PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1



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

### FRIDAY 8 JANUARY 1982

### INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

### SIGNALLING RECORD SOCIETY

### www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the <u>Archivist</u> in the first instance.

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

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

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

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

To join the Signalling Record Society visit

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

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

#### WAKEFIELD - GOOLE

With effect from 09 00 Monday 4 January a 15 m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

#### DETAILS OF WORK ALREADY CARRIED OUT

#### WAKEFIELD (KIRKGATE) WEST

The temporary alignment – Up Passenger Loop/Up Fast has been replaced by a trailing connection forming 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	Up Goods Loop	Main		Up Fast (WW52)	X
the 4734m.p	<b>)</b> .)				
		Main Main	4 5	Up Slow (WW43) Up Branch L249	
WW59 (48 yards west of	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)	
the 473/4m.	<b>h</b> .)	Main	1	Lin Fact (MIMER)	
		Main	4	Up Fast (WW52) Up Branch L249	
The Junctio	on indicator postiion 1 w	vill be out o	f use until further notic	ce.	
WW55 (56 yards	Up Platform	Main		Up Slow (WW43)	
west of the					
47¾m.p.)					
		Main	1	Up Fast (WW52)	
		Main	4	Up Branch L249	

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

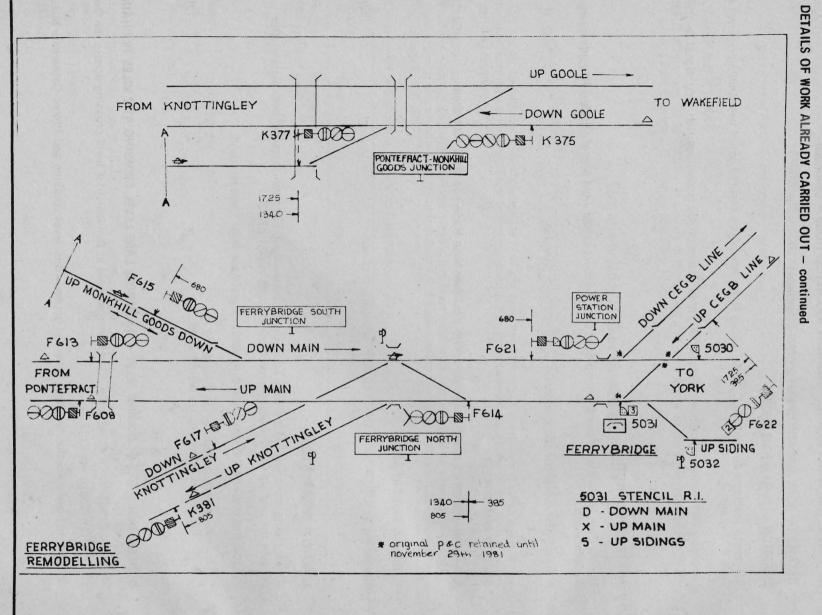
A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

NS-21
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
STOURTON C. & W. REPAIR SHOPS
All points leading into Stourton C. & W. Repair Shops have been secured out of use 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 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)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C

1

NS-22

PRIVATE AND NOT FOR PUBLICATION



B.R.31262/1



EASTERN REGION

2

## WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

**GENERAL INSTRUCTIONS AND NOTICES** 

### SATURDAY 8 JANUARY TO FRIDAY 14 JANUARY 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.

	NS-24	
	SECTION C	SECTIO
		DETAIL
	SIGNALLING AND PERMANENT WAY ALTERATIONS	WOOLE
	*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned	Altered
	DETAILS OF WORK REFERRED TO IN SECTION B	A sten Up Mai
	NIL	Indica ''1''
		X.,
	DETAILS OF WORK ALREADY CARRIED OUT	
	BETWEEN APPERLEY JUNCTION AND GUISELEY STATION	BETWE
	The catch points in the Down line have been secured out of use pending removal. (4)	SOUT
	BETWEEN GUISELEY JUNCTION AND ESHOLT JUNCTION	The f
	The catch points in the Down line have been secured out of use pending removal. (4)	163n 164n
		165n 168n
	WOOLLEY COAL SIDINGS	168r 177r
	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.	Up 172
	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.	171
	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.	** MAR
۷	New Signals N263 - A new 3-aspect signal (Up direction) has been provided at the signal box end of the Arrival/ Departureline No.1 applying towards Up Main.	The The
	V264 - A new 3-aspect signal (Down direction) has been provided at the Crigglestone Junction end of he Arrival/Departure line No.1 applying towards Down Main.	The A n has
S	Signal-post telephones have been provided on the above signals.	As
W	285 ground position light (at the Crigglestone Junction end) applying Up direction along the Arrival/ Departure line No.1.	A n
A	Altered Signals	A n Goo
1	A position 1 junction route indicator applying towards Arrival/Departure line No.1 has been provided on Jp Main 3-aspect signal W261.	
4	A position "4" junction route indicator applying towards Arrival/Departure line No.1 has been provided on Down Main 3-aspect signal W268.	
N II	A stencil-type route indicator has been provided on ground position light signal W283 (set back Down lain to Up Main) and the following indications will now apply :- ndication Application Towards '1'' Arrival/Departure line No.1 'M'' Up Main	

	NS-25
	NS-25 SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
	During OUT - continue t
	WOOLEY COAL SIDINGS - continued
ned	Altered Signals - continued
	A stencil-type route indicator has been provided on ground position light signal W288 (set back along Indication "1" "X" A stencil-type route indicator has been provided on ground position light signal W288 (set back along Application Towards Arrival/Departure line No.1
	"X" Set-back along Up Main towards No.W284 ground
	(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:-
(4)	163m. 64ch. (990 yards before reaching signal L659) 164m. 42ch. (1060 yards before reaching signal L657) 165m. 22ch. (880 yards before reaching signal L657)
	168m. 21ch. (860 yards before reaching signal L653) 168m. 79ch. (840 yards before reaching signal L629) 177m. 84ch. (1067 yards before reaching signal L627)
hu	177m. 34ch. (1067 yards before reaching signal L223).
by	Up 172m. 38ch. (726 yards before reaching signal L260.)
ng from	171m. 18ch. (1012 yards before reaching signal L620). (3)
S. Call	
½m.p.)	
	** MARSDEN
val/	The gantry carrying the Up Main Home signal and Up Main Home to Up Goods Loop has been abolished.
/ 1/	The Up Main Distant signal has also been abolished.
end of	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.
ival/	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.
vided on	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
provided	a w op doods Loop
- Taylor -	
Down	
" 1984 F.S. 3	
2.241.42	

ÌI

8

E

01

SE

#### 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.)

SECTION D

NS-27

### 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 :-

Instruction Car, o data 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

#### GREEN PAGES

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

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 substitue:-

When the Signalman 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 Signalman.

If the man-in-charge considers that work cannot be carried out safely with trains running 2. he must advise the Signalman and before any work is done on the line affected he must:-

- When the running of trains has already been stopped obtain an assurance from (i) the Signalman that trains will not commence running without the man-in-charge authority.
- When trains are still running agree with the Signalman a suitable time for the (ii) running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.

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

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

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

On fully fitted trains - within the rear two vehicles. (This alternative to permit the movement Clause 29 (iii) - Delete of RM62(1) machines in fully fitted trains will not be available until further notice).

which applies indications

ioning the trap

n Home (2)

I further (U.F.N.) ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

### LOCAL INSTRUCTIONS

# BARNSLEY STATION JUNCTION TO HORBURY JUNCTION

#### Page 249

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

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

#### Page 379

#### **GUISELEY JN. TO ESHOLT JN.**

(6D)

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.

(6D)

Catch, Spring

and unworked trailing points

SIBLE FRACT (6D)

ns

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

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

.e.f. 9 00 hrs. Ionday 10 anuary.

.e.f. 09 00 s. Monday 0 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.
- On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
- 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)

#### WOOLLEY COAL SIDING

Paragraph 1

Page 22

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 cess side of the Down Main line will remain. A temporary additional marker board will be provided on the cess 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)

Whe

veh

Gel

The

to

Pa

Pa

Pa

Pa

P

#### 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.

#### \* 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/ Departureline No.1 applying towards Up Main.

#264 - 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 ''1''
Arrival/Departure line No.1 ''M''
Up Main

(4)

NS:3

15-21. 1.83

#### 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'' ''X'' Arrival/Departure line No.1 Set-back along Up Main towards No.W284 ground position light

(3)

#### \*\* 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

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).

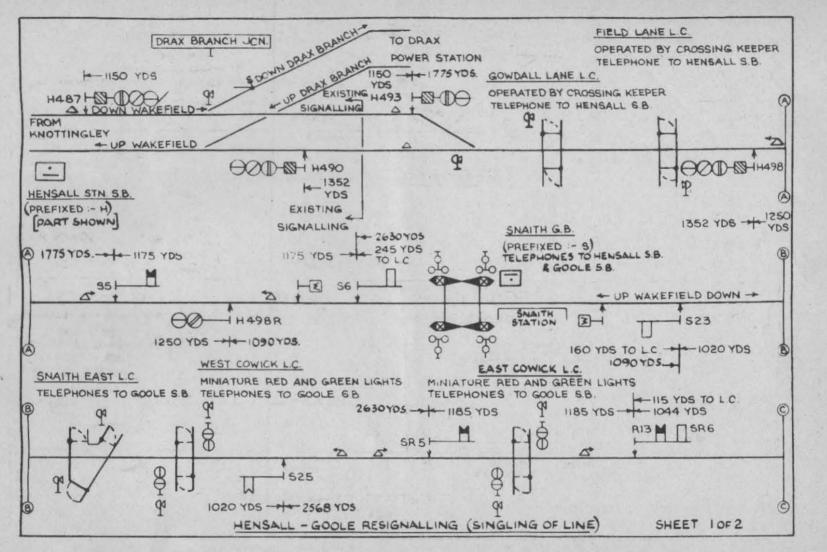
Up

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

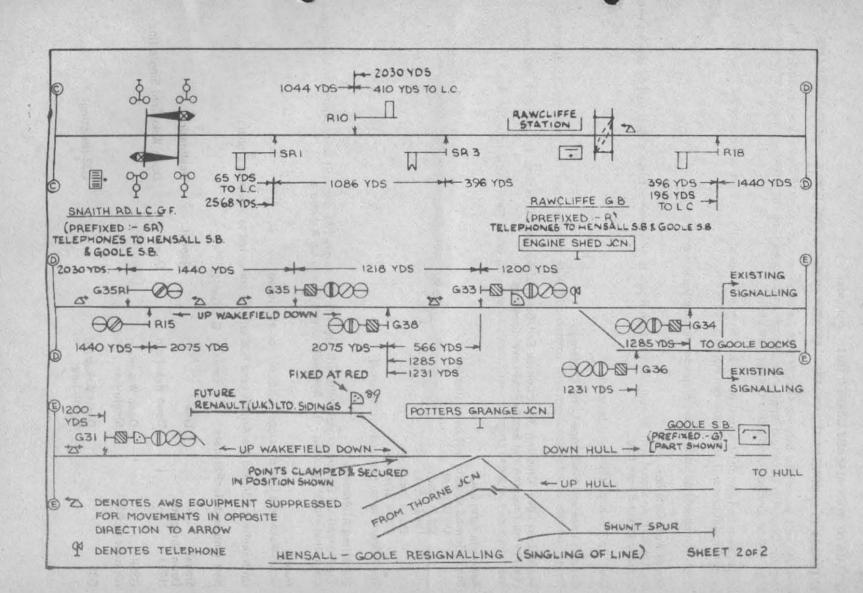
(3)

#### THACKLEY JUNCTION

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









#### 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.

Single line

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		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

	[1] J. M.		
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	21	3 1 5 7 5 61
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.

#### 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 substitue:-

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

- If the man-in-charge considers that work can be carried out safely with trains running he 1.1 will so advise the Signalman,
- If the man-in-charge considers that work cannot be carried out safely with trains running 2.1 he must advise the Signalman and before any work is done on the line affected he must:-
  - When the running of trains has already been stopped obtain an assurance from (i)the Signalman that trains will not commence running without the man-in-charge authority,
  - When trains are still running agree with the Signalman a suitable time for the (iii) running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.

The Signalman must remind the man-in-charge when any other line(s) remain open for traffic. 3.1

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

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

#### Clause 29 (iii) - Delete -

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). (a)

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

The second second second second

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

Page 22

#### WOOLLEY COAL SIDING

(6D)

2 8 2

#### Delete instructions.

#### ER SECTIONAL APPENDIX (NORTHERN AREA)

#### TABLE "A" - DETAILS OF RUNNING LINES

		Loops and		100				Speed Restriction	- outon	, Spring
Running L Signalling	ines and System	Refuge Sidings	Location	М.	Ch.	Down L m.p.h.		At or Between		nworke ig point
	DIGGLE JN	N. L.M.R. TO H	HEALEY MILLS HEAT	ON LOD	GE JN.		-			
Page 98								1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
			Marsden	l'and in					an	
	Amend se	cond column t	o read :- UGL 130 "	'A''					1.1	
Page 99										
age 55			Huddersfield HU							
	Amend in	remarks colum	n ''Permissive work	ing is a	authoris	ed in Pla	atfo	orms 1, 4 and 8"	GE	(6D)
Page 117		- and the		1					Berne	
rage 117	NORMANT	ON ALTOFTS	JN. TO YORK CHALC							
			ION AND MILFORD	INERS V	in an	s.				
	Delete	DOMION SALV	ION AND MILIOND			40	40	MAXIMUM PERMI	SIBIE	
		State of the second				40		SPEED ON PONTI		
								LINES.		(6D)
Page 126										
	WAKEFIELD	NIRKGATE W	EST JN. TO GOOLE I LC and Sudforth Lar	POTTER	GRAN	GE JN.				
	Add :-	nottingley (K)	Lo and suctorth Lar	IS LC		20		59m, 30ch. and		
						20		60m. 30ch.		
				1				oom oom		
Page 132										
			(MID) TO GASCOIGN		D JN.			1		
			tion Jn. and					VF IAM		
	Pontefract Amend :					00		10- 00-1		
	Amena :					60		10m. 60ch, and 7m. 54ch.	1	
								7m. 04 cm.	3	
	Add :-					30		7m. 54ch. and	)	
								7m. 5ch.	)	
						15 20			)	
	4					60		7m. 5ch. and	?	
Page 133								6m. 71ch.	)	(6D
age 105		E NORTH IN	(MID) TO GASCOIGN	E WOO	D					
			nel and Burton Salmo		14.5	a 1 -				
	Delete :-			1		and the second second	0	Om. 15ch. and		
								0m. 05ch.		
									)	
			toop and a second of		1.5.1	20 2		Om, 05ch. and )		
								Om. Och. )		
				the state	15		0	On Ital and	1.000	
	Add :-					50 5	i0	0m. 15ch. and ) 0m. 01ch.		
Page 161		TH STATE	calling as		A strate	-		Om. Ulch.		
age for	HULL PAR	AGON TO SEA			armen 3	and the second				
	Manager and the state		LC and Nafferton LC	2						
	Add :-			100		3	10	20m. 70ch. and		
					Limit	-		20m. 38ch.		
								20111 00011	1	7

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### LOCAL INSTRUCTIONS

#### BARNSLEY 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.
- The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.
- 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.
- 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.

#### D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3

Amend "Leading Railman" to read "Guard".

(6D)

(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

- 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.
- 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.
- 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 :--

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 cess side of the Down Main line will remain. A temporary additional marker board will be provided on the cess 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

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

#### 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.

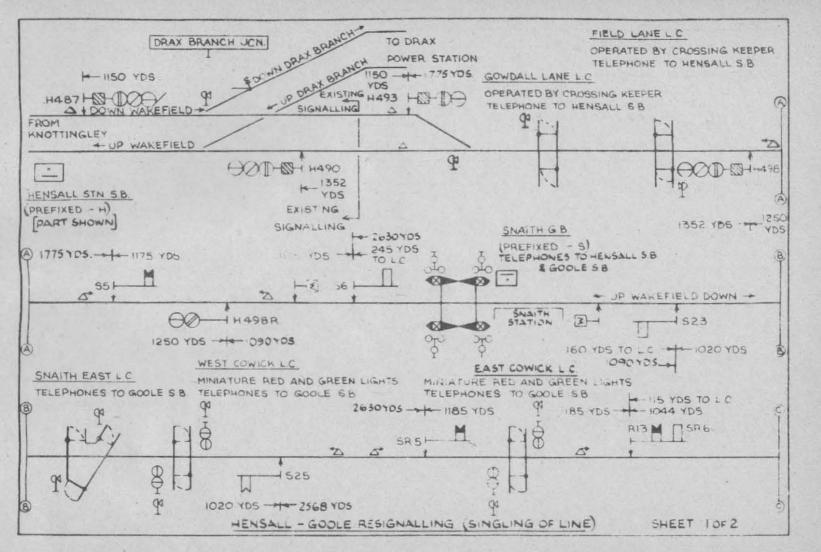
(4)

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

DETAILS OF WORK ALREADY CARRIED OUT - continued

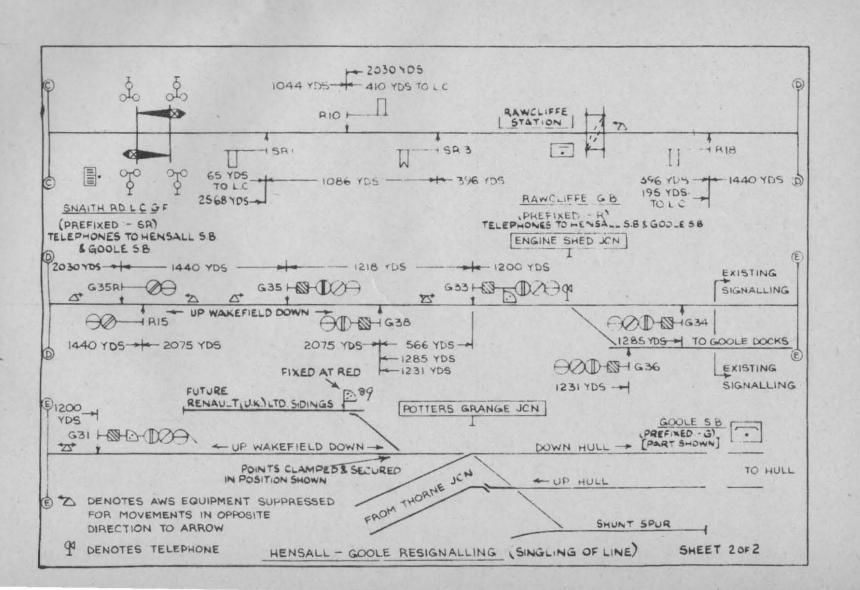
#### THACKLEY JUNCTION

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



SECTION 0 SIGNALLING AND PERMANENT WAY ALTERATIONS P continued

NS-28





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 substitue:-

When the Signalman 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 Signalman.
- If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signalman 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 Signalman that trains will not commence running without the man-in-charge authority.
    - C
  - (ii) When trains are still running agree with the Signalman 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 Signalman 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

		nstructions.					(6D)
			SECTIONAL APPEND			1	•
		TA	ABLE "A" - DETAIL	S OF RUNN			
lunning Li lignalling		Loops and Refuge Sidings	Location	M Ch.	Permanent Down Up m p h		Catch, Spring and unworked trailing point
			HEALEY MILLS HEATON	N LODGE JN			
age 98	Amend se	cond column	Marsden to read : UGL 130 **A	<b>\</b>			(6D)
Page 99							
	Amend in	remarks colur	Huddersfield HU mn "Permissive workir	a in author	and in Pla	form 1 A and 8"	165
	Pariona III	Temarks cordi	In remissive working	ig is aution	ised in mai	Iforms 1, 4 and 6	(60
100							
age 103	CLAYTON	WEST BRANC	н				
	Delete tal	ble and substi	itute:-				
-	SKELMAN	THORPE BRAN					
40 4			Skelmanthorpe Ground Frame	9.32			
:							
:			A.W.S. not provided	*			
OİT			Shelley	8.72			
1			Woodhouse Tunnel (511 yards)	to 8,48			
			(orr yards)	0.40	10	7m. 70ch. and	
1-		21				7m. 67ch.	
•			Clayton West Jn. (See page 101)	7.67			
Page 117		TON ALTOFTS	JN. TO YORK CHALO	NERS WHIN	IN		
			MON AND MILFORD	12110 111111			
					40 4	<ul> <li>MAXIMUM PERMIS SPEED ON PONTE LINES,</li> </ul>	
Page 126					NICE IN		
Page 126	WAKEFIEL	D KIRKGATE	WEST JN. TO GOOLE P () LC and Sudforth Land	OTTERS GRA	ANGE JIV.		

1

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - continued

	Loops and	and the second state	115	Permanent	Speed Restrictions	Catch, Spring
nning Lines and gnalling System	Refuge Sidings	Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
ges 127/128	Tototigs	Location	M. Cn.	m.p.n.	At or between	Luaning points
WAKEFIELI Between I-	leck Ings LC a	EST JN. TO GOOLE POT and Potters Grange Jn. and substitute:	TERS GRAI	NGE JN.		
4 +		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		inte at 00/211.p.	
		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.	73.52		Yani gron	
ļ		Potters Grange Jn.	0.00			
		Controlled by Goole Si	ignal box.			(6D)
ie 132	NORTH IN	(MID) TO GASCOIGNE W	OOD .IN.			
	oorthorpe Sta		000 0			
Amend :-				60	10m. 60ch. and ) 7m. 54ch. )	
Add :				30	7m. 54ch. and ) 7m. 5ch. )	
				60	7m. 5ch. and ) 6m. 71ch. )	(6D)
ALDWARKE	NORTH JN.	(MID) TO GASCOIGNE W	DOOD			
Delete :-	other ton Tulli	ior one parton contion		40 40	Om. 15ch. and ) Om. 05ch. )	
				20 20	0m. 05ch. and )	
				20 20	Om. Och. )	
					om. ocn.	

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - continued

Add :-

	Loops and	1.1-254	Permanent	Speed Restrictions	Catch, Spring	
Running Lines and Signalling System	Refuge Sidings	Location	M. CI	Down Up	The second s	and unworked trailing points
Page 161						and the second second
	Wansford Road	AMER WEST LC and Nafferton LC				

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

(6D)

Page 359

#### LOCAL INSTRUCTIONS

#### CLAYTON WEST BRANCH

#### EMLEY MOOR COLLIERY

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)

#### **BARNSLEY 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

- 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.
- 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.
- 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

#### BARNSLEY STATION JUNCTION TO HORBURY JUNCTION - continued

#### Page 363 - Add - continued

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

- 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. (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.

#### D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3 Amend "Leading Railman" to read "Guard".

#### 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.

(6D)

(6D)

#### 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 1/2 n.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.
- On completion of loading and gross weighing the loading signals will display the "Stop 5. immediately" aspect and then be switched out.
- The Guard will be handed the trainbill and he must then signal the Driver to draw forward to 6. 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 :-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 cess side of the Down Main line will remain. A temporary additional marker board will be provided on the cess 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 0 - 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. 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	-

ork 14 JANUARY, 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 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 BARNSLEY 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 bee 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	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)
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.

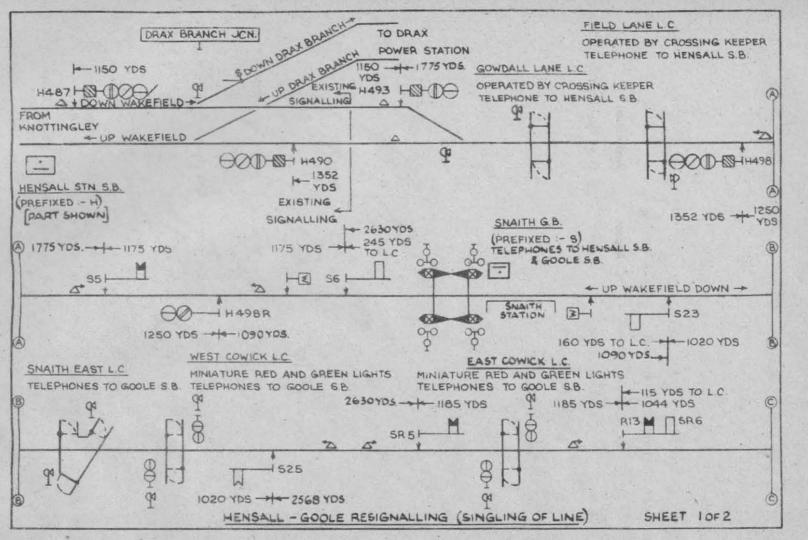
A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

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.

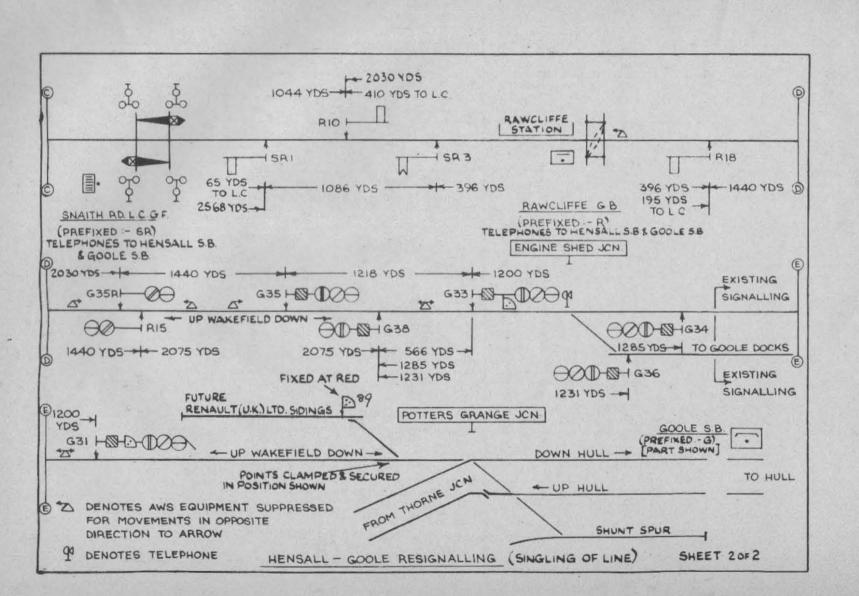
An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

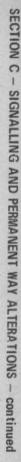
#### Automatic Warning System

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









## 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

#### SAFETY OF STAFF CALLED BY SIGNALMEN TO WORK ON THE LINE Page 1.58

Delete existing instruction and substitute:-

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

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

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	Delete in	structions.	WOOLLEY CO				(6D)
			SECTIONAL APPEND				
	A CARLES		DEL A DETAIL			Canad Deptrictions	1
Running L Signalling		Loops and Refuge Sidings	Location	M. Ch.	Down Up m.p.h.	Speed Restrictions At or Between	Catch, Spring and unworked trailing points
	DIGGLE JN	. L.M.R. TO H	IEALEY MILLS HEATON	LODGE JN			
age 98	Amend seco	ond column to	Marsden o read : UGL 130 "'A'				(6D)
							(00)
age 99	Amend in re	emarks colum	Huddersfield HU	g is authoris	ed in Platfo	orms 1, 4 and 8''	(6D)
age 103							
	Delete tabl	e and substi	tute:				
:	SKELMANT	HORPE BRANC	Skelmanthorpe Ground Frame	9.32			
			A.W.S. not provided.				
0 ¦ T			Shelley Woodhouse Tunnel	8.72 to			
			(511 yards)	8.48	10	7m. 70 ch. and 7m. 67 ch.	
•			Clayton West Jn. (See page 101)	7.67		, o,	(6D)
age 117	NORMANTO	N ALTOFTS	JN. TO YORK CHALON	FRS WHIN JI	ν.	•	
			ION AND MILFORD	Line minit of			
					40 40	MAXIMUM PERMIS SPEED ON PONTER LINES.	
age 126							
			EST JN. TO GOOLE PC LC and Sudforth Lane		IGE JN.		
	Add :-	5			20	59m. 30ch. and ) 60m. 30ch. )	(6D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

## TABLE A - continued

	Loops and			Permanent	Speed Restrictions	Catch, Spring
nning Lines and gnalling System	Refuge Sidings	Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
ges 127/128						
Between H	leck Ings LC	<b>EST JN. TO GOOLE POT</b> and Potters Grange Jn. and substitute:-	TERS GRAI	NGE JN.		
1 1		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	
		Gowdall Lane LC	66.51		line at 66½m.p.	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		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	
		Goole Engine Shed Jn.	73.52		73m. 51ch.	
ł		Potters Grange Jn.	0.00			
		Controlled by Goole Si	gnal box.			(6D)
ge 132						
	NORTH JN.	(MID) TO GASCOIGNE W tion Jn. and	OOD JN.			
Pontefract Amend :				60	10m. 60ch. and ) 7m. 54ch. )	
Add :				30	7m. 54ch. and ) 7m. 5ch. )	
				60	7m. 5ch. and ) 6m. 71ch. )	(20)
je 133					, , , , , , , , , , , , , , , , , , ,	(6D)
		(MID) TO GASCOIGNE W nel and Burton Salmon	OOD			
Delete :				40 40	Om. 15ch. and ) Om. 05ch. )	
				20 20	) Om. 05ch. and ) Om. 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

and the state of the state	Loops and			Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch.	Down Up	A Statistics	and unworked trailing points

HULL PARAGON TO SEAMER WEST Between Wansford Road LC and Nafferton LC Add :--

30 20m. 70ch. and ) 20m. 38ch. ) (6D)

#### Page 359

# LOCAL INSTRUCTIONS

CLAYTON WEST BRANCH

#### EMLEY MOOR COLLIERY

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)

# BARNSLEY 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.
- The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
- 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.
- 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.
- 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

BARNSLEY 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.

# D AND F STEELS LEVEL CROSSING

Paragraphs 1 and 3

Amend "Leading Railman" to read "Guard".

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)

(6D)

(6D)

## 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

- 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.
- 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.



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 1/2m.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.
- On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
- 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)



#### WOOLLEY COAL SIDING

Paragraph 1

Amend to read :-

. All trains must be propelled into the siding from the Up Main line.

Add after Paragraph 2

NOTE :--

The existing marker board/bell situated cess side of the Down Main Line will remain. A temporary additional marker board will be provided on the cess 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	

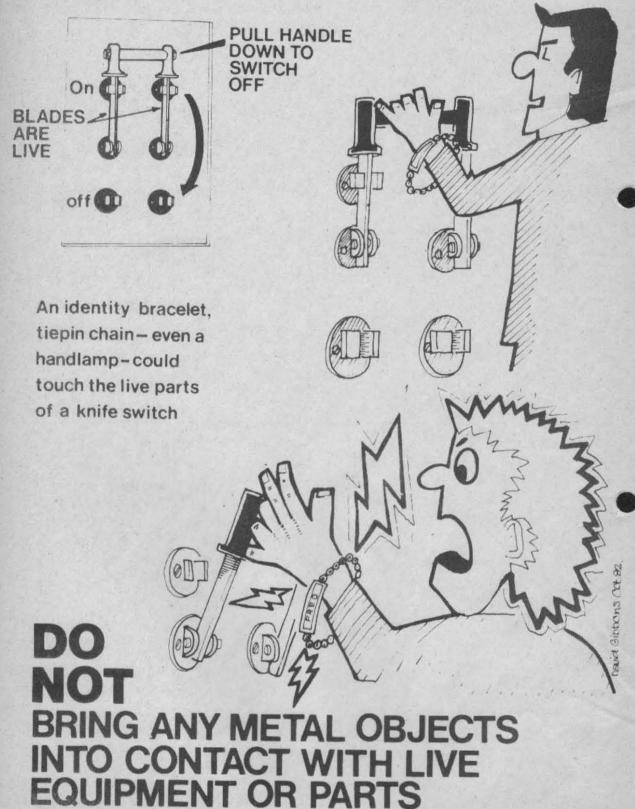


York 21 JANUARY, 1983 MP.32/NS

R.M. WILLIAMS Chief Operating Manager

# this knife may shock you....

# KNIFE SWITCH



# 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 operationa is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower

(CS = Clifto)	n Sidings Y = York (Y) = York co	ntrolled ground position light signal) :-
Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
C S6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and	CS4
	Standage Sidings	Up Clifton Loop (Y)197 Signal
	5	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. CS16	Line Line 18 (Fuel Off-Loading Apron)	Destination 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
C S26	Reception Sidings Line 21	C\$12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23, 24 25 and 26	C\$12

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). (9)

# 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)

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)

## SETWEEN BARNSLEY 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 approact

(8)

(8)

# MOORTHORPE STATION

A "WHISTLE" board has been provided 350 yards from the station Barrow crossing on each rail approact

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 TRAI WORKING" Regulations. An Electric Token is used as the Train Staff and Skelmanthorpe ground frame i 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		
(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.

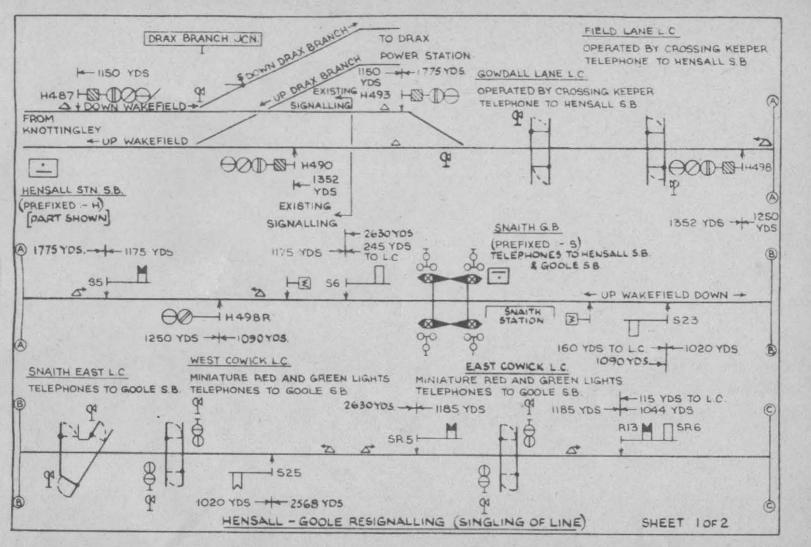
A new ground position light signal (No.89) at the exit from the Siding will be provided which will apply -Renault Siding towards Down Hull (G53) or to Goods Loop (G55).

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.

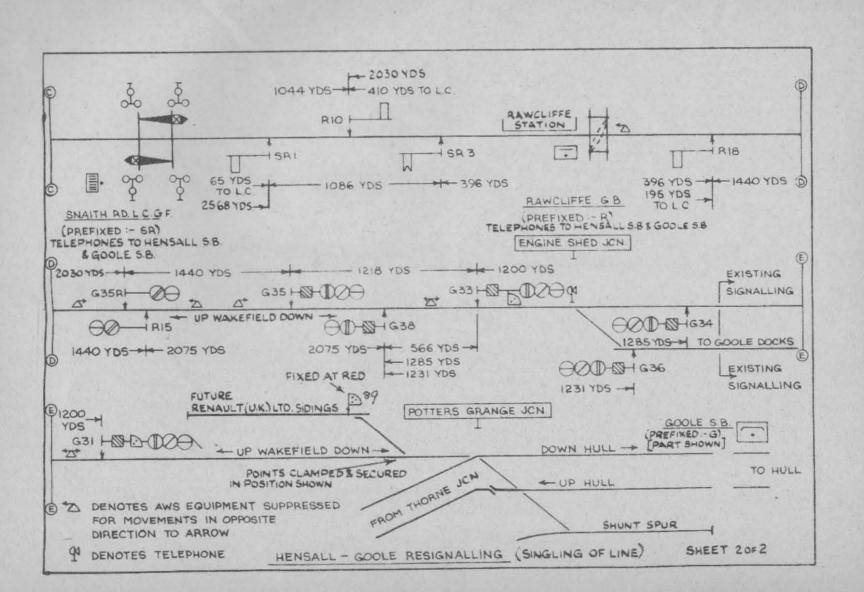
An additional route indication "S" will be provided on (Up) Goods Loop 3-aspect signal G52 and this will apply (in conjunction with the off-set subsidiary) towards Renault Siding.

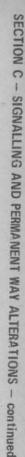
#### Automatic Warning System

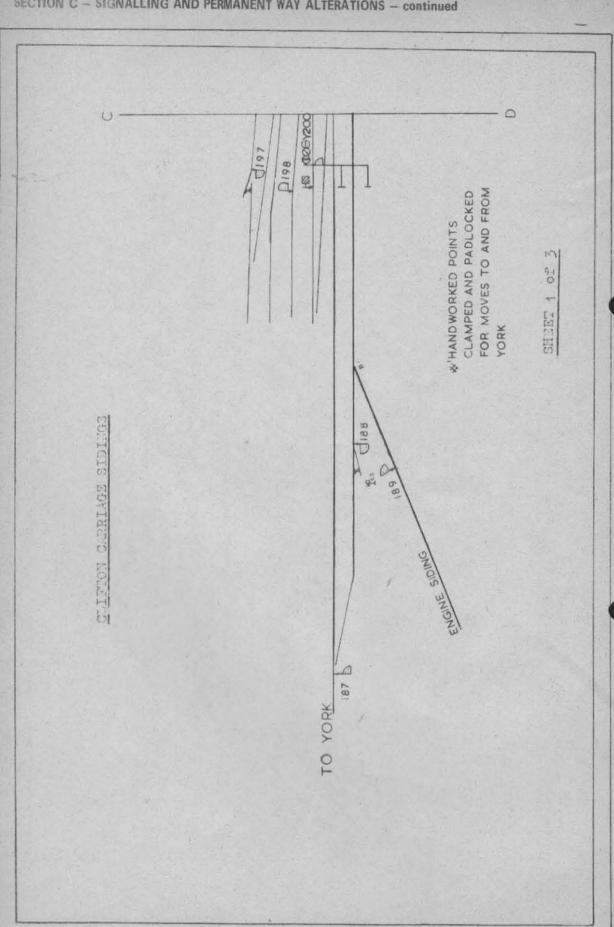
A.W.S. has been provided in conjunction with semaphore Distant and colour light signals as shown on the diagrams. (6)



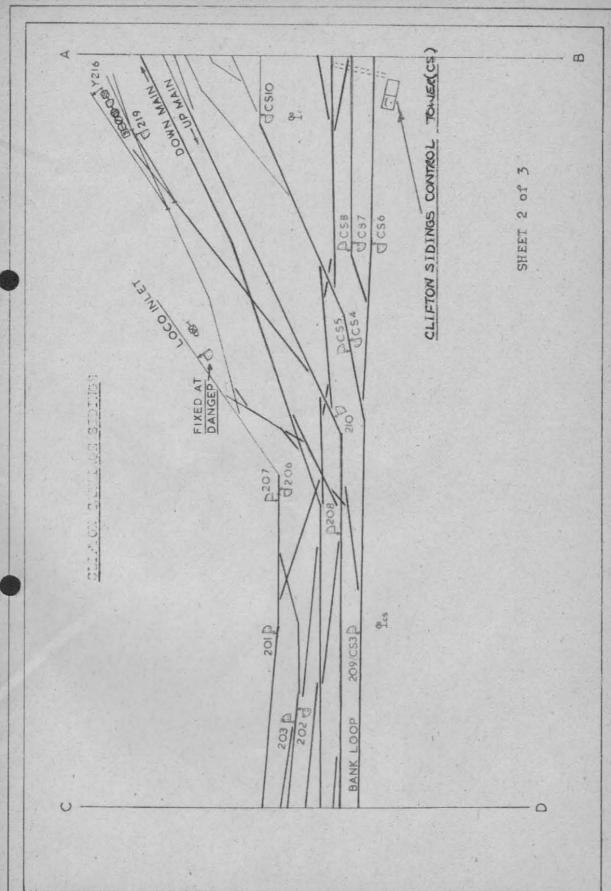
SECTION 0 SIGNALLING AND PERMANENT WAY ALTERATIONS continued



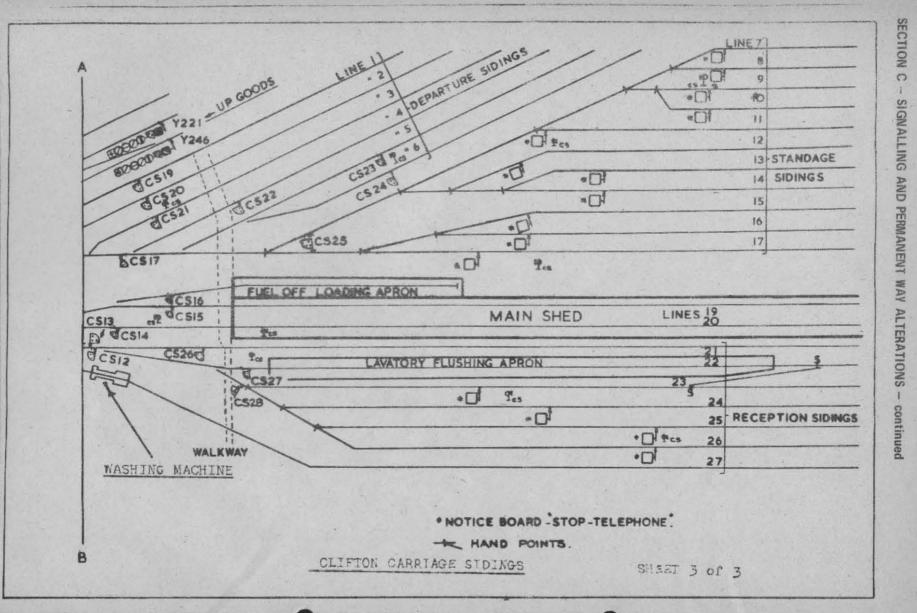




SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



# **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

		Loops and		1.00	Permanent	<b>Speed Restrictions</b>	Catch, Sprin
Running L Signallin	ines and g System	Refuge Sidings	Location	M. Ch	Down Up m.p.h.	At or Between	and unworke trailing point
Page 37		ME JN. TO FE	RRYBRIDGE NORTH Haywood LC	I JN.	30	68m. 02ch. and 67m. 58ch.	
	1.				w.e.f. 09	00 hrs. Monday 7 F	ebruary (14D)
Page 80	ALDWARK	E NORTH JN.	(MID) TO LEEDS NO Methley Jn.	ORTH JN.			
	Amend:-				30 w.e.f. 09	To Whitwood Line 00 hrs. Monday 7 f	
Page 85		IN TO CACT	FEORD WILLIAMOOF				
	METHLET	JN. TO CASIL	EFORD WHITWOOD Methley Jn.			r	
	Delete:-				10 wef 09	1m. 8ch. and 1m. 12ch. 00 hrs. Monday 7 F	

Page 257

#### LOCAL INSTRUCTIONS

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. I

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":-

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

8th line Page 14.5 Clause 3.10

Page 14.21 Clause 4.4 6th line

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

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.	Earthwork	Until Further Notice	-
Inspection Road and No. 8 Road affected			
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

28 JANUARY, 1983

York

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)

NS:7 12-18.2.83

#### 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)

## **VORK - 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 operation 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
CS4	Carriage Sidings all lines
CS5	Bank Loop
CS6	Washing Machine line
CS7	Short Shunt
CS8	Short Shunt
CS10	Departure Sidings and
	Standage Sidings

Destination Bank Loop Up Goods "LIMIT OF SHUNT" Bank Loop Bank Loop CS13 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. CS12	Line Short Shunt	Destination CS4
0012	Shore Share	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
1012 (these loss)	Ment We start of the start property of	Up Clifton Loop (Y)197 Signal
		Down Station Line (Y)202 Signal
		Down Main (Y)199 Signal
		Up Station Line Y192 Signal
0.045	11 . 0. 11. 10	Up Main Y194 Signal
C\$15	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
0010	Line to (ruer on Looding tipten)	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 CS22	Departure Sidings Line 3	CS10
	Departure Sidings Line 4	CS10
CS23 CS24	Departure Sidings Line 5	CS10
CS25	Departure Sidings Line 6 Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	C\$10
C\$27	Reception Sidings Line 22	CS12 CS12
- Juli	(Lavatory Flushing-Apron)	0012
CS28	Reception Sidings Lines 23, 24	CS12
	25 and 26	0012

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)

(8)

# SETWEEN BARNSLEY STATION JUNCTION AND DARTON (DOWN) AND BETWEEN CRIGGLESTONE JUNCTIO 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.

# **CLAYTON WEST STATION**

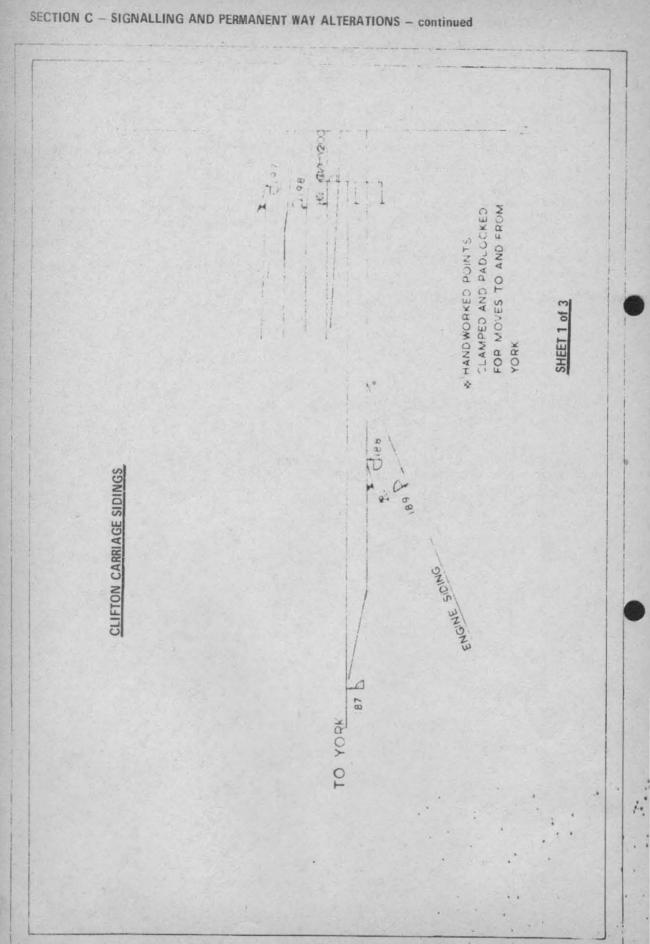
The Signal Box together with all signals worked therefrom has been abolished.

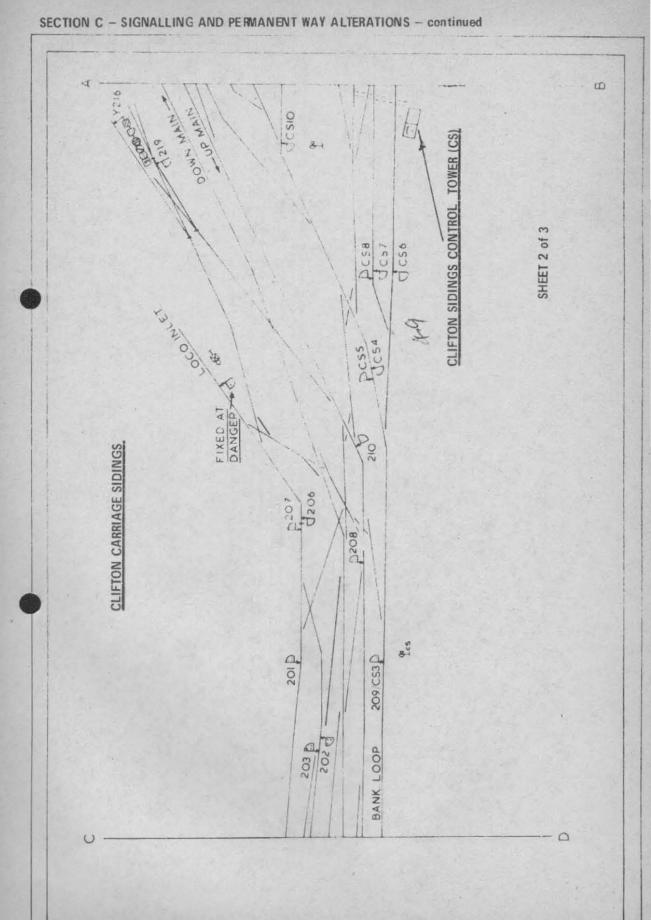
The Branch line from Clayton West Jn. to Skelmanthorpe is operated in accordance with the "ONE TRAIN WORKING" Regulations. An Electric Token is used as the Train Staff and Skelmanthorpe ground frame is released by this Token. (7)

#### HESSLE ROAD

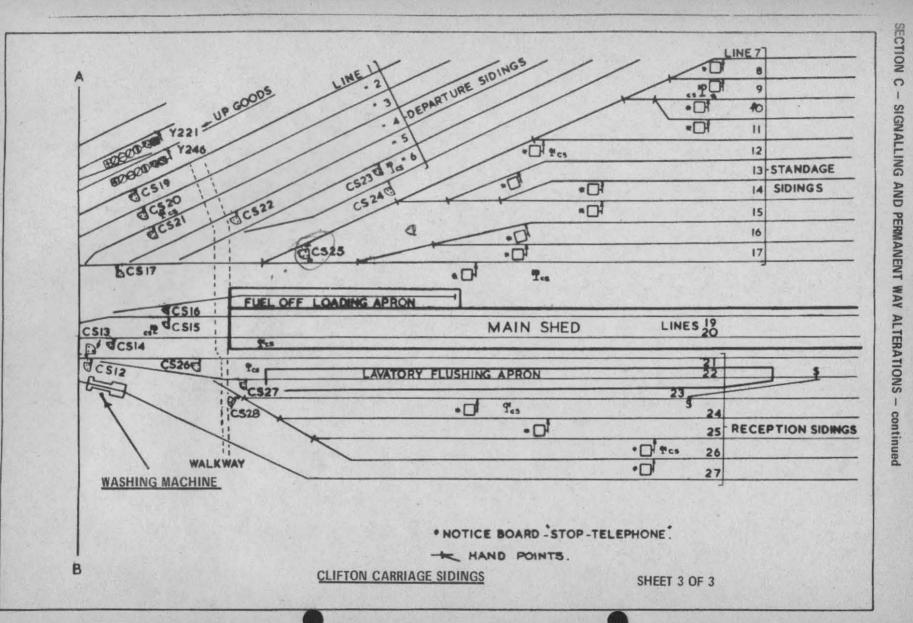
## **Bridges Junction**

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





.



# **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)

	1990 B. 1997	Loops and	1			Permanent	Speed Restrictions	Catch, Spring
Running L Signalling		Refuge Sidings	Location	M.	Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
Page 18	and the second second second		RR JN. TO BERWICK nd Shaftholme Jn.			40	Up to Down at 159m. 78ch.	(14D)
Page 37		LME JN. TO FE horpe LC and I	RRYBRIDGE NORTH Haywood LC	I JN.		30	68m, 02ch, and	
	M00					30	67m. 58ch.	(14D)
Page 76	LIVERSEDO	SE BRAN CH						
	Between T Amend:	hornhill Jn. ar	d Liversedge Jn.			20	2m. 23ch. and 2m. 27ch.	(14D)
Page 80		e North JN. (	MID) TO LEEDS NO Methley Jn.	orth JN.			<b>.</b>	
	Amend:-					30	To Whitwood Line	(14D)
Page 85		JN. TO CASTL	EFORD WHITWOOD Methley Jn.					
	Delete:-					10	1m. 8ch. and 1m. 12ch.	(14D)

TABLE "A" - DETAILS OF RUNNING LINES

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	100 200	Loops and		1. 1	Permanent Speed Restrictions, Catch, Spring			
Running Lines and Signalling System		Refuge			Down Up			and unworked
		Sidings	Location	M. Ch.	m.p.	h.	At or Between	trailing points
age 93			(MID) TO GASCOI Moorthorpe South	GNE WOOD	20		12m. 8ch. and	
							11¼m.p.	
	Add:-				60	60	12m.08ch. and 11¼m.p.	
	Between M	Moorthorpe So	uth and Moorthorpe	9				
	Delete:-					20	11½ m.p. and 12m. 08 ch.	
					(w.e.f.	09 00	) hrs. Monday 14 F	ebruary) (14D)
Page 94								
		norpe Station	Jn.		50		To South Kirkby	
	Amend: -				50		Jn. line.	
	Pontefrac		ation Jn, and			60	11¼m.p. and	
	Delete: -				(w.e.f.		11½m.p. hrs. Monday 14 F	ebruary) (14D)
	Page 36 NI							
age 96 (			I JN. TO SOUTH K	IRKBY JN.				
	Add:-		Moorthorpe Statis					
	Auu		(See Page 94)					
			South Kirkby Jn. (See page 59)	0.05				
	Between I South Kirl	Moorthorpe St	ation Jn. and					
	Add: -	KUY JII.				30	0m. 52ch. and 0m. 57ch.	
					(w.e.f.	09 00	) hrs. Monday 14 F	ebruary) (14D)
Page 106								
		JN. TO ESH	ssible speed and	substitute:-				
	Derete in				50	50	MAXIMUM PERM FOR PASSENGE	R TRAINS,
							LOADED OR EM	
					35	35	A A MARKAL IN A DE DA A	THE FORE

1

#### DE A DETAILS OF PLINNING LINES - continued

# 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 Guiselev 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 para	graph 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 1	st	line
Page	16.17	Clause	11.4.3(a)	2nd paragraph 1	st	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	

MP.32/NS

York 4 FEBRUARY, 1983

R.M. WILLIAMS Chief Operating Manager

# SECTION B - TEMPORARY ENGINEERING WORKS - continued

At	or between	Lines affected	Remarks
LEE	DS TO SKIPTON STATI	ON SOUTH LMR - conti	nued
MOI	NDAY 21 to WEDNESDA	AY 23 FEBRUARY	
165	Shipley Bingley Jn. and Keighley Station Jn.	Down BLOCKED 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. Possession to be given up for passage of trains.
LEE	DS WORTLEY JN. TO Y	ORK SKELTON VIA HAR	ROGATE
UN	TIL FURTHER NOTICE		
166	Wortley Jn. and Horsforth	Down and Up	06 00 to 18 00. Signalling work.
SAT	URDAY/SUNDAY 19/2	0 FEBRUARY	
167	Wortley Jn. and Horsforth	Down and Up BLOCKED	23 15 to 08 30. Drainage and track maintenance. 4¼ and 4¾m.p. Cranes in use.
68	Horsforth and Rigton LC	Down and Up BLOCKED	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 BLOCKED	23 30 to 08 15. Drainage 12m. 68ch. and 13m. 56ch. Cranes in use.
WE	DNESDAY 23 to FRIDA	Y 25 FEBRUARY	
170	Wortley Jn. and Horsforth	Down and Up BLOCKED	23 30 Wed and Thu to 06 00 Thu and Fri. Track maintenance 21/2m.p. and 3m. 10ch. Mechanical equipment in use.
171	Horsforth and Rigton	Down and Up BLOCKED	23 30 Wed and Thu to 06 00 Thu and Fri. Track maintenance 6¾ and 10¼m.p.
LE	EDS ENGINE SHED JN.	TO WHITEHALL JN.	
SU	NDAY 20 to FRIDAY 25	5 FEBRUARY	
172	Engine Shed Jn. and Whitehall Jn.	Down and Up	08 00 to 16 00 daily. Signalling work.
AF	PERLEY JN. TO ILKLEY	STATION	
UN	TIL FURTHER NOTICE		
173	Apperley Jn. and Esholt Jn.	Down BLOCKED	Track renewal. Single line working over Up line. From 16 00 Sunday 20 February. (83/8)
174	likley Jn. and likley Station	All Between Trains	Earthwork 211m. 10ch. Crane in use. (82/28)

SECTION B - TEMPORARY ENGINEERING WORKS - continued Lines affected Remarks At or between APPERLEY JN. TO ILKLEY STATION - continued SUNDAY 20 FEBRUARY 00 01 to 16 00. Track renewal 202m. 03ch, and 175 Apperley Jn. and Down and Up 205m. 30ch. Cranes in use. BLOCKED **Guiseley Station** SUNDAY 20 to FRIDAY 25 FEBRUARY 176 23 15 Sun to Thu to 06 15 Mon to Fri. In connec Esholt Jn. and Down and Up with engineering work between Guiseley Jn. an BLOCKED **Guiseley Station** Esholt Jn. 07 00 to 17 00 daily. Signalling work. 177 Guiseley Station Down and Up GUISELEY JN. TO ESHOLT JN.

#### SUNDAY 20 to FRIDAY 25 FEBRUARY

178	Guiseley Jn.	Down and Up	23 15 Sun to Thu to 06 15 Mon to Fri. Tunnelwor
	and Esholt Jn.	BLOCKED	(Baildon No.2 Tunnel) 2m. 03ch, and 1m. 71ch.
	und conort on.	DECORED	Mechanical equipment in use.

# SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE

#### SUNDAY 20 to FRIDAY 25 FEBRUARY

179 Leeds Jn. and Down and Up Shipley Bradford Jn. 07 30 to 20 00 daily. Signalling work.

#### SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.

# SUNDAY 20 to FRIDAY 25 FEBRUARY

180 Shipley Bradford Single Jn. and Shipley Bingley Jn. 07 30 to 20 00 daily. Signalling work.

# LEEDS TO HULL PARAGON

# UNTIL FURTHER NOTICE

181	Leeds East Jn. and	All	
	Micklefield Stn. Jn.		

182 Gascoigne Wood Down and Up Main and Selby West Jn. Between Trains 06 00 to 18 00. Signalling work.

07 00 to 19 00. Demolition work, earthwork and bridgework 6 m.p. and 2m. 48ch. Cranes and mechanical equipment in use. (80/21)



At	or between	Lines affected	Remarks	
LEE	DS TO HULL PARAGON	- continued		
SA	TURDAY/SUNDAY 19/2	O FEBRUARY		
83	Selby South Jn. and Barlby North Jn.	Down Main BLOCKED	23 30 to 12 00	) Bridgework, 174m, 33cl ) Crane and mechanical
		Up Main BLOCKED	23 30 to 14 30	) equipment in use. ) 23 30 Sat to 12 00.
			Leeds to Hull divert	d via Normanton. 1D52, 02 45 ed via Stainforth. Possession
			, Selby South Jn. and	assage of other trains between Selby Station. 12 00 to 14 30 verted via Normanton, Other
CI	INDAY 20 FEBRUARY	A State States	trains to travel over line under Single lin	Down Platform/Main/Fast ne working.
184	Marsh Lane Jn. and Neville Hill	Up Main BLOCKED	00 01 to 07 45	) Track maintenance, ) 18m, 64ch, and 19m.
	East Jn.	Down Main BLOCKED	03 00 to 08 30	) 04ch, Mechanical ) equipment in use.
			Possession to be give	ven up for passage of trains.
	VILLE HILL WEST JN. TO INDAY 20 FEBRUARY	O HUNSLET EAST		
		O HUNSLET EAST Arrival and Departure BLOCKED		k maintenance, Om.p. and al equipment in use.
SL 85	NDAY 20 FEBRUARY Neville Hill West Jn. and Hunslet	Arrival and Departure <b>BLOCKED</b>		
SL 85 TH	INDAY 20 FEBRUARY Neville Hill West Jn. and Hunslet East	Arrival and Departure <b>BLOCKED</b>		
SL 85 TH	INDAY 20 FEBRUARY Neville Hill West Jn. and Hunslet East	Arrival and Departure <b>BLOCKED</b>		al equipment in use.
SL 85 TH	INDAY 20 FEBRUARY Neville Hill West Jn. and Hunslet East ORNE JN. TO GILBERDY TIL FURTHER NOTICE Thorne Jn. and	Arrival and Departure BLOCKED	0m. 10ch. Mechanica 08 00 to 16 00. Signa 07 00 to 18 00. Bridg	al equipment in use.
SL 85 TH UN 86	Normal States St	Arrival and Departure BLOCKED KE JN.	0m. 10ch. Mechanica 08 00 to 16 00. Signa 07 00 to 18 00. Bridg 20ch. and 6m. 65ch. use.	alling work. (83/3) gework and earthwork 7m. Mechanical equipment in (81/23) work 7m. 16ch. Crane and
SL 85 TH UN 86 37	Neville Hill West Jn. and Hunslet East ORNE JN. TO GILBERDY TIL FURTHER NOTICE Thorne Jn. and Thorne North Potters Grange Jn. and Goole LC Thorne Moor LC and	Arrival and Departure BLOCKED KE JN. All All Between Trains Down and Up	Om. 10ch. Mechanica 08 00 to 16 00. Signa 07 00 to 18 00. Bridg 20ch. and 6m. 65ch. use. Continously. Bridgev	al equipment in use. alling work. (83/3) gework and earthwork 7m. Mechanical equipment in (81/23) work 7m. 16ch. Crane and

#### 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').

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)

(11)

#### 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. CS4 CS5 C36 CS7 CS8 CS10	Line Carriage Sidings all lines Bank Loop Washing Machine line Short Shunt Short Shunt Departure Sidings and Standage Sidings	Destination Bank Loop Up Goods "LIMIT OF SHUNT" Bank Loop Bank Loop CS13 CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal
2512	Short Shunt	Up Main Y194 Signal 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
C\$13 C\$14	Short Shunt Main Shed Line 20	Reception Sidings Lines 21 to 26 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
C\$15	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/	1 inno A 10 17
0510	Standage Sidings Departure Sidings Line 1	Lines 4 to 17 CS10
CS19 CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22 .	Departure Sidings Line 4 Departure Sidings Line 5	CS10 CS10
CS23 CS24	Departure Sidings Line 5	CS10
CS25	Standage Sidings 7 to 17	CS10
C \$26	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)

#### 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)

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.

\* 3ETWEEN BARNSLEY 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

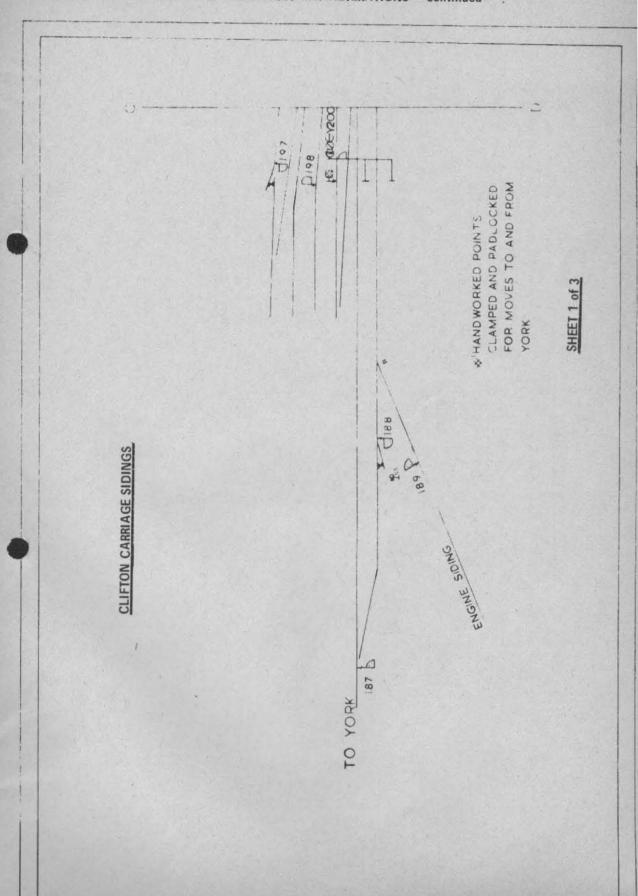
A "WHISTLE" board has been provided 350 yards from the station crossing on each rail approach. (8)

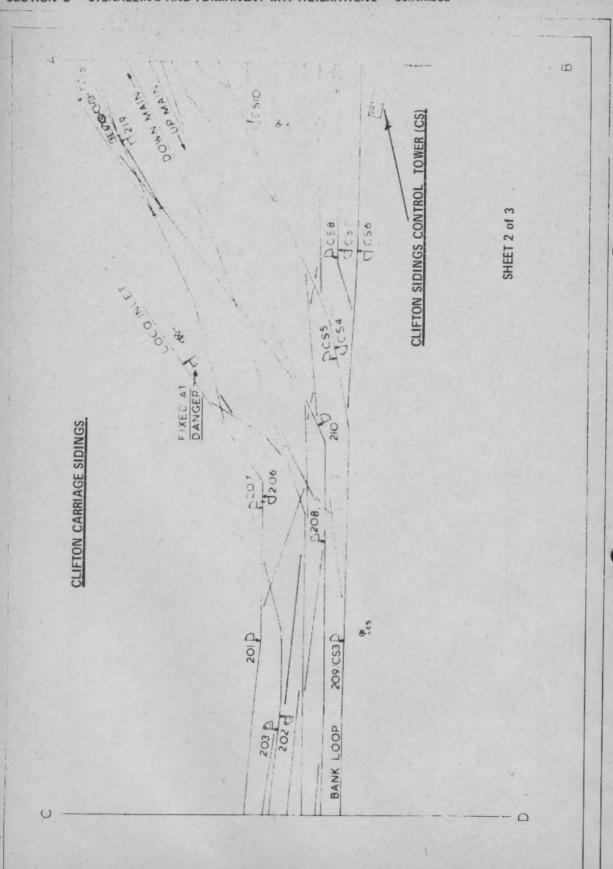
### \* MOORTHORPE STATION

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

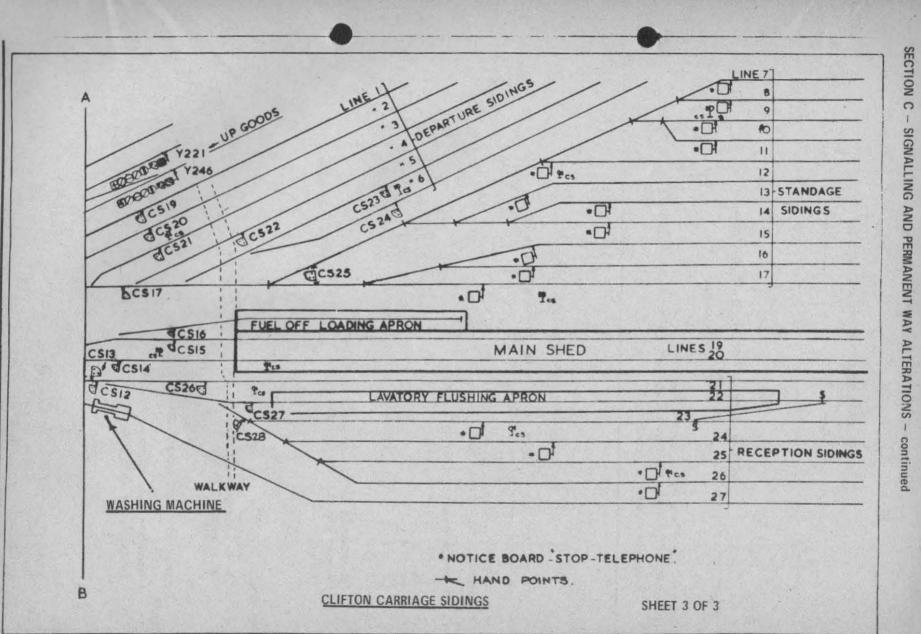
(8)

(8)





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



# 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)

		Loops and			Perma	inent	Speed Restrictions	Catch, Spring
Running I Signallin	ines and g System	Refuge Sidings	Location	M. Ch.	Down m.p	1. C	At or Between	and unworked trailing points
Page 18	DONCAST	ER BLACK CA	RR JN. TO BERWIC	K				
			nd Shaftholme Jn.	the second s				
	Add:-					40	Up to Down	
							at 159m. 78ch.	(14D)
Page 37								
	Participation and a second second	LME JN. TO FE	RRYBRIDGE NORTH	IJN.				(
	Add:-	nerbe ee ene			30		68m. 02ch. and	
							67m. 58ch.	(14D)
Page 38 (	page 20 ND							
		gley West Jn. manent speed	restriction		20		T- D- ++ (	
		ed on page 20			20		To Pontefract line.	(14D)
	EASTWOOD	LMR TO NOR	MANTON GOOSE I	HILL JN.				
Page 64								
	Amend firs	t maximum pe	rmissible speed					
	EASTWOOD	AND HEBDE	N BRIDGE 22m. 62	ch.	70		MAXIMUM PERMISS SPEED ON MAIN LI	NES.
						,	v.e.f. Monday 21 Fe	bruary (14D)
age 67 (F	Page 25 ND	6D)						
			and Goose Hill .	Jn.				
		manent speed ad on page 25				40	49m. 73ch. and 49m. 06ch.	(14D)

TABLE "A" - DETAILS OF RUNNING LINES

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and			Permane	ent Speed Restriction	s Catch, Spring
Running Lines and	Refuge			Down L	Jp	and unworked
Signalling System	Sidings	Location	M. Ch.	m.p.h.	At or Between	trailing points
age 96 (Page 36	VD.6D)	· · · · · · · · · · · · · · · · · · ·		-	Contraction of the second second	
MOORT	HORPE STATION	JN. TO SOUTH KIRK	BY JN.			
Add:-		Moorthorpe Station	Jn. 0.57			
		(See Page 94)				
		South Kirkby Jn.	0.05			
		(See page 59)				
Potwoor	Moorthorpe Sta	tion is and				
	irkby Jn.	tion on. and				
Add: -	inter on.				0 0m. 52ch. and	
					0m. 57 ch.	(14D)
						1.1.01
Page 103 (page 36	ND 6D)					
		YORK SKELTON VIA	HARROGATE			
Betwee	Starbeck LC a	nd Belmont LC				
Amend	permanent speed	restriction		50	50 17m. 50ch. and	
(as ame	nded on page 36	ND 6D)	1		18m. 13ch.	(14D)
age 106						
	Y JN. TO ESHO	LT JN.				
Delete	naximum permis	sible speed and sub	stitute:-			
				50 5	MAXIMUM PERMI	and a second sec
					FOR PASSENGER	I STATISTICS STATE
					LOADED OR EMP	PTY.
				35 3	5 MAXIMUM PERMI	SSIBLE SPEED
				00 0	FOR ALL TRAINS	
					PASSENGER TRA	
					OR EMPTY.	(14D)

# TABLE A - DETAILS OF RUNNING LINES - 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)

# 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 par	agraph 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

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

York 11 FEBRUARY, 1983

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

# 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 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)

utomatic 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.

Sluing 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 slued 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 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 )
Up Directio GY5R	on Up Main Distant to GY5			
GY5	Up Main	Main	Junction Indicator	Up Apperley Single
		Main	Position 1	line. Up Baildon Single line.
	sition Light			
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. (12)

#### 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.

# **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. CS4	Carriage Sidings all lines
CS5	Bank Loop Washing Machine line
CS6 CS7 CS8	Short Shunt Short Shunt
CS10	Departure Sidings and Standage Sidings

Destination Bank Loop Up Goods "LIMIT OF SHUNT" Bank Loop CS13 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 (10)

### DETAILS OF WORK ALREADY CARRIED OUT - continued

# YORK - CLIFTON COACHING STOCK DEPOT - continued

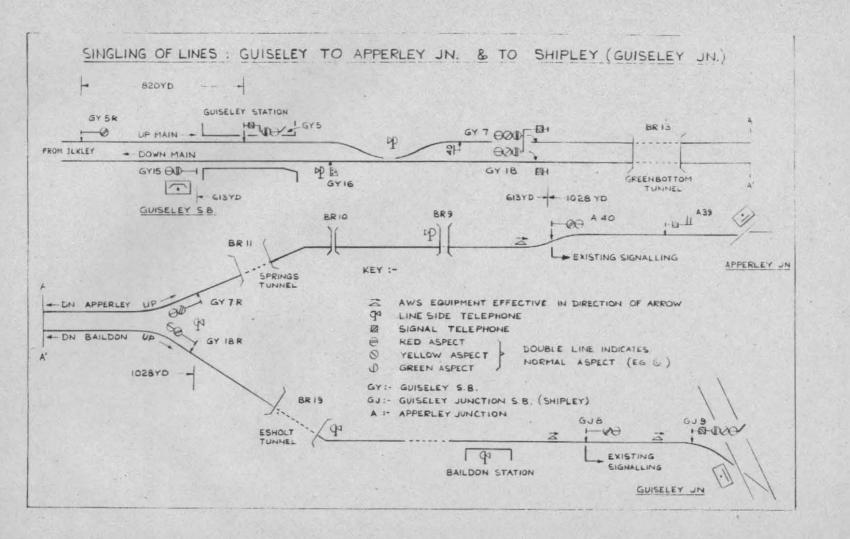
	Signal No. CS12	Line Short Shunt	Destination CS4
	0012	onore on and	CS7
			Up Clifton Loop (Y)197 Signal
			Down Station Line (Y)202 Signal
			Down Main (Y) 199 Signal
			Up Station Line Y192 Signal
		~ ~ ~	Up Main Y194 Signal
	CS13	Short Shunt	Reception Sidings Lines 21 to 26
	CS14	Main Shed Line 20	CS4
			Up Clifton Loop (Y)197 Signal
			Down Station Line (Y)202 Signal
Ŀ			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	C\$12
	CS27	Reception Sidings Line 22	CS12
		(Lavatory Flushing-Apron)	
	CS28	Reception Sidings Lines 23, 24	CS12
		25 and 26	

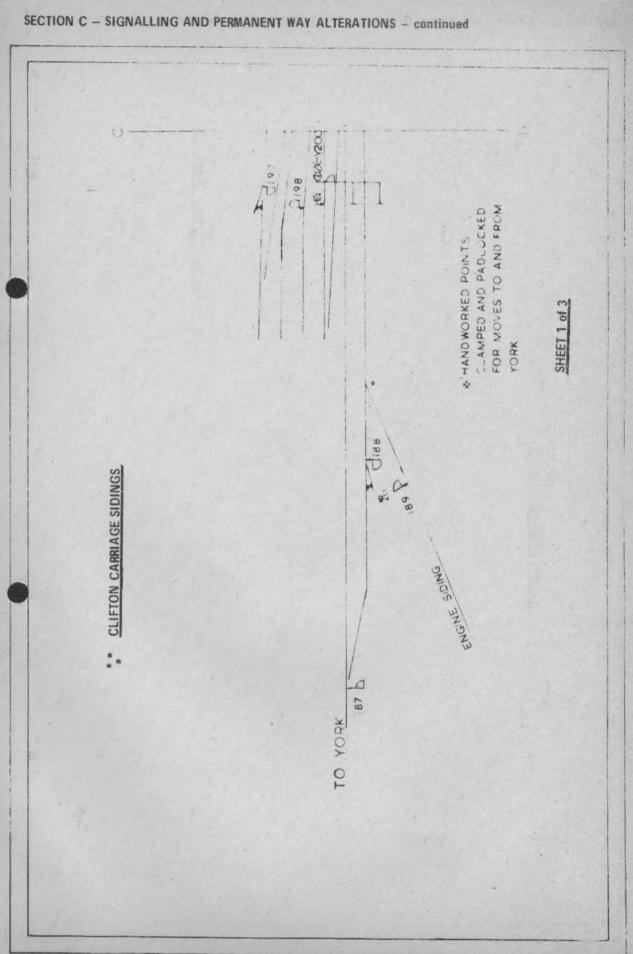
All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

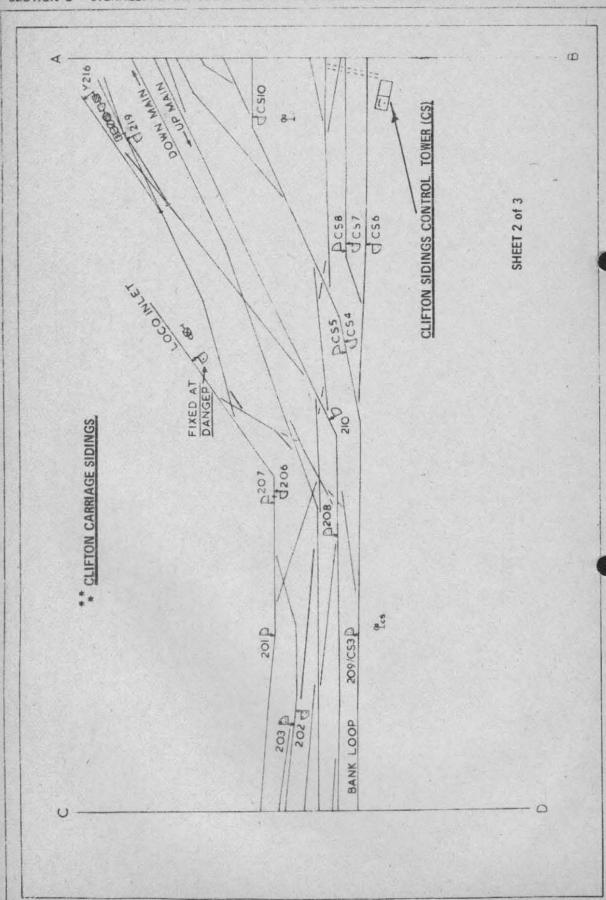
"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower). (9)

# \* FRYSTON

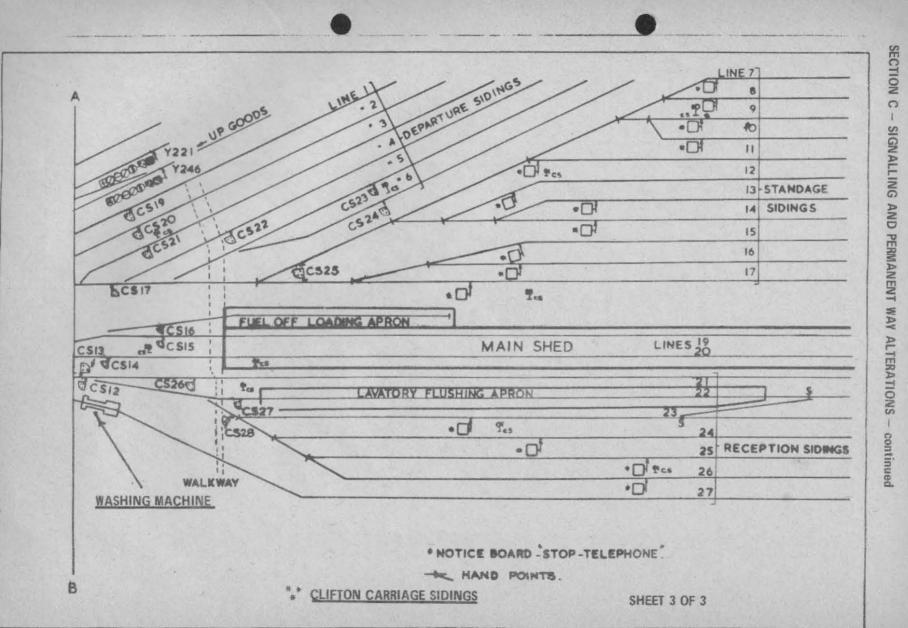
A "WHISTLE" board located at 19m. 3ch. on the Up side has been provided to give warning to persons walking the track through the cutting. (9)







SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



# GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

NS-32

\* 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**

#### PARTI

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)

#### PARTI

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

		Loops and	10 10 10 10 10 10 10 10 10 10 10 10 10 1		15.50	Permanent	Speed Restrictions	Catch, Spring
	Lines and ng System	Refuge Sidings	Location	Μ.	Ch.	Down Up m.p.h.		and unworked trailing points
Page 18								
	and service and so in a	and the second second	R JN. TO BERWICI	and the second se				
	Between Da	aw Lane LC an	nd Shaftholme Jn.	an state		-	Un to Down	
	Add:					40	Up to Down	(140)
		A					at 159m. 78ch.	(14D)
Page 37								
		ME JN. TO FEI	RRYBRIDGE NORTH Haywood LC	A JN.				
	Add:-					30	68m. 02ch. and	
							67m. 58ch.	(14D)
Bana 20 /	20 ND	(D)						
Page 38 (	page 20 ND	gley West Jn.						
		manent speed	restriction			20	To Pontefract line.	
-		ed on page 20					To remember more	(14D)
Dago CA	EASTWOOD	LMR TO NOR	MANTON GOOSE H	HILL JN.				
Page 64	Amend firs	t maximum ner	rmissible speed					
	EASTWOOD	AND HEBDEN	N BRIDGE 22m. 62	ch.			MAXIMUM PERMISSI SPEED ON MAIN LIN	NES.
								(14D)
Page 67 (	Page 25 ND	6D)						
			and Goose Hill .	Jn.				
		manent speed r					49m. 73ch. and	in the second
	(as amende	ed on page 25 M	ND 6D)				49m. 06ch.	(14D)
Page 76								
	LIVERSEDGI							
	Between The Amend:-	ornhill Jn. and	d Liversedge Jn.			20	2m. 23ch. and	
	Amenu					20	2m. 27 ch.	(14D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

Loops and		Permanent Speed Restrictions Catch,						
and the second second second		Refuge			Down Up			and unworked
ignallin	g System	Sidings	Location	M. Ch.	m.p.	h.	At or Between	trailing point
Page 77								
			, TO HORBURY JN.					
			Jn, and Horbury Jn.					
	Delete :-				30	30	1m. 53ch. and 1m. 46ch.	(110)
							Im. 40 cm.	(14D)
h an 00								
Page 80	ALDWAR	E NORTH JN.	(MID) TO LEEDS NORT	Ή JN.				
			Methley Jn.				· · · · · · · · · · · · ·	(
	Amend:-					30	To Whitwood Line	(14D)
age 85								
	METHLEY	JN. TO CAST	LEFORD WHITWOOD					
	Delete:-		Methley Jn.			10	1m. 8ch. and	
	501010						1m. 12ch.	(14D)
02								
age 93			(MID) TO GASCOIGNE Moorthorpe South	WOOD				
	Delete:-				20		12m. 8ch. and	
							11¼m.p.	
	Add:-				60	60	12m. 08ch. and	
	Aug						11¼m.p.	
	Between M	Aoorthorpe Sou	th and Moorthorpe					
	Delete:-					20	111/2 m.p. and	
						1.4	12m. 08ch.	(14D)
age 94								
	At Moorth	orpe Station .	Jn.					
	Amend:-				50		To South Kirkby Jn. line.	
			sion in and				on, mic.	
	Between I Pontefrac	Moorthorpe Sta t Baghill	ition Jn. and					
	Delete:	, buguin				60	111/m.p. and	
							11½m.p.	(14D)
'age 94 (	page 33 NI		nel and Burton Salmon					
		and an a contract of the			50	50	0m. 15ch. and	
		ermanent spee n on page 33 M			50	00	0m. 01ch.	(14D)
	The section	a set handle and t						

ABLE A - DETAILS OF RUNNING LINES - continued

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and			Perma	nent	Speed Restrictions	Catch, Spring
Running Lines and	Refuge			Down	-		and unworked
Signalling System	Sidings	Location	IM. Ch.	m.p.	h.	At or Between	trailing points
Page 96 (Page 36 ND	0.6D)						
MOORTHO	RPE STATION	JN. TO SOUTH KIRK	BY JN.				
Add:-		Moorthorpe Station .	Jn. 0.57				
		(See Page 94)		1			
		South Kirkby Jn.	0.05				
		(See page 59)				a sea and a f	
		3				12	
Between M	Moorthorpe Sta	tion Jn. and					
South Kirk	cby Jn.						
Add:-					30	0m. 52ch, and	(147)
						0m. 57 ch.	(14D)
		-					
Page 103 (page 36 N	DRTLEY IN. TO	YORK SKELTON VIA	HARROGATE				
		nd Belmont LC					
	rmanent speed			50	50	17m. 50ch. and	
	ded on page 36					18m. 13ch.	(14D)
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
100							
age 106 GUISE FY	JN. TO ESHO	LT JN.					
the set of		sible speed and sub	stitute: -			and the second second	
				50	50	MAXIMUM PERMI	
						FOR PASSENGER	and the second second
						LOADED OR EMP	
				35	35	MAXIMUM PERMI	SSIBLE SPEED
				00		FOR ALL TRAINS	
						PASSENGER TRA	
						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.

# 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 premitted 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



# 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 - BARNSLEY 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, be Down Through Sidings (former Down Goods) will be abolished south of Ground position light signal No.92.

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 replated C88R.

(13) .

NS 10 5-11.3.83

# 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 \*

Down Branch Home signal will be renewed 460 yards further from the signal box with the arm at a educed height of 15 ft. 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 17 ft. above rail level. A signal-post telephone will be provided.

The Down Main semaphore distant signal will be replaced b 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)

# 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 HK277.

(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.

Sluing 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.

# 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 HK277.

(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.

Sluing 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 Static 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.

# 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 slued 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. I

#### **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

GY15 Dow GY15 Dow GY15 Dow GY18R Dow line GY18 Dow Up Direction GY5R Up I	wn Apperley ngle line distant GY7			
Sin GY15 Dov GY18R Dow line GY18 Dow <b>Up Direction</b> GY5R Up I				
GY18R Dow line GY18 Dow Up Direction GY5R Up I	wn Apperley ngle	Main		GY15
line GY18 Dow <b>Up Direction</b> GY5R Up I	own Main Starting			
Up Direction GY5R Up	wn Baildon Single e Distant to GY18			
GY5R Up I	wn Baildon Single	Main		GY15 (Down Main )
GY5 Up I	Main Distant to GY5			
	Main	Main	Junction Indicator	Up Apperley Single line.
		Main	Position 1	Up Baildon Single line.
Ground Position GY16 Dow	n Light wn 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. (12)

# 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)

(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.

# \* 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 operationa 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

Line Carriage Sidings all lines Bank Loop Washing Machine line	Destination Bank Loop Up Goods "LIMIT OF SHUNT" Bank Loop
Short Shunt Short Shunt	Bank Loop CS13 CS4
Standage Sidings	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
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
Short Shunt Main Shed Line 20	Reception Sidings Lines 21 to 26 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
	Carriage Sidings all lines Bank Loop Washing Machine line Short Shunt Departure Sidings and Standage Sidings Short Shunt

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

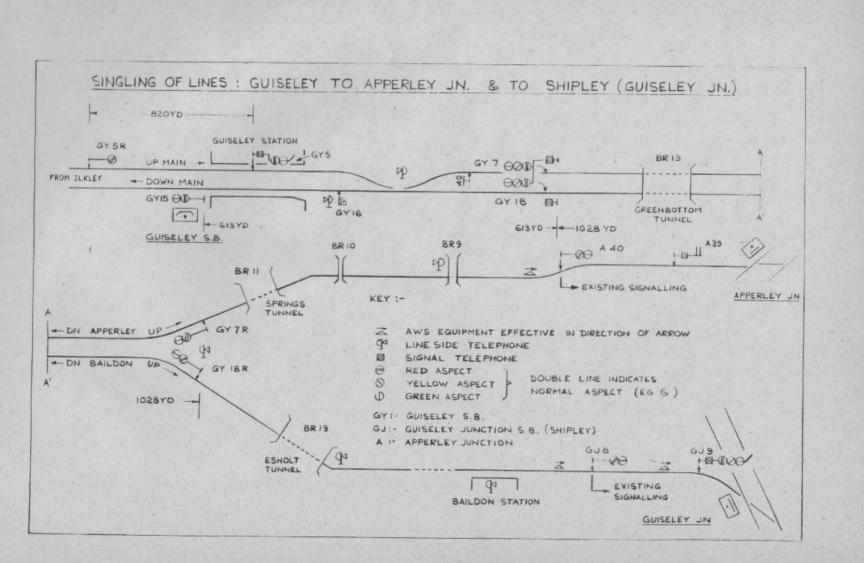
# DETAILS OF WORK ALREADY CARRIED OUT - continued

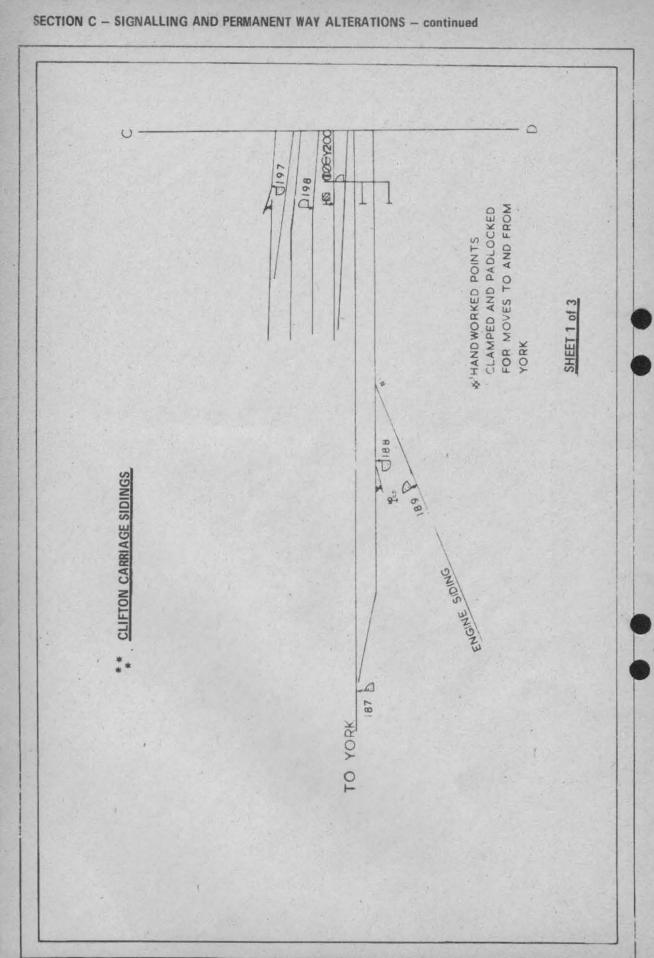
YORK - CLIFTON COACHING STOCK DEPOT - continued

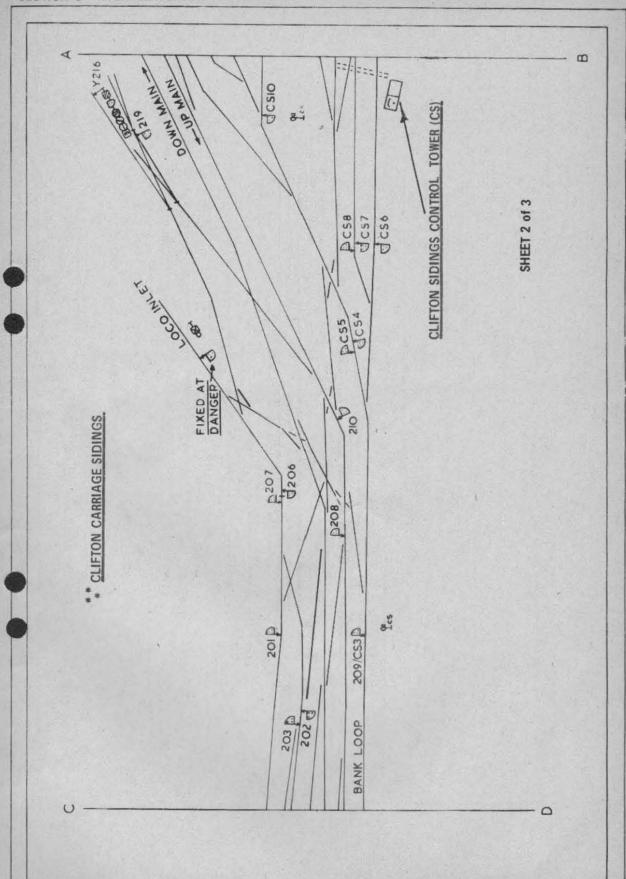
Signal No. CS15	Line Main Shed Line 19	Destination CS4
		Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (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	C\$10
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 CS27	Reception Sidings Line 21	CS12
	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
C \$28	Reception Sidings Lines 23, 24 25 and 26	CS12

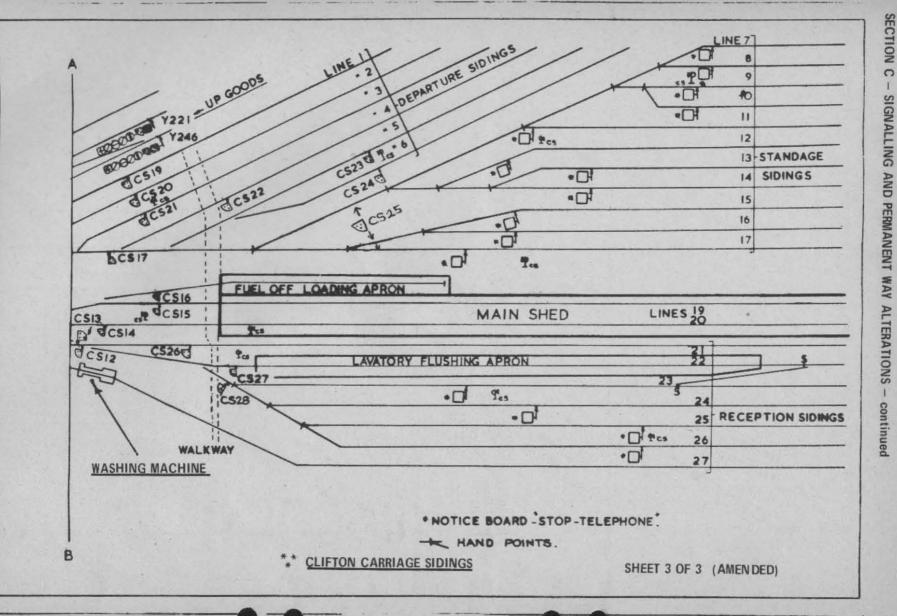
All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction) are jointly controlled by York signal box and by Clifton Sidings Control Tower.

"STOP - TELEPHONE" notice boards have been provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones communicate with the Control Tower). (10)









### **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**

#### PARTI

Section 1 Standard Classification of Trains Page 1.6 Para 3 (2nd Sentence and "Note") Delete both references to "last t

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)

# PARTI

I HANT IL	
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)

in the second second	Loops and			Permanent	Speed Restrictions	Catch, Spring
Running Lines a Signalling Syste	nd Refuge	Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
Betwe	en Daw Lane LC	RR JN. TO BERWICK and Shaftholme Jn.				
Add:-				40	Up to Down at 159m. 78ch.	(14D)
	HOLME JN. TO F	ERRYBRIDGE NORTH JM Haywood LC	۷.			
Add:-				30	68m. 02ch. and 67m. 58ch.	(14D)
r t						
	ottingley West Jn.				T. D	
	permanent speed nended on page 20			20	To Pontefract line.	(14D)
EASTV	OOD LMR TO NO	RMANTON GOOSE HILI	L JN.			
	l first maximum p	ermissible speed				
EASTV	OOD AND HEBDE	N BRIDGE 22m. 62ch.		70 70	MAXIMUM PERMISS SPEED ON MAIN LI	
						(14D)
At Ea Add:-	stwood (LMR) -					UGL.90
At He	bden Bridge		23 56			
Add:-	and the second second					URS 47

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and	Sector No.		Perman	ient	Speed Restrictions	Catch Sprin
lunning Lir	nes and	Refuge		1	Down	Up		and unworke
ignalling		Sidings	Location	M. Ch.	m.p.h		At or Between	trailing poin
Page 67 (F	age 25 N	D 6D)		1000	-		a factor of the	
			n. and Goose Hill Jn.					
	Amend pe	ermanent speed	restriction			40	49m. 73ch. and	
		ded on page 25					49m. 06ch.	(14D
Page 76								
	and the Association	GE BRAN CH						
		Thornhill Jn. a	nd Liversedge Jn.					
	Amend:-				20		2m. 23ch. and	(110)
1.24					1 24		2m. 27 ch.	(14D)
in the second								
Page 77								
			. TO HORBURY JN.					
1	Between	Crigglestone .	In, and Horbury Jn.					
	Delete :-	· · · · · · · · ·			30	30	1m. 53ch. and	
							1m. 46ch.	(14D
							A CORDER D	
Page 80	ALDWAR	KE NORTH IN	(MID) TO LEEDS NOR					
	ALDIAN	ne nomin on.	Methley Jn.	in on.				
	Amend:-		moundy on.			30	To Whitwood Lin	19 1140
	· · · · · · · · · · · · · · · · · · ·							ie (14D
Page 85								
	METHLEY	JN. TO CAST	LEFORD WHITWOOD					
			Methley Jn.					
	Delete:-					10	1m. 8ch. and	
							1m. 12ch.	(14D
age 93								
			(MID) TO GASCOIGN	E WOOD				
			Moorthorpe South					
	Del ete:-				20		12m. 8ch. and	
							11¼m.p.	
	Add:-				60	60	12m. 08ch. and	
	·						11¼m.p.	
	and the second s		uth and Moorthorpe			-		
	Delete:-					20		
							12m. 08 ch.	(140
							all a standard	
Dama D.4								
Page 94	A+ H	horno Station	In '					
	At Moort	horpe Station .	m,		50		To South Kirkby	
	Mindiu:-				00		Jn. line.	
	Potuson	Moorthorno Ct	ation In and					
		Moorthorpe St ct Baghill	auon Jn. and					
	Delete:-					60	111/m.p. and	
	Delete:-					00	11½m.p.	(140
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and	the state of the state of the		Perma	nent	Speed Restriction	S Catch, Spring
Running	ines and	Refuge	1 1 2 2		Down	Up	and the second	and unworked
Signalling		Sidings	Location	M. Ch.	m.p.	1 A - A	At or Between	trailing points
	page 33 NC	0 6D)						
	Between I	Brotherton Tur	nnel and Burton Sali	mon				
		ermanent spee on page 33 M			50	50	0m. 15ch. and 0m. 01ch.	(14D)
			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		1			
age 96 (1	Page 36 ND							
	Add: -	IRPE STATION	JN. TO SOUTH KIR Moorthorpe Station (See Page 94)					
								-
			South Kirkby Jn. (See page 59)	0.05				
	Between M South Kirk	Noorthorpe Sta	tion Jn. and					(
	Add: -	by one				30	0m. 52ch. and 0m. 57ch.	(14D)
					1			
Page 100								
ruge too	LEEDS TO	SKIPTON ST	ATION SOUTH LMR					
rugo roo	LEEDS TO Between	Thackley Jn.	ATION SOUTH LMR and Guiseley Jn. om "Running Lines	and Signalling	System	** co	lumn	
rugo roo	LEEDS TO Between Delete:-	Thackley Jn. Down loop fr	and Guiseley Jn.	and Signalling	System	** co	lumn	
lugo loo	LEEDS TO Between	Thackley Jn. Down loop fr	and Guiseley Jn.	and Signalling	System 25	** co	lumn To Down Loop	
1490.000	LEEDS TO Between Delete:-	Thackley Jn. Down loop fr ley Jn.	and Guiseley Jn.	and Signalling	25	" co	To Down Loop	
, ugo	LEEDS TO Between Delete:- At Thack Delete:-	Thackley Jn. Down loop fr ley Jn. ley Jn.	and Guiseley Jn.	and Signalling		" co		(14D)
	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:-	Thackley Jn. Down loop fr ley Jn. ley Jn.	and Guiseley Jn.	and Signalling	25	** co	To Down Loop Down Loop to	(14D)
	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 Ni LEEDS WO	Thackley Jn. Down loop fr ley Jn. ley Jn. D 6D) RTLEY JN. TO	and Guiseley Jn. om "Running Lines YORK SKELTON VI		25	** co	To Down Loop Down Loop to	(14D)
	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 N LEEDS WO Between S	Thackley Jn. Down loop fr ley Jn. ley Jn. D 6D) RTLEY JN. TO Starbeck LC a	and Guiseley Jn. om "Running Lines YORK SKELTON VI nd Belmont LC		25 25		To Down Loop Down Loop to Down.	(14D)
	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 NI LEEDS WO Between S Amend per	Thackley Jn. Down loop fr ley Jn. ley Jn. D 6D) RTLEY JN. TO	and Guiseley Jn. om "Running Lines YORK SKELTON VI nd Belmont LC I restriction		25		To Down Loop Down Loop to	(14D) (14D)
Page 103	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 NI LEEDS WO Between S Amend per	Thackley Jn. Down loop fr ley Jn. ley Jn. D 6D) RTLEY JN. TO Starbeck LC al	and Guiseley Jn. om "Running Lines YORK SKELTON VI nd Belmont LC I restriction		25 25		To Down Loop to Down. Down.	
	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 NI LEEDS WO Between S Amend per (as amend	Thackley Jn. Down loop fr ley Jn. ley Jn. ley Jn. D 6D) RTLEY JN. TO Starbeck LC al rmanent speed led on page 36 JN. TO ESHO	and Guiseley Jn. om "Running Lines YORK SKELTON VI nd Belmont LC I restriction S ND 6D)	A HARROGATE	25 25		To Down Loop to Down. Down.	
Page 103	LEEDS TO Between Delete:- At Thack Delete:- At Guisel Delete:- (page 36 NI LEEDS WO Between S Amend per (as amend	Thackley Jn. Down loop fr ley Jn. ley Jn. ley Jn. D 6D) RTLEY JN. TO Starbeck LC al rmanent speed led on page 36 JN. TO ESHO	and Guiseley Jn. om "Running Lines YORK SKELTON VI nd Belmont LC I restriction 5 ND 6D)	A HARROGATE	25 25		To Down Loop to Down. Down.	(14D) SSIBLE SPEED TRAINS,

# 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.

(140;



## LOCAL INSTRUCTIONS

-: bbA

Page 257

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 premitted 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 25 FEBRUARY, 1983 MP.32/NS

R.M. WILLIAMS Chief Operating Manager

NS 11/83

12-183.83

# 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

#### 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 an 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 U 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 dat of implementation of the various stages will be published. (UFN)

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

# DETAILS OF WORK ALREADY CARRIED OUT

#### BARNSLEY 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)

# 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 bo 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.

Sluing 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 Statio 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 )
Up Directio GY5R	n Up Main Distant to GY5			
GY5	Up Main	Main	Junction Indicator	Up Apperley Single
		Main	Position 1	line. Up Baildon Single line.
Ground Pos GY16	ition Light Down Main			Up Apperley Single line or Up Baildon Single line.

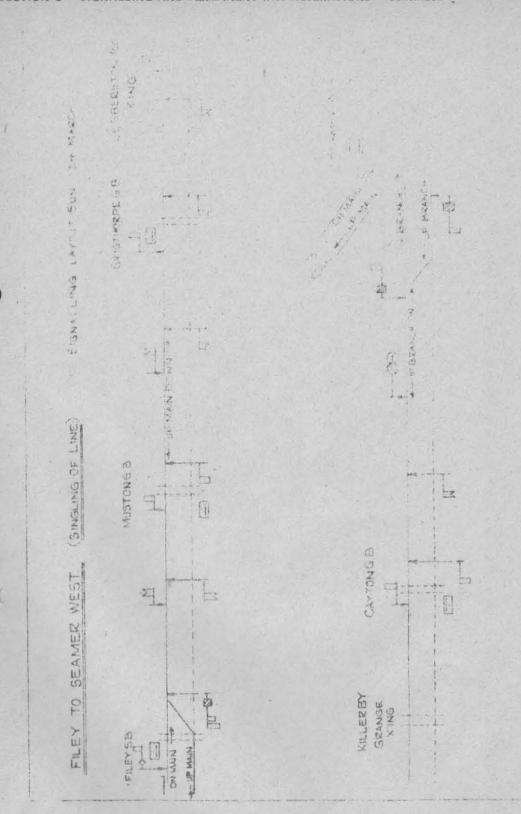
# Automatic Warning System

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

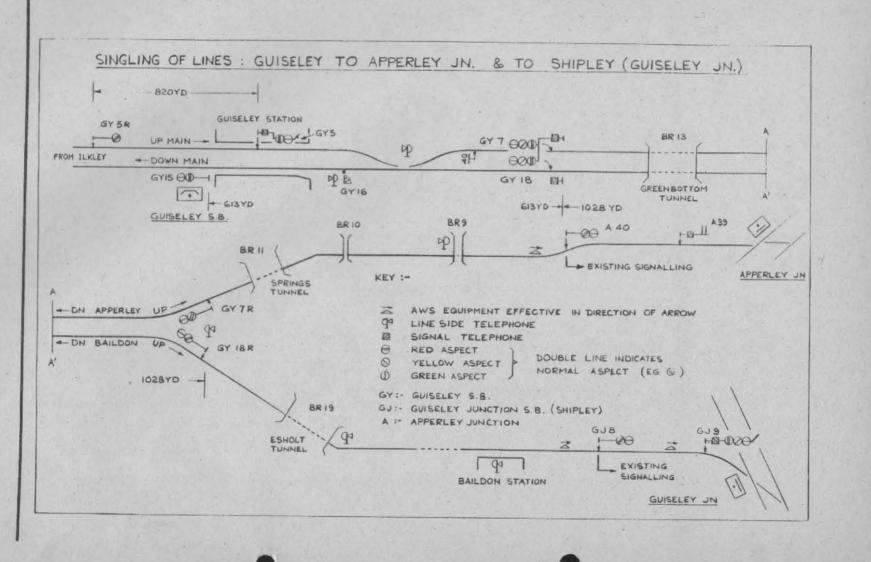
Emergency Lineside telephones, communicating with Guiseley signal box have been provided as shown on the diagram. (12)

# \* 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



SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS continued

NS-30

#### 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

C

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

### **GENERAL APPENDIX**

### PARTI

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)

# PARTI

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 Ali Bud	

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

	6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Loops and	The second second			Permanent	t Speed Restrictions	Catch, Spring	
	Lines and g System	Refuge Sidings	Refuge		Ch.	Down Up m.p.h.		and unworked trailing points	
age 18			RR JN. TO BERWIC						
	Add:-					40	Up to Down at 159m. 78ch.	(14D)	
age 37									
	Between T	LME JN. TO FE	RRYBRIDGE NORT Haywood LC	H JN.					
	Add:-					30	68m. 02ch. and 67m. 58ch.	(14D)	
age 38 (	page 20 ND	(6D) gley West Jn.							
	Amend per	rmanent speed led on page 20	restriction			20	To Pontefract line.	(14D)	
age 64	EASTWOOL	D LMR TO NOR	MANTON GOOSE	HILL JN.					
aye 04	Amend fire	st maximum pe	rmissible speed						
	EASTWOOL	D AND HEBDE	N BRIDGE 22m. 6	2ch.		70 70	MAXIMUM PERMISS SPEED ON MAIN LI	the second se	
	At Eastwo	ood (LMR)						10.3	
	Add:-	and frinn)						UGL.90	

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

			Loops and		1		Perma	nent	Speed Restriction	Catch, Spring
unning L			Refuge				Down	Up	E	and unworked
ignalling	g System	n	Sidings	Location	М.	Ch.	m.p.	٦.	At or Between	trailing points
age 67 (	Betwee	en Tu i pern	rners Lane	Jn. and Goose Hill Jr d restriction 5 ND 6D)	n.			40	49m. 73ch. and 49m. 06ch.	(14D)
age 76	Betwee	en Th	E BRANCH ornhill Jn. i	and Liversedge Jn.			20		2m. 23ch. and	
	Amend	:-	1				20		2m. 27 ch.	(14D)
age 77	Betwee	en Cr		I. TO HORBURY JN. Jn. and Horbury Jn.			30	30	1m. 53ch. and	
	Delete								1m. 46 ch.	(14D)
age 80	ALDWA Amend		NORTH JN.	(MID) TO LEEDS NOR Methley Jn.	ITH JN.			30	To Whitwood Line	e (14D)
ages 84	NORM/ and 85	ANTO	N ALTOFTS ete Church	JN. TO YORK CHALC Fenton to Chaloners Church Fenton	Whin Jn	HIN JM 1. all p 10.43	N. articula			
	and 85	ANTO	N ALTOFTS ete Church	Fenton to Chaloners	Whin Jn	all p	v. articula 25			
	and 85	ANTO	ete Church	Fenton to Chaloners Church Fenton Church Fenton North Jn. (See	Whin Jn	10.43	articula	ars a	nd substitute. All connections 10m, 39ch, and	
ages 84	and 85	- Leeds	ete Church	Fenton to Chaloners Church Fenton Church Fenton North Jn. (See page 114).	Whin Jn	i, all p 10.43 10.31	articula	ars a 25	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds,	Colton South Jn. to Chaloners Wt
Normanton	and 85	- Leeds	spear -	Fenton to Chaloners Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf	Whin Jn	, all p 10.43 10.31 8,70	articula 25	ars a 25	nd substitute. All connections 10m. 39ch. and 10m. 27ch. Down Normanton	Colton South Jn. to
Normanton	and 85	- Leeds	spear -	Fenton to Chaloners Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf	Whin Jn	, all p 10.43 10.31 8,70	articula 25	ars a 25	All connections 10m, 39ch, and 10m, 27ch. Down Normanton to Down Leeds, Up Leeds to	Colton South Jn. to Chaloners Wi Jn. controlled
Normanton	and 85	- Leeds	spear -	Fenton to Chaloners Church Fenton North Jn. (See page 114). Ulleskelf Colton South Jn.	Whin Jn	n, all p 10.43 10.31 8.70 6.27	25 70	25 70	nd substitute. All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds. Up Leeds to Up Normanton. Down Normanton	Colton South Jn. to Chaloners Wi Jn. controlled
Normanton	and 85	- Leeds	spear -	Fenton to Chaloners Church Fenton North Jn. (See page 114). Ulleskelf Colton South Jn.	Whin Jn	n, all p 10.43 10.31 8.70 6.27	25 70	25 70	nd substitute. All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds. Up Leeds to Up Normanton. Down Normanton to Down Leeds. Up Leeds to	Colton South Jn. to Chaloners Wi Jn. controlled by York box.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

# TABLE A - DETAILS OF RUNNING LINES - continued

		Loops and			Perma	inent	Speed Restrictions	Catch, Spring
Running L Signallin	Lines and g System	Refuge Sidings	Location	M. Ch.	Down	Up .h.	At or Between	and unworked trailing points
	NORMAN	TON ALTOFTS	JN. TO YORK CHALON	ERS WHIN	JN. – c	ontin	ued	
ages 84	and 85 - S	ubstitute – c	ontinued				1.	
î	Ĭ Ì	Ĭ	Copmanthorpe No.2 L.C. (R/G)	3.20			-	
					25	25	All connections 2m. 09ch. and 1m. 72ch.	
1	.	1	Chaloners Whin Jn. (See page 21),	1.7	7	70	Both lines 2 m.p. and 3 m.p. (w.e.f. Sunday 13	March) (UFN)
age 85	METHLEV	IN TO CAS	LEFORD WHITWOOD					
		511. 10 CH3	Methley Jn.					
	Delete:-					10	1m. 8ch. and 1m. 12ch.	(14D)
age 93			(MID) TO GASCOIGNE Moorthorpe South	WOOD	20		12m. 8ch. and 11¼m.p.	
	Add:-				60	60	12m. 08ch. and	
		Moorthorne S	outh and Moorthorpe		00	00	11¼m.p.	
	Delete:-					20	11½ m.p. and 12m. 08 ch.	(14D)
age 94	At Moorti Amend:-	norpe Station	Jn.		50		To South Kirkby Jn. line.	
	Between M Pontefrac	Noorthorpe St t Baghill	ation Jn. and					
	Delete:-			1. 1. 1.		60	11¼m.p. and 11½m.p.	(14D)
age 94 (	page 33 NI	0.6D) Brotherton Tu	nnel and Burton Salmon					

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

10 IV		Loops and	B. A. T. C.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Permaner	t Speed Restriction	S Catch, Spring
Running Li	nes and	Refuge		A	Down U	0	and unworked
ignalling		Sidings	Location	M. Ch.	m.p.h.	At or Between	trailing point
and the second day of	age 36 ND						ad a construction of some
	MOORTHO	RPE STATION	JN. TO SOUTH K	IRKBY JN.			
	Add:-		Moorthorpe Stati	on Jn. 0.57			
			(See Page 94)				
			South Kirkby Jn.	0.05			
			(See page 59)				
		Aoorthorpe Sta	ation Jn. and				
	South Kirk Add: -	toy Jn.			30	0m. 52ch. and	
	Muu					0m. 57 ch.	(14D)
					4		
Page 100		CUIDTON CT					
			ATION SOUTH LM and Guiseley Jn.	К			
120			om "Running Line	s and Signalling	System"	columo	
			sin numing cins	o and orgnanning	- oy ocom		
	At Thack	ley Jn.					
	Delete:-				25	To Down Loop	
	At Guise	ley Jn.					
	Delete:-				25	Down Loop to	
					- Bak	Down.	(14D)
		1. 1.					
ane 103	page 36 N	D 6D)					
ago 105 1			YORK SKELTON	A HARROGATE			
	Between \$	Starbeck LC a	nd Belmont LC				
		rmanent speed			50 5	0 17m. 50ch. and 18m. 13ch.	(140)
	(as amend	led on page 30	5 ND 6D)			18m. 13ch.	(14D)
			1. 1. 1. 2. 1				
e 106							
		JN. TO ESHC					
	Delete ind	kindin perints	ssible speed and	substitute: -	50 50	MAXIMUM PERM	ISSIBLE SPEED
					1.2.2	FOR PASSENGE	R TRAINS.
						LOADED OR EM	IPTY.
				1	25 21		
		*			35 3	5 MAXIMUM PERM FOR ALL TRAIN	
		1. W. 1	1			PASSENGER TRA	
						OR EMPTY.	(14D)

HUTTAN A

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 2041/4 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 premitted 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.

York 4 MARCH , 1983 MP.32/NS

R.M. WILLIAMS Chief Operating Manager SECTION C

# SIGNALLING AND PERMANENT WAY ALTERATIONS

NS-23

\* \* 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 OUAY -

#### 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 Platfor lines respectively.

The route indications '1' and '2' formerly displayed on the Down Main Home signal route indicator we 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) Si will become Trap points.

No.4 Platform line will be extended to become continuous with the Shunt Spur. The single ended facily connection leading from Single line to Nos.4 or 5 Platforms will be remodelled to form a double ender 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. 5. 35)

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 :-

Filev

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)

# BARNSLEY 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.

Sluing 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.

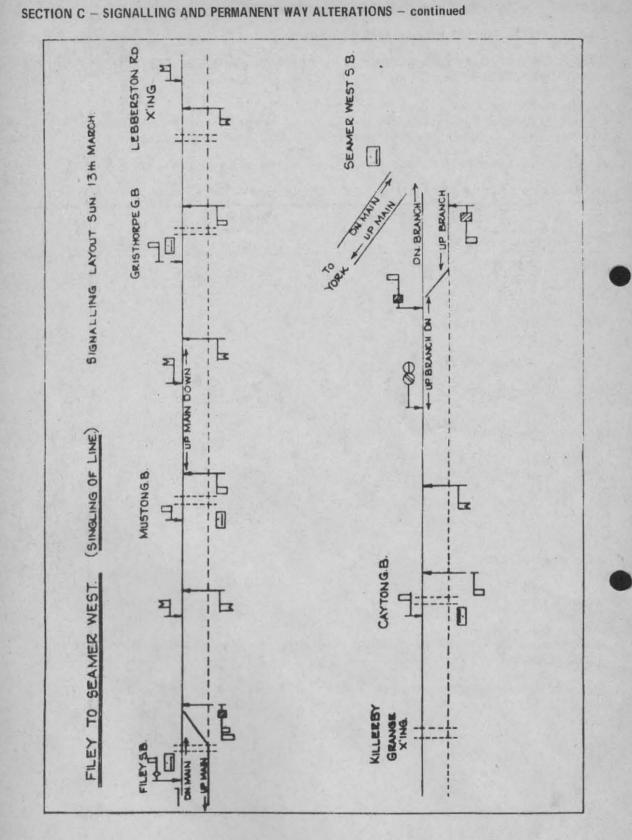
New Colour Light Signals GY = prefix of signal controlled from Guiseley Station

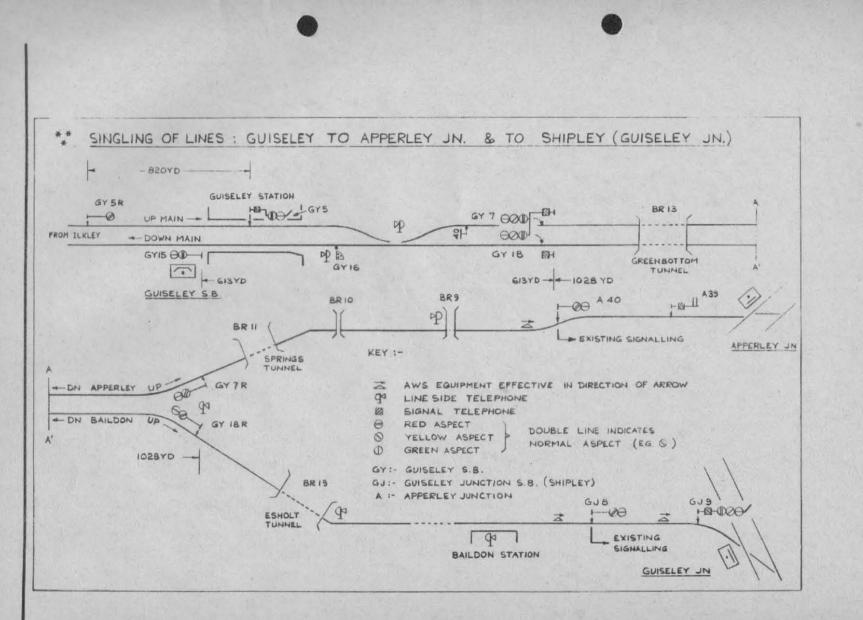
Signal No.	Line	Aspect M - Main S - Sub	Route or Junction Indicator	Destination
GY7R	Down Apperley Single line distant to GY7			
GY7	Down Apperley Single	Main		GY15
GY15	Down Main Starting			
GY18R	Down Baildon Single line Distant to GY18			
GY18	Down Baildon Single	Main		GY15 (Down Main )
Up Directi GY5R	on Up Main Distant to GY5			
GY5	Up Main	Main	Junction Indicator Position 1	Up Apperley Single line.
		Main		Up Baildon Single line.
Ground Pos GY16	sition Light 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. (12)





SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS continued

NS-29

#### 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

#### PARTT

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 IT

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

		Loops and	1			Permaner	nt S	Speed Restrictions	Cate	, Spring
	ines and	Refuge		M	Ch.	Down U		A	and u	nworke
Signallin	g System	Sidings	Location	I'm-	Cn.	m.p.h.		At or Between	traili	ng poin
Page 18		and a second second second	R JN. TO BERWIC nd Shaftholme Jn.			40	D	Up to Down at 159m. 78 ch.		(14D)
Page 37		LME JN. TO FE horpe LC and	RRYBRIDGE NORT Haywood LC	и л.		30		68m. 02ch. and 67m. 58ch.		(14D)
							1			
Page 38 (	Amend pe	6D) Igley West Jn. Imanent speed led on page 20	restriction			20		To Pontefract lin	е.	(14D)
	EASTWOOL	D I MR TO NOS	MANTON GOOSE	HILL IN						
Page 64	EASTNOOL	D LWR TO NOT	MANTON GOODE	11166 018.				1.1.1.		
-	Amend fir	st maximum pe	ermissible speed							
	EASTWOO	d and hebde	N BRIDGE 22m, 6	2ch.		70 7	70	MAXIMUM PERMIS		(14D)
	At Eastwo Add:-	ood (LMR)							UGL	.90
	At Hebde Add:-	en Bridge		2	3 56				URS	47 (14D)
Page 67 (	Page 25 ND	6D)	and Cases Lill	Lie						
	Amend pe	rmanent speed led on page 25	n, and Goose Hil I restriction 5 ND 6D)	i on.		4	10	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

			Loops and			and the second design of the s		Speed Restriction	Catch, Spring
inning l ignallin	ines g Sys		Refuge Sidings	Location	M. Ch.		n Up p.h.	At or Between	and unworked trailing points
ige 76	L! VE Betw	RSED	GE BRAN CH	and Liversedge Jn.		20		2m. 23ch. and 2m. 27ch.	(14D)
ige 77	Betw		Crigglestone	<b>N. TO HORBURY JN.</b> Jn. and Horbury Jn.		30	30	1m. 53ch, and 1m. 46ch.	(14D)
ge 80	ALD) Ame		e north jn.	(MID) TO LEEDS NOP Methley Jn.	ITH JN.		30	To Whitwood Line	(14D)
ge 81			NT JN. TO CU om remarks c	DWORTH STATION JN olumn :	l.				CW. Down at Om. 4ch. 530 yards before reaching Starting signa
									(14D)
jes 84 a	and 85 NOR/	i – D MANT	elete Church ON ALTOFTS	Fenton to Chaloners JN. TO YORK CHALC Church Fenton	Whin Jn. all pa NERS WHIN JN 10.43	articul V.	ars ai	nd substitute.	
•	NOR	ANT	elete Church ON ALTOFTS	JN. TO YORK CHALC	NERS WHIN JN	articul V. 25		All connections 10m. 39ch. and 10m. 27ch.	
manton	manton	MANT		JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See	NERS WHIN JN 10.43	<b>J</b> .		All connections 10m. 39ch. and	
•	NOR	U - Leeds	spaan - Q	JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See page 114).	NERS WHIN JN 10.43 10.31	<b>J</b> .	25	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds.	(14D) Colton South Jn, to Chaloners Whi
- Normanton	- Normanton	MANT	spaar -	JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf	INERS WHIN JN 10.43 10.31 8.70	V. 25	25	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds,	(14D) Colton South Jn, to
- Normanton	- Normanton	MANT	spaar -	JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf	INERS WHIN JN 10.43 10.31 8.70	V. 25	25	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds. Up Leeds to	(14D) Colton South Jn. to Chaloners Whi Jn. controlled
- Normanton	- Normanton	MANT	spaar -	JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf Colton South Jn.	INERS WHIN JN 10.43 10.31 8.70 6.27	v. 25 70	25 70 70	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds. Up Leeds to Up Normanton. Down Normanton	(14D) Colton South Jn. to Chaloners Whi Jn. controlled
- Normanton	- Normanton	MANT	spaar -	JN. TO YORK CHALC Church Fenton Church Fenton North Jn. (See page 114). Ulleskelf Colton South Jn.	INERS WHIN JN 10.43 10.31 8.70 6.27	v. 25 70	25 70 70	All connections 10m. 39ch. and 10m. 27ch. Down Normanton to Down Leeds. Up Leeds to Up Normanton. Down Normanton to Down Leeds. Up Leeds to	(14D) Colton South Jn. to Chaloners Whi Jn. controlled by York box.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and			Permanent		Speed Restriction:	S Catch, Spring
Running Lines and Signalling System		Refuge Sidings	Location	M. Ch.	Down Up m.p.h.		At or Between	and unworked trailing point
	NORMANT	ON ALTOFTS	JN. TO YORK CHALON	ERS WHIN JI	N c	ontin	ued	
ages 64	and 85 - su	ibstitute – co						
			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 CASTL	EFORD WHITWOOD	1. 2. 3				
	Delete:-		Methley Jn.			10	1m. 8ch. and	
							1m. 12ch.	(14D)
age 93								
	Between H	NORTH JN. (	MID) TO GASCOIGNE N Noorthorpe South	NOOD				
	Del ete:-				20		12m. 8ch. and 11¼m.p.	
	Add:-				60	60	12m. 08ch. and 11¼m.p.	
		oorthorpe Sou	th and Moorthorpe					
,	Delete:-					20	11½ m.p. and 12m. 08 ch.	(14D)
Page 94				• •				1.
	At Moortho Amend:-	orpe Station J	1.		50		To South Kirkby	
	Between M Pontefract	oorthorpe Stat Baghill	ion Jn. and		*		Jn. line.	
	Delete:-				1	60	11¼m.p. and 11½m.p.	(14D)
Page 94 (	page 33 ND							
			nel and Burton Salmon					
		manent speed on page 33 N			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 Permanent Speed Restrictions Catch, Spring Loops and Running Lines and Refuge Down Up and unworked Signalling System Sidings Location M. Ch m.p.h. At or Between trailing points 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. 0m. 52ch. and 30 Add: -(14D) 0m. 57 ch. 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. To Down Loop Delete:-25 At Guiselev Jn. Delete:-25 Down Loop to Down. (14D) Page 103 (page 36 ND 6D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Between Starbeck LC and Belmont LC Amend permanent speed restriction 17m. 50ch. and 50 50 (as amended on page 36 ND 6D) 18m. 13ch. (14D) Page 105 APPERLEY JN. TO ILKLEY STATION Delete all details between Apperley Jn. and Guiseley and Substitute :-Apperley Jn. 202.03 AWS not (See page 100) 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 205m. 01ch. and 40 40 205m. 07ch. 205.07 25 Up to Single lines 205m. 10ch. and 205m. 07ch. Guiseley 205.22

(See page 106)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued TABLE A - DETAILS OF RUNNING LINES - continued Permanent Speed Restrictions Catch, Spring Loops and Running Lines and Down Up Refuge Signalling System Sidings Ch At or Between Location M. m.p.h. Page 96 (Page 36 ND.6D) MOORTHORPE STATION JN. TO SOUTH KIRKBY JN. Moorthorpe Station Ja. Add: -0.57 (See Page 94) South Kirkby Jn. 0.05 (See page 59) Between Moorthorpe Station Jn. and South Kirkby Jn. 30 0m. 52ch. and Add: -0m. 57 ch. 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. 25 Delete:-To Down Loop At Guiselev Jn. Delete:-25 Down Loop to Down. Page 103 (page 36 ND 6D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Between Starbeck LC and Belmont LC Amend permanent speed restriction 50 50 17m. 50ch. and (as amended on page 36 ND 6D) 18m. 13ch. Page 105 APPERLEY JN. TO ILKLEY STATION Delete all details between Apperley Jn. and Guiseley and Substitute :-202.03 Apperley Jn. (See page 100) 202.61 Apperley Lane Tunnel (75 yards) to 202.64 Springs Tunnel 204.07 (77 yards) to 204.11 204m. 29ch. and 30 30 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.

Guiseley (See page 106)

A B

205.22

(w.e.f. 09 00 Monday 21 March) (14D)

and unworked

trailing points

(14D)

(14D)

(14D)

AWS not

provided

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

# TABLE A - DETAILS OF RUNNING LINES - continued

		Loops and		La Calanda			Speed Restriction:	a manager aler and
Running Li Signalling		Refuge Sidings	Location	M. Ch.	Down Up m.p.h.		At or Between	and unworked trailing point
	- Jo tam	10101130						
Page 106	GUISE EV	JN. TO ESHO	LT JN.					
			sible speed and subst	itute: -				
			2.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		50	50	MAXIMUM PERM	
			-				FOR PASSENGER	
	Jan State State						LOADED OR EMI	
	S				35	35	MAXIMUM PERM	ISSIBLE SPEED
							FOR ALL TRAIN	
							PASSENGER TRA	AINS, LOADED
							OR EMPTY.	
						(Un	til 09 00 Monday 2	21 March) (14D
			ble and substitute :-					
	SHIPLEY.	GUISELEY JN	. TO GUISELEY					
					50	50	FOR PASSENGE	Sector Se
							LOADED OR EM	
					35	35		A STATE
					55	55	FOR ALL TRAINS	
							PASSENGER TRA	
							OR EMPTY	
1			Guiseley Jn.	3.41				AWS not
			(See page 100)			25	3m. 34ch. and	provided
						20	3m. 41ch.	
			Baildon	2.29				
			Baildon No.1	2.14				
			Tunnel (156 yards)	to				
				2.07				
			Baildon No.2	2.03				
			Tunnel (274 yards)	to				
				1.71				
			Esholt Tunnel	0.52				
			(548 yards)	to				
			(	0.27				
				0.00				
				0.00 204.32				
				204.32			1213 2 2 2 2	
			Greenbottom	204.61				
			Tunnel (134 yards)	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

		Loops and		and the second	Permaner	nt Speed Restrictions	Catch Spring
Running Lines and Signalling System		Refuge Sidings	Location	M. Ch.	Down U m.p.h.	P At or between	and unworked trailing points
Page 119		RAGON TO SE ortion of line F	AMER WEST Filey to Seamer West (in	ncl.) and su	ubstitute :-	-	
AB	A B.		Filey -		40 4	0 44¼m.p. and 44m 50ch.	•
•	• •		Filey LC	44.35	50	45m. 35ch. and 45m. 50ch.	
			Muston LC	45.41	5	0 45½m.p. and 45m 35ch.	•
			Gristhorpe LC	46.38	2	0 46½m.p. and 45½	m.p.
			Lebberston Road LC	46.72			
			Cayton LC	48.19			
					40	Double to Single line	
			Seamer West	50.43	25	50m. 36ch. and 50m. 43ch.	
			(See page 43)				(14D)

TABLE A -	DETAILS	OF	RUNNING	LINES -	continued
-----------	---------	----	---------	---------	-----------

From	То	Down	Up	Remarks
Page 163			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
	EST PARADE TO SEAMI	ER WEST		
Add:				
Bridlington Quay	Bridlington South-	No.4 Platform		20 SLU clear weather.
	1			10 SLU fog or
				falling snow.
				Empty Coaching stock.
				(14D)
			1	Commencing Sunday 20 March

ł

# 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 premitted 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.

### 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 BARNSLEY 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 hav 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 Dow 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 b 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 U 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

# \* BARNSLEY 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.

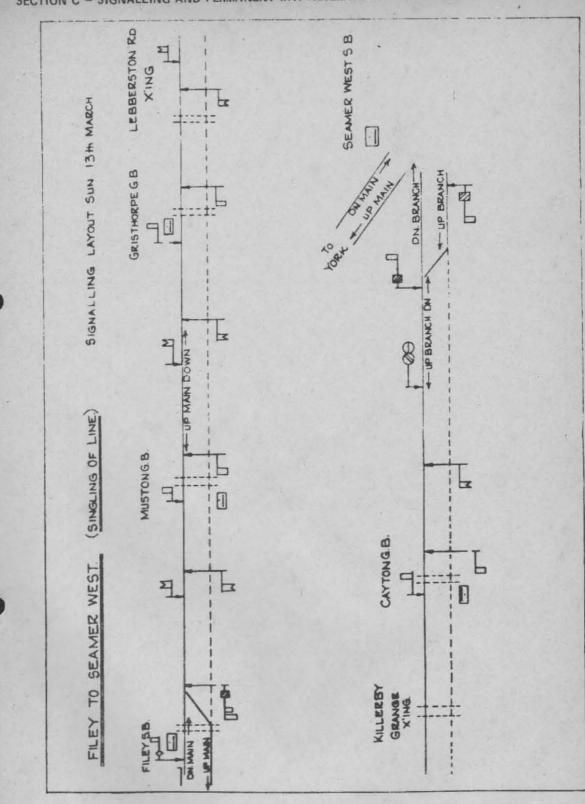
The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

#### \* \* 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

NS-27

#### 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**

#### PARTI

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)

#### PARTI

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)

		Loops and	Alle and all		Perma	ment	Speed Restrictions	Catch, Spring
	Lines and g System	Refuge Sidings	Location	M Ch	Down m p	n Up h	At or Between	and unworked trailing point
Page 18			R JN. TO BERWIC nd Shaftholme Jn.			40	Up to Down at 159m. 78ch.	(14D)
Page 37	Between Th	ME JN. TO FE	RRÝBRIDGE NORT Haywood LC	H JN.				
	Add:-				30		68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (	Amend per	6D) gley West Jn. manent speed ed on page 20			20		To Pontefract line.	(14D)
Page 38			RRYBRIDGE NORT st Jn. and Ferrybi		20	20	2m. 71ch. and 2m. 65ch.	
	Add :-				30	40	2m. 65ch. and 2m. 43ch.	
	Delete :-				40		2m. 43ch. and 2m. 27ch.	

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

# TABLE A - DETAILS OF RUNNING LINES - continued

		Loops and			Permane	ent S	Speed Restrictions	Catch, Spring
Running Li Signalling		Refuge Sidings	Location	M. Ch.	Down U m.p.h.		At or between	and unworked trailing points
age 62								
-30			ELLOW ADWICK J C and Thorpe Ma		30 w.	.e.f.	164¼ m.p. and 164m. 8ch. 14 00 Monday 28 M	farch (ND14)
	EASTWOOD	D LMR TO NO	RMANTON GOOSE	HILL JN.				
age 64	Amend firs	st maximum p	ermissible speed					
	EASTWOOD	AND HEBDE	EN BRIDGE 22m. 6	2ch.	70	70	MAXIMUM PERMISS SPEED ON MAIN L	
	At Eastwo Add:-	ood (LMR)						UGL.90
	At Hebder	n Bridge		23 56				
	Add:-							URS 47 (14D)
age 67 (	Page 25 ND	6D)						
	Amend per	urners Lane . rmanent spee led on page 2	Jn. and Goose Hil d restriction 5 ND 6D)	i un.		40	49m. 73ch. and 49m. 06ch.	(14D)
age 76	LIVERSEDO	GE BRAN CH						
			nd Liversedge Jn.		20		2m. 23ch. and 2m. 27ch.	(14D)
Page 77	BARNSLEN Between E Amend :	amsley Stati	N. TO HORBURY JI	N. 1	40	40	51m, 24ch, and 50m, 49ch,	
	Add :				20	20	52m. 26ch. and 51m. 24ch.	
					w	.e.f	. 09 00 Monday 28	March (ND14)
		Crigglestone .	Jn. and Horbury J	n.	30	30	1m. 53ch, and	
	Delete :				50	50	1m. 46ch.	(14D)
Page 80	ALDWARK	E NORTH JN.	(MID) TO LEEDS	NORTH JN.				
	Amend:-		Methley Jn.			30	To Whitwood Line	e (14D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - DETAILS OF RUNNING LINES - continued

	Loops and				t Speed Restrictions	
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch.	Down Up m.p.h.		and unworked trailing points
Page 81						
	OT JN. TO CU rom remarks c	DWORTH STATION JN.				CW. Down at Om. 4ch. 530 yards before reaching Starting signa (14D)
Pages 84 and 85 -	Delete Church	Fenton to Chaloners W	hin Jn. all p	articulars	and substitute.	
		S JN. TO YORK CHALON Church Fenton	ERS WHIN J 10.43	Ν.		
un		Church Fenton North Jn. (See page 114).	10.31	25 2	5 All connections 10m. 39ch. and 10m. 27ch.	
- Normanton - Normanton	eds	Ulleskelf	8.70			
<u>U - Norma</u> <u>D - Norma</u>		Colton South Jn.	6.27	70	Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Wh
				71	0 Up Leeds to Up Normanton.	Jn. controlled by York box.
		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. and 2 m.p.	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	. 7	0 Both lines 2 m.p. and 3 m.p.	(UFN)
Page 85 METHLEN	JN. TO CAS	TLEFORD WHITWOOD				
Delete:-		Methiey Jn.		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 Permanent Speed Restrictions Loops and Catch, Spring Running Lines and Refuge Down Up and unworked Signalling System Sidings Location M. Ch m.p h At or Between trailing points Page 93 ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD Between Hickleton and Moorthorpe South Del ete:-20 12m. 8ch. and 11¼m.p. Add:-60 12m. 08 ch. and 60 11¼m.p. Between Moorthorpe South and Moorthorpe Delete:-20 111/2 m.p. and 12m. 08 ch. (14D) Page 94 At Moorthorpe Station Jn. Amend:-50 To South Kirkby Jn. line. Between Moorthorpe Station Jn. and Pontefract Baghill Delete: -60 111/m.p. and 11½m.p. (14D) At Ferrybridge North Jn. Amend :--To Knottingley line 50 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 50 50 0m. 15ch. and (last item on page 33 ND 6D) 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: -0m. 52ch, and 30 0m. 57 ch. (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:-To Down Loop 25 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 Permanent Speed Restrictions Catch, Spring Loops and and unworked Down Up **Running Lines and** Refuge At or Between trailing points m.p.h. M. Ch. Sidings Location Signalling System Page 103 (page 36 ND 6D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Between Starbeck LC and Belmont LC 17m. 50ch. and 50 50 Amend permanent speed restriction 18m. 13ch. (14D) (as amended on page 36 ND 6D) Page 105 APPERLEY JN. TO ILKLEY STATION Delete all details between Apperley Jn. and Guiseley and Substitute :-AWS not 202.03 Apperley Jn. provided (See page 100) 202.61 Apperley Lane Tunnel (75 yards) to 202.64 204.07 Springs Tunnel (77 yards) to 204.11 204m. 29ch. and 30 30 204m. 32ch. 204.61 Greenbottom Tunnel (134 vards) to 204.67 205m, 01ch. and 40 40 205m. 07ch. 205.07 25 Up to Single lines 205m. 10ch. and 205m. 07ch. 205.22 Guiseley AB (14D) (See page 106)

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 MAXIMUM PERMISSIBLE SPEED 35 FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED **OR EMPTY** 

NS-33

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and		1	Permanent	Speed Restriction	S Catch, Spring
unning Lines and	Refuge			Down Up		and unworked
ignalling System	Sidings	Location	M. Ch.	m.p.h.	At or Between	trailing points
GUISELEY age 106 – substitu		DLT JN, - continued				
1		Guiseley Jn. (See page 100)	3.41			AWS not , provided
				25	3m. 34ch. and 3m. 41ch.	
and the second		Baildon	2.29			
		Baildon No.1	2.14			
The second		Tunnel (156 yards)	to			
and the second			2.07			
		Baildon No.2	2.03			1
1 1 - 2 1 1 - C - C - C - C - C - C - C - C - C		Tunnel (274 yards)	to			
			1.71			
Charles and	17 · ·	Esholt Tunnel	0.52			
and the second		(548 yards)	to			1. C. C. C. C.
			0.27			
13			0.00			
			204.32			
		Greenbottom	204.61			
and the second second		Tunnel (134 yards)	to			
			204.67			
1		Guiseley	. 205.07			
		(See page 105)				(14D)
age 115	N TO OU OF					
	N. TO GILBER					123.55
Between T Delete :-	nome Jn. and	Thome North		30	9m. 09ch, and 8m	0.0
Delete :-	1 - C - C - C - C - C - C - C - C - C -				. 14 00 Monday 28	

# TABLE A - DETAILS OF RUNNING LINES - continued

#### Page 116

HULL PARAGON TO SEAMER WEST Between Cottingham North and Beverley Parks Delete :--

50

7¼m.p. w.e.f. 09 00 Monday 28 March (ND14)

6¼m.p. and

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and		11.17.19	Permanen	nt Speed Restrictions	Catch, Spring
unning Lir ignalling		Refuge Sidings	Location	M. Ch.	Down U m.p.h.	At or between	and unworked trailing points
Page 119		RAGON TO SE	AMER WEST Filey to Seamer West (i	ncl ) and s	ubstitute:	-	
AB	AB		Filey		40 4	0 44¼m.p. and 44n 50ch.	۱.
	1		Filey LC	44.35	50 5	0 45m. 35ch. and 45m. 50ch.	
			Muston LC	45.41			
			Gristhorpe LC	46.38			
	132		Lebberston Road LC	46.72			
			Cayton LC	48.19			
						0 Double to Single fine	
	1.191		Seamer West	50.43	25	50m. 36ch. and 50m. 43ch.	
			(See page 43)				(140)

#### TABLE A - DETAILS OF RUNNING LINES - continued

	Sec.		Line	ONG DIRECTION	
From		То	Down	Up	Remarks
		ST PARADE TO SEAME	R WEST		
Bridlington	Add: Quay	Bridlington South	No.4 Platform		20 SLU clear weather 10 SLU fog or falling snow.
					Empty Coaching stoc (14D)

ł.

#### 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 Appertey 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 premitted 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.

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

York 18 MARCH, 1983 PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1

14/15



NS

EASTERN REGION

# 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

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.

#### 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. 20, the Rule Book, Section T, clause 21.2 applies. 40

#### 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)

		Lines			t or b	eage		Restriction	
ocation	and the source by again,	affecte		M.	Ch.	M.	Ch.	m.p.h.	Remarks
DONCA	STER BLACK CARR	JN. TO SKEL	TON BRIDGE						
Warning	Board at 159m. 35	ich. on the D	own line appli	es onl	v to t	rains	towar	ds Askern.	
-									
	aloners Whin Jn. I Holgate Jn.	Down Doncaster	Up Doncaster	186	40	186	55	20	Trackwork. From 06 00 Sunday 10 Apri
amino	board at 187m. 42	ch. (on the U	In Holgate Loo	n line)	annl	ioc o	alv to	trains proce	nding over the L
loncast	ter line towards Ch	aloners Whin	Jn. Applicab	le from	06 0	0 Sun	day 10	Anril	earng over the U

2	Shaftholme Jn. and Norton LC	Down	-	68 40	68 02	30	Trackwork. (82/25)
							(02/23)

At	or between	Lines affected	Remarks
THO	ORNE JN. TO GILBERDY	KE JN.	
UN	TIL FURTHER NOTICE		
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)
SAT	TURDAY/SUNDAY 9/10	APRIL	(01/20)
244	Goole Bridge and Saltmarshe Station	Down and Up BLOCKED	23 45 to 07 45. Drainage 3m. 43ch. Crane and mechanical equipment in use. Possession to be given up for passage of 1D62, 04 08 Doncaster to Hull over Down line.
D			
HU	ILL PARAGON STATION	TO SEAMER WEST	
UN	ITIL FURTHER NOTICE		
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. Restricted clearance. (83/7)
247	Royal Oak LC and Seamer West	All	08 00 to 16 00. Signalling work. (83/7)
SUN	NDAY 3 APRIL		
248	Bridlington South and Bridlington Quay	AII BLOCKED	00 01 to 14 00. Bridgework 30m. 68ch. Crane in use.
SUN	DAY 10 APRIL		
249	Beverley North and Arram Station	Down and Up BLOCKED	07 00 to 17 00. Cutting back lineside vegetation, 9 and 11 m.p. Mechanical equipment in use.
250	Bridlington South and Bridlington Quay	AII BLOCKED	00 01 to 14 00. Bridgework, 30m 68ch. Crane in use.
251	Hunmanby and Filey	Down and Up BLOCKED	08 00 to 16 00. Demolition work, 43m 04ch.** Crane and mechanical equipment in use.
MON	NDAY/TUESDAY 11/12	APRIL	* ROYAL DAK L.C.
252	Walton Street LC and Cottingham North LC	Down and Up BLOCKED	23 45 to 05 15. Track maintenance, 2m 20ch and 3m 60ch. Mechanical equipment in use.
TUE	SDAY/WEDNESDAY 12	13 APRIL	
253	Walton Street LC and Hull Paragon	Down and Up BLOCKED	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 cess 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.
Ground	Position Light	Signals	Down Main to Arrival/Departure line 2.
W283	Down Main	Stencil indication '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.

# 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 4% 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.

(17)

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying - Down Hull towards the Construction Sidings) will be abolished.

#### 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 Permanent Speed Restrictions Catch, Spring Loops and Running Lines and Down Up Refuge Signalling System Sidings Ch At or Between Location M. m.p.h. Page 96 (Page 36 ND.6D) MOORTHORPE STATION JN. TO SOUTH KIRKBY JN. Moorthorpe Station Ja. Add: -0.57 (See Page 94) South Kirkby Jn. 0.05 (See page 59) Between Moorthorpe Station Jn. and South Kirkby Jn. 30 0m. 52ch. and Add: -0m. 57 ch. 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. 25 Delete:-To Down Loop At Guiselev Jn. Delete:-25 Down Loop to Down. Page 103 (page 36 ND 6D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Between Starbeck LC and Belmont LC Amend permanent speed restriction 50 50 17m. 50ch. and (as amended on page 36 ND 6D) 18m. 13ch. Page 105 APPERLEY JN. TO ILKLEY STATION Delete all details between Apperley Jn. and Guiseley and Substitute :-202.03 Apperley Jn. (See page 100) 202.61 Apperley Lane Tunnel (75 yards) to 202.64 Springs Tunnel 204.07 (77 yards) to 204.11 204m. 29ch. and 30 30 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.

Guiseley (See page 106)

A B

205.22

(w.e.f. 09 00 Monday 21 March) (14D)

and unworked

trailing points

(14D)

(14D)

(14D)

AWS not

provided

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

# TABLE A - DETAILS OF RUNNING LINES - continued

		Loops and		Luca-L		1	Speed Restriction:	a manager aler and
Running Li Signalling		Refuge Sidings	Location	M. Ch.	Down m.p.		At or Between	and unworked trailing point
	- Jo tam	101010		-				
Page 106	GUISE EV	JN. TO ESHO	LT JN.					
			sible speed and subst	itute: -				
		1. 1. 1. 1.	2.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		50	50	MAXIMUM PERM	
			-				FOR PASSENGER	
	Jan State State						LOADED OR EMI	
	S				35	35	MAXIMUM PERM	ISSIBLE SPEED
							FOR ALL TRAIN	
							PASSENGER TRA	AINS, LOADED
							OR EMPTY.	
						(Uni	til 09 00 Monday 2	21 March) (14D
			ble and substitute :-					
	SHIPLEY.	GUISELEY JN	. TO GUISELEY					
					50	50	FOR PASSENGE	Sector Se
							LOADED OR EM	
					35	35		A State
					55	55	FOR ALL TRAINS	
							PASSENGER TRA	
							OR EMPTY	
1			Guiseley Jn.	3.41				AWS not
			(See page 100)			25	3m. 34ch. and	provided
						20	3m. 41ch.	
1.2.1			Baildon	2.29				
			Pailden No. 1	2.14				
			Baildon No.1 Tunnel (156 yards)	2.14 to				
			iumer (150 yards)	2.07				
			A. S. Martin S.					
			Baildon No.2	. 2.03				
			Tunnel (274 yards)	to				
				1.71				
			Esholt Tunnel	0.52				di la
			(548 yards)	to				
				0.27				
				0.00				
				204.32				
				204.02				
			Greenbottom	204.61				
			Tunnel (134 yards)	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

		Loops and		1. 1. 1.	Permaner	nt Speed Restrictions	Catch Spring
Running Li Signalling		Refuge Sidings	Location	M. Ch.	Down U m.p.h.	At or between	and unworked trailing points
Page 119		RAGON TO SE ortion of line F	AMER WEST Filey to Seamer West (in	ncl.) and s	ubstitute:-	-	-
AB	A B.		Filey -		40 4	0 44½m.p. and 44m 50ch.	•
•	1		Filey LC	44.35	50	45m. 35ch. and 45m. 50ch.	
			Muston LC	45.41	5	0 45½m.p. and 45m 35ch.	•
			Gristhorpe LC	46.38	2	0 46½m.p. and 45½	m.p.
			Lebberston Road LC	46.72			
			Cayton LC	48.19			
					40	Double to Single line	
			, Seamer West	50.43	25	50m. 36ch. and 50m. 43ch.	
			(See page 43)				(14D)

TABLE A -	DETAILS	OF	RUNNING	LINES -	continued
-----------	---------	----	---------	---------	-----------

		Line		
From	То	Down	Up	Remarks
Page 163			1.1.1.1.1	
	EST PARADE TO SEAMI	ER WEST		
Add:				
Bridlington Quay	Bridlington South-	No.4 Platform		20 SLU clear weather.
	1			10 SLU fog or
				falling snow.
				Empty Coaching stock.
				(14D)
				Commencing Sunday 20 March

ł

#### 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 premitted 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.

#### 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 BARNSLEY 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 hav 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 Dow 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 b 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 U 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

# \* BARNSLEY 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.

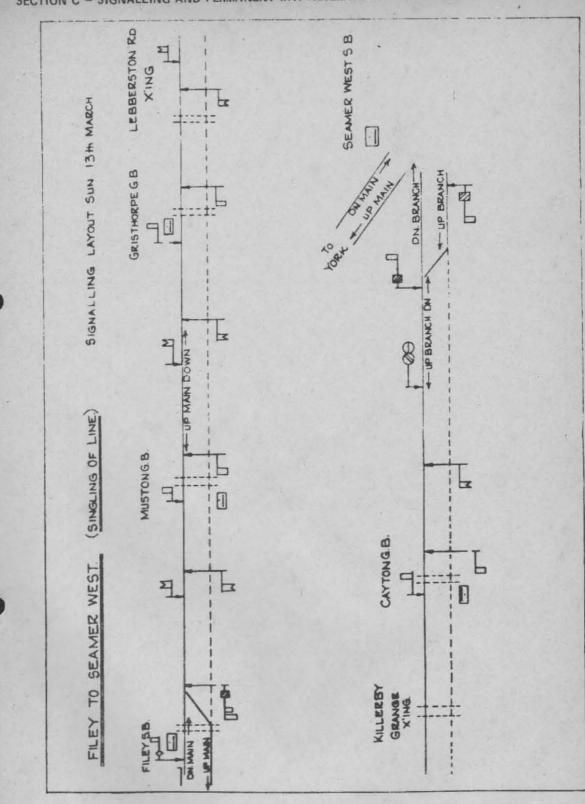
The Down Branch colour light Distant signal has been repositioned 592 yards further from the signal box to a position 1,236 yards before reaching the repositioned Home signal. (13)

#### \* \* 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

NS-27

#### 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**

#### PARTI

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)

#### PARTI

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)

		Loops and	a the second dealers		Perma	ment	Catch, Spring	
Running Lines and Signalling System		Refuge Sidings	Location	M Ch	Dowr m p	n Up h	At or Between	and unworked trailing point
Page 18			R JN. TO BERWIC nd Shaftholme Jn.			40	Up to Down at 159m. 78ch.	(14D)
Page 37	Between Th	ME JN. TO FE	RRÝBRIDGE NORT Haywood LC	H JN.				
	Add:-				30		68m. 02ch. and 67m. 58ch.	(14D)
Page 38 (	Amend per	6D) gley West Jn. manent speed ed on page 20			20		To Pontefract line.	(14D)
Page 38			RRYBRIDGE NORT st Jn. and Ferryb		20	20	2m. 71ch. and 2m. 65ch.	
	Add :				30	40	2m, 65ch. and 2m, 43ch.	
	Delete :-				40		2m. 43ch. and 2m. 27ch.	

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

# TABLE A - DETAILS OF RUNNING LINES - continued

		Loops and			Permane	ent S	Speed Restrictions	Catch, Spring
Running Li Signalling		Refuge Sidings	Location	M. Ch.	Down U m.p.h.		At or between	and unworked trailing points
age 62								
-30			ELLOW ADWICK J C and Thorpe Ma		30 w.	.e.f.	164¼ m.p. and 164m. 8ch. 14 00 Monday 28 M	farch (ND14)
	EASTWOOD	D LMR TO NO	RMANTON GOOSE	HILL JN.				
age 64	Amend firs	st maximum p	ermissible speed					
	EASTWOOD	AND HEBDE	EN BRIDGE 22m. 6	2ch.	70	70	MAXIMUM PERMISS SPEED ON MAIN L	
	At Eastwo Add:-	ood (LMR)						UGL.90
	At Hebder	n Bridge		23 56				
	Add:-							URS 47 (14D)
age 67 (	Page 25 ND	6D)						
	Amend per	urners Lane . rmanent spee led on page 2	Jn. and Goose Hil d restriction 5 ND 6D)	I Jn.		40	49m. 73ch. and 49m. 06ch.	(14D)
age 76	LIVERSEDO	GE BRAN CH						
			nd Liversedge Jn.		20		2m. 23ch. and 2m. 27ch.	(14D)
Page 77	BARNSLEN Between E Amend :	amsley Stati	N. TO HORBURY JI	N. 1	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 J	n.			A. Fost and	
	Delete :				30	30	1m. 53ch. and 1m. 46ch.	(14D)
Page 80	ALDWARK	E NORTH JN.	(MID) TO LEEDS	NORTH JN.				
	Amend:-		Methley Jn.			30	To Whitwood Line	e (14D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - DETAILS OF RUNNING LINES - continued

	Loops and				t Speed Restrictions	
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch.	Down Up m.p.h.		and unworked trailing points
Page 81						
	OT JN. TO CUI om remarks co	DWORTH STATION JN.				CW. Down at Om. 4ch. 530 yards before reaching Starting signa (14D)
Pages 84 and 85 - L	Delete Church	Fenton to Chaloners Wi	nin Jn. all p	articulars	and substitute.	
NORMAN	TON ALTOFTS	JN. TO YORK CHALON Church Fenton	ERS WHIN J 10.43	Ν.		
on		Church Fenton North Jn. (See page 114).	10.31	25 26	5 All connections 10m. 39ch. and 10m. 27ch.	
- Normanton - Normanton - Leeds	eds	Ulleskeif	8.70			
U - Norma D - Norma U - Leeds	D - Leeds	Colton South Jn.	6.27	70	Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Wh
				70	) Up Leeds to Up Normanton.	Jn. controlled by York box.
		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. and 2 m.p.	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 CAST	LEFORD WHITWOOD				
Delete:-		Methley Jn.		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 Permanent Speed Restrictions Loops and Catch, Spring Running Lines and Refuge Down Up and unworked Signalling System Sidings Location M. Ch m.p h At or Between trailing points Page 93 ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD Between Hickleton and Moorthorpe South Del ete:-20 12m. 8ch. and 11¼m.p. Add:-60 12m. 08 ch. and 60 11¼m.p. Between Moorthorpe South and Moorthorpe Delete:-20 111/2 m.p. and 12m. 08 ch. (14D) Page 94 At Moorthorpe Station Jn. Amend:-50 To South Kirkby Jn. line. Between Moorthorpe Station Jn. and Pontefract Baghill Delete: -60 111/m.p. and 11½m.p. (14D) At Ferrybridge North Jn. Amend :--To Knottingley line 50 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 50 50 0m. 15ch. and (last item on page 33 ND 6D) 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: -0m. 52ch, and 30 0m. 57 ch. (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:-To Down Loop 25 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 Permanent Speed Restrictions Catch, Spring Loops and and unworked Down Up **Running Lines and** Refuge At or Between trailing points m.p.h. M. Ch. Sidings Location Signalling System Page 103 (page 36 ND 6D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Between Starbeck LC and Belmont LC 17m. 50ch. and 50 50 Amend permanent speed restriction 18m. 13ch. (14D) (as amended on page 36 ND 6D) Page 105 APPERLEY JN. TO ILKLEY STATION Delete all details between Apperley Jn. and Guiseley and Substitute :-AWS not 202.03 Apperley Jn. provided (See page 100) 202.61 Apperley Lane Tunnel (75 yards) to 202.64 204.07 Springs Tunnel (77 yards) to 204.11 204m. 29ch. and 30 30 204m. 32ch. 204.61 Greenbottom Tunnel (134 vards) to 204.67 205m, 01ch. and 40 40 205m. 07ch. 205.07 25 Up to Single lines 205m. 10ch. and 205m. 07ch. 205.22 Guiseley AB (14D) (See page 106)

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 MAXIMUM PERMISSIBLE SPEED 35 FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED **OR EMPTY** 

NS-33

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and		1	Permanent	Permanent Speed Restrictions		
unning Lines and	Refuge			Down Up		and unworked	
ignalling System	Sidings	Location	M. Ch.	m.p.h.	At or Between	trailing points	
GUISELEY age 106 – substitu		DLT JN continued					
1		Guiseley Jn. (See page 100)	3.41			AWS not	
				25	3m. 34ch. and 3m. 41ch.		
and and the		Baildon	2.29				
		Baildon No.1	2.14				
the second second		Tunnel (156 yards)	to				
			2.07				
		Baildon No.2	2.03				
a start and		Tunnel (274 yards)	to				
			1.71				
1000		Esholt Tunnel	0.52				
and the second		(548 yards)	to			3. T. T. T. T. T.	
			0.27				
1			0.00				
			204.32				
		Greenbottom	204.61				
Carlos Contra		Tunnel (134 yards)	to				
			204.67				
1		Guiseley	. 205.07				
		(See page 105)				(14D)	
	* *						
age 115	N TO CHOSE	DVKE IN					
	N. TO GILBER					WY STATE	
Between I Delete :-	nome Jn. and	Thome North		30	9m. 09ch. and 8n	n.p.	
Delete :-					. 14 00 Monday 28		

# TABLE A - DETAILS OF RUNNING LINES - continued

#### Page 116

HULL PARAGON TO SEAMER WEST Between Cottingham North and Beverley Parks Delete :--

50

7¼m.p. w.e.f. 09 00 Monday 28 March (ND14)

6¼m.p. and

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and		11.17.19	Permaner	nt Speed Restrictions	Catch, Spring
unning Li ignalling		Refuge Sidings	Location	M. Ch.	Down U m.p.h.	At or between	and unworked trailing points
Page 119		RAGON TO SE	AMER WEST Filey to Seamer West (i	ncl ) and s	ubstitute :	-	
AB	AB		Filey		40 4	0 44¼m.p. and 44n 50ch.	۶.
	1		Filey LC	44.35	50 5	0 45m. 35ch. and 45m. 50ch.	
			Muston LC	45.41			
			Gristhorpe LC	46.38			
	1323		Lebberston Road LC	46.72			
			Cayton LC	48.19			
	1				4	0 Double to Single fine	
			Seamer West	50.43	25	50m. 36ch. and 50m. 43ch.	
			(See page 43)				(140)

#### TABLE A - DETAILS OF RUNNING LINES - continued

TABLE G - WORKING IN WRONG DIRECTION								
From		То	Down	Up	Remarks			
		ST PARADE TO SEAME	R WEST					
Bridlington	Add: Quay	Bridlington South	No.4 Platform		20 SLU clear weather 10 SLU fog or falling snow.			
					Empty Coaching stoc (14D)			

ł.

#### 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 Appertey 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 premitted 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.

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

York 18 MARCH, 1983 PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1

14/15



NS

EASTERN REGION

# 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

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.

#### 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. 20, the Rule Book, Section T, clause 21.2 applies. 40

#### 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)

		Lines			t or b	eage		Restriction	
ocation	and the source by again,	affecte		M.	Ch.	M.	Ch.	m.p.h.	Remarks
DONCA	STER BLACK CARR	JN. TO SKEL	TON BRIDGE						
Warning	Board at 159m. 35	ich. on the D	own line appli	es onl	v to t	rains	towar	ds Askern.	
-									
	aloners Whin Jn. I Holgate Jn.	Down Doncaster	Up Doncaster	186	40	186	55	20	Trackwork. From 06 00 Sunday 10 Apri
amino	board at 187m. 42	ch. (on the U	In Holgate Loo	n line)	annl	ioc o	alv to	trains proce	nding over the L
loncast	ter line towards Ch	aloners Whin	Jn. Applicab	le from	06 0	0 Sun	day 10	Anril	earng over the U

2	Shaftholme Jn. and Norton LC	Down	-	68 40	68 02	30	Trackwork. (82/25)
							(02/23)

At	or between	Lines affected	Remarks
THO	ORNE JN. TO GILBERDY	KE JN.	
UN	TIL FURTHER NOTICE		
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)
SAT	TURDAY/SUNDAY 9/10	APRIL	(07/23)
244	Goole Bridge and Saltmarshe Station	Down and Up BLOCKED	23 45 to 07 45. Drainage 3m. 43ch. Crane and mechanical equipment in use. Possession to be given up for passage of 1D62, 04 08 Doncaster to Hull over Down line.
D			
HU	ILL PARAGON STATION	TO SEAMER WEST	
UN	ITIL FURTHER NOTICE		
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. Restricted clearance. (83/7)
247	Royal Oak LC and Seamer West	All	08 00 to 16 00. Signalling work. (83/7)
SUN	NDAY 3 APRIL		
248	Bridlington South and Bridlington Quay	AII BLOCKED	00 01 to 14 00. Bridgework 30m. 68ch. Crane in use.
SUN	DAY 10 APRIL		
249	Beverley North and Arram Station	Down and Up BLOCKED	07 00 to 17 00. Cutting back lineside vegetation, 9 and 11 m.p. Mechanical equipment in use.
250	Bridlington South and Bridlington Quay	AII BLOCKED	00 01 to 14 00. Bridgework, 30m 68ch. Crane in use.
251	Hunmanby and Filey	Down and Up BLOCKED	08 00 to 16 00. Demolition work, 43m 04ch.** Crane and mechanical equipment in use.
MON	NDAY/TUESDAY 11/12	APRIL	* ROYAL DAK L.C.
252	Walton Street LC and Cottingham North LC	Down and Up BLOCKED	23 45 to 05 15. Track maintenance, 2m 20ch and 3m 60ch. Mechanical equipment in use.
TUE	SDAY/WEDNESDAY 12	13 APRIL	
253	Walton Street LC and Hull Paragon	Down and Up BLOCKED	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 cess 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.
Ground	Position Light	Signals	Down Main to Arrival/Departure line 2.
W283	Down Main	Stencil indication '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.

#### 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 4% 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.

(17)

Down Hull 4-aspect signal GW1851 (with offset subsidiary applying - Down Hull towards the Construction Sidings) will be abolished.

#### 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

CETAILS OF WORK ALREADY CARRIED OUT - continued

#### BETWEEN BARNSLEY 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 untifurther notice. (16)

#### STAINFORTH JUNCTION

The Engineer's Siding has been taken out of use. The entry/exit points in the Down Reception have beer 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.

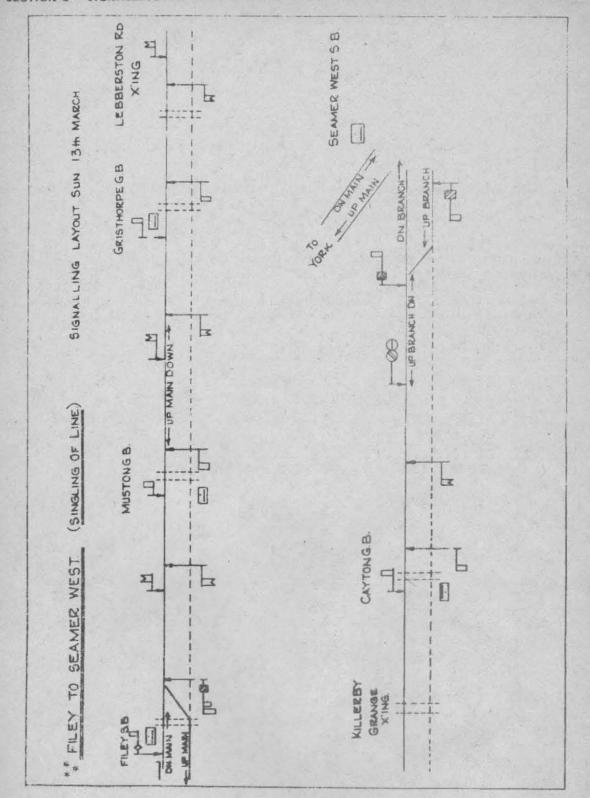
The Down Main 2nd. Home signal has become the Down Main Starting signal to Single line. (The Down Main 1st. Home has become the Down Main Home).

The Up Main 2nd. Home signal has been abolished. The Up Main 1st. Home applies to the Single line a has become the Up Single line Home to Up Main. A miniature arm "Calling-On" has been provided bel 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

NS-34

#### 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**

#### PARTI

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

#### ER SECTIONAL APPENDIX (NORTHERN AREA)

List of I	ines 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)

(21)

					Loops and	The second second			Perma	nent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System			Refuge Sidings	Location		Ch.	Down m.p.l	Up	At or between	and unworked trailing points		
Page	s 84	and 8 NO	85 - RMAN		ALTOFTS	Fenton to Chaloners JN. TO YORK CHALO Church Fenton	NERS W	n. all p  HIN JI 10.43	articul N.	ars a	nd substitute.	
	nton	iton		Î		Church Fenton North Jn. (See page 114).		10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
	Normanton	Normanton	eeds	opoo	COOS	Ulleskelf		8.70				
	1 - N	- 0	1-11	0		Colton South Jn.		6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners W
			-	2						70	Up Leads to Up Normanton.	Jn. controlle by York box.
				115.4		Colton Jn. (See Page 87)	5	5.41			(v	v.e.f. 10.4.83

#### TABLE "A" - DETAILS OF RUNNING LINES

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

### ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and		112.	Perma	nent	Speed Restrictions	gourning opining
Running Lines and	Refuge			Down			and unworked
ignalling System	Sidings	Location	M. Ch.	m.p.	h.	At or Between	trailing point
ages 84 and 85 - s	ubstitute - co	ontinued					
† Ť Ť	T	Colton North Jn.	4.59	70		Down Normanton	
						to Down Leeds.	
						11 Landa ta	
					70	Up Leeds to Up Normanton.	
						op normanion.	
		Earfit Lane L.C.	4.35				
	24-11-12	(R/G)					
	1 2 . 19			85		Leeds line 4¼ m.p	
	1 3 1					and 2 m.p.	1
		Copmanthorpe No.2	3.20				
		L.C. (R/G)					
				25	25	All connections	
			1			2m. 09ch. and	
						1m, 72ch.	
	The state	Chaloners Whin Jn.	1.77		70	Both lines 2 m.p.	
	1	(See page 21).				and 3 m.p.	(UFN)
		face hells with					
ge 87 Add :-		O COLTON IN					
		O COLTON JN.		40	40	MAXIMUM	
HAMBLETO	N EAST JN. A	AND				PERMISSIBLE SPEE	D.
HAMBLETO	N NORTH JN.	AND COLTON JN.		60	60	MAXIMUM PERMISSIBLE SPEEL	D.
						T EINITOOTOLE OF EE	
т		Hambleton East Jn.	3.34				
		(See page 110)					Hambleton East Jn. to
							Colton Jn.
TT		Hambleton North Jn.	<u>4,00</u> 174.75				controlled by
Ī			114.10				York box.
		Colton Jn.	182,79				
1 1		(See page 85)				(w.e.f. 1	0.4.83) (UFN)
a 110 Delete Phi	lin Lang LC t	o Harrymore Lane LC a	I particular	rs and s	ubst	itute :-	
ge 110 Delete Phi	np Lane LC II		1		-		
		Philip Lane LC (R/G)	4,48			····	
		Hambleton East Jn.	3.34		40	To Hambleton	Controlled by
		(See page 87)				North Jn. line.	York box.
		Long build out					
		Harrymore Lane LC	2.78				
		(R/G)				(1)	.e.f. 10.4.83)

TABLE A - DETAILS OF RUNNING LINES - continued

#### 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.

evements over the Single line will be controlled by existing signalling and the Track Circuit brock 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. (UFN)

#### SUNDAY 24 APRIL AND UNTIL FURTHER NOTICE - PECKFIELD

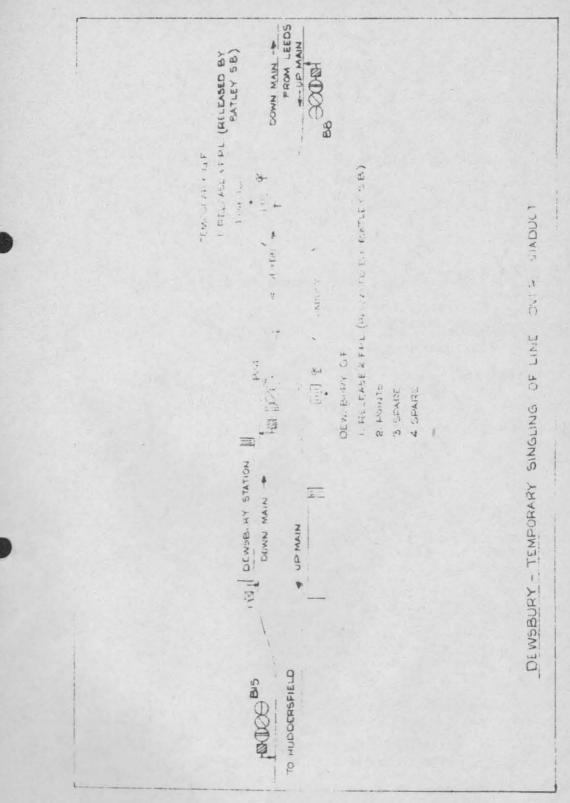
The points - Up Main to Up Sidings No.1, will be secured in the normal position until further notice.
(20)

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 5½m.p.

### 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

(19)

#### FALSGRAVE

The Station Departure line semaphore arm signal to Up Sidings has been abolished.

#### 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 cess 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.

W286 - 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.
Ground	Position Light	Signals	Down Main to Arrival/Departure line 2.
W283	Down Main	Stencil indication '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.

#### \*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 43/m.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)

(17

#### 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**

#### PARTI

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

#### ER SECTIONAL APPENDIX (NORTHERN AREA)

#### List of lines in the sequence used throughout the book

#### ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES

Page 9 Add -

p

Hambleton East Jn. to Colton Jn.

Running Lines and Signalling System		Loops and		Per		anent	Speed Restriction	Catch, Spring	
					Down Up m.p.h.		At or between	and unworked trailing points	
ages 84 and 85 – Delete Churc NORMANTON ALTOFT				Fenton to Chaloners Whit JN. TO YORK CHALONER Church Fenton					
uo	on			Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
Normanton	Normanton	eeds	Leeds	Ulleskelf	8.70				
1	D - No	U-Le	D - Lec	Colton South Jn.	6.27	70			Colton South Jn. to Chaloners Whin
							70	Up Leeds to Up Normanton.	Jn. controlled by York box.
-				Colton Jn. (See Page 87)	5,41				

(21)

Page Number in Table 'A'

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and			Perman	nent	Speed Restrictions	Catch, Spring
lunning Line Signalling Sy		Refuge Sidings	Location	M. Ch.	Down m.p.h		At or Between	and unworke trailing poin
ages 84 and	85 - su	ibstitue - co	ntinued					-
Î	İİ	1	Colton North Jn.	4.59	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 2	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)
Add	1:-						5½ m.p. and 5¼ m.p. .f. 09 00 Monday 25	i April (23D)
		EAST JN. TO	O COLTON JN.					
НА	MBLETON	NEAST JN. AN NORTH JN.			40 4		MAXIMUM PERMISSIBLE SPEED	).
HA	MBLETON	I NORTH JN.	AND COLTON JN.		60 6		MAXIMUM PERMISSIBLE SPEED	
T			Hambleton East Jn. (See page 110)	3,34				Hambleton East Jn. to
, l .	T		Hambleton North Jn,	<u>4.00</u> 174.75			(	Colton Jn. controlled by fork box.
1	Ĭ		Colton Jn. (See page 85)	182,79				, (UFN)
e 110 Del	ete Phili	p Lane LC to	Harrymore Lane LC al	l particulars	and sub	osti	tute :-	
		1	Philip Lane LC (R/G)	4.48				
			Hambleton East Jn. (See page 87)	3.34	4			Controlled by ork box.
			Harrymore Lane LC	2.78				

#### TABLE A - DETAILS OF RUNNING LINES - continued

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### OTHER GENERAL INSTRUCTIONS

Page 307

LINESIDE AUDIBLE WARNING SYSTEMS

8. Details & Warning Systems.

Add to table:--Skelton Bridge

Covers Down and Up Fast and Down Slow lines between 3m.p. and 31/m.p.

11 11 1 1 1 1 1

R.M. WILLIAMS

**Chief Operating Manager** 

(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)

MP.32/NS

York 15 APRIL, 1983

#### 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 around 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 51/2m.p and 51/2m.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

1.91

 $\{q_i\}_{i \in I}$ 

£

B.

14

-

「ないのない」になっ

in the second

1

111 4

a 1402 h.D.

1414

· • • • • • • • • • • • • •

#### 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**

#### PARTI

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

#### ER SECTIONAL APPENDIX (NORTHERN AREA)

(21)

87

List of I	nes in the sequence used throughout the book	Page Number in Table 'A'
a de la	ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES	
Pane 9	Add -	21.30

Hambleton East Jn. to Colton Jn.

Running Lines and Signalling System				Perma	anent	Catch, Spring and unworked trailing points			
		Location	M. Ch.	Down Up m.p.h.			At or between		
Pages 84 and 85 – Delete Church Fenton to Chaloners Whin Jn. all particulars and su NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.							and substitute.		
Ī	ļ	Ĩ	Ţ	Church Fenton	10.43				
lon	ton			Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
Normanton	Normanton	Leeds	Leeds	Ulleskelf	8.70				
U - No	D - No	U - Le	D - Le	Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Wh
							70	Up Leeds to Up Normanton,	Jn. controlled by York box.
				Colton Jn. (See Page 87)	5.41				

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

Permanent Speed Restrictions Catch, Spring and unworked Down Up **Running Lines and** At or Between trailing points m.p.h. Μ. Ch. Location Signalling System Pages 84 and 85 - substitue - continued Down Normanton 4.59 70 Colton North Jn. to Down Leeds. 70 Up Leeds to Up Normanton. Earfit Lane L.C. 4.35 (R/G) Leeds line 41/4 m.p. 85 and 2 m.p. 3.20 Copmanthorpe No.2 L.C. (R/G) 25 All connections 25 2m. 09ch. and 1m. 72ch. 70 Both lines 2 m.p. 1.77 Chaloners Whin Jn. (UFN) and 3 m.p. (See page 21). CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST Page 86 Between Castleford East Jn. and Ledston Station 10 5½m.p. and 10 Add :-5¼ m.p. (23D) Add:-Page 87 HAMBLETON EAST JN. TO COLTON JN. MAXIMUM 40 40 HAMBLETON EAST JN. AND PERMISSIBLE SPEED. HAMBLETON NORTH JN. 60 MAXIMUM 60 HAMBLETON NORTH JN. AND COLTON JN. PERMISSIBLE SPEED. 3.34 Hambleton East Jn. Hambleton (See page 110) East Jn. to Colton Jn. 4.00 Hambleton North Jn. controlled by 174.75 York box. 182,79 Colton Jn. , (UFN) (See page 85) APPERLEY JN. TO ILKLEY STATION Page 105 (Page A.29 PON ND14D)

TABLE A - DETAILS OF RUNNING LINES - continued

Between Springs Tunnel and Greenbottom Tunnel Delete:-

30 30 204m. 29ch. and 204m. 32ch

sh

<sup>(23</sup>D)

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

#### Permanent Speed Restrictions Catch, Spring Running Lines and Down Up and unworked Signalling System Location M. Ch. At or Between trailing points m.p.h. 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 40 To Hambleton Hambleton East Jn. 3.34 Controlled by North Jn. line. York box. (See page 87) Harrymore Lane LC 2.78 (R/G)(UFN)

#### TABLE A - DETAILS OF RUNNING LINES - continued

#### OTHER GENERAL INSTRUCTIONS

#### Page 307

#### LINESIDE AUDIBLE WARNING SYSTEMS

8. Details & Warning Systems.

Add to table:-Skelton Bridge

Covers Down and Up Fast and Down Slow lines between 3m.p. and 31/m.p.

(23D)

#### MISCELLANEOUS NOTICES

1. RULE BOOK AMENDMENT PAGES - ISSUE NO.8 - BR.87109/32

GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO.2 - BR.29944/29

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. (19)

#### \* 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.

#### **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)

(New Item) (22)

#### TWEEN 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 51/2m.p. and 51/2m.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**

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

#### PARTI

### 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

#### ER SECTIONAL APPENDIX (NORTHERN AREA)

List of I	ines 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.

Running Lines and Signalling System				Perma	inent	Speed Restrictions	Catch Spring		
		Location	M. Ch.	Down m.p.	Up	At or between	and unworked trailing points		
Pages 84 and 85 – Delete Church Fenton to NORMANTON ALTOFTS JN. TO N						JN.	ars a	and substitute.	
- 1	+		+	ondron ronton	10.45			1	
uo uo			Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.		
Normanton	Normanton	eeds	Leeds	Ulleskelf	8.70				
U - Nc	D - Nc	U-Le	D-Le	Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Whi
							70	Up Leeds to Up Normanton,	Jn. controlled by York box.
			3	Colton Jn. (See Page 87)	5.41				

(21)

87

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

GAR ME				Perman	ent	Speed Restriction	Catch, Spring
Running	Lines and		1.000	Down	Up	and the second	and unworked
	ng System	Location	M. Ch.	m.p.h	1	At or Between	trailing points
Pages 8	4 and 85 - substitut	te - continued					
1	TTT	Colton North Jn.	4.59	70		Down Normanton	
11.33						to Down Leeds.	
				-	70	Up Leeds to	
				123	10	Up Normanton.	
						optim	
1.8.17		Earfit Lane L.C.	4.35				
200		(R/G)					
				85		Leeds line 4¼ m.p	
and and						and 2 m.p.	0
			0.00				
		Copmanthorpe No.2	3.20				
		L.C. (R/G)		25	25	All connections	
				20	25	2m. 09ch. and	
						1m. 72ch.	
		Chaloners Whin Jn.	1.77		70	Both lines 2 m.p.	
		(See page 21).				and 3 m.p.	(UFN)
	CASTLEFORD EAST Between Castlefor Add:-	T JN. TO ALLERTON MAIN, B rd East Jn. and Ledston Stati	on		10	5½m.p. and 5¼m.p.	
						D/4 m.p.	(23D)
2 27	Add :-						
Page 87		I JN. TO COLTON JN.					
	HAMBLETON EAST			40	40	MAXIMUM	-
	HAMBLETON NORT	TH JN.				PERMISSIBLE SPEE	D.
					-0		
	HAMBLETON NOR	TH JN. AND COLTON JN.		60	60	MAXIMUM PERMISSIBLE SPEE	-
						T Limitor and a	
1	г	Hambleton East Jn.	3.34				
		(See page 110)					Hambleton
	C.S. A.S.						East Jn. to
T	T	Hambleton North Jn.	4.00				Colton Jn. controlled by
Ī			174.75				York box.
			07.001				
1	I	Colton Ja. (See page 85)	182.79				, (UFN)
		(acc hole on					
	APPERLEY JN. TO	UKLEY STATION					
105							
Page TUS	5 (Page A.29 PON NE Between Springs 1	D14D) Tunnel and Greenbottom Tunn	nal				
	Delete:-	Tuliner and Greenberron Tan	iç,	30	30	204m. 29ch.	
	D'UTUTUT.					and 204m, 32ch	(23D)

#### TABLE A - DETAILS OF RUNNING LINES - continued

#### 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				Permanent	Speed Restrictions	Catch, Spri and unwork traifing poi
		Location	M. Ch.	Cown Up m.p.h.		
Page 110 LEEDS Delete	TO HULL PARA Philip Lane Li	AGON C to Harrymore Lane LC a	II particula	ars and subs	titute :	4
II		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			ĮŲFI

#### TABLE G - WORKING IN THE WRONG DIRECTION

From	То		Line	Remarks
Page 163 - BARNS		TO HORBURY JN.		
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 & Warning Systems.

Add to table:-

Skelton Bridge

Covers Down and Up Fast and Down Slow lines between 3m.p. and 31/m.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

- 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)

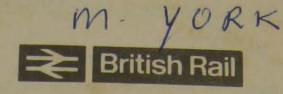
York 29 APRIL, 1983 MP.32/NS

R.M. WILLIAMS Chief Operating Manager



PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1



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 o	t Signals	HJ	= Hudderstield	Junction	DO = DO	odworth)

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 HJ46	Line Penistone Up Platform	Remarks	Application towards Up single line	A r Arr
DO13R	Up Single Line	Distant to DO13		The
D013	Up Single Line		Barnsley Station Jn.	
HJ57R	Down Single Line	Distant to HJ57		CA
HJ57	Down Single Line		Penistone Station Down Platform	The

#### 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 DETAILS

SUNDA

The Up from the

#### SUND/

The UF further

#### MONE

The m 'D').

#### DOD

The remo of th has

The

The with The

The

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 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

(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 (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. The Up Home Signal has been renewed 36 yards further from the Level Crossing.

(22)

latform

between

line.

the

DETAILS OF WORK ALREADY CARRIED OUT - continued

#### GRIMETHORPE BUNKER

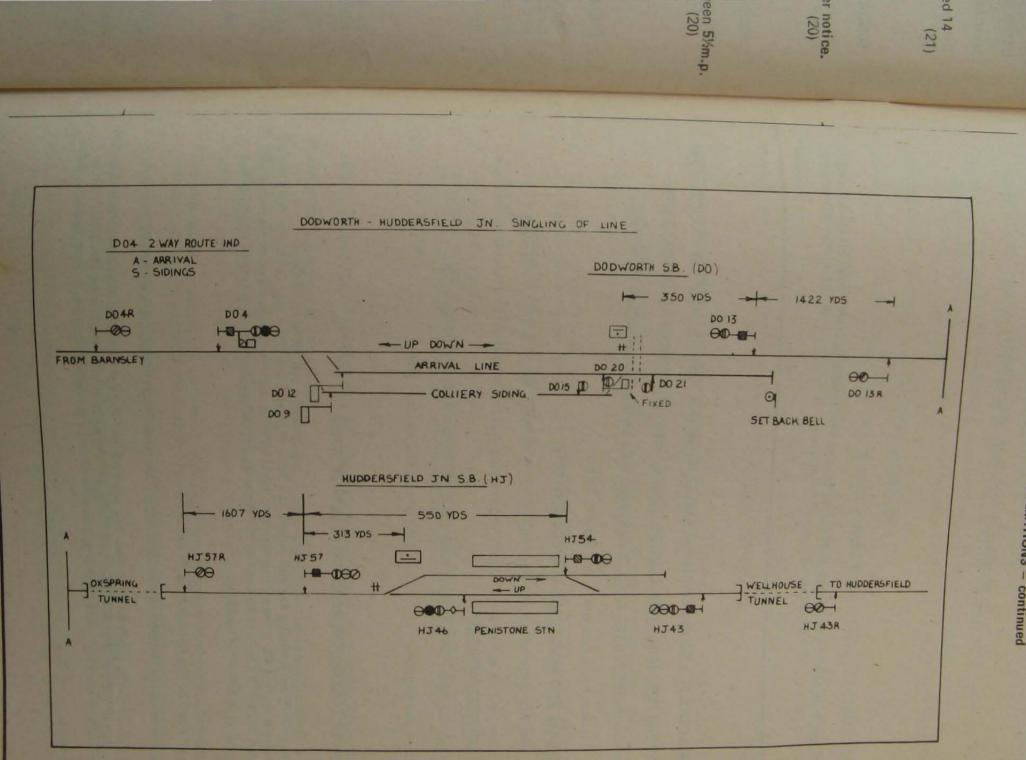
The ground position light signal (plated 1) for movements into the Bunker has been repositioned 14 yards further from the Bunker. (21)

#### \* 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 5½m.p. and 5½m.p. (20)



RATIONS - continued

DESTINA W

### 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)

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 Signalman 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 Signalman 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 Signalman in advance must be advised of the formation. Both Signalmen 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 Signalman must advise the Signalman in advance accordingly and each Signalman 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 Signalman in advance must be advised the formation.

## Regulation 10 - LOCOMOTIVE ASSISTING IN REAR OF TRAIN

- Delete Clauses (a) to (d) inclusive and substitute w.e.f. Monday 16 May:-After the Train entering section signal has been sent and acknowledged for a train assisted by (a) a locomotive in rear the Locomotive assisting in rear of train signal (2-2) must be sent to the Signalman in advance. The signal must at once be recorded in the train register.
- If the train is assisted in rear by more than one locomotive the Signalman in advance must be (b) advised of the formation. Both signalmen must record the formation in the train register.
- The Train out of section signal must not be sent until the assisting locomotive (s) has (c)
- If the assisting locomotive (s) does not proceed into the section after the Locomotive (d) assisting in rear of train signal has been acknowledged the Signalman must advise the Signalman in advance accordingly and each Signalman 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.

### 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:-

Two or more light locomotives coupled together must be described as a light locomotive. 3.3.1

A locomotive hauling one or more dead locomotives must be dealt with in accordance with 3.3.2 the General Appendix instructions. A locomotive (s) with a brake van (s) attached must be described as a freight train.

8 tice. (23D)

0)

3D)

of

g

3D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# ER SECTIONAL APPENDIX (NORTHERN AREA)

page 9	EASTWOOD LMR TO NORMANTON GOOSE HILL JN. AND BRANCHES Station Jn. to Huddersfield Series	Page Number in Table 'A'
Barnsley	Station Jn. to Huddersfield Springwood Jn.	
C		
	MEDITALE NORTH JN. (MID) TO LEEDS NORTH	72
Page 9	ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES	
	Hambleton East Jn. to Colton Jn.	
		87

unning Lines and	ABLE "A" - DETAILS		Permanent Speed Restrictions County S				
ignalling System	Location	M. Ch.	Down m.p.h	Up	At or botware	and unworked	
age 72 - Delete line heading and BARNSLEY STATION JN	Huddersfield Jn. to W	ellhouse Tu	nnel all	par	iculars and substit	trailing points	
BARNSLEY STATION JN	TO HUDDERSFIELD, S	PRINGWOOD					
			50	50	MAXIMUM PERMISS	SIBLE SPEED	
Ť	Bamsley Station Jn.	6 43		20	6½m.p. and 6m.	A.W.S. not	
	(See page 198 Southern Appendix				44ch.	provided	
I T I	and page 77	5 72		25	Single to He of		
	Northern Appendix)	0.12		25	Single to Up at 5m. 72ch.	CW. Down at 6m 36ch	
						(602 yards	
A State State						before	
						reaching signal BY9)	
			40		6½m.p. and 5m.		
					70ch.		
				40	5m. 75ch. and		
1 You and the state					6½m.p.	C Down at	
Section of the section of the			25	25	A 10-1 - 1 A	5m 76ch	
and the second s			25	25	4m. 10ch. and 4m 07ch.		
			15	15	To and from		
The state of the second second					Dodworth Collier at 4m. 09ch.	1	
the set of the set	Dodworth LC	3 67	40	40	4m. 07ch. and 3m	1.	
					75ch.		
P. C. P. C. L. C. K. C.		0 63					
and the second s	Oxspring Tunnel (558 yards)	to					
	(ooo yaraa)	0 38					
The second second		0.00					
· · · · · · · · · · · · · · · · · · ·		0 00 29 13					
			-	15	20m Aleb and	CL	
	Huddersfield Jn.	28 37 13 42	15	15	28m. 44ch. and 13m. 32ch.	CL.	
a section of the section of the		15 42					
a wine a total to the	Projetone.	13 36					
1 2 2 4 1 ( Call 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	Penistone						
	Wellhouse Tunnel	12 48					
A STATE OF THE STA	(415 yards)	to 12 29				(23D	

JT

e train (23D)

(21)

))

D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

HDLL				INNING LINES - continued	1			peed Restrictions	Catch, Spring
unning	Lines and	d				Down m.p.h		At or Between	and unworked trailing points
mallin	o System	n:	-		M. Ch.		-		auring points
ages 84	4 and 85 NORM	- D	elete Ch ON ALTO	urch Fenton to Chaloners White DFTS JN. TO YORK CHALONER	IS WHIN JN	articula I.	irs ar	id substitute.	
e	1 1	ī	Ţ	Church Fenton	10.43				
		Î		Church Fenton North Jn. (See page 114).	10.31	25	25	All connections 10m. 39ch. and 10m. 27ch.	
manto	Normanton	sp	spa	Ulleskelf	8.70				
U - Normanton	1	U - Leeds	D - Leeds	Colton South Jn.	6.27	70		Down Normanton to Down Leeds.	Colton South Jn. to Chaloners Whi
		1					70	Up Leeds to Up Normanton.	Jn. controlled by York box.
3	12			Colton Jn. (See Page 87)	5.41				
Î	Ť	Î	Ĭ	Colton North Jn.	4.59	70		Down Normanton to Down Leeds.	
			10.40				70	Up Leeds to Up Normanton.	
				Earfit Lane L.C. (R/G)	4.35			I de line Al/ a	
-						85		Leeds line 4¼ n and 2 m.p.	п.р.
				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		7	Both lines 2 m and 3 m.p.	.p. (UFI
e 86	CASTLE	FOF	D EAST	JN. TO ALLERTON MAIN, B	OWERS OP	ENCAS	т		
	Betwee Add :-	n Ci	astlefor	d East Jn. and Ledston Stati	on	10		) 5½ m.p. and 5¼ m.p.	(230
ge 87	HAMBL	ETO	N EAST	JN. TO COLTON JN. JN. AND		40	4	MAXIMUM PERMISSIBLE S	PEED.
				H JN. H JN. AND COLTON JN.		60	6	MAXIMUM	0000
	TRAINIDE	210						PERMISSIBLE S	reep.
				Hambleton East Jn. (See page 110)	3.34				Hambleton East Jn. to
Ι					-				Colton Jn.
]	I			Hambleton North Jn.	<u>4.00</u> 174.75				controlled York box.

.

TABLE A -	DETAILS OF RU	X (NORTHERN AREA) - co JNNING LINES - continue	ntinued	Inued			
1 - Line	as and	continue		10		and a support of	
signalling of	yotom	Location		Down	nent	Speed Restrictions	Catch, Spring
Page 87 HA	AMBLETON EAST	IN TO SE	M. Ch.	m,p		At or Between	and unworked trailing points
HA	MBLETON NORTH	I JN.		40	40	MAXIMUM PERMIS	K17-27 Bark
HA	MBLETON NORTH	I JN. AND COLTON JN.		70	70	MAXIMUM PERMIS	
T		Hambleton East Jn. (See page 110)	3 34			MOXIMOM PENNIS	
Ī	Ι	Hambleton North Jn.	<u>4 00</u> 174 75				Hambleton East Jn. to Colton Jn. controlled by
1 -	L	Colton Jn. (See page 85)	182 79	10			York box.
	ERLEY JN. TO IL	KLEY STATION		(Ar	nend	ed w.e.f. Monday	16 May) (UFN)
Betv	e A.29 PON ND1 veen Springs Tun ete:-	4D) Inel and Greenbottom Tunn	el				
				30	30	204m. 29ch. and 204m. 32ch	(23
Page 110 LEED Dele	S TO HULL PAR. te Philip Lane L	AGON C to Harrymore Lane LC al					(23
11		Philip Lane LC (R/G)	4.48	ars and	subs	titute :-	
		Hambleton East Jn. (See page 87)	3.34		40	To Hambleton North Jn. line,	Controlled York box.
		Harrymore Lane LC (R/G)	2.78				(UFI
Page 119							(011
	PARAGON TO S e portion of line	EAMER WEST Filey to Seamer West (inc	:1.) and su	bstitute	ə:-		
A B A	В	Filey		40	40	44¼m.p. and 44n 50ch.	n.
• •		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	50 43	25		50m. 36ch. and 50m. 43ch.	(230)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE G - WORKING IN THE WRONG DIRECTION

From	То	Line	Remarks
Page 163 - BARNSLE Amend :-	STATION JN. TO HORBURY	JN.	
Horbury Jn.	Flockton Sidings GF	Down Main	50 SLV without brake van. MGR trains drawn only. (23D)

#### **OTHER GENERAL INSTRUCTIONS**

#### Page 226

Skelton Bridge

## LINESIDE AUDIBLE WARNING SYSTEMS

8. Details & Warning Systems.

Add to table:-

Covers Down and Up Fast and Down Slow lines between 3m.p. and 31/m.p.

(23D)

## LOCAL INSTRUCTIONS

## Page 246 - Add :-

## BARNSLEY 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.

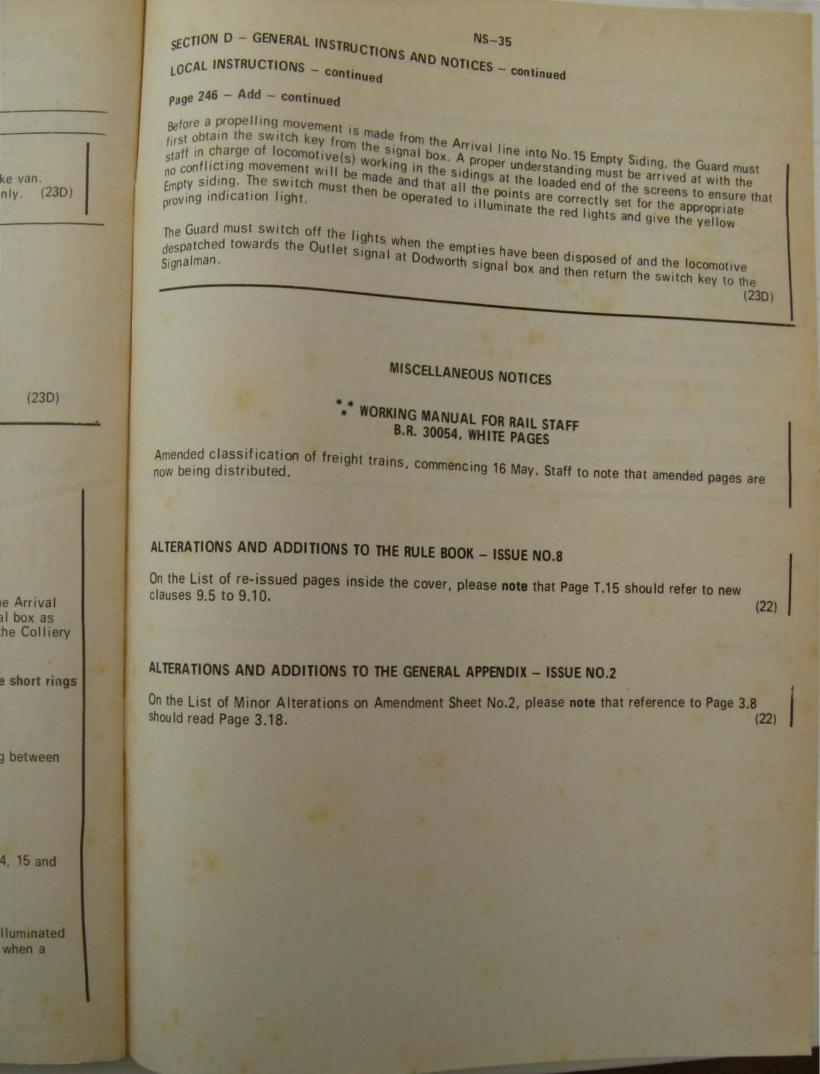
No. 16 siding is the NCB loading siding.

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.



PRIVATE AND NOT FOR PUBLICATION

## C.J. WOOLSTENHOLMES



EASTERN REGION

B.R.31262/1

21

NS

# 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

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

#### SUNDAY 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 **33**m. **53**ch. and **34**m. **30**ch. 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.

1)

## 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 HJ46	<b>Line</b> Penistone Up Platform	Remarks	Application towards Up single line
DO13R	Up Single Line	Distant to DO13	
D013	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 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.

## 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)

(23)

(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').

#### 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)**

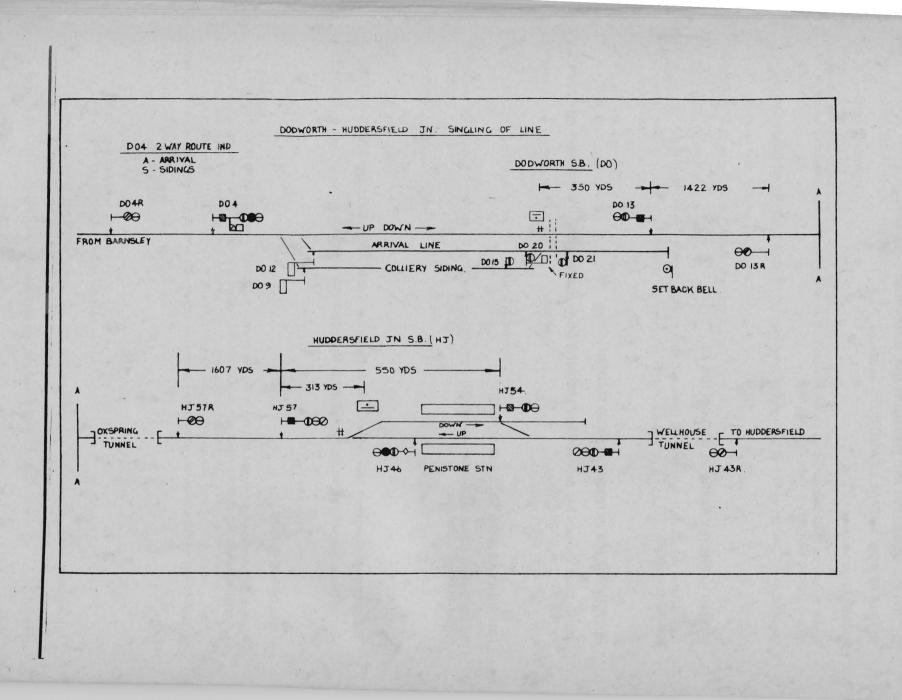
The Up Distant signal has been renewed 1250 yards before reaching the Up Home signal (166 yards further from the signal box). (23)

#### 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.

#### \* GRIMETHORPE BUNKER

The ground position light signal (plated 1) for movements into the Bunker has been repositioned 14 yards further from the Bunker. (21)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

NS-28

PRIVATE AND NOT FOR PUBLICATION

WOOLSTENHOLMES

C. J.

B.R.31262/1

22/23



EASTERN REGION

NS

# 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

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

NS-28

\* \* 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 \$1865

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 S1865	Line Down Hull	Aspect Main	Junction Route Indicator Position No.	Application to or towards 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 \$1871 will be provided on the Up Hull line (adjacent to Down Hull Signal \$1869). An associated position light signal and 2-way stencil route indicator will be provided and the following indications will apply:-

Signal S1871

Line Up Hull (Down direction) Aspect Main *f* Position Light *f* Position Light Stencil Route Indication 'B' 'U'

Destination Up Bay Platform Up Bay Platform line occupied

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 \$1871 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/30 m.p.h. speed restriction sign 30 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 \$1865

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.

#### 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 1.3/1.4

Latest Issue April 1982/June 1981

SECTION 4 - List of Pages (Re-issued June 1983) -

Page 4 (i)

Amend:-

PageLatest Issue4.27/4.28April 19814.31April 1981

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

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System		A LAND THE SAME	12.9		Permanent	Speed Restrictions	Catch, Spring and unworked trailing points
		Location	М,	Ch.	Down Up m.p.h.		
age 119	HULL TO SEAMER WEST	r i i i i i i i i i i i i i i i i i i i			-		1.1
	Amend :-	Royal Oak LC	43	04			
		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

(32D)

At	or between	Lines affected	Remarks			
ALD	WARKE NORTH JN. (MI	D) TO GASCOIGNE WO	OD - continued			
SAT	TURDAY/SUNDAY 11/1	2 JUNE				
150	Dearne Jn. and Hickleton	Down and Up BLOCKED	23 00 to 09 00. Track renewal, 16m. 30ch. and 15m. 50ch. Cranes and mechanical equipment in use. Possession to be given up for passage of trains.			
151	Moorthorpe Station Jn. and Ferrybridge South Jn.	Down and Up BLOCKED	23 00 to 09 00. Track renewal 10m. 12ch. and 9m. 51ch. Crane in use.			
SUN	NDAY 12 JUNE					
52	Moorthorpe Station Jn. and Ferrybridge South Jn.	Down and Up BLOCKED	09 00 to 13 00. Bridgework, 2m. 61ch. Restricted clearance. Possession to be given up for passag of trains.			
MON	NDAY 13 to WEDNESDA	Y 15 JUNE				
153	Kilnhurst South and Hickleton Colliery	Down Pontefract BLOCKED	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</b>			
WEI	DNESDAY 15 to FRIDAY	17 JUNE	up to pass trains.			
154	Hickleton Colliery and Kilnhurst South	Up Pontefract BLOCKED	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</b>			
THU	URSDAY/FRIDAY 16/17	JUNE	up to pass trains.			
155	Ferrybridge South and Moorthorpe Station Jn.	Up BLOCKED	23 00 to 03 00. Track maintenance 6½ and 7¼ m. Mechanical equipment in use. Possession to be given up for passage of MGRs and local trip trai Other trains diverted via Cudworth.			
0						
LEE	EDS WHITEHALL JN. TO	BRADFORD EXCHANC	GE			
	ITIL FURTHER NOTICE					
156	Whitehall Jn. and Hammerton Street	Down and Up	08 00 to 18 00. Signalling work. (82/19)			
157	Armley Moor G.F. and Hammerton Street	Down and Up Between Trains	07 30 to 17 00. Construction work (Bramley New Station), 3m. 10ch. and 3¼m.p. Crane and mechanical equipment in use. (83/19)			
158	Mill Lane Jn.	All	07 30 to 17 00. Signalling work. (82/19)			
SAI	TURDAY/SUNDAY 11/1	2 JUNE				
159	Mill Lane Jn. and Bradford Exchange	BLOCKED	23 30 to 09 00. Track renewal and track maintenance 191m. 78ch and 40m. 27ch. Mechanical equipment in use. Possession to be given up for passage of trains.			

#### 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 3¼m.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 b 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/30 m.p.h. speed restriction sign 30 has been provided 558 yards from 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 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 Sou 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.

#### **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:-

1

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

					Permanent	Catch, Spring and unworked trailing points	
Running Lines and Signalling System		Location	М.	Ch.	Down Up m.p.h.		At or between
Page 119	HULL TO SEAMER WEST						
		Royal Oak LC	43	04			
	Amend :-						
		Royal Oak LC (AHB X)	43	04	X30 X30	Approaching level crossing in wrong	
					14 - P	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 10 JUNE, 1983 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

#### **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 tra points already referred to) and the new points lead to either the main lines or the future new Speedlin 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 repositione 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 reposition 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 nov apply :-

Signal S1865	Line Down Hull	Aspect Main	Junction Route Indicator Position No. -	Application to or towards Down Hull S1869 (as existing)
		Main	'4'	New Up Hull (Down direction) S1871 signal (see below) via the fa- 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 :-

R	ŝ	n	n	a	£.
2	*	э	••	ч	۰.
0	1	0	-7	11	
0		0	1	1	

Line Up Hull (Down direction) Aspect Main f Position Light f Position Light Stencil Route Indication -'B' 'U'

Destination Up Bay Platform Up Bay Platform line occupied

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.

## **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.

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 befor reaching the crossing on each rail approach.

#### 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/30 m.p.h. speed restriction sign 30 has been provided 558 yards from the crossing in each direction applicable to movements towards the crossing in the wrong direction only.

(27)

(27)

(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)

#### 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 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

Running Lines and Signalling System					Permanent	Permanent Speed Restrictions	
		Location	м.	Ch.	Down Up m.p.h.	At or between	and unworked trailing points
Page 119	HULL TO SEAMER W	EST		9			
		Royal Oak LC	43	04			
	Amend :-						
		Royal Oak LC (AHB X)	43	04	X30 X30	Approaching level crossing in wrong direction	

## 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.

## analling Alterations

e 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 S1865	Line Down Hull	Aspect Main	Junction Route Indicator Position No.	Application to or towards Down Hull \$1869 (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	Main f	- China and	Up Bay Platform
	(Down direction)	Position Light f	'B'	Up Bay Platform line occupied
		Position Light	<b>'</b> 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.

(27)

The associated signalling has been repositioned accordingly.

#### \* 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/30 m.p.h. speed restriction sign 30 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.

#### **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 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	

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

TABLE "A" - DETAILS OF RUNNING LINES

			Permanent	Speed Restrictions	Catch, Soring
Location	м.	Ch.	Down Up m.p.h.	At or between	and unworked trailing points
VEST					
Royal Oak LC	43	04			
Royal Oak LC (AHB X)	43	04	X30 X30	Approaching leve crossing in wrong direction	
	NEST Royal Oak LC Royal Oak LC	NEST Royal Oak LC 43 Royal Oak LC 43	NEST Royal Oak LC 43 04 Royal Oak LC 43 04	Location     M. Ch.     Down Up m.p.h.       NEST     Royal Oak LC     43     04       Royal Oak LC     43     04     X30     X30	Location     M. Ch.     m.p.h.     At or between       NEST     Royal Oak LC     43     04       Royal Oak LC     43     04       Royal Oak LC     43     04       Koyal Oak LC     43     04       Constraints     43     04       Royal Oak LC     43     04       Royal Oak LC     43     04       X30     X30     Approaching leve crossing in wrong

(32D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## LOCAL INSTRUCTIONS

# DONCASTER BLACK CARR JN. TO BERWICK

Page 232

YORK

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 conc=rned

#### 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 abolish

#### 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 L871also, 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 Om.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 31/4m.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)

## **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 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

4.31

Latest Issue April 1981

April 1981

(32D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

					Perma	Permanent Speed Restrictions		Catch, Spring
Running Lines and Signalling System		Location		Ch.	Down Up and a		and unworked trailing points	
Page 119	IULL TO SEAMER WEST							
	Amend :-	Royal Oak LC	43	04				
		Royal Oak LC (AHB X)	43	04	X30	X30	Approaching leve crossing in wrong direction	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## LOCAL INSTRUCTIONS

#### DONCASTER BLACK CARR JN. TO BERWICK

Page 232

YORK

## 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

## 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 side 55 (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 and 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 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 30 (15m.p.h. for freight trains and 30m.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 30 showing 15m.p.h. for freight trains and 30m.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 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 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. (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)

## 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 1.3/1.4

Latest Issue April 1982/June 1981

SECTION 4 - List of Pages (Re-issued June 1983) -

Page 4 (i)

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

		the second second second second second second second second second second second second second second second se			-			
					Perm	anent	Speed Restrictions	Catch, Spring
Running Li Signalling		Location		M. Ch.		n Up o.h.	At or between	and unworked trailing point
age 88	WAKEFIELD KIRKGA	ATE WEST JN. TO GOOLE PO	TTERS	GRAI	NGE JI	۷.		
	Between Featherst	one LC and Pontefract West .	Jn.					
	Add :				20	w.e	55m. 50ch. and 56m. 30ch. e.f. 09 00 Saturday	16 July (32D)
	HULL PARAGON TO	O SEAMER WEST						
Page 118		Hunmanby Depot LC	41	72				
	Amend :-	Hunmanby Depot LC (AOCL X)	4	1 72	<u>15</u> 30	<u>30</u> 55	Approaching leve crossing	al .
					X30	X10	Approaching leve crossing in wrong direction	
Page 119								
		Royal Oak LC	43	04				
	Amend :-	Royal Oak LC (AHB X)	43	04	X30	X30	Approaching leve crossing in wron	
							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 BLOCKED Nos.2, 3, 4 and 5 Roads Between Trains	Earthworks, Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 18 until Friday 22 July	

York 7 JULY, 1983 MP.32/NS

R.M. WILLIAMS Chief Operating Manager



PRIVATE AND NOT FOR PUBLICATION

C. J.

B.R.31262/1

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.

\* 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 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)

#### 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

\* 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.

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)

(34)

#### DETAILS OF WORK ALREADY CARRIED OUT

#### GRIMFTHORPE 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)

PRIVATE AND NOT FOR PUBLICATION

C.J. WOOLSTENHOLMES

B.R.31262/1



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

# FRIDAY 12 AUGUST 1983

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.

\*\* 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.

#### 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:-AspectApplicationAspectRoute IndicationApplicationMain-Down Main HR19 Signal

Main

Junction Indicator

The signal on the immediate approach to HR23 (D2B) has been abolished.

Down Alexandra Dock Branch

(34)

(35)

#### \* 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)

#### 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 side 55 (**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  $\square$  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 30 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 30 (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 30 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 10 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.

(32)

#### 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

Page 217

#### **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

#### 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 BLOCKED Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 8 until Friday 12 August

MP.32/NS

York 28 JULY, 1983 R.M. WILLIAMS Chief Operating Manager

\*\* 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 HR32	Lines Speedlink Yard Sidings/ Runround	Route Indication M S*	Destination 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.

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:-

Down Alexandra Dock Branch

Aspect Route Indication Application Main – Down Main HR19 Signal

Main

The signal on the immediate approach to HR23 (D2B) has been abolished.

Junction Indicator

(34)

(35)

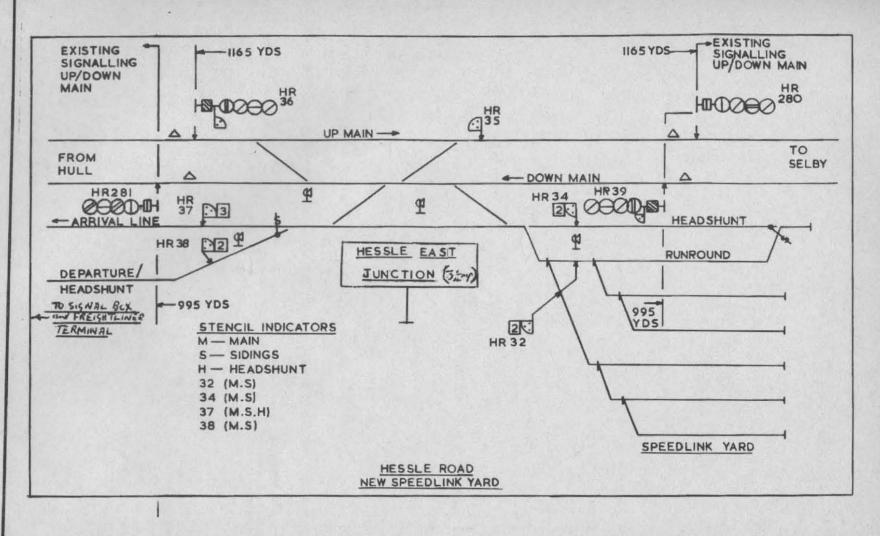
#### HAMBLETON WEST AND SOUTH JUNCTIONS

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 C -SIGNALLING AND PERMANENT WAY ALTERATIONS 1 continued

#### SECTION D

Page 217

#### **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

#### 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 <b>Between Trains</b>	Earthwork. Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 15 until Friday 19 August.

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

York 5 AUGUST, 1983

\*\* 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 replated GC18 (a new 2-way route indicator will be provided as shown below).

Down Branch position light signal No.8 will be replated No.17 (the route indications associated with this signal will be altered as shown below).

No.7 position light signal will be replated No.16.

The following table shows the signal routes on all new or renumbered signals:-

Signal GC18	<b>Line</b> Up Branch	Aspect Position light	Route Indication ''C'' ''A''	Destination Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
Position 17	light signals Down Branch	1	"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"	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 HR32	Lines Speedlink Yard Sidings/ Runround	Route Indication M S*	Destination 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.

\*\*\* HESSLE ROAD

The theatre-type r "1" Junction Rou	oute indicator on Down Main 4-a te Indicator with indications as	spect signal HR23 has been replaced by a position follows:-
spect Main	Route Indication	Application Down Main HR19 Signal
Main	Junction Indicator	Down Alexandra Dest. Des. 1

n Junction Indicator Down Alexandra Dock Branch

The signal on the immediate approach to HR23 (D2B) has been abolished.

(34)

(36)

### HAMBLETON WEST AND SOUTH JUNCTIONS

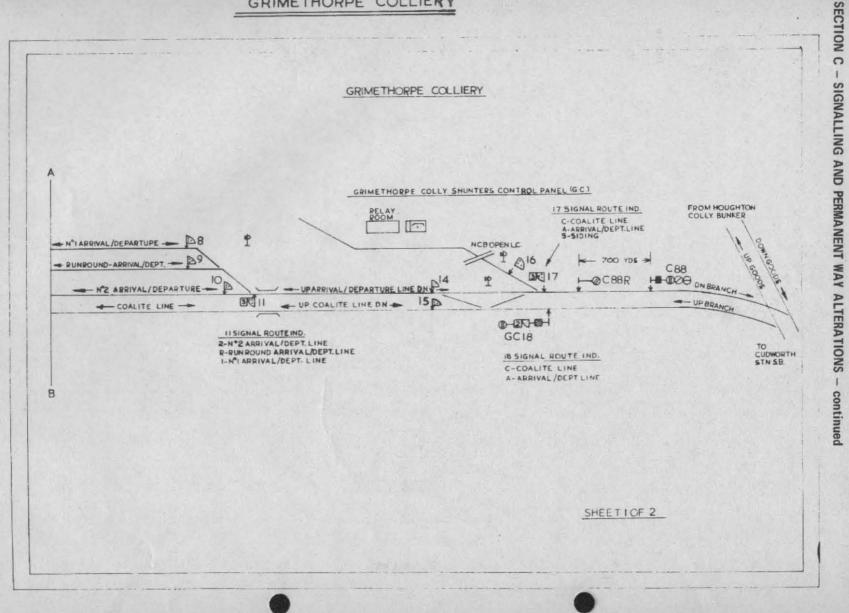
Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

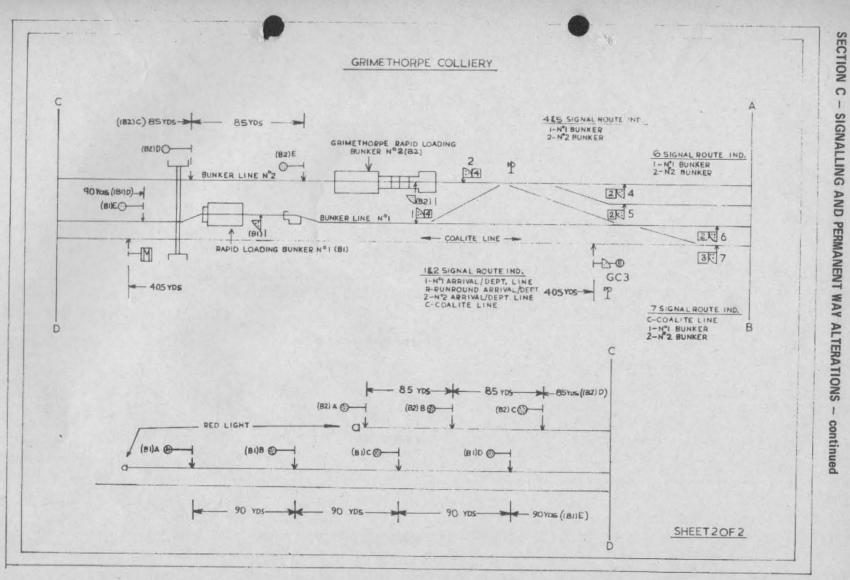
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

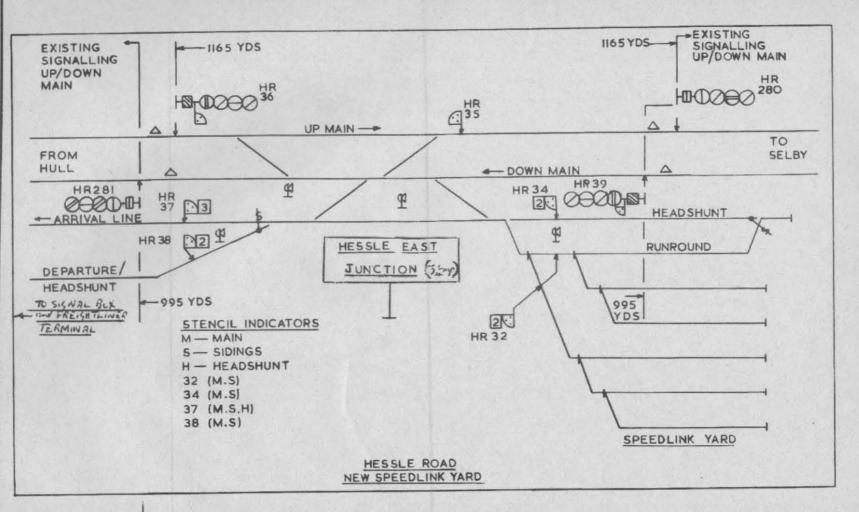
Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

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.

GRIMETHORPE COLLIERY







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

#### 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 ma 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 BLOCKED Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 22 until Friday 26 August,

York 12 AUGUST, 1983 MP.32/NS

R.M. WILLIAMS **Chief Operating Manager** 

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 LANG

NS3+183 20-26.8.83

SECTION B - TEMPORARY ENGINEERING WORKS - continued	SECTION I	B	TEMPORARY	ENGINEERING	WORKS	- continued
---	-----------	---	-----------	-------------	-------	-------------

At o	r between	Lines affected	Remarks
LEEL	DS WHITEHALL JN. TO I	BRADFORD INTERCHANGE	
	TIL FURTHER NOTICE		
33	Whitehall Jn. and Hammerton Street	Down and Up	08 00 to 18 00. Signalling work, (82/19)
34	Armley Moor G.F. and Hammerton Street	Down and Up Between Trains	07 00 to 19 00. Construction work (Bramley Ne Station) and demolition work, 3m. 10ch. and 19 18ch. Cranes and mechanical equipment in use (83/26)
135	Mill Lane Jn.	All	07 30 to 17 00. Signalling work. (82/19
SUI	NDAY 21 AUGUST		
136	Holbeck East Jn. and Holbeck West Jn.	Down and Up BLOCKED	00 01 to 08 00. Track maintenance 42m 05ch a Om 02ch. Possession to be given up for passa of trains.
	DS TO SKIPTON STATIO	IN SOUTH LMR	
137	Leeds West Jn.	All	06 00 to 18 00. Signalling work.
138	Whitehall Jn. and Kirkstall Jn.	AII	06 00 to 18 00. Signalling work. (82/1
139	Wortley Jn. and Kirkstall Jn.	All Between Trains	07 30 to 18 00. Erecting scaffolding and safe nets in connection with overhead power line installation, 197m. 63ch. (83/2)
140	Shipley Bingley Jn. and Keighley Station Jn.	Down and Up Between Trains	07 00 to 18 00. Earthwork and bridgework (No to 72), 209 m.p. and 212m. 12ch. Mechanical equipment in use. Restricted clearance.(83/2 Until 18 00 Saturday 20 August.
141	Shipley Bingley Jn. and Keighley Station Jn.	Down and Up Between Trains	NEW SALTAIRE STATION 07 00 to 18 00. Construction work, earthwork bridgework (Nos. 65 to 72) 206m 12ch and 21 12ch. Crane and mechanical equipment in us Restricted clearance. (83/3 From 07 00 Sunday 21 August.
142	Keighley	Down and Up	07 30 to 17 00. Signalling work. (82/4
SA	TURDAY/SUNDAY 20/2		
143	Wortley Jn. and Kirkstall Jn.	Down and Up BLOCKED	23 15 to 08 45. Drainage, 196m. 18ch. and 1 Cranes in use. Possession to be given up for passage of 1M01, 02 52 Leeds to Skipton ove Down line and 1M36, 21 48 Glasgow Central Nottingham over Up line.
144	Apperley Jn. and Guiseley Jn.	Down and Up BLOCKED	23 00 to 09 00. Track maintenance, 203½m.p 204m. 30ch. Possession to be given up for p of trains.
SI	UNDAY 21 to FRIDAY 26	AUGUST	or trains.
145	Guiseley Jn. and Shipley Bingley Jn.	Down and Up	07 30 to 17 00 daily. Signalling work.

At	or between	Lines affected	Remarks
-		ORK SKELTON VIA HARROG	
	TIL FURTHER NOTICE	ON SALLION VIA HANNOG	ATE
146	Wortley Jn. and Horsforth	Down and Up	06 00 to 18 00. Signalling work.
LEE	DS ENGINE SHED JN.	TO WHITEHALL JN.	
SUN	DAY 21 to FRIDAY 26	AUGUST	
47	Engine Shed Jn. and Whitehall Jn.	Down and Up	08 00 to 16 00 daily. Signalling work.
APP	PERLEY JN. TO ILKLEY	STATION	
UN	TIL FURTHER NOTICE		
48	likley Jn. and likley Station	All Between Trains	Earthwork, 211m. 10ch. Cranes in use. (82/28)
49 SUN	likley Station DAY 21 AUGUST	AII	07 00 to 17 00 daily. Signalling work. (83/33)
50	Apperley Jn. and Guiseley Station	Single Between Trains	07 30 to 17 00. Tunnelwork (Apperley Lane Tunnel) 202m, 61ch, and 202m, 64ch. Restricted clearance.
SUN	IDAY 21 to FRIDAY 26	AUGUST	
51	Guiseley Station	All	07 00 to 17 00 daily. Signalling work.
SHI	PLEY GUISELEY JN. TO	O GUISELEY STATION	
SUN	IDAY 21 to FRIDAY 26	AUGUST	
52	Guiseley Station	All	07 00 to 17 00 daily. Signalling work.
SHI	PLEY LEEDS JN. TO BR	ADFORD FORSTER SQUARE	
SUI	NDAY 21 to FRIDAY 26	AUGUST	
153	Shipley Leeds Jn. and Shipley Bradford Jn.	Down and Up	07 30 to 17 00 daily. Signalling work.
SHI	PLEY BRADFORD JN.	TO SHIPLEY BINGLEY JN.	
SU	NDAY 21 to FRIDAY 20	AUGUST	
154	Shipley Bradford Jn. and Shipley		07 30 to 17 00 daily. Signalling work.

WOOLSTENHOLMES

C. J.



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

# FRIDAY 9 SEPTEMBER 1983

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.

B.R.31262/1

\* \* 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.

(35)

The A.W.S. inductors have been repositioned accordingly.

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 GC18	<b>Line</b> Up Branch	Aspect Position light	Route Indication ''C'' ''A''	Destination Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
Position li	ght signals			
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	No.2 Arrival/Departure Run-Round Arrival/Departure
			"1"	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 HR32	Lines Speedlink Yard Sidings/ Runround	Route Indication M S*	<b>Destination</b> 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)

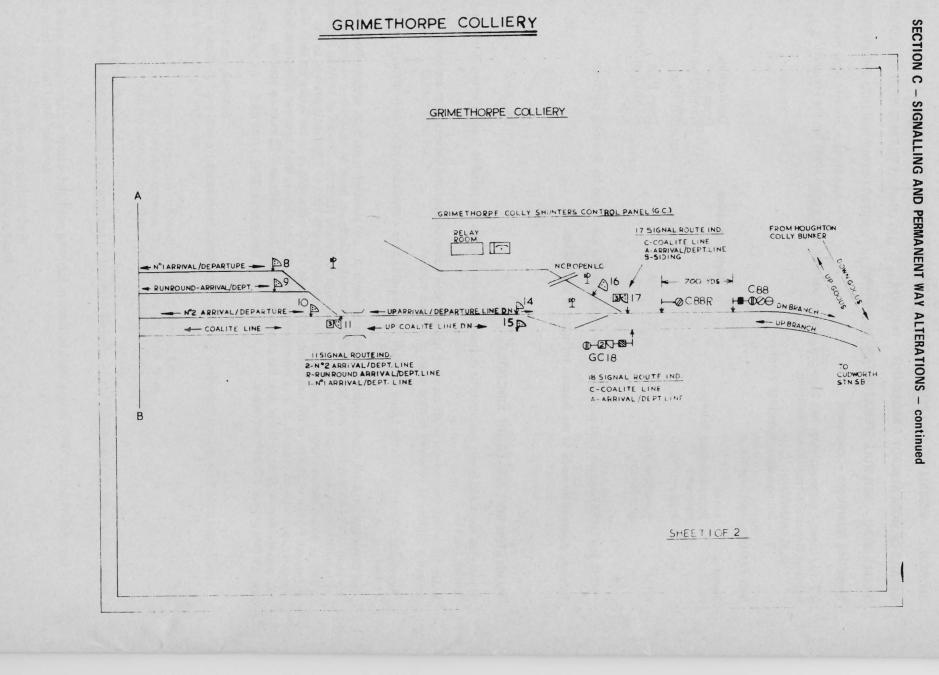
#### HAMBLETON WEST AND SOUTH JUNCTIONS

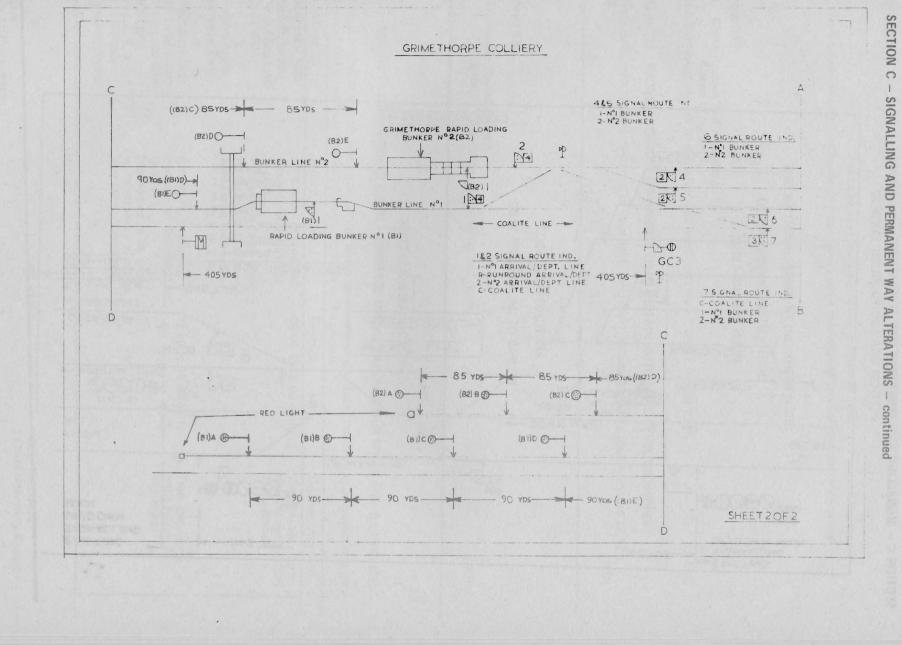
Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

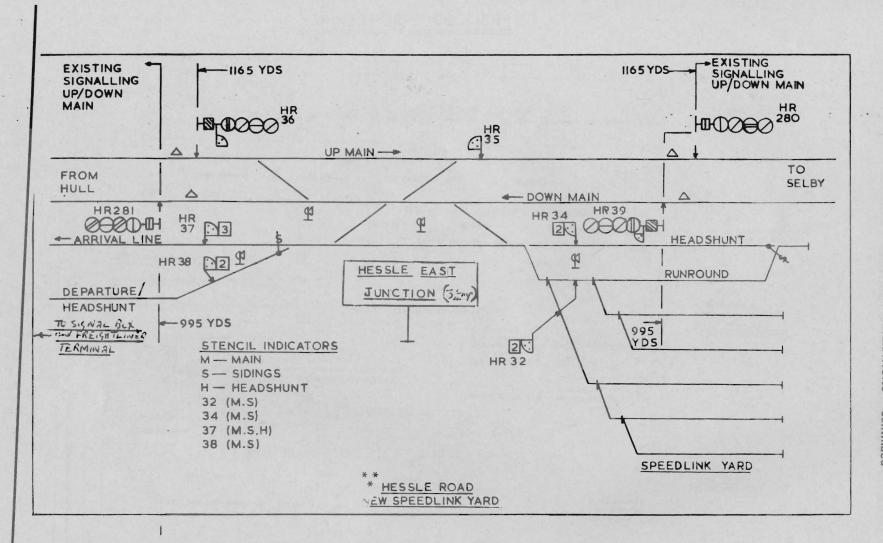
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

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)







SECTION C 1 SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## 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

\*\* 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.

#### rycoates 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.

he 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 GC18	<b>Line</b> Up Branch	Aspect Position light	Route Indication ''C'' ''A''	Destination Coalite Line Arrival/Departure line
GC3	Coalite Line	Position light		Coalite Line
Position	light signals			
47	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"	No.2 Arrival/Departure Run-Round
			. "1"	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 HR32	Lines Speedlink Yard Sidings/ Runround	Route Indication M S*	Destination 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

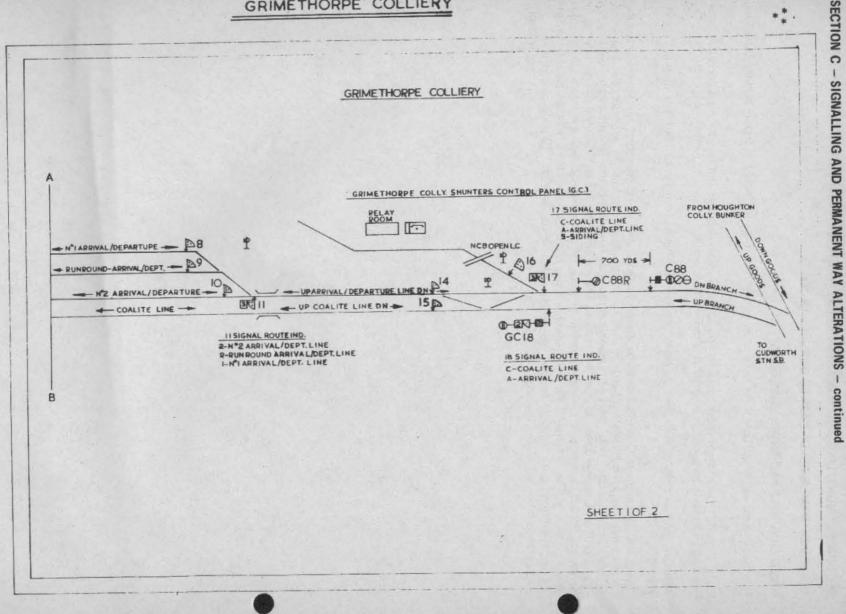
Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

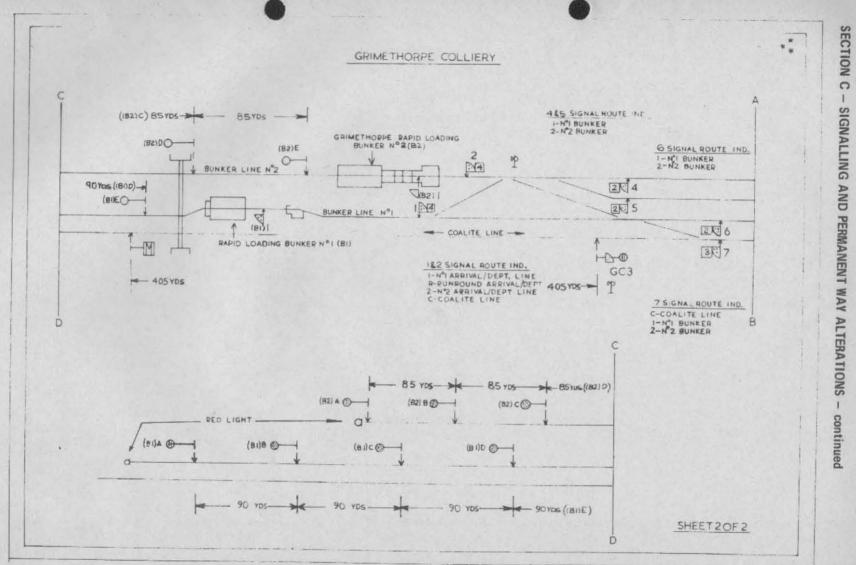
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

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





### 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:-

- 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**

- 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 BLOCKED Nos.2, 3, 4 and 5 Roads Between Trains	Earthwork. Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 12 until Friday 16 September

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

York 2 SEPTEMBER, 1983



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 HITH 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.

### 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.

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.

\* 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.

# HAMBLETON WEST AND SOUTH JUNCTIONS

Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

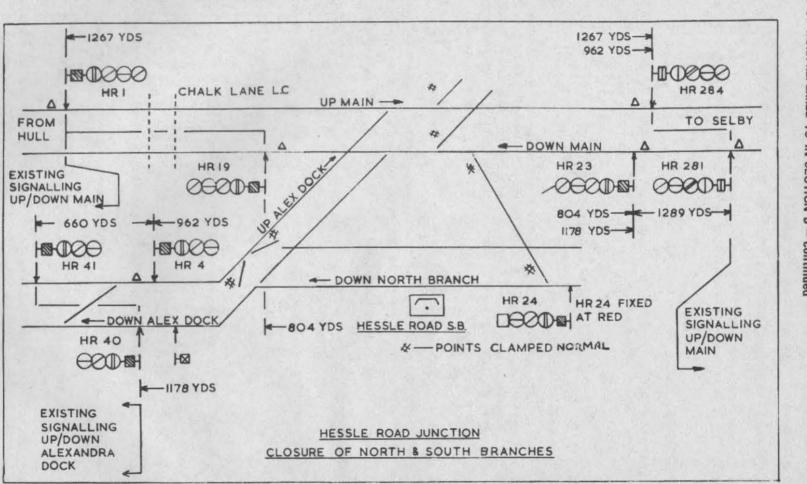
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

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)

(New Item) (41)

(38)



DETAILS OF WORK REFERRED TO IN SECTION B - continued SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS continued

. 52

NS-24

# 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 BAIL 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

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.

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 Permanent Speed Restrictions Catch, Spring Running Lines and Down Up Signalling System and unworked Location M. Ch. m.p.h. At or between trailing points. Remarks ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Page 79 Between Deame 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

			3	Permanent	Speed Restriction	Catch Spring		
Running L Signalling		Location	м.	10 m	Down Up m.p.h.	At or between	and unworked trailing points	
Page 102	LEEDS WO	ORTLEY JN. TO YOR	RK SKELTON	VIA H	ARROGATI		- O I - HA	-iena into
	Between B	Bramhope Tunnel a	nd Wescoehi	III Tun	mel			

### 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.

# 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)

(40D)

### LOCAL INSTRUCTIONS

SELBY BRAYTON JN. TO BARLOW

Page 236

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:-

- After a train has arrived at Signal GC.4, 5, 6 or 7, it must subsequently proceed for tare weighing 1. 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**

 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.

his 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 Signalman 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 <b>Between Trains</b>	Earthwork. Crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco Line.	08 00 to 18 00 daily	From Monday 19 until Friday 23 September

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.

(42)

### 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

ttention 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.

### 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 Col	our Light Signals - IY =	likley		
Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
115	Down Main Distant			
IY6	Down Main Home	M M*	"1" "2"	Platform 1 Platform 2
		PL ,	"1"	Platform 1 line occupied
		PL*	"2"	Platform 2 line occupied
		PL		Position light signal No.7
* = Clea	ared in conjunction with I	No.7 position light sign	al.	
IY8	Platform 1	M PL	"X"	Up Main Starting Down Main ''LIMIT OF SHUNT''
119	Platform 2	М		Up Main Starting (IY4)
1Y4	Up Main Starting			
Position	Light Signal			
7	Up Main			Platform Lines 1 or 2 (42)

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)

(41)

### 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.

### 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 adjacen 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.

### HAMBLETON WEST AND SOUTH JUNCTIONS

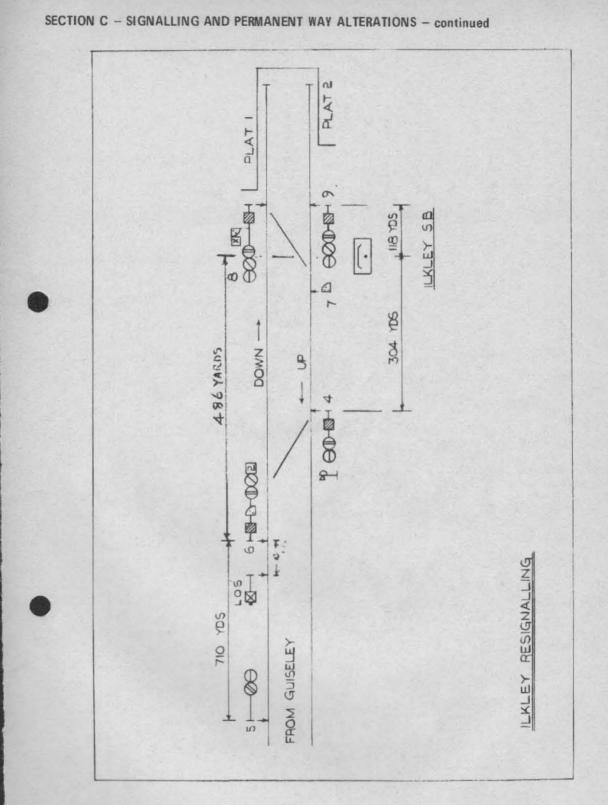
Hambleton West and South Junctions have been commissioned as indicated in Supplementary Signalling Notice No.117.

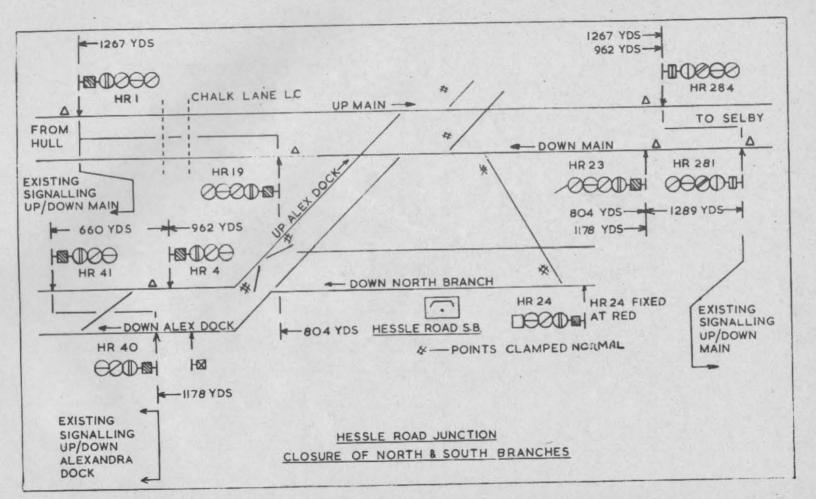
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

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)

(41)





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

## 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)

						Permanent Speed Restrictions						
	Running Lines and Loc Signalling System		Location	Miles M.	100 C	Down m.	Up p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks		
ages	19 t	Del	ete:- Bal	STER B	ACK CARR JN. TO BERV to Clifton all particula	VICK is and	l sub	stitute	(Note exclu	- the alterations to Table A sive do not apply until 2.10.5	between Balne L.C. and Hami	eton North Jn.
1	1				Balne L.C.	165	70					1.615 (PAL)
					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
						1.1		60		169¼m.p. and 174m. 70ch.		
					Hambleton South Jn. (see page 40)	174	10	50		To Hambleton West Jn line.		
					(see page to)				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					and a shake
		T	Т		Colton North Jn.	183	65	70	3	Down main to Down Leeds.		
î	Ĭ	Î	1		(see page 85				70	Up Leeds to Up main.		
								100		Leeds line Colton North Jn. and 1861/m.p.		
					Earfit Lane LC (R/G)	184	05					
					Copmanthorpe No.2 LC (R/G)	185	22					
			10						100	Main line 186¼m.p. and 174m. 70ch.		
Main	Main	Leeds	Leeds						100	Leeds line 186¼m.p. and Colton North Jn.		
								80	80	Main and Leeds lines 186¼m.p. and 186m. 43ch.		

ONS AND NOTICES - continued

	- the		P	erman	ent Speed Restrictions			
Running Lines and Signalling System	Location	Mileage M. Ch.	Down m.	Up p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks	
Pages 19 to 22 - DONCASTE	BLACK CARR JN. TO B	ERWICK - S	ubstitu	e - 1	continued			
1111	and a start		90		Main and Leeds lines 186m. 43ch. and 187m. 79ch.			
	Dringhouses Jn.	186 67	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.	188 08					DGL104	
	(see page 40)		25	25	Main lines in right direction.187m. 79ch. and 0m. 42ch.		UGL113	
			15	15	All other passenger lines and connections 187m. 79ch, and 0m. 42ch.			
Plat.16	York (Y) (see page 41)	1 <u>88 40</u> 0 00	15	15	All lines to and from Scarborough direction York Station and Om. 26ch.		Loco Water Permissive working authorised on platforms 8,9,14,15 and 16.	
	Clifton (see page 41)					(w.e.f. Sur	day 25 September) (40D)	

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

R BY LARSE				Permanent	Speed Restrictions	Catch, Spring	
Running Li Signalling			M. Ch.	Down Up m.p.h.	At or between	and unworked trailing points	Remarks
Page 40	Add : HAMBLET	FON EAST JN. TO HAMBL	ETON NOR	TH JN. 40 40	MAXIMUM PERMI	SSIBLE SPEED	
T		Hambleton East Jn. (See page 110)	3 34			Controlled by York box.	
1		Hambleton North Jn. (See page 20)	4 00		(w.e.f. Su	ınday 25 Septem	ber) (40D)
Page 79	ALDWAR	KE NORTH JN. (MID) TO	LEEDS NOR	TH JN.			
raye 15	Between	Dearne Valley North Jn.	and Cudwo				
		Amend :		50 50	Main lines, 174m. 70ch. and 176 m.p.		(40D)

						P	erman	ent Speed Restrictions		
Runnii Signal	-			Location	Mileage M. Ch.	Down m.	Up p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 83 Pages 84 a	NOI Del NOI ALT BUF CHU 7m.	RMAN lete: RMAN TOFTS RTON S URCH 31ch,	TON ALTO Tine head TON ALTO JN. AND SALMON 1 FENTON A AND COL Delete Chu	rch Fenton to Chaloners Church Fenton Church Fenton North Jn, (see page 114)	ONERS WHI sible Spee RTH JN. 24ch. 1.	60 80 100 100	substi 60 80 100 100	tute:- MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE MAXIMUM PERMISSIBLE SPE	ed ed on main/normanton lin ed on leeds lines ed on normanton lines	ES
Up Normanton		Up Leeds	Down Leeds	Ulleskelf Colton South Jn, Colton Jn, (see page 20) Colton North Jn,	8 70 6 25 <u>5 41</u> 182 79 183 65	70	70	Down Normanton to Down Leeds. Up Leeds to Up Normanton.		Colton South Jn. to Colton North Jn. controlled by York box.
'age 87 —	Dele	ete HA	AMBLETON	(see page 20)		g and a	l part	iculars		(40D)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# E.R. SECTIONAL APPENDIX (SOUTHERN AREA) - continued

#### Permanent Speed Restrictions Catch, Spring Running Lines and Down Up and unworked Signalling System Location M. Ch. m.p.h. At or between trailing points Remarks WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. Page 91 (as amended. Page 27, ND.32D) Between Rawcliffe and Goole Engine Shed Jn. 15 15 73m, 47ch, and Delete:-73m. 51ch. (40D) LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE Page 102 Between Bramhope Tunnel and Wescoehill Tunnel 9m. 54ch. and 93/m.p. 30 Add:-(40D Page 118 HULL PARAGON TO SEAMER WEST Buckton Lane LC 35 16 (w.e.f. Sunday 25 September) (40D) Add in location column (AOCR)

# TABLE A - DETAILS OF RUNNING LINES - continued

# OTHER GENERAL INSTRUCTIONS

### Page 217

Page 236

### 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. (400

LOCAL INSTRUCTIONS

### 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**

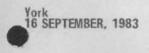
Delete instructions and substitute:-

- 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.
- 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)



MP.32/NS

R.M. WILLIAMS Chief Operating Manager

# TEMPORARY ENGINEERING WORKS

Ato	or between	Lines affected	Remarks				
DOM	CASTER BLACK CARR	JN. TO SKELTON BRIDGE					
UNT	IL FURTHER NOTICE						
38	Shaftholme Jn. and Selby Canal Jn.	Down and Up Between Trains	08 00 to 16 00. Bridgework, 169m. 11ch. Cran and mechanical equipment in use. (83/35				
39	Shaftholme Jn. and Selby Canal Jn.	Down and Up BLOCKED	Track renewal 169m 50ch and 169 m.p. and signalling work. Crane and mechanical equips in use. Trains diverted via Askern. From 23 00 Saturday 24 September.	nen			
40	Colton North Jn. and Holgate Jn.	AII	07 00 to 17 00. Signalling work. From 07 00 Sunday 25 September.				
41	Chaloners Whin Jn. and Holgate Jn.	All Between Trains	07 00 to 18 00. Bridgework, 186m. 19ch. and signalling work. Crane and mechanical equipm in use. Until 18 00 Saturday 24 September.				
SAT	FURDAY 24 to SUNDAY	25 SEPTEMBER	Until 10 00 Saturday 24 September.				
42	Barlby North Jn.	AII	23 00 Sat to 23 59 Sun. Signalling work. (See Signalling Notice No.125).				
43	Chaloners Whin Jn. and Holgate Jn.	All	23 00 Sat to 23 59 Sun. Signalling work. (See Section 'C' and Signalling Notice No.125).	9			
SAT	URDAY/SUNDAY 24/2	5 SEPTEMBER					
	Loversall Jn. and Bridge Jn.	Down and Up Fast BLOCKED	23 00 to 04 00. Track maintenance 152m 65cl 154m 30ch. Mechanical equipment in use. Tra to travel over other lines.	n an ains			
SU	NDAY 25 SEPTEMBER						
45	Decoy North Jn. and Bridge Jn.	Down/Up Slow No.1 BLOCKED	10 00 to 12 00 ) Track maintenance ) 154¼ m.p. and	Э			
		Down Slow No.2 BLOCKED	12 00 to 14 00 ) 154m 50ch. Mecha ) equipment in use.	nica			
			Trains to travel over other lines.	1			
46	Marshgate Jn. and Shaftholme Jn.	Down BLOCKED	04 00 to 08 00 ) Track maintenance ) 156m. 62ch. and 1	9, 50m			
		Up BLOCKED	05 30 to 10 00 ) 41 ch. Crane and ) mechanical equipr				
		Down Up	08 00 to 12 00 ) in use. 10 00 to 12 00 )				
47	Chaloners Whin Jn. and Holgate Jn.	Down and Up Doncaster BLOCKED	06 00 to 15 00. Track renewal, 186m. 50ch. ar 186¾m.p. Mechanical equipment in use. Trains travel over Leeds lines between Colton North and Holgate Jn.	c +0.			

# SECTION B - TEMPORARY ENGINEERING WORKS - continued

At	or between	Lines affected	Remarks				
SEL	BY BRAYTON JN. TO B	ARLOW					
SUN	IDAY 25 SEPTEMBER						
48	Brayton Jn.	Single BLOCKED	00 01 to 11 00. Track maintenance, 8m. 51ch. Mechanical equipment in use.				
OF	K TO SCARBOROUGH						
UNI	TIL FURTHER NOTICE						
49	Bootham and Strensall	Down and Up Between Trains	08 00 to 18 00. Bridgework 5m. 66ch. Mechanical equipment in use, (83/33)				
DO	NCASTER MARSHGATE	JN. TO LEEDS WEST JN					
UNI	TIL FURTHER NOTICE						
50	Gelderd Road Jn. and Leeds West Jn.	Down and Up Between Trains	07 30 to 17 00. Track maintenance, 185m. 42ch.				
51	Leeds West Jn.	AII	06 00 to 18 00. Signalling work.				
SAT	TURDAY/SUNDAY 24/2	25 SEPTEMBER					
52	Hare Park Jn. and Wakefield Westgate South Jn.	Down and Up BLOCKED	23 45 to 08 45. Bridgework (Nos. 51 and 59A), 172¾ and 174¾m.p. Crane and mechanical equipment in use. Trains diverted via Crofton West Jn.				
53	Wakefield Westgate Station and Gelderd Road Jn.	Down and Up BLOCKED	23 45 to 08 45. Tunnelwork (Ardsley Tunnel) and track maintenance 177m. 48ch. and 182m. 25ch. Cranes and mechanical equipment in use. Trains diverted via Normanton.				
EAS	TWOOD LMR TO NORM	IANTON GOOSE HILL JN	v.				
UN	TIL FURTHER NOTICE						
54	Hebden Bridge	Down and Up	07 00 to 17 00. Signalling work.				
55	Sowerby Bridge Station	Down and Up Between Trains	07 30 to 17 00. Construction work, 28m. 51ch. Restricted clearance. (83/6)				
56	Midland Jn. and Healey Mills	All	07 00 to 17 00. Signalling work. (83/26)				
SA	TURDAY/SUNDAY 24/2	25 and SUNDAY 25 SEPT	TEMBER				
57	Hebden Bridge and Sowerby Bridge West	Up BLOCKED Down	23 30 Sat to 09 00 Sun ) Reballasting 23% and ) 24%m.p. Cranes and				
	nest	BLOCKED	00 05 to 08 15 Sun ) 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

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 \$1955 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 S1948	Line Down Hull	Aspect Main	Route Indication	Destination Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	γ.	Up Sidings
		Position Light	'Z'	Down Selby S586
	I want to book and			

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.

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 168¼m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169¼m.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 175% 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 vards.

# SUNDAY 2 OCTOBER - HUTTON CRANSWICK \*

The Down and Up Main Starting signals will be abolished.

### DETAILS OF WORK ALREADY CARRIED OUT

# HUNSLET GOODS YARD

The points leading from the Up Goods Yard have been dispensed with.

# 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.



(43)

(New Item) (43)

### 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.

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 likley Signal Box.

(42)

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

New Colou	ur Light Signals – IY = I	lkley			
Signal	Line	Aspect M Main PL = Position	Light	Route Indication	Destination
1¥5	Down Main Distant				
1¥6	Down Main Home	M M* PL		··1·· ··2·· ··1··	Platform 1 Platform 2 Platform 1 line occupied
		PL*		"2"	Platform 2 line occupied Position light
* = Cleare	ed in conjunction with N	lo.7 position lig	ht signal.		signal No.7
148	Platform 1	M PL	1	·· <b>X</b> ··	Up Main Starting Down Main "LIMIT OF SHUNT
179	Platform 2	М			Up Main Starting (
1¥4	Up Main Starting				
Position L	ight Signal			4	Se Martine
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 an 171 yards before reaching the crossing in the Down direction.

Telephone communication is provided between the crossing and the signal box.

### 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.

### 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.

(41)

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

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HESSLE ROAD AND DAIRY COATES WEST - continued

Associated Signalling Alterations

Down North Branch 3-aspect signal DW62 has been abol ished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

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.

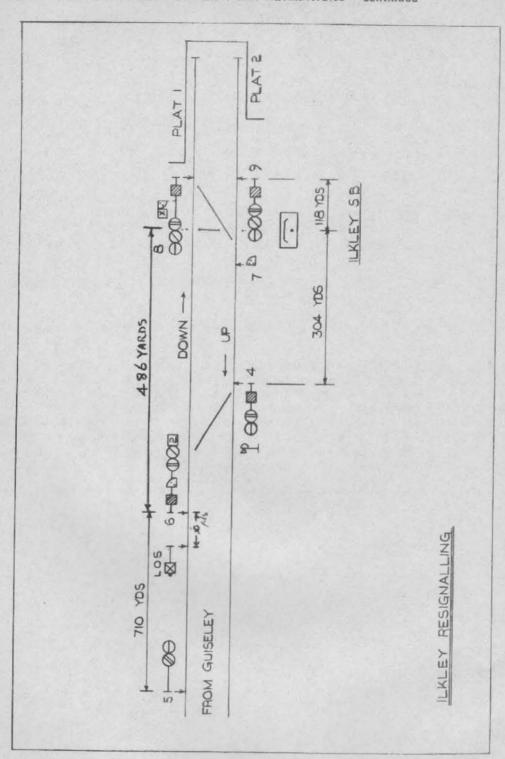
Scalm Lane Red/Green light level crossing has not been commissioned and Drivers must approach this crossing cautiously prepared to stop short of any obstruction.

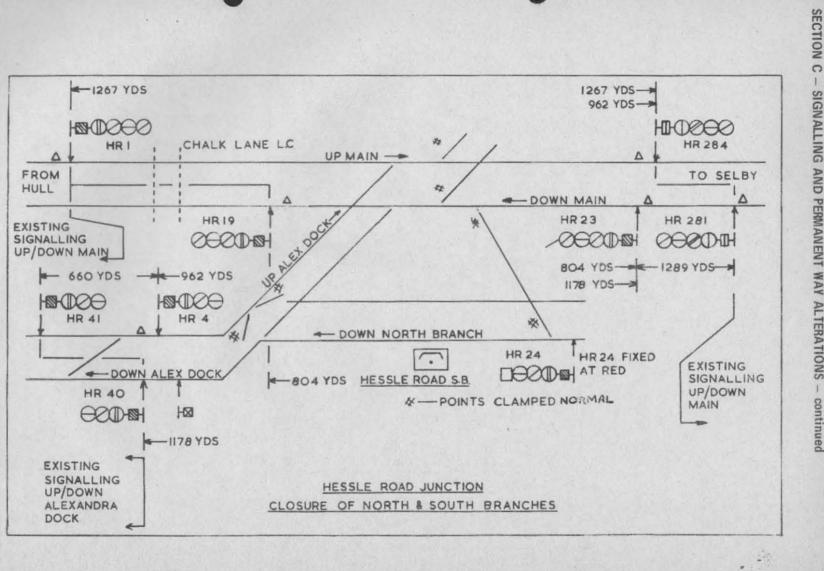
Automatic signal Y946 on the future Up Main line has also been commissioned but only displays a red aspect.

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.



(41)





SIGNALLING AND PERMANENT WAY ALTERATIONS 1 continued

NS-27

### **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. Possession to be given up for passage of trains on Down Loco line.	Monday 3 to Friday 7 08 00 to 18 00 daily.	

R.M. WILLIAMS Chief Operating Manager



### SIGNALLING AND PERMANENT WAY ALTERATIONS

NS: 41/83 8-14.10.83

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 44) light signal 876. These signals will now apply towards the Down Sidings only.

# 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 (44)towards the Up Siding).

# MONDAY 10 OCTOBER - ROYSTON JUNCTION >

A notice board worded "STOP AND EXAMINE POINTS" will be installed at the hand-worked points (44)leading into the N.C.B. Full Sidings or Drift Mine line.

### 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 \$1955 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 :-

Down Hum	Main		Up Selby (towards Doncaster direction)
	Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
	Position Light	'γ·	Up Sidings
	Position Light	'Z'	Down Selby S586
	Down Hull	Position Light	Main Junction route indicator position '4' Position Light 'Y'

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

### 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 168¼m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169¼m.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 175%m.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)

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.

### \* 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)

(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 Co	lour Light Signals - IY =	likley		
Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant	i - i sortion Light		
IY6	Down Main Home	M M* PL	"1" "2" "1"	Platform 1 Platform 2 Platform 1 line occupied
		PL* PL	"2"	Platform 2 line occupied Position light
* = Cle	ared in conjunction with M	No.7 position light sign	nal.	signal No.7
178	Platform 1	M PL	"X"	Up Main Starting Down Main ''LIMIT OF SHUNT''
149	Platform 2	M		Up Main Starting (IY4)
IY4	Up Main Starting			
Position 7	<b>Light Signal</b> Up Main			Platform Lines 1 or 2 (42)
				11

#### 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 abol ished.

The Up North Branch Home signal will be maintained in the 'ON' position.

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

# HUTTON CRANSWICK

The Down and Up Main Starting signals have been abolished.

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.

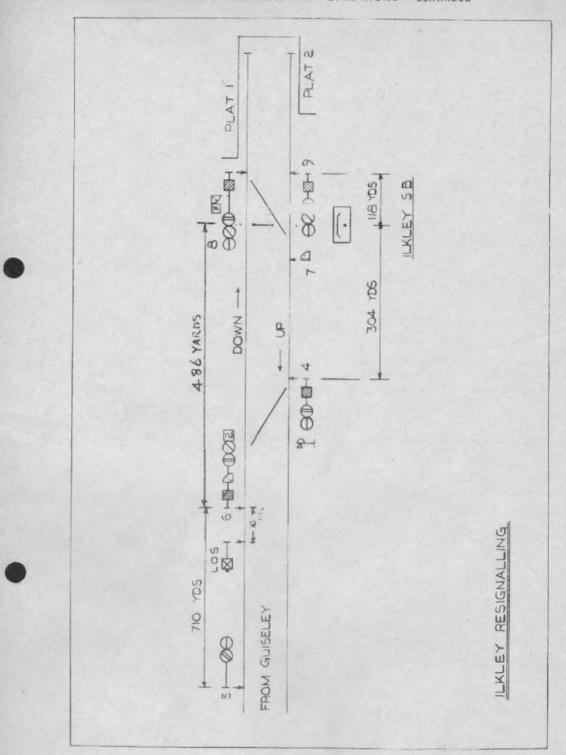
A "WHISTLE" board has been provided 240 yards before reaching the crossing in the Up direction and 171 yards before reaching the crossing in the Down direction.

Telephone communication is provided between the crossing and the signal box.

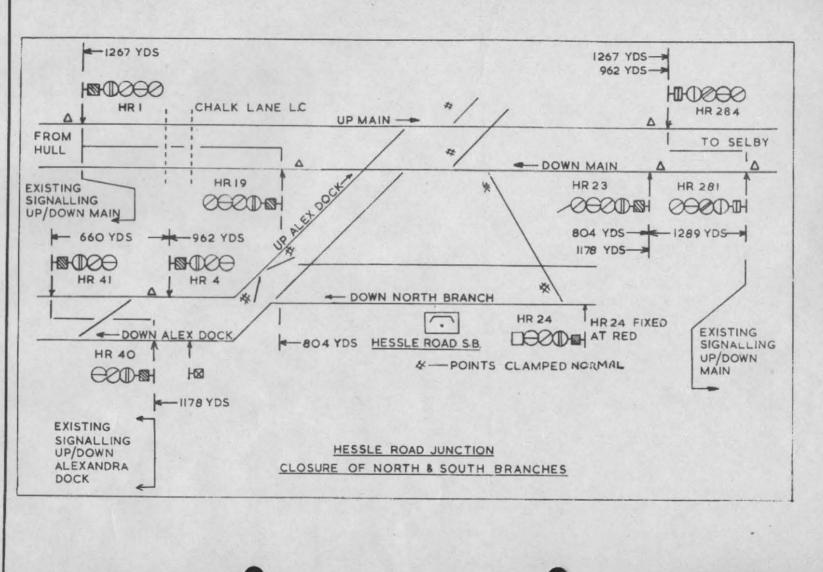
(43)

(42)

(41)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS continued

NS-28

#### 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

(49D)

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".

# 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)

NS-29

# 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 modication 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 satisified 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	Facilities	Brake pipes etc.
Add	Number	provided	
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. Possession to be given up for passage of trains over Down Loco lin	08 00 to 18 00 daily. e.	From Monday 10 until Friday 14 October.

York

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

30 SEPTEMBER, 1983

"YOR THE SAKE OF YOUR THE AND PANELY

Many railwaymen have extremely dangerous jobs.

Records tell us that 2 out of every 100 mailway staff orking on the track are killed before they complete 40 years service. TSIS .EED NOT BE SO

All jobs can be done safely.

For the sake of your wife and family AllAYS . do the job the SAFE MAY.

# 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)

# UNDAY 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)

# UNDAY 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:-



On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 1684m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 1694m.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 175%m.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 vards. (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 Down Main Y983	Flashing Single Yellow Y985	Condition prevailing at Diverging Junction 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

S

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 S1948	Line Down Hull	Aspect Main	Route Indication	Destination Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	۰γ۰	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 \$1955 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 S1948	Line Down Hull	Aspect Main	Route Indication	Destination Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	.λ.	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. (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.

# 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)

(43)

# 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 Col	our Light Signals - IY =	likley		
Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
IY5	Down Main Distant			
IY6	Down Main Home	M M* PL	"'1" "2" "1"	Platform 1 Platform 2 Platform 1 line occupied
		PL*	"2"	Platform 2 line occupied
* - Clear	red in conjunction with N	PL	al	Position light signal No.7
			a1.	
178	Platform 1	M PL	"Х"	Up Main Starting Down Main ''LIMIT OF SHUNT''
1¥9	Platform 2	М		Up Main Starting (IY4)
IY4	Up Main Starting			
Position	Light Signal			
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.

\* BUCKTON LANE LEVEL CROSSING (Between Bridlington and Hunmanby)

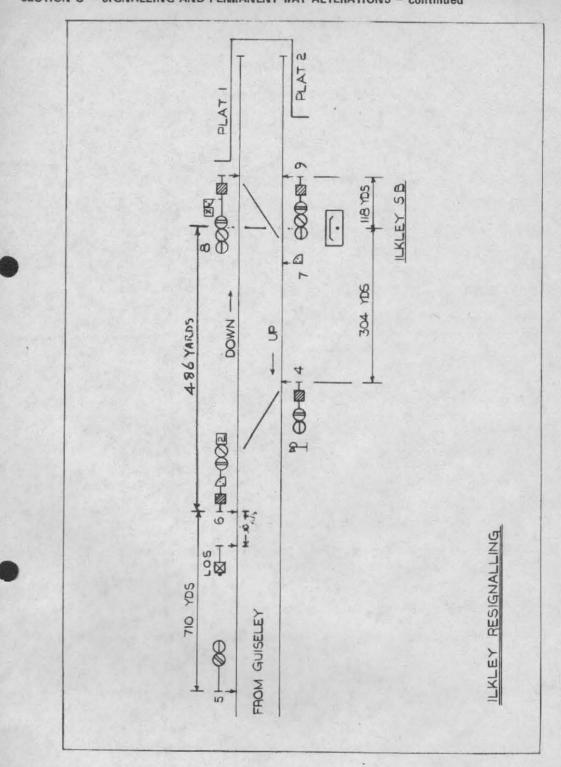
Buckton Lane level crossing at 35m. 16ch. has been converted to an automatic open (A.O.C.R.) level crossing remotely monitored from Bridlington Quay signal box.

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)

(43)



ų.

NS-27

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

# **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".

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)

(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 modication 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 satisified 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	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 BLOCKED No. 2, 3, 4 and 5 Roads Between Trains	Earthwork crane and mechanical equipment in use. Possession to be given up for passage of trains over Down Loco lin	08 00 to 18 00 daily. ne.	From Monday 17 until Friday 21 October.

York

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

7 OCTOBER, 1983

# 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 existin 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 t 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
<b>Position Light Si</b>	gnals			indicator
		Stencil-type Rout	8	
Signal	Line	Indication	Destination	
L878	M.P.D. line			L893 signal nd ''LIMIT OF SHUNT''
L879	Up Midland	"L" "W" "D"		nd L93 signal hall L87 signal er 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 169% 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 175% m.p. will be repositioned on the Up Main line at approximately 170% m.p. to give warning of the change from 100 m.p.h. to 60 m.p.h. at 169 m. 65ch. The distance between the Warning Indicator and the commencement of the 60 m.p.h. Permanent Speed Restriction will be approximately 1700 yards.

#### 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:-



On the immediate approach to Temple Hirst Junction on the Down Main between 168 and 168¼m.p. giving warning of the change in the Permanent Speed Restriction from 125m.p.h. to 60m.p.h. at 169¼m.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 175% m.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 Jown Main Y983	Flashing Single Yellow Y985	Condition prevailing at Diverging Junction 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

S S

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 \$1955 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 S1948	Line Down Hull	Aspect Main	Route Indication	Destination Up Selby (towards Doncaster direction)
		Main	Junction route indicator position '4'	Up Hull (towards Gascoigne Wood direction)
		Position Light	Ύ	Up Sidings
		Position Light	'Z'	Down Selby S586
100	and a second			

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. (43)117 and 125.

#### WFAVERTHORPE

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 0.319 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

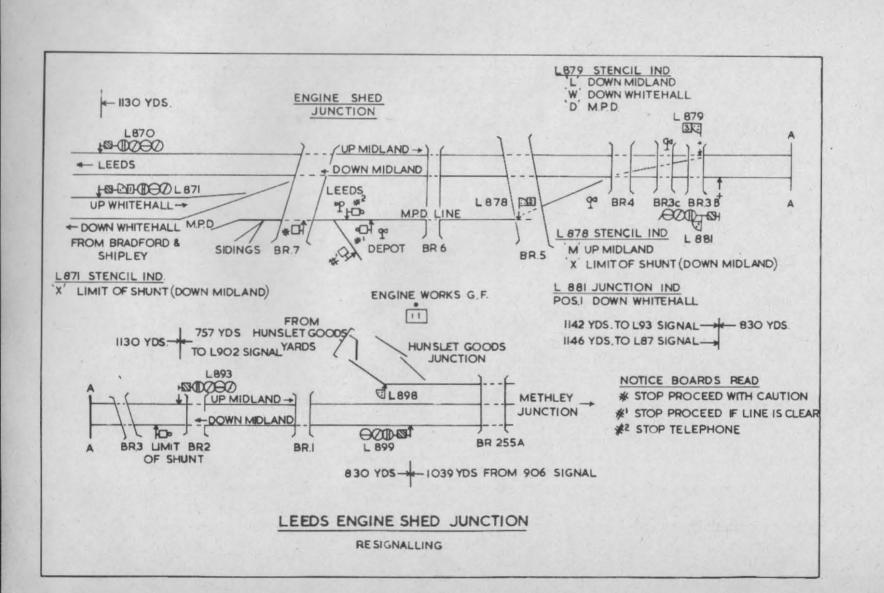
The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished.

(45)

#### \* HUTTON CRANSWICK

The Down and Up Main Starting signals have been abolished.

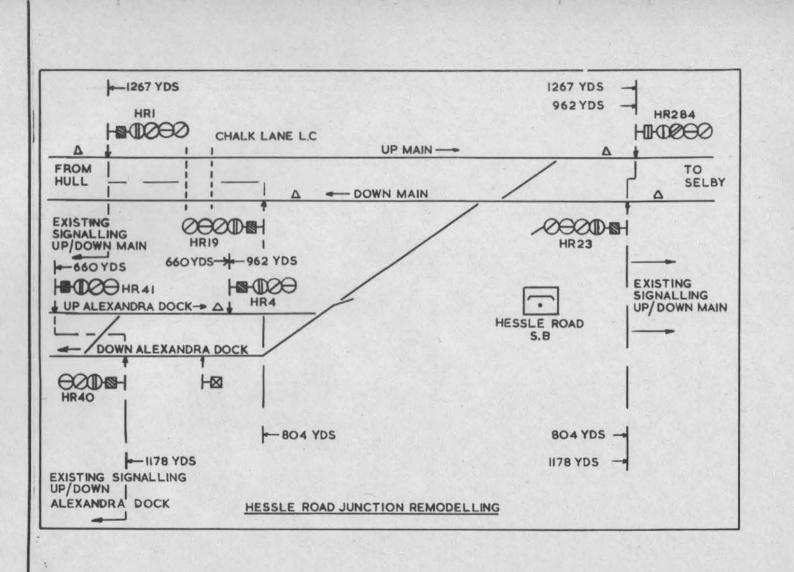
(43)



SECTION DETAILS PF 0 WORK ALREADY CARRIED OUT SIGNALLING AND PERMANENT WAY continued ALTERATIONS

NS-27

continued



SECTION DETAILS OF WORK ALREADY CARRIED OUT -0 SIGNALLING AND PERMANENT WAY ALTERATIONS continued continued

NS-28

# 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)

			Perma	anent	Speed Restriction	Catch, Spring
Running Lines and Signalling System	Location	M. Ch.	Dowr	n Up b.h.	At or Between	and unworked trailing points
DONCASTER BLA Page 20 (Page A13 Periodic	CK CARR JN. TO BERWIC al Operating Notice ND4					
Between Temple Delete :	Hirst Jn, and Hambleton	South Jn.	60		169¼m.p. and 174m. 70ch.	
Add :			60	60	169¼m.p. and 169m. 65ch.	
			100		Main line, 169m. 65ch. and 186¼m.p.	
Between Hamblet Delete :	ton South Jn. and Hamble	ton North Jn.		60	174m. 70ch. and 169¼m.p.	
			100		Main line, 174m. 70ch. and 186¼m.p.	
Between Copman Amend :-	thorpe No.2 LC and Dring	houses Jn.		100	Main line, 186¼m. and 169m. 65ch.	.p.
			(11	.e.f.	08 00 Sunday 23 C	(49D) (ctober)

# TABLE A : DETAILS OF RUNNING LINES

#### Page 203-Add:-

# INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

#### LINESIDE HOT AXLE BOX DETECTORS

The following modication 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 satisified 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 Add	Page Number	Facilities provided	Brake pip
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)

FRICKLEY COLLIERY

#### Page 15 Paragraph 2

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.

#### 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)

14 OCTOBER, 1983

Vork

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

(49D)

pes etc.

# SAFETY LINE '83

FREE INSURANCE

WEAR A HIGH VISIBILITY VEST

# 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 175% m.p. have been repositioned on the Up Main line at approximately 170% 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.

#### 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 Down Main Y983	Flashing Single Yellow Y985	Condition prevailing at Diverging Junction 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.

#### BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use.

(New Item) (47)

(45)

# 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	Route Indication	Destination
881	Down Midland	Light M M PL	Junction Indicator 1	Down Midland L93 signa 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 Lig	ht Signals			stretti marcator
Signal L878	Line M.P.D. line	Stenci!-type Rout Indication ''M'' ''X''	Destinat Up Midla	tion and L893 signal idland ''LIMIT OF SHUNT''
L879	Up Midland	D	Down Midland L93 signal Down Whitehall L87 signal Motive Power Depot (46)	

# 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)

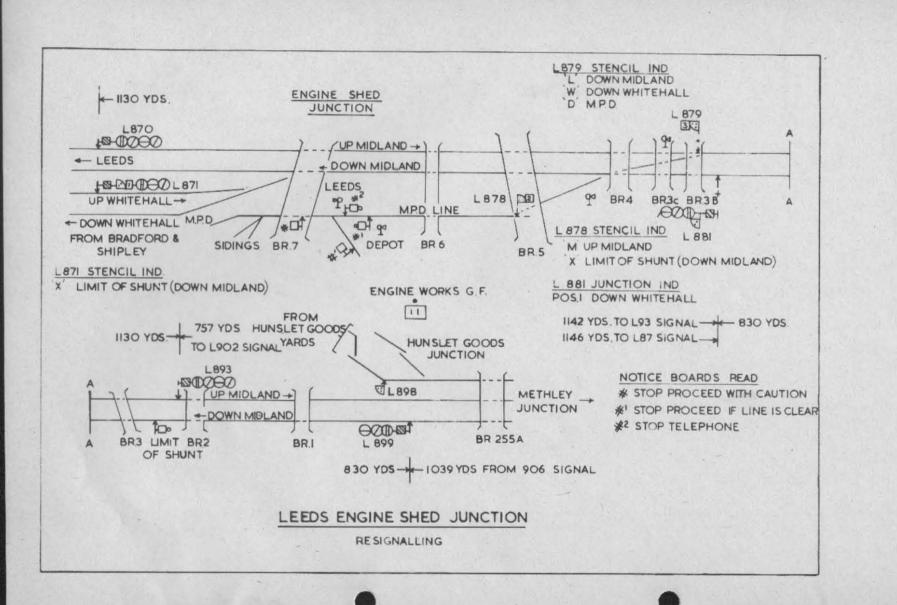
# BEVERLEY STATION - CHERRY TREE LEVEL CROSSING

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)

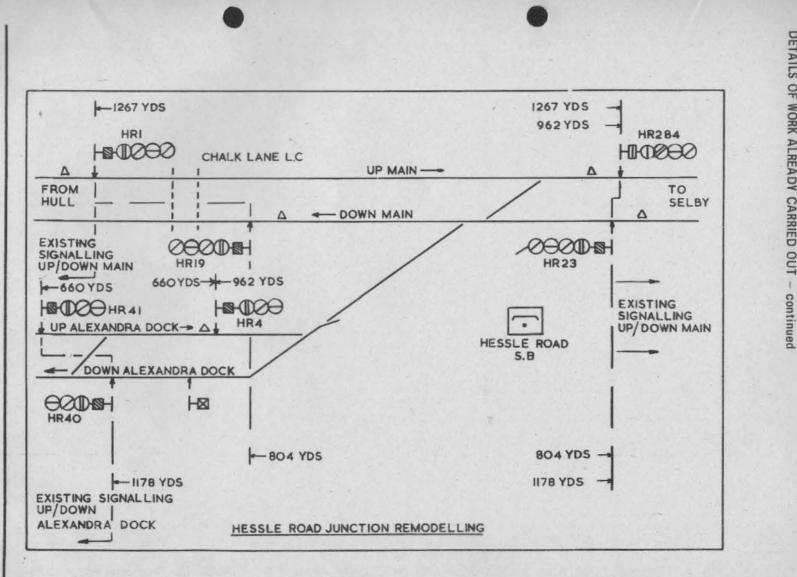
#### DAIRYCOATES WEST TO HESSLE ROAD

The Down North Branch is being retained and the single line working will continue until further notice. (Amended Item) (46)



SECTION DETAILS OF WORK ALREADY CARRIED OUT 0 SIGNALLING AND PERMANENT WAY ALTERATIONS continued continued

NS-26



SECTION DETAILS OF WORK ALREADY CARRIED OUT 0 1 SIGNALLING AND PERMANENT WAY ALTERATIONS continued

NS-27

#### **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

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".

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)

-

(49D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

### TABLE A : DETAILS OF RUNNING LINES

		TABLE A : DETA	ILS OF RUNNI	NG LINES		
Running	Lines and			Permanent	Speed Restriction	S Catch, Spring
	ng System	Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points
age 20		K CARR JN. TO BERWICK Operating Notice ND400				
-0		irst Jn. and Hambleton S				
	Delete :-	not on, and hampleton o	outi on.	60	169¼m.p. and 174m. 70ch.	
	Add :			60 60	169¼m.p. and	
					169m. 65ch.	
				100	Main line, 169m. 65ch. and 186¼m.p.	
	Between Hambleton	South Jn. and Hambleto	on North Jn.			
	Delete :			60	174m. 70ch. and 169¼m.p.	
				100	Main line, 174m. 70ch. and 186¼m.p.	
		orpe No.2 LC and Dringh	ouses Jn.			
	Amend :-			100	Main line, 186¼m. and 169m.	.p.
					65ch.	(49D)
		TE WEST JN. TO GOOLE	DOTTEDS CRAM	OF IN		
age 87				GE JN.		
	Between Crofton We Delete :	st Jn. and Crofton East J	Jn.			0.0
	Delete					C. Down at 50m. 19ch.
						900 yards
						before
						reaching
						signal 0.319.
						(49D)
ige 88						
00.00	Between Crofton Old	d Station LC and Streetho	ouse West I C			
	Delete :-	and an another	and the second second			C. Down at
						50m. 73ch.
						915 yards
						before
						reaching
						signal 0.321. (49D)
ige 97		JN. TO BRADFORD INTE	RCHANGE			
		or GF and New Pudsey.				
	Add :-	Bramley	3 15			(49D)

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

#### LINESIDE HOT AXLE BOX DETECTORS

The following modication 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 satisified 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.

Page 203- Add:-

Location	Page	Facilities	Brake pipes etc.
Add	Number	provided	
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 'Nove 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

## 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:-

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. PRIVATE AND NOT FOR PUBLICATION

C.J.

B.R.31262/1

45

WOOLSTENHOLMES



EASTERN REGION

NS

# 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.

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

NS-23

\*\* 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. 18	<b>Line</b> Down Main	<b>Destination</b> 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 175¾ m.p. have been repositioned on the Up Main line at approximately 170¾ 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 Down Main Y983	Flashing Single Yellow Y985	Condition prevailing at Diverging Junction 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.

#### BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use.

#### \*\_\* 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.

(45)

(47)

#### 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 Si	gnais			
Signal L878	Line M.P.D. line	Stencil-type Rout Indication ''M'' ''X''	Destin Up Mi	nation dland L893 signal Midland ''LIMIT OF SHUNT''
L879	Up Midland	"L" "W" "D"	Down	Midland L93 signal Whitehall L87 signal 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)

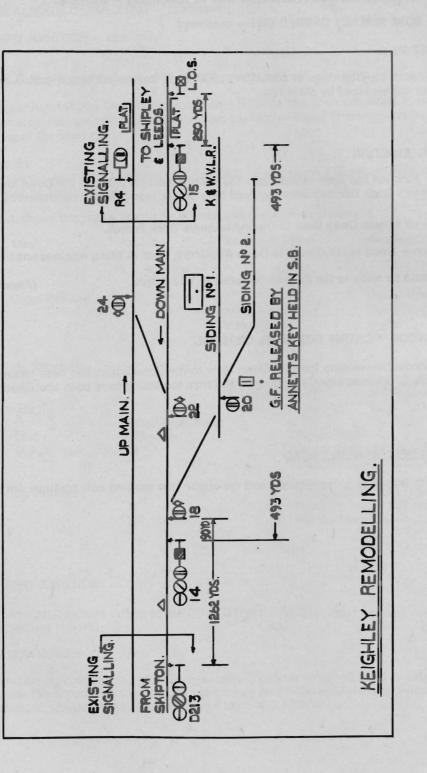
#### BEVERLEY STATION - CHERRY TREE LEVEL CROSSING

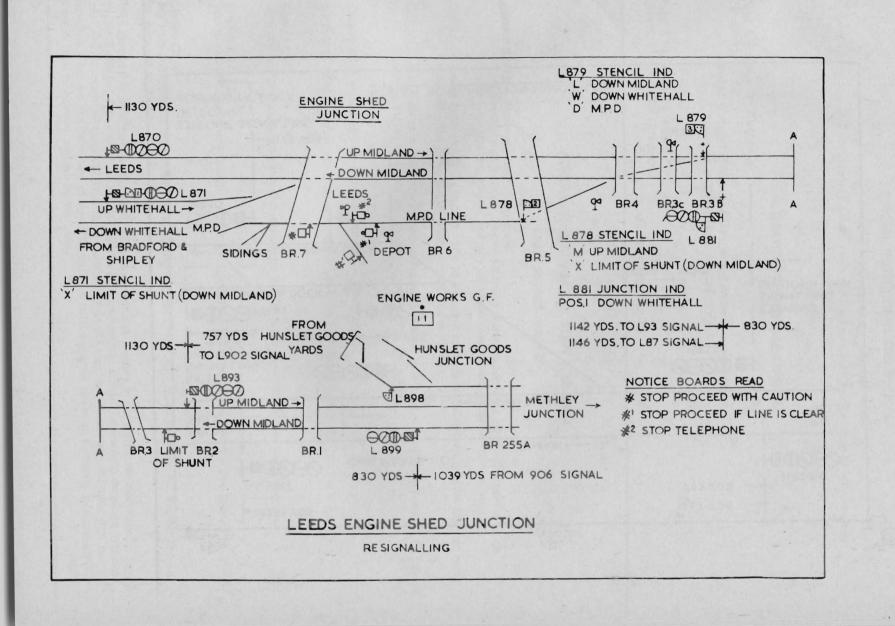
The trailing connection leading from the Down Main to the Down Siding has been removed. The associated ground position signals reading to and from the siding have been abolished.

(45)

#### DAIRYCOATES WEST TO HESSLE ROAD

The Down North Branch is being retained and the single line working will continue until further notice. (46)

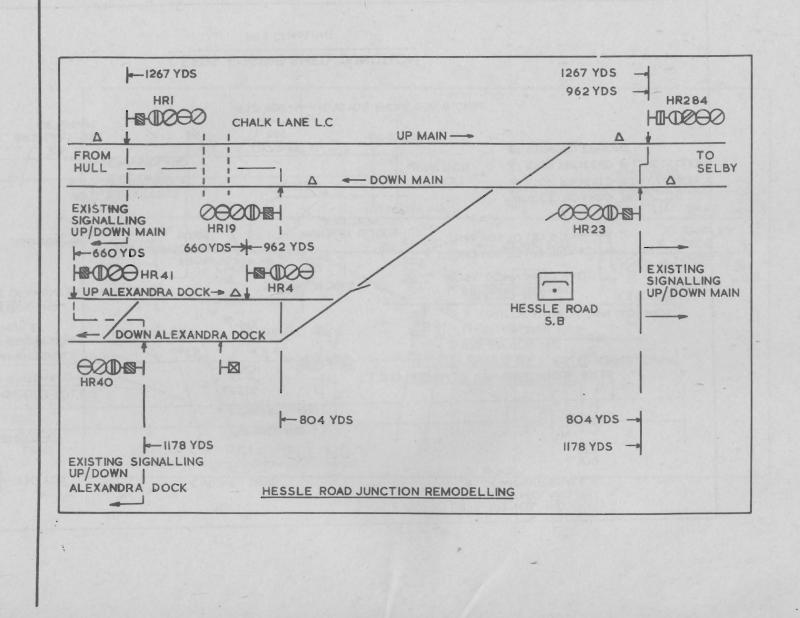




SECTION C 1 SIGNALLING AND PERMANENT WAY ALTERATIONS continued

DETAILS OF WORK ALREADY CARRIED OUT -

continued



SECTION C DETAILS OF WORK ALREADY CARRIED OUT - continued - SIGNALLING AND PERMANENT WAY ALTERATIONS 1 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.

PRIVATE AND NOT FOR PUBLICATION

## WOOLSTENHOLMES

C. J.

B.R.31262/1

46



EASTERN REGION

NS

# 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

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

#### SUNDAY 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 illiminations 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.

(49)

This turnout will be removed on Sunday 20 November.

#### 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)

#### 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 reachi the signalbox and the following route indications will apply:-

Aspect Main	Route Indication Junction Route Indicator Position 1	Application to or towards Down Goods Loop
Main	-	Down Normanton
Position Light	Stencil Route Indication	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 illiminations 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.

#### 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.

(49)

## 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. 18	Line Down Main	Destination 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.

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.

#### \* LEEDS ENGINE SHED JUNCTION

Holbeck Motive Power Depot has been remodelled as shown on the diagram.

#### \*\* BETWEEN YORK YARD NORTH AND SKELTON

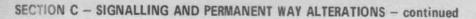
Skelton No.1 Up Arrival line has been secured out of use.

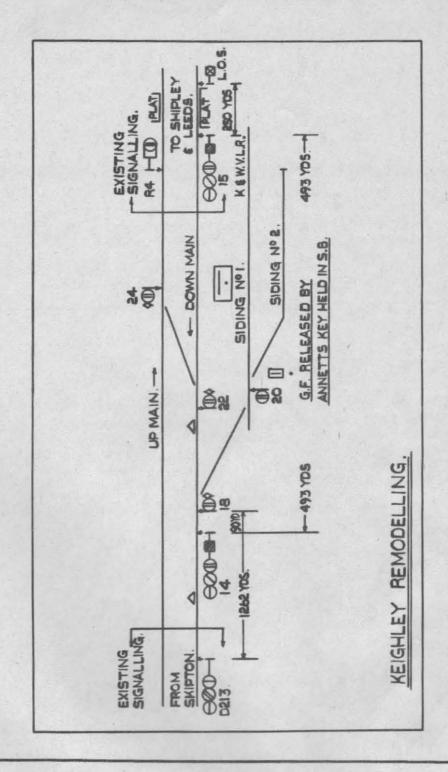
(48)

(48)

(47)

(47)





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 r

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)



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.

WHITE PAGES - PART 6

- 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 marshall them in front of heavier wagons on the train. (49D)

#### EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

#### TABLE A : DETAILS OF RUNNING LINES

Running L Signalling Page 20 (P	System DONCASTER BLA	Location	M. Ch.	Down m.p.	Up	Speed Restrictions	and unworked
age 20 (F		CK CARR JN. TO BERWIC			.h.	At or Between	trailing points and other remark
		I Operating Notice ND40					
	Between Temple H Delete :	Hirst Jn. and Hambleton	South Jn.	60		169¼m.p. and 174m. 70ch.	
	Add :-			60	60	169¼m.p. and 169m. 65ch.	
				100		Main line, 169m. 65ch. and 186¼m.p.	
	Between Hambleto Delete :	on South Jn. and Hamblet	ton North Jn.		60	174m. 70ch. and 169%m.p.	1
				100		Main line, 174m. 70ch. and 186¼m.p.	
	Between Copmant Amend :	horpe No.2 LC and Dring	houses Jn.		100	Main line, 186¼m., and 169m. 65ch.	
							(49D)
Page 60	DONCASTER MAR	SHGATE JN. TO LEEDS V	VEST JN.				
ugo oo	Between Wakefiel Add:	d Westgate and Ardsley	Tunnel	10	10	To and from Wrenthorpe Down Sidings.	

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - DETAILS OF RUNNING LINES - continued

					Speed Restriction	s Catch, Spring
Running Li Signalling		Location	M. Ch.	Cown Up m.p.h.	At or Between	trailing points
Page 81	GRIMETHORPE CO	LLIERY TO CUDWORTH		NORTH JN		
	Between Grimetho Delete:-	orpe Shunters Cabin and	Dearne Valley	North Jn. 10	58m.p. and 57m. 43ch.	(49D
	WAKEFIELD KIRKG	ATE WEST JN. TO GOOL	E POTTERS GRA	NGE JN.		
		Vest Jn. and Crofton Eas	t Jn.			
	Delete :					C. Down at 50m. 19ch. 900 yards before reaching signal 0.319. (49D)
age 88	Between Crofton ( Delete :-	Old Station LC and Stree	thouse West LC			C. Down at
						50m. 73ch. 915 yards before reaching signal 0.321 (49D
	Delete:-	e LC and Featherstone L				C. Up at 52n 45ch. 652 ya before reach signal 0.328 (49D
07	LEEDS, WHITEHA	LL JN. TO BRADFORD IN	ITERCHANGE			
Page 97	Between Armley M Add :-	Moor GF and New Pudsey Bramley	y. 3 15			(49D
Dogo 110	LEEDS TO HULL	PARAGON				
Page 113	Delete all detail	s between Hessle and H		substitute:-		
		Hessle	4 64			Hessle to Anl Road Jn. controlled by Hessle Road (HR) signal b
		Hessle East Jn.	3 20	50 50	2¼m.p. and 1m. 54ch.	
+	+	Hessle Road (HF (See page 120)	3) 1 74	20	To Springbank South Jn.	

#### 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 modication 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 satisified 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 Add	Page Number	Rapid Loading Facilities provided	Brake pipes etc.
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

#### FRICKLEY COLLIERY

Paragraph 2 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

				Permanent	Speed Restriction	s Catch, Spring
Running Li Signalling		Location	M. Ch.	Down Up	At or Between	and unworked trailing points and other remark
Page 81	oyotom	Leocation	11111 0111	1 maprice	1.0.0.0.0000000	June ouror roman
		OLLIERY TO CUDWORTH D			•	
		orpe Shunters Cabin and	Dearne Valley			
	Delete:-			10	58m.p. and 57m. 43ch.	(49D)
					5711. 4301.	1.007
	WAKEEIELD KIDKO	ATE WEST JN. TO GOOLE	POTTERS ON	NCE IN		
Page 87	WAREFIELD KINKO	INTE MEST JN. TO GOOL	L POTTERS GRA	ANGE TIN'		
	Between Crofton V	West Jn. and Crofton East	t Jn.			
	Delete :-					C. Down at
						50m. 19ch.
		A CARLEN AND A CARLEN				900 yards before
						reaching
						signal 0.319.
						(49D)
age 88						
		Old Station LC and Street	thouse West LC	:		
	Delete :					C. Down at
1.0						50m. 73ch.
						915 yards before
						reaching
						signal 0.321.
		10 15 1				(49D)
	Between Red Lan Delete:-	e LC and Featherstone LC	3			0 110 -1 50
	Delete:-					C. Up at 52m. 45ch. 652 yards
						before reaching
						signal 0.328
)						(49D)
	LEEDS, WHITEHA	LL JN. TO BRADFORD IN	TERCHANGE			
Page 97						
	Between Armley	Moor GF and New Pudsey				
	-iuu	Bramley	3 15			(49D)
Page 113	LEEDS TO HULL	PARAGON				
- ugo 113		Is between Hessle and He	essle Road and	substitute	_	
		Hessle	4 64			Hessle to Anlaby
3						Road Jn.
111						controlled by Hessle Road
						(HR) signal box.
		Hessle East Jn.	3 20			
				50 50		
					1m. 54ch.	
		Hessle Road (HR	) 1 74	20	To Springbank	
T	T	(See page 120)	, , , , , , , , , , , , , , , , , , , ,	20	South Jn.	
		A second second			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 modication 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 satisified 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	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

#### FRICKLEY COLLIERY

Paragraph 2 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 'Nove 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 188% 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)

#### NDAY 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).

#### aming 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 Main	Route Indication Junction Route Indicator Position 1	Application to or towards Down Goods Loop		
Main	-	Down Normanton		
Position Light	Stencil Route Indication	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 us 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 illiminations 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.

#### 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)

(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. 18	Line Down Main	Destination 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.

#### \* 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

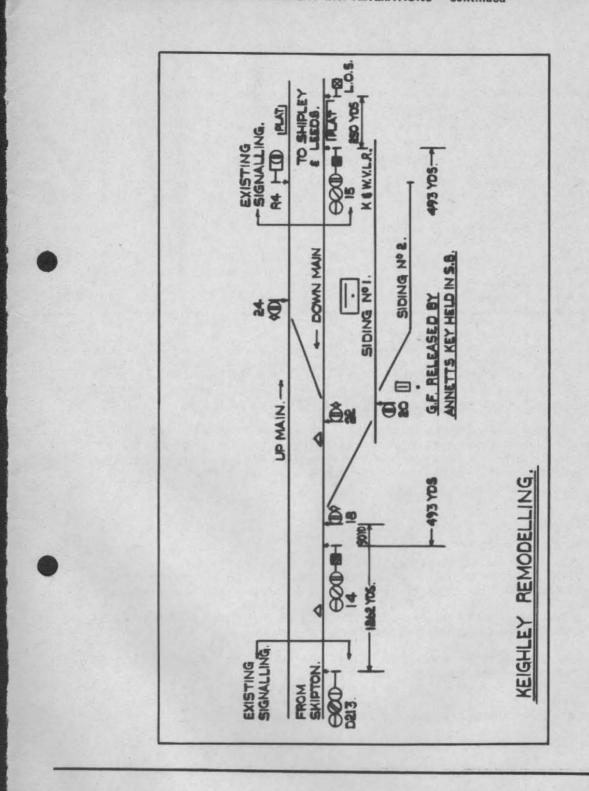
The following lines have been shortened prior to the installation of a new propane tank :--

No.1 Road Holgate Dock by 100 yards. 1 No.2 Road Holgate Dock by 40 yards. 1 No.3 Road Holgate Dock by 150 yards. 1

Buffer stops have been erected.

(48)

(48)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

#### 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".

WORKING MANUAL FOR RAIL STAFF - BR.30054

(49D)

#### 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 marshall them in front of heavier wagons on the train. (49D)

# EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

		TABLE A : DETAI	LS OF KUNIN			Contraction of the second	
-						Speed Restrictions	Catch, Spring
Running L Signalling		Location	M. Ch.	Down m.p.		At or Between	and unworked trailing points and other rema
Page 20 (i		CK CARR JN. TO BERWICK al Operating Notice ND40					
	Between Temple Delete :	Hirst Jn. and Hambleton S	outh Jn.	60		169¼m.p. and 174m. 70ch.	
	Add :			60	60	169¼m.p. and 169m. 65ch.	
				100		Main line, 169m. 65ch. and 186¼m.p.	
	Between Hamble Delete :	ton South Jn, and Hamblet	on North Jn.		60	174m. 70ch. and 169¼m.p.	
				100		Main line, 174m. 70ch. and 186¼m.p.	
	Between Copman Amend :	thorpe No.2 LC and Dring	nouses Jn.		100	Main line, 186¼m. and 169m.	p.
						65ch.	(49D)
Page 60	DONCASTER MA	RSHGATE JN. TO LEEDS W	EST JN.				
	Between Wakefie Add:-	Id Westgate and Ardsley 1	unnel	10	10	To and from Wrenthorpe Down Sidings.	
							(49D)
Page 81		COLLIERY TO CJDWORTH D				•	
	Delete:-					58m.p. and	(490

(49D)

57m. 43ch.

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - DETAILS OF RUNNING LINES - continued

				Per	Permanent	Speed Restriction	ns Catch, Spring
Running Lines and Signalling System		Location	м.	Ch.	Down Up m.p.h.	At or Between	and unworked trailing points and other remark
Page 83	Between Castlet Delete ''AB'' fr	TOFTS JN. TO COLTON ford and Fryston om the Down and Up lin adjacent to each line			ng lines and	Signalling Syste	m" column and
	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.

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Page 87

Between Crofton West Jn. and Crofton East Jn. | Delete :-

Page 88

Between Crofton Old Station LC and Streethouse West LC Delete :-

Between Red Lane LC and Featherstone LC Delete:- 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)

C. Down at 50m. 19ch. 900 yards before reaching signal 0.319. (49D)

C. Down at 50m. 73ch. 915 yards before reaching signal 0.321. (49D)

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					Permanent Speed Restrictions			Catch Spring
		Location	M. Ch.	h.	Down I m.p.h.	Up	At or between	and unworked trailing points
Page 97	LEEDS, WHITEHA	LL JN. TO BRADFORD INTERC	HANGE		1.20			
	Between Armley M	Moor GF and New Pudsey.						
	Add :-	Bramley	3 1	15				(49D)
					-			
Page 113	LEEDS TO HULL	PARAGON						
	<b>Pelete</b> all detail	s between Hessle and Hessle	Road a	nd s	ubstitute	e:		
		Hessle	4 6					Hessle to Anlaby - Road Jn. controlled by
								Hessle Road (HR) signal box.
		Hessle East Jn.	3 2	20				
					50 !	50	2¼m.p. and 1m. 54ch.	
ł	ł	Hessle Road (HR) (See page 120)	1 7	4	20		To Springbank South Jn, line,	(49D)

#### INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203-Add:-

#### LINESIDE HOT AXLE BOX DETECTORS

The following modication 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 bich activated the detector, the axle on either side of it and the same three axle boxes on the other detector is 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 satisified that nothing is amiss.

(49D)

#### LOCAL INSTRUCTIONS

#### BARNSLEY STATION JUNCTION TO HORBURY JUNCTION

#### WOOLLEY COAL SIDING

#### Arrival of Up trains in Woolley Colliery

Add:-

- 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 Signalman 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	Facilities	Brake pipes etc.
Add	Number	provided	
Bowers Opencast	12	-	1

## Page 12

Add

#### **BOWERS OPENCAST**

FRICKLEY COLLIERY

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 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.

### 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)

-

(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.			

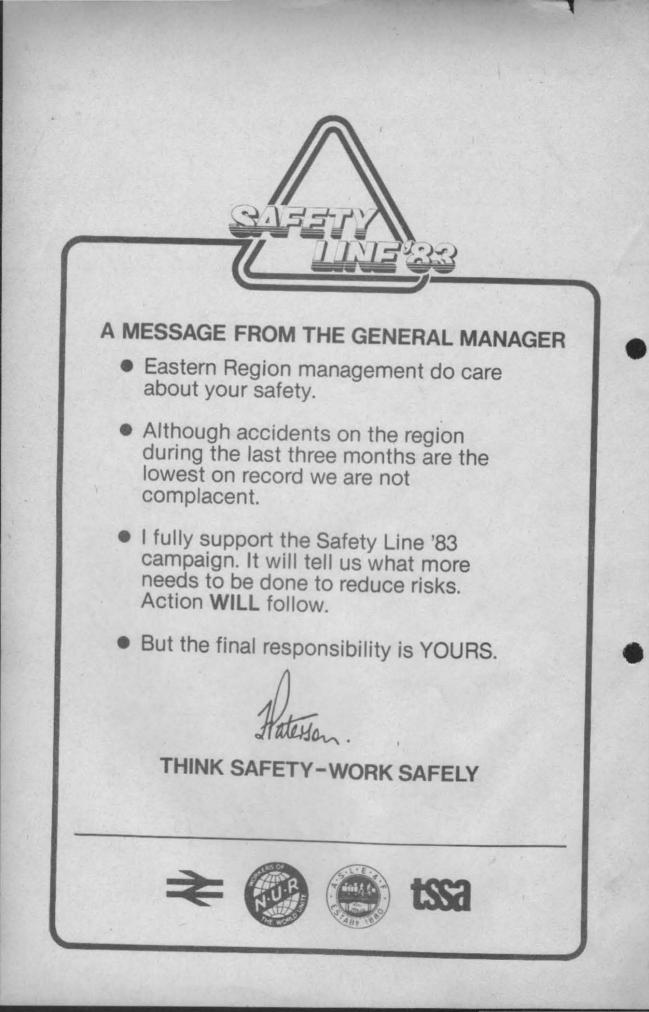


York

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

**18 NOVEMBER, 1983** 



## 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)

## ONDAY 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 169% m.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 169% m.p. and 186% m.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

he "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 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)

## 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 Main	Route Indication Junction Route Indicator Position 1	Application to or towards Down Goods Loop	
Main	-	Down Norman ton	
Position Light	Stencil Route Indication	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.

## 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 illiminations 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.

#### VRENTHORPE 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)

(49)

## **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

Location	M. Ch.			Speed Restrictions At or Between	Catch, Spring and unworked trailing points and other remark
		60	60	169¼ m.p. and 169m. 65ch.	
		100			<b>.</b>
horpe No.2 LC and Dring	houses Jn.			Main line 186¼m.p and 169¼m.p.	Sec. 2. 22
	CK CARR JN. TO BERWIC	Location M. Ch. CK CARR JN. TO BERWICK lirst Jn. and Hambleton South Jn.	Location M. Ch. Down m.p.1 CK CARR JN. TO BERWICK lirst Jn. and Hambleton South Jn. 60 100 norpe No.2 LC and Dringhouses Jn.	Location M. Ch. Down Up m.p.h. CK CARR JN. TO BERWICK Nirst Jn. and Hambleton South Jn. 60 60 100 norpe No.2 LC and Dringhouses Jn. 100	Location M. Ch. m.p.h. At or Between CK CARR JN. TO BERWICK lirst Jn. and Hambleton South Jn. 60 60 169¼ m.p. and 169m. 65ch. 100 Main line 169¼ m.p. and 186¼ m.p. 100 Main line 186¼ m.p.

#### LOCAL INSTRUCTIONS

## BARNSLEY 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 Signalman 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
- Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
- Alterations and additions to Signalmen's General Instructions Issue No.2 BR30062/9
- Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System BR30062/10
- Alterations and additions to the General Appendix Issue No.4 BR29944/31
- 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	Demolition and earthworks	00 01 to 23 59	From 07 30 Sunday 4 December.
BLOCKED			

R.M. WILLIAMS Chief Operating Manager



## **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





26

## 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 35m.p.h. (in the form of a black St. Andrews cross/speed restriction sign 35m.p.h. (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 VELLOW 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 Down Main Y867 Flashing Single Yellow Y869 Condition prevailing at diverging junction Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selb 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 be 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 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). (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 188% 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)

## 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 Jines 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.

new Down Normanton 4-aspect colour light signal plated FN28 has been provided 450 yds, before aching the signalbox and the following route indications apply:-

Route Indication	Application to or towards
Junction Route Indicator Position 1	Down Goods Loop
-	Down Normanton
Stencil Route Indication	Colliery Sidings
Junction Route Indicator Position 1	Down Goods Loop Line occupied
	Junction Route Indicator Position 1 - Stencil Route Indication "C" Junction Route Indicator

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 illiminations 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

				Perma	Permanent Speed Restrictions Catch, S				
Running L Signalling		Location M. Ch. Down U			At or Between	and unworked trailing points and other remar			
Page 20 (1	Pages , ND49D	ACK CARR JN. TO BERWICK	uth Jn.				•		
	Delete:-			60	60	169¼ m.p. and 169m. 65ch.			
	Amend:-			100		Main line 169%r and 186%m.p.	n.p.		
	Between Copman Amend:-	othorpe No.2 LC and Dringho	ouses Jn.		100	) Main line 186¼m and 169¼m.p.	n <b>.p.</b> ′ (6D)		
Page 42	YORK TO SCARE	At Knapton LC							
	Delete signal b	oox dots							
	Amend entry:-K	napton LC (AHB—X)	27 41	X35	X35 (	Approaching Level crossing in wrong directio w.e.f. Sunday 11			
Page 80	ALDWARKE NOR	TH JN. (MID) TO LEEDS NO	rth JN.						
	Between Methley Add:-	y Jn. and Woodlesford Methley North LC (R/G)	188 30				(6D)		

## LOCAL INSTRUCTIONS

#### BARNSLEY STATION JUNCTION TO HORBURY JUNCTION

## WOOLLEY COAL SIDING

## Arrival of Up trains in Woolley Colliery

Add:-

- 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.
- 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 Signalman 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)

Re-issue of Absolute Block Regulations - BR30062/2

- 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
- 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

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

10 DECEMBER, 1983

## 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 be 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.

## MONDAY 19 DECEMBER – BETWEEN TEMPLE HIRST JN. AND DRINGHOUSES JN., BETWEEN HAMBLETON SOUTH JN. AND HAMBLETON WEST JN. AND BETWEEN ULLESKELF AND COLTON JN.

tention is drawn to the revised Maximum Permissible Speeds and Permanent Speed Restrictions shown m 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 35 have been provided 667 yards from the crossing on each wrong direction approach. (1)

(2)

NS 51 | 83 17-23/12/83

## 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 Down Main Y867 Flashing Single Yellow Y869 Condition prevailing at diverging junction 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 169%m.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 169%m.p. and 186%m.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 CARTIED 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.

## \* \*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)

## 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 illiminations 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

				-	Perma	nent	Speed Restriction	s Catch, Spri
		Location	M.	Ch.			At or Between	and unwork trailing poi and other re
DON	CASTER E	BLACK CARR JN. TO BERWICH	(		1			
ages	, ND4	9D)						
		le Hirst Jn. and Hambleton S	South Jn.		1			
Dele	te:-				60	60	169¼ m.p. and 169m, 65ch.	
Ame	nd:-				100		Main line 169% and 186%m.p.	m.p.
		nanthorpe No.2 LC and Dring	houses Jr	1.		100	Main line 1961/m	
Amer	id:-					100		
						(	and the second second second second second second second second second second second second second second second	y 19 Decemb
Pages	A8, 16 a	ind 17, ND49D)						
			In. and Dr	inghou	ses Jn.	(exc	lusive) and subs	titute :-
		Temple Hirst Jn. (see page 39)	169	16	70		and the second sec	Temple Hirs Jn. to Clifte controlled b York box.
		Hambleton South . (see page 40)	Jn. 174	10	70			TOTA DUA.
		Hambleton North . (see page 40)	Jn. 174	75		40	To Hambleton East Jn. line	
		Colton Jn. (see page 85)	182	79				
Ţ	Ţ	Colton North Jn. (see page 85)	183	65	70		Down Main to Down Leeds	
						70	Up Leeds to Up Main	
					100		Leeds line Coltor North Jn. and 186m. 43ch.	1
		Earfit Lane LC (R	/G) 184	05				
			.2 185	22				
					100	100		
eeds	eeds						186¼ m.p. and 186m. 43ch.	
IN .	10				1	100	Leeds line 186m. 43ch. and Colton North Jn.	
					90			
	Syste DON ages Betwo Dele Amer Pages Dele	ages , ND4 Between Temp Delete:- Amend:- Between Copn Amend:- Pages A8, 16 a Delete all de	System       Location         DONCASTER BLACK CARR JN. TO BERWICH ages ND49D)       Between Temple Hirst Jn. and Hambleton State         Between Temple Hirst Jn. and Hambleton State       Delete:         Amend:       Between Copmanthorpe No.2 LC and Dring Amend:         Pages A8, 16 and 17, ND49D)       Delete all details between Temple Hirst Jn. (see page 39)         Pages A8, 16 and 17, ND49D)       Delete all details between Temple Hirst Jn. (see page 39)         Hambleton South (see page 40)       Hambleton North (see page 40)         Colton Jn. (see page 85)       Colton North Jn. (see page 85)         Image: Company thorpe No LC (R/G)       Earfit Lane LC (R Copmanthorpe No LC (R/G)	System       Location       M.         DONCASTER BLACK CARR JN. TO BERWICK ages ND49D) Between Temple Hirst Jn. and Hambleton South Jn. Delete:       Amend:         Amend:       Between Copmanthorpe No.2 LC and Dringhouses Jr Amend:         Pages A8, 16 and 17, ND49D) Delete all details between Temple Hirst Jn. and Dr Temple Hirst Jn. 169 (see page 39)       174 (see page 39)         Hambleton South Jn. (see page 40)       174 (see page 40)         Colton Jn. (see page 85)       182 (see page 85)         T       Colton North Jn. (see page 85)       183 (see page 85)         Earfit Lane LC (R/G)       184 Copmanthorpe No.2       185 LC (R/G)	System       Location       M. Ch.         DONCASTER BLACK CARR JN. TO BERWICK       ages ND49D)       Between Temple Hirst Jn. and Hambleton South Jn.         Delete:       Amend:         Amend:       Between Copmanthorpe No.2 LC and Dringhouses Jn.         Pages A8, 16 and 17, ND49D)       Delete all details between Temple Hirst Jn. and Dringhouses Jn.         Pages A8, 16 and 17, ND49D)       Delete all details between Temple Hirst Jn. and Dringhou Temple Hirst Jn. 169 16 (see page 39)         Hambleton South Jn.       174 10 (see page 40)         Hambleton North Jn.       174 75 (see page 85)         T       Colton North Jn.       182 79 (see page 85)         T       Colton North Jn.       183 65 (see page 85)         Earfit Lane LC (R/G)       184 05 (see page 85)         Earfit Lane LC (R/G)       184 05 (see page 85)	System     Location     M. Ch.     m.p.       DONCASTER BLACK CARR JN. TO BERWICK (ages , ND49D) Between Temple Hirst Jn. and Hambleton South Jn.     60       Amend:     60       Amend:     100       Between Copmanthorpe No.2 LC and Dringhouses Jn. Amend:     100       Pages A8, 16 and 17, ND49D)     Delete all details between Temple Hirst Jn. and Dringhouses Jn. Temple Hirst Jn.     169 16     70       Pages A8, 16 and 17, ND49D)     Delete all details between Temple Hirst Jn.     169 16     70       (see page 39)     169 16     70       (see page 40)     174 75     70       (see page 40)     174 75     182 79       (see page 85)     100     100       Earfit Lane LC (R/G)     184 05     100       (see page 85)     100     100	System         Location         M. Ch.         m.p.h.           DONCASTER BLACK CARR JN. TO BERWICK (ages ND490) Between Temple Hirst Jn. and Hambleton South Jn. Delete:         60         60           Amend:         100         60         60           Amend:         100         60         60           Pages A8, 16 and 17, ND49D)         100         100           Delete all details between Temple Hirst Jn. and Dringhouses Jn. Amend:         169 16         70           Pages A8, 16 and 17, ND49D)         169 16         70         (exc Temple Hirst Jn. 169 16         70           Delete all details between Temple Hirst Jn. 169 16         70         (see page 39)         40           (see page 40)         174 75         40         (see page 40)         70           (see page 85)         Colton North Jn.         174 75         40         70           (see page 85)         70         (see page 85)         70         100           Earfit Lane LC (R/G)         184 05         70         100         100           100         100         100         100         100         100	System         Location         M. Ch.         m.p.h.         At or Between           DONCASTER BLACK CARR JN. TO BERWICK ages         . ND49D)         Between Temple Hirst Jn., and Hambleton South Jn.         60         60         169½m.p. and 169m. 65ch.           Amend:         60         60         169½m.p. and 169m. 65ch.         .           Amend:         100         Main line 169½m. and 186½m.p.         .         .           Pages A8, 16 and 17, ND49D)         Delete all details between Temple Hirst Jn. (see page 39)         169 16         70         To Selby line 169m. 07ch.and 169m. 07ch.and 169m. 55ch.           Hambleton South Jn. (see page 40)         174 10         70         To Hambleton West Jn. line           Colton Jn. (see page 85)         182 79 (see page 85)         Down Main to Down Leeds           Colton North Jn. (see page 85)         183 65         70         Down Main to Down Leeds           Colton North Jn. (see page 85)         183 65         70         Up Leeds to Up Main           Earfit Lane LC (R/G)         184 05         .         .         .           Copmanthorpe No.2         185 22 LC (R/G)         100         Main lines 186¼m.p. and 186m. 43ch.         .           Bed         Copmanthorpe No.2         185 22         .         .         . <t< td=""></t<>

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

### EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

#### TABLE A - DETAILS OF RUNNING LINES - continued Permanent Speed Restrictions Catch, Spring Loops and Down Up Running Lines and Refuge and unworked Signalling System Sidings Location M. Ch. m.p.h. At or between trailing points Page 40 (Page 23, ND49D) HAMBLETON SOUTH JN. TO HAMBLETON WEST JN. 70 MAXIMUM PERMISSIBLE SPEED Amend :-70 (w.e.f. 09 00 Monday 19 December) (6D) YORK TO SCARBOROUGH 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) ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. Page 80 Between Methley Jn. and Woodlesford Add:-Methley North LC 188 30 (R/G) (6D) NORMANTON ALTOFTS JN. TO COLTON NORTH JN. Page 83 (Page 35, ND49D) Amend fourth MAXIMUM PERMISSIBLE SPEED item :-7m. 31ch. AND 61/2m.p. 100 100 MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES Add :-61/2 m.p. AND COLTON JN. 125 125 MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES (w.e.f. 09 00 Monday 19 December) (6D) LEEDS TO HULL PARAGON Page 110 (Page 44, ND49D) At Hambleton West Jn. Amend :-

70 To Hambleton South Jn. line (w.e.f. 09 00 Monday 19 December) (6D)

#### LOCAL INSTRUCTIONS

## BARNSLEY 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 Signalman 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
- 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
- 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 applies 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 BLOCKED	Demolition and earthworks Mechanical equipment in use.	00 01 to 23 59	•

York

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

**17 DECEMBER, 1983** 

## 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.

es 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.

MONDAY 19 DECEMBER – BETWEEN TEMPLE HIRST JN. AND DRINGHOUSES JN., BETWEEN HAMBLETON SOUTH JN. AND HAMBLETON WEST JN. AND BETWEEN ULLESKELF AND COLTON JN.

Evention is drawn to the revised Maximum Permissible Speeds and Permanent Speed Restrictions shown (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 35 have been provided 667 yards from the crossing on each wrong direction approach. (1)

(2)

## 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 Down Main Y867 Flashing Single Yellow Y869 Condition prevailing at diverging junction 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 169%m.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 169%m.p. and 186%m.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 CARBIED 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 1881/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 I 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 illiminations 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

	1997			and solution		1		Perm	anent	Speed Restriction	slCatch Spring
	ng Lines and							Down			and unworked
Signalling System				Location	M.	Ch.	m.p		At or Between	trailing point and other rem	
		DO	NCA	STER BLACK	CARR JN. TO BERWICK						
age 20	0 (P	ages	s,	ND49D)							
		1.1			rst Jn, and Hambleton South	ı Jn.			3.17		
		Del	lete:-					60	60	169¼m.p. and 169m. 65ch.	
		Am	nend:-	-				100		Main line 169% and 186%m.p.	m.p.
					orpe No.2 LC and Dringhous	les Jn					
		Am	end:-						100	D Main line 186¼m	1.p.
										and 169¼m.p.	in number
2000 2	20 (	Dane	A8	, 16 and 17,	ND49DI				0	Until 09 00 Monda	y 19 December
age -	.0				, ND49D) between Temple Hirst Jn. an	nd Dr	incho	usos Jr	lex	olucive) and subs	electro to to
1	1		ion.	IT usuite -	Temple Hirst Jn. an	169		70		To Selby line	Temple Hirst
					(see page 39)	100	10			169m. 07ch.and 169m. 55ch.	Jn. to Clifton controlled by York box.
	Main				Hambleton South Jn. (see page 40)	174	10	70		To Hambleton West Jn. line	
					Hambleton North Jn. (see page 40)	174	75			To Hambleton East Jn. line	
					Colton Jn. (see page 85)	182	79				
	ļ	Ţ	Ţ		Colton North Jn. (see page 85)	183	65	70		Down Main to Down Leeds	
							*			Up Leeds to Up Main	
								100		Leeds line Colton North Jn. and 186m. 43ch.	
					Earfit Lane LC (R/G)	184	05				
					Copman thorpe No.2 LC (R/G)	185	22			-	
								100	100	Main lines	
U Main	Main	U Leeds	Leeds							186¼m.p. and 186m. 43ch.	
N C	D	5	DL						100	Leeds line 186m.	
1										43ch. and Colton	
										North Jn.	
								90		Main and Leeds lines 186m. 43ch.	-
										and 187m. 79ch.	1.100
								( w.	e.t. 0	09 00 Monday 19 D	ecember) (6D

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

		Loops and		-	Permanent Speed Restrictio			as Catch, Spring
Running Lines and Signalling System		Refuge	Location		Dow	n Up	and the second second	and unworked
The second second		Sidings	Location	M. Ch.	1 40.4	o.h.	At or between	trailing points
age 40 (1	Page 23, NE HAMBLETC Amend :		. TO HAMBLETON WE	ST JN.	70 (1		MAXIMUM PERMIS 09 00 Monday 19 D	
	YORK TO S	CARBOROUG	н					
age 42								
	Delete sig	inal box dots	At Knapton LC				** *	
	Amend ent	try:-Knapton I	LC (AHB-X)	27 41	X35	X35	Approaching Level crossing in wrong directio	
								(6D)
age 80	ALDWARK	e north jn.	(MID) TO LEEDS NOP	TH JN.				
-9	Between N	lethley Jn. an	d Woodlesford					
	Add:-		Methley North LC (R/G)	188 30				(6D)
								(0D)
age 83 (f	Page 35, NE	049D)	JN. TO COLTON NOP					
		AND 6½m.p.	FERMISSIBLE SPEED	riem	100	100	MAXIMUM PERMIS	and the second se
	Add :-							
	6½m.p. AN	ID COLTON JI	Ν.			125	MAXIMUM PERMIS	LINES
					(	w.e.f.	09 00 Monday 19 [	December) (6D)
		HULL PARAG	ON				-	
age 110	Page 44, N							
	Amend :-	ton nost on			70		To Hambleton South Jn. line	
					(	w.e.f.	09 00 Monday 19	December) (6D)

#### LOCAL INSTRUCTIONS

#### BARNSLEY 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.

 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 Signalman 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
- Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads - BR30062/5
- Alterations and additions to Signalmen's General Instructions Issue No.2 BR30062/9
- Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System BR30062/10
- 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 aturday 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 BLOCKED	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

## 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.

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 ligh 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 35 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 Down Main Y867 Flashing Single Yellow Y869 Condition prevailing at diverging junction 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 CARSIED OUT - continued

## **\*1.EEDS ENGINE SHED JUNCTION**

The "LIMIT OF SHUNT" indicator on the Down Midland line has been repositioned 200 yards further sou 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:-

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 illiminations 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

	-						Permanent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System			Location	M. Ch.	Down Up m.p.h.	At or Between	and unworked trailing points and other remark		
age	20 (	Page	s A8	, 16 and 17,	CARR JN. TO BERWICK ND49D) etween Temple Hirst Jn. ar	nd Dringhou	uses Jn. (exc	lusive) and substi	tute ·
		20			Temple Hirst Jn. (see page 39)	169 16		To Selby line 169m, 07ch.and	Temple Hirst Jn. to Clifton controlled by York box.
U Main D Main				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			
-		]	Ţ		Colton North Jn. (see page 85)	183 65	70	Down Main to Down Leeds	
	Service -					70	Up Leeds to Up Main		
							100	Leeds line Colton North Jn. and 186m. 43ch.	•
U Main D Main					Earfit Lane LC (R/G)	184 05			
				Copman thorpe No.2 LC (R/G)	185 22				
	U Leeds	D Leeds				100 100	Main lines 186¼m.p. and 186m. 43ch.	,	
		DD				100	Leeds line 186m. 43ch. and Colton North Jn.		
						90	Main and Leeds lines 186m, 43ch. and 187m, 79ch.		
									(6D)

Page 40 (Page 23, ND49D)

HAMBLETON SOUTH JN. TO HAMBLETON WEST JN. Amend :-

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

	Loops and		C. C. C.	Perma	inent	Speed Restrictions	Catch, Spring
Running Lines and Signalling System	Refuge Sidings	Location	M. Ch.	Down m.p.l	Up	1	and unworked trailing point
YORK TO	SCARBOROUGH	Н		1227			
age 42							
		At Knapton LC		1919			
Delete s	ignal box dots						
Amend en	ntry:-Knapton L	C (AHB-X)	27 41	X35	X35	Approaching	
						Level crossing	
						in wrong direction	
							(6D)
ALDWAR	KE NORTH JN.	(MID) TO LEEDS NORT	TH JN.		- P		
Page 80							
Between Add:-	Methley Jn. and		100.00				
Auu		Methley North LC (R/G)	188 30				
		(h/d)					(6D
NORMAN	TON ALTOFTS .	JN. TO COLTON NORT	TH JN.				
age 83 (Page 35, N	(D49D)						
Amend fo	urth MAXIMUM	PERMISSIBLE SPEED i	tem :-				
7m. 31ch	. AND 6½m.p.			100	100	MAXIMUM PERMISS	SIBLE SPEED
Add :-						ON NORMANTON L	LINES
	ND COLTON JN				-		
Overhips .	ND COLION SI	d.		125 1	125	MAXIMUM PERMISS	SIBLE SPEED
						ON NORMANTON L	
							(6D)
	HULL PARAGO	DN					
Page 110 (Page 44, 1							
At Hambl Amend :-	leton West Jn.						
Autonu .				70		To Hambleton	
						South Jn. line	
							,(6D
LEEDS TO	O HULL PARAG	ON					
Page 111 (Page 44,	ND49D)						
A							
At Selby					60	30m. 73ch. and	
At Selby Delete:						31m, 07ch.	
At Selby						Contraction of the second second	
At Selby							
At Selby			1		25	Up to UPL at	
At Selby			1		25	Up to UPL at 30m. 73ch.	
At Selby			1			30m. 73ch.	
At Selby Delete:			1		25 20	30m. 73ch. 31m. 07ch. and	
At Selby Delete:						30m. 73ch.	
At Selby Delete:						30m. 73ch. 31m. 07ch. and	
At Selby Delete:					20	30m. 73ch. 31m. 07ch. and 31m. 12ch.	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## **MISCELLANEOUS NOTICES**

- 1. Re-issue of Absolute Block Regulations BR30062/2
- 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
- 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)

## 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 BLOCKED	Demolition and earthworks Mechanical equipment in use,	00 01 to 23 59	

MP.32/NS

R.M. WILLIAMS Chief Operating Manager

23 DECEMBER, 1983

Vork

# 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







