaving Wrenthorpe Down Sidings. (See Section D) (49)

---

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up At or Between	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Pages , ND49D)					
Between Temple Hirst Jn. and Hambleton South Jn.					
Delete:-			60	60	169¼ m.p. and 169m. 65ch.
Amend:-			100		Main line 169¼ m.p. and 186¼ m.p.
Between Copmanthorpe No.2 LC and Dringhouses Jn.					
Amend:-				100	Main line 186¼ m.p. and 169¼ m.p.
(w.e.f. 09 00 Monday 5 December) (6D)					

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

Add:-

**Arrival of Up trains in Woolley Colliery**

1. When Criggleston Junction Signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H clause 4.12.
2. When a train is to be worked into Woolley Colliery and Crigglestone Junction Signal box is closed the Guard will be advised accordingly by the Signaller at Horbury Junction and the provisions of the Rule Book, Section H, clause 4.12 must be observed.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations - BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 - BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System - BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 - BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 - BR87109/35

The above-mentioned publications are in the course of distribution BUT WILL NOT OPERATE until Saturday 4, February 1984. The publications should be made available to staff concerned as soon as supplies are received.

Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly advise his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 will ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984 must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

## WAKEFIELD KIRKGATE STATION

From 07 30 Sunday 4 December drivers of trains requiring to stop at No.2 Platform must observe the instructions of Handsignalmen and/or Warning Boards during Platform repairs. (52)

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hull Paragon Carriage Washing Sidings BLOCKED	Demolition and earthworks	00 01 to 23 59	From 07 30 Sunday 4 December.



## IF ONLY

If only he'd worn his High Visibility Vest.

If only we'd had an advanced lookoutman.

If only we'd got the Pee Wee equipment with us.

If only he'd used the authorised walking route.

If only the refuge hadn't been full up with equipment.

If only he'd followed the track walking code.



**THINK SAFETY - WORK SAFELY**



**tssa**

## 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 11 DECEMBER – KNAPTON

The signalbox, together with all signals worked therefrom, will be abolished. The **ABSOLUTE BLOCK REGULATIONS** will then apply between Rillington and Weaverthorpe.

Knapton Level Crossing will be converted to automatic half-barriers and telephone communication will be provided with Rillington signal box.

Speed restriction signs showing 35m.p.h. (in the form of a black St. Andrews cross/speed restriction sign ) will be provided 667 yards from the crossing on each **wrong direction** approach. (1)

## DETAILS OF WORK ALREADY CARRIED OUT

## TEMPLE HIRST JUNCTION

In accordance with SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS NO.117 (Colton Junction – Hambleton Junctions – Temple Hirst Junction), the following is now operative:-

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

The table below shows the provision of flashing double or flashing single yellow aspects which the signals will also be capable of displaying (Rule Book C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at diverging junction
Down Main Y867	Y869	Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selby at Temple Hirst Junction. (New Item) (1)

## BETWEEN HULL PARAGON AND BOTANIC GARDENS MOTIVE POWER DEPOT

Two temporary level crossings with hand-operated barriers have been brought into use over the Engine line at 0m. 32ch. and at 0m. 42ch.

**A Crossing Keeper will be in attendance whilst the crossings are in use.**

Telephone communication is provided between the crossing keeper and Hull Paragon signal box and Botanic Gardens M.P.D. Supervisor. (New Item) (1)

## SELBY STATION AREA

The Up Main line through Selby Station has been taken out of use and all associated signalling has been abolished. All up traffic will now use the Up Platform line. (52)

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

W.E.F. 09 00 hours the 60m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 169½m.p. and 169m. 65ch. have been raised to 100m.p.h. and a 100m.p.h. Permanent Speed Restriction now applies on the Down and Up Main lines between 169½m.p. and 186½m.p.

The associated 60m.p.h. Warning Indicators, together with the associated AWS magnets on the Down and Up Main lines have been removed. (See Section D). (52)

**HUNSLET STATION JUNCTION**

The AWS inductor situated 5 yards after passing the Up Hunslet Goods Line 3-aspect colour light signal L901 has been dispensed with. (52)

**LEEDS ENGINE SHED JUNCTION**

The "LIMIT OF SHUNT" indicator on the Down Midland line has been repositioned 200 yards further south to a position 300 yards south of signal L881. (52)

**METHLEY NORTH OCCUPATION LEVEL CROSSING ACROSS THE DOWN AND UP MIDLAND LINES AT 188½M.P. (BETWEEN METHLEY JUNCTION AND WOODLESFORD STATION)**

Miniature Warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box. (51)

**HULL PARAGON**

The Washing Plant has been taken out of use, and the connection between "B" Road and Washing Plant line has been temporarily secured out of use in the normal position.

All movements between Hull Paragon and the Motive Power Depot are routed via "B" Road which may now be used in either direction.

The signal routes from Hull Paragon signals P90, P137, P142, P154 and P197 towards the Motive Power Depot previously applying via the Washing Plant line now apply via "B" Road. (51)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* BETWEEN CASTLEFORD GATES – CASTLEFORD STATION AND FRYSTON**

The Absolute Block Regulations between Castleford Station and Fryston have been discontinued and the Track Circuit Block Regulations now apply. (When Castleford Station Signalbox is switched out of circuit, the Absolute Block Regulations apply between Castleford Gates and Fryston).

**Renaming of Lines**

The Down and Up Main Lines between Castleford Station and Fryston have been renamed Down and Up Normanton respectively.

**Signalling Alterations (Fryston)**

The semaphore Down Home signal (together with its associated offset miniature arm shunting signals), also, the semaphore Down Distant have been abolished.

A new Down Normanton 4-aspect colour light signal plated **FN28** has been provided 450 yds. before reaching the signalbox and the following route indications apply:—

Aspect	Route Indication	Application to or towards
Main	Junction Route Indicator Position 1	Down Goods Loop
Main	—	Down Normanton
Position Light	Stencil Route Indication "C"	Colliery Sidings
Position Light	Junction Route Indicator Position 1	Down Goods Loop Line occupied

A new 4-aspect Down Normanton automatic signal plated **FN661** has been provided 1,400 yds. before reaching FN28. (50)

**\*\* CASTLEFORD GATES**

The trailing crossover and the connection from Down Main to the Glass Works Siding has been secured out of use in the normal position pending removal and all associated signalling abolished. (50)

**\*\* KNAPTON**

The trailing crossover and the trailing connection – Up Main to Up Sidings have been secured out of use in the normal position pending removal.

All associated shunting signals have been abolished. (50)

**DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS**

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)



## GENERAL INSTRUCTIONS AND NOTICES

*A thick vertical line denotes new or amended items*

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down	Up	
m.p.h.					
At or Between					
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 20 (Pages , ND49D)	Between Temple Hirst Jn. and Hambleton South Jn.				
Delete:—			60	60	169¼ m.p. and 169m. 65ch.
Amend:—			100		Main line 169¼ m.p. and 186¼ m.p.
	Between Copmanthorpe No.2 LC and Dringhouses Jn.				
Amend:—			100		Main line 186¼ m.p. and 169¼ m.p.
					(6D)
<b>YORK TO SCARBOROUGH</b>					
Page 42	At Knapton LC				
Delete	signal box dots				
Amend entry:—	Knapton LC (AHB—X)	27 41	X35	X35	Approaching Level crossing in wrong direction. (w.e.f. Sunday 11 December) (6D)
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>					
Page 80	Between Methley Jn. and Woodlesford				
Add:—	Methley North LC (R/G)	188 30			
					(6D)

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

Add:—

## Arrival of Up trains in Woolley Colliery

- When Criggleston Junction Signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H clause 4.12.
- When a train is to be worked into Woolley Colliery and Crigglestone Junction Signal box is closed the Guard will be advised accordingly by the Signaller at Horbury Junction and the provisions of the Rule Book, Section H, clause 4.12 must be observed.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC OPEN CROSSINGS,  
REMOTELY MONITORED (AOCR)

Engineer's on-track equipment which cannot be relied upon to activate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so.

## YORK STATION

From Sunday 11 December. Drivers of trains stopping at No.16 platform must observe directions of hand signalmen and/or Warning boards while platform repairs are carried out. (1)

1. Re-issue of Absolute Block Regulations - BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 - BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System - BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 - BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 - BR87109/35

The above-mentioned publications are in the course of distribution BUT WILL NOT OPERATE until Saturday 4, February 1984. The publications should be made available to staff concerned as soon as supplies are received.

Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly advise his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 will ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984 must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

## WAKEFIELD KIRKGATE STATION

From 07 30 Sunday 4 December drivers of trains requiring to stop at No.2 Platform must observe the instructions of Handsignalmen and/or Warning Boards during Platform repairs. (52)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hull Paragon Carriage Washing Sidings BLOCKED	Demolition and earthworks	00 01 to 23 59	

York

10 DECEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

NS 51 / 83  
17-23/12/83

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 18 DECEMBER – HORBURY JUNCTION

The Down Branch line 3-aspect colour light 2nd Home signal No. H23 applying towards Down Slow (or to Down Fast, with junction indicator position 1) will be abolished and replaced by a straight post 3-aspect colour light signal 220 yards further from the signal box.

This new colour light signal H23 will become the Down Branch Home to Down Fast or to Down Slow and the existing semaphore Down Branch 1st Home will be abolished.

The Down Branch semaphore Distant signal will be abolished and replaced by a 2-aspect colour light Distant signal (No.22) 1,800 yards before reaching new H23 signal.

The Up Branch semaphore Starting signal will be abolished and replaced by a new 3-aspect colour light signal plated H32 50 yards further from the signal box. (H32 signal will display RED OR GREEN aspects only at this stage). (2)

## SUNDAY 18 DECEMBER – GASCOIGNE WOOD

The former Down Reception will be removed. (2)

## MONDAY 19 DECEMBER – BETWEEN TEMPLE HIRST JN. AND DRINGHOUSES JN., BETWEEN HAMBLETON SOUTH JN. AND HAMBLETON WEST JN. AND BETWEEN ULLESKELF AND COLTON JN.


Attention is drawn to the revised Maximum Permissible Speeds and Permanent Speed Restrictions shown in Section D. (2)

## DETAILS OF WORK ALREADY CARRIED OUT

## KNAPTON

The signalbox, together with all signals worked therefrom, has been abolished. The **ABSOLUTE BLOCK REGULATIONS** will then apply between Rillington and Weaverthorpe.

Knapton Level Crossing has been converted to automatic half-barriers and telephone communications has been provided with Rillington signal box.

Speed restriction signs showing 35m.p.h. (in the form of a black St. Andrews cross/speed restriction sign ) have been provided 667 yards from the crossing on each **wrong direction** approach. (1)

**SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****TEMPLE HIRST JUNCTION**

In accordance with SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS NO.117 (Colton Junction — Hambleton Junctions — Temple Hirst Junction), the following is now operative:—

**FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS**

The table below shows the provision of flashing double or flashing single yellow aspects which the signals will also be capable of displaying (Rule Book C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at diverging junction
Down Main Y867	Y869	Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selby at Temple Hirst Junction. (1)

**BETWEEN HULL PARAGON AND BOTANIC GARDENS MOTIVE POWER DEPOT**

Two temporary level crossings with hand-operated barriers have been brought into use over the Engine line at 0m. 32ch. and at 0m. 42ch.

**A Crossing Keeper will be in attendance whilst the crossings are in use.**

Telephone communication is provided between the crossing keeper and Hull Paragon signal box and Botanic Gardens M.P.D. Supervisor. (1)

**SELBY STATION AREA**

The Up Main line through Selby Station has been taken out of use and all associated signalling has been abolished. All up traffic will now use the Up Platform line. (52)

**\* \* TEMPLE HIRST JN.**

**W.E.F. 09 00 hours the 60m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 169¼m.p. and 169m. 65ch. have been raised to 100m.p.h. and a 100m.p.h. Permanent Speed Restriction now applies on the Down and Up Main lines between 169¼m.p. and 186¼m.p.**

The associated 60m.p.h. Warning Indicators, together with the associated AWS magnets on the Down and Up Main lines have been removed. (See Section D), **Until 09 00 Monday 19 December.** (52)

**HUNSLET STATION JUNCTION**

The AWS inductor situated 5 yards after passing the Up Hunslet Goods Line 3-aspect colour light signal L901 has been dispensed with. (52)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## LEEDS ENGINE SHED JUNCTION

The "LIMIT OF SHUNT" indicator on the Down Midland line has been repositioned 200 yards further south to a position 300 yards south of signal L881. (52)

\* \* METHLEY NORTH OCCUPATION LEVEL CROSSING ACROSS THE DOWN AND UP MIDLAND LINES AT 188½ M.P. (BETWEEN METHLEY JUNCTION AND WOODLESFORD STATION)

Miniature Warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box. (51)

\* \* HULL PARAGON

The Washing Plant has been taken out of use, and the connection between "B" Road and Washing Plant line has been temporarily secured out of use in the normal position.

All movements between Hull Paragon and the Motive Power Depot are routed via "B" Road which may now be used in either direction.

The signal routes from Hull Paragon signals P90, P137, P142, P154 and P197 towards the Motive Power Depot previously applying via the Washing Plant line now apply via "B" Road. (51)

DRINGHOUSES YARD - EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:-

Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

## GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

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

## DONCASTER BLACK CARR JN. TO BERWICK

Page 20 (Pages , ND49D)

Between Temple Hirst Jn. and Hambleton South Jn.

Delete:—

60 60 169¼ m.p. and 169m. 65ch.

Amend:—

100 Main line 169¼ m.p. and 186¼ m.p.

Between Copmanthorpe No.2 LC and Dringhouses Jn.

Amend:—

100 Main line 186¼ m.p. and 169¼ m.p.

(Until 09 00 Monday 19 December)

Page 20 (Pages A8, 16 and 17, ND49D)

Delete all details between Temple Hirst Jn. and Dringhouses Jn. (exclusive) and substitute:—

U Main	D Main	Temple Hirst Jn. (see page 39)	169 16	70	To Selby line 169m. 07ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled by York box.
		Hambleton South Jn. (see page 40)	174 10	70	To Hambleton West Jn. line	
		Hambleton North Jn. (see page 40)	174 75	40	To Hambleton East Jn. line	
		Colton Jn. (see page 85)	182 79			
		Colton North Jn. (see page 85)	183 65	70	Down Main to Down Leeds	
					70 Up Leeds to Up Main	
				100	Leeds line Colton North Jn. and 186m. 43ch.	
		Earfit Lane LC (R/G)	184 05			
		Copmanthorpe No.2 LC (R/G)	185 22			
				100 100	Main lines 186¼ m.p. and 186m. 43ch.	
				100	Leeds line 186m. 43ch. and Colton North Jn.	
				90	Main and Leeds lines 186m. 43ch. and 187m. 79ch.	

(w.e.f. 09 00 Monday 19 December) (6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

## TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<b>Page 40</b> (Page 23, ND49D)						
<b>HAMBLETON SOUTH JN. TO HAMBLETON WEST JN.</b>						
Amend :-				70	70	MAXIMUM PERMISSIBLE SPEED (w.e.f. 09 00 Monday 19 December) (6D)
<b>YORK TO SCARBOROUGH</b>						
<b>Page 42</b>						
At Knapton LC						
Delete signal box dots						
Amend entry:-Knapton LC (AHB-X)				27 41	X35 X35	Approaching Level crossing in wrong direction. (6D)
<b>Page 80</b>						
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>						
Between Methley Jn. and Woodlesford						
Add:-				Methley North LC (R/G)	188 30	(6D)
<b>Page 83</b> (Page 35, ND49D)						
<b>NORMANTON ALTOFTS JN. TO COLTON NORTH JN.</b>						
Amend fourth MAXIMUM PERMISSIBLE SPEED item :-				7m. 31ch. AND 6½m.p.	100 100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
Add :-				6½m.p. AND COLTON JN.	125 125	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES (w.e.f. 09 00 Monday 19 December) (6D)
<b>Page 110</b> (Page 44, ND49D)						
<b>LEEDS TO HULL PARAGON</b>						
At Hambleton West Jn.						
Amend :-				70	To Hambleton South Jn. line (w.e.f. 09 00 Monday 19 December) (6D)	

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

Add:-

## Arrival of Up trains in Woolley Colliery

- When Crigglestone Junction Signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H clause 4.12.
- When a train is to be worked into Woolley Colliery and Crigglestone Junction Signal box is closed the Guard will be advised accordingly by the Signaller at Horbury Junction and the provisions of the Rule Book, Section H, clause 4.12 must be observed.



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations - BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 - BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System - BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 - BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 - BR87109/35

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The re-issue of the Absolute Block Regulations BR30062/2 will ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984 must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

## SUNDAY 18 DECEMBER - LEEDS STATION

06 00 to 16 00 Engineers staff will be loading oil fouled ballast in Platforms 1, 2, 4, 8, 9 and 10. Trains to be replatformed as necessary.

**AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC OPEN CROSSINGS,  
REMOVED MONITORED (AOCR)**

Engineer's on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so. (UFN)

## YORK STATION

Drivers of trains stopping at No.16 platform must observe directions of hand signalmen and/or Warning boards while platform repairs are carried out. (1)

## WAKEFIELD KIRKGATE STATION

Drivers of trains requiring to stop at No.2 Platform must observe the instructions of Handsignalmen and/or Warning Boards during Platform repairs. (52)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hull Paragon Carriage Washing Sidings BLOCKED	Demolition and earthworks Mechanical equipment in use.	00 01 to 23 59	

York

17 DECEMBER, 1983

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 18 DECEMBER – HORBURY JUNCTION

The Down Branch line 3-aspect colour light 2nd Home signal No. H23 applying towards Down Slow (or to Down Fast, with junction indicator position 1) will be abolished and replaced by a straight post 3-aspect colour light signal 220 yards further from the signal box.

● s new colour light signal H23 will become the Down Branch Home to Down Fast or to Down Slow and the existing semaphore Down Branch 1st Home will be abolished.

The Down Branch semaphore Distant signal will be abolished and replaced by a 2-aspect colour light Distant signal (No.22) 1,800 yards before reaching new H23 signal.

The Up Branch semaphore Starting signal will be abolished and replaced by a new 3-aspect colour light signal plated H32 50 yards further from the signal box. (H32 signal will display RED OR GREEN aspects only at this stage). (2)

## SUNDAY 18 DECEMBER – GASCOIGNE WOOD

The former Down Reception will be removed. (2)

## MONDAY 19 DECEMBER – BETWEEN TEMPLE HIRST JN. AND DRINGHOUSES JN., BETWEEN HAMBLETON SOUTH JN. AND HAMBLETON WEST JN. AND BETWEEN ULLESKELF AND COLTON JN.


● Attention is drawn to the revised Maximum Permissible Speeds and Permanent Speed Restrictions shown in Section D. (2)

## DETAILS OF WORK ALREADY CARRIED OUT

## KNAPTON

The signalbox, together with all signals worked therefrom, has been abolished. The **ABSOLUTE BLOCK REGULATIONS** will then apply between Rillington and Weaverthorpe.

Knapton Level Crossing has been converted to automatic half-barriers and telephone communications has been provided with Rillington signal box.

Speed restriction signs showing 35m.p.h. (in the form of a black St. Andrews cross/speed restriction sign ) have been provided 667 yards from the crossing on each **wrong direction** approach. (1)

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

In accordance with SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS NO.117 (Colton Junction – Hambleton Junctions – Temple Hirst Junction), the following is now operative:–

**FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS**

The table below shows the provision of flashing double or flashing single yellow aspects which the signals will also be capable of displaying (Rule Book C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at diverging junction
Down Main Y867	Y869	Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selby at Temple Hirst Junction. (1)

**BETWEEN HULL PARAGON AND BOTANIC GARDENS MOTIVE POWER DEPOT**

Two temporary level crossings with hand-operated barriers have been brought into use over the Engine line at 0m. 32ch. and at 0m. 42ch.

**A Crossing Keeper will be in attendance whilst the crossings are in use.**

Telephone communication is provided between the crossing keeper and Hull Paragon signal box and Botanic Gardens M.P.D. Supervisor. (1)

**SELBY STATION AREA**

The Up Main line through Selby Station has been taken out of use and all associated signalling has been abolished. All up traffic will now use the Up Platform line. (52)

**\*\* TEMPLE HIRST JN.**

**W.E.F. 09 00 hours the 60m.p.h. Permanent Speed Restriction on the Down and Up Main lines between 169¼m.p. and 169m. 65ch. have been raised to 100m.p.h. and a 100m.p.h. Permanent Speed Restriction now applies on the Down and Up Main lines between 169¼m.p. and 186¼m.p.**

The associated 60m.p.h. Warning Indicators, together with the associated AWS magnets on the Down and Up Main lines have been removed. (See Section D). **Until 09 00 Monday 19 December.** (52)

**HUNSLET STATION JUNCTION**

The AWS inductor situated 5 yards after passing the Up Hunslet Goods Line 3-aspect colour light signal L901 has been dispensed with. (52)

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

The "LIMIT OF SHUNT" indicator on the Down Midland line has been repositioned 200 yards further south to a position 300 yards south of signal L881. (52)

\* \* **METHLEY NORTH OCCUPATION LEVEL CROSSING ACROSS THE DOWN AND UP MIDLAND LINES AT 188½ M.P. (BETWEEN METHLEY JUNCTION AND WOODLESFORD STATION)**

Miniature Warning lights for the benefit of road users have been brought into use at Methley North occupation level crossing.

Telephone communication has been provided between the level crossing and Methley Junction signal box. (51)

\* \* **HULL PARAGON**

The Washing Plant has been taken out of use, and the connection between "B" Road and Washing Plant line has been temporarily secured out of use in the normal position.

All movements between Hull Paragon and the Motive Power Depot are routed via "B" Road which may now be used in either direction.

The signal routes from Hull Paragon signals P90, P137, P142, P154 and P197 towards the Motive Power Depot previously applying via the Washing Plant line now apply via "B" Road. (51)

**DRINGHOUSES YARD - EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS**

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:-

Indication "U" applying towards the Up Main altered to "UM"

Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

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

**DONCASTER BLACK CARR JN. TO BERWICK**

Page 20 (Pages , ND49D)

Between Temple Hirst Jn. and Hambleton South Jn.

Delete:— 60 60 169¼ m.p. and 169m. 65ch.

Amend:— 100 Main line 169¼ m.p. and 186¼ m.p.

Between Copmanthorpe No.2 LC and Dringhouses Jn.

Amend:— 100 Main line 186¼ m.p. and 169¼ m.p.  
(Until 09 00 Monday 19 December)

Page 20 (Pages A8, 16 and 17, ND49D)

Delete all details between Temple Hirst Jn. and Dringhouses Jn. (exclusive) and substitute:—

U Main D Main	Temple Hirst Jn. (see page 39)	169 16	70	To Selby line 169m. 07ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled by York box.
	Hambleton South Jn. (see page 40)	174 10	70	To Hambleton West Jn. line	
	Hambleton North Jn. (see page 40)	174 75	40	To Hambleton East Jn. line	
	Colton Jn. (see page 85)	182 79			
U Main D Main U Leeds D Leeds	Colton North Jn. (see page 85)	183 65	70	Down Main to Down Leeds	
				70 Up Leeds to Up Main	
				100 Leeds line Colton North Jn. and 186m. 43ch.	
	Earfit Lane LC (R/G)	184 05			
	Copmanthorpe No.2 LC (R/G)	185 22			
			100	100 Main lines 186¼ m.p. and 186m. 43ch.	
			100 Leeds line 186m. 43ch. and Colton North Jn.		
			90 Main and Leeds lines 186m. 43ch. and 187m. 79ch.		

(w.e.f. 09 00 Monday 19 December) (6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<b>Page 40 (Page 23, ND49D)</b>						
<b>HAMBLETON SOUTH JN. TO HAMBLETON WEST JN.</b>						
Amend :-				70	70	MAXIMUM PERMISSIBLE SPEED (w.e.f. 09 00 Monday 19 December) (6D)
<b>YORK TO SCARBOROUGH</b>						
<b>Page 42</b>						
		At Knapton LC				
Delete signal box dots						
Amend entry:-Knapton LC (AHB-X)				27 41	X35 X35	Approaching Level crossing in wrong direction. (6D)
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>						
<b>Page 80</b>						
		Between Methley Jn. and Woodlesford				
Add:-				Methley North LC (R/G)	188 30	(6D)
<b>NORMANTON ALTOFTS JN. TO COLTON NORTH JN.</b>						
<b>Page 83 (Page 35, ND49D)</b>						
Amend fourth MAXIMUM PERMISSIBLE SPEED item:- 7m. 31ch. AND 6½m.p.				100	100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
Add :- 6½m.p. AND COLTON JN.				125	125	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES (w.e.f. 09 00 Monday 19 December) (6D)
<b>LEEDS TO HULL PARAGON</b>						
<b>Page 110 (Page 44, ND49D)</b>						
		At Hambleton West Jn.				
Amend :-				70		To Hambleton South Jn. line (w.e.f. 09 00 Monday 19 December) (6D)

## LOCAL INSTRUCTIONS

## BARNSELY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

Add:-

## Arrival of Up trains in Woolley Colliery

- When Criggleston Junction Signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H clause 4.12.
- When a train is to be worked into Woolley Colliery and Crigglestone Junction Signal box is closed the Guard will be advised accordingly by the Signaller at Horbury Junction and the provisions of the Rule Book, Section H, clause 4.12 must be observed.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations - BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 - BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System - BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 - BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 - BR87109/35

The above-mentioned publications are in the course of distribution BUT WILL NOT OPERATE until Saturday 4, February 1984. The publications should be made available to staff concerned as soon as supplies are received.

Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly advise his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 will ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984 must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

## SUNDAY 18 DECEMBER - LEEDS STATION

06 00 to 16 00 Engineers staff will be loading oil fouled ballast in Platforms 1, 2, 4, 8, 9 and 10. Trains to be replatformed as necessary.

**AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC OPEN CROSSINGS,  
REMOTELY MONITORED (AOCR)**

Engineer's on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so. (UFN)

## YORK STATION

Drivers of trains stopping at No.16 platform must observe directions of hand signalmen and/or Warning boards while platform repairs are carried out. (1)

## WAKEFIELD KIRKGATE STATION

Drivers of trains requiring to stop at No.2 Platform must observe the instructions of Handsignalmen and/or Warning Boards during Platform repairs. (52)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hull Paragon Carriage Washing Sidings <b>BLOCKED</b>	Demolition and earthworks Mechanical equipment in use.	00 01 to 23 59	

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

York

17 DECEMBER, 1983

## 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

**BETWEEN CROSS GATES AND GARFORTH**

The points leading to the B.R. Sidings at Barn Bow have been secured out of use pending removal of the sidings. (2)

**HORBURY JUNCTION**

The Down Branch line 3-aspect colour light 2nd Home signal No. H23 applying towards Down Slow (or to Down Fast, with junction indicator position 1) has been abolished and replaced by a straight post 3-aspect colour light signal 220 yards further from the signal box. (2)

This new colour light signal H23 has become the Down Branch Home to Down Fast or to Down Slow and the existing semaphore Down Branch 1st Home has been abolished.

The Down Branch semaphore Distant signal has been abolished and replaced by a 2-aspect colour light Distant signal (No.22) 1,800 yards before reaching new H23 signal.

The Up Branch semaphore Starting signal has been abolished and replaced by a new 3-aspect colour light signal plated H32 50 yards further from the signal box. (H32 signal will display RED OR GREEN aspects only at this stage). (2)

**GASCOIGNE WOOD**

The former Down Reception has been removed. (2)

**BETWEEN TEMPLE HIRST JN. AND DRINGHOUSES JN., BETWEEN HAMBLETON SOUTH JN. AND HAMBLETON WEST JN. AND BETWEEN ULLESKELF AND COLTON JN.**

Attention is drawn to the revised Maximum Permissible Speeds and Permanent Speed Restrictions shown in Section D. (2)


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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

\*\*  
\* KNAPTON

The signalbox, together with all signals worked therefrom, has been abolished. The **ABSOLUTE BLOCK REGULATIONS** will then apply between Rillington and Weaverthorpe.

Knapton Level Crossing has been converted to automatic half-barriers and telephone communications has been provided with Rillington signal box.

Speed restriction signs showing 35m.p.h. (in the form of a black St. Andrews cross/speed restriction sign ) have been provided 667 yards from the crossing on each **wrong direction** approach. (1)

\*\*  
\* TEMPLE HIRST JUNCTION

In accordance with SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS NO.117 (Colton Junction – Hambleton Junctions – Temple Hirst Junction), the following is now operative:–

## FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

The table below shows the provision of flashing double or flashing single yellow aspects which the signals will also be capable of displaying (Rule Book C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at diverging junction
Down Main Y867	Y869	Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selby at Temple Hirst Junction. (1)

\*\*  
\* BETWEEN HULL PARAGON AND BOTANIC GARDENS MOTIVE POWER DEPOT

Two temporary level crossings with hand-operated barriers have been brought into use over the Engine line at 0m. 32ch. and at 0m. 42ch.

**A Crossing Keeper will be in attendance whilst the crossings are in use.**

Telephone communication is provided between the crossing keeper and Hull Paragon signal box and Botanic Gardens M.P.D. Supervisor. (1)

\*\*  
\* SELBY STATION AREA

The Up Main line through Selby Station has been taken out of use and all associated signalling has been abolished. All up traffic will now use the Up Platform line. (52)

\*\*  
\* HUNSLET STATION JUNCTION

The AWS inductor situated 5 yards after passing the Up Hunslet Goods Line 3-aspect colour light signal L901 has been dispensed with. (52)

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

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

**\* \* \* LEEDS ENGINE SHED JUNCTION**

The "LIMIT OF SHUNT" indicator on the Down Midland line has been repositioned 200 yards further south to a position 300 yards south of signal L881. (52)

**DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE.OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS**

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

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Indication "L" applying towards the Up Leeds line altered to indication "UL"

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

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			Down m.p.h.	Up At or Between	

**DONCASTER BLACK CARR JN. TO BERWICK**

Page 20 (Pages A8, 16 and 17, ND49D)

Delete all details between Temple Hirst Jn. and Dringhouses Jn. (exclusive) and substitute

U Main	D Main	Temple Hirst Jn. (see page 39)	169 16	70	To Selby line 169m. 07ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled by York box.
		Hambleton South Jn. (see page 40)	174 10	70	To Hambleton West Jn. line	
		Hambleton North Jn. (see page 40)	174 75	40	To Hambleton East Jn. line	
		Colton Jn. (see page 85)	182 79			
		Colton North Jn. (see page 85)	183 65	70	Down Main to Down Leeds	
				70	Up Leeds to Up Main	
				100	Leeds line Colton North Jn. and 186m. 43ch.	
		Earfit Lane LC (R/G)	184 05			
		Copmanthorpe No.2 LC (R/G)	185 22			
				100	100 Main lines 186¼m.p. and 186m. 43ch.	
				100	100 Leeds line 186m. 43ch. and Colton North Jn.	
				90	90 Main and Leeds lines 186m. 43ch. and 187m. 79ch.	

(6D)

Page 40 (Page 23, ND49D)

**HAMBLETON SOUTH JN. TO HAMBLETON WEST JN.**

Amend :-

70 70 MAXIMUM PERMISSIBLE SPEED

(6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
<b>YORK TO SCARBOROUGH</b>						
Page 42		At Knapton LC				
		Delete signal box dots				
		Amend entry:-Knapton LC (AHB-X)	27 41	X35	X35	Approaching Level crossing in wrong direction.
						(6D)
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>						
Page 80		Between Methley Jn. and Woodlesford-				
		Add:- Methley North LC (R/G)	188 30			
						(6D)
<b>NORMANTON ALTOFTS JN. TO COLTON NORTH JN.</b>						
Page 83 (Page 35, ND49D)		Amend fourth MAXIMUM PERMISSIBLE SPEED item:-				
		7m. 31ch. AND 6½m.p.		100	100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
		Add:-				
		6½m.p. AND COLTON JN.		125	125	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
						(6D)
<b>LEEDS TO HULL PARAGON</b>						
Page 110 (Page 44, ND49D)		At Hambleton West Jn.				
		Amend:-		70		To Hambleton South Jn. line
						(6D)
<b>LEEDS TO HULL PARAGON</b>						
Page 111 (Page 44, ND49D)		At Selby				
		Delete:-		60		30m. 73ch. and 31m. 07ch.
				25		Up to UPL at 30m. 73ch.
		Substitute:-		20		31m. 07ch. and 31m. 12ch.
				25		30m. 73ch. and 31m. 07ch.
		Delete from "Catch, Spring and Unworked trailing points etc" column:- UPL35				(6D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations - BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 - BR30062/9
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REMOTELY MONITORED (AOCR)**

Engineer's on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so. (UFN)

**\*\* YORK STATION**  
\*

Drivers of trains stopping at No.16 platform must observe directions of hand signalmen and/or Warning boards while platform repairs are carried out. (1)

**\*\* WAKEFIELD KIRKGATE STATION**  
\*

Drivers of trains requiring to stop at No.2 Platform must observe the instructions of Handsignalmen and/or Warning Boards during Platform repairs. (52)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES - continued

## MOORTHORPE STATION BARROW CROSSING

Between 23 30 and 07 00 hours, drivers must not sound the warning horn at the 'Whistle' boards associated with Moorthorpe Station Barrow Crossing. (5.11.83) (U.F.N)

## REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hull Paragon Carriage Washing Sidings BLOCKED	Demolition and earthworks Mechanical equipment in use.	00 01 to 23 59	

York

MP.32/NS

R.M. WILLIAMS  
Chief Operating Manager

23 DECEMBER, 1983





## HIGH VISIBILITY VESTS

High visibility vests save lives.

A fact known and accepted by Trade Unions, Managers, Safety Representatives and Railway Employment Inspectors.

WHY then do some of you appear to have a DEATH WISH?

Is it VANITY? STUPIDITY OR LAZINESS?

Whichever cap fits wear it but better still

WEAR A H.V.V.

REMIND YOUR COLLEAGUES

**THINK SAFETY - WORK SAFELY**



tssa