

SECTION CSIGNALLING 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

** DONCASTER STATION (OLD YARD)

The Cattle Dock Siding has been shortened by 115 yards leaving 44 yards of standage adjacent to the Cattle Dock for off-loading. The shortened siding will be fitted with a temporary sleeper Stop-Block, a Red flag and a Red light until completion of the temporary works when standard buffer-stops will be provided (as opposed to the sliding buffer-stops previously fitted).

The connection into No. 3 Siding has been secured out of use in the normal position for the shortened Cattle Dock Siding and No. 3 Siding has been abolished.

On completion of the temporary works, the standard buffer-stops on No. 2 Siding, will be replaced by sliding buffer-stops.

(2)

** SELBY (BRAYTON JUNCTION)

*

The former Barlow Branch has been redesignated a Tamper Siding.

The Junction route indicator position '1' on Up Main 4-aspect signal S880 has been replaced by a left-hand off-set position light applying towards this Tamper Siding.

(1)

** BETWEEN WAKEFIELD WESTGATE AND ARDSLEY TUNNEL

*

The 65 m.p.h. Permanent Speed Restriction on the DOWN line between 175m. 52chs. and 180m. 61chs. has been WITHDRAWN and replaced by the following new/alterd Permanent Speed Restrictions :-

75 m.p.h. on the DOWN line between 175m. 52chs. and 177m. 03chs.

The 85 m.p.h. Maximum Permissible Speed applies on the DOWN line between 177m. 03chs. and 180m. 43chs.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

To join the Signalling Record Society visit

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

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN WAKEFIELD WESTGATE AND ARDSLEY TUNNEL - continued
*

The 75 m.p.h. Permanent Speed Restriction on the DOWN line between 180m. 61chs. and 184m. 16chs. has been ALTERED to apply between 180m. 43chs. and 184m. 16chs. See Section 'D'.

(1)

* * COTTINGHAM STATION
*

The Up Side Platform has been reduced in length by 50 yards.

(1)

* * BEVERLEY STATION
*

The ground disc shunting signal applying - set back - Up line to Up Platform "LIMIT OF SHUNT" indicator or to Down Platform has been replaced by a position - light signal No. 24 (in the cess of the Up Main).

A 2-way stencil route indicator has been provided and the following indications apply :-

'X' - towards Up Platform "LIMIT OF SHUNT" indicator

'D' - towards Down Platform

(2)

* * BETWEEN FILEY AND GRISTHORPE LC
*

The 50 m.p.h. Permanent Speed Restriction on the Single line in the vicinity of Muston LC between 45m. 35chs. and 45m. 50chs. has been EXTENDED in the DOWN DIRECTION ONLY to apply between 45m. 09chs. and 45m. 50chs. (See Section D)

(1)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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* taken of them by all concerned.

WORKING MANUAL FOR RAIL STAFFPART 3 (PINK)Section E Marshalling and Movements

Example of BR.29973/1 "Advice to Train Crew. Radioactive Flask
Traffic."

Page 8 (Back of form).

Amend - Emergency Action to read as follows.

EMERGENCY ACTION

In the event of a mishap involving a flask immediately carry out the
instructions in the Pink Pages of the Working Manual Instructions F3/8 - 12.

Endeavour to obtain answers to the following questions, in the order shown,
insofar as it is reasonably practicable to do so without delay and without
approaching the flask unnecessarily and advise your local railway control.
If any of the questions cannot be answered immediately the answer "Can't
Tell" should be given.

- | | |
|--|-------------------|
| (a) Is there any fire near the flask? | Yes/No/Can't Tell |
| (b) Are large quantities of liquefied petroleum
gas, petroleum or other flammable liquids
present? | Yes/No/Can't Tell |
| (c) Is there any visible damage to the cover (if
fitted) or to the flask (if no cover fitted)? | Yes/No/Can't Tell |
| (d) Is there any sign of water actually leaking
from the flask? | Yes/No/Can't Tell |
| (e) Are there any passengers or members of the
public in the vicinity? | Yes/No/Can't Tell |
| (f) What is the wagon number and flask number? | |

(4.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.</u>					
<u>Page 60 (Pages A9, 42 and 43, ND PON)</u>					
Between Wakefield Westgate South Jn. and Wakefield Westgate					
<u>Delete :-</u>			<u>65</u>	<u>175m. 52chs. and 180m. 61chs.</u>	
<u>Substitute :-</u>			<u>75</u>	<u>175m. 52chs. and 177m. 03chs.</u>	
At Ardsley Tunnel					
<u>Amend :-</u>			<u>75</u>	<u>180m. 43chs. and 184m. 16chs.</u>	

(4.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>HULL PARAGON TO SEAMER WEST</u> Page 119 (Page 76, ND PON) Delete all details between Filey LC and Gristhorpe LC and substitute:-</p>					
	Filey LC	44 35	50		
	Muston LC (AHB)	45 41			45m. 09chs. and 45m. 50chs.
	Gristhorpe LC	46 39		50	45m. 50chs. and 45m. 35chs.
					(4.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESEASTERN REGION SECTIONAL APPENDIX
(NORTHERN AREA)
(RE-ISSUE - APRIL, 1986)

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It should be noted that certain sections of line in the London Midland Region, details of which are currently published in the "LM Working Over Sectional Appendix" (BR.30057) will be included in the re-issued Northern Area Sectional Appendix. The sections of line are as follows :-

Carlisle. Petheril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).

(UFN)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (BR.30054)
PART 7 : BUFF PAGES

Certain pages of Part 7 (Buff) of the working Manual for Rail Staff have been reprinted and are being distributed (dated February, 1986).

In the event of non-receipt staff and offices entitled to receive these pages should contact their normal distribution point.

The pages/sections affected are as follows :-

Index	Complete
Section B1 (i)	Pages 1-2
Section B1(ii)	Pages 1-3
Section B2	Pages 1-2
Section B3	Pages 1-2
Section B4	Complete

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (BR.30054)PART 7 : BUFF PAGES - continued

Section B6	Complete
Section B7	Pages 1-2
Section B9	Pages 1-2
Section B11	Pages 1-2
Section C2 (i)	Pages 1-2
Section C2(ii)	Pages 3 - New Page
Section C3	Complete
Section E1	Pages 1-2 (4.ND)

RAWCLIFFE STATION

Drivers of stopping trains must heed direction of the notice board provided and be prepared to stop short of East end of Station platform, whilst platform repairs are in progress.

(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CLASS 141 DIESEL UNITS : FLEET OPERATION

These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

Hare Park - Calder Bridge - Wakefield Kirkgate.
Calder Bridge - Turners Lane.
Wakefield Kirkgate - Altofts Jn. - Methley Jn.
Altofts Jn. - Whitwood Jn.
Shaftholme Jn. - Knottingley West Jn.
Selby West Jn. - Selby Canal Jn.
Leeds Engine Shed Jn. - Whitehall Jn.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22½m.p.

(UFN)

MP.32/NS
YORK
21 MARCH 1986

R.M. WILLIAMS
Regional Operations Manager

FACTS ABOUT PUNCTUALITY

OUR RECORD WITH ADDITIONAL TRAINS IS POOR,
IN PART BECAUSE THEY OFTEN START LATE.

GOOD ADVERTISEMENT IS WASTED IF THE TRAIN
IS LATE.

EVERY MINUTE MATTERS

NS. 3/86
12-18.4.86SECTION CSIGNALLING 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 BMONDAY 14 APRIL - DONCASTER - BETWEEN DECOY NORTH JN AND SOUTH YORKSHIRE JN

The 110 m.p.h. Permanent Speed Restriction on the DOWN FAST line between 154m. 36chs. and 155m. 23chs. will be INCREASED to a 120 m.p.h. Permanent Speed Restriction.

The 110 m.p.h. Permanent Speed Restriction on the UP FAST Line between 155m. 5chs. and 154m. 36chs. will be INCREASED to a 120 m.p.h. Permanent Speed Restriction. See Section 'D'.

(6)

DETAILS OF WORK ALREADY CARRIED OUTNIL

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)TABLE A : DETAILS OF RUNNING LINES

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			Down m.p.h.	Up m.p.h.	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
<u>Page 16</u> (Page 20, February ND PON)					
Between Decoy North Jn and Carr					
<u>Amend :-</u>			<u>120</u>		<u>Fast line 154m. 36chs. and 155m. 23chs.</u>
<u>Page 17</u> (Page 21, February ND PON)					
Between Bridge Jn and South Yorkshire Jn					
<u>Amend :-</u>				<u>120</u>	<u>Fast line 155m. 55chs. and 154m. 36chs.</u>
					<u>(w.e.f. Monday 14 April)</u> (6.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
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<p>HULL PARAGON TO SEAMER WEST</p> <p>Page 119 (Page 76, ND PON)</p> <p>Delete all details between Filey LC and Gristhorpe LC and substitute:-</p>					
	Filey LC	44 35	<u>50</u>		
	Muston LC (AHB)	45 41			45m. 09chs. and 45m. <u>50chs.</u>
	Gristhorpe LC	46 39		<u>50</u>	45m. 50chs. and 45m. <u>35chs.</u>
					(4.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESEASTERN REGION SECTIONAL APPENDIX(NORTHERN AREA)(RE-ISSUE - APRIL, 1986)

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(UFN)

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(UFN)

LEEDS STATION

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(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

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These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

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Selby West Jn. - Selby Canal Jn.
Leeds Engine Shed Jn. - Whitehall Jn.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

MP.32/NS
YORK
4 APRIL 1986

R.M. WILLIAMS
Regional Operations Manager

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NS

4

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 APRIL

TO

FRIDAY 25 APRIL 1986

INCLUSIVE

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

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

SECTION CSIGNALLING 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 BSUNDAY 20 APRIL - SOUTH KIRKBY JUNCTION (Up Main approach thereto)

Up Main 4-aspect signal L638 will now also be capable of displaying a flashing Double Yellow aspect and Up Main 4-aspect signal L644 will now also be capable of displaying a flashing Single Yellow aspect when L646 signal is cleared with Junction Route Indicator position "4" for the route to the Up Branch line.

(7)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER - BETWEEN DECOY NORTH JN AND SOUTH YORKSHIRE JN

The 110 m.p.h. Permanent Speed Restriction on the DOWN FAST line between 154m. 36chs. and 155m. 23chs. has been INCREASED to a 120 m.p.h. Permanent Speed Restriction.

The 110 m.p.h. Permanent Speed Restriction on the UP FAST Line between 155m. 55chs. and 154m. 36chs. has been INCREASED to a 120 m.p.h. Permanent Speed Restriction. See Section 'D'.

(6)

FACTS ABOUT PUNCTUALITY

WE SHALL SOON ARRIVE AT THE CHANGE OF TIMETABLE, AND DETAILS OF THE NEW SERVICE ARE NOW BEING PUBLISHED.

PLEASE START TO IDENTIFY THE CHANGES THAT AFFECT YOU. LAST YEAR'S TIMETABLE CAME IN WELL: PLEASE HELP TO MAKE THIS YEAR'S AS SUCCESSFUL.

EVERY MINUTE MATTERS

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 27 APRIL - CLAYTON WEST JUNCTION

The following points/connections will be secured out of use pending removal :-

Trailing crossover between the Down and Up Main lines.

Up Main/Up Sidings.

Up Main/Up Branch.

Down Main/Down Sidings.

The Junction route indicator (position 1) on Up Main No. 14 signal (applying Up Main to Up Branch) and all other associated signalling will be abolished. (8)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER - BETWEEN DECOY NORTH JN AND SOUTH YORKSHIRE JN

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Up Main 4-aspect signal L638 is now also capable of displaying a flashing Double Yellow aspect and Up Main 4-aspect signal L644 is now also capable of displaying a flashing Single Yellow aspect when L646 signal is cleared with Junction Route Indicator position "4" for the route to the Up Branch line. (7)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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					(6.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

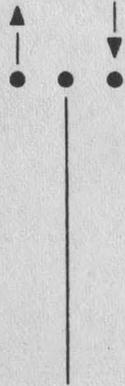
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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(4.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
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	Gristhorpe LC	46 39			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSLEEDS TO HULL PARAGON

Page 258 Add :- BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brake van between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

(6ND)

MISCELLANEOUS NOTICES

1. RULE BOOK AMENDMENT PAGES - ISSUE NO. 12 - BR87109/37
2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO. 7 - BR29944/34
3. ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM THE RULE BOOK - SUPPLEMENT NO. 3 - BR87109/38

The above mentioned publications are in the course of printing and distribution, and will operate from Saturday, 7 June 1986. The publications must be made available to staff concerned immediately on receipt.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from the Rule Book who does not receive a copy of the appropriate Amendment Pages/Supplement by 19 May must promptly advise his Supervisor.

(11)

EXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000

1. This wagon will normally work between Lackenby and Corby.
2. The axle bearings are inside the bogie frames and, if over-heated, will not activate a lineside hot axle box detector. The wagon is therefore equipped with built-in hot axle box detectors which, when activated, sound an emergency whistle and cause an emergency brake application.
3. After the train has stopped, the automatic brake valve must be moved to FULL SERVICE rather than EMERGENCY in order that the whistle can be heard.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000 - continued

4. The wagon must then be dealt with in the manner laid down in the General Appendix for a wagon which has activated a lineside hot axle box detector except that :-
 - (a) ALL axle-boxes on the wagon must be examined.
 - (b) the wagon must not proceed further than 50 miles in accordance with the General Appendix instructions without examination by Maintenance staff.
 - (c) after such examination, it must not proceed further than another 50 miles before being taken out of traffic.
5. The hot axle box detection system isolation cock for the bogie concerned (positioned just below the solebar near the bogie) must be closed before the brake valve is placed in the RUNNING position.
6. The wagon must not be conveyed in the unfitted portion of a Class 9 train, nor must it run in service with the hot axle box detection system isolated, except when proceeding in accordance with the General Appendix instructions as shown above after the system has been activated. (6ND)

EASTERN REGION SECTIONAL APPENDIX
(NORTHERN AREA)
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Workington No. 2 to Carlisle, London Road Jn.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)
(RE-ISSUE - APRIL, 1986) - continued

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(UFN)

RAWCLIFFE STATION

Drivers of stopping trains must heed direction of the notice board provided and be prepared to stop short of East end of Station platform, whilst platform repairs are in progress.

(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CLASS 141 DIESEL UNITS : FLEET OPERATION

These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

Hare Park - Calder Bridge - Wakefield Kirkgate.
Calder Bridge - Turners Lane.
Wakefield Kirkgate - Altofts Jn. - Methley Jn.
Altofts Jn. - Whitwood Jn.
Shaftholme Jn. - Knottingley West Jn.
Selby West Jn. - Selby Canal Jn.
Leeds Engine Shed Jn. - Whitehall Jn.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

MP.32/NS
YORK

18 APRIL 1986

Regional Operations Manager

SECTION CSIGNALLING 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 BNILDETAILS OF WORK ALREADY CARRIED OUT* * DONCASTER - BETWEEN DECOY NORTH JN AND SOUTH YORKSHIRE JN

*

The 110 m.p.h. Permanent Speed Restriction on the DOWN FAST line between 154m. 36chs. and 155m. 23chs. has been INCREASED to a 120 m.p.h. Permanent Speed Restriction.

The 110 m.p.h. Permanent Speed Restriction on the UP FAST Line between 155m. 55chs. and 154m. 36chs. has been INCREASED to a 120 m.p.h. Permanent Speed Restriction. See Section 'D'.

(6)

SOUTH KIRKBY JUNCTION (Up Main approach thereto)

Up Main 4-aspect signal L638 is now also capable of displaying a flashing Double Yellow aspect and Up Main 4-aspect signal L644 is now also capable of displaying a flashing Single Yellow aspect when L646 signal is cleared with Junction Route Indicator position "4" for the route to the Up Branch line.

(7)

CLAYTON WEST JUNCTION

The following points/connections have been secured out of use pending removal :-

Trailing crossover between the Down and Up Main lines.

Up Main/Up Sidings.

Up Main/Up Branch.

Down Main/Down Sidings.

The Junction route indicator (position 1) on Up Main No. 14 signal (applying Up Main to Up Branch) and all other associated signalling have been abolished.

(8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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*

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
<u>Page 16</u> (Page 20, February ND PON)					
Between Decoy North Jn and Carr					
<u>Amend :-</u>			120		<u>Fast line 154m. 36chs. and 155m. 23chs.</u>
<u>Page 17</u> (Page 21, February ND PON)					
Between Bridge Jn and South Yorkshire Jn					
<u>Amend :-</u>				120	<u>Fast line 155m. 55chs. and 154m. 36chs.</u>
					(6.ND)

NS-27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.</u>					
Page 60 (Pages A9, 42 and 43, ND PON)					
Between Wakefield Westgate South Jn. and Wakefield Westgate					
<u>Delete :-</u>			<u>65</u>	<u>175m. 52chs. and 180m. 61chs.</u>	
<u>Substitute :-</u>			<u>75</u>	<u>175m. 52chs. and 177m. 03chs.</u>	
At Ardsley Tunnel					
<u>Amend :-</u>			<u>75</u>	<u>180m. 43chs. and 184m. 16chs.</u>	
					(4.ND)

NS-28

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<p><u>HULL PARAGON TO SEAMER WEST</u></p> <p>Page 119 (Page 76, ND PON)</p> <p><u>Delete</u> all details between Filey LC and Gristhorpe LC and <u>substitute:-</u></p>						
	Filey LC	44 35	<u>50</u>	<u>45m. 09chs. and 45m. 50chs.</u>		
	Muston LC (AHB)	45 41		<u>50</u>	<u>45m. 50chs. and 45m. 35chs.</u>	
	Gristhorpe LC	46 39				
					(4.ND)	

NS-29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSLEEDS TO HULL PARAGON

Page 258 Add :- BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brake van between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

(6ND)

MISCELLANEOUS NOTICES

1. RULE BOOK AMENDMENT PAGES - ISSUE NO. 12 - BR87109/37
2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO. 7 - BR29944/34
3. ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM THE RULE BOOK - SUPPLEMENT NO. 3 - BR87109/38

The above mentioned publications are in the course of printing and distribution, and will operate from Saturday, 7 June 1986. The publications must be made available to staff concerned immediately on receipt.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from the Rule Book who does not receive a copy of the appropriate Amendment Pages/Supplement by 19 May must promptly advise his Supervisor.

(11)

EXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000

1. This wagon will normally work between Lackenby and Corby.
2. The axle bearings are inside the bogie frames and, if over-heated, will not activate a lineside hot axle box detector. The wagon is therefore equipped with built-in hot axle box detectors which, when activated, sound an emergency whistle and cause an emergency brake application.
3. After the train has stopped, the automatic brake valve must be moved to FULL SERVICE rather than EMERGENCY in order that the whistle can be heard.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000 - continued

4. The wagon must then be dealt with in the manner laid down in the General Appendix for a wagon which has activated a lineside hot axle box detector except that :-
 - (a) ALL axle-boxes on the wagon must be examined.
 - (b) the wagon must not proceed further than 50 miles in accordance with the General Appendix instructions without examination by Maintenance staff.
 - (c) after such examination, it must not proceed further than another 50 miles before being taken out of traffic.
5. The hot axle box detection system isolation cock for the bogie concerned (positioned just below the solebar near the bogie) must be closed before the brake valve is placed in the RUNNING position.
6. The wagon must not be conveyed in the unfitted portion of a Class 9 train, nor must it run in service with the hot axle box detection system isolated, except when proceeding in accordance with the General Appendix instructions as shown above after the system has been activated.

(6ND)

EASTERN REGION SECTIONAL APPENDIX
(NORTHERN AREA)
(RE-ISSUE - APRIL, 1986)

The above publication is being completely re-issued with an operative date of 5 April 1986. When received, the new publication must be inserted into the existing ring binder and the superseded pages destroyed.

However, it is not expected that the new publication will be despatched from the printers until late April. Until the new publication is received, staff must retain their copies of the February ND Periodical Operating Notice as the amendments to the Northern Area Sectional Appendix published therein have not been carried forward into the April ND Periodical Operating Notice. Amendments to the Northern Area Sectional Appendix published in the NN and NS Weekly Operating Notices since February will continue to be published therein until the new publication has been distributed.

It should be noted that certain sections of line in the London Midland Region, details of which are currently published in the "LM Working Over Sectional Appendix" (BR.30057) will be included in the re-issued Northern Area Sectional Appendix. The sections of line are as follows :-

Carlisle. Petheril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)
(RE-ISSUE - APRIL, 1986) - continued

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(UFN)

RAWCLIFFE STATION

Drivers of stopping trains must heed direction of the notice board provided and be prepared to stop short of East end of Station platform, whilst platform repairs are in progress.

(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141 DIESEL UNITS : FLEET OPERATION

These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

Wakefield Westgate - Crofton West Jn - Pontefract West Jn.
 Hare Park - Crofton West Jn.
 Calder Bridge - Turners Lane.
 Wakefield Kirkgate - Altofts Jn. - Methley Jn.
 Altofts Jn. - Whitwood Jn.
 Shaftholme Jn. - Knottingley West Jn.
 Selby West Jn. - Selby Canal Jn.
 Leeds Engine Shed Jn. - Whitehall Jn.

(6.ND)

CLASS 142 AND 143 DIESEL UNITS - FLEET OPERATION

The above units are authorised to run over all lines cleared for Class 141 diesel units and also over the following additional lines :-

Leeds - Bradford Forster Sq. - Skipton - Ilkley.
 Bradford Interchange - Hebden Bridge.
 Huddersfield - Barnsley.
 Horbury Jn - Wincobank Jn.
 York - Milford - Moorthorpe - Sheffield.
 Micklefield Jn - Hambleton East Jn.
 Hambleton North Jn - Temple Hirst Jn.
 Hambleton West Jn - Hambleton South Jn.
 Selby - Hull.
 Hull - Scarborough.
 York - Scarborough.
 Milner Royd Jn - Heaton Lodge Jn.
 Castleford - Gascoigne Wood.
 Sherburn Jn - Gascoigne Wood.
 Ferrybridge West and East Chords,
 Gilberdyke Jn - Goole.
 Goole - Doncaster.
 Stainforth Jn - Adwick Jn/Joan Croft Jn.

(6.ND)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

WOOLSTENHOLMES

BRITISH RAIL

EASTERN REGION

NS

7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 MAY

TO

FRIDAY 16 MAY 1986

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

* * SOUTH KIRKBY JUNCTION (Up Main approach thereto)

*

Up Main 4-aspect signal L638 is now also capable of displaying a flashing Double Yellow aspect and Up Main 4-aspect signal L644 is now also capable of displaying a flashing Single Yellow aspect when L646 signal is cleared with Junction Route Indicator position "4" for the route to the Up Branch line.

(7)

CLAYTON WEST JUNCTION

The following points/connections have been secured out of use pending removal :-

Trailing crossover between the Down and Up Main lines.

Up Main/Up Sidings.

Up Main/Up Branch.

Down Main/Down Sidings.

The Junction route indicator (position 1) on Up Main No. 14 signal (applying Up Main to Up Branch) and all other associated signalling have been abolished.

(8)

FACTS ABOUT PUNCTUALITY

THE NEW TIMETABLE CONTINUES THE
ARRANGEMENT OF GIVING SOME TRAINS AN
ADVERTISED DEPARTURE TIME FROM INTERMEDIATE
STATIONS EARLIER THAN THE WORKING TIME.

THE PUBLIC DEPARTURE TIMES SHOULD ALWAYS
BE QUOTED TO PASSENGERS, AND SHOULD BE
WORKED TO, WHERE POSSIBLE.

EVERY MINUTE MATTERS.

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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* taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

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(8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)
PART 2 : GREEN PAGES

- C. OVERHANGING LOADS
- I. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
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<u>Page 16</u> (Page 20, February ND PON)					
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<u>Amend</u> :-			<u>120</u>	<u>Fast line 154m. 36chs. and 155m. 23chs.</u>	
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<u>Amend</u> :-			<u>120</u>	<u>Fast line 155m. 55chs. and 154m. 36chs.</u>	
					(6.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
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<u>Amend :-</u>			<u>75</u>	<u>180m. 43chs. and 184m. 16chs.</u>	

(4.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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	Muston LC (AHB)	45 41			
	Gristhorpe LC	46 39	<u>50</u>	<u>45m. 50chs. and 45m. 35chs.</u>	

NS-30

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSLEEDS TO HULL PARAGON

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(6ND)

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(11)

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3. After the train has stopped, the automatic brake valve must be moved to FULL SERVICE rather than EMERGENCY in order that the whistle can be heard.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000 - continued

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(6ND)

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(NORTHERN AREA)
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(UFN)

RAWCLIFFE STATION

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(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141 DIESEL UNITS : FLEET OPERATION

These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

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 Hare Park - Crofton West Jn.
 Calder Bridge - Turners Lane.
 Wakefield Kirkgate - Altofts Jn. - Methley Jn.
 Altofts Jn. - Whitwood Jn.
 Shaftholme Jn. - Knottingley West Jn.
 Selby West Jn. - Selby Canal Jn.
 Leeds Engine Shed Jn. - Whitehall Jn.

(6.ND)

CLASS 142 AND 143 DIESEL UNITS - FLEET OPERATION

The above units are authorised to run over all lines cleared for Class 141 diesel units and also over the following additional lines :-

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 Bradford Interchange - Hebden Bridge.
 Huddersfield - Barnsley.
 Horbury Jn - Wincobank Jn.
 York - Milford - Moorthorpe - Sheffield.
 Micklefield Jn - Hambleton East Jn.
 Hambleton North Jn - Temple Hirst Jn.
 Hambleton West Jn - Hambleton South Jn.
 Selby - Hull.
 Hull - Scarborough.
 York - Scarborough.
 Milner Royd Jn - Heaton Lodge Jn.
 Castleford - Gascoigne Wood.
 Sherburn Jn - Gascoigne Wood.
 Ferrybridge West and East Chords,
 Gilberdyke Jn - Goole.
 Goole - Doncaster.
 Stainforth Jn - Adwick Jn/Joan Croft Jn.

(6.ND)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

SECTION CSIGNALLING 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 BMONDAY 26 MAY - DONCASTER UP DECOY ENGINEERS SIDINGS

Spring-worked points will be provided within the Engineers Sidings.

"STOP and TELEPHONE" Notice Boards will also be provided and the location of these and the new spring-points will be as shown on the diagram included herein.

All points other than the new spring-worked points will be hand-worked.

(12)

MONDAY 2 JUNE - DODWORTH COLLIERY

The connection to and from the Colliery at 4m. 09chs. will be secured out of use.

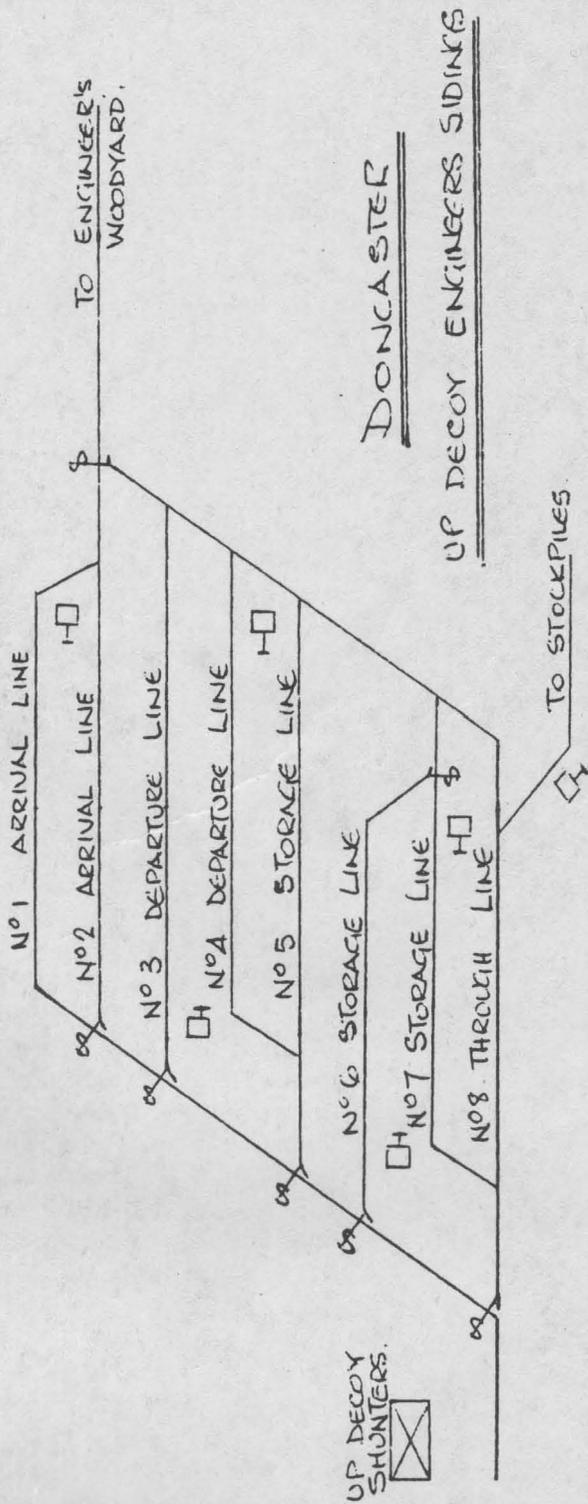
(12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

NOTICE BOARD WORDED 'STOP & TELEPHONE' (INCLUDING RELEVANT TELEPHONE)
 SPRING LOADED POINTS
 (ALL OTHER POINTS HAND WORKED BOTH WAYS)

N.B. WHEN ENGINERS WOODYARD IS UNSTAFFED THE TELEPHONE SITUATED BETWEEN
 N°1 & N°2 ARRIVAL SIDINGS WILL OPERATE TO UP DECOY SHUNTERS.



UP DECOY SHUNTERS.

DONCASTER

UP DECOY ENGINERS SIDINGS

TO STOCKPILES

TO ENGINERS WOODYARD.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT36 H.A.A. WAGON SETS : AIRE VALLEY

The following should be noted in connection with the introduction of 36 H.A.A. sets from 12th May, 1986.

- | | | |
|--------------------------|---|--|
| Houghton Main Colliery | - | The 30 M.G.R. marker board has been moved 60 yards towards the end of the Siding and re-stencilled 36. |
| Frickley Colliery | - | The hand points at the end of the run round have been converted to spring points with normal lay towards the Bunker. |
| South Kirkby Colliery | - | The 'OFF' indicator on 'LA' Toton has been re-sited 20 yards towards LB Toton. |
| | - | "Propelled Trains Stop Here" board applicable to line B and situated in the vicinity of signal C2 has been moved 20 yards nearer to C2 signal. |
| | - | "Propelled Trains Stop Here" board applicable to line B and situated in the vicinity of signal L649 has been moved 20 yards nearer the Colliery. |
| Pontefract Branch | - | No. 1 Siding has been clipped out of use. |
| Prince of Wales Colliery | - | The Loco Stop Board on East End of Bunker has been re-sited to inside of the West End. |
| Milford West Siding | - | The 30 M.G.R. marker board situated in advance of 5252 'OFF' indicator on the Down Milford to Gascoigne Wood Branch has been re-positioned 20 yards towards Gascoigne Wood and re-designated 36. |
| Knottingley | - | The 34 M.G.R. marker board on the Up Askern Branch applicable when setting back into Knottingley Yard has been re-positioned 20 yards towards Womersley and re-designated 36. |

(New Item) (12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

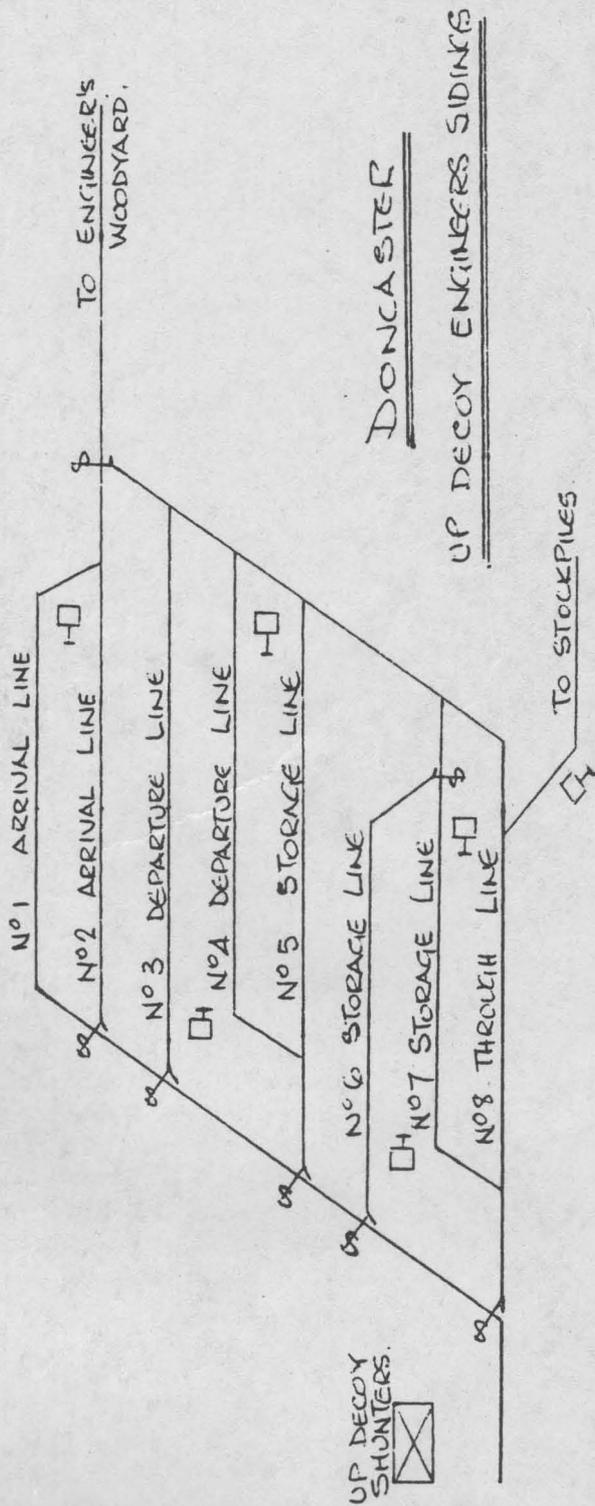
DETAILS OF WORK REFERRED TO IN SECTION B - continued

NOTICE BOARD WORDED 'STOP & TELEPHONE' (INCLUDING RELEVANT TELEPHONE)

SPRING LOADED POINTS.

(ALL OTHER POINTS HAND WORKED BOTH WAYS)

N.B. WHEN ENGINEERS WOODYARD IS UNSTAFFED THE TELEPHONE SITUATED BETWEEN N°1 & N°2 ARRIVAL SIDINGS WILL OPERATE TO UP DECOY SHUNTERS.



SECTION DGENERAL 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 - (B.R. 29944)
*

Page 1.61 - Add:-

B.R. STANDARD FLASHING BATTERY
ELECTRIC TAIL LAMP

1. This lamp does not have a light-sensitive cell and must be switched on when required in accordance with the Rule Book, Section H.
2. A low battery warning light is provided below the on/off switch. When the lamp is switched on, if the battery is low this light will give a flashing red indication, which will continue even when the lamp is switched off. If this occurs, the lamp should not be used and arrangements should be made to change the battery.

(10)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)
PART 2 : GREEN PAGES

C. OVERHANGING LOADS

1. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>DONCASTER, BLACK CARR JN TO BERWICK</u></p> <p><u>Page 16</u> (Page 20, February ND PON)</p> <p>Between Decoy North Jn and Carr</p> <p><u>Amend</u> :-</p>			120		<p><u>Fast line 154m. 36chs. and 155m. 23chs.</u></p>
<p><u>Page 17</u> (Page 21, February ND PON)</p> <p>Between Bridge Jn and South Yorkshire Jn</p> <p><u>Amend</u> :-</p>				120	<p><u>Fast line 155m. 55chs. and 154m. 36chs.</u></p>

(6.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
			m.p.h.		At or Between
<u>DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.</u>					
<u>Page 60 (Pages A9, 42 and 43, ND PON)</u>					
Between Wakefield Westgate South Jn. and Wakefield Westgate					
<u>Delete :-</u>			<u>65</u>		<u>175m. 52chs. and 180m. 61chs.</u>
<u>Substitute :-</u>			<u>75</u>		<u>175m. 52chs. and 177m. 03chs.</u>
At Ardsley Tunnel					
<u>Amend :-</u>			<u>75</u>		<u>180m. 43chs. and 184m. 16chs.</u>
					(4.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<p>HULL PARAGON TO SEAMER WEST</p> <p>Page 119 (Page 76, ND PON)</p> <p>Delete all details between Filey LC and Gristhorpe LC and <u>substitute:-</u></p>					
	Filey LC	44 35	50	45m. 09chs. and 45m. 50chs.	(4.ND)
	Muston LC (AHB)	45 41	50	45m. 50chs. and 45m. 35chs.	
	Gristhorpe LC	46 39			

NS-36

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSLEEDS TO HULL PARAGON

Page 258 Add :- BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brake van between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

(6ND)

MISCELLANEOUS NOTICES

1. RULE BOOK AMENDMENT PAGES - ISSUE NO. 12 - BR87109/37
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(11)

EXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000

1. This wagon will normally work between Lackenby and Corby.
2. The axle bearings are inside the bogie frames and, if over-heated, will not activate a lineside hot axle box detector. The wagon is therefore equipped with built-in hot axle box detectors which, when activated, sound an emergency whistle and cause an emergency brake application.
3. After the train has stopped, the automatic brake valve must be moved to FULL SERVICE rather than EMERGENCY in order that the whistle can be heard.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEXPERIMENTAL 102T STEEL CARRYING WAGON NO. RDC921000 - continued

4. The wagon must then be dealt with in the manner laid down in the General Appendix for a wagon which has activated a lineside hot axle box detector except that :-
 - (a) ALL axle-boxes on the wagon must be examined.
 - (b) the wagon must not proceed further than 50 miles in accordance with the General Appendix instructions without examination by Maintenance staff.
 - (c) after such examination, it must not proceed further than another 50 miles before being taken out of traffic.
5. The hot axle box detection system isolation cock for the bogie concerned (positioned just below the solebar near the bogie) must be closed before the brake valve is placed in the RUNNING position.
6. The wagon must not be conveyed in the unfitted portion of a Class 9 train, nor must it run in service with the hot axle box detection system isolated, except when proceeding in accordance with the General Appendix instructions as shown above after the system has been activated.

(6ND)

EASTERN REGION SECTIONAL APPENDIX
(NORTHERN AREA)
(RE-ISSUE - APRIL, 1986)

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Carlisle. Petheril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)
(RE-ISSUE - APRIL, 1986) - continued

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(UFN)

BRADFORD INTERCHANGE

From 07 30 to 17 00, Sunday 1 June. Drivers of trains must heed the direction of notice boards and/or handsignalmen whilst platform repairs are in progress.

RAWCLIFFE STATION

Drivers of stopping trains must heed direction of the notice board provided and be prepared to stop short of East end of Station platform, whilst platform repairs are in progress.

(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141 DIESEL UNITS : FLEET OPERATION

These units must only be used on the diagrammed routes and on the following routes when the diagrammed route is blocked for any reason.

Wakefield Westgate - Crofton West Jn - Pontefract West Jn.
 Hare Park - Crofton West Jn.
 Calder Bridge - Turners Lane.
 Wakefield Kirkgate - Altofts Jn. - Methley Jn.
 Altofts Jn. - Whitwood Jn.
 Shaftholme Jn. - Knottingley West Jn.
 Selby West Jn. - Selby Canal Jn.
 Leeds Engine Shed Jn. - Whitehall Jn.

(6.ND)

CLASS 142 AND 143 DIESEL UNITS - FLEET OPERATION

The above units are authorised to run over all lines cleared for Class 141 diesel units and also over the following additional lines :-

Leeds - Bradford Forster Sq. - Skipton - Ilkley.
 Bradford Interchange - Hebden Bridge.
 Huddersfield - Barnsley.
 Horbury Jn - Wincobank Jn.
 York - Milford - Moorthorpe - Sheffield.
 Micklefield Jn - Hambleton East Jn.
 Hambleton North Jn - Temple Hirst Jn.
 Hambleton West Jn - Hambleton South Jn.
 Selby - Hull.
 Hull - Scarborough.
 York - Scarborough.
 Milner Royd Jn - Heaton Lodge Jn.
 Castleford - Gascoigne Wood.
 Sherburn Jn - Gascoigne Wood.
 Ferrybridge West and East Chords,
 Gilberdyke Jn - Goole.
 Goole - Doncaster.
 Stainforth Jn - Adwick Jn/Joan Croft Jn.

(6.ND)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22½m.p.

(UFN)

NS.11/86
7-13.6.86SECTION CSIGNALLING 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 OUTDONCASTER UP DECOY ENGINEERS SIDINGS

Spring-worked points have been provided within the Engineers Sidings.

"STOP and TELEPHONE" Notice Boards have been provided and the location of these and the new spring-points are shown on the diagram included herein.

All points other than the new spring-worked points are hand-worked.

(12)

DODWORTH COLLIERY

The connection to and from the Colliery at 4m. 09chs. has been secured out of use.

(12)

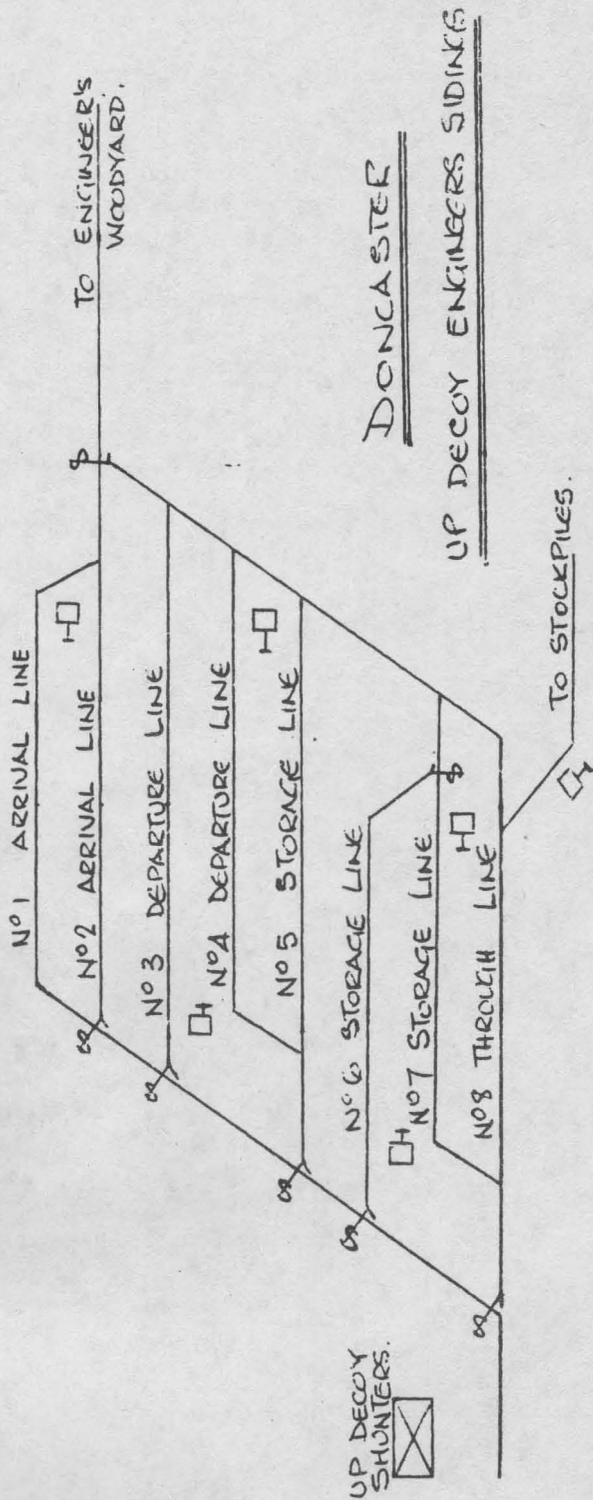
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NOTICE BOARD WORDED 'STOP & TELEPHONE' (INCLUDING RELEVANT TELEPHONE)
 SPRING LOADED POINTS.

(ALL OTHER POINTS HAND WORKED BOTH WAYS)

N.B. WHEN ENGINEERS WOODYARD IS UNSTAFFED THE TELEPHONE SITUATED BETWEEN
 N°1 & N°2 ARRIVAL SIDINGS WILL OPERATE TO UP DECOY SHUNTERS.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued36 H.A.A. WAGON SETS : AIRE VALLEY

The following should be noted in connection with the introduction of 36 H.A.A. sets from 12th May, 1986.

- | | | |
|--------------------------|---|--|
| Houghton Main Colliery | - | The 30 M.G.R. marker board has been moved 60 yards towards the end of the Siding and re-stencilled 36. |
| Frickley Colliery | - | The hand points at the end of the run round have been converted to spring points with normal lay towards the Bunker. |
| South Kirkby Colliery | - | The 'OFF' indicator on 'LA' Toton has been re-sited 20 yards towards LB Toton. |
| | - | "Propelled Trains Stop Here" board applicable to line B and situated in the vicinity of signal C2 has been moved 20 yards nearer to C2 signal. |
| | - | "Propelled Trains Stop Here" board applicable to line B and situated in the vicinity of signal L649 has been moved 20 yards nearer the Colliery. |
| Pontefract Branch | - | No. 1 Siding has been clipped out of use. |
| Prince of Wales Colliery | - | The Loco Stop Board on East End of Bunker has been re-sited to inside of the West End. |
| Milford West Siding | - | The 30 M.G.R. marker board situated in advance of 5252 'OFF' indicator on the Down Milford to Gascoigne Wood Branch has been re-positioned 20 yards towards Gascoigne Wood and re-designated 36. |
| Knottingley | - | The 34 M.G.R. marker board on the Up Askern Branch applicable when setting back into Knottingley Yard has been re-positioned 20 yards towards Womersley and re-designated 36. |

SECTION DGENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)PART 2 : GREEN PAGESC. OVERHANGING LOADS1. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

MISCELLANEOUS NOTICES

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(12)

EASTERN REGION SECTIONAL APPENDIX

(NORTHERN AREA)

(RE-ISSUE - APRIL, 1986)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)
(RE-ISSUE - APRIL, 1986) - continued

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Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(UFN)

BRADFORD INTERCHANGE

From 07 30 to 17 00, Sunday 8 June. Drivers of trains must heed the direction of notice boards and/or handsignalmen whilst platform repairs are in progress.

RAWCLIFFE STATION

Drivers of stopping trains must heed direction of the notice board provided and be prepared to stop short of East end of Station platform, whilst platform repairs are in progress.

(UFN)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

MP.32/NS
YORK
23 MAY 1986

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 BSATURDAY 14 AND SUNDAY 15 JUNE - BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE)
AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom will be abolished.

The level crossings at Gowdall Lane (66m 51chs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) will be converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers white light signals with a headlamp - type crossing illumination will be provided adjacent to each crossing to indicate that the road traffic lights are working.

Illuminated rail signs, and signals will be provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X25 will be provided 290 yards
40
from the crossing.

A St. Georges Cross advance warning sign will be provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

miniature St. Georges Cross warning sign will be provided on the post of Down Wakefield H493 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 will be provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Up rail approach to Field Lane Crossing will also apply to Gowdall Lane.

Field Lane.Down Approach

A St. Andrews Cross/speed restriction sign ^X25 will be provided 290 yards
40
from the crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 14 AND SUNDAY 15 JUNE - BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedField Lane - continuedDown Approach - continued

The St. Georges Cross advance warning sign on the Down rail approach to Gowdall Lane will also apply to Field Lane.

Up Approach

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ will be provided 290 yards from the crossing.

A miniature St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ will be mounted on the post of H498 signal.

A St. Georges Cross advance warning sign will be provided 1055 yards on the approach side of the St. Andrews Cross/speed restriction sign. This advance warning sign will be mounted on the post of H498R signal which signal will no longer display a green aspect.

Snaith StationDown Approach

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ will be provided 300 yards from the crossing.

A St. Georges Cross advance warning sign will be provided 970 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G54 will be provided 27 yards from the crossing, with the drivers white light mounted on the post of this signal together with a miniature St. Andrews Cross/speed

restriction sign $\begin{matrix} \times \\ 20 \\ 35 \end{matrix}$.

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 20 \\ 35 \end{matrix}$ will be provided 227 yards from the crossing.

A combined St. Georges Cross advance warning sign/Distant board, will be provided 980 yards from the St. Andrews Cross/speed restriction sign and 1180 yards from G54 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 14 AND SUNDAY 15 JUNE - BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE)
AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith RoadDown Approach

A combined St. Andrews Cross/speed restriction sign ^X 25 will be provided
45
370 yards from the crossing.

A St. Georges Cross advance warning sign will be provided 760 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 will be provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign will be provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

RawcliffeDown Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G59 will be provided 27 yards from the crossing, with the drivers white light mounted on the post, together with a miniature St. Andrews Cross/speed restriction
sign ^X 25
45

A St. Andrews Cross/speed restriction sign ^X 25 will be provided 395 yards
45
from the crossing.

A combined St. Georges Cross advance warning board/Distant board will be provided 830 yards from the St. Andrews Cross/speed restriction sign and 1198 yards from G59 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 will be provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign will be provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 14 AND SUNDAY 15 JUNE - BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE)
AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedRawcliffe - continuedUp Approach - continued

An A.W.S. inductor (suppressed for the direction which does not apply) will be provided in conjunction with each of the new colour light signals and St. Georges Cross advance warning signs.

A signal-post telephone will be provided on the new colour light signals G54 and G59.

(15)

DETAILS OF WORK ALREADY CARRIED OUT** DONCASTER UP DECOY ENGINEERS SIDINGS

*

Spring-worked points have been provided within the Engineers Sidings.

"STOP and TELEPHONE" Notice Boards have been provided and the location of these and the new spring-points are shown on the diagram included herein.

All points other than the new spring-worked points are hand-worked.

(12)

** DODWORTH COLLIERY

*

The connection to and from the Colliery at 4m. 09chs. has been secured out of use.

(12)

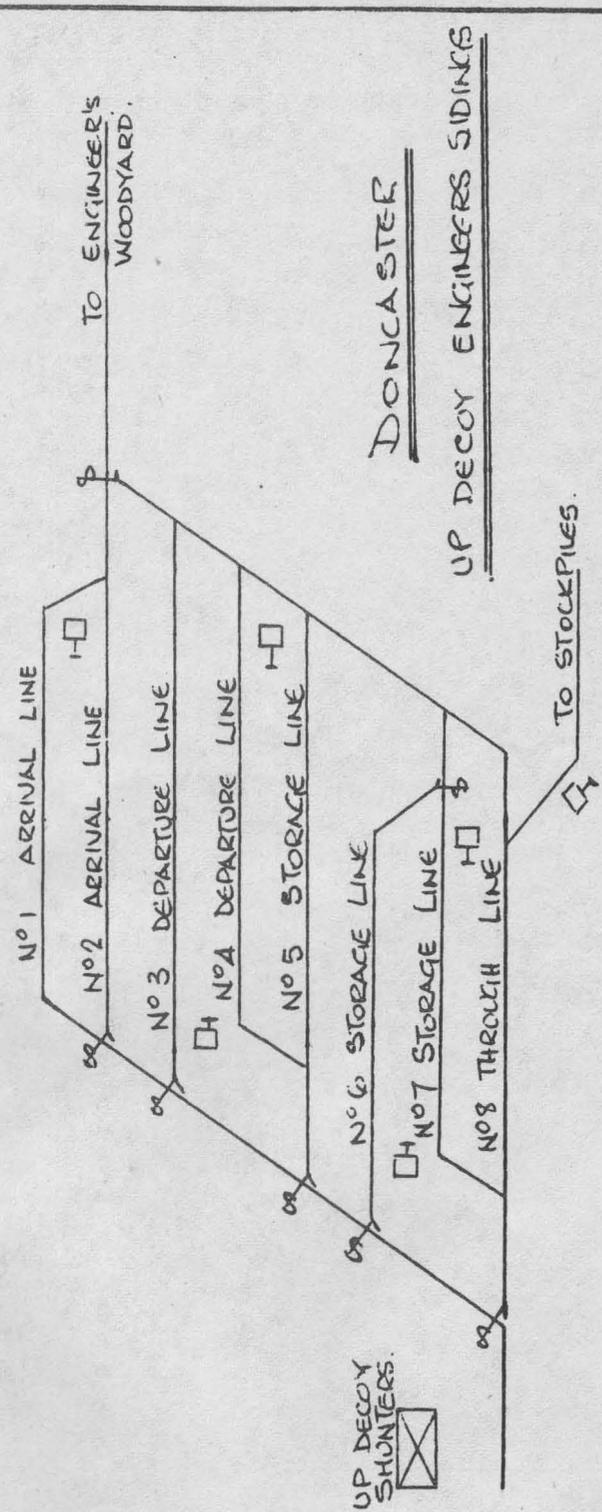
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DETAILS OF WORK ALREADY CARRIED OUT - continued

* *
*


 NOTICE BOARD WORDED 'STOP & TELEPHONE' (INCLUDING RELEVANT TELEPHONE)
 SPRING, LOADED POINTS.
 (ALL OTHER POINTS HAND WORKED BOTH WAYS)

N.B. WHEN ENGINEERS WOODYARD IS UNSTAFFED THE TELEPHONE SITUATED BETWEEN
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DONCASTER
UP DECOY ENGINEERS SIDINGS

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PART 2 : GREEN PAGES

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1. Bolster and Other Wagons

Clause C1/6(a) should read :-

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(MO.34/63) (UFN)

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(12)

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

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(NORTHERN AREA)
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Carlisle. Petteril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(15)

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ am.p.

(UFN)

MP.32/NS
YORK
6 JUNE 1986

C. McKEEVER
Regional Operations Manager

FACTS ABOUT PERFORMANCE

FULL AND HELPFUL INFORMATION TO PASSENGERS IS IMPORTANT
AT ALL TIMES. IT IS ABSOLUTELY ESSENTIAL WHEN THINGS
TO WRONG.

SECTION CSIGNALLING 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 BSUNDAY 22 JUNE - BETWEEN HOLBECK WEST JUNCTION AND GELDERD ROAD JUNCTION

Up Doncaster 4 - aspect signal L64 will be repositioned 35 yards on the Leeds side of its present position. (16)

MONDAY 23 JUNE - BETWEEN THORNE NORTH AND POTTERS GRANGE JUNCTION

Thorne Moor Automatic half barriers level crossing at 12m 32chs:-

The "WHISTLE" boards on the Down and Up rail approaches to these crossings will be removed. (16)

MONDAY 23 JUNE - FEATHERSTONE

The 20 mph Permanent Speed Restriction on the DOWN line between 53m 62chs and 53m 72chs will be WITHDRAWN. (See Section D). (16)

MONDAY 23 JUNE - BETWEEN FEATHERSTONE AND PONTEFRACT WEST JN.

The 35 mph Permanent Speed Restriction on the DOWN line between 55m 50chs and 56m 30chs will be WITHDRAWN.

A new 35 mph Permanent Speed Restriction will be IMPOSED on the DOWN line between 56m 26chs and 56m 37chs. (See Section D). (16)

MONDAY 23 JUNE - BETWEEN KNOTTINGLEY LC AND SUDFORTH LANE

The 20 mph Permanent Speed Restriction on the DOWN line between 59m 30chs and 60m 30chs will be WITHDRAWN. (See Section D). (16)

MONDAY 23 JUNE - BETWEEN FERRYBRIDGE AND MILFORD JN

The 50 mph Permanent Speed Restriction on the DOWN and UP lines between 0m 15chs and 0m 01chs will be INCREASED ON THE DOWN LINE ONLY to a 60 mph Permanent Speed Restriction. (See Section D). (16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom have been abolished.

The level crossings at Gowdall Lane (66m 5lchs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) have been converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers white light signals with a headlamp - type crossing illumination have been provided adjacent to each crossing to indicate that the road traffic lights are working.

Illuminated rail signs, and signals have been provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign 25 has been provided 290 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

A miniature St. Georges Cross warning sign has been provided on the post of Down Wakefield H493 signal.

Up Approach

A St. Andrews Cross/speed restriction sign 25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Up rail approach to Field Lane Crossing also applies to Gowdall Lane.

Field LaneDown Approach

A St. Andrews Cross/speed restriction sign 25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Down rail approach to Gowdall Lane also applies to Field Lane.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedField Lane - continuedUp Approach

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ has been provided 290 yards from the crossing.

A miniature St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ has been mounted on the post of H498 signal.

A St. Georges Cross advance warning sign has been provided 1055 yards on the approach side of the St. Andrews Cross/speed restriction sign. This advance warning sign is mounted on the post of H498R signal which signal no longer displays a green aspect.

Snaith StationDown Approach

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 25 \\ 40 \end{matrix}$ has been provided 300 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 970 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G54 has been provided 27 yards from the crossing, with the drivers white light mounted on the post of this signal together with a miniature St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 20. \\ 35 \end{matrix}$.

A St. Andrews Cross/speed restriction sign $\begin{matrix} \times \\ 20 \\ 35 \end{matrix}$ has been provided 227 yards from the crossing.

A combined St. Georges Cross advance warning sign/Distant board, has been provided 980 yards from the St. Andrews Cross/speed restriction sign and 1180 yards from G54 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith RoadDown Approach

A combined St. Andrews Cross/speed restriction sign ^X 25 has been provided
45
370 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 760 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

RawcliffeDown Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G59 has been provided 27 yards from the crossing, with the drivers white light mounted on the post, together with a miniature St. Andrews Cross/speed restriction

sign ^X 25
45

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 395 yards
45
from the crossing.

A combined St. Georges Cross advance warning board/Distant board has been provided 830 yards from the St. Andrews Cross/speed restriction sign and 1198 yards from G59 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continued

Rawcliffe - continued

Up Approach - continued

An A.W.S. inductor (suppressed for the direction which does not apply) has been provided in conjunction with each of the new colour light signals and St. Georges Cross advance warning signs.

A signal-post telephone has been provided on the new colour light signals G54 and G59.

Alterations to Speed Restrictions

A 20 mph Maximum Permissible Speed now applies for Class 8 and 9 trains proceeding in the Down and Up directions between Drax Branch Jn. and Engine Shed Jn. (See Section D).

(15)

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 - Working of Trains

Page H.10A (as issued in Supp. No. 12)

Date of page should read:- "Re-issued June, 1986".

(8.D)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)
PART 2 : GREEN PAGES

- C. OVERHANGING LOADS
- 1. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN					
<u>Page 80</u>					
Amend first Maximum Permissible Speed entry to read :-					
WAKEFIELD KIRKGATE WEST JN AND ENGINE SHED JN			<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED except as shown below :-
BETWEEN DRAX BRANCH JN AND ENGINE SHED JN			<u>20</u>	<u>20</u>	MAXIMUM PERMISSIBLE SPEED FOR CLASS 8 AND 9 TRAINS
<u>Page 81</u>					
Between Red Lane LC and Featherstone LC					
Delete :-			<u>20</u>		<u>53m. 62chs. and 53m. 72chs.</u>
Between Featherstone LC and Pontefract West Jn					
Delete :-			<u>35</u>		<u>55m. 50chs. and 56m. 30chs.</u>
Add :-			<u>35</u>		<u>56m. 26chs. and 56m. 37chs.</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 82</u>					
Between Knottingley (K) LC and Sudforth Lane LC					
<u>Delete :-</u>					
			<u>20</u>		<u>59m. 30chs. and 60m. 30chs.</u>
					<u>(w.e.f. Monday 23 June)</u>
<u>Page 83</u>					
<u>Delete</u> all details between Gowdall Lane LC and Rawcliffe LC and <u>substitute :-</u>					
	Gowdall Lane LC (AOCL)	66 51	<u>25</u> 40	<u>25</u> 40	<u>Approaching level crossing.</u>
	Field Lane LC (AOCL)	66 66	<u>25</u> 40	<u>25</u> 40	<u>Approaching level crossing.</u>
	Snaith LC (AOCL)	68 13	<u>25</u> 40	<u>20</u> 35	<u>Approaching level crossing.</u>

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 83 - continued</u>					
<u>Delete</u> all details between Gowdall Lane LC and Rawcliffe LC and <u>substitute - continued</u> :-					
	West Cowick LC (R/G)	68 61			
	East Cowick LC (R/G)	69 48			
	Snaith Road LC (AOCL)	70 17	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u>
	Rawcliffe LC (AOCL)	70 75	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u> (8.ND)
<u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
<u>Page 86</u>					
Between Brotherton Tunnel and Hillam Gates LC					
<u>Amend</u> :-					
			<u>60</u>	<u>50</u>	<u>0m. 15chs. and 0m. 01chs.</u>
<u>(w.e.f. Monday 23 June) (8.ND)</u>					

NS-38

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX - (NORTHERN AREA) - continuedINSTRUCTIONS RELATING TO THE GENERAL APPENDIXPage 153 MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Delete heading and instruction and substitute:-

MAXIMUM PERMITTED SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE, TWO OR THREE VEHICLES

The instructions under the above heading do not apply to D. of M. & E.E. Test trains and other special trains as authorised on Passenger Advices and Special Traffic Notices, provided the following instructions are observed:-

1. The brake equipment on the vehicles must be fully examined and operative.
2. The train must not be worked by a Class 27 or 45 locomotive.
3. The Automatic Air Brake must be in use.
4. The locomotive must have been in traffic for at least 24 hours since new brake blocks were fitted and it's brake equipment must be fully operative.

(8.ND)

Pages 156 and 157 WORKING OF DIESEL MULTIPLE UNIT TRAINSClause 4 Tail Traffic

<u>Route</u>	<u>Train Formation</u>	<u>Minimum Horsepower</u>	<u>Maximum Tail Load (Tonnes)</u>
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● Parcels only trains when not covered by the above

Add :-

Leeds and Manchester Victoria via Bradford and Hebden Bridge and via Diggle.	2 Car	400	40
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(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESEASTERN REGION SECTIONAL APPENDIX(NORTHERN AREA)(RE-ISSUE - APRIL, 1986)

The above publication has been completely re-issued. The new publication must be inserted into the existing ring binder and the superseded pages destroyed.

Any member of staff who has a copy of the Northern Area Sectional Appendix and has not received the new publication must promptly advise his Supervisor.

It should be noted that certain sections of line in the London Midland Region, details of which are currently published in the "LM Working Over Sectional Appendix" (BR.30057) will be included in the re-issued Northern Area Sectional Appendix. The sections of line are as follows :-

Carlisle. Petteril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
(15)

LEEDS P.C.D.

From 07 00 Monday 22 June. Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Drivers of trains using Platforms 4, 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22½m.p.

(UFN)

MP.32/NS
YORK
13 JUNE 1986

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 BSUNDAY 29 JUNE - BETWEEN NOSTELL AND HARE PARK JN

Down Doncaster 4-aspect signal L265 will be converted to an automatic signal.

MONDAY 30 JUNE - GLASSHOUGHTON, CARR LANE

The switches and crossings at the East end of the Glasshoughton Bunker line, between 58m. 07chs. and 58m. 03chs. will be secured out of use pending removal.

MONDAY 30 JUNE - BETWEEN SOUTH KIRKBY JN AND FITZWILLIAM

W.E.F. 10 00 hours, a 65m.p.h. Permanent Speed Restriction will be IMPOSED on the DOWN line between 167m. 25chs. and 167m. 65chs. (See Section D).
(17)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN HOLBECK WEST JUNCTION AND GELDERD ROAD JUNCTION

Up Doncaster 4 - aspect signal L64 has been repositioned 35 yards on the Leeds side of its present position. (16)

BETWEEN THORNE NORTH AND POTTERS GRANGE JUNCTION

Thorne Moor Automatic half barriers level crossing at 12m 32chs:-

The "WHISTLE" boards on the Down and Up rail approaches to these crossings have been removed. (16)

FEATHERSTONE

The 20 mph Permanent Speed Restriction on the DOWN line between 53m 62chs and 53m 72chs has been WITHDRAWN. (See Section D).
(16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FEATHERSTONE AND PONTEFRACT WEST JN.

The 35 mph Permanent Speed Restriction on the DOWN line between 55m 50chs and 56m 30chs has been WITHDRAWN.

A new 35 mph Permanent Speed Restriction has been IMPOSED on the DOWN line between 56m 26chs and 56m 37chs. (See Section D).

(16)

BETWEEN KNOTTINGLEY LC AND SUDFORTH LANE

The 20 mph Permanent Speed Restriction on the DOWN line between 59m 30chs and 60m 30chs has been WITHDRAWN. (See Section D).

(16)

BETWEEN FERRYBRIDGE AND MILFORD JN

The 50 mph Permanent Speed Restriction on the DOWN and UP lines between 0m 15chs and 0m 01chs has been INCREASED ON THE DOWN LINE ONLY to a 60 mph Permanent Speed Restriction. (See Section D).

(16)

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom have been abolished.

The level crossings at Gowdall Lane (66m 51chs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) have been converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers white light signals with a headlamp - type crossing illumination have been provided adjacent to each crossing to indicate that the road traffic lights are working.

Illuminated rail signs, and signals have been provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign $\frac{25}{40}$ has been provided 290 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedGowdall Lane - continuedDown Approach - continued

A miniature St. Georges Cross warning sign has been provided on the post of Down Wakefield H493 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Up rail approach to Field Lane Crossing also applies to Gowdall Lane.

Field LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Down rail approach to Gowdall Lane also applies to Field Lane.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

A miniature St. Andrews Cross/speed restriction sign ^X25 has been mounted on
40
the post of H498 signal.

A St. Georges Cross advance warning sign has been provided 1055 yards on the approach side of the St. Andrews Cross/speed restriction sign. This advance warning sign is mounted on the post of H498R signal which signal no longer displays a green aspect.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith StationDown Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 300 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 970 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G54 has been provided 27 yards from the crossing, with the drivers white light mounted on the post of this signal together with a miniature St. Andrews Cross/speed restriction sign 20.
35

A St. Andrews Cross/speed restriction sign ^X20 has been provided 227 yards
35
from the crossing.

A combined St. Georges Cross advance warning sign/Distant board, has been provided 980 yards from the St. Andrews Cross/speed restriction sign and 1180 yards from G54 signal.

Snaith RoadDown Approach

A combined St. Andrews Cross/speed restriction sign ^X25 has been provided
45
370 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 760 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedRawcliffeDown Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G59 has been provided 27 yards from the crossing, with the drivers white light mounted on the post, together with a miniature St. Andrews Cross/speed restriction

sign ^x 25
45

A St. Andrews Cross/speed restriction sign ^x 25 has been provided 395 yards
45
from the crossing.

A combined St. Georges Cross advance warning board/Distant board has been provided 830 yards from the St. Andrews Cross/speed restriction sign and 1198 yards from G59 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^x 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

An A.W.S. inductor (suppressed for the direction which does not apply) has been provided in conjunction with each of the new colour light signals and St. Georges Cross advance warning signs.

A signal-post telephone has been provided on the new colour light signals G54 and G59.

Alterations to Speed Restrictions

A 20 mph Maximum Permissible Speed now applies for Class 8 and 9 trains proceeding in the Down and Up directions between Drax Branch Jn. and Engine Shed Jn. (See Section D).

SECTION DGENERAL 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 BOOKSection H - Working of Trains

Page H.10A (as issued in Supp. No. 12)

Date of page should read:- "Re-issued June, 1986".

(8.D)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)
PART 2 : GREEN PAGES

- C. OVERHANGING LOADS
1. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER MARSHGATE JN TO LEEDS WEST JN</u>					
<u>Page 54</u>					
Between South Kirkby Jn and Fitzwilliam					
<u>Add :-</u>			65		167m. 25chs. and 167m. 65chs. (w.e.f. 10 00 hours, Monday 30 June) (8.ND)
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN</u>					
<u>Page 80</u>					
<u>Amend first Maximum Permissible Speed entry to read :-</u>					
WAKEFIELD KIRKGATE WEST JN AND ENGINE SHED JN			50	50	MAXIMUM PERMISSIBLE SPEED except as shown below :-
BETWEEN DRAX BRANCH JN AND ENGINE SHED JN			20	20	MAXIMUM PERMISSIBLE SPEED FOR CLASS 8 AND 9 TRAINS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 81</u>					
	Between Red Lane LC and Featherstone LC				
	<u>Delete :-</u>		<u>20</u>		<u>53m. 62chs. and 53m. 72chs.</u>
	Between Featherstone LC and Pontefract West Jn				
	<u>Delete :-</u>		<u>35</u>		<u>55m. 50chs. and 56m. 30chs.</u>
	<u>Add :-</u>		<u>35</u>		<u>56m. 26chs. and 56m. 37chs.</u>
<u>Page 82</u>					
	Between Knottingley (K) LC and Sudforth Lane LC				
	<u>Delete :-</u>		<u>20</u>		<u>59m. 30chs. and 60m. 30chs.</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 83</u>					
<u>Delete all details between Gowdall Lane LC and Rawcliffe LC and substitute :-</u>					
	Gowdall Lane LC (AOCL)	66 51	<u>25</u> 40	<u>25</u> 40	<u>Approaching level crossing.</u>
	Field Lane LC (AOCL)	66 66	<u>25</u> 40	<u>25</u> 40	<u>Approaching level crossing.</u>
	Snaith LC (AOCL)	68 13	<u>25</u> 40	<u>20</u> 35	<u>Approaching level crossing.</u>
	West Cowick LC (R/G)	68 61			
	East Cowick LC (R/G)	69 48			
	Snaith Road LC (AOCL)	70 17	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u>
	Rawcliffe LC (AOCL)	70 75	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u>
					(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD					
Page 86					
Between Brotherton Tunnel and Hillam Gates LC					
<u>Amend :-</u>			<u>60</u>	<u>50</u>	<u>0m. 15chs. and 0m. 01chs.</u>

(8.ND)

NS-37

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX - (NORTHERN AREA) - continuedINSTRUCTIONS RELATING TO THE GENERAL APPENDIXPage 153 MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Delete heading and instruction and substitute:-

MAXIMUM PERMITTED SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE, TWO OR THREE VEHICLES

The instructions under the above heading do not apply to D. of M. & E.E. Test trains and other special trains as authorised on Passenger Advices and Special Traffic Notices, provided the following instructions are observed:-

1. The brake equipment on the vehicles must be fully examined and operative.
2. The train must not be worked by a Class 27 or 45 locomotive.
3. The Automatic Air Brake must be in use.
4. The locomotive must have been in traffic for at least 24 hours since new brake blocks were fitted and it's brake equipment must be fully operative.

(8.ND)

Pages 156 and 157 WORKING OF DIESEL MULTIPLE UNIT TRAINSClause 4 Tail Traffic

<u>Route</u>	<u>Train Formation</u>	<u>Minimum Horsepower</u>	<u>Maximum Tail Load (Tonnes)</u>
--------------	------------------------	---------------------------	-----------------------------------

For Parcels only trains when not covered by the above

Add :-

Leeds and Manchester Victoria via Bradford and Hebden Bridge and via Diggle.	2 Car	400	40
--	-------	-----	----

(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESEASTERN REGION SECTIONAL APPENDIX(NORTHERN AREA)(RE-ISSUE - APRIL, 1986)

The above publication has been completely re-issued. The new publication must be inserted into the existing ring binder and the superseded pages destroyed.

Any member of staff who has a copy of the Northern Area Sectional Appendix and has not received the new publication must promptly advise his Supervisor.

It should be noted that certain sections of line in the London Midland Region, details of which are currently published in the "LM Working Over Sectional Appendix" (BR.30057) will be included in the re-issued Northern Area Sectional Appendix. The sections of line are as follows :-

Carlisle. Petteril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).

(15)

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Drivers of trains using Platforms 4, 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22½m.p.

(UFN)

MP.32/NS
YORK
20 JUNE 1986

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 BSATURDAY 5 TO MONDAY 7 JULY - WAKEFIELD WESTGATE

Up Platform Departure signal L240 will be converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station will be carried out :-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) will be abolished.

Up Doncaster 4-aspect signal L226 will be repositioned 254 yards on the station side of its present position. A position light subsidiary will be provided applying towards the Up Platform line occupied.

The trailing crossover immediately north of the station (at 176mp) will be secured out of use pending removal and the consequential rerouting of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 will be abolished. This signal will be repositioned 45 yards nearer to the Station.

The route from Up Platform (Down direction) signal L235 towards Down Doncaster or Down Sidings will be rerouted via the Up Doncaster and the Wrenthorpe mains crossover.

The route from Down Sidings exit signal 232 towards the Up Platform will be via the Wrenthorpe mains crossover and the Up Doncaster line only.

Alterations to Permanent Speed Restrictions

The Permanent Speed Restrictions on the Up line in the vicinity of Wakefield Westgate will be REVISED and the following Permanent Speed Restrictions will apply upon completion of Permanent Way remodelling work :-

75 m.p.h. between 177m. 03chs. and 176m. 02chs.

45 m.p.h. between 176m. 02chs. and 175½m.p.

35 m.p.h. between 175½m.p. and 175m. 34chs.

50 m.p.h. between 175m. 34chs. and 174m. 58chs. - unaltered Permanent Speed Restriction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 5 TO MONDAY 7 JULY - WAKEFIELD WESTGATE - continuedAlterations to Permanent Speed Restrictions - continued

The "Warning Indicator" at approximately 176m. 50chs. formerly giving warning of the 35m.p.h. permanent speed restriction commencing at 175m. 52chs. will be repositioned 570 yards further north to a position 2020 yards before reaching the (resited) commencement of the 35m.p.h. permanent speed restriction at 175 $\frac{1}{2}$ mp.

The associated A.W.S. permanent magnet will be repositioned accordingly. (See Sections A and D).

(18)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SOUTH KIRKBY JN AND FITZWILLIAM

A 65m.p.h. Permanent Speed Restriction has been IMPOSED on the DOWN line between 167m. 25chs. and 167m. 65chs. (See Section D).

(17)

BETWEEN NOSTELL AND HARE PARK JN

Down Doncaster 4-aspect signal L265 has been converted to an automatic signal.

(17)

BETWEEN HOLBECK WEST JUNCTION AND GELDERD ROAD JUNCTION

Up Doncaster 4 - aspect signal L64 has been repositioned 35 yards on the Leeds side of its present position.

(16)

GLASSHOUGHTON, CARR LANE

The switches and crossings at the East end of the Glasshoughton Bunker line, between 58m. 07chs. and 58m. 03chs. have been secured out of use pending removal.

(17)

FEATHERSTONE

The 20 mph Permanent Speed Restriction on the DOWN line between 53m 62chs and 53m 72chs has been WITHDRAWN. (See Section D).

(16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FEATHERSTONE AND PONTEFRACT WEST JN.

The 35 mph Permanent Speed Restriction on the DOWN line between 55m 50chs and 56m 30chs has been WITHDRAWN.

A new 35 mph Permanent Speed Restriction has been IMPOSED on the DOWN line between 56m 26chs and 56m 37chs. (See Section D).

(16)

BETWEEN KNOTTINGLEY LC AND SUDFORTH LANE

The 20 mph Permanent Speed Restriction on the DOWN line between 59m 30chs and 60m 30chs has been WITHDRAWN. (See Section D).

(16)

BETWEEN FERRYBRIDGE AND MILFORD JN

The 50 mph Permanent Speed Restriction on the DOWN and UP lines between 0m 15chs and 0m 01chs has been INCREASED ON THE DOWN LINE ONLY to a 60 mph Permanent Speed Restriction. (See Section D).

(16)

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom have been abolished.

The level crossings at Gowdall Lane (66m 51chs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) have been converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers flashing white light signals have been provided adjacent to each crossing to indicate that the road traffic lights are working.

Illuminated rail signs, and signals have been provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 290 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedGowdall Lane - continuedDown Approach - continued

A miniature St. Georges Cross warning sign has been provided on the post of Down Wakefield H493 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Up rail approach to Field Lane Crossing also applies to Gowdall Lane.

Field LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Down rail approach to Gowdall Lane also applies to Field Lane.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

A miniature St. Andrews Cross/speed restriction sign ^X25 has been mounted on
40
the post of H498 signal.

A St. Georges Cross advance warning sign has been provided 1055 yards on the approach side of the St. Andrews Cross/speed restriction sign. This advance warning sign is mounted on the post of H498R signal which signal no longer displays a green aspect.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith StationDown Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 300 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 970 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G54 has been provided 27 yards from the crossing, with the drivers white light mounted on the post of this signal together with a miniature St. Andrews Cross/speed restriction sign ^X 20.
35

G54 signal is mounted on the right-hand side of the line.

A St. Andrews Cross/speed restriction sign ^X 20 has been provided 227 yards
35
from the crossing.

A combined St. Georges Cross advance warning sign/Distant board, has been provided 980 yards from the St. Andrews Cross/speed restriction sign and 1180 yards from G54 signal.

Snaith RoadDown Approach

A combined St. Andrews Cross/speed restriction sign ^X 25 has been provided
45
370 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 760 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith Road - continuedUp Approach - continued

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign. Rawcliffe

RawcliffeDown Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G59 has been provided 27 yards from the crossing, with the drivers white light mounted on the post, together with a miniature St. Andrews Cross/speed restriction

sign ^X
25
45

G59 signal is mounted on the right-hand side of the line.

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 395 yards
45
from the crossing.

A combined St. Georges Cross advance warning board/Distant board has been provided 830 yards from the St. Andrews Cross/speed restriction sign and 1198 yards from G59 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

An A.W.S. inductor (suppressed for the direction which does not apply) has been provided in conjunction with each of the new colour light signals and St. Georges Cross advance warning signs.

A signal-post telephone has been provided on the new colour light signals G54 and G59.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continued

Alterations to Speed Restrictions

A 20 mph Maximum Permissible Speed now applies for Class 8 and 9 trains proceeding in the Down and Up directions between Drax Branch Jn. and Engine Shed Jn. (See Section D).

(Amended Item) (17)

BETWEEN THORNE NORTH AND POTTERS GRANGE JUNCTION

Thorne Moor Automatic half barriers level crossing at 12m 32chs:-

The "WHISTLE" boards on the Down and Up rail approaches to these crossings have been removed.

(16)

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 - Working of Trains

Page H.10A (as issued in Supp. No. 12)

Date of page should read:- "Re-issued June, 1986".

(8.D)

GENERAL APPENDIX

Page 2.3 (as amended in Supplement No. 7)

Passage of Locomotives Over Weighbridges

Amend clause 2(b) to :-

- (b) The brakes on the locomotive must not be applied during the movement and the speed must not exceed 4 mph.

(8.ND)

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

PART 2 : GREEN PAGES

C. OVERHANGING LOADS

1. Bolster and Other Wagons

Clause C1/6(a) should read :-

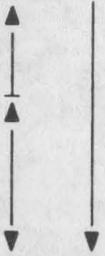
Runner Wagons must have a tare weight of not less than 10.5 tonnes.

(MO.34/63) (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<p><u>DONCASTER MARSHGATE JN TO LEEDS WEST JN</u></p> <p><u>Page 54</u></p> <p>Between South Kirkby Jn and Fitzwilliam</p> <p><u>Add :-</u></p> <p><u>Pages 54 and 55</u></p> <p><u>Delete</u> all details between Wakefield Westgate South Jn and Ardsley Tunnel and <u>substitute :-</u></p>					
			65	167m. 25chs. and 167m. 65chs.	(8.ND)
			75	175m. 52chs. and 177m. 03chs.	
			35	175 ³ / ₄ m.p. and 175m. 34chs.	
	<p>Wakefield Westgate South Jn (See page 57)</p>	175 38	15	<u>To Wakefield Kirkgate West Jn line.</u>	

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<u>DONCASTER MARSHGATE JN TO LEEDS WEST JN - continued</u>						
<u>Pages 54 and 55 - continued</u>						
<u>Delete all details between Wakefield Westgate South Jn and Ardsley Tunnel and substitute - continued :-</u>						
	Wakefield Westgate	175 65	<u>20</u>		<u>To, over and from Down Platform line.</u>	DPL 45P Permissive working is authorised on the Up Platform line.
				<u>45</u>	<u>176m. 02chs. and 175³m.p.</u>	
	Balne Lane	176 12	<u>10</u>	<u>10</u>	<u>To and from Wrenthorpe Down Sidings.</u>	C. Down at 176m. 54chs.
				<u>75</u>	<u>177m. 03chs. and 176. 02chs.</u>	
			<u>75</u>	<u>180m. 43chs. and 184m. 16chs.</u>		
	Ardsley Tunnel (297 yards)	180 61 to 180 75				
<u>(w.e.f. Sunday 6 July) (8.ND)</u>						

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN</u>					
<u>Page 80</u>					
Amend first Maximum Permissible Speed entry to read :-					
	WAKEFIELD KIRKGATE WEST JN AND ENGINE SHED JN		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED except as shown below :-
	BETWEEN DRAX BRANCH JN AND ENGINE SHED JN		<u>20</u>	<u>20</u>	MAXIMUM PERMISSIBLE SPEED FOR CLASS 8 AND 9 TRAINS
<u>Page 81</u>					
	Between Red Lane LC and Featherstone LC				
	Delete :-		<u>20</u>		<u>53m. 62chs. and 53m. 72chs.</u>
	Between Featherstone LC and Pontefract West Jn				
	Delete :-		<u>35</u>		<u>55m. 50chs. and 56m. 30chs.</u>
	Add :-		<u>35</u>		<u>56m. 26chs. and 56m. 37chs.</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 82</u>					
Between Knottingley (K) LC and Sudforth Lane LC					
<u>Delete :-</u>					
			20		59m. 30chs. and 60m. 30chs.
<u>Page 83</u>					
<u>Delete</u> all details between Gowdall Lane LC and Rawcliffe LC and <u>substitute :-</u>					
	Gowdall Lane LC (AOCL)	66 51	25 40	25 40	<u>Approaching level crossing.</u>
	Field Lane LC (AOCL)	66 66	25 40	25 40	<u>Approaching level crossing.</u>
	Snaith LC (AOCL)	68 13	25 40	20 35	<u>Approaching level crossing.</u>
	West Cowick LC (R/G)	68 61			
	East Cowick LC (R/G)	69 48			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued</u>					
<u>Page 83 - continued</u>					
<u>Delete all details between Gowdall Lane LC and Rawcliffe LC and substitute - continued :-</u>					
	Snaith Road LC (AOCL)	70 17	25 45	25 45	<u>Approaching level crossing.</u>
	Rawcliffe LC (AOCL)	70 75	25 45	25 45	<u>Approaching level crossing.</u>
<u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
<u>Page 86</u>					
Between Brotherton Tunnel and Hillam Gates LC					
	<u>Amend :-</u>		60	50	<u>Om. 15chs. and Om. 01chs.</u>

(8.ND)

(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX - (NORTHERN AREA) - continuedINSTRUCTIONS RELATING TO THE GENERAL APPENDIXPage 153 MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

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1. The brake equipment on the vehicles must be fully examined and operative.
2. The train must not be worked by a Class 27 or 45 locomotive.
3. The Automatic Air Brake must be in use.
4. The locomotive must have been in traffic for at least 24 hours since new brake blocks were fitted and it's brake equipment must be fully operative.

(8.ND)

Pages 156 and 157 WORKING OF DIESEL MULTIPLE UNIT TRAINSClause 4 Tail Traffic

<u>Route</u>	<u>Train Formation</u>	<u>Minimum Horsepower</u>	<u>Maximum Tail Load (Tonnes)</u>
--------------	------------------------	---------------------------	-----------------------------------

For Parcels only trains when not covered by the above

Add :-

Leeds and Manchester Victoria via Bradford and Hebden Bridge and via Diggle.	2 Car	400	40
--	-------	-----	----

York and Leeds via Methley Jn	3 Car	600	40
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(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES

* * EASTERN REGION SECTIONAL APPENDIX
 * (NORTHERN AREA)
(RE-ISSUE - APRIL, 1986)

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Carlisle. Patteril Bridge Jn. to Carlisle Yard - to be shown under new line heading :- Gateshead, High level Bridge Jn. to Carlisle Yard.

Workington No. 2 to Carlisle, London Road Jn.

This will mean that for Traincrews based at Newcastle, Gateshead and Tyne Yard, all necessary details of London Midland Region lines over which they work will be included in the Northern Area Sectional Appendix. Therefore they will no longer require copies of the "LM Working Over Sectional Appendix" (BR.30057) or the LMD Periodical Operating Notice (BR.31262/3D).
 (15)

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Drivers of trains using Platforms 4, 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

MP.32/NS
YORK
27 JUNE 1986

C. McKEEVER
Regional Operations Manager

NS. 16/86
12-18.7.86SECTION CSIGNALLING 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 BSUNDAY 13 JULY - BETWEEN HEMINGBROUGH AND HOWDEN

Wressle Signalbox and Cross Common Gate box will be abolished. The Block section will then be between Hemingbrough and Howden.

The Wressle Down Distant (W9) will be changed to a 2-aspect (Yellow/Green) signal head and replated H51R. This signal will become the new Hemingbrough Down Main Distant 1492 yards before reaching new H51 colour light signal (see below). All other signals formerly worked from Wressle Signalbox will be abolished.

New 2-aspect (Red/Green) colour light automatic Wressle Station Platform departure signals will be provided as follows :-

H51 - on the Down Main, situated 545 yards before reaching Cross Common Level Crossing.

H52 - on the Up Main, situated 28 yards before reaching Wressle Level Crossing.

A new 2-aspect colour light Up Main Distant signal (H52R) will be provided 1720 yards before reaching H52 signal.

Howden

A signal post telephone will be provided on the Up Main Starting signal.

Level Crossings

Wressle level crossing at 25m 3chs and Cross Common Level Crossing at 24m 52chs will be converted to automatic open (A.O.C.R.) level crossings monitored in Hemingbrough signalbox. (Telephone communication will be provided between these crossings and the Signalbox).

A combined St. Andrews Cross/30 m.p.h. speed restriction sign will be provided applicable to each rail approach in the reverse direction at the following distances from the crossings :-

Wressle

Down direction on the Up line - 728 yards.

Up direction on the Down line - 670 yards.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 13 JULY - BETWEEN HEMINGBROUGH AND HOWDEN - continuedCross Common

Down direction on the Up line - 548 yards.
Up direction on the Down line - 1030 yards.

"WHISTLE" Boards will be provided for both level crossings at 250 yards from the crossings for normal direction running and 110 yards for reverse direction running. (19)

WEDNESDAY 16 JULY - DONCASTER STATION (OLD YARD)

The following track and signalling alterations will take place in the Old Yard :-

The Cattle Dock will be dispensed with together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding will also be removed and replaced by plain line giving access to No. 2 Siding (adjacent to the new Loading Dock). (19)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SOUTH KIRKBY JN AND FITZWILLIAM

A 65m.p.h. Permanent Speed Restriction has been IMPOSED on the DOWN line between 167m. 25chs. and 167m. 65chs. (See Section D). (17)

BETWEEN NOSTELL AND HARE PARK JN

Down Doncaster 4-aspect signal L265 has been converted to an automatic signal. (17)

WAKEFIELD WESTGATE

Up Platform Departure signal L240 has been converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station have been carried out :-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) has been abolished.

Up Doncaster 4-aspect signal L226 has been repositioned 254 yards on the station side of its present position. A position light subsidiary has been provided applying towards the Up Platform line occupied.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWAKEFIELD WESTGATE - continued

The trailing crossover immediately north of the station (at 176mp) has been secured out of use pending removal and the consequential rerouting of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 has been abolished. This signal has been repositioned 45 yards nearer to the Station.

The route from Up Platform (Down direction) signal L235 towards Down Doncaster or Down Sidings has been rerouted via the Up Doncaster and the Wrenthorpe mains crossover.

The route from Down Sidings exit signal 232 towards the Up Platform is now via the Wrenthorpe mains crossover and the Up Doncaster line only.

Alterations to Permanent Speed Restrictions

The Permanent Speed Restrictions on the Up line in the vicinity of Wakefield Westgate have been REVISED and the following Permanent Speed Restrictions will apply upon completion of Permanent Way remodelling work :-

75 m.p.h. between 177m. 03chs. and 176m. 02chs.

45 m.p.h. between 176m. 02chs. and 175 $\frac{3}{4}$ m.p.

35 m.p.h. between 175 $\frac{3}{4}$ m.p. and 175m. 34chs.

50 m.p.h. between 175m. 34chs. and 174m. 58chs. - unaltered Permanent Speed Restriction.

The "Warning Indicator" at approximately 176m. 50chs. formerly giving warning of the 35m.p.h. permanent speed restriction commencing at 175m. 52chs. has been repositioned 570 yards further north to a position 2020 yards before reaching the (resited) commencement of the 35m.p.h. permanent speed restriction at 175 $\frac{3}{4}$ mp.

The associated A.W.S. permanent magnet has been repositioned accordingly. (See Sections A and D).

(18)

* * BETWEEN HOLBECK WEST JUNCTION AND GELDERD ROAD JUNCTION

*

Up Doncaster 4 - aspect signal L64 has been repositioned 35 yards on the Leeds side of its present position. (16)

GLASSHOUGHTON, CARR LANE

The switches and crossings at the East end of the Glasshoughton Bunker line, between 58m. 07chs. and 58m. 03chs. have been secured out of use pending removal. (17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** FEATHERSTONE

*

The 20 mph Permanent Speed Restriction on the DOWN line between 53m 62chs and 53m 72chs has been WITHDRAWN. (See Section D).

(16)

** BETWEEN FEATHERSTONE AND PONTEFRACT WEST JN.

*

The 35 mph Permanent Speed Restriction on the DOWN line between 55m 50chs and 56m 30chs has been WITHDRAWN.

A new 35 mph Permanent Speed Restriction has been IMPOSED on the DOWN line between 56m 26chs and 56m 37chs. (See Section D).

(16)

** BETWEEN KNOTTINGLEY LC AND SUDFORTH LANE

*

The 20 mph Permanent Speed Restriction on the DOWN line between 59m 30chs and 60m 30chs has been WITHDRAWN. (See Section D).

(16)

** BETWEEN FERRYBRIDGE AND MILFORD JN

*

The 50 mph Permanent Speed Restriction on the DOWN and UP lines between 0m 15chs and 0m 01chs has been INCREASED ON THE DOWN LINE ONLY to a 60 mph Permanent Speed Restriction. (See Section D).

(16)

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom have been abolished.

The level crossings at Gowdall Lane (66m 51chs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) have been converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers flashing white light signals have been provided adjacent to each crossing to indicate that the road traffic lights are working.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continued

Illuminated rail signs, and signals have been provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

A miniature St. Georges Cross warning sign has been provided on the post of Down Wakefield H493 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Up rail approach to Field Lane Crossing also applies to Gowdall Lane.

Field LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

The St. Georges Cross advance warning sign on the Down rail approach to Gowdall Lane also applies to Field Lane.

Up Approach

A St. Andrews Cross/speed restriction sign ^X25 has been provided 290 yards
40
from the crossing.

A miniature St. Andrews Cross/speed restriction sign ^X25 has been mounted on
40
the post of H498 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedField Lane - continuedUp Approach - continued

A St. Georges Cross advance warning sign has been provided 1055 yards on the approach side of the St. Andrews Cross/speed restriction sign. This advance warning sign is mounted on the post of H498R signal which signal no longer displays a green aspect.

Snaith StationDown Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 300 yards
40
from the crossing.

A St. Georges Cross advance warning sign has been provided 970 yards on the approach side of this St. Andrews Cross/speed restriction sign.

Up Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G54 has been provided 27 yards from the crossing, with the drivers white light mounted on the post of this signal together with a miniature St. Andrews Cross/speed

restriction sign ^X 20.
35

G54 signal is mounted on the right-hand side of the line.

A St. Andrews Cross/speed restriction sign ^X 20 has been provided 227 yards
35
from the crossing.

A combined St. Georges Cross advance warning sign/Distant board, has been provided 980 yards from the St. Andrews Cross/speed restriction sign and 1180 yards from G54 signal.

Snaith RoadDown Approach

A combined St. Andrews Cross/speed restriction sign ^X 25 has been provided
45
370 yards from the crossing.

A St. Georges Cross advance warning sign has been provided 760 yards on the approach side of this St. Andrews Cross/speed restriction sign.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continuedSnaith Road - continuedUp Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

LawcliffeDown Approach

A new 2-aspect (Red/Green) automatic colour light signal plated G59 has been provided 27 yards from the crossing, with the drivers white light mounted on the post, together with a miniature St. Andrews Cross/speed restriction

sign ^X 25
45

G59 signal is mounted on the right-hand side of the line.

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 395 yards
45
from the crossing.

A combined St. Georges Cross advance warning board/Distant board has been provided 830 yards from the St. Andrews Cross/speed restriction sign and 198 yards from G59 signal.

Up Approach

A St. Andrews Cross/speed restriction sign ^X 25 has been provided 365 yards
45
from the crossing.

A St. Georges Cross advance warning sign has been provided 730 yards on the approach side of the St. Andrews Cross/speed restriction sign.

An A.W.S. inductor (suppressed for the direction which does not apply) has been provided in conjunction with each of the new colour light signals and St. Georges Cross advance warning signs.

A signal-post telephone has been provided on the new colour light signals G54 and G59.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION (EXCLUSIVE) - continued

Alterations to Speed Restrictions

A 20 mph Maximum Permissible Speed now applies for Class 8 and 9 trains proceeding in the Down and Up directions between Drax Branch Jn. and Engine Shed Jn. (See Section D).

(17)

* * BETWEEN THORNE NORTH AND POTTERS GRANGE JUNCTION

*

Thorne Moor Automatic half barriers level crossing at 12m 32chs:-

The "WHISTLE" boards on the Down and Up rail approaches to these crossings have been removed.

(16)

SECTION DGENERAL 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 BOOKSection H - Working of Trains

Page H.10A (as issued in Supp. No. 12)

Date of page should read:- "Re-issued June, 1986".

(8.D)

GENERAL APPENDIX

Page 2.3 (as amended in Supplement No. 7)

Passage of Locomotives Over Weighbridges

Amend clause 2(b) to :-

- (b) The brakes on the locomotive must not be applied during the movement and the speed must not exceed 4 mph.

(8.ND)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)PART 2 : GREEN PAGESC. OVERHANGING LOADS1. Bolster and Other Wagons

Clause C1/6(a) should read :-

Runner Wagons must have a tare weight of not less than 10.5 tonnes.

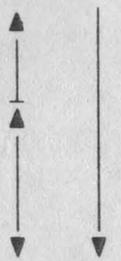
(MO.34/63)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<p><u>DONCASTER MARSHGATE JN TO LEEDS WEST JN</u></p> <p><u>Page 54</u></p> <p>Between South Kirkby Jn and Fitzwilliam</p> <p><u>Add :-</u></p>					
			<u>65</u>	<u>167m. 25chs. and 167m. 65chs.</u>	(8.ND)
<p><u>Pages 54 and 55</u></p> <p><u>Delete</u> all details between Wakefield Westgate South Jn and Ardsley Tunnel and <u>substitute :-</u></p>					
	Wakefield Westgate South Jn (See page 57)	175 38	<u>15</u>	<u>To Wakefield Kirkgate West Jn line.</u>	
			<u>75</u>	<u>175m. 52chs. and 177m. 03chs.</u>	
			<u>35</u>	<u>175³/₄m.p. and 175m. 34chs.</u>	

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<u>DONCASTER MARSHGATE JN TO LEEDS WEST JN - continued</u>						
<u>Pages 54 and 55 - continued</u>						
<u>Delete all details between Wakefield Westgate South Jn and Ardsley Tunnel and substitute - continued :-</u>						
	Wakefield Westgate	175 65	<u>20</u>		DPL 45P Permissive working is authorised on the Up Platform line.	
				<u>45</u>		<u>176m. 02chs. and 175¼m.p.</u>
	Balne Lane	176 12	<u>10</u>	<u>10</u>		<u>To and from Wrenthorpe Down Sidings.</u>
				<u>75</u>		<u>177m. 03chs. and 176. 02chs.</u>
			<u>75</u>	<u>180m. 43chs. and 184m. 16chs.</u>		
	Ardsley Tunnel (297 yards)	180 61 to 180 75			C. Down at 176m. 54chs.	
					(8.ND)	

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN				
	<u>Page 80</u>				
	Amend first Maximum Permissible Speed entry to read :-				
	WAKEFIELD KIRKGATE WEST JN AND ENGINE SHED JN		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED except as shown below :-
	BETWEEN DRAX BRANCH JN AND ENGINE SHED JN		<u>20</u>	<u>20</u>	MAXIMUM PERMISSIBLE SPEED FOR CLASS 8 AND 9 TRAINS
	<u>Page 81</u>				
	Between Red Lane LC and Featherstone LC				
	Delete :-		<u>20</u>		<u>53m. 62chs. and 53m. 72chs.</u>
	Between Featherstone LC and Pontefract West Jn				
	Delete :-		<u>35</u>		<u>55m. 50chs. and 56m. 30chs.</u>
	Add :-		<u>35</u>		<u>56m. 26chs. and 56m. 37chs.</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN - continued					
<u>Page 83 - continued</u>					
<u>Delete</u> all details between Gowdall Lane LC and Rawcliffe LC and <u>substitute</u> - continued :-					
	Snaith Road LC (AOCL)	70 17	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u>
	Rawcliffe LC (AOCL)	70 75	<u>25</u> 45	<u>25</u> 45	<u>Approaching level crossing.</u>
ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD					
<u>Page 86</u>					
Between Brotherton Tunnel and Hillam Gates LC					
	<u>Amend</u> :-		<u>60</u>	<u>50</u>	<u>0m. 15chs. and 0m. 01chs.</u>

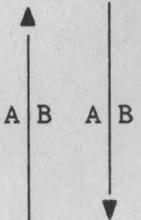
(8.ND)

(8.ND)

NS-40
07-SN

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>LEEDS TO HULL</u></p> <p><u>Page 100</u></p> <p><u>Delete</u> all details at Wressle LC and Cross Common LC and <u>substitute</u> :-</p>					
	Wressle LC (AO CR-X)	24 79	<u>X30</u>	<u>X30</u>	<u>Approaching level crossing in wrong direction.</u>
	Cross Common LC (AO CR-X)	24 52	<u>X30</u>	<u>X30</u>	<u>Approaching level crossing in wrong direction.</u>
					(W.e.f. Sunday 13 July) (8.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX - (NORTHERN AREA) - continuedINSTRUCTIONS RELATING TO THE GENERAL APPENDIXPage 153 MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Delete heading and instruction and substitute:-

MAXIMUM PERMITTED SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE, TWO OR THREE VEHICLES

The instructions under the above heading do not apply to D. of M. & E.E. Test trains and other special trains as authorised on Passenger Advices and Special Traffic Notices, provided the following instructions are observed:-

1. The brake equipment on the vehicles must be fully examined and operative.
2. The train must not be worked by a Class 27 or 45 locomotive.
3. The Automatic Air Brake must be in use.
4. The locomotive must have been in traffic for at least 24 hours since new brake blocks were fitted and it's brake equipment must be fully operative.

(8.ND)

Pages 156 and 157 WORKING OF DIESEL MULTIPLE UNIT TRAINSClause 4 Tail Traffic

<u>Route</u>	<u>Train Formation</u>	<u>Minimum Horsepower</u>	<u>Maximum Tail Load (Tonnes)</u>
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For Parcels only trains when not covered by the above

Add :-

Leeds and Manchester Victoria via Bradford and Hebden Bridge and via Diggle.	2 Car	400	40
--	-------	-----	----

York and Leeds via Methley Jn	3 Car	600	40
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(8.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESLEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

YORK STATION

Drivers of trains using Platforms 4, 5, 6, 7, 12 and 13, 14, 15, 16 must heed the directions of handsignalmen and/or Notice Boards whilst roof repairs are in progress.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

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
Doncaster Station (Old Yard) No. 2 Siding BLOCKED	Track renewal. 156m. 05chs. and 156 $\frac{1}{2}$ m.p. Crane and mechanical equipment in use. (See Section 'C').	From 08 00 Tuesday 15 until 16 00 Wednesday 16 July.	-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedREPAIRS 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
Doncaster Station (Old Yard) No. 1 Siding BLOCKED	Track renewal. 156m. 05chs. and 156 $\frac{1}{2}$ m.p. Crane and mechanical equipment in use. (See Section 'C').	<u>From 07 30 to</u> <u>16 00 Wednesday</u> <u>16 July.</u>	-

MP.32/NS
YORK
4 JULY 1986

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 BSUNDAY 20 JULY - LOW MOOR AND MILL LANE JUNCTION

Low Moor signalbox will be abolished. The Block section will then be between Halifax and Mill Lane Junction. All points formerly worked from Low Moor Signal Box will be secured out of use in the normal position.

Signalling Alterations

The Low Moor Down Main Starting signal LM737, will be converted to the Mill Lane Junction 2-aspect Distant signal (1756 yards before reaching Mill Lane Junction Home signal No. M1567) and replated M1563. All other former Low Moor worked signals will be abolished.

Mill Lane Junction

The Up Main Starting signal M1564 will be altered to display Red or Green aspect only.

(20)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER STATION (OLD YARD)

The following track and signalling alterations have taken place in the Old Yard :-

The Cattle Dock has been dispensed with together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding have also been removed and replaced by plain line giving access to No. 2 Siding (adjacent to the new Loading Dock).

(19)

** BETWEEN SOUTH KIRKBY JN AND FITZWILLIAM

*

A 65m.p.h. Permanent Speed Restriction has been IMPOSED on the DOWN line between 167m. 25chs. and 167m. 65chs. (See Section D).

(17)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HULL PARAGON TO SEAMER WEST - continued</u>		
UNTIL FURTHER NOTICE - continued		
135 Filey LC and Seamer West	Single/ Down and Up BLOCKED	20 30 to 06 45. Loading materials. 44½ and 50m.p. Crane in use. (86/6)
136 Filey LC and Seamer West	Single/ Down and Up <u>Between Trains</u>	07 00 to 17 00. Construction work. 49m. 32chs. and 49m. 37chs. Cranes and mechanical equipment in use. (86/5)
137 Filey LC and Seamer West	Single/ Down and Up <u>Between Trains</u>	Bridgework (No 44A). 50m. 07chs. Crane and mechanical equipment in use. (86/13)
138 Filey LC and Seamer West	Single/ Down and Up <u>Between Trains</u>	Bridgework (No. 45). 50m. 28chs. Crane and mechanical equipment in use. (86/12)

SATURDAY/SUNDAY 19/20 JULY

139 Beverley LC and Hutton Cranswick LC	Down and Up BLOCKED	23 55 to 09 00. Earthwork. 11m. 16chs. Mechanical equipment in use.
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN NOSTELL AND HARE PARK JN

*

Down Doncaster 4-aspect signal L265 has been converted to an automatic signal.

(17)

WAKEFIELD WESTGATE

Up Platform Departure signal L240 has been converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station have been carried out :-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) has been abolished.

Up Doncaster 4-aspect signal L226 has been repositioned 254 yards on the station side of its present position. A position light subsidiary has been provided applying towards the Up Platform line occupied.

The trailing crossover immediately north of the station (at 176mp) has been secured out of use pending removal and the consequential rerouting of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 has been abolished. This signal has been repositioned 45 yards nearer to the Station.

The route from Up Platform (Down direction) signal L235 towards Down Doncaster or Down Sidings has been rerouted via the Up Doncaster and the Wrenthorpe mains crossover.

The route from Down Sidings exit signal 232 towards the Up Platform is now via the Wrenthorpe mains crossover and the Up Doncaster line only.

Alterations to Permanent Speed Restrictions

The Permanent Speed Restrictions on the Up line in the vicinity of Wakefield Westgate have been REVISED and the following Permanent Speed Restrictions will apply upon completion of Permanent Way remodelling work :-

- 75 m.p.h. between 177m. 03chs. and 176m. 02chs.
- 45 m.p.h. between 176m. 02chs. and 175 $\frac{1}{2}$ m.p.
- 35 m.p.h. between 175 $\frac{1}{2}$ m.p. and 175m. 34chs.
- 50 m.p.h. between 175m. 34chs. and 174m. 58chs. - unaltered Permanent Speed Restriction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWAKEFIELD WESTGATE - continuedAlterations to Permanent Speed Restrictions - continued

The "Warning Indicator" at approximately 176m. 50chs. formerly giving warning of the 35m.p.h. permanent speed restriction commencing at 175m. 52chs. has been repositioned 570 yards further north to a position 2020 yards before reaching the (resited) commencement of the 35m.p.h. permanent speed restriction at 175³/₄mp.

The associated A.W.S. permanent magnet has been repositioned accordingly. (See Sections A and D).

(18)

* * GLASSHOUGHTON, CARR LANE

*

The switches and crossings at the East end of the Glasshoughton Bunker line, between 58m. 07chs. and 58m. 03chs. have been secured out of use pending removal.

(17)

* * BETWEEN DRAX BRANCH JUNCTION (EXCLUSIVE) AND GOOLE ENGINE SHED JUNCTION
* (EXCLUSIVE)

Snaith Station Gatebox, Snaith Road Gatebox and Rawcliffe Gatebox, together with all signals worked therefrom have been abolished.

The level crossings at Gowdall Lane (66m 51chs), Field Lane (66m 66chs) Snaith Station (68m 10chs) Snaith Road (70m 17chs) and Rawcliffe (70m 75chs) have been converted to automatic open (A.O.C.L.) crossings with steady amber/flashing red, road lights. Drivers flashing white light signals have been provided adjacent to each crossing to indicate that the road traffic lights are working.

Illuminated rail signs, and signals have been provided on the rail approaches to each crossing as detailed below :-

Gowdall LaneDown Approach

A St. Andrews Cross/speed restriction sign ^X₂₅ has been provided 290 yards from the crossing.
40

A St. Georges Cross advance warning sign has been provided 880 yards on the approach side of the St. Andrews Cross/speed restriction sign.

A miniature St. Georges Cross warning sign has been provided on the post of Down Wakefield H493 signal.

SECTION CSIGNALLING 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 BMONDAY 28 JULY - DONCASTER STATION (WEST YARD)

No. 7 Siding in West Yard, together with the associated hand-worked points, will be secured out of use pending removal.

(21)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER STATION (OLD YARD)

The following track and signalling alterations have taken place in the Old Yard :-

The Cattle Dock has been dispensed with together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding have also been removed and replaced by plain line giving access to No. 2 Siding (adjacent to the new Loading Dock).

(19)

* * WAKEFIELD WESTGATE

*

Up Platform Departure signal L240 has been converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station have been carried out :-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) has been abolished.

Up Doncaster 4-aspect signal L226 has been repositioned 254 yards on the station side of its present position. A position light subsidiary has been provided applying towards the Up Platform line occupied.

The trailing crossover immediately north of the station (at 176mp) has been secured out of use pending removal and the consequential rerouting of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 has been abolished. This signal has been repositioned 45 yards nearer to the Station.

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NS

19

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 AUGUST

TO

FRIDAY 8 AUGUST 1986

INCLUSIVE

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

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

SECTION CSIGNALLING 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 OUTDONCASTER STATION (WEST YARD)

No. 7 Siding in West Yard, together with the associated hand-worked points, have been secured out of use pending removal.

(21)

* * DONCASTER STATION (OLD YARD)

*

The following track and signalling alterations have taken place in the Old Yard :-

The Cattle Dock has been dispensed with together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding have also been removed and replaced by plain line giving access to No. 2 Siding (adjacent to the new Loading Dock).

(19)

LOW MOOR AND MILL LANE JUNCTION

Low Moor signalbox has been abolished. The Block section is now between Halifax and Mill Lane Junction. All points formerly worked from Low Moor Signal Box have been secured out of use in the normal position.

Signalling Alterations

The Low Moor Down Main Starting signal LM737 has been converted to the Mill Lane Junction 2-aspect Distant signal (1756 yards before reaching Mill Lane Junction Home signal No. M1567) and replated M1563. All other former Low Moor worked signals have been abolished.

Mill Lane Junction

The Up Main Starting signal M1564 has been altered to display Red or Green aspect only.

(20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN HEMINGBROUGH AND HOWDEN

*

Wressle Signalbox and Cross Common Gate box have been abolished. The Block section is now between Hemingbrough and Howden.

The Wressle Down Distant (W9) has been changed to a 2-aspect (Yellow/Green) signal head and replated H51R. This signal has become the new Hemingbrough Down Main Distant 1492 yards before reaching new H51 colour light signal (see below). All other signals formerly worked from Wressle Signalbox have been abolished.

New 2-aspect (Red/Green) colour light automatic Wressle Station Platform departure signals have been provided as follows :-

H51 - on the Down Main, situated 545 yards before reaching Cross Common Level Crossing.

H52 - on the Up Main, situated 28 yards before reaching Wressle Level Crossing.

A new 2-aspect colour light Up Main Distant signal (H52R) has been provided 1720 yards before reaching H52 signal.

Howden

A signal post telephone has been provided on the Up Main Starting signal.

Level Crossings

Wressle level crossing at 25m 3chs and Cross Common Level Crossing at 24m 52chs have been converted to automatic open (A.O.C.R.) level crossings monitored in Hemingbrough signalbox. (Telephone communication has been provided between these crossings and the Signalbox).

A combined St. Andrews Cross/30 m.p.h. speed restriction sign will be provided applicable to each rail approach in the reverse direction at the following distances from the crossings :-

Wressle

Down direction on the Up line - 728 yards.

Up direction on the Down line - 670 yards.

Cross Common

Down direction on the Up line - 548 yards.

Up direction on the Down line - 1030 yards.

"WHISTLE" Boards have been provided for both level crossings at 250 yards from the crossings for normal direction running and 110 yards for reverse direction running.

FACTS ABOUT PERFORMANCE

PUT YOURSELF IN THE POSITION OF A PASSENGER.

WOOLSTENHOLMES

BRITISH RAIL

EASTERN REGION

NS

22/23

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS. ★

SATURDAY 23 AUGUST

TO

FRIDAY 5 SEPTEMBER 1986

INCLUSIVE

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

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

SECTION CSIGNALLING 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 OUTBETWEEN SOUTH YORKSHIRE JUNCTION AND MARSHGATE JUNCTION

The Two-Way Goods line between South Yorkshire Junction and Marshgate Junction exclusive has been renamed Two-Way Goods No.1. The adjacent Down Goods line has been renamed Two-Way Goods No.2.

South Yorkshire Junction

Position light signal D1466 at the south end of the Two-Way Goods No.2 (former Down Goods) has been replaced by a new 3-aspect colour light signal plated D276.

A 3-way theatre-route indicator has been provided and the following indications (applying Up direction on Two-Way Goods No.2) are as follows :-

<u>Indication</u>	<u>Application to or towards</u>
"2"	Down/Up West Slow No.2 signal D262.
"H"	Up Sheffield Goods Down direction signal D265 at St. James Junction.
"S"	Down Sheffield signal D699.

A signal-post telephone has been provided.

(Position light signal D1468 on Two-Way Goods No.2, now applies towards D276).

North of Marshgate Junction

Signals D300 (Up Main), D302 (Up Leeds) and D308 (Down Thorne) now apply additionally towards the Two-Way goods No.2 (D276 signal) and a new route indication "2" has been provided on each signal.

Automatic Warning System

An A.W.S. Inductor has been provided immediately after passing D276 signal in the Up direction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * NOSTELL COLLIERY SIDINGS

*

The trailing crossover between the Down and Up Doncaster lines and the facing connection leading from Up Doncaster to Up Sidings have been secured out of use pending removal.

(23)

SHARLSTON COLLIERY

Position light shunting signal (No. 1) on the Arrival/Departure line and adjacent to the colliery Bunker, has been repositioned 22 yards to the east of the Rapid Loading Bunker.

(24)

* * BETWEEN HEMINGBROUGH AND GILBERDYKE JN.

*

The Maximum Permissible Speed on the DOWN and UP lines between Hemingbrough and Gilberdyke Jn. (17m. 14chs.) has been INCREASED to 75m.p.h. (See Section 'D').

(23)

* * BETWEEN GILBERDYKE JN. AND BROOMFLEET

*

The 30 m.p.h. Temporary Speed Restrictions on the DOWN and UP SLOW LINES throughout between Gilberdyke Jn. and Broomfleet have become Permanent Speed Restrictions. (See Section 'D').

(23)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>LEEDS TO HULL</u>					
<u>Page 97</u>					
Delete second and third Maximum Permissible Speed entries and substitute:-					
MICKLEFIELD (10m. 66chs.) AND HEMINGBROUGH			70	70	MAXIMUM PERMISSIBLE SPEED
HEMINGBROUGH AND GILBERDYKE JN. (17M. 14CHS.)			75	75	MAXIMUM PERMISSIBLE SPEED
GILBERDYKE JN. (17M. 14CHS.) AND HULL			70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
					(10.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>LEEDS TO HULL - continued</u>					
<u>Page 100</u>					
	Between Gilberdyke Jn. and Gilberdyke				
	<u>Add:-</u>		<u>30</u>		<u>Slow line 17m. 07chs. and 14m. 33chs.</u>
<u>Page 101</u>					
	At Broomfleet				
	<u>Add:-</u>			<u>30</u>	<u>Slow line 14m. 33chs. and 17m. 07chs.</u>
	Between Melton Lane and Ferriby				
	<u>Add:-</u>		<u>60</u>	<u>60</u>	<u>Over Up Slow line between Ferriby and Melton Lane</u>

(10.ND)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continued

M.G.R. TRAIN WORKING AND OPERATING
AT RAPID LOADING/UNLOADING INSTALLATIONS
(COLLIERIES, POWER STATIONS ETC.)
(BR. 30059/5)

Page 15FRICKLEY COLLIERYParagraph 2Amend

After run-round, the train must be set back until it is completely behind signal 2. The loading signals will then be switched on to the "move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing.

Page 17GRIMETHORPE COLLIERYParagraph 2Amend

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 G.C.1 or G.C.2 is clear for the train to be propelled.

Paragraph 3Amend

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 signals G.C.4, 5, 6 or 7 (for trains conveying a maximum of 34 wagons) or signal G.C.7 (for trains conveying 36 wagons) for the locomotive to run round.

The locomotive of a 36 wagon train, must run round via signals G.C.7, 1 and 17.

Page 23PRINCE OF WALES COLLIERYAdd new paragraph 2

After the locomotive has run round, the train must be set back until the leading cab of the locomotive is opposite loading signal A.

Renumber present paragraphs 2 to 8 as 3 to 9.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedM.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS ETC.) (BR.30059/5) - continued

Page 24

SELBY MINEWorking of Trains on Coal Bunker Lines.Paragraph 1Add the following :-

When an arriving train is routed to No. 6 line, the train must, on clearance of signal C.65, be drawn forward until the first wagon is opposite that signal, before the locomotive is detached.

Page 27

SOUTH KIRKBY COLLIERYParagraph 3 Cripple SidingParagraph 3.2Amend

The train must then be propelled into the marshalling loop for the locomotive to be run round for setting back as appropriate.

Page 24

SHARLSTON COLLIERYParagraph 1Amend

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 shunt signal 1 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing and stop immediately before passing over the hold-up points for the Guard to alight and examine the points. The train must then continue to draw forward.

The train must be propelled during loading at a speed not exceeding 1 m.p.h. under the control of the loading signals.

Paragraph 3Amend

3. Movements over the Bunker Arrival/Departure line and Run-Round line, except during tare weighing, loading and gross weighing, must not exceed 10 m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedM.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS
(COLLIERIES, POWER STATIONS ETC.) (BR.30059/5) - continuedPage 24 SHARLSTON COLLIERY - continuedAdditional paragraph

4. The train will be stopped with the last wagon beneath the bunker and, after the locomotive has been run-round, the train must be drawn forward at a speed not exceeding 1 m.p.h. for gross weighing to be completed.

Renumber existing paragraphs 4 and 5 as 5 and 6.

(10D)

MISCELLANEOUS NOTICESWORKING MANUAL FOR RAIL STAFF (B.R.30054)PART 2 - GREEN PAGES

A complete re-issue of Part 2 (Green Pages) of the Working Manual for Rail Staff is currently being distributed (dated 1 September 1986).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(25)

BEVERLEY STATION

Guards of stopping trains should advise passengers alighting on the Up Side to take care whilst construction work is in progress.

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedMISCELLANEOUS NOTICES - continuedDIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

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
Drax Cripple Siding	Extension of Siding. Crane in use.	U.F.N.	-

MP.32/NS
YORK
15 AUGUST 1986

C. McKEEVER
Regional Operations Manager

FACTS ABOUT PUNCTUALITY

IF A SIGNALMAN CLEARS HIS SIGNALS FOR A LOCAL TRAIN TO LEAVE THE STATION, HE HAS A RIGHT TO EXPECT THAT IT WILL START IMMEDIATELY. AN EXPRESS COULD BE DELAYED IF IT DOESN'T.

EVERY MINUTE MATTERS

SECTION CSIGNALLING 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 BSUNDAY 7 SEPTEMBER - BETWEEN YORK YARD SOUTH AND CLIFTON

A temporary level crossing (situated between the S. & T. Service Centre and York Signal Box) will be brought in to use across the Down and Up Scarborough Goods lines. The crossing will be protected by lockable barriers operated by the Crossing Keeper.

Telephone communication will be provided between the Crossing Keeper and the Signal Box.

(27)

SUNDAY 7 SEPTEMBER - NOSTELL COLLIERY SIDINGS

The signals/signal routes associated with the former trailing crossover and facing connection leading from Up Doncaster to Nostell Colliery Sidings will be abolished or altered as shown below :-

Position light shunting signals abolished

L621 (Nostell Sidings to Down Doncaster or Spur)
L622 (Down Doncaster to Up Doncaster or Nostell Sidings)
L623 (Up Doncaster to Down Doncaster)

Altered signals

Position light shunting signal L624 at the Doncaster end of Nostell Sidings will apply Up Doncaster to Sidings only and will no longer also apply set back along Up Doncaster.

The left-hand offset subsidiary signal (which formerly applied Up Doncaster to Nostell Colliery Sidings) associated with Up Doncaster 4-aspect signal L620 will be removed.

(27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 7 SEPTEMBER - HEMSWORTH (Between South Kirkby Junction and Nostell)

Down Doncaster line gantry mounted signal L633 will be renewed as a straight post signal on the right-hand side of the line.

(27)

SUNDAY 7 SEPTEMBER - NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION AND POPPLETON STATION)

The level crossing gate box will be abolished and the crossing converted to one with Automatic Half-barriers. Telephone communication will be provided between the crossing and Skelton signalbox.

Poppleton Station signalling alterations

The Down 1st Home signal will be abolished.

A new 3-aspect colour light Down 1st Home signal (plated P2) will be provided 300 yards before reaching the Down Main 2nd Home signal to Single line. A signal-post telephone will be provided.

The 3-aspect colour light Up Starting signal (P10) will be changed to a 2-aspect signal capable of displaying Yellow or Green aspect only and replated S8R. This signal will become the Skelton Up Harrogate Distant signal 962 yards before reaching Skelton signal S8.

The "diamond" sign on the Up Single line Home signal will be replaced by a signal-post telephone.

(27)

MONDAY 8 SEPTEMBER - YORK STATION

The four dead-end Sidings between Platform 16 and the Down and Up Scarborough Goods lines will be abolished.

The adjacent Fruit Dock Sidings will be Stop-Blocked midway and the north end of these Sidings will be removed.

All signal routes applying to or from these sidings will be disconnected.

(27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** BETWEEN SOUTH YORKSHIRE JUNCTION AND MARSHGATE JUNCTION

*

The Two-Way Goods line between South Yorkshire Junction and Marshgate Junction exclusive has been renamed Two-Way Goods No.1. The adjacent Down Goods line has been renamed Two-Way Goods No.2.

South Yorkshire Junction

Position light signal D1466 at the south end of the Two-Way Goods No.2 (former Down Goods) has been replaced by a new 3-aspect colour light signal plated D276.

A 3-way theatre-route indicator has been provided and the following indications (applying Up direction on Two-Way Goods No.2) are as follows :-

<u>Indication</u>	<u>Application to or towards</u>
"2"	Down/Up West Slow No.2 signal D262.
"H"	Up Sheffield Goods Down direction signal D265 at St. James Junction.
"S"	Down Sheffield signal D699.

A signal-post telephone has been provided.

(Position light signal D1468 on Two-Way Goods No.2, now applies towards D276).

North of Marshgate Junction

Signals D300 (Up Main), D302 (Up Leeds) and D308 (Down Thorne) now apply additionally towards the Two-Way goods No.2 (D276 signal) and a new route indication "2" has been provided on each signal.

Automatic Warning System

An A.W.S. Inductor has been provided immediately after passing D276 signal in the Up direction.

(24)

** SHARLSTON COLLIERY

*

Position light shunting signal (No. 1) on the Arrival/Departure line and adjacent to the colliery Bunker, has been repositioned 22 yards to the east of the Rapid Loading Bunker.

(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.
*

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>DONCASTER, BLACK CARR JN TO BERWICK</u></p> <p><u>Page 17</u></p> <p>Between South Yorkshire Jn and Doncaster North Jn - "Running Lines and Signalling System" column.</p> <p><u>Amend</u> "2-way Goods" to read :- "2-way Goods No. 1" (2 entries)</p> <p><u>Amend</u> "D.G." to read :- "2-way Goods No. 2" (2 entries)</p> <p>On 2-way Goods No. 2 line (former D.G. line) - <u>Add</u> Up direction arrow-head at South Yorkshire Jn and <u>delete</u> Down direction arrow-head at Doncaster (D).</p>					

NS-30

(10.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER, MARSHGATE JN TO LEEDS WEST JN</u>					
<u>Page 54</u>					
Between South Kirkby Jn and Fitzwilliam					
<u>Add</u> opposite Goods Loop entries					
	Hemsworth	168 10			
Between Fitzwilliam and Hare Park Jn					
<u>Delete</u> :- Nostell Crossover					
		170 50			
<u>LEEDS TO HULL</u>					
<u>Page 97</u>					
<u>Delete</u> second and third Maximum Permissible Speed entries and <u>substitute</u> :-					
	MICKLEFIELD (10m. 66chs.) AND HEMINGBROUGH		<u>70</u>	<u>70</u>	MAXIMUM PERMISSIBLE SPEED
	HEMINGBROUGH AND GILBERDYKE JN. (17M. 14CHS.)		<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
	GILBERDYKE JN. (17M. 14CHS.) AND HULL		<u>70</u>	<u>70</u>	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
					(10.ND)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>LEEDS TO HULL - continued</u>					
<u>Page 100</u>					
Between Gilberdyke Jn. and Gilberdyke					
<u>Add:-</u>			<u>30</u>		<u>Slow line 17m. 07chs. and 14m. 33chs.</u>
<u>Page 101</u>					
At Broomfleet					
<u>Add:-</u>				<u>30</u>	<u>Slow line 14m. 33chs. and 17m. 07chs.</u>
Between Melton Lane and Ferriby					
<u>Add:-</u>			<u>60</u>	<u>60</u>	<u>Over Up Slow line between Ferriby and Melton Lane</u>
					(10.ND)

NS-32

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSPage 187 BARNSELY STATION JUNCTION TO HUDDERSFIELD, SPRINGWOOD JUNCTIONAdd HUDDERSFIELD JUNCTION

Working of Trains to/from the former G.C. Down Main line between Huddersfield Junction and (site of) Dunford Bridge Station (approx. 22m. 355 yards)

When an Engineers train is required to proceed either to or from the disused line at Huddersfield Junction in connection with track recovery, an Absolute Possession of the running line will be taken.

During the time work is in progress, a scotch block sited at the Huddersfield Junction end of the disused line will be placed and secured across the track.

A sleeper placed across the line at the entrance to Woodhead Tunnel marks the Western limit to which trains may be worked.

"Stop and proceed" boards are erected on each approach to the following level crossings and a Driver must not proceed over either crossings until he is satisfied it is safe to do so.

Thurlstone 26 miles 1,721 yards
Shore Hall 26 miles 952 yards.

All points within the area of the disused line are hand operated.

The following conditions specially apply :-

a) All trains to be fully fitted.

b) Speed restrictions

- (i) Between Huddersfield Junction and (site of) Penistone Goods signal box (approx. 27 miles 1,225 yards) 10 m.p.h.
 - (ii) Between (site of) Penistone Goods signal box and (site of) Dunford Bridge Station (approx. 22 miles 355 yards) ... 25 m.p.h.
(10.D)
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continued

M.G.R. TRAIN WORKING AND OPERATING
AT RAPID LOADING/UNLOADING INSTALLATIONS
(COLLIERIES, POWER STATIONS ETC.)
(BR.30059/5)

Page 15FRICKLEY COLLIERYParagraph 2Amend

After run-round, the train must be set back until it is completely behind signal 2. The loading signals will then be switched on to the "move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing.

Page 17GRIMETHORPE COLLIERYParagraph 2Amend

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 G.C.1 or G.C.2 is clear for the train to be propelled.

Paragraph 3Amend

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 signals G.C.4, 5, 6 or 7 (for trains conveying a maximum of 34 wagons) or signal G.C.7 (for trains conveying 36 wagons) for the locomotive to run round.

The locomotive of a 36 wagon train, must run round via signals G.C.7, 1 and 17.

Page 22NOSTELL COLLIERYParagraph 1. Amend to read :-

1. An arriving train must, before proceeding to the marker board, stop at a suitable point just beyond signal 620 for the Guard to alight.

(10D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedM.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS
(COLLIERIES, POWER STATIONS ETC.) (BR.30059/5) - continuedPage 23PRINCE OF WALES COLLIERYAdd new paragraph 2

After the locomotive has run round, the train must be set back until the leading cab of the locomotive is opposite loading signal A.

Renumber present paragraphs 2 to 8 as 3 to 9.

Page 24SELBY MINEWorking of Trains on Coal Bunker Lines.Paragraph 1Add the following :-

When an arriving train is routed to No. 6 line, the train must, on clearance of signal C.65, be drawn forward until the first wagon is opposite that signal, before the locomotive is detached.

Page 27SOUTH KIRKBY COLLIERYParagraph 3 Cripple SidingParagraph 3.2Amend

The train must then be propelled into the marshalling loop for the locomotive to be run round for setting back as appropriate.

Page 24SHARLSTON COLLIERYParagraph 1Amend

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 shunt signal 1 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing and stop immediately before passing over the hold-up points for the Guard to alight and examine the points. The train must then continue to draw forward.

The train must be propelled during loading at a speed not exceeding ½ m.p.h. under the control of the loading signals.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS
(COLLIERIES, POWER STATIONS ETC.) (BR.30059/5) - continued

Page 24 SHARLSTON COLLIERY - continued

Paragraph 3

Amend

3. Movements over the Bunker Arrival/Departure line and Run-Round line, except during tare weighing, loading and gross weighing, must not exceed 10 m.p.h.

Additional paragraph

4. The train will be stopped with the last wagon beneath the bunker and, after the locomotive has been run-round, the train must be drawn forward at a speed not exceeding 1 m.p.h. for gross weighing to be completed.

Renumber existing paragraphs 4 and 5 as 5 and 6.

(10D)

MISCELLANEOUS NOTICES

WORKING MANUAL FOR RAIL STAFF (B.R.30054)
PART 2 - GREEN PAGES

A complete re-issue of Part 2 (Green Pages) of the Working Manual for Rail Staff is currently being distributed (dated 1 September 1986).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(25)

BEVERLEY STATION

Guards of stopping trains should advise passengers alighting on the Up Side to take care whilst construction work is in progress.

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

LEEDS STATION

Platform 10 has been shortened by 10 yards. Drivers of trains into the Platform must stop at the red light/flag provided.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES- continuedMISCELLANEOUS NOTICES - continuedELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

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
Drax Cripple Siding	Extension of Siding. Crane in use.	U.F.N.	-

M 2/NS
YORK
29 AUGUST 1986

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 OUTYORK STATION

The four dead-end Sidings between Platform 16 and the Down and Up Scarborough Goods lines have been abolished.

The adjacent Fruit Dock Sidings have been Stop-Blocked midway and the north end of these Sidings have been removed.

All signal routes applying to or from these sidings have been disconnected.
(27)

BETWEEN YORK YARD SOUTH AND CLIFTON

A temporary level crossing (situated between the S. & T. Service Centre and York Yard South) has been brought into use across the Down and Up Scarborough Goods lines. The crossing is protected by lockable barriers operated by the Crossing Keeper.

Telephone communication has been provided between the Crossing Keeper and York Signal Box.
(27)

NOSTELL COLLIERY SIDINGS

The signals/signal routes associated with the former trailing crossover and facing connection leading from Up Doncaster to Nostell Colliery Sidings have been abolished or altered as shown below :-

Position light shunting signals abolished

- L621 (Nostell Sidings to Down Doncaster or Spur)
- L622 (Down Doncaster to Up Doncaster or Nostell Sidings)
- L623 (Up Doncaster to Down Doncaster)

NS. 26/86
20-26.9.86SECTION CSIGNALLING 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 BSUNDAY 21 SEPTEMBER - STARBECK

The Up Distant signal (from Harrogate direction) will be replaced by a
2-aspect colour light distant signal.

(29)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The four dead-end Sidings between Platform 16 and the Down and Up
Scarborough Goods lines have been abolished.

The adjacent Fruit Dock Sidings have been Stop-Blocked midway and the north
end of these Sidings have been removed.

All signal routes applying to or from these sidings have been disconnected.
(27)

NOSTELL COLLIERY SIDINGS

The signals/signal routes associated with the former trailing crossover and
acing connection leading from Up Doncaster to Nostell Colliery Sidings have
been abolished or altered as shown below :-

Position light shunting signals abolished

L621 (Nostell Sidings to Down Doncaster or Spur)
L622 (Down Doncaster to Up Doncaster or Nostell Sidings)
L623 (Up Doncaster to Down Doncaster)

Altered signals

Position light shunting signal L624 at the Doncaster end of Nostell Sidings
now applies Up Doncaster to Sidings only and no longer also applies set back
along Up Doncaster.

The left-hand offset subsidiary signal (which formerly applied Up Doncaster
to Nostell Colliery Sidings) associated with Up Doncaster 4-aspect signal
L620 has been removed.

(27)

SECTION CSIGNALLING 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 BSUNDAY 28 SEPTEMBER - YORK STATION

The points and connections leading to or from the Up Scarborough Goods line to the Fruit Dock Sidings and Engine line at the north end will be removed or secured out of use in the normal position pending removal.

Signalling Alterations

Y139 (3-aspect signal) applying Fruit Dock to Station line W; to Y141 signal or to Y145 signal, together with the following position light shunting signals will be abolished:-

Y140 - Engine line to Up Scarborough Goods or to Y145 signal.

Y141 - To Up Goods Y143 signal.

Altered Signals

Y147 (Down Station line W) will no longer apply towards the Fruit Dock.

Up Scarborough Goods signal Y142 will no longer apply towards the Engine line or to Fruit Dock, but will apply along the Up Scarborough Goods only.

(30)

SUNDAY 28 SEPTEMBER - BETWEEN WAKEFIELD WESTGATE AND HARE PARK JUNCTION

Up Doncaster line 4-aspect Signal No. L260 (on the immediate approach to Hare Park Junction) will be repositioned 70 yards further north.

(30)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN YORK YARD SOUTH AND CLIFTON

A temporary level crossing (situated between the S. & T. Service Centre and York Yard South) has been brought into use across the Down and Up Scarborough Goods lines. The crossing is protected by lockable barriers operated by the Crossing Keeper.

Telephone communication has been provided between the Crossing Keeper and York Signal Box.

(New Item) (30)

FACTS ABOUT PERFORMANCE

PASSENGERS INSIDE TRAINS CANNOT HEAR STATION ANNOUNCEMENTS.

IF THERE IS SOMETHING THEY NEED TO HEAR (E.G. ALTERED CONNECTION ARRANGEMENTS, DELAY AT STATIONS) IT NEEDS TO BE REPEATED OVER THE TRAIN INTERCOM, IF THERE IS ONE, OR IN PERSON.

TAIL LAMPS

ENSURE THAT ALL TAIL LAMPS ARE PICKED UP ON A REGULAR BASIS AND RETURNED TO AREA STORES LOCATIONS TO ENABLE REDISTRIBUTION.

ALL SURPLUS LAMPS MUST BE DECLARED TO:-

OIL TAIL LAMPS - REGIONAL SUPPLIES MANAGER
YORK. TEL : 032-3476

ELECTRIC LAMPS - REGIONAL OPERATIONS MANAGER
YORK. TEL : 032-2707
OR BY T.O.P.S. LATA L216990

FACTS ABOUT PUNCTUALITY

THERE ARE SIGNS THAT THE TROUBLES THAT HAVE AFFLICTED
HST'S OVER RECENT MONTHS ARE BEGINNING TO EASE.

THEY HAVE MADE THINGS DIFFICULT FOR ALL CONCERNED.

LET US NOW MAKE SURE OUR OWN PERFORMANCE REFLECTS THE
IMPROVEMENT.

EVERY MINUTE MATTERS

BRITISH RAIL
EASTERN REGION

NS

28

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 OCTOBER

TO

FRIDAY 10 OCTOBER 1986

INCLUSIVE

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

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

SECTION CSIGNALLING 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 OUTYORK STATION

The points and connections leading to or from the Up Scarborough Goods line to the Fruit Dock Sidings and Engine line at the north end have been removed or secured out of use in the normal position pending removal.

Signalling Alterations

Y139 (3-aspect signal) applying Fruit Dock to Station line W; to Y141 signal or to Y145 signal, together with the following position light shunting signals have been abolished:-

- Y140 - Engine line to Up Scarborough Goods or to Y145 signal.
- Y141 - To Up Goods Y143 signal.

Altered Signals

Y147 (Down Station line W) no longer applies towards the Fruit Dock.

Up Scarborough Goods signal Y142 no longer applies towards the Engine line or to Fruit Dock, but now applies along the Up Scarborough Goods only.

(30)

BETWEEN WAKEFIELD WESTGATE AND HARE PARK JUNCTION

Up Doncaster line 4-aspect Signal No. L260 (on the immediate approach to Hare Park Junction) has been repositioned 70 yards further north.

(30)

FACTS ABOUT PUNCTUALITY

THERE ARE SIGNS THAT THE TROUBLES THAT HAVE AFFLICTED
HST'S OVER RECENT MONTHS ARE BEGINNING TO EASE.

THEY HAVE MADE THINGS DIFFICULT FOR ALL CONCERNED.

LET US NOW MAKE SURE OUR OWN PERFORMANCE REFLECTS THE
IMPROVEMENT.

EVERY MINUTE MATTERS

* * * * *

* * * * *

AUTOMATIC OPEN LEVEL CROSSINGS

* * * * *

* * * * *

LOCALLY MONITORED (A.O.C.L.)

* * * * *

* * * * *

* Drivers are reminded that they must approach the above level crossings
* prepared to STOP, UNLESS the Driver's white light is flashing and the
* crossing is seen to be clear.
* * * * *

* * * * *

* If the Driver's white light does not flash, the Driver MUST stop short of
* the crossing and must not pass over it until he is satisfied it is safe
* to do so. This is both a requirement of the Department of Transport and
* Clause 3.3 of the Instruction on Page 73 of the General Appendix.
* * * * *

* * * * *

NS. 29/86
11-17.10.86SECTION CSIGNALLING 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 BSUNDAY 12 OCTOBER - YORK YARD SOUTH AND CLIFTON

The Down and Up Scarborough Goods lines will be slued as follows :-

The Down Scarborough Goods will be slued into Branches Yard and the Up Scarborough Goods slued to follow the course previously occupied by the Down Scarborough Goods.

Moveable stop-block will be provided in the line from the S. & T. Service Centre, to protect the newly aligned Down Scarborough Goods.

Signalling Alterations

The S. & T. Service Centre line position light exit signal No. Y135 will be repositioned 37 yards further south to a position immediately after passing (in the Down direction) the moveable stop-block.

Down Scarborough Goods signal Y136 will be renewed as a straight post signal 37 yards further south.

Position Light Shunting Signals Abolished

- Up Scarborough Goods Y142 (Up direction).
- Up Scarborough Goods Y137 (Down direction).
- Up Scarborough Goods Y143 (Down direction).

The hand-worked points in the Down Scarborough Goods (former Branches Yard) from the S. & T. Service Centre line will be converted to power operation.
(32)

MONDAY 13 OCTOBER - HEALEY MILLS DEPOT

Moveable Wheel Stops will be provided on all lines at the immediate approach to the Maintenance Shed and the Servicing Shed.

The Handpoints at the West end of the Maintenance Shed leading from the long Headshunt to the Shed Roads will be clipped and padlocked for running between the long Headshunt/Fuel Point.

A notice board worded "STOP BEFORE PROCEEDING TOWARDS SHED" will be provided at the approach to the East end of the Maintenance Shed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTYORK STATION (BRANCHES YARD)

The Through Siding has been shortened and Stop-blocked on the York Yard South side of the temporary level crossing. The two Dead-end Sidings have been shortened by 50 yards.

(New Item) (32)

YORK STATION

The points and connections leading to or from the Up Scarborough Goods line to the Fruit Dock Sidings and Engine line at the north end have been removed or secured out of use in the normal position pending removal.

Signalling Alterations

Y139 (3-aspect signal) applying Fruit Dock to Station line W; to Y141 signal or to Y145 signal, together with the following position light shunting signals have been abolished:-

Y140 - Engine line to Up Scarborough Goods or to Y145 signal.

Y141 - To Up Goods Y143 signal.

Altered Signals

Y147 (Down Station line W) no longer applies towards the Fruit Dock.

Up Scarborough Goods signal Y142 no longer applies towards the Engine line or to Fruit Dock, but now applies along the Up Scarborough Goods only.

(30)

BETWEEN WAKEFIELD WESTGATE AND HARE PARK JUNCTION

Up Doncaster line 4-aspect Signal No. L260 (on the immediate approach to Hare Park Junction) has been repositioned 70 yards further north.

(30)

BETWEEN YORK YARD SOUTH AND CLIFTON

A temporary level crossing (situated between the S. & T. Service Centre and York Yard South) has been brought into use across the Down and Up Scarborough Goods lines. The crossing is protected by lockable barriers operated by the Crossing Keeper.

Telephone communication has been provided between the Crossing Keeper and York Signal Box.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * STARBECK

*

The Up Distant signal (from Harrogate direction) has been replaced by a 2-aspect colour light distant signal.

(29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 67</u>					
<u>LIVERSEGE BRANCH</u>					
<u>Delete all details and substitute :-</u>					
Liversedge and former Liversedge Jn		(0 00) (0 33)	15	15	MAXIMUM PERMISSIBLE SPEED.
Former Liversedge Jn and Thornhill Jn		(0 00) (0 33)	50	50	MAXIMUM PERMISSIBLE SPEED.
† . O.T † . .	Liversedge	5 30 3 73 0 24			† No Staff - See page 165.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>Page 67 - continued</u>					
<u>LIVERSEDGE BRANCH - continued</u>					
<u>Delete all details and substitute :- continued</u>					
·					
·					
·		0 00			
·		0 33			
O'T †					† No Staff - See page 165.
·					
·					
·	Thornhill Jn (See page 60)	2 26	<u>20</u>	<u>2m. 23chs. and 2m. 27chs.</u>	Controlled by Healey Mills (HM) signal box. (12.ND)

NS-33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESBEVERLEY STATION

Guards of stopping trains should advise passengers alighting on the Up Side to take care whilst construction work is in progress.

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ am.p.

(UFN)

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
Drax Cripple Siding	Extension of Siding. Crane in use.	U.F.N.	-

MP.32/NS
YORK
1 OCTOBER 1986

C. McKEEVER
Regional Operations Manager

FACTS ABOUT PUNCTUALITY

THE MOST IMPORTANT THING ABOUT TRAIN PUNCTUALITY IS TO START ON TIME AND STAY ON TIME.

ONCE A TRAIN IS OUT OF ITS BOOKED PATH IT CAN CAUSE PROBLEMS TO SIGNALMEN AND IS MORE LIKELY TO BE FURTHER DELAYED.

NEVER ASSUME THAT ANY TRAIN (LEAST OF ALL AN HST) WILL RECOVER LOST TIME. IT MAY WELL NOT.

EVERY MINUTE MATTERS.

NS. 30/86
18.24.10.86SECTION CSIGNALLING 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 BWEDNESDAY 22 OCTOBER - THORNHILL JUNCTION

As from 10 00 hours, the S & C at Thornhill Junction will be secured out of use.

(Until further notice)

DETAILS OF WORK ALREADY CARRIED OUTALDWARKE JNS

The following signals have been converted to automatic signals and replated as shown :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>	
Down Pontefract	SA17	S453	
Up Pontefract	SA12	S454	(32)

YORK STATION (BRANCHES YARD)

The Through Siding has been shortened and Stop-blocked on the York Yard South side of the temporary level crossing. The two Dead-end Sidings have been shortened by 50 yards.

(32)

** YORK STATION

*

The points and connections leading to or from the Up Scarborough Goods line to the Fruit Dock Sidings and Engine line at the north end have been removed or secured out of use in the normal position pending removal.

Signalling Alterations

Y139 (3-aspect signal) applying Fruit Dock to Station line W; to Y141 signal or to Y145 signal, together with the following position light shunting signals have been abolished:-

Y140 - Engine line to Up Scarborough Goods or to Y145 signal.

Y141 - To Up Goods Y143 signal.

FACTS ABOUT PERFORMANCE

THE SEASON OF MISTS FREQUENTLY PRODUCES SOMETHING
RATHER THICKER.

IF YOU HAVE DIFFICULTY DRIVING A CAR IN A FOG,
THINK WHAT IT IS LIKE AT THE FRONT OF AN H.S.T.
GOING TWICE AS FAST.

THEY NEED GREEN SIGNALS. REMEMBER THAT MOVEMENTS
UNDER RESTRICTED SIGNALS FOR ANY TRAIN IN A FOG
TAKE MUCH LONGER THAN NORMAL.

SECTION CSIGNALLING 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 BNILDETAILS OF WORK ALREADY CARRIED OUTNOSTELL COLLIERY SIDINGS

The trailing connection in the Up Main leading to the Colliery Sidings has been secured out of use pending removal.

(34)

BETWEEN SOUTH KIRKBY JN AND HEMSWORTH

The 65 m.p.h. Permanent Speed Restriction on the DOWN MAIN line between 167m. 25chs. and 167m. 65chs. has been REMOVED (See Section D).

(34)

BETWEEN HESSLE ROAD AND ANLABY ROAD JN

The 45 m.p.h. Permanent Speed Restriction on the DOWN and UP lines between 1m. 54chs. and 1m. 45chs. has been EXTENDED to apply between 1m. 54chs. and 1m.p. on both lines (See Section D).

(34)

* * ALDWARKE JNS

The following signals have been converted to automatic signals and replated as shown :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Pontefract	SA17	S453
Up Pontefract	SA12	S454

(32)

* * YORK STATION (BRANCHES YARD)

*

The Through Siding has been shortened and Stop-blocked on the York Yard South side of the temporary level crossing. The two Dead-end Sidings have been shortened by 50 yards.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** YORK YARD SOUTH AND CLIFTON

*

The Down and Up Scarborough Goods lines have been slued as follows :-

The Down Scarborough Goods has been slued into Branches Yard and the Up Scarborough Goods has been slued to follow the course previously occupied by the Down Scarborough Goods.

A moveable stop-block has been provided in the line from the S. & T. Service Centre, to protect the newly aligned Down Scarborough Goods.

Signalling Alterations

The S. & T. Service Centre line position light exit signal No. Y135 has been repositioned 37 yards further south to a position immediately after passing (in the Down direction) the moveable stop-block.

Down Scarborough Goods signal Y136 has been renewed as a straight post signal 37 yards further south.

Position Light Shunting Signals Abolished

- Up Scarborough Goods Y142 (Up direction).
- Up Scarborough Goods Y137 (Down direction).
- Up Scarborough Goods Y143 (Down direction).

The hand-worked points in the Down Scarborough Goods (former Branches Yard) to/from the S. & T. Service Centre line have been converted to power operation. (32)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.
(Until further notice)

** HEALEY MILLS DEPOT

*

Moveable Wheel Stops have been provided on all lines at the immediate approach to the Maintenance Shed and the Servicing Shed.

The Handpoints at the West end of the Maintenance Shed leading from the long Headshunt to the Shed Roads have been clipped and padlocked for running between the long Headshunt/Fuel Point.

A notice board worded "STOP BEFORE PROCEEDING TOWARDS SHED" has been provided at the approach to the East end of the Maintenance Shed.

(32)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>DONCASTER, MARSHGATE JN TO LEEDS WEST JN</u></p> <p>Page 54 (Page 13, ND PON)</p> <p>Between South Kirkby Jn and Fitzwilliam</p> <p><u>Delete :-</u></p>			65	167m. 25chs. and 167m. 65chs.	(12.ND)

NS-34

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 67					
LIVERSEDGE BRANCH					
Delete all details and substitute :-					
Liversedge and	former Liversedge Jn	(0 00) (0 33)	15	15	MAXIMUM PERMISSIBLE SPEED.
Former Liversedge Jn	(0 00) and Thornhill Jn	(0 33)	50	50	MAXIMUM PERMISSIBLE SPEED.
†	Liversedge	5 30			
†					
O'T †		3 73			
†		0 24			
†					
					† No Staff - See page 165.

NS-35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 67 - continued					
LIVERSEDGE BRANCH - continued					
Delete all details and substitute :- continued					
·					
·					
·		0 00			
·		0 33			
O'T †					† No Staff - See page 165.
·					
·					
·	Thornhill Jn (See page 60)	2 26	20	2m. 23chs. and 2m. 27chs.	Controlled by Healey Mills (HM) signal box. (12.ND)

NS-36

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>LEEDS TO HULL</u></p> <p><u>Page 101</u></p> <p>At Chalk Lane LC</p> <p><u>Amend</u></p>			<u>45</u>	<u>45</u>	<u>1m. 54chs. and 1m.p.</u>

(12.ND)

NS-37

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 17GRIMETHORPE COLLIERYParagraph 2Amend

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 G.C. 1 or G.C. 2 is clear for the train to be propelled at a speed not exceeding 1 m.p.h. ($\frac{1}{2}$ m.p.h. for trains for Hope Cement Terminal).

(12.ND)

Pages 34/35EGGBOROUGH POWER STATION5. Speed LimitsAmend first entry :-

Trains over tax weighbridges and through Hopper House, other than during dischargings 5 m.p.h.

Add

Trains over gross weighbridges $\frac{1}{2}$ m.p.h.

(12.D)

MISCELLANEOUS NOTICESPERMANENTLY COUPLED D.B. 2 x 45 TONNE VANS

The West German Railways are manufacturing 200 45 tonne 2 axle general merchandise vans which will be permanently coupled in 100 pairs.

Each pair of wagons will be identified by a single number in the following range :-

23 80 2794 000-2 to 23 80 2794 099-4.

Only one wagons in each pair is fitted with a distributor, and in the event of a coupling breaking the brakes would only apply on the wagon fitted with the distributor - the air supply to the "slave wagon" would be lost when the pipes parted.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedPERMANENTLY COUPLED D.B. 2 x 45 TONNE VANS - continued

For this reason :-

1. These wagons must not be included in a fully fitted block train of this type of wagon.
2. These wagons must not be included in the rear most three positions of any other fully fitted freight train.
3. Any train including a pair of these wagons, must consist of a minimum of 5 vehicles, to avoid these D.B. wagons being in the last three.

The TOPS trainlist programme will be altered as soon as possible to reflect this.

(12.D)

APPLEHURST LOOP

The Down and Up lines between Applehurst Jn and Joan Croft Jn are prohibited to all passenger trains due to condition of track.
Until further notice.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

From 1st December 1986, a new book will take effect which will replace the current edition dated 3rd May 1975 and the amendments thereto.

The book will be in loose leaf form, A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which will be discontinued from the same date.

The new book is divided into three main sections viz:-

Section A (BR.29987) - Definitions, Description of System and General Instructions. This will be issued to every employee working on or in the vicinity of lines electrified on the A.C. overhead line system.

Section B (BR.29987/14) - Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electric traction.

Note: Sections B and C will be issued only to staff involved with the instructions contained therein.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987 - continued

The new book is currently being distributed and the appropriate section(s), together with a copy of the explanatory leaflet, BR.29987/16, must be made available to staff immediately upon receipt.

Any member of the staff who is in possession of the current issue of the A.C. Working Instructions, or Extracts thereto, who does not receive a copy of the appropriate section(s) of the new book by 10 November must promptly advise his Supervisor.

CLASS 144 DIESEL UNITS - FLEET OPERATION

Class 144 units are authorised to run over all lines cleared for Class 141, 142 and 143 units as shown on page 31 of the ND Periodical Operating Notice.
(12.ND)

NETHER POPPLETON LC

Drivers of trains must note that this crossing is closed to road traffic and that the up side gate is removed. An attendant is provided to supervise Contractor's equipment.

BEVERLEY STATION

Guards of stopping trains should advise passengers alighting on the Up Side to take care whilst construction work is in progress.

LEEDS P.C.D.

Contractors plant and staff will be working in the Leeds P.C.D. area constructing new car parking facilities.

ELSECAR STATION

Drivers of Up stopping trains must bring their trains to a stand with the rear adjacent to the Passengers Waiting shelter.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ m.p.

(UFN)

MP.32/NS
YORK
22 OCTOBER 1986

C. McKEEVER
Regional Operations Manager

FACTS ABOUT PERFORMANCE

FOR THE LAST MONTH OR SO, THE EAST COAST MAIN LINE HAS BEEN RELATIVELY FREE OF PLANNED TEMPORARY SPEED RESTRICTIONS. THIS HAS LEFT RECOVERY TIME AVAILABLE TO OFFSET OTHER DELAYS - THE ONLY SCOPE THERE IS TO REGAIN APPRECIABLE AMOUNTS OF TIME.

THIS HELP WILL BE LOST FROM THE BEGINNING OF NOVEMBER, WHEN THE AMOUNT OF TRACKWORK INCREASES AGAIN. IT WILL THEN BE DIFFICULT TO RECOVER LOST TIME: MAKE SURE IT IS NOT LOST IN THE FIRST PLACE.

EVERY MINUTE MATTERS

SECTION CSIGNALLING 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 BSUNDAY 9 NOVEMBER - NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION AND POPPLETON STATION)

The level crossing gate box will be abolished and the crossing converted to one with Automatic Half-barriers. Telephone communication will be provided between the crossing and Skelton signalbox.

Poppleton Station signalling alterations

The Down 1st Home signal will be abolished.

A new 3-aspect colour light Down 1st Home signal (plated P2) will be provided 300 yards before reaching the Down Main 2nd Home signal to Single line. A signal-post telephone will be provided.

The 3-aspect colour light Up Starting signal (P10) will be changed to a 2-aspect signal capable of displaying Yellow or Green aspect only and replated S8R. This signal will become the Skelton Up Harrogate Distant signal 962 yards before reaching Skelton signal S8.

The "diamond" sign on the Up Single line Home signal will be replaced by a signal-post telephone.

New Permanent Speed Restriction

A 45 m.p.h. Permanent Speed Restriction will be IMPOSED on the UP line between 2m. 68chs. (Poppleton) and 2m. 33chs. (Nether Poppleton LC) (See Section D).

(36)

DETAILS OF WORK ALREADY CARRIED OUTNOSTELL COLLIERY SIDINGS

The trailing connection in the Up Main leading to the Colliery Sidings has been secured out of use pending removal.

(34)

BETWEEN SOUTH KIRKBY JN AND HEMSWORTH

The 65 m.p.h. Permanent Speed Restriction on the DOWN MAIN line between 167m. 25chs. and 167m. 65chs. has been REMOVED (See Section D).

(34)

NS. 36/86
29.11-5.12.86SECTION CSIGNALLING 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 OUTBETWEEN FARNLEY BRANCH JN AND MORLEY

The catch points in the Up Huddersfield line at 40m. 19chs. (655 yards before reaching signal U40) have been removed and plain line installed.
(New Item) (39)

NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION AND POPPLETON STATION)

The level crossing gate box has been abolished and the crossing converted to one with Automatic Half-barriers. Telephone communication has been provided between the crossing and Skelton signalbox.

Poppleton Station signalling alterations

The Down 1st Home signal has been abolished.

A new 3-aspect colour light Down 1st Home signal (plated P2) has been provided 300 yards before reaching the Down Main 2nd Home signal to Single line. A signal-post telephone has been provided.

The 3-aspect colour light Up Starting signal (P10) has been changed to a 2-aspect signal capable of displaying Yellow or Green aspect only and replated S8R. This signal has become the Skelton Up Harrogate Distant signal 962 yards before reaching Skelton signal S8.

The "diamond" sign on the Up Single line Home signal has been replaced by a signal-post telephone.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION AND POPPLETON STATION) - continued

New Permanent Speed Restrictions

A 55 m.p.h. Permanent Speed Restriction has been IMPOSED on the DOWN line between 1m. 65chs. and 2m. 35chs.

A 45 m.p.h. Permanent Speed Restriction has been IMPOSED on the UP line between 2m. 68chs. (Poppleton) and 2m. 33chs. (Nether Poppleton LC) (See Section D).

(Amended Item) (36)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

P.O.I.S. - THE FACTS (NO. 3)

TRAIN REPORTS WITH PASSENGER COUNT DETAILS ENTERED ARE
VITAL TO OUR BUSINESS.

GUARDS - PLEASE HAND IN COMPLETED FORMS PROMPTLY AT
END OF TRAIN'S JOURNEY.

NS. 37/86
6-12.12.86SECTION CSIGNALLING 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 OUTKELLINGLEY COLLIERY

The final "Toton" signal has been moved 20 yards further from the Bunker.
(New Item) (40)

BETWEEN FARNLEY BRANCH JN AND MORLEY

The catch points in the Up Huddersfield line at 40m. 19chs. (655 yards before reaching sigal U40) have been removed and plain line installed.
(39)

(9.11.86)

- ** NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION AND POPPLETON STATION)

The level crossing gate box has been abolished and the crossing converted to one with Automatic Half-barriers. Telephone communication has been provided between the crossing and Skelton signalbox.

Poppleton Station signalling alterations

The Down 1st Home signal has been abolished.

A new 3-aspect colour light Down 1st Home signal (plated P2) has been provided 300 yards before reaching the Down Main 2nd Home signal to Single line. A signal-post telephone has been provided.

The 3-aspect colour light Up Starting signal (P10) has been changed to a 2-aspect signal capable of displaying Yellow or Green aspect only and replated S8R. This signal has become the Skelton Up Harrogate Distant signal 962 yards before reaching Skelton signal S8.

The "diamond" sign on the Up Single line Home signal has been replaced by a signal-post telephone.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * NETHER POPPLETON LEVEL CROSSING AT 2m 34chs (BETWEEN SKELTON JUNCTION
* AND POPPLETON STATION) - continued

New Permanent Speed Restrictions

A 55 m.p.h. Permanent Speed Restriction has been IMPOSED on the DOWN line between 1m. 65chs. and 2m. 35chs.

A 45 m.p.h. Permanent Speed Restriction has been IMPOSED on the UP line between 2m. 68chs. (Poppleton) and 2m. 33chs. (Nether Poppleton LC) (See Section D).

(36)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

SECTION CSIGNALLING 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 OUTKELLINGLEY COLLIERY

The final "Toton" signal has been moved 20 yards further from the Bunker.
(40)

BETWEEN FARNLEY BRANCH JN AND MORLEY

The catch points in the Up Huddersfield line at 40m. 19chs. (655 yards
before reaching sigal U40) have been removed and plain line installed.
(39)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.
(Until further notice)

SECTION CSIGNALLING 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 OUTKELLINGLEY COLLIERY

The final "Toton" signal has been moved 20 yards further from the Bunker.
(40)

BETWEEN FARNLEY BRANCH JN AND MORLEY

The catch points in the Up Huddersfield line at 40m. 19chs. (655 yards
before reaching sigal U40) have been removed and plain line installed.
(39)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.
(Until further notice)

NS. 39/40
20.12.86 -
2.1.87SECTION CSIGNALLING 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 BMONDAY 22 DECEMBER - BETWEEN HORBURY JUNCTION AND CRIGGLESTONE JUNCTION

The catch points in the Up line at 1m. 02chs. (890 yards before reaching the Home signal) will be secured out of use pending replacement by plain line.
(42)

MONDAY 22 DECEMBER - LEEDS STATION - WEST END

Permanent Speed Restrictions at the West end of Leeds station will be REVISED and henceforth, a 15 m.p.h. Permanent Speed Restriction applicable to both DOWN and UP trains will apply on all lines between 20m. 47chs. and 0m. 07chs. (Leeds North Jn). (See Section 'D').
(42)

MONDAY 22 DECEMBER - BETWEEN HARROGATE AND HAMMERTON

The following catch points in the Down line will be secured out of use pending replacement by plain line :-

19m. 13chs.
17m. 76chs.
9m. 48chs.
8m. 68chs. (42)

DETAILS OF WORK ALREADY CARRIED OUT* * KELLINGLEY COLLIERY

* The final "Toton" signal has been moved 20 yards further from the Bunker.
(40)

* * BETWEEN FARNLEY BRANCH JN AND MORLEY

* The catch points in the Up Huddersfield line at 40m. 19chs. (655 yards before reaching sigal U40) have been removed and plain line installed.
(39)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.
(Until further notice)

SECTION CSIGNALLING 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 BSUNDAY 25 AND MONDAY 26 JANUARY - FARNLEY BRANCH JUNCTION

The Spur (adjacent to the Down Huddersfield), will be removed.

The points - Farnley Branch/Spur will be retained as trap points.

All associated signals/signal routes will be abolished.

(46)

DETAILS OF WORK ALREADY CARRIED OUTWAKEFIELD KIRKGATE STATION

The former Withams Sidings and the S. & T. Sidings have been removed.

(New Item) (46)LEDSTON

The connections between the Up/Down Main line and Allerton Bywater Colliery have been secured out of use pending removal.

The associated shunting signals have been abolished.

(New Item) (46)CASTER TRACTION MAINTENANCE DEPOT

Locomotives entering the Traction Maintenance Depot via the Down Engine line from the Up Decoy area, manned by the Driver only, should stop at the newly erected notice board adjacent to the Depot worded:-

"LOCOMOTIVES MANNED BY A DRIVER ONLY SHOULD BE STABLED AT THIS POINT"

The Driver should then report the Locomotive on the Depot to the Train Crew Supervisor in the usual manner.

(46)

THORNE MOOR

The trailing crossover at 12m. 23chs. has been removed and plain line installed.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

SECTION CSIGNALLING 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 BSUNDAY 1 FEBRUARY - NOSTELL COLLIERY

The groundframe operated trailing connection leading from the Up Main to the Colliery Sidings and the associated position light shunting signal L624 will be abolished.

(48)

DETAILS OF WORK ALREADY CARRIED OUTHALIFAX GOODS YARD

Nos. 2, 3 and 4 Sidings have been severed in the region of Underbridge No. 12 and the redundant track (on the Sowerby Bridge side of the underbridge) has been removed.

(New item) (48)

DONCASTER TRACTION MAINTENANCE DEPOT

Locomotives entering the Traction Maintenance Depot via the Down Engine line from the Up Decoy area, manned by the Driver only, should stop at the newly erected notice board adjacent to the Depot worded:-

"LOCOMOTIVES MANNED BY A DRIVER ONLY SHOULD BE STABLED AT THIS POINT"

The Driver should then report the Locomotive on the Depot to the Train Crew Supervisor in the usual manner.

(46)

WAKEFIELD KIRKGATE STATION

The former Withams Sidings and the S. & T. Sidings have been removed.

(46)

FARNLEY BRANCH JUNCTION

The Spur (adjacent to the Down Huddersfield) has been removed.

The points - Farnley Branch/Spur have been retained as trap points.

All associated signals/signal routes have been abolished.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LEDSTON

The connections between the Up/Down Main line and Allerton Bywater Colliery have been secured out of use pending removal.

The associated shunting signals have been abolished.

(46)

THORNE MOOR

The trailing crossover at 12m. 23chs. has been removed and plain line installed.

(46)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

SECTION CSIGNALLING 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 BSUNDAY 8 FEBRUARY - BRIDLINGTON QUAY

The points - No.5 Platform line to the Goods Yard will be secured out of use in the normal position pending removal of the points and the Goods Yard.

All associated ground disc shunting signals will be abolished.

(49)

DETAILS OF WORK ALREADY CARRIED OUT** DONCASTER TRACTION MAINTENANCE DEPOT

*

Locomotives entering the Traction Maintenance Depot via the Down Engine line from the Up Decoy area, manned by the Driver only, should stop at the newly erected notice board adjacent to the Depot worded:-

"LOCOMOTIVES MANNED BY A DRIVER ONLY SHOULD BE STABLED AT THIS POINT"

The Driver should then report the Locomotive on the Depot to the Train Crew Supervisor in the usual manner.

(46)

WETSELL COLLIERY

The groundframe operated trailing connection leading from the Up Main to the Colliery Sidings and the associated position light shunting signal L624 have been abolished.

(48)

** WAKEFIELD KIRKGATE STATION

*

The former Withams Sidings and the S. & T. Sidings have been removed.

(46)

HALIFAX GOODS YARD

Nos. 2, 3 and 4 Sidings have been severed in the region of Underbridge No. 12 and the redundant track (on the Sowerby Bridge side of the underbridge) has been removed.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * FARNLEY BRANCH JUNCTION

*

The Spur (adjacent to the Down Huddersfield) has been removed.

The points - Farnley Branch/Spur have been retained as trap points.

All associated signals/signal routes have been abolished.

(46)

* * LEDSTON

*

The connections between the Up/Down Main line and Allerton Bywater Colliery
have been secured out of use pending removal.

The associated shunting signals have been abolished.

(46)

* * THORNE MOOR

*

The trailing crossover at 12m. 23chs. has been removed and plain line
installed.

(46)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * FARNLEY BRANCH JUNCTION

*

The Spur (adjacent to the Down Huddersfield) has been removed.

The points - Farnley Branch/Spur have been retained as trap points.

All associated signals/signal routes have been abolished.

(46)

* * LEDSTON

*

The connections between the Up/Down Main line and Allerton Bywater Colliery
have been secured out of use pending removal.

The associated shunting signals have been abolished.

(46)

* * THORNE MOOR

*

The trailing crossover at 12m. 23chs. has been removed and plain line
installed.

(46)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(Until further notice)

SECTION CSIGNALLING 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 BNILDETAILS OF WORK ALREADY CARRIED OUTFRYSTON

The facing connection leading from the Down Main to the Down Goods
Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and
Colliery Sidings have been disconnected.

(New item) (50)

NOSTELL COLLIERY

The groundframe operated trailing connection leading from the Up Main to the
Colliery Sidings and the associated position light shunting signal L624 have
been abolished.

(48)

HALIFAX GOODS YARD

Nos. 2, 3 and 4 Sidings have been severed in the region of Underbridge No.
12 and the redundant track (on the Sowerby Bridge side of the underbridge)
has been removed.

(48)

THORNHILL JUNCTION

The S & C at Thornhill Junction has been secured out of use.

(48)

BRIDLINGTON QUAY

The points - No.5 Platform line to the Goods Yard have been secured out of
use in the normal position pending removal of the points and the Goods Yard.

All associated ground disc shunting signals have been abolished.

(49)

FACTS ABOUT PERFORMANCE

WHEN FORWARDING PARCELS, TRY TO LOAD THEM ON A THROUGH SERVICE, OR BETTER STILL ONE THAT TERMINATES AT THEIR DESTINATION.

DON'T PUT ON MORE THAN CAN BE UNLOADED WITHIN THE STATION ALLOWANCE.

EVERY MINUTE MATTERS

SECTION CSIGNALLING 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 BNILDETAILS OF WORK ALREADY CARRIED OUT* * NOSTELL COLLIERY

*

The groundframe operated trailing connection leading from the Up Main to the Colliery Sidings and the associated position light shunting signal L624 have been abolished.

(48)

* * HALIFAX GOODS YARD

*

Nos. 2, 3 and 4 Sidings have been severed in the region of Underbridge No. 12 and the redundant track (on the Sowerby Bridge side of the underbridge) has been removed.

(48)

* * THORNHILL JUNCTION

*

The S & C at Thornhill Junction has been secured out of use.

(48)

FRYSTON

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BRIDLINGTON QUAY

The points - No.5 Platform line to the Goods Yard have been secured out of use in the normal position pending removal of the points and the Goods Yard.

The ground disc applying - No. 5 Platform to Goods Yard has been retained to act as a LIMIT OF SHUNT indicator.

(Amended item) (49)

SECTION CSIGNALLING 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 BSATURDAY 28 FEBRUARY AND SUNDAY 1 MARCH - ACTON HALL COLLIERY SIDINGS
(BETWEEN CROFTON EAST JUNCTION AND FEATHERSTONE)

The facing and trailing connections in the Down Goole line and the trailing crossover between the Up and Down Goole lines will be taken out of use pending removal.

associated position light ground shunting signals will be abolished.

The subsidiary signal associated with Down Goole line signal 0330, (applying towards Colliery Sidings will be removed.

Down Goole signal 0330, and Up Goole signals 0338 and 0323 will be converted to automatic signals.

(New Item) (52)

DETAILS OF WORK ALREADY CARRIED OUTEGGBOROUGH POWER STATION

Colour light signals P5 and P6 (Red/Yellow) on Hopper lines Nos. 1 and 2 have been repositioned 48 yards nearer to the Hopper House.

Notice boards worded "5M.P.H. - ENGAGE LOW GEAR" have been erected on the side of the former signal positions.

(New Item) (52)

FRYSTON

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BRIDLINGTON QUAY

*

The points - No.5 Platform line to the Goods Yard have been secured out of use in the normal position pending removal of the points and the Goods Yard.

The ground disc applying - No. 5 Platform to Goods Yard has been retained to act as a LIMIT OF SHUNT indicator.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS

SECTION D

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>NORMANTON, ALTOFTS JN TO COLTON NORTH JN</u>					
<u>Page 77</u>					
At Fryston (FN)					
<u>Delete from "Remarks" column :-</u>					DGL 70. (4.ND)

NS-30

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

Page 147

TABLE U - TOWING OF VEHICLES AND PROPELLING WITH
ROAD VEHICLES ETC.Amend Rule Book reference in heading to read:-THE RULE BOOK, SECTION J, CLAUSE 4.3.5

(4.ND)

MISCELLANEOUS NOTICESFROM 16 00 SUNDAY 1 MARCH - FERRIBY STATION (UP SIDE).

Guards of passenger trains stopping at Ferriby Up Platform should advise passengers to take care when alighting due to platform reconstruction work.
(UFN)

ASSISTANCE OF TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED

The two pipe system applies only to freightliners and specified trains, all other freight trains including M.G.R. trains are on the one pipe system.

In the event of a failure occurring to any train working on the one pipe system, assistance **MUST** be afforded from the front only, unless the locomotive of the failed train is able to maintain Main air pressure.

Attention is drawn to the General Appendix instructions, Section 2, page 2.11, note 2.

(51)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION will apply to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connection between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way Yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

A complete reissue of Part 1 (Yellow Pages) of the working Manual for Rail Staff is currently being distributed (dated February 1987).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(51)

APPLEHURST LOOP

The Down and Up lines between Applehurst Jn and Joan Croft Jn are prohibited to all passenger trains due to condition of track.
Until further notice.

DIGGLE JN. LMR TO HEATON LODGE JN.

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx. 22 $\frac{1}{2}$ am.p.

(UFN)

MP.32/NS
YORK
20 FEBRUARY 1987

C. McKEEVER
Regional Operations Manager

SECTION CSIGNALLING 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 OUTACTON HALL COLLIERY SIDINGS (BETWEEN CROFTON EAST JUNCTION AND FEATHERSTONE)

The facing and trailing connections in the Down Goole line and the trailing crossover between the Up and Down Goole lines have been taken out of use pending removal.

All associated position light ground shunting signals have been abolished.

The subsidiary signal associated with Down Goole line signal 0330 (applying towards Colliery Sidings) has been removed.

Down Goole signal 0330, and Up Goole signals 0338 and 0323 have been converted to automatic signals.

(52)

EGGBOROUGH POWER STATION

Colour light signals P5 and P6 (Red/Yellow) on Hopper lines Nos. 1 and 2 have been repositioned 48 yards nearer to the Hopper House.

Notice boards worded "5M.P.H. - ENGAGE LOW GEAR" have been erected on the site of the former signal positions.

(52)

FRYSTON

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(50)

SECTION CSIGNALLING 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 BSUNDAY 15 MARCH - ILKLEY STATION

The Station Platform lines will be shortened by 50 yards.

(2)

*Cancelled*MONDAY 16 MARCH - DRAX POWER STATION BRANCH

At 14 00 hours, the Maximum Permissible Speed over the Down line will be increased to 45m.p.h. (See Section D).

(2)

DETAILS OF WORK ALREADY CARRIED OUTACTON HALL COLLIERY SIDINGS (BETWEEN CROFTON EAST JUNCTION AND FEATHERSTONE)

The facing and trailing connections in the Down Goole line and the trailing crossover between the Up and Down Goole lines have been taken out of use pending removal.

All associated position light ground shunting signals have been abolished.

The subsidiary signal associated with Down Goole line signal 0330 (applying towards Colliery Sidings) has been removed.

Down Goole signal 0330, and Up Goole signals 0338 and 0323 have been converted to automatic signals.

(52)

EGGBOROUGH POWER STATION

Colour light signals P5 and P6 (Red/Yellow) on Hopper lines Nos. 1 and 2 have been repositioned 48 yards nearer to the Hopper House.

Notice boards worded "5M.P.H. - ENGAGE LOW GEAR" have been erected on the site of the former signal positions.

(52)

* * FRYSTON

*

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(50)

SECTION CSIGNALLING 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 BSUNDAY 22 MARCH - STREETHOUSE LEVEL CROSSING AT 52m 11chs (between Crofton East Junction and Pontefract West Junction)

Streethouse level crossing gatebox will be abolished.

The operation of the level crossing will be transferred to Oakenshaw signalbox with the aid of closed circuit television.

(3)

SUNDAY 22 MARCH - DRAX BRANCH

Down Drax Branch automatic signal H491 will be repositioned 365 yards further from Drax Branch Jn.

(3)

DETAILS OF WORK ALREADY CARRIED OUTKINSLEY BUNKER BRITISH COAL LINE (HEMSWORTH)

Kinsley Sidings have been abolished. The points in the Up Goods Loop, leading to the former Kinsley Sidings have been retained to act as trap points to protect the Up Doncaster line.

Signalling Alterations

Position light shunting signals L634R and L634 (applying Up Goods Loop to Kinsley Sidings) have been abolished.

(New Item)

* * ACTON HALL COLLIERY SIDINGS (BETWEEN CROFTON EAST JUNCTION AND FEATHERSTONE)
* FEATHERSTONE)

The facing and trailing connections in the Down Goole line and the trailing crossover between the Up and Down Goole lines have been taken out of use pending removal.

All associated position light ground shunting signals have been abolished.

The subsidiary signal associated with Down Goole line signal 0330 (applying towards Colliery Sidings) has been removed.

Down Goole signal 0330, and Up Goole signals 0338 and 0323 have been converted to automatic signals.

(52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * EGGBOROUGH POWER STATION

*

Colour light signals P5 and P6 (Red/Yellow) on Hopper lines Nos. 1 and 2 have been repositioned 48 yards nearer to the Hopper House.

Notice boards worded "5M.P.H. - ENGAGE LOW GEAR" have been erected on the site of the former signal positions.

(52)

ILKLEY STATION

THIS WORK HAS NOT BEEN CARRIED OUT.

(2)

DRAX POWER STATION BRANCH

The Maximum Permissible Speed over the Down line has been increased to 45m.p.h. (See Section D).

(2)
