

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 MARCH - FEATHERSTONE LEVEL CROSSING AT 53m 7lchs (between Crofton East Junction and Pontefract West Junction)

Featherstone level crossing gatebox will be abolished.

Operation of the level crossing will be transferred to Oakenshaw signalbox with the aid of closed circuit television.

(4)

TUESDAY 31 MARCH - LEEDS STATION

The entrance to the Motive Power area from 'D' line will be secured out of use pending removal.

(4)

TUESDAY 31 MARCH - MILL LANE JUNCTION

The catch points at 191m 48 chs on the Up Main (360 yards before reaching signal M1584), will be removed and plain line installed.

(4)

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.

(3)

DRAX POWER STATION BRANCH

The Maximum Permissible Speed over the Down line has been increased to 45m.p.h. (See Section D).

(2)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

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

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

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

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

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

To join the Signalling Record Society visit

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

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STREETHOUSE LEVEL CROSSING AT 52m 11chs (between Crofton East Junction and Pontefract West Junction)

Streethouse level crossing gatebox has been abolished.

The operation of the level crossing has been transferred to Oakenshaw signalbox with the aid of closed circuit television.

(3)

DRAX BRANCH

Down Drax Branch automatic signal H491 has been repositioned 365 yards further from Drax Branch Jn.

(3)

P.O.I.S. IS IMPORTANT (NO. 1)

GUARDS FORMS COMPLETED DURING A JOURNEY SHOULD BE MADE
AVAILABLE FOR COLLECTION OR HANDED IN AT TRAINS
DESTINATION.

IF YOU ARE UNSURE WHAT IS REQUIRED AT TERMINATING
STATIONS PLEASE ASK YOUR LOCAL MANAGER FOR A LIST.

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 5 APRIL - HAMBLETON NORTH JUNCTION

Down Main 4-aspect signal Y953 (and its associated A.W.S. track inductor) will be repositioned 338 yards further south.

(5)

SUNDAY 5 APRIL - HARE PARK JUNCTION

ground frame operated trailing crossover between the Down and Up Main lines will be abolished.

(5)

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.

(3)

22.3.87 29.3.87
STREETHOUSE AND FEATHERSTONE LEVEL CROSSINGS (between Crofton East Junction and Pontefract West Junction)

Streethouse level crossing gatebox and Featherstone level crossing gatebox have been abolished.

Operation of these level crossings has been transferred to the control of Oakenshaw signalbox with the aid of Closed Circuit Television.

(4)

* * DRAX POWER STATION BRANCH

*

The Maximum Permissible Speed over the Down line has been increased to 45m.p.h. (See Section D).

(2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DRAX BRANCH

Down Drax Branch automatic signal H491 has been repositioned 365 yards further from Drax Branch Jn.

(3)

LEEDS STATION

The entrance to the Motive Power area from 'D' line has been secured out of use pending removal.

(4)

MILL LANE JUNCTION

The catch points at 191m. 48chs. on the Up Main (360 yards before reaching signal M1584), have been removed and plain line installed.

(4)

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 12 APRIL - HARE PARK JUNCTION

The trailing junction points leading from the Up Crofton Branch line to Up Main will be repositioned 109 yards further south.

(6)

SUNDAY 12 APRIL - DRIFFIELD AND WANSFORD

Wansford signalbox and Driffield Station Level Crossing Gate Box will be abolished. The Block section will then be between Driffield and Nafferton.

All semaphore signalling controlled from Driffield signalbox and from the former Wansford signalbox will be abolished and replaced by new colour light signalling controlled from Driffield signalbox.

Wansford

Control of the mains trailing crossover and the Down Main trailing connection from Down Siding will be transferred to Driffield signalbox.

New colour light signalsDown line

A new 3-aspect Driffield Down Home signal plated D5 will be provided 760 yards before reaching the signalbox (and 1110 yards before reaching new D7 signal - see below). (D5 signal will be maintained at Danger until Sunday, April).

The existing colour light Down Distant signal will be replated D3. (The distance between D3 and the new colour light Home signal D5 will be 1100 yards).

A new 2-aspect (Red/Green) Down Starting signal will be provided 350 yards after passing Driffield signalbox.

Up line

A new 3-aspect Driffield Up Home signal plated D8 will be provided 1235 yards before reaching the signalbox.

A new 2-aspect colour light Up Distant signal (D10) will be provided 1,340 yards before reaching the new Up Home signal D8.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 12 APRIL - DRIFFIELD AND WANSFORD - continuedNew colour light signals - Up line - continued

A new 2-aspect (Red/Green) Driffield Up Starting signal plated D6, will be provided on Driffield Station platform on a right-hand bracket post 220 yards before reaching the signalbox. (D6 signal will be maintained at Danger until Sunday, 19 April).

Signal post telephones will be provided on all new colour light Stop signals.

The following new position light shunting signals, (controlled from Driffield Signalbox) will be provided at Wansford.

<u>No.</u>	<u>Line</u>	<u>Application to or towards</u>
D51	Ace Siding	Down Main
D53	Up Main	Down Main
D54	Down Main	Ace Siding or Up Main

Level Crossings

Driffield Station level crossing will be closed to road traffic until Sunday, *26th April. Until new signals D5 and D6 are brought into full operational use on Sunday, 19th April, trains will be handsignalled over Driffield Station Level Crossing.

* (Apr 26th per NS 4/5 programme page 34)

Wansford Road level crossing barriers will be controlled from Driffield signalbox and supervised with the aid of close circuit television.

(6)

DETAILS OF WORK ALREADY CARRIED OUTHAMBLETON NORTH JUNCTION

Down Main 4-aspect signal Y953 (and its associated A.W.S. track inductor) has been repositioned 338 yards further south.

(5)

HARE PARK JUNCTION

The ground frame operated trailing crossover between the Down and Up Main lines has been abolished.

(5)

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

(3)

STREETHOUSE AND FEATHERSTONE LEVEL CROSSINGS (between Crofton East Junction and Pontefract West Junction)

Streethouse level crossing gatebox and Featherstone level crossing gatebox have been abolished.

Operation of these level crossings has been transferred to the control of Oakenshaw signalbox with the aid of Closed Circuit Television.

(4)

* * DRAX BRANCH

*

Down Drax Branch automatic signal H491 has been repositioned 365 yards further from Drax Branch Jn.

(3)

LEEDS STATION

The entrance to the Motive Power area from 'D' line has been secured out of use pending removal.

(4)

MILL LANE JUNCTION

The catch points at 191m. 48chs. on the Up Main (360 yards before reaching signal M1584), have been removed and plain line installed.

(4)

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 19 APRIL - HARE PARK JUNCTION

The trailing junction points leading from the Up Crofton Branch line to Up Main will be repositioned 109 yards further south.

(7)

SATURDAY 25 AND SUNDAY 26 APRIL - BETWEEN CASTLEFORD STATION AND MILFORD (abolition of Fryston signalbox)

Fryston signalbox will be abolished. All points formerly controlled therefrom will be secured out of use pending removal and all associated ground disc shunting signals abolished.

The Absolute Block Regulations will apply between Castleford Station and Milford (between Castleford Gates and Milford when the Castleford Station signalbox is switched out of circuit).

The following signals will be abolished

- Up Normanton automatic signal M676.
- Up Normanton automatic signal FN674.
- Up Normanton automatic signal FN672.
- Down Normanton 4-aspect Home signal FN28.
- Down Goods Starting to Down Normanton FN6.
- Down Normanton Starting FN29.

Alterations to existing signalling

Up Normanton

Up Normanton signal M680 will become the Milford Up Starting signal capable of displaying Red or Green aspect only.

Former Fryston Up Normanton Home signal FN27 will become the Castleford Station Outer Distant and renumbered C37RR. This signal will be capable of displaying Double Yellow or Green aspect only.

Former Fryston Up Normanton Starting signal FN26 will become the Castleford Station Up Inner Distant and be plated C37R. This will display Yellow or Green aspect only.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 25 AND SUNDAY 26 APRIL - BETWEEN CASTLEFORD STATION AND MILFORD
(abolition of Fryston signalbox) - continuedAlterations to existing signalling - continued

Down Normanton

Down Normanton (former automatic) 4-aspect signal FN661 will become the Castleford Station Starting signal displaying Red or Green aspect only. This signal will be replated C15.

Milford signal M675 will become the Down Normanton Home signal.

Down Normanton (former automatic) signal M671 will become the Milford Outer Distant signal plated M675RR. This signal will be capable of displaying Double Yellow or Green aspect only.

Down Normanton (former automatic) signal M673 will become the Milford Inner Distant plated M675R. This signal will be capable of displaying Yellow, Double Yellow or Green aspect only).

(7)

SUNDAY 26 APRIL - PLASMOR LTD. NEW PRIVATE SIDING (HECK)

A new trailing connection will be provided in the Up E.C.M.L. at 167m 17chs (immediately south of Temple Hirst Junction) leading to the new Plasmor Private Siding. The private siding will consist of two Sidings each with a capacity of 22 O.B.A. wagons (283 yards standage).

The Up Main trailing points will be controlled from the new 3-lever "PLASMOR SIDINGS GROUNDFRAME" released from (and with telephone communication to) York signalbox.

The Up Main 4-aspect automatic signals on the immediate approach to the private siding (D870 and D868) will be replated with 'Y' (York) prefixes and the signal-post telephones will be reconnected accordingly.

Up Main signal Y868 (former D868) will be replated and converted to a semi-automatic signal.

A marker board worded "22 O.B.A." will be provided 308 yards after passing the ground frame. A train of 22 O.B.A. wagons will stand beyond Up Main automatic signal D866. A standard "OFF" indicator will be provided on the rear side of D866 signal post. This "OFF" indicator will be illuminated when D866 signal shows a proceed aspect.

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 26 APRIL - DRIFFIELD STATION LEVEL CROSSING

The level crossing will be re-opened to road and the level crossing gates will be replaced by lifting barriers controlled from Driffield Signalbox.
(7)

DETAILS OF WORK ALREADY CARRIED OUT* * HAMBLETON NORTH JUNCTION

*

Down Main 4-aspect signal Y953 (and its associated A.W.S. track inductor) has been repositioned 338 yards further south.

(5)

* * HARE PARK JUNCTION

*

The ground frame operated trailing crossover between the Down and Up Main lines has been abolished.

(5)

* * MILL LANE JUNCTION

*

The catch points at 191m. 48chs. on the Up Main (360 yards before reaching signal M1584), have been removed and plain line installed.

(4)

* * STREETHOUSE AND FEATHERSTONE LEVEL CROSSINGS (between Crofton East Junction and Pontefract West Junction)

*

Streethouse level crossing gatebox and Featherstone level crossing gatebox have been abolished.

Operation of these level crossings has been transferred to the control of Oakenshaw signalbox with the aid of Closed Circuit Television.

(4)

* * LEEDS STATION

*

The entrance to the Motive Power area from 'D' line has been secured out of use pending removal.

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRIFFIELD AND WANSFORD

Wansford signalbox and Driffield Station Level Crossing Gate Box have been abolished. The Block section is now between Driffield and Nafferton.

All semaphore signalling controlled from Driffield signalbox and from the former Wansford signalbox has been abolished and replaced by new colour light signalling controlled from Driffield signalbox.

Wansford

Control of the mains trailing crossover and the Down Main trailing connection from Down Siding has been transferred to Driffield signalbox.

New colour light signalsDown line

A new 3-aspect Driffield Down Home signal plated D5 has been provided 760 yards before reaching the signalbox (and 1110 yards before reaching new D7 signal - see below). (D5 signal will be maintained at Danger until Sunday, 26 April).

The existing colour light Down Distant signal has been replated D3. (The distance between D3 and the new colour light Home signal D5 is 1100 yards).

A new 2-aspect (Red/Green) Down Starting signal has been provided 350 yards after passing Driffield signalbox.

Up line

A new 3-aspect Driffield Up Home signal plated D8 has been provided 1235 yards before reaching the signalbox.

A new 2-aspect colour light Up Distant signal (D10) has been provided 1,340 yards before reaching the new Up Home signal D8.

A new 2-aspect (Red/Green) Driffield Up Starting signal plated D6, has been provided on Driffield Station platform on a right-hand bracket post 220 yards before reaching the signalbox. (D6 signal will be maintained at Danger until Sunday, 26 April).

Signal post telephones have been provided on all new colour light Stop signals.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRIFFIELD AND WANSFORD - continuedNew colour light signals - Up line - continued

The following new position light shunting signals, (controlled from Driffield Signalbox) have been provided at Wansford.

<u>No.</u>	<u>Line</u>	<u>Application to or towards</u>
D51	Ace Siding	Down Main
D53	Up Main	Down Main
D54	Down Main	Ace Siding or Up Main

Level Crossings

Driffield Station level crossing will be closed to road traffic from Sunday 19 until Sunday, 26 April. Until new signals D5 and D6 are brought into full operational use on Sunday, 26 April, trains will be handsignalled over Driffield Station Level Crossing.

Wansford Road level crossing barriers are now controlled from Driffield signalbox and supervised with the aid of close circuit television.

(6)

NS. 6/87
2-8.5.87SECTION 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 BSUNDAY 3 MAY - HARE PARK JUNCTION

The Junction will be remodelled without alteration to overall design or to signalling.

(9)

SUNDAY 3 MAY - NOSTELL

The following 4-aspect signals will be converted to automatic signals :-

Up DoncasterDown Doncaster

L264 and L620

L625

(9)

SUNDAY 3 MAY - BETWEEN MARSDEN AND HUDDERSFIELDBetween Marsden and Huddersfield

Down Main Distant signal D23R will be converted to a 3-aspect signal head and will exhibit Yellow, Double Yellow or Green aspect.

Marsden

The position light shunting signal No. 17, applying Up Main to Down Main will be replaced by a 3-aspect main colour light signal (applying set back - Up platform to Down Main) at the signalbox end of the Up Platform. (80 yards west of its former position).

The Red aspect will be uppermost, 4ft 6" above rail level.

(9)

DETAILS OF WORK ALREADY CARRIED OUTDRAX POWER STATION

The "Toton" signals furthest from the Hopper House Nos. D8J, D7J and D6J on Tracks C, B and A respectively have been repositioned 16 yards further from the Hopper to accommodate "36 HAA" working.

(New item) (9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedPLASMOR LTD. NEW PRIVATE SIDING (HECK)

A new trailing connection has been provided in the Up E.C.M.L. at 167m 17chs (immediately south of Temple Hirst Junction) leading to the new Plasmor Private Siding. The private siding consists of two Sidings each with a capacity of 22 O.B.A. wagons (283 yards standage).

The Up Main trailing points is controlled from the new 3-lever "PLASMOR SIDINGS GROUNDFRAME" released from (and with telephone communication to) York signalbox.

The Up Main 4-aspect automatic signals on the immediate approach to the private siding (D870 and D868) have been replated with 'Y' (York) prefixes and the signal-post telephones have been reconnected accordingly.

Up Main signal Y868 (former D868) has been replated and converted to a semi-automatic signal.

A marker board worded "22 O.B.A." has been provided 308 yards after passing the ground frame. A train of 22 O.B.A. wagons stands beyond Up Main automatic signal D866. A standard "OFF" indicator has been provided on the rear side of D866 signal post. This "OFF" indicator is illuminated when D866 signal shows a proceed aspect.

(7)

HARE PARK JUNCTION

The trailing junction points leading from the Up Crofton Branch line to Up Main have been repositioned 109 yards further south.

(7)

BETWEEN CASTLEFORD STATION AND MILFORD (abolition of Fryston signalbox)

Fryston signalbox has been abolished. All points formerly controlled therefrom have been secured out of use pending removal and all associated ground disc shunting signals abolished.

The Absolute Block Regulations apply between Castleford Station and Milford (between Castleford Gates and Milford when the Castleford Station signalbox is switched out of circuit).

The following signals have been abolished

- Up Normanton automatic signal M676.
- Up Normanton automatic signal FN674.
- Up Normanton automatic signal FN672.
- Down Normanton 4-aspect Home signal FN28.
- Down Goods Starting to Down Normanton FN6.
- Down Normanton Starting FN29.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN CASTLEFORD STATION AND MILFORD (abolition of Fryston signalbox) - continuedAlterations to existing signalling

Up Normanton

Up Normanton signal M680 has become the Milford Up Starting signal capable of displaying Red or Green aspect only.

Former Fryston Up Normanton Home signal FN27 has become the Castleford Station Outer Distant and renumbered C37RR. This signal is capable of displaying Double Yellow or Green aspect only.

Former Fryston Up Normanton Starting signal FN26 has become the Castleford Station Up Inner Distant and plated C37R. This displays Yellow or Green aspect only.

Down Normanton

Down Normanton (former automatic) 4-aspect signal FN661 has become the Castleford Station Starting signal displaying Red or Green aspect only. This signal has been replated C15.

Milford signal M675 has become the Down Normanton Home signal.

Down Normanton (former automatic) signal M671 has become the Milford Outer Distant signal plated M675RR. This signal is capable of displaying Double Yellow or Green aspect only.

Down Normanton (former automatic) signal M673 has become the Milford Inner Distant plated M675R. This signal is capable of displaying Yellow, Double Yellow or Green aspect only.

(7)

DRIFFIELD STATION LEVEL CROSSING

The level crossing has been re-opened to road and the level crossing gates have been replaced by lifting barriers controlled from Driffield Signalbox.

(7)

* * DRIFFIELD AND WANSFORD*
|

Wansford signalbox and Driffield Station Level Crossing Gate Box have been abolished. The Block section is now be between Driffield and Nafferton.

All semaphore signalling controlled from Driffield signalbox and from the former Wansford signalbox has been abolished and replaced by new colour light signalling controlled from Driffield signalbox.

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

*

Wansford

Control of the mains trailing crossover and the Down Main trailing connection from Down Siding has been transferred to Driffield signalbox.

New colour light signalsDown line

A new 3-aspect Driffield Down Home signal plated D5 has been provided 760 yards before reaching the signalbox (and 1110 yards before reaching new D7 signal - see below). (D5 signal will be maintained at Danger until Sunday, 26 April).

The existing colour light Down Distant signal has been replated D3. (The distance between D3 and the new colour light Home signal D5 is 1100 yards).

A new 2-aspect (Red/Green) Down Starting signal has been provided 350 yards after passing Driffield signalbox.

Up line

A new 3-aspect Driffield Up Home signal plated D8 has been provided 1235 yards before reaching the signalbox.

A new 2-aspect colour light Up Distant signal (D10) has been provided 1,340 yards before reaching the new Up Home signal D8.

A new 2-aspect (Red/Green) Driffield Up Starting signal plated D6, has been provided on Driffield Station platform on a right-hand bracket post 220 yards before reaching the signalbox. (D6 signal will be maintained at Danger until Sunday, 26 April).

Signal post telephones have been provided on all new colour light Stop signals.

The following new position light shunting signals, (controlled from Driffield Signalbox) have been provided at Wansford.

<u>No.</u>	<u>Line</u>	<u>Application to or towards</u>
D51	Ace Siding	Down Main
D53	Up Main	Down Main
D54	Down Main	Ace Siding or Up Main

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DRIFFIELD AND WANSFORD - continued

*

Level Crossings

Wansford Road level crossing barriers are now controlled from Driffield signalbox and supervised with the aid of close circuit television.

(6)

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 10 MAY - LEEDS ENGINE SHED JUNCTION

New motor-operated trap points will be provided in the Down Whitehall line at the convergence of the Up Whitehall line to protect the Down Midland line.

Signalling alterations

New position light shunting signal (L873) with 3-way stencil route indicator) will be provided on the Down Whitehall line at these points and the following indications will apply :-

<u>Indication</u>	<u>Route</u>
M	Up Midland.
X	"LIMIT OF SHUNT" on Down Midland.

A stencil route indicator will be provided on the Down Midland signal L881 and the following indications will apply in conjunction with the associated position light signal.

<u>Indication</u>	<u>Route</u>
D	Motive Power Depot.

(10)

DAY 10 MAY - HARE PARK JUNCTION

The catch points in the Up Main line at 171m 58chs, will be converted to power operation under control of Leeds signalbox.

(10)

MONDAY 11 MAY - BETWEEN DIGGLE AND HUDDERSFIELD

Between Diggle and Marsden.

A reflectorised Advance Warning Indicator (with associated Automatic Warning System permanent magnet) will be provided on the Down Main line inside Standedge Tunnel 1,276 yards before reaching the 40 m.p.h. permanent speed restriction commencing at 18m. 07chs.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONSDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 11 MAY - BETWEEN DIGGLE AND HUDDERSFIELD - continued

Between Marsden and Huddersfield.

A reflectorised Advance Warning Indicator (with associated Automatic Warning System permanent magnet) will be provided on the Down main line, 2,236 yards before reaching the 15 m.p.h. permanent speed restriction commencing at 25m. 49chs.

(10)

DETAILS OF WORK ALREADY CARRIED OUTWHITEHALL YARD (LEEDS)

Wallside Siding No. 1 has been secured out of use pending removal.

(New Item) (10)

DRAX POWER STATION

The "Toton" signals furthest from the Hopper House Nos. D8J, D7J and D6J on Tracks C, B and A respectively have been repositioned 16 yards further from the Hopper to accommodate "36 HAA" working.

(9)

* * PLASMOR LTD. NEW PRIVATE SIDING (HECK)

*

A new trailing connection has been provided in the Up E.C.M.L. at 167m 17chs (immediately south of Temple Hirst Junction) leading to the new Plasmor Private Siding. The private siding consists of two Sidings each with a capacity of 22 O.B.A. wagons (283 yards standage).

The Up Main trailing points is controlled from the new 3-lever "PLASMOR SIDINGS GROUNDFRAME" released from (and with telephone communication to) York signalbox.

The Up Main 4-aspect automatic signals on the immediate approach to the private siding (D870 and D868) have been replated with 'Y' (York) prefixes and the signal-post telephones have been reconnected accordingly.

Up Main signal Y868 (former D868) has been replated and converted to a semi-automatic signal.

A marker board worded "22 O.B.A." has been provided 308 yards after passing the ground frame. A train of 22 O.B.A. wagons stands beyond Up Main automatic signal D866. A standard "OFF" indicator has been provided on the rear side of D866 signal post. This "OFF" indicator is illuminated when D866 signal shows a proceed aspect.

(7)

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

*

The trailing junction points leading from the Up Crofton Branch line to Up Main have been repositioned 109 yards further south.

(7)

HARE PARK JUNCTION

The Junction has been remodelled without alteration to overall design or to signalling.

(9)

STELL

The following 4-aspect signals have been converted to automatic signals :-

Up DoncasterDown Doncaster

L264 and L620

L625

(9)

BETWEEN MARSDEN AND HUDDERSFIELDBetween Marsden and Huddersfield

Down Main Distant signal D23R has been converted to a 3-aspect signal head and exhibits Yellow, Double Yellow or Green aspect.

Marsden

The position light shunting signal No. 17, applying Up Main to Down Main has been replaced by a 3-aspect main colour light signal (applying set back - Up platform to Down Main) at the signalbox end of the Up Platform. (80 yards west of its former position).

The Red aspect is uppermost, 4ft 6" above rail level.

(9)

* * BETWEEN CASTLEFORD STATION AND MILFORD (abolition of Fryston signalbox)

*

Fryston signalbox has been abolished. All points formerly controlled therefrom have been secured out of use pending removal and all associated ground disc shunting signals abolished.

The Absolute Block Regulations apply between Castleford Station and Milford (between Castleford Gates and Milford when the Castleford Station signalbox is switched out of circuit).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN CASTLEFORD STATION AND MILFORD (abolition of Fryston signalbox)
* - continuedThe following signals have been abolished

Up Normanton automatic signal M676.
 Up Normanton automatic signal FN674.
 Up Normanton automatic signal FN672.
 Down Normanton 4-aspect Home signal FN28.
 Down Goods Starting to Down Normanton FN6.
 Down Normanton Starting FN29.

Alterations to existing signalling

Up Normanton

Up Normanton signal M680 has become the Milford Up Starting signal capable of displaying Red or Green aspect only.

Former Fryston Up Normanton Home signal FN27 has become the Castleford Station Outer Distant and renumbered C37RR. This signal is capable of displaying Double Yellow or Green aspect only.

Former Fryston Up Normanton Starting signal FN26 has become the Castleford Station Up Inner Distant and plated C37R. This displays Yellow or Green aspect only.

Down Normanton

Down Normanton (former automatic) 4-aspect signal FN661 has become the Castleford Station Starting signal displaying Red or Green aspect only. This signal has been replated C15.

Milford signal M675 has become the Down Normanton Home signal.

Down Normanton (former automatic) signal M671 has become the Milford Outer Distant signal plated M675RR. This signal is capable of displaying Double Yellow or Green aspect only.

Down Normanton (former automatic) signal M673 has become the Milford Inner Distant plated M675R. This signal is capable of displaying Yellow, Double Yellow or Green aspect only.

(7)

* * DRIFFIELD STATION LEVEL CROSSING

*

The level crossing has been re-opened to road and the level crossing gates have been replaced by lifting barriers controlled from Driffield Signalbox.

(7)

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 18 MAY - BETWEEN DIGGLE AND HUDDERSFIELD

Various Permanent Speed restrictions will be amended.

(See Section 'D').

DETAILS OF WORK ALREADY CARRIED OUTHARE PARK JUNCTION

The catch points in the Up Main line at 171m 58chs, have been converted to power operation under control of Leeds signalbox.

(10)

HARE PARK JUNCTION

The Junction has been remodelled without alteration to overall design or to signalling.

(9)

NOSTELL

The following 4-aspect signals have been converted to automatic signals :-

Up DoncasterDown Doncaster

L264 and L620

L625

(9)

BETWEEN DIGGLE AND HUDDERSFIELD

Between Diggle and Marsden.

A reflectorised Advance Warning Indicator (with associated Automatic Warning System permanent magnet) has been provided on the Down Main line inside Standedge Tunnel 1,276 yards before reaching the 40 m.p.h. permanent speed restriction commencing at 18m. 07chs.

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 Fitzwilliam and Hare Park Jn					
<u>Amend:-</u>					
C.W. Up at 171m. 58chs. 726 yds. before reaching Signal L264.					
<u>STAINFORTH JN TO ADWICK JN</u>					
<u>Page 56</u>					
Between Applehurst Jn and Skellow Jn					
<u>Delete:-</u>					
			<u>30</u>	<u>30</u>	<u>162½m.p. and 161½m.p.</u>
<u>Add:-</u>					
				<u>30</u>	<u>161½m.p. and 162½m.p.</u>
<u>W.e.f. 10 00 Monday 18 May. (6.D)</u>					

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.	
<u>DIGGLE JN TO HEATON LODGE JN</u>					
<u>Page 64</u>					
<u>Amend</u>					
DIGGLE JN AND HUDDERSFIELD (26m. 06chs.)			<u>85</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED.
At Diggle Jn					
<u>Add:-</u>			<u>65</u>		<u>14m. 59chs. and 15m.p.</u>
At Marsden					
<u>Delete</u>			<u>55</u>	<u>55</u>	<u>18m. 37chs. and 19m.p.</u>
<u>Add:-</u>			<u>55</u>		<u>19m. 37chs. and 18m. 76chs.</u>
<u>Add:-</u>			<u>70</u>		<u>18m. 76chs. and 19½m.p.</u>
<u>Add:-</u>				<u>55</u>	<u>19m.p. and 18m. 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>DIGGLE JN TO HEATON LODGE JN - continued</u>					
<u>Page 64 - continued</u>					
Between Slaithwaite and Gledholt Tunnels					
<u>Add:-</u>			<u>70</u>		<u>24m. 28chs. and 24m. 48chs.</u>
<u>Delete:-</u>			<u>50</u>		<u>Down Main 24m. 62chs. and 25m. 49chs.</u>
<u>Add:-</u>			<u>60</u>		<u>24m. 48chs. and 25m. 49chs.</u>
<u>Page 65</u>					
Between Huddersfield and Hillhouse Jn					
<u>Add:-</u>			<u>65</u>		<u>26m. 03chs. and 26m. 06chs.</u>
<u>W.e.f. 10 00 Monday 18 May. (6.D)</u>					

NS-37

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>NORMANTON, ALTOFTS JN TO COLTON NORTH JN</u></p> <p><u>Page 77</u></p> <p>Between Castleford and Milford (M)</p> <p><u>Delete</u> all details and substitute :-</p>					
	Castleford	20 79			
	Castleford East Jn (See page 79)	20 39	<u>20</u>		<u>To Ledston line.</u>
	Fairburn Tunnel (65 yards)	17 52 to 17 49			
	Hillam Gates LC (CCTV)	15 57		<u>25</u>	<u>Down Normanton to Up Normanton at 15m. 10chs.</u>

NS-38

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>NORMANTON, ALTOFTS JN TO COLTON NORTH JN - continued</u>					
<u>Page 77 - continued</u>					
Between Castleford and Milford (M) - continued					
Delete all details and substitute - continued					
	Milford Jn (See Page 86)	15 07	<u>25</u>		Up Normanton to Down Pontefract/Milford at 15m. <u>06chs.</u>
	Milford (M)	14 71		<u>40</u>	Up Normanton to Down Pontefract/Milford at 15m.p.
					DPL 87, UPL 96 1L1S Cutsyke Branch 3S1L Methley Jn direction at Whitwood. (6.D)

NS-39

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

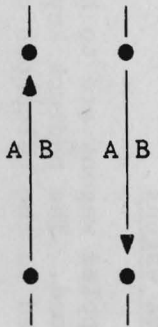
Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN</u>					
<u>Page 81</u>					
At Streethouse LC					
<u>Add:-</u> (CCTV)					
At Featherstone LC					
<u>Add:-</u> (CCTV)					
<u>WHITEHALL JN TO BRADFORD INTERCHANGE</u>					
<u>Page 91</u>					
Between Wakefield Road Tunnel and Mill Lane Jn					
<u>Delete:-</u>					
					C. Up at 191m. 48chs. etc.

NS-40

(6.D)

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</u>					
<u>Page 98</u>					
Between Garforth and Peckfield					
Add:-	East Garforth	12 56			
<u>HULL TO SEAMER WEST</u>					
<u>Page 106</u>					
Delete all details between Drifffield LC and Nafferton LC and substitute:-					
	Drifffield LC(D)	19 26			
	Drifffield LC(RC)	19 38	<u>40</u>	<u>40</u>	<u>19½m.p. and 19¾m.p.</u>
	Wansford Road LC(CCTV)	19 54			
	Nafferton LC	21 44			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND OTHER
UNLOADING TERMINALSPage 3308/1707L/21Amend :-ROYSTON DRIFT

1. When an arriving train comes to a stand at the signal on the empties/arrival line, the Driver, on being handed a radio set, must carry out a transmission test with the Bunker Operator and, thereafter, all instructions for the movement of the train must be made by this means.
2. All radio instructions must be acknowledged and must be preceded by the words "Bunker Operator to B.R. Driver" and vice versa. To bring any movement to a stand, only the words "Stop, Driver" will be used. Strict radio discipline must be maintained.
3. Should radio messages cease to be received, the Driver must stop the movement of the train until communication is restored.
4. After the locomotive has been run round, the Guard must communicate with the Driver by means of the Bunker Operator's radio set, when conducting the brake continuity test and when the route is set, he must inform the Bunker Operator, the train is ready to enter the bunker for tare weighing.
5. When permission is received from the Bunker Operator the train must be set back at a speed not exceeding 3mph and be brought to a stand with the wagon next to the locomotive beneath the loading chute.
6. The train must then be drawn forward and stopped as necessary, on the instructions of the Bunker Operator, for loading purposes.
7. During loading, the Guard must be positioned at the Bunker Accommodation and must examine the left hand side of his train, in direction of travel.
8. When loading and gross weighing has been completed, the Guard must collect the train bill from the Bunker Operator and then examine his train on the right hand side, when returning to the locomotive, in readiness for departure.
9. Crippled Wagons

If crippled wagons are to be detached, the Guard must inform the Signaller. The padlock key for the cripple siding points must be returned to the telephone cabinet after use.

(6.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESCLASS 20 AND CLASS 27 LOCOMOTIVES
REDUCTION IN MAXIMUM RAIL SPEED

The maximum speed of Class 20 locomotives has been reduced to 60m.p.h. and Class 27 locomotives has been reduced to 45m.p.h.

(6.D)

H.S.T. CONTINGENCY PLAN

In the event of H.S.T. failure on the N.E./S.W. Services, the Western Region may substitute a generator set which comprises a locomotive hauled set of seven Mark III coaches with a buckeye fitted brake vehicle at each end. One brake vehicle includes a Diesel Generator to supply electric power for heating, air conditioning etc.

The Set must be worked in accordance with the following Regulations :-

WESTERN REGION SPECIAL LOCOMOTIVE HAULED MK. III TRAIN

1. A special train of Class 253 trailer cars is in use. The train normally comprises 7 trailer cars and a buck-eye fitted brake vehicle at each end. One brake vehicle includes a diesel generator to supply electric power for heating, air-conditioning etc. An exhaust outlet is located in the roof.
2. The train may be hauled by any air or dual braked locomotive. The regulations for working the Automatic Air Brake on locomotive operated trains apply as shown in the G.A. and in connection with clause 3.5.1.(c), the Guard must advise the Driver that Mk. III coaches are being conveyed.
3. The generator van is unmanned, the diesel engine being started up and shut down by M. & E.E. department staff. However, in the event of fire the Driver of the train locomotive will be responsible for carrying out the procedures described in Clause 8.
4. The Guard must normally travel in the TGS, Driver/Guard communication is non-operative and the signal to start must be given in accordance with Rule Book Section H Clause 5.3.2.
5. If it is necessary to detach either brake vehicle en route, the arrangements to dispose of the train must take account of the inability to attach a locomotive to the trailer cars.
6. All provisions of the Working Instructions for Class 253 and 254 trains apply so far as they effect trailer cars.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedH.S.T. CONTINGENCY PLAN - continued

7. When a passenger-carrying vehicle is used as the brake/barrier vehicle at the opposite end of the train to the generator van, it must not be used by passengers. All exterior doors must be locked, the communicating gangway doors locked off from the rest of the train and the vehicle suitably labelled.
8. The generator van is fitted with an automatic fire extinguisher system. In the event of fire, this system will automatically :-
 - (a) apply the train brakes
 - (b) sound an audible alarm
 - (c) illuminate an orange light on both sides of the vehicle
 - (d) stop the diesel generator
 - (e) operate the B.C.F. fire extinguisher system in the engine room

The Driver must then observe the instructions issued to him, which are also displayed in the van. He must confer with the Guard and decide what action is necessary to permit the train to continue its journey, if necessary, without electric power for heating or air conditioning.

RAVENSTHORPE STATION

Drivers of trains stopping at Ravensthorpe Station must heed the directions of notice boards and/or handsignalmen whilst repairs to platform copings are carried out.

(UFN)

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)

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.

(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
8 MAY, 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 BSATURDAY 30 AND SUNDAY 31 MAY - DRAX BRANCH

The following track and signalling alterations will be carried out in accordance with the diagram included herein.

The groundframe controlled trailing crossover between the Down and Up Drax Branch lines will be taken out of use and new crossovers controlled from Drax Power Station Control Panel will be provided as follows:-

Facing crossover situated 400 yards on the Drax Power Station side of the points - Up Drax Branch/Cripple Siding.

Trailing crossover situated 400 yards on the Hensall side of those points.

The section of the Down Drax Branch line between these new crossovers will become a 2-way line in conjunction with the following signalling alterations:-

Down Drax Branch Line

Colour light Distant signal RD1 will be abolished and the following new colour light signals will be provided:-

D17 - New 3-aspect signal 1065 yards before reaching existing signal D1 (A signal-post telephone will be provided connected to Drax Power Station Control Panel).

A new 2-aspect colour light Distant signal No. RD17 will be provided 1228 yards before reaching new D17 signal.

Up Drax Branch Line

2-aspect (red/green) semi-automatic signal H496 will be re-positioned 660 yards towards Hensall and converted to an automatic signal.

A new 3-aspect signal No. D16 will be provided 953 yards before reaching H496 signal in its new position (a signal-post telephone will be provided connected to Drax Power Station Control Panel).

The "30 MGR" Markerboard on the Up Drax Branch line will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 30 AND SUNDAY 31 MAY - DRAX BRANCH - continuedUp Drax Branch Line - continued

The route indicators on the signals controlling the exit from "A", "B" and "C" lines, also the Oil By-pass line will be altered and the following route indications will now apply:-

<u>Line</u>	<u>Signal No.</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
C, B & A	D9)	Main	-	D16
	D10)			
	D11)	Main	X	Up Drax Branch H496 Signal via Down Drax Branch (wrong direction).

The existing 'C' indication denoting "Cripple" will be retained, but the "NC" indication denoting "No Cripple" will be abolished.

By-pass	D12	Main	-	D16.
		Main	X	H496 Signal via Down Drax Branch (wrong direction).

(13)

SUNDAY 31 MAY - BETWEEN KIRKSTALL JUNCTION AND WHITEHALL JUNCTIONBetween Kirkstall Junction and Wortley Junction

Up Main/Up Shipley (former 3-aspect) signals K42 and L52 will be converted to 4-aspect signals.

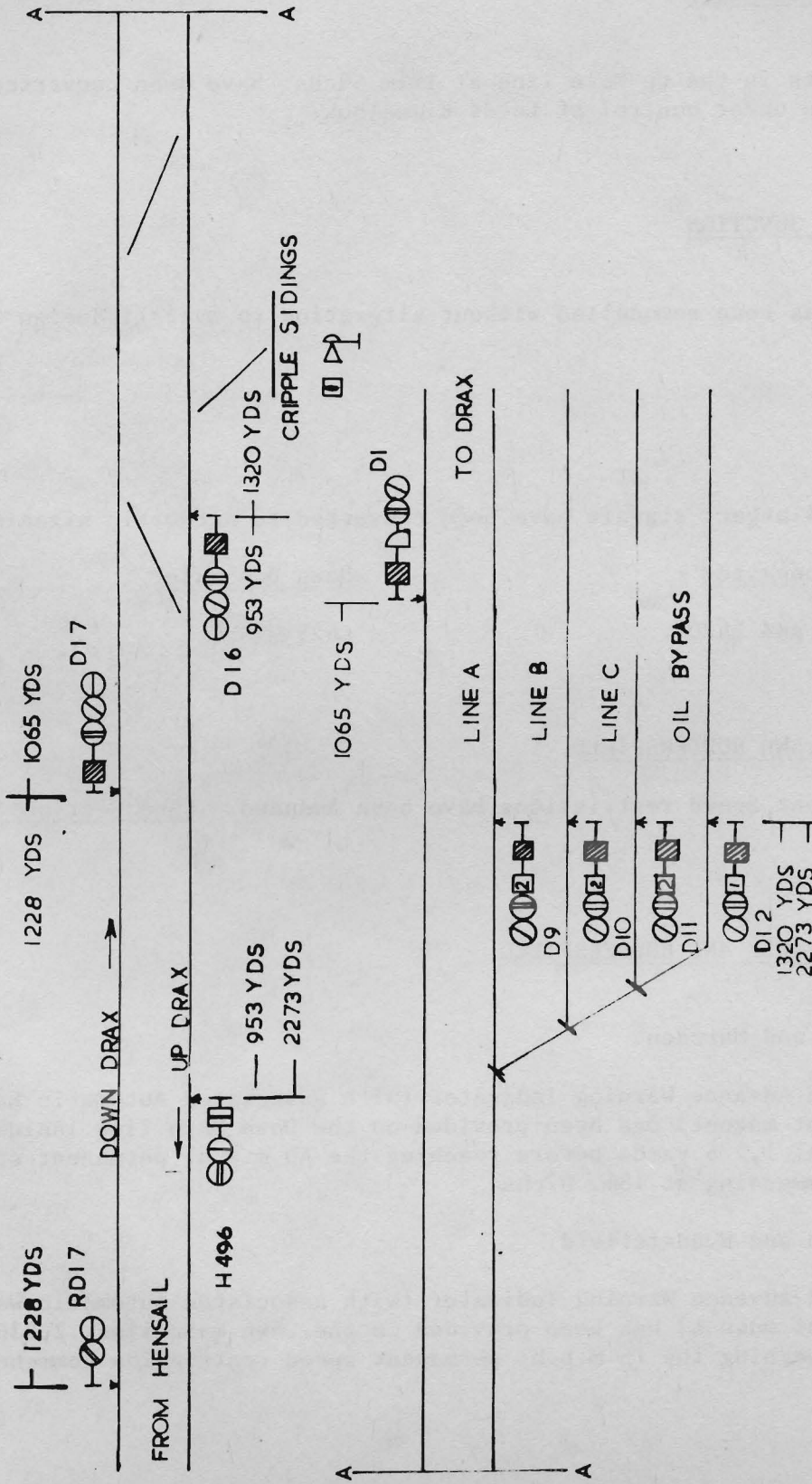
Between Wortley Junction and Whitehall Junction

Up Shipley Slow 4-aspect signal L76 will be repositioned 200 yards on the approach side of its present position.

(13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



DRAX - REVISED SIGNALLING FOR IMPROVED LINE CAPACITY

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** HARE PARK JUNCTION

*

The catch points in the Up Main line at 171m 58chs, have been converted to power operation under control of Leeds signalbox.

(10)

** HARE PARK JUNCTION

*

The Junction has been remodelled without alteration to overall design or to signalling.

(9)

** NOSTELL

*

The following 4-aspect signals have been converted to automatic signals :-

Up DoncasterDown Doncaster

L264 and L620

L625

(9)

BETWEEN DIGGLE AND HUDDERSFIELD

Various Permanent Speed restrictions have been amended. (See Section 'D').

(11)

** BETWEEN DIGGLE AND HUDDERSFIELD

*

Between Diggle and Marsden.

A reflectorised Advance Warning Indicator (with associated Automatic Warning System permanent magnet) has been provided on the Down Main line inside Standedge Tunnel 1,276 yards before reaching the 40 m.p.h. permanent speed restriction commencing at 18m. 07chs.

Between Marsden and Huddersfield.

A reflectorised Advance Warning Indicator (with associated Automatic Warning System permanent magnet) has been provided on the Down main line, 2,236 yards before reaching the 15 m.p.h. permanent speed restriction commencing at 25m. 49chs.

(10)

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

*

Between Marsden and Huddersfield

Down Main Distant signal D23R has been converted to a 3-aspect signal head and exhibits Yellow, Double Yellow or Green aspect.

Marsden

The position light shunting signal No. 17, applying Up Main to Down Main has been replaced by a 3-aspect main colour light signal (applying set back - Up platform to Down Main) at the signalbox end of the Up Platform. (80 yards west of its former position).

The Red aspect is uppermost, 4ft 6" above rail level.

(9)

** * DRAX POWER STATION

*

The "Toton" signals furthest from the Hopper House Nos. D8J, D7J and D6J on Tracks C, B and A respectively have been repositioned 16 yards further from the Hopper to accommodate "36 HAA" working.

(9)

** * LEEDS ENGINE SHED JUNCTION

*

New motor-operated trap points have been provided in the Down Whitehall line at the convergence of the Up Whitehall line to protect the Down Midland line.

Signalling alterations

A new position light shunting signal (L873) with 3-way stencil route indicator) has been provided on the Down Whitehall line at these points and the following indications apply :-

IndicationRoute

M

Up Midland.

X

"LIMIT OF SHUNT" on Down Midland.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONSDETAILS OF WORK ALREADY CARRIED OUT - continued** LEEDS ENGINE SHED JUNCTION - continued

*

Signalling alterations - continued

A stencil route indicator have been provided on the Down Midland signal L881 and the following indications apply in conjunction with the associated position light signal.

IndicationRoute

D

Motive Power Depot.

(10)

** WHITEHALL YARD (LEEDS)

*

Wallside Siding No. 1 has been secured out of use pending removal.

(10)

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 JUNE - BETWEEN GELDERD ROAD JN AND WAKEFIELD WESTGATE

Up Doncaster 4-Aspect signal L208 will be converted to a controlled signal.
(14)

SUNDAY 7 JUNE - ILKLEY STATION

Nos. 1 and 2 Platform lines will be shortened by 45 yards.
(14)

DETAILS OF WORK ALREADY CARRIED OUTUNTIL FURTHER NOTICE - DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(New Item) (UFN)

* * BETWEEN DIGGLE AND HUDDERSFIELD

*

Various Permanent Speed restrictions have been amended. See ND Periodical Operating Notice.

(11)

DRAX BRANCH

The following track and signalling alterations have been carried out in accordance with the diagram included herein.

The groundframe controlled trailing crossover between the Down and Up Drax Branch lines has been taken out of use and new crossovers controlled from Drax Power Station Control Panel have been provided as follows:-

Facing crossover situated 400 yards on the Drax Power Station side of the points - Up Drax Branch/Cripple Siding.

Trailing crossover situated 400 yards on the Hensall side of those points.

The section of the Down Drax Branch line between these new crossovers has become a 2-way line in conjunction with the following signalling alterations:-

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX BRANCH - continuedDown Drax Branch Line

Colour light Distant signal RD1 has been abolished and the following new colour light signals have been provided:-

D17 - New 3-aspect signal 1065 yards before reaching existing signal D1 (A signal-post telephone has been provided connected to Drax Power Station Control Panel).

A new 2-aspect colour light Distant signal No. RD17 has been provided 1228 yards before reaching new D17 signal.

Up Drax Branch Line

2-aspect (red/green) semi-automatic signal H496 has been re-positioned 660 yards towards Hensall and converted to an automatic signal.

A new 3-aspect signal No. D16 has been provided 953 yards before reaching H496 signal in its new position (a signal-post telephone has been provided connected to Drax Power Station Control Panel).

The "30 MGR" Markerboard on the Up Drax Branch line has been abolished.

The route indicators on the signals controlling the exit from "A", "B" and "C" lines, also the Oil By-pass line have been altered and the following route indications now apply:-

<u>Line</u>	<u>Signal No.</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
C, B & A	D9)	Main	-	D16
	D10)			
	D11)	Main	X	Up Drax Branch H496 Signal via Down Drax Branch (wrong direction).

The existing 'C' indication denoting "Cripple" has been retained, but the "NC" indication denoting "No Cripple" has been abolished.

By-pass	D12	Main	-	D16.
		Main	X	H496 Signal via Down Drax Branch (wrong direction).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN KIRKSTALL JUNCTION AND WHITEHALL JUNCTION

Between Kirkstall Junction and Wortley Junction

Up Main/Up Shipley (former 3-aspect) signals K42 and L52 have been converted to 4-aspect signals.

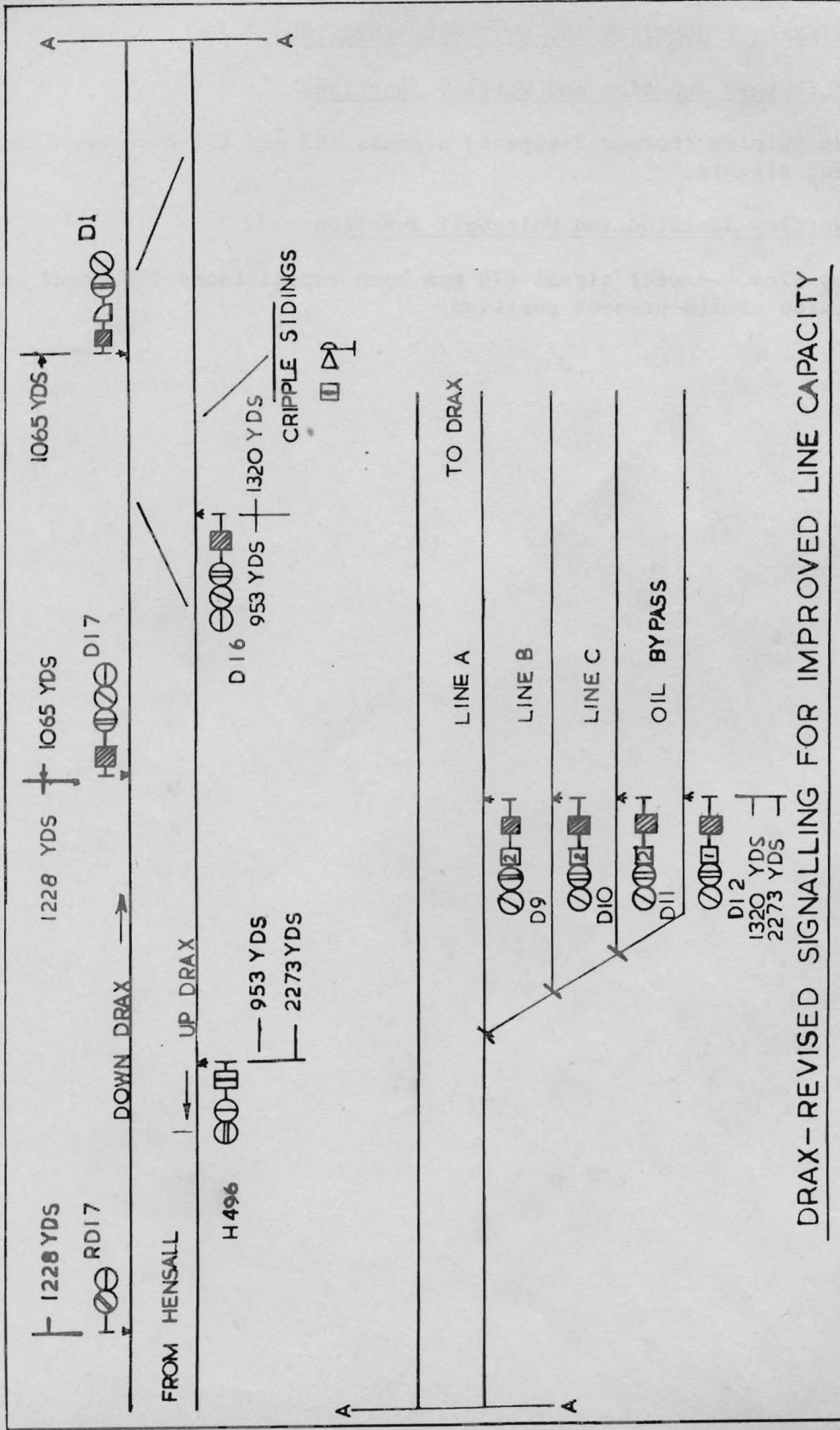
Between Wortley Junction and Whitehall Junction

Up Shipley Slow 4-aspect signal L76 has been repositioned 200 yards on the approach side of its present position.

(13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



DRAX - REVISED SIGNALLING FOR IMPROVED LINE CAPACITY

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.

INSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND
OTHER UNLOADING TERMINALS

Page 3308/1707L21

ROYSTON DRIFTParagraph 49. Crippled Wagons

If crippled wagons are to be detached, the Guard must advise the Signalman, obtain from him the padlock key for the cripple siding points and return it to him after use.

(8D)

MISCELLANEOUS NOTICESWORKING MANUAL FOR RAIL STAFF (B.R. 30054)PART 6: WHITE PAGES

A complete re-issue of Part 6 (White Pages of the Working Manual for Rail Staff is currently being distributed (dated 1st June 1987)).

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

(13)

RAVENSTHORPE STATION

Drivers of trains stopping at Ravensthorpe Station must heed the directions of notice boards and/or handsignalmen whilst repairs to platform copings are carried out.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES continuedMISCELLANEOUS NOTICES continuedYORK 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 lm. 03chs. and lm. 04chs. adjacent to the signal box.

(UFN)

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.

(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. 22¹/₂m.p.

(UFN)

MP.32/NS
YORK
29 MAY, 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 BSATURDAY 13 AND SUNDAY 14 JUNE - LEEDS WHITEHALL JUNCTION AREA

Whitehall Junction will be remodelled in accordance with the diagram included herein.

The double junction to and from the Down and Up Shipley Slow lines at Whitehall Junction will be converted to a single lead.

Between Engine Shed Junction and Whitehall Junction

The Down Whitehall line will be severed at the Whitehall Junction end and will serve Whitehall Goods Yard only. This line will be renamed "Whitehall Goods Siding". The Up Whitehall line will become a bi-directional line and the associated remodelling will take place at Whitehall Junction.

Between Whitehall Junction and Holbeck East Junction

The trailing crossover between the Down and Up Main lines and the associated connection between the Down Main and Whitehall Road line will be secured out of use pending removal.

The left-hand offset subsidiary signal on Down Main L84 3-aspect signal (applying Down Main to Whitehall Road) will be removed.

Signalling AlterationsWhitehall Junction

Up Shipley Slow position light shunting signal No. L85 will be abolished.

Between Engine Shed Junction and Whitehall Junction

Down Whitehall 3-aspect signal L87 will be repositioned adjacent to the Down/Up Whitehall Single line. The Junction Indicator position 1 will be replaced by a junction indicator at position 4 and the following indications will now apply :-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
Main	-	Down Main
Main	Junction indicator position 4	Down Shipley Slow

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 13 AND SUNDAY 14 JUNE - LEEDS WHITEHALL JUNCTION AREA - continuedBetween Leeds North Junction and Whitehall Junction

The position 1 junction indicator on Down Main 3-aspect Signal L84 will be replaced by a junction indicator position 5 and the following indications will apply.

<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
Main	-	Down Main L69 Signal
Main	Junction indicator position 4	Down Shipley Slow L61 Signal
Main	Junction indicator position 5	Down Shipley Fast L59 Signal

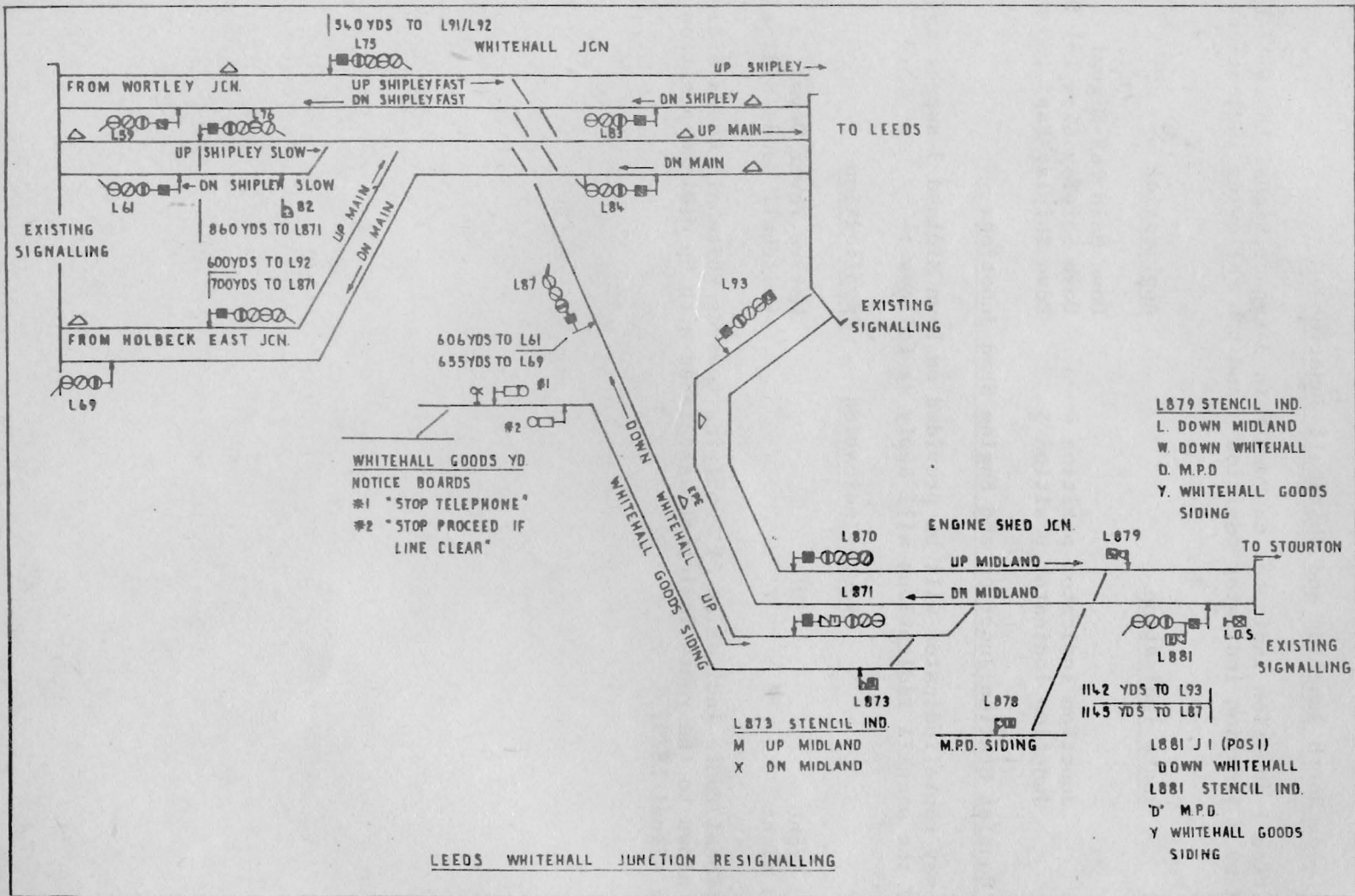
Between Hunslet Station Junction and Engine Shed Junction.

A new 2-way route indicator will be provided on Down Midland 3-aspect signal L881 and the stencil indications will apply as follows :-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
Position light	'D'	Motive Power Depot
Position light	'Y'	Whitehall Goods Siding

An additional route indication 'Y' applying towards Whitehall Goods Siding will be added to the route indicator associated with Up Midland position light shunting signal L879.

(15)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 14 JUNE - DIGGLE

The Down Main Home signal situated 219 yards on the Stalybridge side of the box will be renewed as a straight post signal, 2 yards further from the box, and carrying the Down Main to Down Loop signal arm on a left-hand bracket. A diamond sign will be provided on the new signal.

(15)

MONDAY 15 JUNE - SELBY STATION UP YARD

Nos. 1, 2 and 3 Sidings will be taken out of use.

(15)

BETWEEN SWINTON JUNCTION SIGNALS S465/4 AND CUDWORTH STATION AND BETWEEN OAKENSHAW SOUTH JUNCTION AND GOOSE HILL JUNCTION

The Down and Up Midland Main lines between the above locations have been taken out of use. The following signalling alterations will be/have been made to permit the working of engineers track-lifting trains.

North of Swinton Junction

Signal S465 is fixed at Danger. Signal S464 is retained and worked for trains leaving the former Up Main line. All other Sheffield signals North of signals 465/464 have been abolished.

Scotch blocks are provided on the former Down and Up Main lines at approximately 171½m.p. and padlocked, with the keys retained by the Civil Engineers Person in charge. The movement of trains North of Signals 465/464 is under the control of the Civil Engineers Person in charge.

Cudworth Station

All signals on the Down Main line on the Sheffield side of Signal C7 have been abolished. Signal C7 is retained and worked for Engineers trains leaving the Down Main line. A Scotch block is provided on the Down Main line at Signal C7 and padlocked with the key retained by the Signaller at Cudworth Station. The Up Main line signal controlling movements Up Main to Up Main has been abolished and the Up Main to Up Main facing junction points are secured out of use in the normal position for movements from Up Main to Up Goods. Rails have been taken out from the Up Main beyond the junction and all Up Main line signals abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedBETWEEN SWINTON JUNCTION SIGNALS S465/4 AND CUDWORTH STATION AND BETWEEN OAKENSHAW SOUTH JUNCTION AND GOOSE HILL JUNCTION - continuedFRIDAY 19 JUNEOakenshaw South Junction

The junction points controlling movement between the Down and Up Midland and Down and Up Oakenshaw lines will be secured out of use set for movements to and from the Oakenshaw Junction line. The position 2 route indicator on Signal 16 (Down Midland home) will be retained for movements to the Down Oakenshaw line.

The Down Midland section signal and Up Midland distant signal will be abolished. The Up Midland home signal will be fixed at Danger.

Rails will be taken out of the Down and Up Midland lines on the Goose Hill side of the Up Midland home signal.

Goose Hill Junction

The Down Main distant and home 1 signals will be abolished. The Up Main section signal will be fixed at Danger. The Down Main home 2 signal will remain and be worked for engineers trains.

Scotch blocks will be provided on the Down and Up Main lines adjacent to the Up section signal and padlocked with the key retained in Goose Hill Junction signal box. The movement of trains South of the Down Main home 2 and Up Main section signals will be under the control of the Civil Engineers Person in charge.

(15)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN GELDERD ROAD JN AND WAKEFIELD WESTGATE

Up Doncaster 4-Aspect signal L208 has been converted to a controlled signal.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX BRANCH

The following track and signalling alterations have been carried out in accordance with the diagram included herein.

The groundframe controlled trailing crossover between the Down and Up Drax Branch lines has been taken out of use and new crossovers controlled from Drax Power Station Control Panel have been provided as follows:-

Facing crossover situated 400 yards on the Drax Power Station side of the points - Up Drax Branch/Cripple Siding.

Trailing crossover situated 400 yards on the Hensall side of those points.

The section of the Down Drax Branch line between these new crossovers has become a 2-way line in conjunction with the following signalling alterations:-

Down Drax Branch Line

Colour light Distant signal RD1 has been abolished and the following new colour light signals have been provided:-

D17 - New 3-aspect signal 1065 yards before reaching existing signal D1 (A signal-post telephone has been provided connected to Drax Power Station Control Panel).

A new 2-aspect colour light Distant signal No. RD17 has been provided 1228 yards before reaching new D17 signal.

Up Drax Branch Line

2-aspect (red/green) semi-automatic signal H496 has been re-positioned 660 yards towards Hensall and converted to an automatic signal.

A new 3-aspect signal No. D16 has been provided 953 yards before reaching H496 signal in its new position (a signal-post telephone has been provided connected to Drax Power Station Control Panel).

The "30 MGR" Markerboard on the Up Drax Branch line has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX BRANCH - continuedUp Drax Branch Line - continued

The route indicators on the signals controlling the exit from "A", "B" and "C" lines, also the Oil By-pass line have been altered and the following route indications now apply:-

<u>Line</u>	<u>Signal No.</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
C, B & A	D9)	Main	-	D16
	D10)			
	D11)	Main	X	Up Drax Branch H496 Signal via Down Drax Branch (wrong direction).

The existing 'C' indication denoting "Cripple" has been retained, but the "NC" indication denoting "No Cripple" has been abolished.

By-pass	D12	Main	-	D16.
		Main	X	H496 Signal via Down Drax Branch (wrong direction).

(13)

BETWEEN KIRKSTALL JUNCTION AND WHITEHALL JUNCTIONBetween Kirkstall Junction and Wortley Junction

Up Main/Up Shipley (former 3-aspect) signals K42 and L52 have been converted to 4-aspect signals.

Between Wortley Junction and Whitehall Junction

Up Shipley Slow 4-aspect signal L76 has been repositioned 200 yards on the approach side of its present position.

(13)

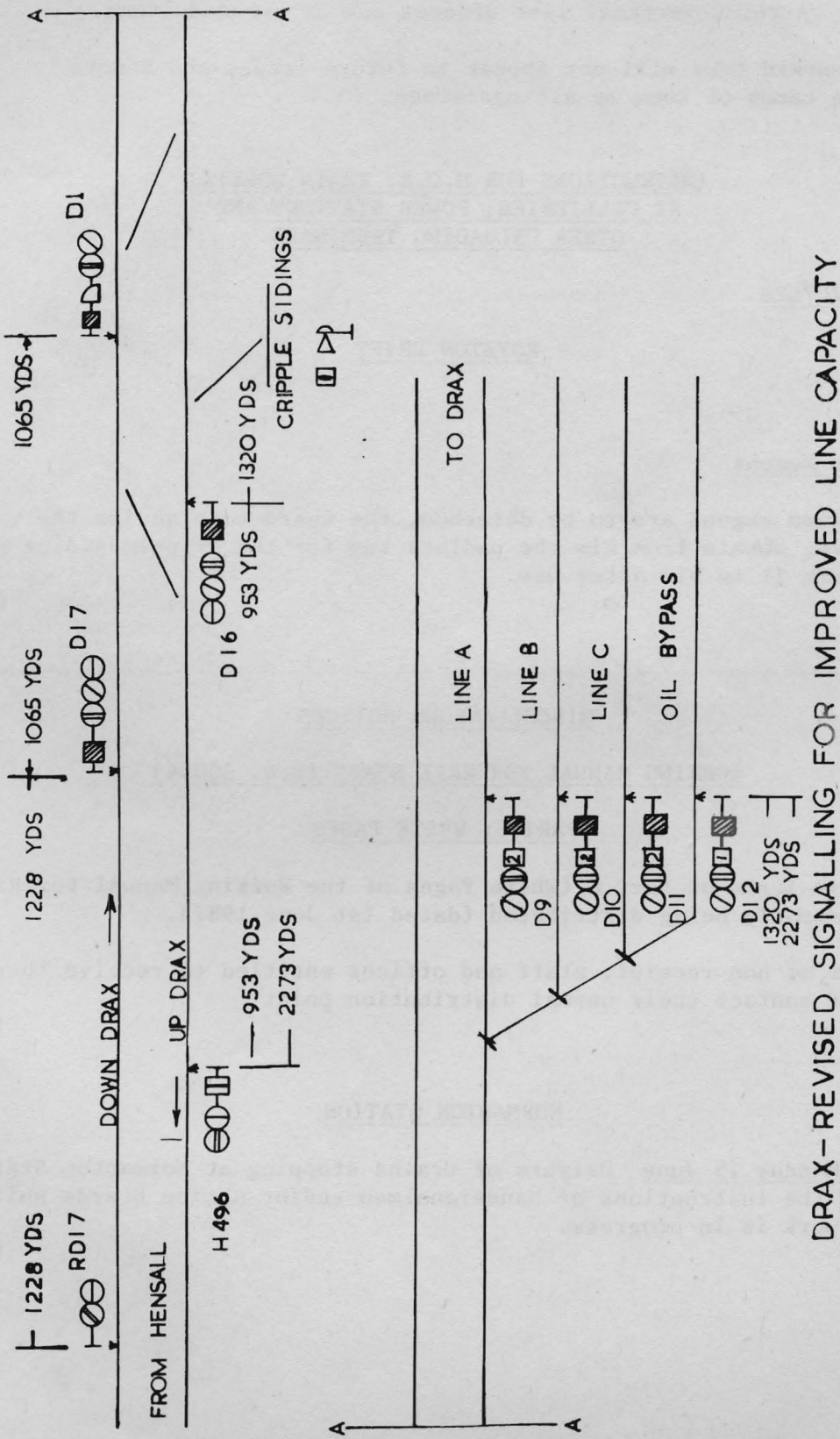
ILKLEY STATION

Nos. 1 and 2 Platform lines have been shortened by 45 yards.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



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 JUNE - BETWEEN WAKEFIELD WESTGATE AND GELDERD ROAD JN

Down Doncaster 4-Aspect signal L219 will be converted to a controlled signal
(17)

SUNDAY 28 JUNE - LEEDS WHITEHALL JUNCTION AREA (WHITEHALL YARD)

A notice board worded "STOP - PROCEED IF LINE CLEAR" will be provided on
Whitehall Goods Siding at the entrance to the Yard.

A notice board worded "STOP - TELEPHONE" will be provided on Whitehall Goods
Sidings at the exit from the Yard.

(17)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West
Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing
keeper (in telephone communication with Doncaster Power Signalbox) is in
attendance.

(UFN)

* * BETWEEN GELDERD ROAD JN AND WAKEFIELD WESTGATE

*

Up Doncaster 4-Aspect signal L208 has been converted to a controlled signal.
(14)

DIGGLE

The Down Main Home signal situated 219 yards on the Stalybridge side of the
box has been renewed as a straight post signal, 2 yards further from the
box, and carrying the Down Main to Down Loop signal arm on a left-hand
bracket. A diamond sign has been provided on the new signal.

(15)

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 BTHURSDAY 9 JULY - BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

The catch points in the Up line at 22m. 50chs. (653 yards before reaching signal PN.306) will be replaced by plain line. (18)

FRIDAY 10 JULY - BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

catch points in the Up line at 22m. 09chs. (957 yards before reaching signal PN.309 or PN.308) will be replaced by plain line. (18)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance. (UFN)

BETWEEN WAKEFIELD WESTGATE AND GELDERD ROAD JN

Down Doncaster 4-Aspect signal L219 has been converted to a controlled signal. (17)

* * DIGGLE

*

The Down Main Home signal situated 219 yards on the Stalybridge side of the box has been renewed as a straight post signal, 2 yards further from the box, and carrying the Down Main to Down Loop signal arm on a left-hand bracket. A diamond sign has been provided on the new signal. (15)

NS. 16/87
11-17.7.87SECTION 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 BSUNDAY 12 JULY - BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line will be taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods will be secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods will be removed from Up Goods signal No. 19 and the signal will apply towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster goods, will be secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 will be maintained at RED.

(19)

SUNDAY 12 JULY - YORK STATION

No.1 Platform line and the Car Loading Dock Siding will be secured out of use pending removal. The Back Road will be shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end will be secured out of use as required in the normal position. (Points affected will be 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line will be secured out of use in the reverse position.

The following signal routes will be abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') will be via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 12 JULY - YORK STATION - continuedThe following signal routes will be abolished - continued

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

DETAILS OF WORK ALREADY CARRIED OUTDODWORTH

The connections leading from the Single line to the Colliery Loaded Sidings and the Arrival line have been removed. The relevant signals have been abolished.

(New Item) (19)DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN WAKEFIELD WESTGATE AND GELDERD ROAD JN

Down Doncaster 4-Aspect signal L219 has been converted to a controlled signal.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WEASEL HALL TUNNEL AND EASTWOOD

The catch points in the Up line at 22m. 50chs. (653 yards before reaching signal PN.306) have been replaced by plain line. (18)

BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

The catch points in the Up line at 22m. 09chs. (957 yards before reaching signal PN.309 or PN.308) have been replaced by plain line. (18)

LEEDS WHITEHALL JUNCTION AREA (WHITEHALL YARD)

A notice board worded "STOP - PROCEED IF LINE CLEAR" has been provided on Whitehall Goods Siding at the entrance to the Yard.

A notice board worded "STOP - TELEPHONE" has been provided on Whitehall Goods Sidings at the exit from the Yard. (17)

WOOLSTENHOLMES

BRITISH RAIL
EASTERN REGION

NS

17

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JULY

TO

FRIDAY 24 JULY 1987

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

N I L

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedYORK STATION

No.1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected are 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

* * BETWEEN WAKEFIELD WESTGATE AND GELDERD ROAD JN

*

Down Doncaster 4-Aspect signal L219 has been converted to a controlled signal.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WEASEL HALL TUNNEL AND EASTWOOD

The catch points in the Up line at 22m. 50chs. (653 yards before reaching signal PN.306) have been replaced by plain line. (18)

BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

The catch points in the Up line at 22m. 09chs. (957 yards before reaching signal PN.309 or PN.308) have been replaced by plain line. (18)

DODWORTH

The connections leading from the Single line to the Colliery Loaded Sidings and the Arrival line have been removed. The relevant signals have been abolished. (19)

* * LEEDS WHITEHALL JUNCTION AREA (WHITEHALL YARD)

*

A notice board worded "STOP - PROCEED IF LINE CLEAR" has been provided on Whitehall Goods Siding at the entrance to the Yard.

A notice board worded "STOP - TELEPHONE" has been provided on Whitehall Goods Sidings at the exit from the Yard. (17)

P.O.I.S. IS OF VALUE (NO. 4)

INFORMATION ON P.O.I.S. REPORTS CAN HELP TO IMPROVE
THE QUALITY OF OUR SERVICES.

PLEASE - ENTER COUNTS AS SHOWN.

- REPORT DEFECTS FOUND ON THE P.O.I.S. LIST.

- HAND IN COMPLETED FORM PROMPTLY AT TRAINS
DESTINATION - DO NOT HAND IT IN ELSEWHERE.

IF YOU ARE UNSURE OF COLLECTION AND DELIVERY
POINTS FOR P.O.I.S. FORMS PLEASE ASK YOUR
LOCAL MANAGER FOR A LIST.

BRITISH RAIL
EASTERN REGION

NS

18

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JULY

TO

FRIDAY 31 JULY 1987

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

N I L

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK STATION

No.1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected are 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

* * BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

*

The catch points in the Up line at 22m. 50chs. (653 yards before reaching signal PN.306) have been replaced by plain line.

(18)

* * BETWEEN WEASEL HALL TUNNEL AND EASTWOOD

*

The catch points in the Up line at 22m. 09chs. (957 yards before reaching signal PN.309 or PN.308) have been replaced by plain line.

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DODWORTH

The connections leading from the Single line to the Colliery Loaded Sidings and the Arrival line have been removed. The relevant signals have been abolished.

(19)

NS. 19/87
1-7.8.87SECTION 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 BSUNDAY 2 AUGUST - HUTTON CRANSWICK

The level crossing gates will be removed, pending installation of automatic half barriers on Sunday 9 August.

All signals worked from Hutton Cranswick will be fixed at Danger or Caution. Handsignalling will be in operation.

(19)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

*

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

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

*

No.1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected are 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

** DODWORTH

*

The connections leading from the Single line to the Colliery Loaded Sidings and the Arrival line have been removed. The relevant signals have been abolished.

(19)

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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.D)

MISCELLANEOUS NOTICESASSISTANCE 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.

(10.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continued* * ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)

*

A Partial reissue of Part 3 (Pink Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hours on 6th July 1987).

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

(19)

NORMANTON STATION

Drivers of trains stopping at Normanton Station must follow the instruction of handsignalmen and/or notice boards whilst demolition work is in progress.

(UFN)

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)

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)

NS. 20/87
8-14.8.87SECTION 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 BSUNDAY 9 AUGUST - SELBY STATION

From 17 00, Platform 3 will be reduced in length by 59 yards at the South end leaving 106 yards of platform accommodation.

(23)

SUNDAY 9 AUGUST - DRIFFIELD AND HUTTON CRANSWICK

Hutton Cranswick signalbox, together with all signals worked therefrom will be abolished.

The Block section will then be between Beverley and Driffield.

Signalling Alterations

A new 2-aspect (Red/Green) Up Intermediate Block Home signal plated D2, will be provided at 16m. 18chs. on the Hutton Cranswick Up Platform. (A signal - post telephone connected to Driffield signalbox will be provided).

A new Up Intermediate Block Distant (Yellow/Green) plated D2R will be provided 1,305 yards before reaching D2 signal.

Level Crossings

Hutton Cranswick Station level crossing will be re-named Cranswick Level Crossing and the Automatic Half-Barriers will be commissioned. Telephone communication will be provided between the crossing and the Driffield Signalbox.

The crossing barriers will be equipped to work automatically for reverse direction movements, and for this purpose, a combined St. Andrews Cross/30 m.p.h. speed restriction sign will be provided at 572 yards from the crossing applicable to each wrong direction rail approach.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

HUTTON CRANSWICK

The level crossing gates have been removed, pending installation of automatic half barriers on Sunday 9 August.

All signals worked from Hutton Cranswick have been fixed at Danger or Caution. Handsignalling is in operation.

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>HULL TO SEAMER WEST</u></p> <p><u>Page 106</u></p> <p><u>Delete all details between Hutton Cranswick and Driffield and substitute :-</u></p>					
	Cranswick LC (AHB-X)	16 18	X30	X30	<u>Approaching level crossing in wrong direction.</u>
	<u>Hutton Cranswick</u>	16 21			
	Hutton LC	16 73			
	Driffield (D) LC	19 26			
					(10.D)

NS-35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESROUTES AUTHORISED FOR CLASS 141 UNITS (ALSO 142-144 SERIES)

Delete existing instructions appearing in P.O.N. and substitute

Class 141, 142 - 144 units are permitted to run over the following routes :-

York - Northallerton - Eaglescliffe - Thornaby Depot
 York - Northallerton - Darlington
 York - Hambleton North Jn. - Selby West - Selby Station
 Selby Station - Selby Canal - Temple Hirst Jn - Joan Croft Jn -
 Doncaster
 Hambleton North Jn - Temple Hirst Jn
 Selby West - Selby Canal
 Doncaster - Carcroft - Hare Park Jn - Wakefield Westgate - Gelderd Road
 Jn - Leeds
 York - Harrogate - Leeds
 York - Micklefield - Leeds
 Gelderd Road - Whitehall Jn - Leeds Station
 Leeds - Dewsbury - Thornhill LNW Jn - Huddersfield - Marsden
 Bradford Interchange - Leeds Station
 Turners Lane - Horbury Jn - Thornhill LNW Jn
 Wakefield Westgate - Wakefield Kirkgate - Calder Bridge - Crofton West
 - Hare Park Jn
 Crofton West - Crofton East - Pontefract West
 Castleford - Pontefract West - Knottingley - Goole
 Knottingley - Shaftholme Jn
 Leeds - Engine Shed Jn - Methley Jn - Goose Hill Jn - Turners Lane -
 Calder Bridge
 Castleford - Whitwood Jn - Methley Jn
 Whitwood Jn - Altofts Jn

(10.D)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

WOOLSTENHOLMES

BRITISH RAIL
EASTERN REGION

NS

21

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 AUGUST

TO

FRIDAY 21 AUGUST 1987

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

N I L

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

SELBY STATION

Platform 3 has been reduced in length by 59 yards at the South end leaving 106 yards of platform accommodation.

(23)

DRIFFIELD AND HUTTON CRANSWICK

Hutton Cranswick signalbox, together with all signals worked therefrom has been abolished.

The Block section is now between Beverley and Driffield.

Signalling Alterations

A new 2-aspect (Red/Green) Up Intermediate Block Home signal plated D2 has been provided at 16m. 18chs. on the Hutton Cranswick Up Platform. (A signal - post telephone connected to Driffield signalbox has been provided).

A new Up Intermediate Block Distant (Yellow/Green) plated D2R has been provided 1,305 yards before reaching D2 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRIFFIELD AND HUTTON CRANSWICK - continuedLevel Crossings

Hutton Cranswick Station level crossing has been re-named Cranswick Level Crossing and the Automatic Half-Barriers have been commissioned. Telephone communication has been provided between the crossing and the Driffield signalbox.

The crossing barriers are equipped to work automatically for reverse direction movements, and for this purpose, a combined St. Andrews Cross/30 m.p.h. speed restriction sign has been provided at 572 yards from the crossing applicable to each wrong direction rail approach.

(23)

BRITISH RAIL
EASTERN REGION

NS

22

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 AUGUST

TO

FRIDAY 28 AUGUST 1987

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

N I L

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

SELBY STATION

Platform 3 has been reduced in length by 59 yards at the South end leaving 106 yards of platform accommodation.

(23)

DRIFFIELD AND HUTTON CRANSWICK

Hutton Cranswick signalbox, together with all signals worked therefrom has been abolished.

The Block section is now between Beverley and Driffield.

Signalling Alterations

A new 2-aspect (Red/Green) Up Intermediate Block Home signal plated D2 has been provided at 16m. 18chs. on the Hutton Cranswick Up Platform. (A signal - post telephone connected to Driffield signalbox has been provided).

A new Up Intermediate Block Distant (Yellow/Green) plated D2R has been provided 1,305 yards before reaching D2 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRIFFIELD AND HUTTON CRANSWICK - continuedLevel Crossings

Hutton Cranswick Station level crossing has been re-named Cranswick Level Crossing and the Automatic Half-Barriers have been commissioned. Telephone communication has been provided between the crossing and the Driffield signalbox.

The crossing barriers are equipped to work automatically for reverse direction movements, and for this purpose, a combined St. Andrews Cross/30 m.p.h. speed restriction sign has been provided at 572 yards from the crossing applicable to each wrong direction rail approach.

(23)

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

N I L

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West
low No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing
keeper (in telephone communication with Doncaster Power Signalbox) is in
attendance.

(UFN)

* * SELBY STATION

*

Platform 3 has been reduced in length by 59 yards at the South end leaving
106 yards of platform accommodation.

(23)

* * DRIFFIELD AND HUTTON CRANSWICK

*

Hutton Cranswick signalbox, together with all signals worked therefrom has
been abolished.

The Block section is now between Beverley and Driffield.

Signalling Alterations

A new 2-aspect (Red/Green) Up Intermediate Block Home signal plated D2 has
been provided at 16m. 18chs. on the Hutton Cranswick Up Platform. (A signal
- post telephone connected to Driffield signalbox has been provided).

A new Up Intermediate Block Distant (Yellow/Green) plated D2R has been
provided 1,305 yards before reaching D2 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DRIFFIELD AND HUTTON CRANSWICK - continued

*

Level Crossings

Hutton Cranswick Station level crossing has been re-named Cranswick Level Crossing and the Automatic Half-Barriers have been commissioned. Telephone communication has been provided between the crossing and the Driffield signalbox.

The crossing barriers are equipped to work automatically for reverse direction movements, and for this purpose, a combined St. Andrews Cross/30 m.p.h. speed restriction sign has been provided at 572 yards from the crossing applicable to each wrong direction rail approach.

(23)

BRITISH RAIL
EASTERN REGION

NS

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 SEPTEMBER

TO

FRIDAY 18 SEPTEMBER 1987

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

N I L

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(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 BSUNDAY 20 SEPTEMBER - WAKEFIELD WESTGATE STATION

Gantry-mounted signals L239 (Down Platform line) and L237 (Down Doncaster) will be replaced 60 yards further north by two separate straight post signals. L237 (4-aspect) signal will be sited on the right-hand side of the Down Doncaster. The associated subsidiary signals will be centralised on the signal posts.

A stencil-type route indicator displaying indication "W" will be provided on the post of L237 signal. Indication "W" will apply (in conjunction with the subsidiary) towards Wrenthorpe Down Sidings.

The route indicator applicable to Down Platform line signal L239 will be altered as follows.

Indicator	Application
S	Spur Siding (formerly "2")
W	Wrenthorpe Down Siding (formerly "1")

Up Platform line (3-aspect) signal L235 to Down Doncaster will be repositioned 70 yards further north to position adjacent to L239/237 signals and resited between the Up Platform and Down Doncaster lines.

An Up Platform "OFF" indicator will be provided in conjunction with L235 signal which will be illuminated when L235 signal exhibits a proceed aspect.
(29)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BRITISH RAIL
EASTERN REGION

NS

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 SEPTEMBER

TO

FRIDAY 2 OCTOBER 1987

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 SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

WAKEFIELD WESTGATE STATION

Gantry-mounted signals L239 (Down Platform line) and L237 (Down Doncaster) have been replaced 60 yards further north by two separate straight post signals. L237 (4-aspect) signal is sited on the right-hand side of the Down Doncaster. The associated subsidiary signals are centralised on the signal posts.

A stencil-type route indicator displaying indication "W" is provided on the post of L237 signal. Indication "W" applies (in conjunction with the subsidiary) towards Wrenthorpe Down Sidings.

The route indicator applicable to Down Platform line signal L239 has been altered as follows.

Indicator	Application
S	Spur Siding (formerly "2")
W	Wrenthorpe Down Siding (formerly "1")

Up Platform line (3-aspect) signal L235 to Down Doncaster has been repositioned 70 yards further north to position adjacent to L239/237 signals and resited between the Up Platform and Down Doncaster lines.

An Up Platform "OFF" indicator has been provided in conjunction with L235 signal which is illuminated when L235 signal exhibits a proceed aspect.

(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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signalman must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signalman controls the protecting signal on both sides of the crossing, he must tell the Signalman at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.D)

id

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 (Between Holgate Junction and Dringhouses Junction)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(New Item) (31)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

WAKEFIELD WESTGATE STATION

Gantry-mounted signals L239 (Down Platform line) and L237 (Down Doncaster) have been replaced 60 yards further north by two separate straight post signals. L237 (4-aspect) signal is sited on the right-hand side of the Down Doncaster. The associated subsidiary signals are centralised on the signal posts.

A stencil-type route indicator displaying indication "W" is provided on the post of L237 signal. Indication "W" applies (in conjunction with the subsidiary) towards Wrenthorpe Down Sidings.

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

The route indicator applicable to Down Platform line signal L239 has been altered as follows.

Indicator	Application
S	Spur Siding (formerly "2")
W	Wrenthorpe Down Siding (formerly "1")

Up Platform line (3-aspect) signal L235 to Down Doncaster has been repositioned 70 yards further north to position adjacent to L239/237 signals and resited between the Up Platform and Down Doncaster lines.

An Up Platform "OFF" indicator has been provided in conjunction with L235 signal which is illuminated when L235 signal exhibits a proceed aspect.

(29)

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 11 OCTOBER - BETWEEN LEEDS GELDERD ROAD JUNCTION AND LEEDS WEST JUNCTION

The Down and Up Viaduct lines will be permanently taken out of use. All Viaduct lines signals will be abolished.

Gelderd Road Junction

The junction points will be secured out of use in the normal position pending removal.

Signalling Alterations

The Junction Route Indicator on Down Doncaster line signal L62 (on the immediate approach to Gelderd Road Junction) will be removed. All other signal routes applying to and from the Viaduct lines will be disconnected.
(32)

DETAILS OF WORK ALREADY CARRIED OUTYORK (Between Holgate Junction and Dringhouses Junction)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been diverted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(31)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

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

*

Gantry-mounted signals L239 (Down Platform line) and L237 (Down Doncaster) have been replaced 60 yards further north by two separate straight post signals. L237 (4-aspect) signal is sited on the right-hand side of the Down Doncaster. The associated subsidiary signals are centralised on the signal posts.

A stencil-type route indicator displaying indication "W" is provided on the post of L237 signal. Indication "W" applies (in conjunction with the subsidiary) towards Wrenthorpe Down Sidings.

The route indicator applicable to Down Platform line signal L239 has been altered as follows.

Indicator	Application
S	Spur Siding (formerly "2")
W	Wrenthorpe Down Siding (formerly "1")

Up Platform line (3-aspect) signal L235 to Down Doncaster has been repositioned 70 yards further north to position adjacent to L239/237 signals and resited between the Up Platform and Down Doncaster lines.

An Up Platform "OFF" indicator has been provided in conjunction with L235 signal which is illuminated when L235 signal exhibits a proceed aspect.

(29)

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 18 OCTOBER - BETWEEN LEEDS, GELDERD ROAD JUNCTION AND HOLBECK WEST JN

The catch points in the Down Doncaster at 184m. 26chs. will be secured out of use in the closed position pending replacement by plain line.

(33)

DETAILS OF WORK ALREADY CARRIED OUTDODWORTH

The connection to/from Dodworth Sidings have been removed and replaced with plain line.

(New Item) (33)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

YORK (BETWEEN HOLGATE JN AND DRINGHOUSES JN)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN LEEDS GELDERD ROAD JUNCTION AND LEEDS WEST JUNCTION

The Down and Up Viaduct lines have been permanently taken out of use. All Viaduct lines signals have been abolished.

Gelderd Road Junction

The junction points have been secured out of use in the normal position pending removal.

Signalling Alterations

The Junction Route Indicator on Down Doncaster line signal L62 (on the immediate approach to Gelderd Road Junction) has been removed. All other signal routes applying to and from the Viaduct lines have been disconnected.

(32)

C.S.W.

BRITISH RAIL
EASTERN REGION

NS

31

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 OCTOBER

TO

FRIDAY 30 OCTOBER 1987

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 25 OCTOBER - SEWERBY LEVEL CROSSING AT 32M 25CHS (BETWEEN BRIDLINGTON QUAY AND FLAMBOROUGH)

Sewerby level crossing automatic half-barriers will be commissioned. Telephone communication will be provided between the crossing and Bridlington Quay signal box.

Sewerby gate box (together with all signals worked therefrom) will be abolished.

A permanent speed restriction of 50 m.p.h. will be imposed in the Down direction between 32m. 01chs. (approaching Sewerby Level Crossing) and 35m. 16chs. (Buckton Lane Level Crossing). See Section D.

(34)

SUNDAY 25 AND MONDAY 26 OCTOBER - GELDERD ROAD JUNCTION

The following signals on the immediate approach to Gelderd Road Junction will be converted to automatic signals and replated as follows :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Doncaster	L62	L197
Up Doncaster	L64	L196

L196 signal will also be converted to a 4-aspect signal.

(34)

DETAILS OF WORK ALREADY CARRIED OUTDODWORTH

The connections to/from Dodworth Sidings have been removed and replaced with plain line.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedS
A DETAILS OF WORK ALREADY CARRIED OUT - continued-
H DONCASTER SOUTH YORKSHIRE JUNCTION

S A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

1 The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

S
1 * * YORK (BETWEEN HOLGATE JN AND DRINGHOUSES JN)

* The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

2 The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(31)

BETWEEN LEEDS, GELDERD ROAD JUNCTION AND HOLBECK WEST JN

The catch points in the Down Doncaster at 184m. 26chs. have been secured out of use in the closed position pending replacement by plain line.

(33)

BETWEEN LEEDS GELDERD ROAD JUNCTION AND LEEDS WEST JUNCTION

The Down and Up Viaduct lines have been permanently taken out of use. All Viaduct lines signals have been abolished.

Gelderd Road Junction

The junction points have been secured out of use in the normal position pending removal.

Signalling Alterations

The Junction Route Indicator on Down Doncaster line signal L62 (on the immediate approach to Gelderd Road Junction) has been removed. All other signal routes applying to and from the Viaduct lines have been disconnected.

(32)

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 NOVEMBER - MOORTHORPE STATION

The main to main crossover at 11 $\frac{1}{2}$ m.p. will be temporarily taken out of use.
(UFN)

DETAILS OF WORK ALREADY CARRIED OUTERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.
(New Item) (UFN)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN LEEDS, GELDERD ROAD JUNCTION AND HOLBECK WEST JN

The catch points in the Down Doncaster at 184m. 26chs. have been secured out of use in the closed position pending replacement by plain line.

(33)

* * BETWEEN LEEDS GELDERD ROAD JUNCTION AND LEEDS WEST JUNCTION

*

The Down and Up Viaduct lines have been permanently taken out of use. All Viaduct lines signals have been abolished.

Gelderd Road Junction

The junction points have been secured out of use in the normal position pending removal.

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

* * BETWEEN LEEDS GELDERD ROAD JUNCTION AND LEEDS WEST JUNCTION - continued
*

Signalling Alterations

The Junction Route Indicator on Down Doncaster line signal L62 (on the immediate approach to Gelderd Road Junction) has been removed. All other signal routes applying to and from the Viaduct lines have been disconnected.
(32)

GELDERD ROAD JUNCTION

The following signals on the immediate approach to Gelderd Road Junction have been converted to automatic signals and replated as follows :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Doncaster	L62	L197
Up Doncaster	L64	L196

L196 signal has also been converted to a 4-aspect signal.

(34)

DODWORTH

The connections to/from Dodworth Sidings have been removed and replaced with plain line.

(33)

SEWERBY LEVEL CROSSING AT 32M 25CHS (BETWEEN BRIDLINGTON QUAY AND FLAMBOROUGH)

Sewerby level crossing automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Sewerby gate box (together with all signals worked therefrom) has been abolished.

A permanent speed restriction of 50 m.p.h. has been imposed in the Down direction between 32m. 01chs. (approaching Sewerby Level Crossing) and 35m. 16chs. (Buckton Lane Level Crossing). See Section D.

(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.	
<p><u>HULL TO SEAMER WEST</u></p> <p>Pages 106 and 107</p> <p>Delete all details between Bridlington Quay LC and <u>Bempton</u> LC and substitute :-</p>					
<p>• • •</p> <p> </p> <p> </p> <p>E T</p> <p> </p> <p> </p> <p> </p>	Bridlington Quay LC	31 06	<u>20</u>	<u>20</u>	<u>31m. 03chs. and 31m. 10chs.</u>
				<u>50</u>	<u>32m. 01chs. and 35m. 16chs.</u>
	Sewerby LC (AHB)	32 35			
	Flamborough LC	33 31			
	<u>Bempton</u> LC	34 43		<u>50</u>	<u>34m. 30chs. and 33m. 53chs.</u>
					(12.D)

NS-41

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESCLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signalman must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

CLASS 142, 143 AND 144 DIESEL UNITS - FLEET OPERATIONAdd:-

In addition to the lists appearing in the PON, the above units are authorised to run over the following additional lines:-

Lincoln Central - Newark Northgate
 Lincoln Central - Sleaford
 Sleaford - Boston - Skegness
 Lincoln Central - Wrawby Jn
 Grantham - Sleaford
 Pyewipe Jn - Boultham Jn
 Allington Jn - Barkston East Jn
 Allington Jn - Grantham

YORK STATION

From 09 00 Monday 2 November, Drivers of trains stopping at Platform 9 must work to the instructions of Headquarters and/or Notice Boards whilst platform work is being carried out.

(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.

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 OUTMOORTHORPE STATION

The main to main crossover at 11 $\frac{1}{2}$ m.p. has been temporarily taken out of use.
(Until 16 00 Sunday 8 November)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.
(UFN)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.
(UFN)

BETWEEN LEEDS, GELDERD ROAD JUNCTION AND HOLBECK WEST JN

The catch points in the Down Doncaster at 184m. 26chs. have been secured out of use in the closed position pending replacement by plain line.
(33)

GELDERD ROAD JUNCTION

The following signals on the immediate approach to Gelderd Road Junction have been converted to automatic signals and replated as follows :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Doncaster	L62	L197
Up Doncaster	L64	L196

L196 signal has also been converted to a 4-aspect signal.
(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DODWORTH

The connections to/from Dodworth Sidings have been removed and replaced with plain line.

(33)

25.10.87

SEWERBY LEVEL CROSSING AT 32M 25CHS (BETWEEN BRIDLINGTON QUAY AND FLAMBOROUGH)

Sewerby level crossing automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Sewerby gate box (together with all signals worked therefrom) has been abolished.

A permanent speed restriction of 50 m.p.h. has been imposed in the Down direction between 32m. 01chs. (approaching Sewerby Level Crossing) and 35m. 16chs. (Buckton Lane Level Crossing). See Section D.

(34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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 53</u>					
<u>Amend Line Heading to read :-</u>					
<u>DONCASTER, MARSHGATE JN TO HOLBECK WEST JN</u>					
<u>Amend Second MAXIMUM PERMISSIBLE SPEED to read :-</u>					
<u>WAKEFIELD WESTGATE (175m. 52chs.) AND HOLBECK WEST JN</u>			<u>85</u>	<u>85</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>

NS-41

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>Page 55</u>					
Between Ardsley Tunnel and Leeds West Jn <u>Delete</u> all details and <u>substitute</u> :-					
	Ardsley Tunnel (297 yards)	180 61 to 180 75			
				<u>75</u>	<u>184m. 16chs. and 180m. 43chs.</u>
				<u>60</u>	<u>184m. 16chs. and 185m. 01chs.</u>
	Holbeck West Jn (See page 91)	185 01		<u>60</u>	<u>185m. 01chs. and 184m. 16chs.</u>
					C. Up at 183m. 66chs. (463 yards before reaching Signal L200)
					C. Up at 184m. 74chs. 695 yards before reaching Signal L64 (L196).

NS-42

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, GELDERD ROAD JN TO HOLBECK WEST JN</u>				
	<u>Page 57</u> Delete line Heading and Table.				
	<u>DIGGLE JN TO HEATON LODGE JN</u>				
	<u>Page 64</u> Amend MAXIMUM PERMANENT SPEEDS to read :-				
	DIGGLE JN AND HUDDERSFIELD (26m. 03chs.)		<u>85</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED
	HUDDERSFIELD (26m. 03chs.) AND HEATON LODGE JN		<u>70</u>	<u>70</u>	MAXIMUM PERMISSIBLE SPEED
	Between <u>Huddersfield</u> and <u>Hillhouse Jn</u>				
	<u>Delete :-</u>		<u>65</u>		<u>26m. 03chs. and 26m. 06chs.</u>

(12.D)

NS-43

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 TO SEAMER WEST</u></p> <p><u>Pages 106 and 107</u></p> <p>Delete all details between <u>Bridlington Quay LC</u> and <u>Bempton LC</u> and substitute :-</p>					
<p>• • •</p> <p> </p> <p> </p> <p>E T</p> <p> </p> <p> </p> <p> </p>	Bridlington Quay LC	31 06	20	20	<u>31m. 03chs. and 31m. 10chs.</u>
			50		<u>32m. 01chs. and 35m. 16chs.</u>
	Sewerby LC (AHB)	32 35			
	Flamborough LC	33 31			
	<u>Bempton LC</u>	34 43		50	<u>34m. 30chs. and 33m. 53chs.</u>
					(12.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESSANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE1. DESCRIPTION

- 1.1 These trains consist of a converted DMU. Pumps and storage tanks for "Sandite", a mixture developed to improve wheel/rail adhesion when applied to the railhead, have been incorporated in the train. Application is controlled by a switch located in each driving compartment.
- 1.2 The Driver must switch the pumps on and off at pre-determined locations which will be advised to him in writing when commencing duty.

SPEED

- 2.1 When applying Sandite a constant speed of 20 mph must be maintained.
- 2.2 If it is necessary to stop or reduce speed below 20 mph on a section of line where Sandite is being applied the pumps must be switched off until the train is again proceeding at 20 mph.

3. OPERATION OF TRACK CIRCUITS

- 3.1 THE SANDITE APPLICATION TRAIN MUST NOT BE RELIED UPON TO OPERATE TRACK CIRCUITS WHEN SANDITE IS BEING APPLIED, AND FOR 200 YARDS AFTER APPLICATION HAS CEASED.
- 3.2 The train must be stopped at the signal box or controlled signal immediately in rear of a portion of line which is to be treated and the Guard must advise the Signaller the mileages between which Sandite will be applied.
- 3.3 If, when applying Sandite, the train is stopped at a signal with a telephone this must be used immediately to communicate with the Signaller. If a telephone is not provided the Guard must go to the signal box immediately and carry out the provision of the Rule Book, Section K, clause 3.7. If the telephone has failed the provisions of Section K, clause 3.3 must be observed and spraying suspended until the next signal box or controlled signal is reached, when the procedure detailed in clause 3.2 must again be followed.
- 3.4 When spraying is completed the train must be stopped at the next signal box or signal provided with a telephone, more than 200 yards beyond the point where spraying finished, and the Signaller advised.
- 3.5 In the event of failure or mishap on a Track Circuit Block line the Guard must go back and carry out full detonator protection.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE - continued4. INSTRUCTIONS TO SIGNALMEN

- 4.1 The Sandite Application Train must be signalled by the special Is line clear signal, 3-4-2, where train describers are not in use.
- 4.2 When advised by the Guard that the train will apply Sandite in advance of his box, or the controlled signal concerned, the Signaller receiving such advice must pass it forward to other boxes concerned.
- 4.3 Instructions 11.2 and 12.1.2 of the Instructions regarding the Running and working of Engineers' Self Propelled "On-Track" Machines shown on pages 4.5 and 4.6 of the General Appendix must be applied to the Sandite Application Train when Sandite is being applied.

(12.D)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

CLASS 142, 143 AND 144 DIESEL UNITS - FLEET OPERATIONAdd:-

In addition to the lists appearing in the PON, the above units are authorised to run over the following additional lines:-

Lincoln Central - Newark Northgate
 Lincoln Central - Sleaford
 Sleaford - Boston - Skegness
 Lincoln Central - Wrawby Jn
 Grantham - Sleaford
 Pyewipe Jn - Boultham Jn
 Allington Jn - Barkston East Jn
 Allington Jn - Grantham

NS.34/87
14-20.11.87SECTION 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 BSUNDAY 15 NOVEMBER - HEMSWORTH

The offset position light subsidiary on Down Doncaster line signal L639 applying towards the Down Doncaster Goods line occupied will be abolished.
(37)

SUNDAY 15 NOVEMBER - BEVERLEY AND COTTINGHAM NORTH

Cottingham North signal box will be abolished. The trailing crossover will be secured out of use pending removal.

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

All signals formerly controlled from Cottingham North will be transferred to the control of Beverley. The signal post telephones will now communicate with Beverley S.B..

The following former Cottingham North signals will be replated as shown below.

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Main	18	28
	17	27
Up Main	3	16R
	1	16
	2	17

Beverley Down Distant signal no. 27 will be renumbered 26R.

Level Crossings

Cottingham North level crossing will be converted to a Lifting Barrier type crossing remotely controlled from Beverley with the aid of C.C.T.V.

Thwaite Gates

The lifting barriers will now be remotely controlled from Beverley S.B. with the aid of closed circuit television (formerly controlled by Cottingham North).

Telephone communication will be provided between these crossings and Beverley signal box.

(37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN MILNER ROYD JN AND BRADFORD MILL LANE JN

The connection from the Down Through Siding to Spring Mill Street Siding has been secured out of use pending removal.

(37)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * BETWEEN LEEDS, GELDERD ROAD JUNCTION AND HOLBECK WEST JN

*

The catch points in the Down Doncaster at 184m. 26chs. have been secured out of use in the closed position pending replacement by plain line.

(34)

* * GELDERD ROAD JUNCTION

*

The following signals on the immediate approach to Gelderd Road Junction have been converted to automatic signals and replated as follows :-

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Doncaster	L62	L197
Up Doncaster	L64	L196

L196 signal has also been converted to a 4-aspect signal.

(34)

* * DODWORTH

*

The connections to/from Dodworth Sidings have been removed and replaced with plain line.

(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** SEWERBY LEVEL CROSSING AT 32M 25CHS (BETWEEN BRIDLINGTON QUAY AND
* FLAMBOROUGH)

Sewerby level crossing automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Sewerby gate box (together with all signals worked therefrom) has been abolished.

A permanent speed restriction of 50 m.p.h. has been imposed in the Down direction between 32m. 01chs. (approaching Sewerby Level Crossing) and 35m. 16chs. (Buckton Lane Level Crossing). See Section D.

(34)

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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONSSIGNALMEN'S GENERAL INSTRUCTIONS38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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 NOVEMBER - DEWSBURY EAST JUNCTION

The trailing crossover between the Down and Up Fast lines will be abolished.

Signalling Alterations

Position light shunting signal HM.65 applying set back from Arrival line to Down Fast will be abolished.

The routes on position light shunting signal HM.67 applying Down Fast to Up Fast or to Arrival line will be abolished and the signal will apply towards the Departure line only.

SUNDAY 22 NOVEMBER - LEEDS WEST JUNCTION

The gantry carrying signals L98 (applying to "A" line) and L96 (applying to the Parcels line) will be abolished.

"A" line signal L.98 will be mounted as a separate straight post signal with theatre-type route indicator, and with the associated position light subsidiary centralised on the signal post.

A new stencil-type route indicator (displaying indication "X") will also be provided on L98 signal, which will apply in conjunction with the subsidiary for the route to the Up Shipley Slow line "LIMIT OF SHUNT".

Parcels line signal L96 will be ground mounted with the RED aspect uppermost.

The former 3-way theatre-type route indicator on L96 will be replaced by a 4-way stencil-type route indicator which will be provided, together with the associated position light subsidiary on the right-hand side of the main signal.

The additional route indication "X" will apply (in conjunction with the position light subsidiary) towards the Up Shipley Slow "LIMIT OF SHUNT".

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance. (UFN)

HEMSWORTH

The offset position light subsidiary on Down Doncaster line signal L639 applying towards the Down Doncaster Goods line occupied has been abolished. (37)

BETWEEN MILNER ROYD JN AND BRADFORD MILL LANE JN

The connection from the Down Through Siding to Spring Mill Street Siding has been secured out of use pending removal. (37)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed. (UFN)

HOLBECK DEPOT

The handpoints leading to the Slip Road have now been converted to spring points laying towards the Slip Road. (New Item) (39)

15.11.87 per NS 35

BEVERLEY AND COTTINGHAM NORTH

Cottingham North signal box has been abolished. The trailing crossover has been secured out of use pending removal.

15.11 87 NS-31 per NS 35

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BEVERLEY AND COTTINGHAM NORTH - continued

The Track Circuit Block Regulations apply between Beverley and Hessle Road.

All signals formerly controlled from Cottingham North have been transferred to the control of Beverley. The signal post telephones now communicate with Beverley S.B..

The following former Cottingham North signals have been replated as shown below.

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Main	18	28
	17	27
Up Main	3	16R
	1	16
	2	17

Beverley Down Distant signal No. 27 has been renumbered 26R.

Level Crossings

Cottingham North level crossing has been converted to a Lifting Barrier type crossing remotely controlled from Beverley with the aid of C.C.T.V.

Thwaite Gates

The lifting barriers are now being remotely controlled from Beverley S.B. with the aid of closed circuit television (formerly controlled by Cottingham North).

Telephone communication has been provided between these crossings and Beverley signal box.

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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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 NOVEMBER - FLAMBOROUGH LEVEL CROSSING AT 33m. 3lchs.

The Gate Box together with all signals worked therefrom will be abolished and the Automatic Half Barriers will be commissioned.

Telephone communication will be provided between the crossing and Bridlington Quay Signalbox.

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance. (UFN)

HEMSWORTH

The offset position light subsidiary on Down Doncaster line signal L639 applying towards the Down Doncaster Goods line occupied has been abolished. (37)

DEWSBURY EAST JUNCTION

The trailing crossover between the Down and Up Fast lines has been abolished.

Signalling Alterations

Position light shunting signal HM.65 applying set back from Arrival line to Down Fast has been abolished.

The routes on position light shunting signal HM.67 applying Down Fast to Up Fast or to Arrival line have been abolished and the signal applies towards the Departure line only. (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLEEDS WEST JUNCTION

The gantry carrying signals L98 (applying to "A" line) and L96 (applying to the Parcels line) has been abolished.

"A" line signal L.98 has been mounted as a separate straight post signal with theatre-type route indicator, and with the associated position light subsidiary centralised on the signal post.

A new stencil-type route indicator (displaying indication "X") has also been provided on L98 signal, which applies in conjunction with the subsidiary for the route to the Up Shipley Slow line "LIMIT OF SHUNT".

Parcels line signal L96 has been ground mounted with the RED aspect uppermost.

The former 3-way theatre-type route indicator on L96 has been replaced by a 4-way stencil-type route indicator which has been provided, together with the associated position light subsidiary on the right-hand side of the main signal.

The additional route indication "X" applies (in conjunction with the position light subsidiary) towards the Up Shipley Slow "LIMIT OF SHUNT".
(38)

BETWEEN MILNER ROYD JN AND BRADFORD MILL LANE JN

The connection from the Down Through Siding to Spring Mill Street Siding has been secured out of use pending removal.
(37)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.
(UFN)

HOLBECK DEPOT

The handpoints leading to the Slip Road have now been converted to spring points laying towards the Slip Road.
(39)

MELTON HALT

The trailing connection (from the former Capper Pass & Son Private Siding) in the Up Slow line at 8 $\frac{1}{2}$ m.p. has been removed.
(New Item) (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBEVERLEY AND COTTINGHAM NORTH

Cottingham North signal box has been abolished. The trailing crossover has been secured out of use pending removal.

The Track Circuit Block Regulations apply between Beverley and Hessele Road.

All signals formerly controlled from Cottingham North have been transferred to the control of Beverley. The signal post telephones now communicate with Beverley S.B..

The following former Cottingham North signals have been replated as shown below.

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Main	18	28
	17	27
Up Main	3	16R
	1	16
	2	17

Beverley Down Distant signal No. 27 has been renumbered 26R.

Level Crossings

Cottingham North level crossing has been converted to a Lifting Barrier type crossing remotely controlled from Beverley with the aid of C.C.T.V.

Thwaite Gates

The lifting barriers are now being remotely controlled from Beverley S.B. with the aid of closed circuit television (formerly controlled by Cottingham North).

Telephone communication has been provided between these crossings and Beverley signal box.

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 AND SUNDAY 6 DECEMBER - DEWSBURY EAST JUNCTION

A new facing crossover will be provided (on the site of the former trailing crossover) between the Up and Down Fast lines on the Healey Mills side of the connections to Headfield Sidings.

The facing connection leading from the Up Fast line to Headfield Sidings and the Arrival line will be removed.

The Departure line will become the Arrival/Departure line.

Associated Signalling Alterations

Position light shunting signal HM67 applying Down Fast to the Arrival/Departure line will be re-positioned in the Down Fast cess.

The right-hand offset subsidiary on Up Fast line signal HM69 will now apply towards the Arrival/Departure line via the new facing points.

A "LIMIT OF SHUNT" (in the form of a position light shunting signal with two horizontal red lights) will be provided on the Up Fast line situated 80 yards on the Leeds side of HM69 signal.

An associated position light signal (with stencil-type route indicator) will be provided on the post of Down Fast 4-aspect signal HM62. This will apply (in conjunction with stencil route indication "X") towards the new Up Fast "LIMIT OF SHUNT".

(40)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

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

*

The offset position light subsidiary on Down Doncaster line signal L639 applying towards the Down Doncaster Goods line occupied has been abolished.

(37)

DEWSBURY EAST JUNCTION

The trailing crossover between the Down and Up Fast lines has been abolished.

Signalling Alterations

Position light shunting signal HM.65 applying set back from Arrival line to Down Fast has been abolished.

The routes on position light shunting signal HM.67 applying Down Fast to Up Fast or to Arrival line have been abolished and the signal applies towards the Departure line only.

(38)

LEEDS WEST JUNCTION

The gantry carrying signals L98 (applying to "A" line) and L96 (applying to the Parcels line) has been abolished.

"A" line signal L.98 has been mounted as a separate straight post signal with theatre-type route indicator, and with the associated position light subsidiary centralised on the signal post.

A new stencil-type route indicator (displaying indication "X") has also been provided on L98 signal, which applies in conjunction with the subsidiary for the route to the Up Shipley Slow line "LIMIT OF SHUNT".

Parcels line signal L96 has been ground mounted with the RED aspect uppermost.

The former 3-way theatre-type route indicator on L96 has been replaced by a 4-way stencil-type route indicator which has been provided, together with the associated position light subsidiary on the right-hand side of the main signal.

The additional route indication "X" applies (in conjunction with the position light subsidiary) towards the Up Shipley Slow "LIMIT OF SHUNT".

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN MILNER ROYD JN AND BRADFORD MILL LANE JN

*

The connection from the Down Through Siding to Spring Mill Street Siding has been secured out of use pending removal.

(37)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

HOLBECK DEPOT

The handpoints leading to the Slip Road have now been converted to spring points laying towards the Slip Road.

(39)

MELTON HALT

The trailing connection (from the former Capper Pass & Son Private Siding) in the Up Slow line at 8 $\frac{1}{2}$ m.p. has been removed.

(39)

** BEVERLEY AND COTTINGHAM NORTH

*

Cottingham North signal box has been abolished. The trailing crossover has been secured out of use pending removal.

The Track Circuit Block Regulations apply between Beverley and Hessle Road.

All signals formerly controlled from Cottingham North have been transferred to the control of Beverley. The signal post telephones now communicate with Beverley S.B..

The following former Cottingham North signals have been replated as shown below.

<u>Line</u>	<u>Former No.</u>	<u>New No.</u>
Down Main	18	28
	17	27
Up Main	3	16R
	1	16
	2	17

Beverley Down Distant signal No. 27 has been renumbered 26R.

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

*

Level Crossings

Cottingham North level crossing has been converted to a Lifting Barrier type crossing remotely controlled from Beverley with the aid of C.C.T.V.

Thwaite Gates

The lifting barriers are now being remotely controlled from Beverley S.B. with the aid of closed circuit television (formerly controlled by Cottingham North).

Telephone communication has been provided between these crossings and Beverley signal box.

(37)

FLAMBOROUGH LEVEL CROSSING AT 33m. 31chs.

29.11.87

The Gate Box together with all signals worked therefrom has been abolished and the Automatic Half Barriers have been commissioned.

Telephone communication has been provided between the crossing and Bridlington Quay Signalbox.

(39)

NS. 38/87
12.18.12.87SECTION 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 BNILDETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

DEWSBURY EAST JUNCTION

A new facing crossover has been provided (on the site of the former trailing crossover) between the Up and Down Fast lines on the Healey Mills side of the connections to Headfield Sidings.

The facing connection leading from the Up Fast line to Headfield Sidings and the Arrival line has been removed.

The Departure line has become the Arrival/Departure line.

Associated Signalling Alterations

Position light shunting signal HM67 applying Down Fast to the Arrival/Departure line has been re-positioned in the Down Fast cess.

The right-hand offset subsidiary on Up Fast line signal HM69 now applies towards the Arrival/Departure line via the new facing points.

A "LIMIT OF SHUNT" (in the form of a position light shunting signal with two horizontal red lights) has been provided on the Up Fast line situated 80 yards on the Leeds side of HM69 signal.

An associated position light signal (with stencil-type route indicator) has been provided on the post of Down Fast 4-aspect signal HM62. This applies (in conjunction with stencil route indication "X") towards the new Up Fast "LIMIT OF SHUNT".

(40)

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

*

The trailing crossover between the Down and Up Fast lines has been abolished.

Signalling Alterations

Position light shunting signal HM.65 applying set back from Arrival line to Down Fast has been abolished.

The routes on position light shunting signal HM.67 applying Down Fast to Up Fast or to Arrival line have been abolished and the signal applies towards the Departure line only.

(38)

** LEEDS WEST JUNCTION

*

The gantry carrying signals L98 (applying to "A" line) and L96 (applying to the Parcels line) has been abolished.

"A" line signal L.98 has been mounted as a separate straight post signal with theatre-type route indicator, and with the associated position light subsidiary centralised on the signal post.

A new stencil-type route indicator (displaying indication "X") has also been provided on L98 signal, which applies in conjunction with the subsidiary for the route to the Up Shipley Slow line "LIMIT OF SHUNT".

Parcels line signal L96 has been ground mounted with the RED aspect uppermost.

The former 3-way theatre-type route indicator on L96 has been replaced by a 4-way stencil-type route indicator which has been provided, together with the associated position light subsidiary on the right-hand side of the main signal.

The additional route indication "X" applies (in conjunction with the position light subsidiary) towards the Up Shipley Slow "LIMIT OF SHUNT".

(38)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHOLBECK DEPOT

The handpoints leading to the Slip Road have now been converted to spring points laying towards the Slip Road.

(39)

MELTON HALT

The trailing connection (from the former Capper Pass & Son Private Siding) in the Up Slow line at 8¹/₂m.p. has been removed.

(39)

FLAMBOROUGH LEVEL CROSSING AT 33m. 3lchs.

The Gate Box together with all signals worked therefrom has been abolished and the Automatic Half Barriers have been commissioned.

Telephone communication has been provided between the crossing and Bridlington Quay Signalbox.

(39)

BRITISH RAIL
EASTERN REGION

NS

3 9/4 0

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 19 DECEMBER

TO

FRIDAY 1 JANUARY 1988

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 SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * DEWSBURY EAST JUNCTION

*

A new facing crossover has been provided (on the site of the former trailing crossover) between the Up and Down Fast lines on the Healey Mills side of the connections to Headfield Sidings.

The facing connection leading from the Up Fast line to Headfield Sidings and the Arrival line has been removed.

The Departure line has become the Arrival/Departure line.

Associated Signalling Alterations

Position light shunting signal HM67 applying Down Fast to the Arrival/Departure line has been re-positioned in the Down Fast cess.

The right-hand offset subsidiary on Up Fast line signal HM69 now applies towards the Arrival/Departure line via the new facing points.

A "LIMIT OF SHUNT" (in the form of a position light shunting signal with two horizontal red lights) has been provided on the Up Fast line situated 80 yards on the Leeds side of HM69 signal.

An associated position light signal (with stencil-type route indicator) has been provided on the post of Down Fast 4-aspect signal HM62. This applies (in conjunction with stencil route indication "X") towards the new Up Fast "LIMIT OF SHUNT".

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.
(UFN)

* * HOLBECK DEPOT

*

The handpoints leading to the Slip Road have now been converted to spring points laying towards the Slip Road.

(39)

* * MELTON HALT

*

The trailing connection (from the former Capper Pass & Son Private Siding) in the Up Slow line at 8½m.p. has been removed.

(39)

* * FLAMBOROUGH LEVEL CROSSING AT 33m. 3lchs.

*

The Gate Box together with all signals worked therefrom has been abolished and the Automatic Half Barriers have been commissioned.

Telephone communication has been provided between the crossing and Bridlington Quay Signalbox.

(39)

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.

MISCELLANEOUS NOTICESCLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

CLASS 142, 143 AND 144 DIESEL UNITS - FLEET OPERATIONAdd:-

In addition to the lists appearing in the PON, the above units are authorised to run over the following additional lines:-

Lincoln Central - Newark Northgate
Lincoln Central - Sleaford
Sleaford - Boston - Skegness
Lincoln Central - Wrawby Jn
Grantham - Sleaford
Pyewipe Jn - Boultham Jn
Allington Jn - Barkston East Jn
Allington Jn - Grantham

(20)

WAKEFIELD WESTGATE STATION

Platform repairs/construction work are in progress on the Down Platform (No. 2), until further notice.

Drivers of trains stopping at the Down Platform must work to the instructions of Handsignalmen/notice boards whilst platform work is being carried out.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedBETWEEN WAKEFIELD KIRKGATE AND GOOSE HILL JN

Open-cast blasting is taking place at the former St. John's Colliery between 10 00 and 16 00 each day.

Blasting may be heard or the effects seen, but this will not affect the running of the railway.

(UFN)

NORMANTON STATION

Drivers of trains stopping at Normanton Station must follow the instructions of handsignalmen and/or notice boards whilst demolition work is in progress.

(UFN)

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)

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. 41/42. 88
2-15. 1. 88SECTION 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 10 JANUARY - BETWEEN DRINGHOUSES JUNCTION AND YORK HOLGATE JUNCTION

The trailing connection in the Down Main from Dringhouses yard Up Receptions will be removed and plain line installed.

(44)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

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>BRODSWORTH COLLIERY BRANCH - continued</u>					
<u>Page 55 - continued</u>					
Delete all details between Castle Hills North Jn and Brodsworth Colliery and substitute :- continued					
.					
.					
.	Castle Hills West Jn (See below)	0 19			
.					
O'T*					* See page 615.
.					
.	Brodsworth Colliery	1 44			(2.D)

NS 35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND
OTHER UNLOADING TERMINALS

Page 7/8

BRODSWORTH COLLIERYNorth BunkerParagraph 6, second line :-

Amend signal number to "3".

(2.D)

MISCELLANEOUS NOTICESREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- (b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS - continued

4. These publications are being issued well before the introductory date of Saturday 4 June, 1988. It is essential that employees familiarise themselves with the revised Rules, Regulations and instructions in readiness for their introduction.

(UFN)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

CLASS 142, 143 AND 144 DIESEL UNITS - FLEET OPERATIONAdd:-

In addition to the lists appearing in the PON, the above units are authorised to run over the following additional lines:-

Lincoln Central - Newark Northgate
 Lincoln Central - Sleaford
 Sleaford - Boston - Skegness
 Lincoln Central - Wrawby Jn
 Grantham - Sleaford
 Pyewipe Jn - Boutham Jn
 Allington Jn - Barkston East Jn
 Allington Jn - Grantham

(2D)

BRITISH RAIL
EASTERN REGION

M56

NS

43

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 JANUARY

TO

FRIDAY 22 JANUARY 1988

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 17 JANUARY - YORK STATION

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes will be abolished.

(46)

SUNDAY 17 JANUARY - BETWEEN YORK YARD NORTH AND SKELTON

Up Arrival Lines 1 & 2 and the Up Shunting line will be taken out of use pending removal. All associated signals or signal routes will be abolished.

(46)

SUNDAY 17 JANUARY - BEMPTON LEVEL CROSSING AT 34m 43chs

Bempton Gate Box and all signals worked therefrom will be abolished. The crossing will be converted to one with automatic half barriers. Telephone communication will be provided between the crossing and Bridlington Quay signal box.

Signalling Alterations

A new Up direction 2-aspect (Red/Green) colour light automatic signal plated BQ52 will be provided 27 yards before reaching the level crossing for the purpose of regulating stopping trains at Bempton Station.

A new Up direction 2-aspect colour light Distant plated BQ52R will be provided 1500 yards before reaching new BQ52 signal.

(46)

SUNDAY 17 AND MONDAY 18 JANUARY - BETWEEN GILBERDYKE AND BROOMFLEET

The Down Slow line will be taken out of use pending removal. The adjacent Down Fast line will become the Down Main.

All signalling associated with the former Down Slow line will be abolished. The facing connection - Down main to Down Slow (Gilberdyke) and Down Slow to Down Main (Broomfleet) will be secured out of use in the normal position pending removal.

New Down Main platforms will be brought into use at Gilberdyke and Broomfleet Stations. The Down Slow Platform at Gilberdyke will be used as a temporary Bay Platform until the new Down Main Platform is commissioned on Monday, 18 January.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTUESDAY 19 JANUARY - CASTLEFORD EAST JUNCTION - LEDSTON - ALLERTON MAIN

Ledston signal box, together with all signals worked therefrom will be abolished.

The throughout line between Castleford East Junction and Allerton Main will be worked in accordance with the "ONE TRAIN WORKING" Regulations (the Train staff will be retained in Castleford Station signal box when not in use).

The following signals will also be abolished:-

Castleford Station Down Branch Starting (C8)
 Castleford Station Up Branch Home (C9)
 Up Branch Distant.

A reflectorised Up Branch Distant board will be provided on the site of the former Up Branch Home signal C9. An A.W.S. track inductor will be provided 200 yards before reaching this Distant board.

Automatic Warning System

The inductor situated between the Up Branch 3-aspect signal C10 and the junction points between the branch line and Down Normanton, will be resited 200 yards on the approach side of signal C10.

This inductor and the one 200 yards before reaching the reflectorised Distant board are not suppressed in the Down direction, but an A.W.S. Cancel board will be provided 200 yards after passing each inductor in the Down direction.

(46)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SOUTH ELMSALL AND SOUTH KIRKBY JN

Up doncaster signal L656 and Down Doncaster L657 have been onverted from automatic to controlled signals.

(New Item) (46)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

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

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

BETWEEN DRINGHOUSES JUNCTION AND YORK HOLGATE JUNCTION

The trailing connection in the Down Main from Dringhouses yard Up Receptions has been removed and plain line installed.

(44)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(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 BSUNDAY 24 JANUARY - LEEDS STATION

The crossover (half of scissor crossover) between Platform 8 West and the Through Road (East) will be abolished.

Signalling Alterations

The route indicators associated with Through Road (East) signal L151 and Platform 8 West L146 will be abolished.

(47)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * BETWEEN DRINGHOUSES JUNCTION AND YORK HOLGATE JUNCTION

*

The trailing connection in the Down Main from Dringhouses yard Up Receptions as been removed and plain line installed.

(44)

YORK STATION

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes have been abolished.

(46)

BETWEEN YORK YARD NORTH AND SKELTON

Up Arrival Lines 1 & 2 and the Up Shunting line have been taken out of use pending removal. All associated signals or signal routes have been abolished.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SOUTH ELMSALL AND SOUTH KIRKBY JN

Up Doncaster signal L656 and Down Doncaster L657 have been converted from automatic to controlled signals.

(46)

*Tuesday Jan 19th 1988 per
NE43*

CASTLEFORD EAST JUNCTION - LEDSTON - ALLERTON MAIN

Ledston signal box, together with all signals worked therefrom has been abolished.

The throughout line between Castleford East Junction and Allerton Main is now worked in accordance with the "ONE TRAIN WORKING" Regulations (the Train staff is retained in Castleford Station signal box when not in use).

The following signals have also been abolished:-

Castleford Station Down Branch Starting (C8)
Castleford Station Up Branch Home (C9)
Up Branch Distant.

A reflectorised Up Branch Distant board has been provided on the site of the former Up Branch Home signal C9. An A.W.S. track inductor has been provided 200 yards before reaching this Distant board.

Automatic Warning System

The inductor situated between the Up Branch 3-aspect signal C10 and the junction points between the branch line and Down Normanton, have been resited 200 yards on the approach side of signal C10.

This inductor and the one 200 yards before reaching the reflectorised Distant board are not suppressed in the Down direction, but an A.W.S. Cancel board has been provided 200 yards after passing each inductor in the Down direction.

(46)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

BEMPTON LEVEL CROSSING AT 34m 43chs*Sunday 17.1.88 Per NS 43*

Bempton Gate Box and all signals worked therefrom have been abolished. The crossing has been converted to one with automatic half barriers. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Signalling Alterations

A new Up direction 2-aspect (Red/Green) colour light automatic signal plated BQ52 has been provided 27 yards before reaching the level crossing for the purpose of regulating stopping trains at Bempton Station.

A new Up direction 2-aspect colour light Distant plated BQ52R has been provided 1500 yards before reaching new BQ52 signal.

(46)

BETWEEN GILBERDYKE AND BROOMFLEET*17/18.1.88*

The Down Slow line has been taken out of use pending removal. The adjacent Down Fast line has become the Down Main.

All signalling associated with the former Down Slow line has been abolished. The facing connection - Down main to Down Slow (Gilberdyke) and Down Slow to Down Main (Broomfleet) has been secured out of use in the normal position pending removal.

New Down Main platforms have been brought into use at Gilberdyke and Broomfleet Stations.

(46)

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 31 JANUARY - YORK TRAIN CREW HOLDING SIDINGS

The Through Road No. 1B Road will be secured out of use until Sunday 28 February.

(48)

SUNDAY 31 JANUARY - STRENSALL

Strensall level crossing gates at 6m. 48chs. will be removed pending installation of lifting barriers.

Signalling Alterations

The Down and Up Home and Distant signals will be temporarily maintained at Danger/Caution and hand signalling will be in operation.

The trailing crossover will be temporarily secured out of use in the normal position and the associated ground disc shunting signals will be abolished.

(48)

SUNDAY 31 JANUARY - BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION

The Down and Up Slow lines between Goosehill Junction and Altofts Junction, the following connections will be secured out of use pending removal:-

Goosehill Junction

Double junction between the Down and Up Main and Down and Up Slow lines.

Trailing crossover between the Down and Up Slow lines and the associated slip connection to the Down Sidings. (The associated ground disc shunting signals will be abolished).

Altofts Junction

Crossover between the Down and Up Slow lines.

Both crossovers between the Up Slow and Down Fast.

Double junction between the Down and Up Slow lines and the Down and Up Midland Main lines.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 31 JANUARY - BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION - continued

The following Goosehill Junction Signals will be abolished :-

- Down Main 3rd Home to Down Slow (left-hand bracket signal)
- Down Slow Home.
- Down Slow Starting with Altofts Junction Down Slow Distant below.
- Up Slow 1st Home with the Up Slow 1st Home to Up Main on the left-hand bracket.
- Up Slow 2nd Home to Up L & Y (right-hand bracket signal).

Altofts Junction Signalling Alterations

Down Slow signal AJ985 (to Down Midland Main or to Down Branch), and Up Slow AJ992 signal will be maintained at RED.

All signal routes reading towards the Down and Up Slow lines will be disconnected.

(48)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

YORK STATION

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes have been abolished.

(46)

BETWEEN YORK YARD NORTH AND SKELTON

Up Arrival Lines 1 & 2 and the Up Shunting line have been taken out of use pending removal. All associated signals or signal routes have been abolished.

(46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SOUTH ELMSALL AND SOUTH KIRKBY JN

Up Doncaster signal L656 and Down Doncaster L657 have been converted from automatic to controlled signals.

(46)

CASTLEFORD EAST JUNCTION - LEDSTON - ALLERTON MAIN

Ledston signal box, together with all signals worked therefrom has been abolished.

The throughout line between Castleford East Junction and Allerton Main is now worked in accordance with the "ONE TRAIN WORKING" Regulations (the Train staff is retained in Castleford Station signal box when not in use).

The following signals have also been abolished:-

Castleford Station Down Branch Starting (C8)
 Castleford Station Up Branch Home (C9)
 Up Branch Distant.

A reflectorised Up Branch Distant board has been provided on the site of the former Up Branch Home signal C9. An A.W.S. track inductor has been provided 200 yards before reaching this Distant board.

Automatic Warning System

The inductor situated between the Up Branch 3-aspect signal C10 and the junction points between the branch line and Down Normanton, have been resited 200 yards on the approach side of signal C10.

This inductor and the one 200 yards before reaching the reflectorised Distant board are not suppressed in the Down direction, but an A.W.S. Cancel board has been provided 200 yards after passing each inductor in the Down direction.

(46)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been temporarily removed and plain line installed.

(UFN)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLEEDS STATION

The crossover (half of scissor crossover) between Platform 8 West and the Through Road (East) has been abolished.

Signalling Alterations

The route indicators associated with Through Road (East) signal L151 and Platform 8 West L146 have been abolished.

(47)

BEMPTON LEVEL CROSSING AT 34m 43chs

Bempton Gate Box and all signals worked therefrom have been abolished. The crossing has been converted to one with automatic half barriers. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Signalling Alterations

A new Up direction 2-aspect (Red/Green) colour light automatic signal plated BQ52 has been provided 27 yards before reaching the level crossing for the purpose of regulating stopping trains at Bempton Station.

A new Up direction 2-aspect colour light Distant plated BQ52R has been provided 1500 yards before reaching new BQ52 signal.

(46)

BETWEEN GILBERDYKE AND BROOMFLEET

The Down Slow line has been taken out of use pending removal. The adjacent Down Fast line has become the Down Main.

All signalling associated with the former Down Slow line has been abolished. The facing connection - Down main to Down Slow (Gilberdyke) and Down Slow to Down Main (Broomfleet) has been secured out of use in the normal position pending removal.

New Down Main platforms have been brought into use at Gilberdyke and Broomfleet Stations.

(46)

NS. 46/88
6-12.2.88SECTION 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 AND MONDAY 8 FEBRUARY - BETWEEN BROOMFLEET AND GILBERDYKE

From 00 30 (Sun) - The Up Slow line will be taken out of use.

The adjacent Up Fast will become the Up Main line.

New Up Main Platforms will be brought into use at Broomfleet and Gilberdyke Stations.

The Up Slow Platform at Gilberdyke Station will be used as a temporary Bay Platform until the new Up Main Platform is commissioned on Monday 8 February.

The facing connection - Up Main to Up Slow (Broomfleet) and the connection at Gilberdyke between the former Up Slow and the Horse Dock Siding will be secured for through running to/from the Horse Dock.

Signalling AlterationsGilberdyke

The right-hand bracket post on the Up Main Home Signal Gantry will be abolished. The remaining semaphore (17 feet above rail level) on the straight post (former Up Main Home to Up Branch) will become the Up Main 1st Home Signal 440 yards before reaching the new Up Main 2nd Home described below.

A new Up Main 2nd Home right-hand bracket signal (19 feet above rail level) with the Up Main 2nd Home to Up Branch on the straight post 18 feet above rail level, will be provided at the signal box end of the new Gilberdyke Up Main Platform and 141 yards before reaching the signal box.

All signals associated with the former Up Slow line will be abolished.

(49)

DETAILS OF WORK ALREADY CARRIED OUTALDWARKE JUNCTION

An illuminated Permanent Speed Restriction Warning Indicator has been provided on the Up Pontefract line 980 yards before reaching the 40m.p.h. permanent speed restriction at 164 $\frac{3}{4}$ mile post.

An A.W.S. permanent magnet has been provided 200 yards on the approach side of the Warning Indicator. (See Section 'D').

(New Item) (49)

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

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

YORK STATION

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes have been abolished.

(46)

BETWEEN YORK YARD NORTH AND SKELTON

Up Arrival Lines 1 & 2 and the Up Shunting line have been taken out of use pending removal. All associated signals or signal routes have been abolished.

(46)

YORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road has been secured out of use until Sunday 28 February.

(48)

STRENSALL

Strensall level crossing gates at 6m. 48chs. have been removed pending installation of lifting barriers.

Signalling Alterations

The Down and Up Home and Distant signals are temporarily maintained at Danger/Caution and hand signalling is in operation.

The trailing crossover has been temporarily secured out of use in the normal position and the associated ground disc shunting signals have been abolished.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN SOUTH ELMSALL AND SOUTH KIRKBY JN

*

Up Doncaster signal L656 and Down Doncaster L657 have been converted from automatic to controlled signals.

(46)

BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The Down and Up Slow lines between Goose Hill Junction and Altofts Junction, and the following connections have been secured out of use pending removal:-

Goose Hill Junction

Double junction between the Down and Up Main and Down and Up Slow lines.

Trailing crossover between the Down and Up Slow lines and the associated slip connection to the Down Sidings. (The associated ground disc shunting signals have been abolished).

Altofts Junction

Crossover between the Down and Up Slow lines.

Both crossovers between the Up Slow and Down Fast.

Double junction between the Down and Up Slow lines and the Down and Up Midland Main lines.

The following Goose Hill Junction Signals have been abolished :-

Down Main 3rd Home to Down Slow (left-hand bracket signal)

Down Slow Home.

Down Slow Starting with Altofts Junction Down Slow Distant below.

Up Slow 1st Home with the Up Slow 1st Home to Up Main on the left-hand bracket.

Up Slow 2nd Home to Up L & Y (right-hand bracket signal).

Altofts Junction Signalling Alterations

Down Slow signal AJ985 (to Down Midland Main or to Down Branch), and Up Slow AJ992 signal are maintained at RED.

All signal routes reading towards the Down and Up Slow lines have been disconnected.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** CASTLEFORD EAST JUNCTION - LEDSTON - ALLERTON MAIN

*

Ledston signal box, together with all signals worked therefrom has been abolished.

The throughout line between Castleford East Junction and Allerton Main is now worked in accordance with the "ONE TRAIN WORKING" Regulations (the Train staff is retained in Castleford Station signal box when not in use).

The following signals have also been abolished:-

Castleford Station Down Branch Starting (C8)
 Castleford Station Up Branch Home (C9)
 Up Branch Distant.

A reflectorised Up Branch Distant board has been provided on the site of the former Up Branch Home signal C9. An A.W.S. track inductor has been provided 200 yards before reaching this Distant board.

Automatic Warning System

The inductor situated between the Up Branch 3-aspect signal C10 and the junction points between the branch line and Down Normanton, have been resited 200 yards on the approach side of signal C10.

This inductor and the one 200 yards before reaching the reflectorised Distant board are not suppressed in the Down direction, but an A.W.S. Cancel board has been provided 200 yards after passing each inductor in the Down direction.

(46)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been reinstated.

(Amended) (48)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLEEDS STATION

The crossover (half of scissor crossover) between Platform 8 West and the Through Road (East) has been abolished.

Signalling Alterations

The route indicators associated with Through Road (East) signal L151 and Platform 8 West L146 have been abolished.

(47)

** * BEMPTON LEVEL CROSSING AT 34m 43chs

*

Bempton Gate Box and all signals worked therefrom have been abolished. The crossing has been converted to one with automatic half barriers. Telephone communication has been provided between the crossing and Bridlington Quay signal box.

Signalling Alterations

A new Up direction 2-aspect (Red/Green) colour light automatic signal plated BQ52 has been provided 27 yards before reaching the level crossing for the purpose of regulating stopping trains at Bempton Station.

A new Up direction 2-aspect colour light Distant plated BQ52R has been provided 1500 yards before reaching new BQ52 signal.

(46)

** * BETWEEN GILBERDYKE AND BROOMFLEET

*

The Down Slow line has been taken out of use pending removal. The adjacent Down Fast line has become the Down Main.

All signalling associated with the former Down Slow line has been abolished. The facing connection - Down main to Down Slow (Gilberdyke) and Down Slow to Down Main (Broomfleet) has been secured out of use in the normal position pending removal.

New Down Main platforms have been brought into use at Gilberdyke and Broomfleet Stations.

(46)

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.

MISCELLANEOUS NOTICESREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- (b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

These publications will be accompanied by Acknowledgement Slips/ Explanatory Leaflets drawing attention to the principal changes in each as follows:-

- | | |
|-------------|---|
| BR 87109/41 | Acknowledgement Slip/Explanatory Leaflet for the complete Rule Book. |
| BR 87110/2 | Acknowledgement Slip/Explanatory Leaflet for the Rule Book Sections 'A', 'B' and 'P'. |
| BR 87110/3 | Acknowledgement Slip/Explanatory Leaflet for the Rule Book Section 'A'. |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS - continued

2. Consequential amendments will also be made to the following publications. These will also apply from Saturday 4 June, 1988 and will be issued as follows:-

(a) General Appendix (BR 29944)

An 'Alterations and Additions - Issue No. 9' (BR 29944/36) will be published.

(b) Regulations for Train Signalling and Signalmen's General Instructions (BR 30062)

The following will be re-issued incorporating alterations issued hitherto and consequential amendments arising from the Rule Book reprint:-

BR 30062 - Signalmen's General Instructions

Regulations for Train Signalling:-

BR 30062/1 - by the Track Circuit Block System

BR 30062/2 - by the Absolute Block System

BR 30062/3 - on Single Lines by the Electric Token Block System

BR 30062/4 - on Single Lines by the Tokenless Block System

BR 30062/5 - Instructions in respect of Trains conveying Out-of Gauge Loads

3. Distribution of these publications from the Printers will begin in January, 1988. They should be made available to the employees concerned immediately upon receipt at the nominated locations.
4. These publications are being issued well before the introductory date of Saturday 4 June, 1988. It is essential that employees familiarise themselves with the revised Rules, Regulations and instructions in readiness for their introduction.

(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 BSATURDAY 13 AND SUNDAY 14 FEBRUARY - LEEDS STATION

The crossover between Platform 5 East and Platform 6 West will be abolished.

Signalling Alterations

The route indicator associated with Platform 6 (West) signal L192 and Platform 5 (East) signal L193 will be abolished.

The "Theatre"-type route indicator associated with Platform 4 Departure Signal No. L162 will be abolished and the signal will apply without route indication towards "A" line only. (The route to "B" line will no longer be available).

(50)

SUNDAY 14 FEBRUARY - STRENSALL AND HAXBYStrensall

Lifting barriers will be brought into use at Strensall level crossing. The Strensall Down and Up Home and Distant signals will be reinstated.

Haxby Station

Haxby Station level crossing gates at 4m. 18chs. will be removed.

Signalling Alterations

The Haxby Station Down and Up Home and Distant signals will be maintained at Danger/Caution and hand-signalling will be in operation.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 15 FEBRUARY - BETWEEN HEATON LODGE JUNCTION AND HEATON LODGE SOUTH JUNCTION

The Up Huddersfield line between Heaton Lodge Junction and Heaton Lodge South Junction will be taken out of use until further notice. The connection - Up Slow to Up Fast at Heaton Lodge Junction will be temporarily secured out of use.

The signal route from HM554 on the Up Slow line (Heaton Lodge East Junction) applying towards the Up Huddersfield line will be maintained at RED. Signal HM550 on the Up Huddersfield line protecting Heaton Lodge South Junction and signal HM551 on the former Down Huddersfield protecting Heaton Lodge Junction will be abolished.

(50)

DETAILS OF WORK ALREADY CARRIED OUTALDWARKE JUNCTION

An illuminated Permanent Speed Restriction Warning Indicator has been provided on the Up Pontefract line 980 yards before reaching the 40m.p.h. permanent speed restriction at 164½ mile post.

An A.W.S. permanent magnet has been provided 200 yards on the approach side of the Warning Indicator. (See Section 'D').

(49)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * YORK STATION

* Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes have been abolished.

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road has been secured out of use until Sunday 28 February. (48)

STRENSALL

Strensall level crossing gates at 6m. 48chs. have been removed pending installation of lifting barriers.

Signalling Alterations

The Down and Up Home and Distant signals are temporarily maintained at Danger/Caution and hand signalling is in operation.

The trailing crossover has been temporarily secured out of use in the normal position and the associated ground disc shunting signals have been abolished. (48)

BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The Down and Up Slow lines between Goose Hill Junction and Altofts Junction, and the following connections have been secured out of use pending removal:-

Goose Hill Junction

Double junction between the Down and Up Main and Down and Up Slow lines.

Trailing crossover between the Down and Up Slow lines and the associated up connection to the Down Sidings. (The associated ground disc shunting signals have been abolished).

Altofts Junction

Crossover between the Down and Up Slow lines.

Both crossovers between the Up Slow and Down Fast.

Double junction between the Down and Up Slow lines and the Down and Up Midland Main lines.

The following Goose Hill Junction Signals have been abolished :-

Down Main 3rd Home to Down Slow (left-hand bracket signal)

Down Slow Home.

Down Slow Starting with Altofts Junction Down Slow Distant below.

Up Slow 1st Home with the Up Slow 1st Home to Up Main on the left-hand bracket.

Up Slow 2nd Home to Up L & Y (right-hand bracket signal).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION - continuedAltofts Junction Signalling Alterations

Down Slow signal AJ985 (to Down Midland Main or to Down Branch), and Up Slow AJ992 signal are maintained at RED.

All signal routes reading towards the Down and Up Slow lines have been disconnected.

(45)

SHERBURN JN

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been reinstated.

(48)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

LEEDS STATION

The crossover (half of scissor crossover) between Platform 8 West and the Through Road (East) has been abolished.

Signalling Alterations

The route indicators associated with Through Road (East) signal L151 and Platform 8 West L146 have been abolished.

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BROOMFLEET AND GILBERDYKE

The Up Slow line has been taken out of use.

The adjacent Up Fast has become the Up Main line.

New Up Main Platforms have been brought into use at Broomfleet and Gilberdyke Stations.

The facing connection - Up Main to Up Slow (Broomfleet) and the connection at Gilberdyke between the former Up Slow and the Horse Dock Siding have been secured for through running to/from the Horse Dock.

Signalling AlterationsGilberdyke

The right-hand bracket post on the Up Main Home Signal Gantry has been abolished. The remaining semaphore (17 feet above rail level) on the straight post (former Up Main Home to Up Branch) has become the Up Main 1st Home Signal 440 yards before reaching the new Up Main 2nd Home described below.

A new Up Main 2nd Home right-hand bracket signal (19 feet above rail level) with the Up Main 2nd Home to Up Branch on the straight post 18 feet above rail level, has been provided at the signal box end of the new Gilberdyke Up Main Platform and 141 yards before reaching the signal box.

All signals associated with the former Up Slow line have been abolished.

(49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN</u>					
<u>Page 61</u>					
At Goose Hill Jn					
<u>Delete :-</u>			<u>20</u>		<u>To Slow line at 50m. 28chs.</u>

(4.D)

NS-40

SECTION D - GENERAL INSTRUCTIONS AND NOTES - 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>ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN</u>					
<u>Page 74</u>					
Delete all details between Goose Hill Jn and Altofts Jn and substitute :-					
	Goose Hill Jn (See page 61)	184 56			
				20	To Wakefield (K) line at 50m. 29chs. Manchester to Normanton mileage.
				60	185m.p. and 184m. 61chs.
	Normanton Footpath LC (R/G) †	185 11		30	185m. 30chs. and 185m.p.
	Altofts Jn	185 73	60	To Castleford line.	
	Altofts Jn (See page 76)	186 00		70	186m.p. and 185m. 30chs.

(4.D)

NS-41

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

Page 185

FARNLEY BRANCHAmend first paragraph to read :-

Dunlop and Ranken Sidings Annetts Keys for the lock securing the ground frame at the Farnley Jn end of Dunlop and Ranken Sidings are kept at the Hunslet Sidings Chagemans Office. Guards working to the Farnley Branch must collect a Key before leaving Hunslet Sidings and return it to the Chagemans Office on completion of the work.

(4D)

MISCELLANEOUS NOTICESREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- (b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

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 21 FEBRUARY - HAXBY STATION

New lifting barriers will be brought into use at Haxby Station level crossing 4m. 18chs.

Signalling Alterations

The Down and Up Home and Distant signals will continue to be maintained at Danger/Caution and hand signalling will be in operation.

(51)

SUNDAY 21 FEBRUARY - BETWEEN SHAFTHOLME JN AND FERRYBRIDGE NORTH JN

The "LIMIT OF SHUNT" situated on Down Askern opposite 434 signal will be replaced by an elevated position light signal displaying two horizontal red lights at a height of 10 ft. above rail level.

(51)

SUNDAY 21 FEBRUARY - LEEDS

The connections from the Up Goods line and from (D) line to the MPD area will be abolished.

The routes on Position Light Shunting Signals L115 (D Line) and L121 (Up Goods) applying towards the MPD area, together with the MPD area exit signals L117 and L119 will be abolished.

Signal L115 will be repositioned 35 yards Eastwards.

(51)

SUNDAY 21 FEBRUARY - HULL SPEEDLINK

The former Departure line will be reinstated as the new Arrival/Departure.

The connections associated with the previous Arrival/Departure (and track) will be abolished.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTDONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance. (UFN)

YORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road has been secured out of use until Sunday 28 February.

STRENSALL AND HAXBYStrensall

Lifting barriers have been brought into use at Strensall level crossing. The Strensall Down and Up Home and Distant signals have been reinstated.

Haxby Station

Haxby Station level crossing gates at 4m. 18chs. have been removed.

Signalling Alterations

The Haxby Station Down and Up Home and Distant signals are now maintained at Danger/Caution and hand-signalling is in operation. (50)

STRENSALL

Strensall level crossing gates at 6m. 48chs. have been removed pending installation of lifting barriers.

Signalling Alterations

The Down and Up Home and Distant signals are temporarily maintained at Danger/Caution and hand signalling is in operation.

The trailing crossover has been temporarily secured out of use in the normal position and the associated ground disc shunting signals have been abolished. (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEATON LODGE JUNCTION AND HEATON LODGE SOUTH JUNCTION

The Up Huddersfield line between Heaton Lodge Junction and Heaton Lodge South Junction has been taken out of use until further notice. The connection - Up Slow to Up Fast at Heaton Lodge Junction has been temporarily secured out of use.

The signal route from HM554 on the Up Slow line (Heaton Lodge East Junction) applying towards the Up Huddersfield line is maintained at RED. Signal HM550 on the Up Huddersfield line protecting Heaton Lodge South Junction and signal HM551 on the former Down Huddersfield protecting Heaton Lodge Junction have been abolished.

(50)

ALDWARKE JUNCTION

An illuminated Permanent Speed Restriction Warning Indicator has been provided on the Up Pontefract line 980 yards before reaching the 40m.p.h. permanent speed restriction at 164½ mile post.

An A.W.S. permanent magnet has been provided 200 yards on the approach side of the Warning Indicator. (See Section 'D').

(49)

* * BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

*

The Down and Up Slow lines between Goose Hill Junction and Altofts Junction, and the following connections have been secured out of use pending removal:-

Goose Hill Junction

Double junction between the Down and Up Main and Down and Up Slow lines.

Trailing crossover between the Down and Up Slow lines and the associated slip connection to the Down Sidings. (The associated ground disc shunting signals have been abolished).

Altofts Junction

Crossover between the Down and Up Slow lines.

Both crossovers between the Up Slow and Down Fast.

Double junction between the Down and Up Slow lines and the Down and Up Midland Main lines.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION - continued

*

The following Goose Hill Junction Signals have been abolished :-

Down Main 3rd Home to Down Slow (left-hand bracket signal)
 Down Slow Home.
 Down Slow Starting with Altofts Junction Down Slow Distant below.
 Up Slow 1st Home with the Up Slow 1st Home to Up Main on the left-hand bracket.
 Up Slow 2nd Home to Up L & Y (right-hand bracket signal).

Altofts Junction Signalling Alterations

Down Slow signal AJ985 (to Down Midland Main or to Down Branch), and Up Slow AJ992 signal are maintained at RED.

All signal routes reading towards the Down and Up Slow lines have been disconnected.

(48)

* * SHERBURN JN

*

The facing connection from the Up Main to Down Branch (towards Gascoigne Wood) at 13m. 22chs. has been reinstated.

(48)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

LEEDS STATION

The crossover between Platform 5 East and Platform 6 West has been abolished.

Signalling Alterations

The route indicator associated with Platform 6 (West) signal L192 and Platform 5 (East) signal L193 has been abolished.

The "Theatre"-type route indicator associated with Platform 4 Departure Signal No. L162 has been abolished and the signal applies without route indication towards "A" line only. (The route to "B" line is no longer available).

(50)

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

*

The crossover (half of scissor crossover) between Platform 8 West and the Through Road (East) has been abolished.

Signalling Alterations

The route indicators associated with Through Road (East) signal L151 and Platform 8 West L146 have been abolished.

(48)

BETWEEN BROOMFLEET AND GILBERDYKE

The Up Slow line has been taken out of use.

The adjacent Up Fast has become the Up Main line.

New Up Main Platforms have been brought into use at Broomfleet and Gilberdyke Stations.

The facing connection - Up Main to Up Slow (Broomfleet) and the connection at Gilberdyke between the former Up Slow and the Horse Dock Siding have been secured for through running to/from the Horse Dock.

Signalling AlterationsGilberdyke

The right-hand bracket post on the Up Main Home Signal Gantry has been abolished. The remaining semaphore (17 feet above rail level) on the straight post (former Up Main Home to Up Branch) has become the Up Main 1st Home Signal 440 yards before reaching the new Up Main 2nd Home described below.

A new Up Main 2nd Home (straight post) signal 18 feet above rail level with the Up Main 2nd Home to Up Branch 16 feet above rail level on the adjacent straight post on the left, has been provided at the signal box end of the new Gilberdyke Up Main Platform and 141 yards before reaching the signal box.

All signals associated with the former Up Slow line have been abolished.

(Amended Item) (49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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 At or Between	
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN</u>					
Page 61					
At Goose Hill Jn					
Delete:-			<u>20</u>	<u>To Slow line at 50m. 28chs.</u>	(4.D)

NS-41

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 LEEDS NORTH JN					
Page 74					
Delete all details between Goose Hill Jn and Altofts Jn and substitute :-					
	Goose Hill Jn (See page 61)	184 56			
			20		To Wakefield (K) line at 50m. 29chs. Manchester to Normanton mileage.
			60		185m.p. and 184m. 61chs.
	Normanton Footpath LC (R/G) †	185 11		30	185m. 30chs. and 185m.p.
	Altofts Jn	185 73	60		To Castleford line.
	Altofts Jn (See page 76)	186 00		70	186m.p. and 185m. 30chs.
					(4.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSPage 185FARNLEY BRANCHAmend first paragraph to read :-

Dunlop and Ranken Sidings Annetts Keys for the lock securing the ground frame at the Farnley Jn end of Dunlop and Ranken Sidings are kept at the Hunslet Sidings Chargemans Office. Guards working to the Farnley Branch must collect a Key before leaving Hunslet Sidings and return it to the Chargemans Office on completion of the work.

(4D)

MISCELLANEOUS NOTICESREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- (b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS - continued

These publications will be accompanied by Acknowledgement Slips/ Explanatory Leaflets drawing attention to the principal changes in each as follows:-

BR 87109/41 Acknowledgement Slip/Explanatory Leaflet for the complete Rule Book.

BR 87110/2 Acknowledgement Slip/Explanatory Leaflet for the Rule Book Sections 'A', 'B' and 'P'.

BR 87110/3 Acknowledgement Slip/Explanatory Leaflet for the Rule Book Section 'A'.

2. Consequential amendments will also be made to the following publications. These will also apply from Saturday 4 June, 1988 and will be issued as follows:-

(a) General Appendix (BR 29944)

An 'Alterations and Additions - Issue No. 9' (BR 29944/36) will be published.

(b) Regulations for Train Signalling and Signalmen's General Instructions (BR 30062)

The following will be re-issued incorporating alterations issued hitherto and consequential amendments arising from the Rule Book reprint:-

BR 30062 - Signalmen's General Instructions

Regulations for Train Signalling:-

BR 30062/1 - by the Track Circuit Block System

BR 30062/2 - by the Absolute Block System

BR 30062/3 - on Single Lines by the Electric Token Block System

BR 30062/4 - on Single Lines by the Tokenless Block System

BR 30062/5 - Instructions in respect of Trains conveying Out-of Gauge Loads

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

NORMANTON STATION

Drivers of trains stopping at Normanton Station must follow the instructions of handsignalmen and/or notice boards whilst demolition work is in progress.
(UFN)

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 lm. 03chs. and lm. 04chs. adjacent to the signal box.

(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)

32/NS
YORK
12 FEBRUARY 1988

C. MCKEEVER
REGIONAL OPERATIONS MANAGER

DOTS
up 5 S.

WATSON

Gu

6 Da



OVERHEAD
LIVE WIRES

WARNING

2



OVERHEAD
LIVE WIRES

EAST COAST MAIN LINE ELECTRIFICATION

IF YOU WORK ON THE ECML BETWEEN PETERBOROUGH (EXCLUSIVE), DONCASTER AND LEEDS ARE YOU READY FOR THE ENERGISATION OF THE OVERHEAD LINE EQUIPMENT NORTH OF NEW ENGLAND PETERBOROUGH (280 YARDS NORTH OF 78½ MILE POST) (SEE ITEMS AT FRONT OF PERIODICAL OPERATING NOTICE AND THIS NOTICE FOR PRECISE DETAILS).

1. ENSURE YOU HAVE A COPY OF THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES B.R.29987 AND FIRST AID FOR ELECTRICAL ACCIDENTS B.R.7243/7.
2. HAVE YOU BEEN ON A SAFETY AND FIRST AID COURSE?
IF NOT COMPLAIN TO YOUR SUPERVISOR NOW!

REMEMBER THAT AFTER THE ENERGISATION DATE FOR EACH SECTION OF LINE THE OVERHEAD LINE EQUIPMENT MUST ALWAYS BE TREATED AS ALIVE.

DO NOT TAKE CHANCES

FORGETFULNESS CAN BE FATAL!



OVERHEAD
LIVE WIRES

WARNING



OVERHEAD
LIVE WIRES

NS. 49/88
27.2-4.3.88SECTION 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 FEBRUARY - BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE

New colour light signalling (controlled from Strensall signal box) will be brought into use on the Down Scarborough between Bootham signal box and the new Strensall Down Scarborough Starting signal and on the Up Scarborough, between Strensall new colour light Up Distant and Bootham Up Distant (No. 4 signal) exclusive (all signalling thereby replaced will be abolished).

The Track Circuit Block Regulations will now apply between Bootham and Strensall.

The trailing crossover at Strensall will be reinstated.

This item should be read in conjunction with the diagrams included in this Notice.

Description of Signals

<u>Signal</u>	<u>Aspect</u>	<u>Mileage</u>	<u>Distance to new signal ahead in yards</u>	<u>Application to or towards</u>
<u>Down Scarborough</u>				
S3R	Y/G	2m. 45chs.	1,162	S3
S3	3-aspect	3m. 16chs.	1,561	S5
S5	R/G	4m. 07chs.	1,761	S7R/S7
S7R	Y/G	5m. 08chs.	1,361	S7
S7	3-aspect	5m. 70chs.	1,653	S11

S11 2-aspect R/G Down Scarborough Starting signal

S52 Position-light signal adjacent to Strensall level crossing applying towards Up Scarborough.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 28 FEBRUARY - BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continuedUp Scarborough

S12	Y/Y/G Up Distant	7m. 31chs.	1,200	S10
S10	3-aspect Home	6m. 56chs.	828	S8
S8	R/G	6m. 19chs.	1,983	S6R
S6R	Y/G	5m. 8chs.	1,350	S6
S6	3-aspect	4m. 27chs.	1,563	S4
S4	R/G	3m. 36chs.	1,156	Bootham No. 4 (existing) Up Distant signal

S1 position light on Up Scarborough applying towards Down Scarborough.

Strensall Station Level Crossing

New lifting barriers have been commissioned.

Haxby Station Level Crossing at 4m. 18chs.

The gate box will be abolished, and the level crossing lifting barriers will be remotely controlled from Strensall signal box with the aid of CCTV.

(52)

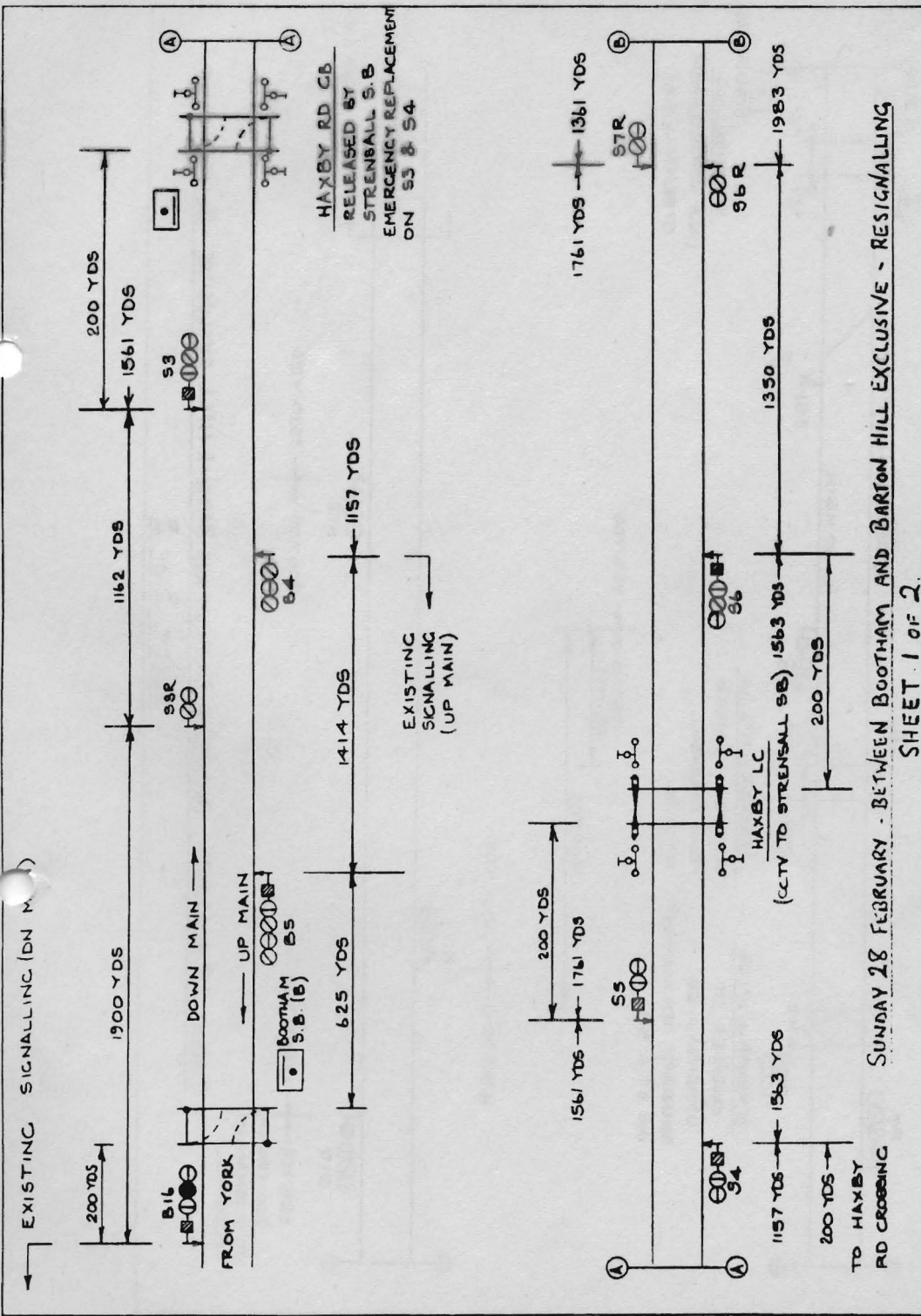
SUNDAY 28 FEBRUARY : WHITLEY BRIDGE LEVEL CROSSING (BETWEEN SUDFORTH LANE AND HENSALL).

Whitley Bridge Gate Box will be abolished and the level crossing barriers will be remotely controlled from Sudforth Lane signalbox with the aid of C.C.T.V. Telephone communication will be provided between the crossing and Sudforth Lane signalbox.

(52)

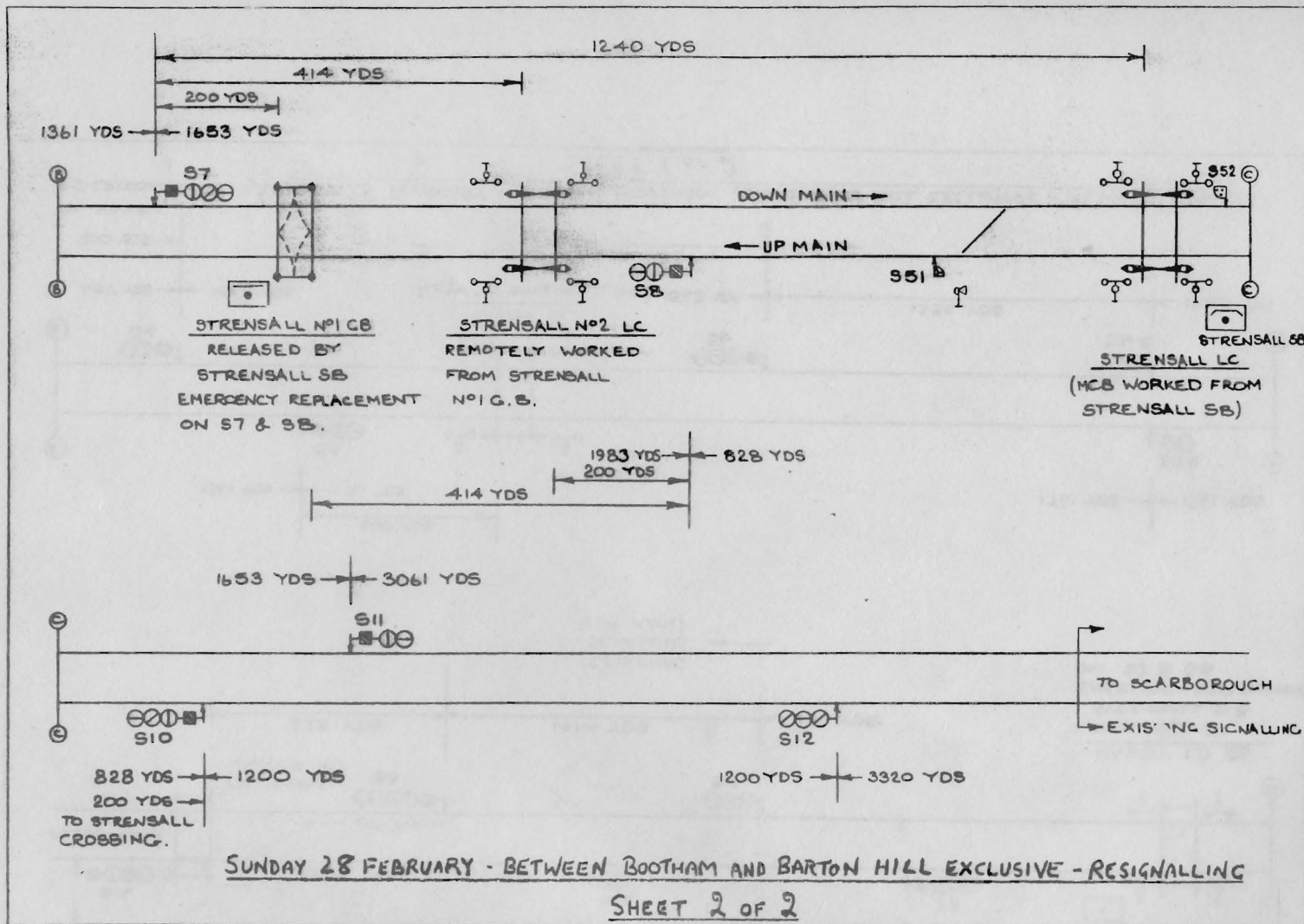
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTLEEDS STATION

The connections from Platform 9 to Through Road and Platform 8 to Through Road have been temporarily replaced by plain line, pending renewal.

(New Item)

DONCASTER SOUTH YORKSHIRE JUNCTION

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

YORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road has been secured out of use. Until Sunday 28 February.

BETWEEN SHAFTHOLME JN AND FERRYBRIDGE NORTH JN

The "LIMIT OF SHUNT" situated on Down Askern opposite 434 signal has been replaced by an elevated position light signal displaying two horizontal red lights at a height of 10 ft. above rail level.

(51)

BETWEEN HEATON LODGE JUNCTION AND HEATON LODGE SOUTH JUNCTION

The Up Huddersfield line between Heaton Lodge Junction and Heaton Lodge South Junction has been taken out of use until further notice. The connection - Up Slow to Up Fast at Heaton Lodge Junction has been temporarily secured out of use.

The signal route from HM554 on the Up Slow line (Heaton Lodge East Junction) applying towards the Up Huddersfield line is maintained at RED. Signal HM550 on the Up Huddersfield line protecting Heaton Lodge South Junction and signal HM551 on the former Down Huddersfield protecting Heaton Lodge Junction have been abolished.

(50)

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

*

An illuminated Permanent Speed Restriction Warning Indicator has been provided on the Up Pontefract line 980 yards before reaching the 40m.p.h. permanent speed restriction at 164 $\frac{3}{4}$ mile post.

An A.W.S. permanent magnet has been provided 200 yards on the approach side of the Warning Indicator. (See Section 'D'). (49)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

LEEDS STATIONSignalling Alterations

The "Theatre"-type route indicator associated with Platform 4 Departure Signal No. L162 has been abolished and the signal applies without route indication towards "A" line only. (The route to "B" line is no longer available).

(50)

LEEDS

The connections from the Up Goods line and from (D) line to the MPD area have been abolished.

The routes on Position Light Shunting Signals L115 (D Line) and L121 (Up Goods) applying towards the MPD area, together with the MPD area exit signals L117 and L119 have been abolished.

Signal L115 has been repositioned 35 yards Eastwards.

(51)

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

*

The Up Slow line has been taken out of use.

The adjacent Up Fast has become the Up Main line.

New Up Main Platforms have been brought into use at Broomfleet and Gilberdyke Stations.

The facing connection - Up Main to Up Slow (Broomfleet) and the connection at Gilberdyke between the former Up Slow and the Horse Dock Siding have been secured for through running to/from the Horse Dock.

Signalling AlterationsGilberdyke

The right-hand bracket post on the Up Main Home Signal Gantry has been abolished. The remaining semaphore (17 feet above rail level) on the straight post (former Up Main Home to Up Branch) has become the Up Main 1st Home Signal 440 yards before reaching the new Up Main 2nd Home described below.

A new Up Main 2nd Home (straight post) signal 18 feet above rail level with the Up Main 2nd Home to Up Branch 16 feet above rail level on the adjacent straight post on the left, has been provided at the signal box end of the new Gilberdyke Up Main Platform and 141 yards before reaching the signal box.

All signals associated with the former Up Slow line have been abolished.

(49)

ALL SPEEDLINK

The former Departure line has been reinstated as the new Arrival/Departure.

The connections associated with the previous Arrival/Departure (and track) have been abolished.

(51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended items.

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

WORKING MANUAL FOR RAIL STAFF : (BR.30054)

PART 2 : GREEN PAGES

A complete reissue of Part 2 (Green Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hrs on 19th March 1988).

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

(52)

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>TEMPLE HIRST JN TO SELBY SOUTH JN</u></p> <p>Page 36</p> <p>Between Henwick Hall LC and Canal Jn</p> <p><u>Amend:-</u> Brayton LC (CCTV)</p>					(4D)

NS-43

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>YORK TO SCARBOROUGH</u>					
<u>Pages 38 and 39</u>					
<u>Delete</u> all details between Bootham and Strensall and <u>substitute:-</u>					
	Bootham LC	1 51			
	Haxby Road LC	3 27			
	Haxby LC (CCTV)	4 18			
	Strensall No.1 LC	6 00			
	Strensall No.2 LC(RC)	6 11			
	Strensall LC	6 48			

NS-44

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>EASTWOOD TO NORMANTON, GOOSE HILL JN</u> Page 61 At Goose Hill Jn <u>Delete:-</u>			20		<u>To Slow line at 50m. 28chs.</u> (4.D)

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>ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN</u>					
<u>Page 74</u>					
Delete all details between Goose Hill Jn and Altofts Jn and substitute :-					
	Goose Hill Jn (See page 61)	184 56			
				20	To Wakefield (K) line at 50m. 29chs. Manchester to Normanton mileage.
				60	185m.p. and 184m. 61chs.
	Normanton Footpath LC (R/G) †	185 11		30	185m. 30chs. and 185m.p.
	Altofts Jn	185 73	60	To Castleford line.	
	Altofts Jn (See page 76)	186 00	70	186 m.p. and 185m. 30chs.	

(4.D)

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 82</u>					
Between Sudforth Lane LC and Whitley Bridge Jn					
<u>Amend:-</u> Whitley Bridge LC to read:-					
Whitley Bridge LC (CCTV)					
					(4.D)

NS-47

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

Page 185

FARNLEY BRANCHAmend first paragraph to read :-

Dunlop and Ranken Sidings Annetts Keys for the lock securing the ground frame at the Farnley Jn end of Dunlop and Ranken Sidings are kept at the Hunslet Sidings Chargemans Office. Guards working to the Farnley Branch must collect a Key before leaving Hunslet Sidings and return it to the Chargemans Office on completion of the work.

(4D)

MISCELLANEOUS NOTICESREPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- (b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

SATURDAY/SUNDAY 27/28 FEBRUARY - SINGLE LINE WORKING OVER THE DOWN SLOW LINE BETWEEN SKELTON AND TOLLERTON

1. In order to divide the section for wrong direction trains an additional handsignalman (for Up trains) will be appointed on the Down Slow line opposite signal S20 (on the Up Fast line) approaching Skelton Bridge. When authorised to proceed, the Driver may continue to the handsignalman opposite signal S6 (on the Up Slow line) approaching Skelton signal box.
2. Beningbrough Footpath Red/Green light level crossing will be manned during Single Line working and the Red/Green lights permitted to work for right direction trains and the provisions of Rule Book, Section N, Clause 4.8.2 and General Appendix, Section 7 Crossings Equipped with Miniature Red/Green Warning Lights Clause 5, second sentence will not apply unless there is a failure of communication with the Crossing Attendant.

LEEDS STATION

Platform repairs will be in progress on Platforms 6 and 8, until further notice.

Drivers of trains stopping at Platforms 6 or 8 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

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

In connection with engineering work Platform 4 will be shortened by approximately 180 feet at the buffer stop end until further notice.

Drivers of trains using Platform 4 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

GILBERDYKE AND BROOMFLEET STATIONS

A new 50 metre section of platform has been brought into use on the Down and Up Main line at both Gilberdyke and Broomfleet stations.

Drivers of stopping trains must stop at the board provided at each location.

Passengers wishing to alight at either Gilberdyke or Broomfleet must be advised to travel in and alight from the first two coaches of multiple unit trains or the first coach of locomotive hauled trains.

Guards must advise passengers who are to alight at either location that they must take care when alighting on to the temporary platforms.

(UFN)

WAKEFIELD WESTGATE STATION

Platform repairs/construction work are in progress on the Down Platform (No. 2), until further notice.

Drivers of trains stopping at the Down Platform must work to the instructions of Handsignalmen/notice boards whilst platform work is being carried out.

(UFN)

BETWEEN WAKEFIELD KIRKGATE AND GOOSE HILL JN

Open-cast blasting is taking place at the former St. John's Colliery between 10 00 and 16 00 each day.

Blasting may be heard or the effects seen, but this will not affect the running of the railway.

(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 BSATURDAY 5 AND SUNDAY 6 MARCH - LEEDS AND WORTLEY JUNCTION.

The facing connections Up Shipley Fast/Up Harrogate to Up Shipley Slow and Down Shipley Slow to Down Shipley Fast/Down Harrogate will be secured out of use pending removal.

Signalling Alterations.

The associated Position 4 Junction Route Indicator on Down Shipley Slow Signal L61 (applying towards Down Shipley Fast/Down Harrogate) and on the Up Harrogate Signal L8 (applying towards the Up Shipley Slow) will be abolished.
(2)

SUNDAY 6 MARCH - BRAYTON LEVEL CROSSING AT 173m. 02chs.
(Between Temple Hirst Junction and Selby South Junction)

Brayton Gate Box will be abolished and the crossing will be remotely controlled from Selby S.B. with the aid of C.C.T.V.

Signalling Alterations

The Up Selby 4-aspect signal (S880) will be re-positioned 55 yds. before reaching the crossing.
(2)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SHAFTHOLME JN AND FERRYBRIDGE NORTH JN

The "LIMIT OF SHUNT" situated on Down Askern opposite 434 signal has been replaced by an elevated position light signal displaying two horizontal red lights at a height of 10 ft. above rail level.
(51)

BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE

New colour light signalling (controlled from Strensall signal box) has been brought into use on the Down Scarborough between Bootham signal box and the new Strensall Down Scarborough Starting signal and on the Up Scarborough, between Strensall new colour light Up Distant and Bootham Up Distant (No. 4 signal) exclusive (all signalling thereby replaced has been abolished).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continued

The Track Circuit Block Regulations now apply between Bootham and Strensall.

The trailing crossover at Strensall has been reinstated.

This item should be read in conjunction with the diagrams included in this Notice.

Description of Signals

<u>Signal</u>	<u>Aspect</u>	<u>Mileage</u>	<u>Distance to new signal ahead in yards</u>	<u>Application to or towards</u>
<u>Down Scarborough</u>				
S3R	Y/G	2m. 45chs.	1,162	S3
S3	3-aspect	3m. 16chs.	1,561	S5
S5	R/G	4m. 07chs.	1,761	S7R/S7
S7R	Y/G	5m. 08chs.	1,361	S7
S7	3-aspect	5m. 70chs.	1,653	S11

S11 2-aspect R/G Down Scarborough Starting signal

S52 Position-light signal adjacent to Strensall level crossing applying towards Up Scarborough.

Up Scarborough

S12	Y/Y/G Up Distant	7m. 31chs.	1,200	S10
S10	3-aspect Home	6m. 56chs.	828	S8
S8	R/G	6m. 19chs.	1,983	S6R
S6R	Y/G	5m. 8chs.	1,350	S6
S6	3-aspect	4m. 27chs.	1,563	S4
S4	R/G	3m. 36chs.	1,156	Bootham No. 4 (existing) Up Distant signal

S1 position light on Up Scarborough applying towards Down Scarborough.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continuedStrensall Station Level Crossing

New lifting barriers have been commissioned.

Haxby Station Level Crossing at 4m. 18chs.

The gate box has been abolished, and the level crossing lifting barriers are remotely controlled from Strensall signal box with the aid of CCTV.

(52)

WHITLEY BRIDGE LEVEL CROSSING (BETWEEN SUDFORTH LANE AND HENSALL)

Whitley Bridge Gate Box has been abolished and the level crossing barriers are remotely controlled from Sudforth Lane signalbox with the aid of C.C.T.V. Telephone communication has been provided between the crossing and Sudforth Lane signalbox.

(52)

* * DONCASTER SOUTH YORKSHIRE JUNCTION

*

A temporary level crossing has been brought into use across the Down/Up West Slow No. 2 line at 155m 56chs (adjacent to Bridge No. 325).

The crossing is protected by hand-operated lockable barriers. A crossing keeper (in telephone communication with Doncaster Power Signalbox) is in attendance.

(UFN)

* * BETWEEN HEATON LODGE JUNCTION AND HEATON LODGE SOUTH JUNCTION

*

The Up Huddersfield line between Heaton Lodge Junction and Heaton Lodge South Junction has been taken out of use until further notice. The connection - Up Slow to Up Fast at Heaton Lodge Junction has been temporarily secured out of use.

The signal route from HM554 on the Up Slow line (Heaton Lodge East Junction) applying towards the Up Huddersfield line is maintained at RED. Signal HM550 on the Up Huddersfield line protecting Heaton Lodge South Junction and signal HM551 on the former Down Huddersfield protecting Heaton Lodge Junction have been abolished.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

LEEDS STATION

The connections from Platform 9 to Through Road and Platform 8 to Through Road have been temporarily replaced by plain line, pending renewal.

(52)

* * LEEDS STATION

*

Signalling Alterations

The "Theatre"-type route indicator associated with Platform 4 Departure Signal No. L162 has been abolished and the signal applies without route indication towards "A" line only. (The route to "B" line is no longer available).

(50)

LEEDS

The connections from the Up Goods line and from (D) line to the MPD area have been abolished.

The routes on Position Light Shunting Signals L115 (D Line) and L121 (Up Goods) applying towards the MPD area, together with the MPD area exit signals L117 and L119 have been abolished.

Signal L115 has been repositioned 35 yards Eastwards.

(51)

HULL SPEEDLINK

Work has begun on reinstating the former Departure line as the new Arrival/Departure line.

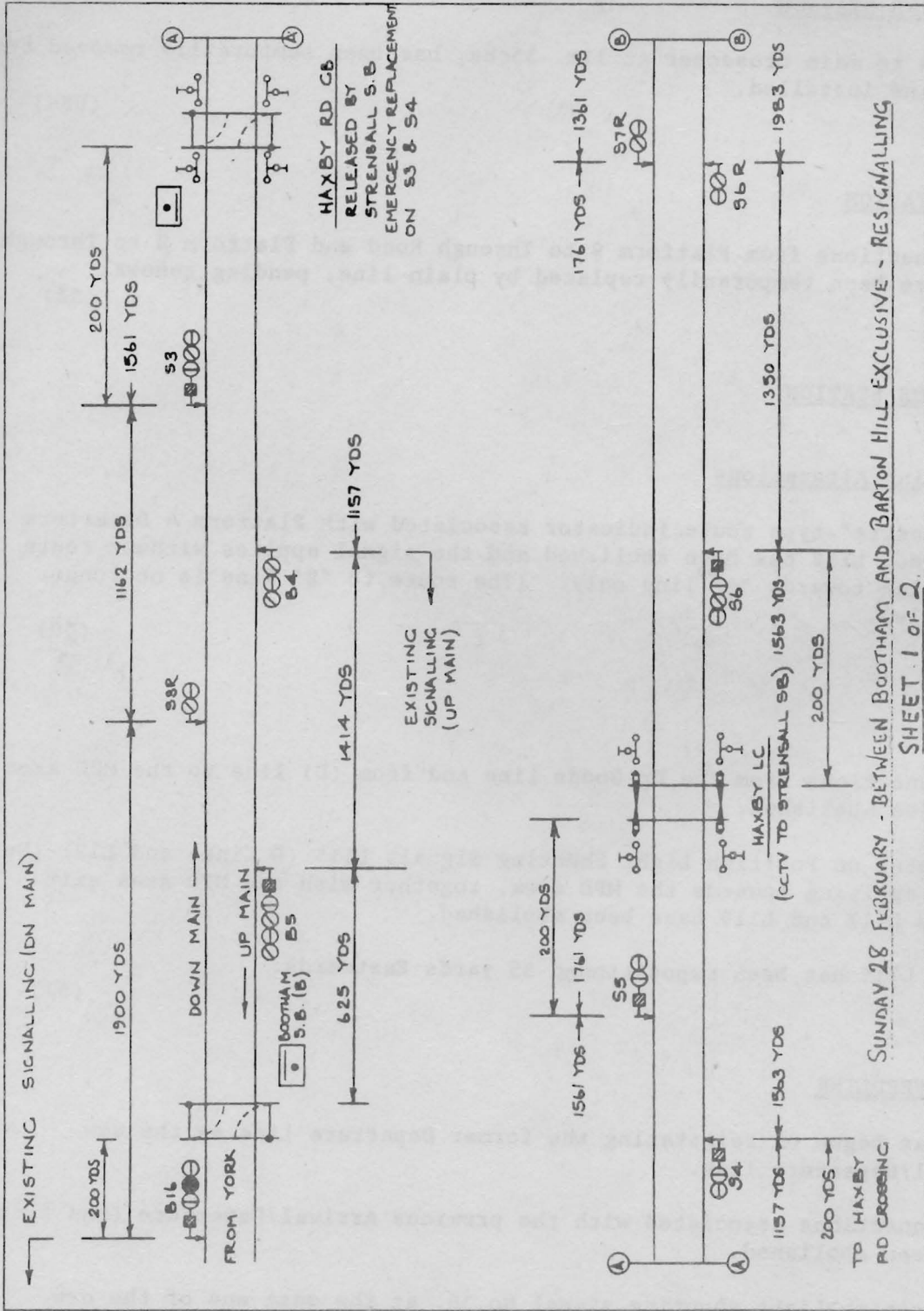
The connections associated with the previous Arrival/Departure (and track) have been abolished.

The Position Light shunting signal No.38, at the west end of the new Arrival/Departure line has been number "37".

(Amended item) (51)

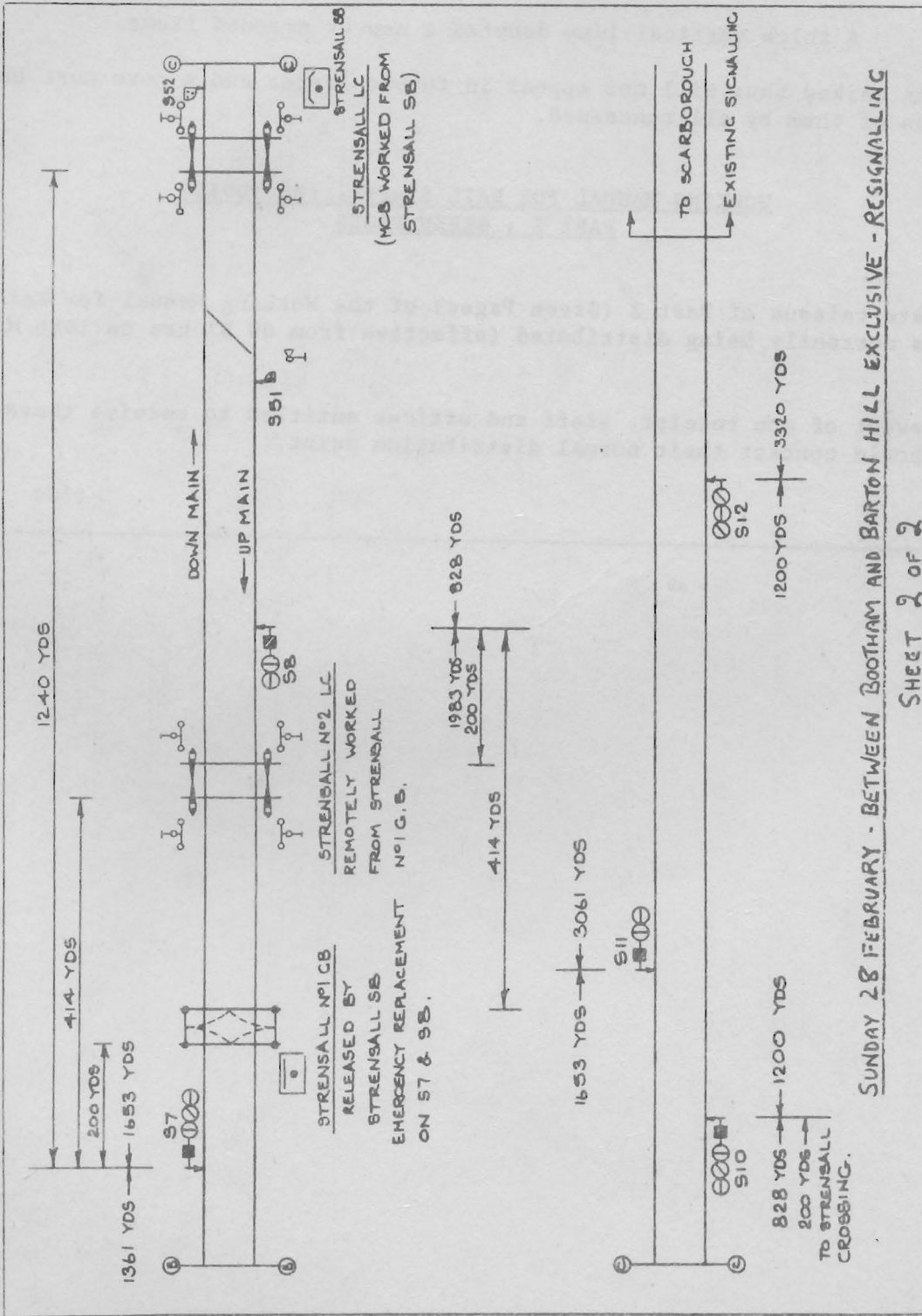
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended items.

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

WORKING MANUAL FOR RAIL STAFF : (BR.30054)

PART 2 : GREEN PAGES

A complete reissue of Part 2 (Green Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hrs on 19th March 1988).

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

(52)

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 13 AND MONDAY 14 MARCH - GOOSE HILL JUNCTION

The Double Junction between the Up and Down Fast Lines and Up and Down L & Y Lines will be secured out of use (in the reverse position) for through running between Fast Lines and L & Y Lines pending removal and re-alignment as plain line.

The trailing crossover between Up and Down Fast Lines will be secured out of use pending removal (the associated ground disc shunting signal will be abolished).

The following signals will be abolished:-

Former Up Main Starting signal.

Former Down Main Second Home signal.

Down Fast Home signal with Altofts Junction colour light Outer Distant signal below.

Down L & Y Second Home to Down Fast (on the right-hand Doll).

Up Fast 4th Home to former Up Main with Up Fast 4th Home to Up L & Y on right-hand bracket. (2)

SUNDAY 13 MARCH - SUDFORTH LANE

The following (bracket post) 4 aspect signals will be converted to straight post signals and moved as shown :-

<u>Signal</u>	<u>Line</u>	<u>Distance repositioned nearer Sudforth Lane Signal Box</u>
S457	Down Goole	3 yards
S465	Down Goole	5 yards
S464	Up Goole	10 yards
S456	Up Goole	3 yards

(2)

DETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN SHAFTHOLME JN AND FERRYBRIDGE NORTH JN

*

The "LIMIT OF SHUNT" situated on Down Askern opposite 434 signal has been replaced by an elevated position light signal displaying two horizontal red lights at a height of 10 ft. above rail level

(51)

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBRAYTON LEVEL CROSSING AT 173m. 02chs.(Between Temple Hirst Junction and Selby South Junction)6388 per
NS50

Brayton Gate Box has been abolished and the crossing is remotely controlled from Selby S.B. with the aid of C.C.T.V.

Signalling Alterations

The Up Selby 4-aspect signal (S880) has been re-positioned 55 yds. before reaching the crossing.

(2)

BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE

New colour light signalling (controlled from Strensall signal box) has been brought into use on the Down Scarborough between Bootham signal box and the new Strensall Down Scarborough Starting signal and on the Up Scarborough, between Strensall new colour light Up Distant and Bootham Up Distant (No. 4 signal) exclusive (all signalling thereby replaced has been abolished).

The Track Circuit Block Regulations now apply between Bootham and Strensall.

The trailing crossover at Strensall has been reinstated.

This item should be read in conjunction with the diagrams included in this Notice.

Description of Signals

<u>Signal</u>	<u>Aspect</u>	<u>Mileage</u>	<u>Distance to new signal ahead in yards</u>	<u>Application to or towards</u>
<u>Down Scarborough</u>				
S3R	Y/G	2m. 45chs.	1,162	S3
S3	3-aspect	3m. 16chs.	1,561	S5
S5	R/G	4m. 07chs.	1,761	S7R/S7
S7R	Y/G	5m. 08chs.	1,361	S7
S7	3-aspect	5m. 70chs.	1,653	S11

S11 2-aspect R/G Down Scarborough Starting signal

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continued

S52 Position-light signal adjacent to Strensall level crossing applying towards Up Scarborough.

Up Scarborough

S12	Y/Y/G Up Distant	7m. 31chs.	1,200	S10
S10	3-aspect Home	6m. 56chs.	828	S8
S8	R/G	6m. 19chs.	1,983	S6R
S6	Y/G	5m. 8chs.	1,350	S6
S6	3-aspect	4m. 27chs.	1,563	S4
S4	R/G	3m. 36chs.	1,156	Bootham No. 4 (existing) Up Distant signal

51 position light on Up Scarborough applying towards Down Scarborough.

Strensall Station Level Crossing

New lifting barriers have been commissioned.

Haxby Station Level Crossing at 4m. 18chs.

The gate box has been abolished, and the level crossing lifting barriers are remotely controlled from Strensall signal box with the aid of CCTV.

(52)

WHITLEY BRIDGE LEVEL CROSSING (BETWEEN SUDFORTH LANE AND HENSALL)

Whitley Bridge Gate Box has been abolished and the level crossing barriers are remotely controlled from Sudforth Lane signalbox with the aid of C.C.T.V. Telephone communication has been provided between the crossing and Sudforth Lane signalbox.

(52)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continued

S52 Position-light signal adjacent to Strensall level crossing applying towards Up Scarborough.

Up Scarborough

S12	Y/Y/G Up Distant	7m. 31chs.	1,200	S10
S10	3-aspect Home	6m. 56chs.	828	S8
S8	R/G	6m. 19chs.	1,983	S6R
S6R	Y/G	5m. 8chs.	1,350	S6
S6	3-aspect	4m. 27chs.	1,563	S4
S4	R/G	3m. 36chs.	1,156	Bootham No. 4 (existing) Up Distant signal

51 position light on Up Scarborough applying towards Down Scarborough.

Strensall Station Level Crossing

New lifting barriers have been commissioned.

Haxby Station Level Crossing at 4m. 18chs.

The gate box has been abolished, and the level crossing lifting barriers are remotely controlled from Strensall signal box with the aid of CCTV.

(52)

WHITLEY BRIDGE LEVEL CROSSING (BETWEEN SUDFORTH LANE AND HENSALL)

Whitley Bridge Gate Box has been abolished and the level crossing barriers are remotely controlled from Sudforth Lane signalbox with the aid of C.C.T.V. Telephone communication has been provided between the crossing and Sudforth Lane signalbox.

(52)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLEEDS STATION

The connections from Platform 9 to Through Road and Platform 8 to Through Road have been temporarily replaced by plain line, pending renewal.

(52)

* * LEEDS

*

The connections from the Up Goods line and from (D) line to the MPD area have been abolished.

The routes on Position Light Shunting Signals L115 (D Line) and L121 (Up Goods) applying towards the MPD area, together with the MPD area exit signals L117 and L119 have been abolished.

Signal L115 has been repositioned 35 yards Eastwards.

(51)

LEEDS AND WORTLEY JUNCTION.

The facing connections Up Shipley Fast/Up Harrogate to Up Shipley Slow and Down Shipley Slow to Down Shipley Fast/Down Harrogate have been secured out of use pending removal.

Signalling Alterations.

The associated Position 4 Junction Route Indicator on Down Shipley Slow Signal L61 (applying towards Down Shipley Fast/Down Harrogate) and on the Up Harrogate Signal L8 (applying towards the Up Shipley Slow) has been abolished.

(2)

* * HULL SPEEDLINK

*

Work has begun on reinstating the former Departure line as the new Arrival/Departure line.

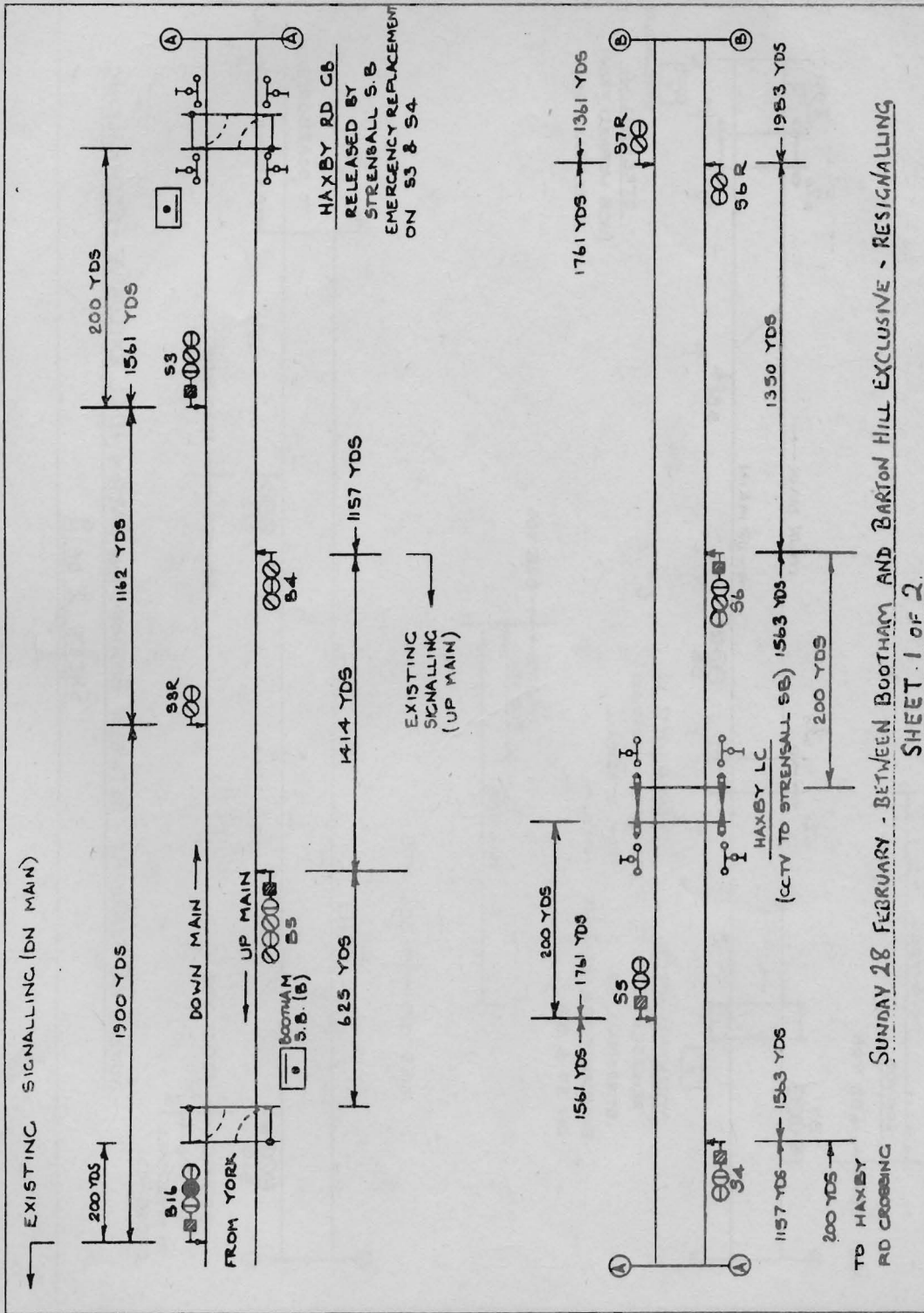
The connections associated with the previous Arrival/Departure (and track) have been abolished.

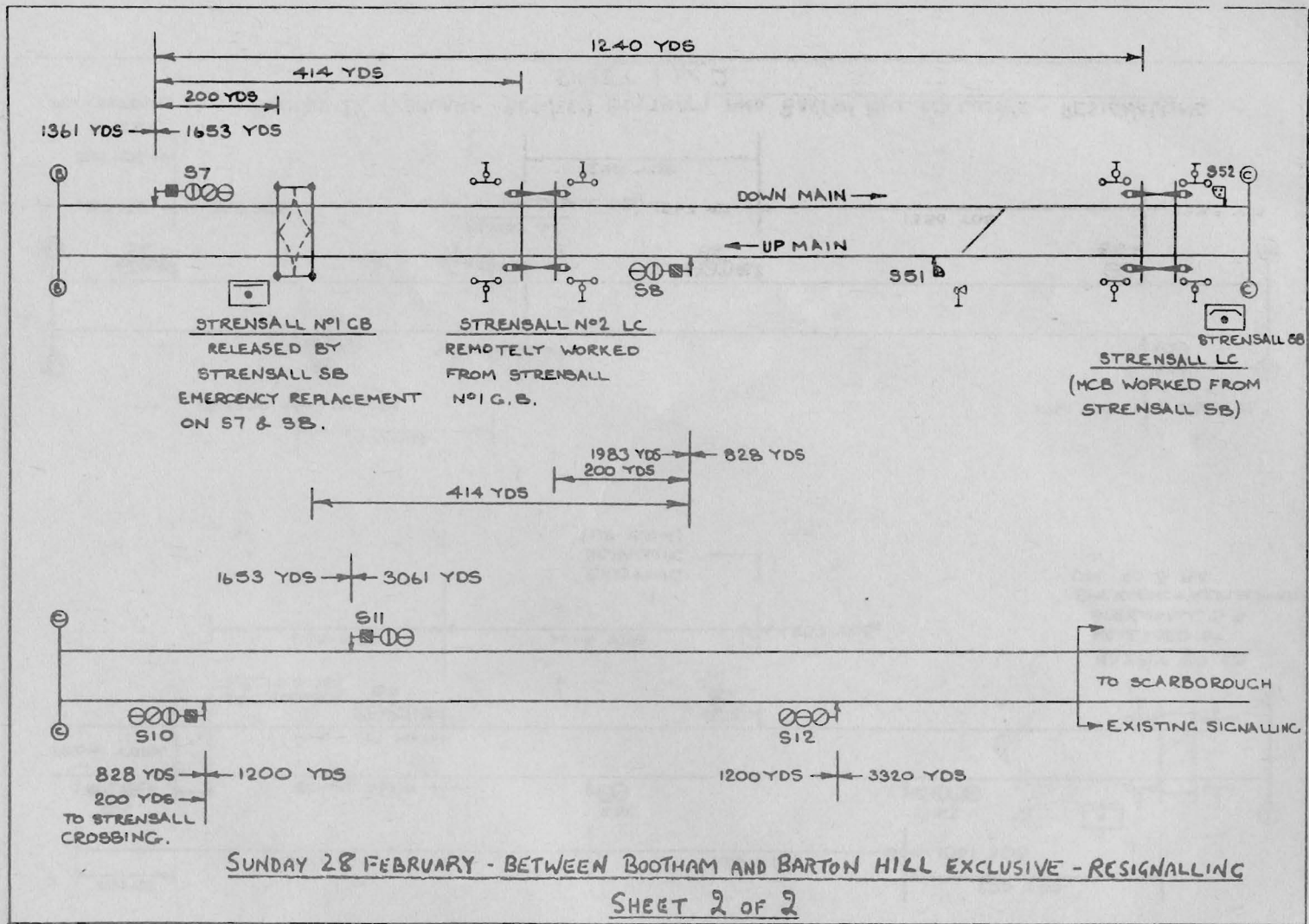
The Position Light shunting signal No.38, at the west end of the new Arrival/Departure line has been number "37".

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued





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>YORK TO SCARBOROUGH</u>					
<u>Pages 38 and 39</u>					
<u>Delete all details between Bootham and Strensall and substitute:-</u>					
	Bootham LC	1 51			
	Haxby Road LC	3 27			
	Haxby LC (CCTV)	4 18			
	Strensall No.1 LC	6 00			
	Strensall No.2 LC(RC)	6 11			
	Strensall LC	6 48			
					(4.D)

NS-45

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	
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN</u> <u>Page 61</u> At Goose Hill Jn <u>Delete:-</u>						
				20		<u>To Slow line at 50m. 28chs.</u> (4.D)

NS-46

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>ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN</u>					
<u>Page 74</u>					
<u>Delete</u> all details between Goose Hill Jn and Altofts Jn and <u>substitute</u> :-					
	Goose Hill Jn (See page 61)	184 56			
				<u>20</u>	<u>To Wakefield (K) line at 50m. 29chs. Manchester to Normanton mileage.</u>
				<u>60</u>	<u>185m.p. and 184m. 61chs.</u>
	Normanton Footpath LC (R/G) *	185 11		<u>30</u>	<u>185m. 30chs. and 185m.p.</u>
	Altofts Jn	185 73	<u>60</u>	<u>To Castleford line.</u>	
	Altofts Jn (See page 76)	186 00		<u>70</u>	<u>186 m.p. and 185m. 30chs.</u>
					(4.D)

NS-47

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	
<u>WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN</u>					
<u>Page 82</u>					
Between Sudforth Lane LC and Whitley Bridge Jn					
<u>Amend:-</u>	Whitley Bridge LC (CCTV)				(4.D)

84-5N

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signalman must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

The above must be applied on the Temple Hirst Jn. to Selby line irrespective of the time since the last train.

(UFN)

SATURDAY/SUNDAY 5/6 MARCH - SINGLE LINE WORKING OVER THE
DOWN SLOW LINE BETWEEN SKELTON AND TOLLERTON

1. In order to divide the section for wrong direction trains an additional handsignalman (for Up trains) will be appointed on the Down Slow line opposite signal S20 (on the Up Fast line) approaching Skelton Bridge. When authorised to proceed, the Driver may continue to the handsignalman opposite signal S6 (on the Up Slow line) approaching Skelton signal box.
2. Beningbrough Footpath Red/Green light level crossing will be manned during Single Line working and the Red/Green lights permitted to work for right direction trains and the provisions of Rule Book, Section N, Clause 4.8.2 and General Appendix, Section 7 Crossings Equipped with Miniature Red/Green Warning Lights Clause 5, second sentence will not apply unless there is a failure of communication with the Crossing Attendant.

YORK STATION

Platform repairs are taking place on Platform 9.

Drivers of trains stopping at Platform 9 must work to the instructions of Handsignalmen/notice boards whilst work is in progress.

(UFN)

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

Platforms 9B and 12 are permanently shortened by approximately 50 yards at the North end.

Drivers of trains using Platforms 9B and 12 must work to the instructions of Handsignalmen and/or notice boards whilst demolition work is being carried out.

(UFN)

WOMBWELL STATION

From 08 00 until 16 30 hours on Sunday 13 March, platform repairs will be taking place on the Down Platform.

Drivers of trains stopping at this platform must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

HONLEY STATION

Platform repairs are taking place on the Up platform.

Drivers of trains stopping at this platform must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

LEEDS STATION

Platform repairs will be in progress on Platforms 6 and 8, until further notice.

Drivers of trains stopping at Platforms 6 or 8 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

LEEDS STATION

In connection with engineering work Platform 4 will be shortened by approximately 180 feet at the buffer stop end until further notice.

Drivers of trains using Platform 4 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(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 21 MARCH - LEEDS STATION

Commencing 07 30, the Platform Siding adjacent to Platform 4 will be temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

TUESDAY 22 MARCH - BETWEEN ELLAND AND BRADLEY WOOD JUNCTION

The Down L&Y signal HM 541 will be converted to an automatic signal.

(2)

DETAILS OF WORK ALREADY CARRIED OUTBRAYTON LEVEL CROSSING AT 173m. 02chs.

(Between Temple Hirst Junction and Selby South Junction)

Brayton Gate Box has been abolished and the crossing is remotely controlled from Selby S.B. with the aid of C.C.T.V.

Signalling Alterations

The Up Selby 4-aspect signal (S880) has been re-positioned 55 yds. before reaching the crossing.

(2)

* * BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE

*

New colour light signalling (controlled from Strensall signal box) has been brought into use on the Down Scarborough between Bootham signal box and the new Strensall Down Scarborough Starting signal and on the Up Scarborough, between Strensall new colour light Up Distant and Bootham Up Distant (No. 4 signal) exclusive (all signalling thereby replaced has been abolished).

The Track Circuit Block Regulations now apply between Bootham and Strensall.

The trailing crossover at Strensall has been reinstated.

This item should be read in conjunction with the diagrams included in this Notice.

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN BOOTHAM AND BARTON HILL EXCLUSIVE - continued

*

Description of Signals

<u>Signal</u>	<u>Aspect</u>	<u>Mileage</u>	<u>Distance to new signal ahead in yards</u>	<u>Application to or towards</u>
<u>Down Scarborough</u>				
S3R	Y/G	2m. 45chs.	1,162	S3
S3	3-aspect	3m. 16chs.	1,561	S5
S5	R/G	4m. 07chs.	1,761	S7R/S7
S7R	Y/G	5m. 08chs.	1,361	S7
S7	3-aspect	5m. 70chs.	1,653	S11

S11 2-aspect R/G Down Scarborough Starting signal

S52 Position-light signal adjacent to Strensall level crossing applying towards Up Scarborough.

Up Scarborough

S12	Y/Y/G Up Distant	7m. 31chs.	1,200	S10
S10	3-aspect Home	6m. 56chs.	828	S8
S8	R/G	6m. 19chs.	1,983	S6R
S6R	Y/G	5m. 8chs.	1,350	S6
S6	3-aspect	4m. 27chs.	1,563	S4
S4	R/G	3m. 36chs.	1,156	Bootham No. 4 (existing) Up Distant signal

S1 position light on Up Scarborough applying towards Down Scarborough.

Strensall Station Level Crossing

New lifting barriers have been commissioned.

Harby Station Level Crossing at 4m. 18chs.

The gate box has been abolished, and the level crossing lifting barriers are remotely controlled from Strensall signal box with the aid of CCTV.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGOOSE HILL JUNCTION

The Double Junction between the Up and Down Fast Lines and Up and Down L & Y Lines has been secured out of use (in the reverse position) for through running between Fast Lines and L & Y Lines pending removal and re-alignment as plain line.

The trailing crossover between Up and Down Fast Lines has been secured out of use pending removal (the associated ground disc shunting signal will be abolished).

The following signals have been abolished:-

Former Up Main Starting signal.

Former Down Main Second Home signal.

Down Fast Home signal with Altofts Junction colour light Outer Distant signal below.

Down L & Y Second Home to Down Fast (on the right-hand Doll).

Up Fast 4th Home to former Up Main with Up Fast 4th Home to Up L & Y on right-hand bracket.

(2)

SUDFORTH LANE

The following (bracket post) 4 aspect signals have been converted to straight post signals and moved as shown :-

<u>Signal</u>	<u>Line</u>	<u>Distance repositioned nearer Sudforth Lane Signal Box</u>
S457	Down Goole	3 yards
S465	Down Goole	5 yards
S464	Up Goole	10 yards
S456	Up Goole	3 yards

(2)

* * WHITLEY BRIDGE LEVEL CROSSING (BETWEEN SUDFORTH LANE AND HENSALL)

*

Whitley Bridge Gate Box has been abolished and the level crossing barriers are remotely controlled from Sudforth Lane signalbox with the aid of C.C.T.V. Telephone communication has been provided between the crossing and Sudforth Lane signalbox.

(52)

MOORTHORPE STATION

The main to main crossover at 11m. 35chs. has been temporarily removed and plain line installed.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * LEEDS STATION

*

The connections from Platform 9 to Through Road and Platform 8 to Through Road have been temporarily replaced by plain line, pending renewal.

(52)

LEEDS AND WORTLEY JUNCTION.

The facing connections Up Shipley Fast/Up Harrogate to Up Shipley Slow and Down Shipley Slow to Down Shipley Fast/Down Harrogate have been secured out of use pending removal.

Signalling Alterations.

The associated Position 4 Junction Route Indicator on Down Shipley Slow Signal L61 (applying towards Down Shipley Fast/Down Harrogate) and on the Up Harrogate Signal L8 (applying towards the Up Shipley Slow) has been abolished.

(2)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Platforms 9B and 12 are being permanently shortened by approximately 50 yards at the North end.

Drivers of trains using Platforms 9B and 12 must work to the instructions of Handsignalmen and/or notice boards whilst demolition work is being carried out.

(UFN)

WOMBWELL STATION

From 08 00 until 16 30 hours on Sunday 20 March, platform repairs will be taking place on the Down Platform.

Drivers of trains stopping at this platform must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

HONLEY STATION

Platform repairs are taking place on the Up platform.

Drivers of trains stopping at this platform must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

LEEDS STATION

Platform repairs will be in progress on Platforms 6 and 8, until further notice.

Drivers of trains stopping at Platforms 6 or 8 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

LEEDS STATION

In connection with engineering work Platform 4 will be shortened by approximately 180 feet at the buffer stop end until further notice.

Drivers of trains using Platform 4 must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCHURCH FENTON STATION

With effect from 07 00 Monday 21 March, platform repairs will be taking place at Church Fenton.

Drivers of trains stopping at the platforms must work to the instructions of Handsignalmen/notice boards whilst work is being carried out.

(UFN)

GILBERDYKE AND BROOMFLEET STATIONS

A new 50 metre section of platform has been brought into use on the Down and Up Main line at both Gilberdyke and Broomfleet stations.

Drivers of stopping trains must stop at the board provided at each location.

Passengers wishing to alight at either Gilberdyke or Broomfleet must be advised to travel in and alight from the first two coaches of multiple unit trains or the first coach of locomotive hauled trains.

Guards must advise passengers who are to alight at either location that they must take care when alighting on to the temporary platforms.

(UFN)

WAKEFIELD WESTGATE STATION

Platform repairs/construction work are in progress on the Down Platform (No. 2), until further notice.

Drivers of trains stopping at the Down Platform must work to the instructions of Handsignalmen/notice boards whilst platform work is being carried out.

(UFN)

BETWEEN WAKEFIELD KIRKGATE AND GOOSE HILL JN

Open-cast blasting is taking place at the former St. John's Colliery between 10 00 and 16 00 each day.

Blasting may be heard or the effects seen, but this will not affect the running of the railway.

(UFN)

NORMANTON STATION

Drivers of trains stopping at Normanton Station must follow the instructions of handsignalmen and/or notice boards whilst demolition work is in progress.

(UFN)

**BRITISH RAIL
EASTERN REGION**

NS

53

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 MARCH

TO

FRIDAY 1 APRIL 1988

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.

**WARNING**A.C. ELECTRIFIED LINESEAST COAST MAIN LINE ELECTRIFICATIONGRANTHAM - DONCASTER AND LEEDS (GELDERD ROAD)

THE OVERHEAD LINE EQUIPMENT HAS BEEN EXTENDED NORTHWARDS FROM THE SOUTH PORTAL OF PEASCLIFFE TUNNEL THROUGH NEWARK NORTHGATE, RETFORD, DONCASTER, WAKEFIELD WESTGATE TO THE 183½ MILE POST AT LEEDS (GELDERD ROAD); ALSO TO A POINT APPROXIMATELY 2 MILES NORTH OF DONCASTER ON THE YORK LINES AND TO A POINT APPROXIMATELY ½ MILE NORTH OF DONCASTER ON THE THORNE LINES.

*AS FROM 00 01 HOURS ON MONDAY 11TH APRIL, 1988 THE OVERHEAD LINE EQUIPMENT WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS BEING ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines 95 yds (87 metres) North of the 107½ mile post (South Portal of Peascliffe Tunnel) on the Main line.

Structure Numbers:- E173/19 Down line.
 E173/20 Up line.

To the 183½ mile post (Leeds, Gelderd Road) on the Doncaster to Leeds lines.

Structure Numbers:- EB43/13 Down line.
 EB43/14 Up line.

To a point 109 yards (97 metres) South of the 158 mile post on the Doncaster to York lines.

Structure Numbers:- E254/06 Down line.
 E254/07 Up line.

To a point on the Doncaster to Thorne lines 81 yards (74 metres) west of the ½ mile post.

Structure Numbers:- ET.00/18 Down line.
 ET.00/07 Up line.

THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR.29987)
WILL APPLY

 *
 * BRITISH SUMMER TIME *
 *
 * British Summer Time begins at 01 00 hours on Sunday 27 March and all *
 * clocks and watches must be put forward one hour at that time. At places *
 * which will be closed at the time the change operates, the clocks must be *
 * altered by Staff last on duty on the preceding day (Saturday 26 March). *
 * Clocks electrically controlled must be adjusted by the Staff who *
 * normally attend to them. See S.T.N. for details of altered train *
 * arrangements. *
 *

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses. Where two speeds are shown for a restriction e.g. 20 the
 40

Rule Book, Section U, Clause 1.2 applies.

★ INDICATES HST TRAINS MAY RUN AT 10 M.P.H. FASTER THAN THE INDICATED WARNING SPEED

★★ INDICATES HST TRAINS MAY RUN AT 20 M.P.H. FASTER THAN THE INDICATED WARNING SPEED

Location	Lines affected		Mileage		Restr- iction	Remarks
			at or between			
			M. Ch. M. Ch.	m.p.h.		
<u>DONCASTER, BLACK CARR JN TO SKELTON BRIDGE</u>						
★ 1 Bentley Lane LC and Marshgate Jn	-	Up	157 08	156 65	20	Trackwork. <u>From 23 30</u> <u>Saturday 26</u> <u>March.</u> (87/53)
2 Bentley Lane LC and Arksey LC	Down Main	-	157 76	158 01	20	Trackwork. <u>From 23 30</u> <u>Saturday 26</u> <u>March.</u> (87/53)

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 27 MARCH - YORK YARD NORTH

The connections between the Mineral Line Reception No. 1 and the Frodingham Line Reception No. 2, will be remodelled and converted to hand-worked points. The connections between the Warehouse Line, Receptions and the North Arrival Line will also be converted to hand-worked points.

The Transfer Line will be stop-blocked south of the Transfer Line to Warehouse Line crossover, access to the Transfer Line being via this crossover and a new hand-operated lead.

"STOP AND AWAIT INSTRUCTIONS" boards will be provided at the north end exits from Reception Lines Nos. 1 to 4 and from the Warehouse and Transfer Lines.

The following signals will be abolished

YYN71 (disc) - applying along the Warehouse Line northwards.

YYN70 (disc) - Shop Siding to Warehouse line northwards.

Miniature arm semaphore, Mineral Line to Warehouse Line northwards.

Miniature arm semaphore, Frodingham Line to Warehouse Line northwards.

YYN83 (disc) - applying North Arrival to Warehouse Line northwards.

Miniature arm semaphore - applying Transfer Line northwards.

The twin arm semaphore signal applying southwards along the Warehouse Line etc.

Altered Signal

The top arm of the twin miniature arm inlet signal on the Transfer Line will be abolished and the remaining arm will apply towards the Yard.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 27 MARCH - SKELTON JUNCTION

A new facing crossover will be provided between the Up Slow and Down Slow lines, 111 yards north of Skelton signal box.

Up Slow 3 aspect signal number SJ6 will be repositioned 200 yards north of the new Up Slow facing points. The repositioned signal will be provided with Junction Route Indicators, subsidiary and stencil route indicators and the following indications will apply:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application Towards</u>
Main	Junction Indicator Position 2	Up Main
Main	Junction Indicator Position 1	Not in use at this stage
Main	Junction Indicator Position 4	Up Goods
Position Light	Stencil "R"	York Yard North Up Arrivals
Position Light	Stencil "D"	York Yard North Departure lines

Down Slow position light shunting signal SJ62 will be repositioned 13 yards further north.

(3)

MONDAY 28 MARCH - BETWEEN HOLBECK WEST JN AND BRAMLEY

The catch points in the Down Line situated at 0m. 13chs., 0m. 46chs. and 1m. 27chs. will be secured out of use pending removal and replacement by plain line.

(3)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN HOLGATE JN AND DRINGHOUSES JN

The trailing connection leading from Down Main to Dringhouses Yard Up Receptions 1 to 4 has been removed and replaced by plain line.

(New Item) (3)ALTOFTS JUNCTION

Former Up Slow Starting signal AJ992 has been abolished.

(New Item) (3)

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBRAYTON LEVEL CROSSING AT 173m. 02chs.(Between Temple Hirst Junction and Selby South Junction)

Brayton Gate Box has been abolished and the crossing is remotely controlled from Selby S.B. with the aid of C.C.T.V.

Signalling Alterations

The Up Selby 4-aspect signal (S880) has been re-positioned 55 yds. before reaching the crossing.

(2)

BETWEEN ELLAND AND BRADLEY WOOD JUNCTION

The Down L&Y signal HM 541 has been converted to an automatic signal.

(2)

GOOSE HILL JUNCTION

The Double Junction between the Up and Down Fast Lines and Up and Down L & Y Lines has been secured out of use (in the reverse position) for through running between Fast Lines and L & Y Lines pending removal and re-alignment as plain line.

The trailing crossover between Up and Down Fast Lines has been secured out of use pending removal (the associated ground disc shunting signal will be abolished).

The following signals have been abolished:-

Former Up Main Starting signal.

Former Down Main Second Home signal.

Down Fast Home signal with Altofts Junction colour light Outer Distant signal below.

Down L & Y Second Home to Down Fast (on the right-hand Doll).

Up Fast 4th Home to former Up Main with Up Fast 4th Home to Up L & Y on right-hand bracket.

(2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSUDFORTH LANE

The following (bracket post) 4 aspect signals have been converted to straight post signals and moved as shown :-

<u>Signal</u>	<u>Line</u>	<u>Distance repositioned nearer Sudforth Lane Signal Box</u>
S457	Down Goole	3 yards
S465	Down Goole	5 yards
S464	Up Goole	10 yards
S456	Up Goole	3 yards

(2)

* * MOORTHORPE STATION

*

The main to main crossover at 11m. 35chs. has been restored to use.

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

LEEDS AND WORTLEY JUNCTION

The facing connections Up Shipley Fast/Up Harrogate to Up Shipley Slow and Down Shipley Slow to Down Shipley Fast/Down Harrogate have been secured out of use pending removal.

Signalling Alterations.

The associated Position 4 Junction Route Indicator on Down Shipley Slow Signal L61 (applying towards Down Shipley Fast/Down Harrogate) and on the Up Harrogate Signal L8 (applying towards the Up Shipley Slow) has been abolished.

(2)



WARNING



EAST COAST MAIN LINE ELECTRIFICATION

IF YOU WORK ON THE ECML BETWEEN GRANTHAM (PEASCLIFFE TUNNEL), DONCASTER AND LEEDS (GELDERD ROAD) ARE YOU READY FOR THE ENERGISATION OF THE OVERHEAD LINE EQUIPMENT (SEE ITEMS AT FRONT OF PERIODICAL OPERATING NOTICE AND THIS NOTICE FOR PRECISE DETAILS).

1. ENSURE YOU HAVE A COPY OF THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES B.R.29987 AND FIRST AID FOR ELECTRICAL ACCIDENTS B.R. 7243/7.
2. HAVE YOU BEEN ON A SAFETY AND FIRST AID COURSE?
IF NOT COMPLAIN TO YOUR SUPERVISOR NOW!

REMEMBER THAT AFTER THE ENERGISATION DATE (00 01 HOURS MONDAY 11TH APRIL) THE OVERHEAD LINE EQUIPMENT MUST ALWAYS BE TREATED AS ALIVE.

DO NOT TAKE CHANCES

FORGETFULNESS CAN BE FATAL

**TWENTY FIVE THOUSAND VOLTS IS OVER ONE HUNDRED TIMES
MORE POWERFUL THAN THE HOUSEHOLD POWER SUPPLY.
ENSURE YOU ARRIVE HOME TO USE IT.**