

NS 1/2.88
2-15-4.88SECTION 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 BFRIDAY 8 APRIL - LEEDS STATION

The connections from Platform 9 to Through Road and Platform 8 to Through Road will be reinstated.

(5)

SUNDAY 10 APRIL - WHITLEY BRIDGE

Down Main Signal No.S466 will be repositioned 13 yards further from the level crossing and mounted on an offset bracket post on Whitley Bridge Down platform.

(5)

SUNDAY 10 AND MONDAY 11 APRIL - BETWEEN HEATON LODGE SOUTH JN AND HEATON LODGE EAST JN

Heaton Lodge South Jn will be abolished and Heaton Lodge Jn and Heaton Lodge East Jn will be remodelled.

The double track Underpass lines between Heaton Lodge South Jn and Heaton Lodge East Jn will be slued as necessary to form a single track renamed the Down Huddersfield line.

The double track Huddersfield lines between Heaton Lodge Jn and Heaton Lodge South Jn will be slued as necessary to form a single track renamed the Up Huddersfield line.

Heaton Lodge East Jn

The facing connection from the Up Fast to the former Up Underpass will be secured out of use pending removal.

Heaton Lodge Jn

The Junction will be remodelled so that the route from Up Fast or Up Slow to Up Huddersfield will now be via new facing junction points which will be provided on the Up Fast.

This item should be read in conjunction with the diagram included in this Notice.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 10 AND MONDAY 11 APRIL - BETWEEN HEATON LODGE SOUTH JN AND HEATON LODGE EAST JN - continuedSignalling AlterationsUp Fast

3-aspect Automatic Signal HM566 will be converted to a 4-aspect signal.

3-aspect Automatic Signal HM558 will be converted to a 4-aspect signal and repositioned 95 yds. nearer to Heaton Lodge Jn.

3-aspect Automatic Signal HM552 will be converted to a 4-aspect signal. The routing from this signal will be amended as shown below:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application Towards</u>
Main	-	Up Huddersfield HM550 Signal
Main	Junction Indicator (Position 4)	Up L. & Y. HM546 Signal

Up Huddersfield

3-aspect Signal HM550 will be repositioned 274 yds. nearer to Heaton Lodge Jn.

Down Huddersfield

4-aspect Signal HM653 will be converted to an Automatic Signal and the Position 1 Route Indicator will be abolished. The Signal will apply (Main Aspect without Route Indication) along Down Huddersfield.

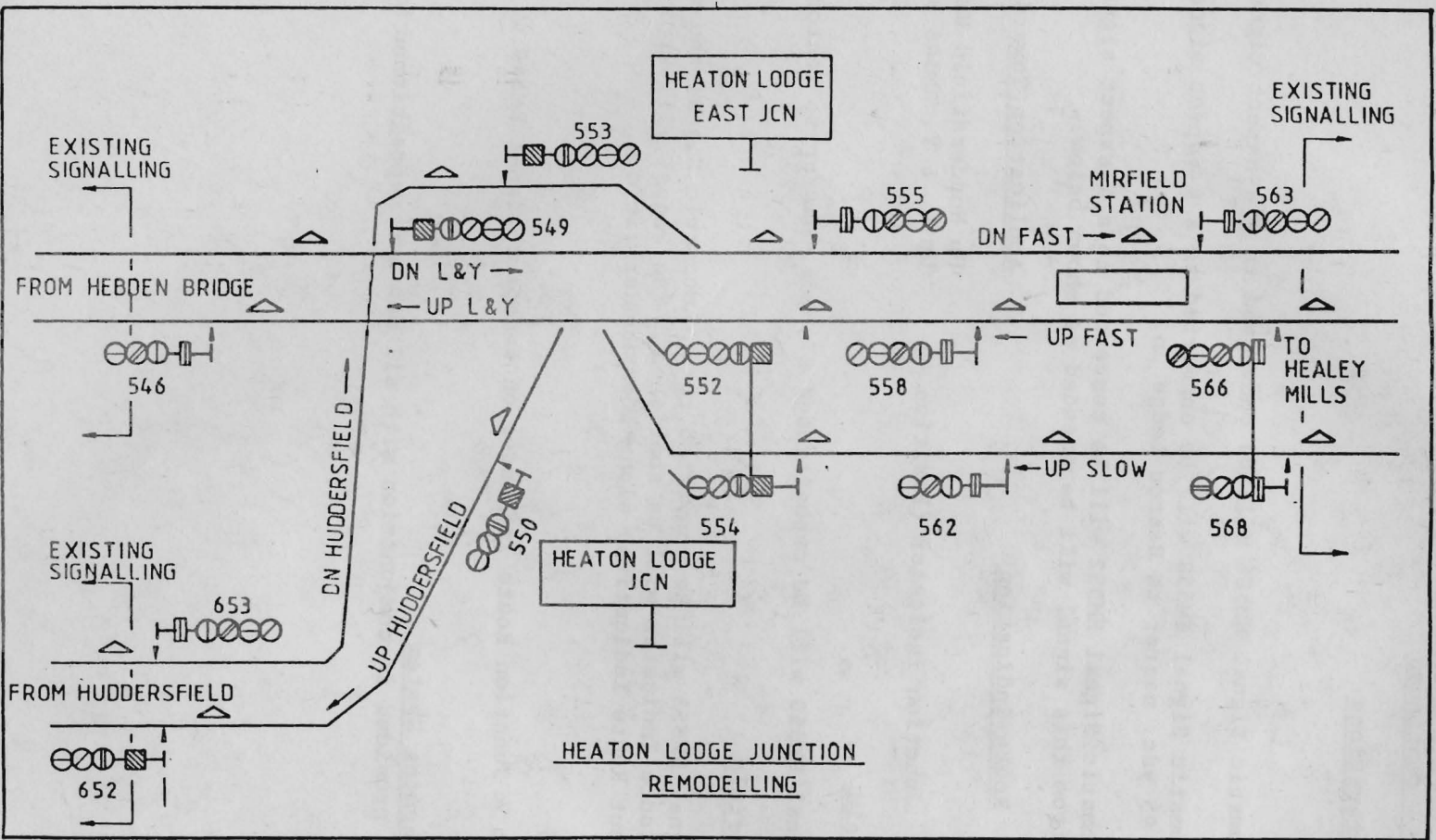
Down L. & Y.

The Position 4 Junction Route Indicator on 4-aspect signal HM549 will be abolished.

Automatic Warning System

AWS will be provided in conjunction with all new and repositioned signals.

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 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.

(3)

YORK YARD NORTH 27.3.88

The connections between the Mineral Line Reception No. 1 and the Frodingham Line Reception No. 2, have been remodelled and converted to hand-worked points. The connections between the Warehouse Line, Receptions and the North Arrival Line have also been converted to hand-worked points.

The Transfer Line has been 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 have been provided at the north end exits from Reception Lines Nos. 1 to 4 and from the Warehouse and Transfer Lines.

The following signals have been 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 has been abolished and the remaining arm applies towards the Yard.

(3)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSKELTON JUNCTION 27.3.88

A new facing crossover has been provided between the Up Slow and Down Slow lines, 111 yards north of Skelton signal box.

Up Slow 3 aspect signal number SJ6 has been repositioned 200 yards north of the new Up Slow facing points. The repositioned signal has been provided with Junction Route Indicators, subsidiary and stencil route indicators and the following indications 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 has been repositioned 13 yards further north.

(3)

* * BRAYTON 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 HOLBECK WEST JN AND BRAMLEY

The catch points in the Down Line situated at 0m. 13chs., 0m. 46chs. and 1m. 27chs. have been secured out of use pending removal and replacement by plain line.

(3)

* * BETWEEN ELLAND AND BRADLEY WOOD JUNCTION

*

The Down L&Y signal HM 541 has been converted to an automatic signal.

(2)

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)

ALTOFTS JUNCTION

Former Up Slow Starting signal AJ992 has been abolished.

(3)

* * 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)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

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

A thick vertical line denotes a new or amended items.

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* taken of them by all concerned.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES
(BR 29987)

Page A37 Add:-

TELEPHONE NUMBERS AND NATIONAL RADIO NETWORK CALLING
CODES FOR ELECTRICAL CONTROL ROOMS

ELECTRICAL CONTROL ROOM	N.R.N. CALLING CODE	ETD TELEPHONE NUMBERS	BRITISH TELECOM TELEPHONE NUMBERS
DONCASTER	2173	027-5001, 5002	0302-329024

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>NEVILLE HILL WEST JN TO HUNSLET EAST</u></p> <p><u>Page 102</u></p> <p>Between Neville Hill West Jn and Hunslet East</p> <p><u>Add:-</u></p>					<p>C. Departure line at 0m. 30chs. 550 yards before reading L776 Signal.</p> <p>(6D)</p>

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 APRIL - BETWEEN YORK YARD SOUTH AND YORK STATION NORTH END

The Up and Down Scarborough Goods Lines will be taken out of use.

York Yard South

The facing lead from the Up Leeds Goods to Up/Down Scarborough Goods Lines will be secured out of use.

York Station North End

The 2 leads in the Up Clifton Goods to the Up and Down Scarborough Goods will be secured for movements into and out of the S&T Service Centre only.

Signalling Alterations

The following associated York Yard South signals will be abolished :-

Colour Light signals 1 and 19
Position Light signals 2,4,13 and 18.

(6)

SUNDAY 17 APRIL - BETWEEN RAVENSTHORPE AND DEWSBURY

Down Main 3-aspect colour light signals B685 and B15 will be repositioned 75 yards and 200 yards further from Batley signal box respectively.

The associated A.W.S. track inductors will be repositioned accordingly.

(6)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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* taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 24 APRIL - BETWEEN HOLGATE JUNCTION AND YORK YARD NORTH

The Down and Up Leeds Goods line will be realigned between Holgate Junction and York Yard South.

A new facing crossover will be provided between the Down and Up Leeds Goods to the south of York Yard South signal box. This will be secured out of use in the normal position for Goods lines running until further notice.

The Up Goods No.1 between York Yard North and York Yard South will be taken out of use and the points secured.

The West Departure line in York Yard South will be slued into the "B" line.

Signalling Alterations

Departure line signal YYS 51 and Up Goods No.1 signal YYS 49 will be abolished.

Down Leeds Goods subsidiary signal Y59/22 will be repositioned 28 yards nearer to York Yard South signal box to be clear of the new facing crossover.

Down Leeds Goods signal YYS 11 and Up Leeds Goods signal Y61 (Holgate Junction) will be repositioned as necessary on their existing gantries to suit the new alignment.

(7)

SUNDAY 24 APRIL - BATLEY

Up Main 3-aspect colour light signal B2 (and its associated A.W.S. track inductor) will be repositioned 225 yards further from the signal box.

(7)

SUNDAY 24 APRIL - 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.

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTYORK YARD NORTH

This item should be read in conjunction with the diagram included in this notice.

The Up Goods line has been taken out of use and all connections between the Up Arrival Lines and Up Goods have been removed.

The following signals have been removed :-

No. 89 Disc set back from Up Main Goods to Up Arrival lines.

No. 91 Disc set back from Up Goods to Up Arrival lines.

No. 87 Miniature Arm from Warehouse Line into the Yards.

A new facing crossover has been provided connecting the Up Main Goods line with the Warehouse line and Yards.

The route from No. 110 signal on the Up Main Goods to Warehouse line and Yards has been reconnected showing a subsidiary aspect with a "W" indication.

No. 94 Disc signal from Up Arrival lines to Warehouse line has been moved 100 yards south and replaced with a Ground Position Light signal.

The route from No. 60 Disc on the Down Departure lines to Warehouse line and Yards has been reconnected.

The routes from No.73 Miniature Arm, renumbered as No.91, on the Warehouse line to the Down Departure lines and to Down Main Goods have been reconnected.

(New Item) (7)

BETWEEN YORK YARD SOUTH AND YORK STATION NORTH END

The Up and Down Scarborough Goods Lines have been taken out of use.

York Yard South

The facing lead from the Up Leeds Goods to Up/Down Scarborough Goods Lines has been secured out of use.

York Station North End

The 2 leads in the Up Clifton Goods to the Up and Down Scarborough Goods have been secured for movements into and out of the S&T Service Centre only.

Signalling Alterations

The following associated York Yard South signals have been abolished :-

Colour Light signals 1 and 19

Position Light signals 2, 4, 13 and 18.

(6)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEATON LODGE SOUTH JN AND HEATON LODGE EAST JN

Heaton Lodge South Jn has been abolished and Heaton Lodge Jn and Heaton Lodge East Jn have been remodelled.

The double track Underpass lines between Heaton Lodge South Jn and Heaton Lodge East Jn have been slued as necessary to form a single track renamed the Down Huddersfield line.

The double track Huddersfield lines between Heaton Lodge Jn and Heaton Lodge South Jn has been slued as necessary to form a single track renamed the Up Huddersfield line.

Heaton Lodge East Jn

The facing connection from the Up Fast to the former Up Underpass has been secured out of use pending removal.

Heaton Lodge Jn

The Junction has been remodelled so that the route from Up Fast or Up Slow to Up Huddersfield is now via new facing junction points which are provided on the Up Fast.

This item should be read in conjunction with the diagram included in this Notice.

Signalling AlterationsUp Fast

3-aspect Automatic Signal HM566 has been converted to a 4-aspect signal.

3-aspect Automatic Signal HM558 has been converted to a 4-aspect signal and repositioned 95 yds. nearer to Heaton Lodge Jn.

3-aspect Automatic Signal HM552 has been converted to a 4-aspect signal. The routing from this signal has been amended as shown below:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application Towards</u>
Main	-	Up Huddersfield HM550 Signal
Main	Junction Indicator (Position 4)	Up L. & Y. HM546 Signal

Up Huddersfield

3-aspect Signal HM550 has been repositioned 274 yds. nearer to Heaton Lodge Jn.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HEATON LODGE SOUTH JN AND HEATON LODGE EAST JN - continued

Down Huddersfield

4-aspect Signal HM653 has been converted to an Automatic Signal and the Position 1 Route Indicator has been abolished. The Signal applies (Main Aspect without Route Indication) along Down Huddersfield.

Down L. & Y.

The Position 4 Junction Route Indicator on 4-aspect signal HM549 has been abolished.

Automatic Warning System

AWS has been provided in conjunction with all new and repositioned signals.
(5)

BETWEEN RAVENSTHORPE AND DEWSBURY

Down Main 3-aspect colour light signals B685 and B15 have been repositioned 205 yards and 200 yards further from Batley signal box respectively.

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

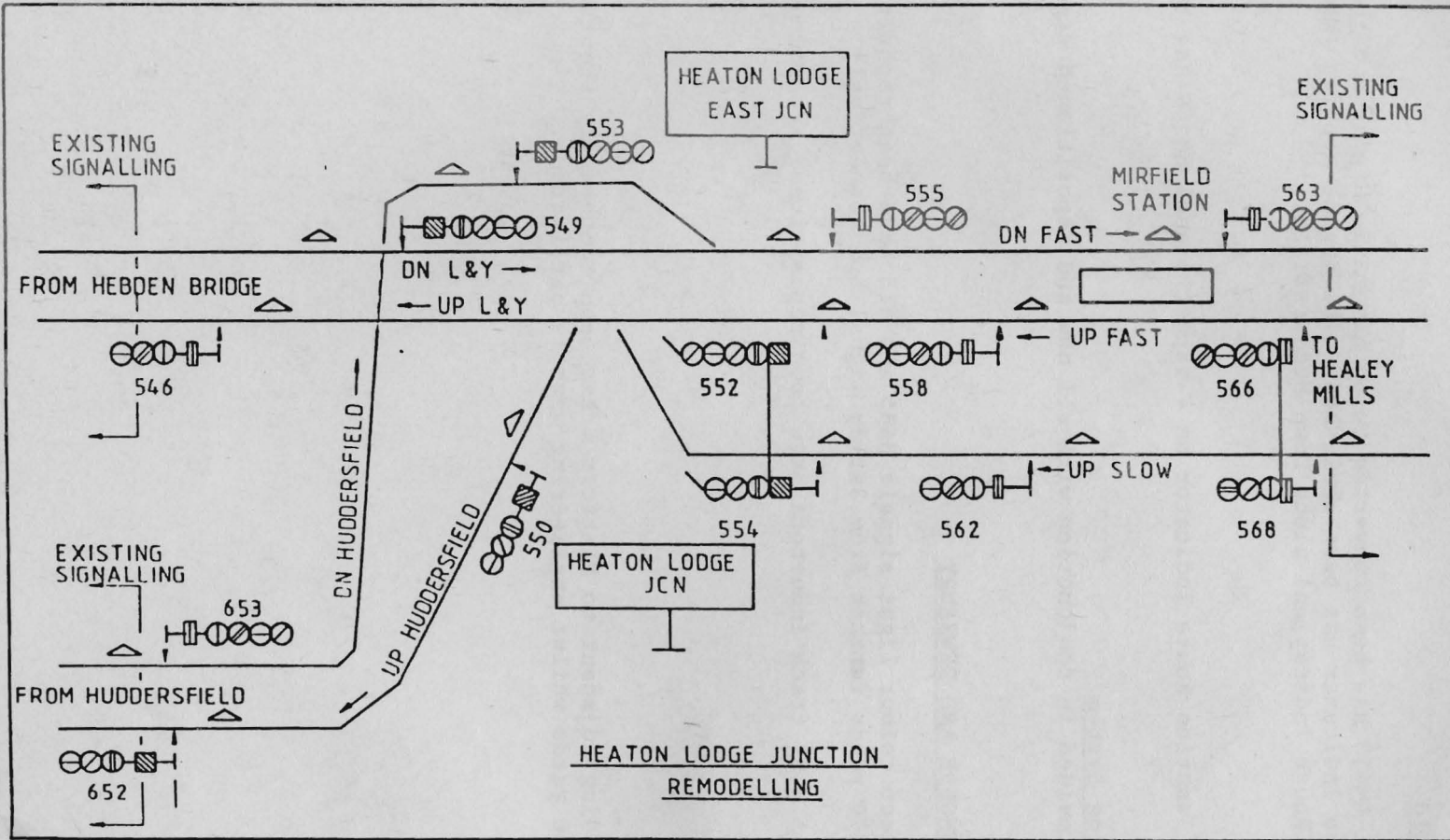
(6)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - 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, BLACK CARR JN TO BERWICK</u>					
<u>Page 20</u>					
At Clifton					
<u>Delete:-</u> (See page 38)					
<u>YORK, HOLGATE JN TO SKELTON</u>					
<u>Page 37</u>					
Between York Yard South and York Yard North					
<u>Delete all details and substitute:-</u>					
<pre> ● ● ● A'B A'B ● ● </pre>	York Yard South	0 25			
	York Yard North	0 79			(6.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.	
<u>YORK YARD SOUTH TO CLIFTON</u>					
<u>Page 38</u>					
<u>Delete</u> line heading and table					(6.D)
<u>MIRFIELD EAST JN TO LEEDS, HOLBECK EAST JN</u>					
<u>Page 66</u>					
Between <u>Morley</u> and Farnley Branch Jn					
<u>Add:-</u>	<u>Cottingley</u>	40 00			
				<u>(w.e.f. Monday 25 April)</u>	(6.D)
<u>LEEDS TO SKIPTON STATION SOUTH</u>					
<u>Page 90</u>					
At Cononley LC					
<u>Amend</u> location to read :-					
	<u>Cononley LC</u>	218 22			(6.D)

77-SN

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>NEVILLE HILL WEST JN TO HUNSLET EAST</u>					
<u>Page 102</u>					
Between Neville Hill West Jn and Hunslet East					
<u>Add:-</u>					
C. Departure line at 0m. 30chs. 550 yards before reading L776 Signal. (6D)					
<u>MICKLEFIELD JN TO CHURCH FENTON NORTH JN</u>					
<u>Page 103</u>					
Between Micklefield Jn and Church Fenton					
<u>Delete 'AB'</u> from both lines in Running Lines and Signalling System column					
<u>Amend</u> second catch points entry to read:-					
C. Up at 11m. 44chs. 220 yards after passing CF 714 signal. (w.e.f. Sunday 24 April) (6.D)					

NS-45

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 182

BETWEEN LEEDS AND GELDERD ROAD JN

Delete existing heading and instruction and substitute :-

BETWEEN LEEDS AND WAKEFIELD WESTGATE

The Driver of a Class 253/254 train, with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p., which is to proceed towards Wakefield Westgate must advise the Signaller at Leeds box of the circumstances.

On receipt of such advice, the Signaller at Leeds must not clear the signal the end of the platform concerned until a clear route can be set to signal L.208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout and the Driver must continue to observe and obey all signals.

(6.D)

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)

BETWEEN GRANTHAM NORTH AND ARKSEY LC, HOLBECK WEST JN AND BENTLEY JN

Until further notice, in connection with testing of the overhead line system between Peascliffe Tunnel (107m 64chs) and Arksey L.C. (157m 75chs) and between Doncaster Marshgate Jn to Leeds Gelderd Road (183½m.p.) with spur towards Thorne (0m 36chs), electric trains, other than test trains are not permitted to run north of Grantham North Jn.

(UFN)

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)

DEWSBURY STATION

W.e.f. 07 30 Sunday 17 April, realignment of the Up platform will be taking place at Dewsbury Station.

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

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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)

CHURCH FENTON STATION

Platform repairs are 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)

NS 5/11
30.4.88
- 6.5.11

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 MAY - HOLGATE JUNCTION

3-aspect signal Y62 will be abolished.

(8)

SUNDAY 1 MAY - BETWEEN YORK YARD SOUTH AND YORK STATION NORTH ENDYork Station North End

The former Down Scarborough Goods Line will be reinstated as the A.C.E. Siding.

The points in the route Up Clifton Goods to S. & T. Service Centre will be recommissioned to give access to the A.C.E. Siding.

The temporary level crossing over the former Scarborough Goods Lines (now A.C.E. Siding) will become the permanent access to the Mercury Tan building and temporary access to the new signalbox.

Trainmen Operated Gates will be installed.

Signalling Alterations

Up Clifton Goods Subsidiary Shunting Signal Y144 will in future apply to the A.C.E. Siding/S. & T. Service Centre.

Subsidiary Shunting Signal Y143 will be reinstated to apply from A.C.E. Siding to Up Clifton Goods.

York Yard South

A new facing crossover between "B" Line and the Up Goods Line will be provided, adjacent to York Yard South Signalbox.

The trailing crossover between the Up Goods and the Down Goods lines will be taken out of use. Access will be provided from "B" Line to the reinstated A.C.E. Siding and will be unsignalled.

(8)

NS 5/88
30.4.88
- 6.5.88

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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The points in the route Up Clifton Goods to S. & T. Service Centre will be recommissioned to give access to the A.C.E. Siding.

The temporary level crossing over the former Scarborough Goods Lines (now A.C.E. Siding) will become the permanent access to the Mercury Tan building and temporary access to the new signalbox.

Trainmen Operated Gates will be installed.

Signalling Alterations

Up Clifton Goods Subsidiary Shunting Signal Y144 will in future apply to the A.C.E. Siding/S. & T. Service Centre.

Subsidiary Shunting Signal Y143 will be reinstated to apply from A.C.E. Siding to Up Clifton Goods.

York Yard South

A new facing crossover between "B" Line and the Up Goods Line will be provided, adjacent to York Yard South Signalbox.

The trailing crossover between the Up Goods and the Down Goods lines will be taken out of use. Access will be provided from "B" Line to the reinstated A.C.E. Siding and will be unsignalled.

(8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 30 APRIL AND SUNDAY 1 MAY - BETWEEN MICKLEFIELD JUNCTION AND CHURCH FENTON

New colour light signalling will be commissioned in accordance with the diagram included in this Notice.

The Track Circuit Block Regulations will apply between Micklefield Junction and Church Fenton

Alterations to Existing Signals

Down Main

The former Peckfield Down Branch Starting signal P16 will be converted to an automatic signal and re-plated P709, displaying a red or green aspect only.

Church Fenton Down Branch Distant signal CF713 will be re-plated CF719R.

Up Main

The former Church Fenton Up Branch Starting signal CF714 will be converted to an Automatic signal displaying a red or green aspect only.

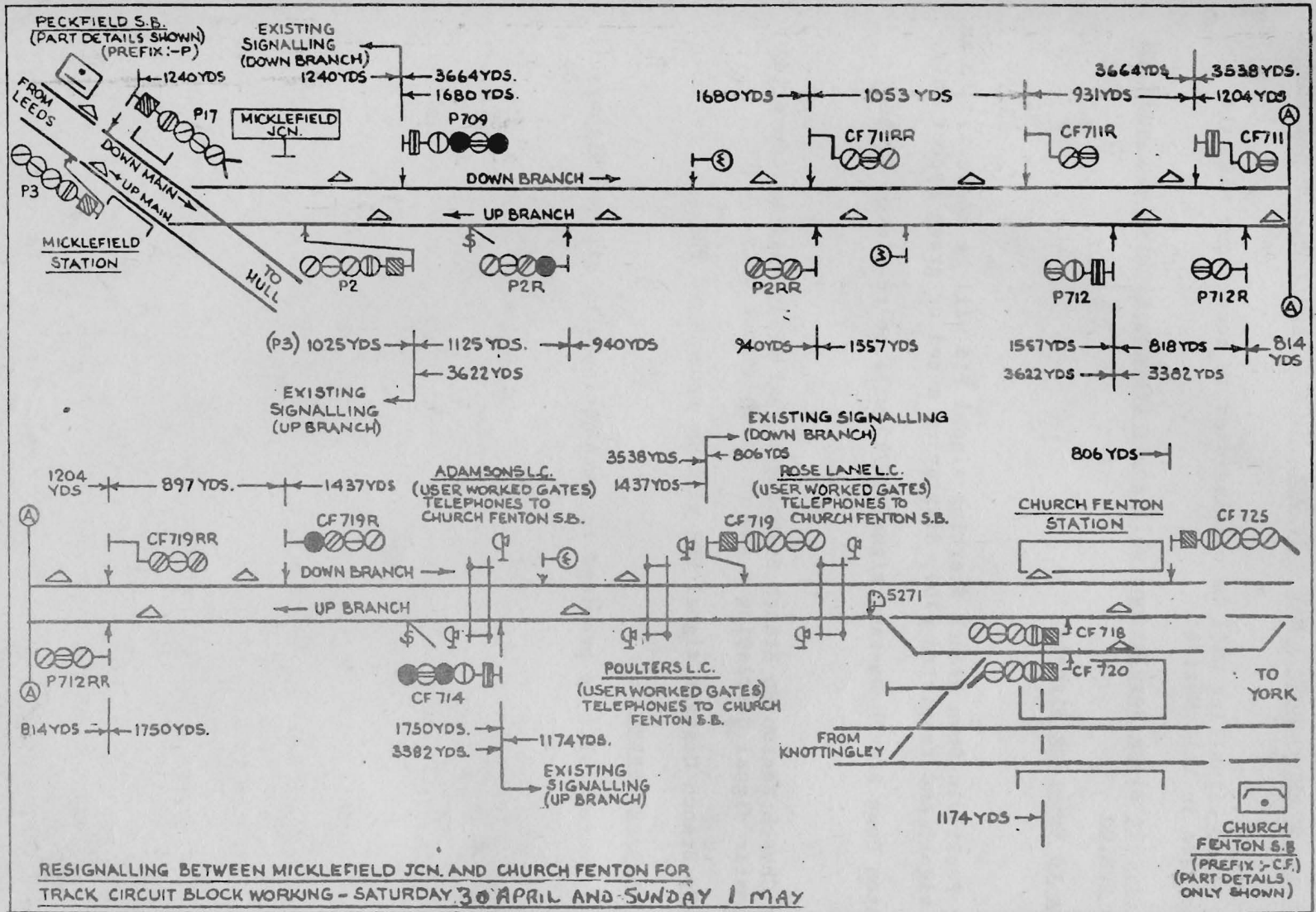
Peckfield Up Branch Distant signal PR2 will be renumbered P2R.

Automatic Warning System

AWS track inductors will be provided in conjunction with all new signals.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - 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 8 MAY - BETWEEN GUISELEY AND ILKLEY

The following new signals will be commissioned -

<u>Line</u>	<u>Signal No.</u>	<u>Description</u>	<u>Position</u>
Down Main	G14	Intermediate Block Home Signal, 2-aspect (red/green)	At Ilkley end of Burley-in-Wharfedale Down Platform.
Down Main	G14R	Distant, single aspect	1715 yards before reaching G14 signal.
Up Main	G4	Guiseley Jn Up Home Signal - 2-aspect (red/green)	At Guiseley end of Burley-in-Wharfedale Up Platform.
Up Main	G4R	Distant, single aspect	1110 yards before reaching G4 signal.

Guiseley Jn Up Main Home signal (G5) will be renamed Up Main Starting signal.
(9)

MONDAY 9 MAY - BETWEEN DRYCLOUGH JUNCTION AND GREETLAND JUNCTION

The Up and Down lines between Dryclough Junction and Greetland Junction will be taken out of use.

The points leading to and from the branch at both junctions will be secured out of use pending removal.

Signal routes to and from the branch will be disconnected.

(9)

MONDAY 9 MAY - BETWEEN BRADLEY JUNCTION AND BRADLEY WOOD JUNCTION

The single line between Bradley Junction and Bradley Wood Junction will be taken out of use.

The points leading to the Up/Down branch at both junctions will be secured out of use pending removal.

Signal routes to and from the branch will be disconnected.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED IN SECTION B - continuedMONDAY 9 MAY - BETWEEN MIRFIELD EAST JUNCTION AND DEWSBURY

A reflectorised speed restriction warning indicator will be provided between Mirfield East Junction and Dewsbury on the Down Line at 33m. 5chs. giving warning of the permanent speed restriction of 50 m.p.h. at 33m. 48chs.

The distance between the warning indicator and the commencement of the 50 m.p.h. speed restriction will be 946 yds.

An AWS permanent magnet will be provided 200 yds. before reaching the indicator.

(9)

MONDAY 9 MAY - BETWEEN MORLEY AND HOLBECK EAST JUNCTION

A reflectorised speed restriction warning indicator will be provided between Morley and Holbeck East Junction on the Down Line at 41m. 19chs. giving warning of the permanent speed restriction of 40 m.p.h. at 42m. 01ch.

The distance between the warning indicator and the commencement of the 40 m.p.h. speed restriction will be 1364 yds.

An AWS permanent magnet will be provided 200 yds. before reaching the indicator.

(9)

MONDAY 9 MAY - BETWEEN DIGGLE JUNCTION AND MARSDEN

The speed restriction warning indicator on the Down Line between Diggle Junction and Marsden giving warning of the speed restriction of 40 m.p.h. at 18m. 07chs. will be altered to 45 to apply to the amended permanent speed restriction of 45 m.p.h. at 18m. 07chs. (See Section D).

(9)

EASTERN REGION SECTION APPENDIX (NORTHERN AREA)

The Sectional Appendix line headings Diggle Jn. to Heaton Lodge Jn. and Mirfield East Jn to Leeds, Holbeck East Jn will be combined to form a new line heading Diggle Jn to Leeds, Holbeck East Jn.

Heaton Lodge Jn to Thornhill LNW Jn will continue to be also shown on the Eastwood to Normanton Goose Hill (Colton Jn) line.

Monday 9 May - between Diggle Jn and Leeds, Holbeck East Jn (including Heaton Lodge Jn to Thornhill LNW Jn - Eastwood to Normanton Goose Hill line) at 10 00 hours. Various alterations will be made to the Maximum Permissible Speeds and individual permanent speed restrictions (See Section D).

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 9 TO FRIDAY 13 MAY - LEEDS STATION

From Monday 9 until Friday 13 May, the Platform Siding adjacent to Platform 4 will be temporarily shortened by a further 10 yds. whilst engineering work is carried out.

(9)

DETAILS OF WORK ALREADY CARRIED OUTHOLGATE JUNCTION

3-aspect signal Y62 has been abolished.

(8)

BETWEEN YORK YARD SOUTH AND YORK STATION NORTH ENDYork Station North End

The former Down Scarborough Goods Line has been reinstated as the A.C.E. Siding.

The points in the route Up Clifton Goods to S. & T. Service Centre have been recommissioned to give access to the A.C.E. Siding.

The temporary level crossing over the former Scarborough Goods Lines (now A.C.E. Siding) has become the permanent access to the Mercury Tan building and temporary access to the new signalbox.

Trainmen Operated Gates have been installed.

Signalling Alterations

Up Clifton Goods Subsidiary Shunting Signal Y144 now applies to the A.C.E. Siding/S. & T. Service Centre.

Subsidiary Shunting Signal Y143 has been reinstated to apply from A.C.E. Siding to Up Clifton Goods.

York Yard South

A new facing crossover between "B" Line and the Up Goods Line has been provided, adjacent to York Yard South Signalbox.

The trailing crossover between the Up Goods and the Down Goods lines has been taken out of use. Access has been provided from "B" Line to the reinstated A.C.E. Siding and is unsignalled.

(8)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
<u>Page 20</u>					
At Clifton					
<u>Delete:-</u>	(See page 38)				(6.D)
<u>YORK, HOLGATE JN TO SKELTON</u>					
<u>Page 37</u>					
Between York Yard South and York Yard North					
<u>Delete all details and substitute:-</u>					
● ● !	York Yard South	0 25			
A1B A1B					
● ●	York Yard North	0 79			(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>YORK YARD SOUTH TO CLIFTON</u>					
<u>Page 38</u>					
<u>Delete</u> line heading and table					(6.D)
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN</u>					
<u>Page 58</u>					
<u>Amend</u> second maximum permissible speed to read:-					
HEBDEN BRIDGE AND HEATON LODGE JN			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
<u>Add</u> :-					
HEATON LODGE JN AND THORNHILL LNW JN			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
<u>Add</u> :-					
THORNHILL LNW JN AND GOOSE HILL JN			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
					(W.e.f. 10 00 Monday 9 May) (6.D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN - continued</u>						
<u>Page 59</u>						
<u>Delete</u> all details between Greetland and Thornhill LNW Jn and <u>substitute:-</u>						
	Greetland	30 77			† AB When Greetland signal box is closed. The Rule Book Section M Clause 3.2.1 does not apply between Greetland and Elland. Trainmen must regard the lines in this section as worked by Absolute Block at all times.	
	† †	Elland Tunnel (420 yards)	31 25 to 31 44			
		Elland	31 61			
		Bradley Wood Jn	35 59			
		Heaton Lodge Jn (See page 65)	37 29	<u>40</u>		<u>Up Slow to Up L & Y or Huddersfield line.</u>
		Heaton Lodge East Jn	37 49			

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 - continued</u>						
<u>Delete all details between Greetland and Thornhill LNW Jn and substitute:- continued</u>						
	<u>Mirfield</u>	38 32				
	Mirfield East Jn (See page 66)	39 26	60		<u>Down Fast to Down Fast/Up Main</u>	
				60	<u>Up Fast to Up Fast</u>	*Worked in the Up direction for trains from the Leeds line only.
				25	<u>Up Fast to Up Slow</u>	
	Thornhill LNW Jn (See page 66)	39 72				
					<u>(W.e.f. 10 00 Monday 9 May) (6.D)</u>	
<u>Page 63</u>						
<u>GREETLAND TO DRYCLOUGH</u>						
<u>Delete line heading and table</u>						
					(6.D)	
<u>BRADLEY BRANCH</u>						
<u>Delete line heading and table</u>						
					(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>Page 63</u>					
<u>HEATON LODGE SOUTH JN TO HEATON LODGE EAST JN VIA UNDERPASS</u>					
<u>Delete line heading and table</u>					
(6.D)					
<u>Pages 64 and 65</u>					
<u>DIGGLE JN TO HEATON LODGE JN</u>					
<u>Delete all details and substitute:-</u>					
<u>DIGGLE JN TO LEEDS HOLBECK EAST JN</u>					
DIGGLE JN AND HUDDERSFIELD (26m. 03chs)			<u>85</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED
HUDDERSFIELD (26m. 03chs) AND HEATON LODGE EAST JN			<u>70</u>	<u>70</u>	MAXIMUM PERMISSIBLE SPEED
HEATON LODGE EAST JN AND HOLBECK EAST JN			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY
HEATON LODGE EAST JN AND HOLBECK EAST JN			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h. At or Between		
<u>DIGGLE JN TO LEEDS, HOLBECK EAST JN - continued</u>						
	Diggle Jn	14 59	<u>65</u>	<u>14m.59chs. and 15 m.p.</u>	DGL 53	
	Standedge Tunnel (3m. 66 yards)	15 11	<u>60</u>	<u>60</u>	<u>15 m.p. and 15m. 16chs.</u>	Rule Book, Section S Clause 3.3 and Block Regulation 3.9 apply.
		18 14	<u>45</u>	<u>45</u>	<u>17m. 07chs. and 18m. 37chs.</u>	
	<u>Marsden</u>	18 54	<u>10</u>	<u>10</u>	<u>Up Goods Loop to Main at 18m. 18chs.</u>	UGL 130A
			<u>55</u>	<u>55</u>	<u>18m. 37chs. and 18m. 76chs. 19 m.p. and 18m. 37chs.</u>	
	<u>Slaithwaite</u>	21 19	<u>70</u>	<u>70</u>	<u>18m. 76chs. and 19m. 20chs.</u>	C. Up at 24m. 20chs. 480 yards before reaching signal HU.193.
			<u>70</u>	<u>70</u>	<u>24m. 28chs. and 24m. 48chs.</u>	
	Gledholt North and South Tunnels (243 yards)	25 04	<u>60</u>	<u>60</u>	<u>24m. 48chs. and 25m. 49chs.</u>	
25 15						

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks		
			Down m.p.h.	Up m.p.h.			
<u>DIGGLE JN TO LEEDS, HOLBECK EAST JN - continued</u>							
	Springwood Jn (See page 71)	25 20		<u>20</u>	<u>To Penistone line.</u>	Controlled by Huddersfield (HU) signal box.	
	Huddersfield North and South Tunnels (695 yards)	25 20 to 25 51		<u>50</u>	<u>Down Branch 25m. 20chs. and 25m. 49chs.</u>		
	Huddersfield (HU)	25 60	<u>15</u>	<u>15</u>	<u>All lines 25m. 49chs. and 25m. 74chs.</u>		†Permissive working is authorised in both directions on No.4 Platform line and in the Down direction only on No.8 Platform line. AWS gap in station area.
			<u>40</u>	<u>40</u>	<u>25m. 74chs. and 26m. 03chs. including Main line connections.</u>		
	Hillhouse Jn	26 26				C. Up at 26m.41chs. 873 yards before reaching Signal HU.77.	

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 LEEDS, HOLBECK EAST JN - continued</u>					
	<u>Deighton</u>	27 60			C. Up at 28m. 23chs. 673 yards before reaching Signal HU.648.
	Bradley Jn	28 39			Bradley Jn to Ravensthorpe controlled by Healey Mills (HM signal box).
	Heaton Lodge Jn (Up lines only) (see page 59)	<u>29 54</u> <u>37 29</u>	<u>60</u>	<u>To Elland line</u>	
	Heaton Lodge East Jn (Down line only)	37 49	<u>40</u>	<u>Up Slow to Up Huddersfield or L & Y line.</u>	
	<u>Mirfield</u>	38 32	<u>25</u>	<u>Up Fast to Up Slow</u>	
	Mirfield East Jn	39 26			
	Thornhill LNW Jn (See page 59)	<u>39 72</u> <u>32 16</u>			

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† Not accessible from Leeds line.
*Worked in the Up direction from the Leeds line only.

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. At or Between	
<u>DIGGLE JN TO LEEDS HOLBECK EAST JN - continued</u>					
	<u>Ravensthorpe</u>	32 28	<u>50</u>		<u>33m. 48chs. and 33m. 74chs.</u>
	<u>Dewsbury</u>	33 62			
	<u>Batley</u>	35 09			
	Batley LC	35 57			
	Morley Tunnel (1m. 1609 yards)	36 25 to 38 19			
	<u>Morley</u>	38 24	<u>55</u> <u>65</u>	<u>55</u> <u>65</u>	<u>38m. 22chs. and 38m. 30chs.</u> <u>38m. 30chs. and 38m. 55chs.</u>
	<u>Cottingley</u>	40 02			
	Farnley Branch Jn (See page 67)	40 65			
Holbeck East Jn (See page 90)	42 05	<u>40</u>		<u>42m. 01chs. and 42m. 05chs.</u>	
					Farnley Branch Jn to Holbeck East Jn controlled by Leeds (L) signal box. C. Up at 41m. 28chs. 880 yards before reaching signal L.36.
					(W.e.f. 10 00 Monday 9 May) (6.D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 66</u>					
<u>MIRFIELD EAST JN TO HOLBECK EAST JN</u>					
<u>Delete</u> line heading and table					(6.D)
<u>LEEDS TO SKIPTON STATION SOUTH</u>					
<u>Page 90</u>					
At Cononley LC					
<u>Amend</u> location to read :-					
<u>Cononley LC</u>		218 22			(6.D)

NS-59

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>NEVILLE HILL WEST JN TO HUNSLET EAST</u>					
<u>Page 102</u>					
Between Neville Hill West Jn and Hunslet East					
<u>Add:-</u>					
C. Departure line at 0m. 30chs. 550 yards before reaching L776 Signal. (6.D)					
<u>MICKLEFIELD JN TO CHURCH FENTON NORTH JN</u>					
<u>Page 103</u>					
Between Micklefield Jn and Church Fenton					
<u>Delete 'AB'</u> from both lines in Running Lines and Signalling System column					
<u>Amend</u> second catch points entry to read:-					
C. Up at 11m. 44chs. 220 yards after passing CF 714 signal. (6.D)					

NS-60

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSPage 177

Add:-

YORK HOLGATE JN TO SKELTONYORK YARD SOUTH

S & T Service Centre Siding : Triangle level crossing. The provisions of the Instructions headed "Traincrew operated crossings (T.M.O.)" in Section 7 of the General Appendix apply at this crossing, except that no warning boards or white lights at the stop boards either side of the crossing, are provided.

Traincrews or the person in charge of any movement must ensure that vehicles which are to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view by drivers of road vehicles being interrupted.

(6.D)

Page 182BETWEEN LEEDS AND GELDERD ROAD JNDelete existing heading and instruction and substitute :-BETWEEN LEEDS AND WAKEFIELD WESTGATE

The Driver of a Class 253/254 train, with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p., which is to proceed towards Wakefield Westgate must advise the Signaller at Leeds box of the circumstances.

On receipt of such advice, the Signaller at Leeds must not clear the signal at the end of the platform concerned until a clear route can be set to signal L.208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout and the Driver must continue to observe and obey all signals.

(6.D)

NS. 7/88
14-20.5.88SECTION 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 15 MAY - YORK YARD SOUTH

The facing crossover from the Down Goods to Down Reception Line No. 1 will be secured out of use in the normal position. The Down Reception No. 1 will be used as an Engineers Siding only and the following signals will be abolished

No. 25 - Subsidiary - Shunt ahead on Down Reception No. 1
No. 33 - Subsidiary - Set back Down Goods
No. 39 - Subsidiary - Set back Down Reception No. 1

No. 9 signal will continue to apply to the Engineer's siding showing a subsidiary aspect and a "1" indication.

(10)

DETAILS OF WORK ALREADY CARRIED OUTHOLGATE JUNCTION

3-aspect signal Y62 has been abolished.

(8)

BETWEEN YORK YARD SOUTH AND YORK STATION NORTH ENDYork Station North End

The former Down Scarborough Goods Line has been reinstated as the A.C.E. Siding.

The points in the route Up Clifton Goods to S. & T. Service Centre have been recommissioned to give access to the A.C.E. Siding.

The temporary level crossing over the former Scarborough Goods Lines (now A.C.E. Siding) has become the permanent access to the Mercury Tan building and temporary access to the new signalbox.

Trainmen Operated Gates have been installed.

NS. 8/88
21-28.5.88SECTION 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 22 MAY - BETWEEN HALIFAX AND MILL LANE JN

A new Down Main First Home, 2-aspect (red/green) signal M1563 controlled from Mill Lane Signal Box will be provided at the 36 mile post.

A Distant Signal M1563R will be provided 1430 yards before reaching M1563 signal.

Mill Lane Down Main Distant signal M1563, situated at 38m. 17chs. will be renumbered M1567R.

A new Up Main 2-aspect (red/green), Intermediate Block signal M1564 controlled from Mill Lane Signal Box will be provided at the 36 mile post.

A Distant Signal M1564R will be provided 1660 yards before reaching M1564 signal.

Mill Lane Up Main signal M1564 situated at 39m. 12chs. will be renumbered M1566.

AWS inductors will be provided in conjunction with the above new signals.
(11)

DETAILS OF WORK ALREADY CARRIED OUT* * HOLGATE JUNCTION

*
3 aspect signal Y62 has been abolished.

(8)

YORK YARD SOUTH

The facing crossover from the Down Goods to Down Reception Line No. 1 has been secured out of use in the normal position. The Down Reception No. 1 is used as an Engineers Siding only and the following signals have been abolished

No. 25 - Subsidiary - Shunt ahead on Down Reception No. 1
No. 33 - Subsidiary - Set back Down Goods
No. 39 - Subsidiary - Set back Down Reception No. 1

No. 9 signal continues to apply to the Engineer's siding showing a subsidiary aspect and a "1" indication.

(10)

NS. 9/10 '88
28.5-10.6.88SECTION 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 29 MAY TO WEDNESDAY 1 JUNE - YORK STATION NORTH TO YORK YARD SOUTH

The present access to the S&T Service Centre will be closed, and the associated signalling will be abolished.

A new access to the S&T Service Centre will be provided at the York Yard South signal box end, by a Hand Point Connection with the ACE Siding.

A Trainmen Operated, Gated Level Crossing (TOG), over both the ACE Siding and the S&T Siding will be provided, giving road access to the new signal box, the gates being normally positioned across the railway.

The Level Crossing will be protected by 4 Notice Boards, 25 yards from the crossing, worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING".

Notice Boards worded "PROPELLED TRAINS, STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" will be provided 55 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the S&T Service Centre Siding, and at 165 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the ACE's Siding.

Advance Level crossing Warning Boards (St. George's Cross), will be provided for the S&T Service Centre at 50 yards (fixed to the Service Centre Gates), and 135 yards on the York Yard South signal box side, and on the ACE Siding at 245 yards from both the York Yard South and the North end.

(12)

SUNDAY 5 JUNE - BETWEEN STRENSALL AND BARTON HILL(CANCELLED
PER NS-11/88)Flaxton Level Crossing at 9m. 21chs.

The Level Crossing Gates will be removed and the Level Crossing will be protected by Pennants and a Hand Signaller in preparation for the commissioning of Automatic Half Barriers on 12th June.

The Up and Down Home signals will be fixed at Danger and the Up and Down Distant signals at Caution.

(12)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>YORK TO SCARBOROUGH - continued</u>		
TUESDAY 31 MAY TO SATURDAY 4 JUNE		
107 Malton Station	Down and Up BLOCKED	22 15 Tue to Fri to 06 00 Wed to Sat. Demolition work. 21m. 07chs. and 21m. 17chs. Crane and mechanical equipment in use.
SATURDAY/SUNDAY 4/5 JUNE		
108 Strensall LC and Barton Hill LC	Down and BLOCKED	22 30 to 08 30. Demolition work. (Flaxton G.B.). 9m. 21chs. Crane and mechanical equipment in use.
109 Malton Station	Down and Up BLOCKED	22 30 to 08 00. Track maintenance. 21m. 18chs. and 21m. 24chs.
110 Seamer West and Falsgrave	Down and Up BLOCKED	22 45 to 08 00. Bridgework (Nos. 19A, 19B and 20). 39m. 18chs. and 39m. 52chs. Crane and mechanical equipment in use.
SUNDAY/MONDAY 5/6 JUNE		
111 Scarborough Station	Platforms 3, 4 and 5 BLOCKED	23 30 to 06 00. Roofwork. 41m. 75chs. and 42m. 06chs. Mechanical equipment in use.
MONDAY/TUESDAY 6/7 JUNE		
112 Seamer West and Weaverthorpe	Up BLOCKED	22 00 to 06 00. Track maintenance. 36m. 30chs.
TUESDAY/WEDNESDAY 7/8 JUNE		
113 Seamer West and Falsgrave	Down and Up BLOCKED	22 45 to 06 00. Track maintenance. 39m. 63chs.
THURSDAY/FRIDAY 9/10 JUNE		
114 Strensall LC and Barton Hill LC	Down and Up BLOCKED	22 15 to 06 30. Track renewal. 6m. 48chs. and 8m. 65chs. Mechanical equipment in use.

CANCELLED PER NS11/88

NS. 11/88
11-17.6.88SECTION 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 12 JUNE - YORK STATION, SCARBOROUGH BRIDGE END

Platform 5 will be taken out of use. The points leading to Platform 5 from the Platform 7 line will be secured out of use in the reverse position.

Signal Y236 and the routes to Platform 3 on Up Scarborough signals Y239 and Y244 will be abolished.

(14)

SUNDAY 12 JUNE - HALIFAX

Position Light signal H716, applying to the route from Up Main to Down Main at the Bradford end of Halifax station will be abolished.

A new 3-aspect signal (H716) will be provided at the Bradford end of the Up Main platform and will apply from that platform to Down Main signal H719.

The AWS equipment associated with H714 signal will be repositioned 70 yards further from the signal and will also apply to H719 signal (for movements from H716 signal).

(14)

MONDAY 13 JUNE - BETWEEN HEATON LODGE JUNCTION AND HUDDERSFIELD

A reflectorised speed restriction warning indicator will be provided between Heaton Lodge Junction and Huddersfield on the Up line at 26m. 65chs. giving warning of the permanent speed restriction of 40 m.p.h. at 26m. 03chs.

The distance between the warning indicator and the commencement of the 40 m.p.h. speed restriction will be 1364 yards.

An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 13 JUNE - BETWEEN HUDDERSFIELD AND MARSDEN

A reflectorised speed restriction warning indicator will be provided between Huddersfield and Marsden on the Up line at 19m. 15chs. giving warning of the permanent speed restriction of 45 m.p.h. at 18m. 37chs.

The distance between the warning indicator and the commencement of the 45 m.p.h. speed restriction will be 1276 yards.

An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator.

(14)

SUNDAY 12 JUNE - HOLBECK EAST JUNCTION

The Junction Indicators associated with signal L69 (Down Main approaching Holbeck East Junction) will be altered and the following route indications will apply:-

<u>Aspect</u>	<u>Junction Indicator</u>	<u>Application to or towards</u>
Main	Position 1	Up Huddersfield
Main		Up Doncaster
Main	Position 4	Down Bradford

(14)

DETAILS OF WORK ALREADY CARRIED OUTHOLGATE

Holgate Down Reception No.1 has been taken out of use.

The points at the south end leading to Holgate Down Reception Siding No.1 have been secured out of use in the reverse position (towards Down Reception Sidings 2,3 and 4) and the points at the north end have been removed and replaced by plain line.

The north ends of the Down Reception Sidings Nos.2, 3 and 4 have been slued to a new alignment at Holgate North Jn and the Trap Points on the Down Reception Sidings leading to the Down Holgate Loop/Down Goods have been removed and replaced by plain line. The points at Holgate North leading from Down Reception Sidings 2, 3 and 4 will remain hand points until further notice.

Signalling Alterations

The route to Down Reception Siding No.1 on Down Holgate Loop Subsidiary signal No.22 at Holgate South has been disconnected.

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

Subsidiary signal No.37 leading from Holgate Down Reception Sidings Nos.2, 3 and 4 at Holgate North has been repositioned to suit the new layout. The subsidiary signal applicable from Down Reception No.1 has been abolished.

(New Item) (14)

YORK STATION NORTH TO YORK YARD SOUTH

The present access to the S&T Service Centre has been closed, and the associated signalling has been abolished.

A new access to the S&T Service Centre has been provided at the York Yard South signal box end, by a Hand Point Connection with the ACE Siding.

A Trainmen Operated, Gated Level Crossing (TOG), over both the ACE Siding and the S&T Siding has been provided, giving road access to the new signal box, the gates being normally positioned across the railway.

The Level Crossing is protected by 4 Notice Boards, 25 yards from the crossing, worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING".

Notice Boards worded "PROPELLED TRAINS, STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" have been provided 55 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the S&T Service Centre Siding, and at 165 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the ACE's Siding.

Advance Level crossing Warning Boards (St. George's Cross), have been provided for the S&T Service Centre at 50 yards (fixed to the Service Centre Gates), and 135 yards on the York Yard South signal box side, and on the ACE Siding at 245 yards from both the York Yard South and the North end.

(12)

BETWEEN STRENSALL AND BARTON HILLFlaxton Level Crossing at 9m. 21chs.

THIS WORK HAS NOT BEEN CARRIED OUT

(12)

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

*

A new Down Main First Home, 2-aspect (red/green) signal M1563 controlled from Mill Lane Signal Box has been provided at the 36 mile post.

A Distant Signal M1563R has been provided 1430 yards before reaching M1563 signal.

Mill Lane Down Main Distant signal M1563, situated at 38m. 17chs. has been renumbered M1567R.

A new Up Main 2-aspect (red/green), Intermediate Block signal M1564 controlled from Mill Lane Signal Box has been provided at the 36 mile post.

A Distant Signal M1564R has been provided 1660 yards before reaching M1564 signal.

Mill Lane Up Main signal M1564 situated at 39m. 12chs. has been renumbered M1566.

AWS inductors have been provided in conjunction with the above new signals.
(11)

* * BETWEEN MORLEY AND HOLBECK EAST JUNCTION

*

A reflectorised speed restriction warning indicator has been provided between Morley and Holbeck East Junction on the Down Line at 41m. 19chs. giving warning of the permanent speed restriction of 40 m.p.h. at 42m. 01ch.

The distance between the warning indicator and the commencement of the 40 m.p.h. speed restriction is 1364 yds.

An AWS permanent magnet has been provided 200 yds. before reaching the indicator.

(9)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

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

*

The following new signals have been commissioned :-

<u>Line</u>	<u>Signal No.</u>	<u>Description</u>	<u>Position</u>
Down Main	G14	Intermediate Block Home Signal, 2-aspect (red/green)	At Ilkley end of Burley-in-Wharfedale Down Platform.
Down Main	G14R	Distant, single aspect	1715 yards before reaching G14 signal.

The following new signals have been commissioned -

<u>Line</u>	<u>Signal No.</u>	<u>Description</u>	<u>Position</u>
Up Main	G4	Guiseley Station Up Home Signal 2-aspect (red/green)	At Guiseley end of Burley-in-Wharfedale Up Platform.
Up Main	G4R	Distant, single aspect	1110 yards before reaching G4 signal.

Guiseley Station Up Main Home signal (G5) has been renamed Up Main Starting signal.

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	
<u>EASTWOOD TO NORMANTON, GOOSE HILL JN</u> Page 58 (as amended)					
<u>Amend:-</u>					
HEATON LODGE JN AND THORNHILL LNW JN			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY.
<u>Add:-</u>					
HEATON LODGE JN AND THORNHILL LNW JN			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS

(8.D)

NS-38

NS 12/13/88
18-246.88SECTION 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 19 JUNE - YORK STATION, SCARBOROUGH BRIDGE END

A new "Middle Road" will be commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light Signal No. Y231 will be provided for movements Middle Road to Up Scarborough Line.

Platform 7 Signals Y230 (3-aspect) and Y233 (Position Light) will be abolished.

Up Scarborough Position Light Signal No. Y239 will be provided with an additional route Up Scarborough Line to Middle Road.

(16)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION, SCARBOROUGH BRIDGE END

Platform 5 has been taken out of use. The points leading to Platform 5 from the Platform 7 line have been secured out of use in the reverse position.

Signal Y236 and the routes to Platform 3 on Up Scarborough signals Y239 and Y244 have been abolished.

(14)

HOLGATE

Holgate Down Reception No.1 has been taken out of use.

The points at the south end leading to Holgate Down Reception Siding No.1 have been secured out of use in the reverse position (towards Down Reception Sidings 2,3 and 4) and the points at the north end have been removed and replaced by plain line.

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

The north ends of the Down Reception Sidings Nos.2, 3 and 4 have been slued to a new alignment at Holgate North Jn and the Trap Points on the Down Reception Sidings leading to the Down Holgate Loop/Down Goods have been removed and replaced by plain line. The points at Holgate North leading from Down Reception Sidings 2, 3 and 4 will remain hand points until further notice.

Signalling Alterations

The route to Down Reception Siding No.1 on Down Holgate Loop Subsidiary signal No.22 at Holgate South has been disconnected.

Subsidiary signal No.37 leading from Holgate Down Reception Sidings Nos.2, 3 and 4 at Holgate North has been repositioned to suit the new layout. The subsidiary signal applicable from Down Reception No.1 has been abolished.

* * YORK STATION NORTH TO YORK YARD SOUTH

*

The present access to the S&T Service Centre has been closed, and the associated signalling has been abolished.

A new access to the S&T Service Centre has been provided at the York Yard South signal box end, by a Hand Point Connection with the ACE Siding.

A Trainmen Operated, Gated Level Crossing (TOG), over both the ACE Siding and the S&T Siding has been provided, giving road access to the new signal box, the gates being normally positioned across the railway.

The Level Crossing is protected by 4 Notice Boards, 25 yards from the crossing, worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING".

Notice Boards worded "PROPELLED TRAINS, STOP AWAIT INSTRUCTIONS, WHISTLE BEFORE PROCEEDING" have been provided 55 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the S&T Service Centre Siding, and at 165 yards from the "STOP - OPEN CROSSING GATES BEFORE PROCEEDING" Notice Boards on the ACE's Siding.

Advance Level crossing Warning Boards (St. George's Cross), have been provided for the S&T Service Centre at 50 yards (fixed to the Service Centre Gates), and 135 yards on the York Yard South signal box side, and on the ACE Siding at 245 yards from both the York Yard South and the North end.

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

Position Light signal H716, applying to the route from Up Main to Down Main at the Bradford end of Halifax station has been abolished.

A new 3-aspect signal (H716) has been provided at the Bradford end of the Up Main platform and applies from that platform to Down Main signal H719.

The AWS equipment associated with H714 signal has been repositioned 70 yards further from the signal and also applies to H719 signal (for movements from H716 signal).

(14)

BETWEEN HUDDERSFIELD AND MARSDEN

A reflectorised speed restriction warning indicator has been provided between Huddersfield and Marsden on the Up line at 19m. 15chs. giving warning of the permanent speed restriction of 45 m.p.h. at 18m. 37chs.

The distance between the warning indicator and the commencement of the 45 m.p.h. speed restriction is 1276 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(14)

BETWEEN HEATON LODGE JUNCTION AND HUDDERSFIELD

A reflectorised speed restriction warning indicator has been provided between Heaton Lodge Junction and Huddersfield on the Up line at 26m. 65chs. giving warning of the permanent speed restriction of 40 m.p.h. at 26m. 03chs.

The distance between the warning indicator and the commencement of the 40 m.p.h. speed restriction is 1364 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(14)

* * HOLBECK EAST JUNCTION

*

The Junction Indicators associated with signal L69 etc.

THIS WORK HAS NOT BEEN CARRIED OUT.

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

NS. 14/82
25.6-1.7.88SECTION 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 26 JUNE - EASTWOOD

The Up goods loop will be recovered.

Signal PN.306 will become a 4-aspect automatic signal and a new identification plate will be provided. The position 1 junction indicator and position light signal associated with this signal will be taken away.

Signal PN.308 will be taken away.

Signal PN.309 will become a 4-aspect semi-automatic signal and will be provided with a new identification plate.

SUNDAY 26 JUNE - BETWEEN HULL PARAGON AND BEVERLEY

Beverley Parks LC (AOCR-X) at 6m. 51chs. will be equipped with Automatic Half Barriers.

(17)

MONDAY 27 JUNE - BETWEEN BRAMHOPE AND WESCOEHILL TUNNELS

At 10 00 hours the 20/40 Permanent Speed Restriction on both the Down and Up lines between 9m. 54ch. and 9 $\frac{1}{2}$ m.p. will be withdrawn (See Section C)

(17)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION, SCARBOROUGH BRIDGE END

A new "Middle Road" has been commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light Signal No. Y231 has been provided for movements Middle Road to Up Scarborough Line.

Platform 7 Signals Y230 (3-aspect) and Y233 (Position Light) have been abolished.

Up Scarborough Position Light Signal No. Y239 has been provided with an additional route Up Scarborough Line to Middle Road.

(16)

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

Platform 5 has been taken out of use. The points leading to Platform 5 from the Platform 7 line have been secured out of use in the reverse position.

Signal Y236 and the routes to Platform 5 on Up Scarborough signals Y239 and Y244 have been abolished.

(15)

HOLGATE

Holgate Down Reception No.1 has been taken out of use.

The points at the south end leading to Holgate Down Reception Siding No.1 have been secured out of use in the reverse position (towards Down Reception Sidings 2,3 and 4) and the points at the north end have been removed and replaced by plain line.

The north ends of the Down Reception Sidings Nos.2, 3 and 4 have been slued to a new alignment at Holgate North Jn and the Trap Points on the Down Reception Sidings leading to the Down Holgate Loop/Down Goods have been removed and replaced by plain line. The points at Holgate North leading from Down Reception Sidings 2, 3 and 4 will remain hand points until further notice.

Signalling Alterations

The route to Down Reception Siding No.1 on Down Holgate Loop Subsidiary signal No.22 at Holgate South has been disconnected.

Subsidiary signal No.37 leading from Holgate Down Reception Sidings Nos.2, 3 and 4 at Holgate North has been repositioned to suit the new layout. The subsidiary signal applicable from Down Reception No.1 has been abolished.

(15)

HALIFAX

Position Light signal H716, applying to the route from Up Main to Down Main at the Bradford end of Halifax station has been abolished.

A new 3-aspect signal (H716) has been provided at the Bradford end of the Up Main platform and applies from that platform to Down Main signal H719.

The AWS equipment associated with H714 signal has been repositioned 70 yards further from the signal and also applies to H719 signal (for movements from H716 signal).

(15)

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

A reflectorised speed restriction warning indicator has been provided between Huddersfield and Marsden on the Up line at 19m. 15chs. giving warning of the permanent speed restriction of 45 m.p.h. at 18m. 37chs.

The distance between the warning indicator and the commencement of the 45 m.p.h. speed restriction is 1276 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(14)

BETWEEN HEATON LODGE JUNCTION AND HUDDERSFIELD

A reflectorised speed restriction warning indicator has been provided between Heaton Lodge Junction and Huddersfield on the Up line at 26m. 65chs. giving warning of the permanent speed restriction of 40 m.p.h. at 26m. 03chs.

The distance between the warning indicator and the commencement of the 40 m.p.h. speed restriction is 1364 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(15)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

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.

WORKING MANUAL FOR RAIL STAFF ((BR 30054)PART 6 : WHITE PAGES(As reissued dated June 1988)

Page A1 - add the following :-

Class 9 (a) trains - maximum speed 35 m.p.h.

Class 9 (b) trains - maximum speed 25 m.p.h.

Page C45 - Table C - Electric Locomotive - add new entry :-

Class	Weight (tonnes)	Brake force (tonnes)	Route avail- ability	Maximum speed (mph)
86/5	80	40	6	75

Amend entries for :-

90	85	40	6	110
91	84	45	7	140

Amend speed shown in first line of note to read 80 mph

Page D1 - Clause D1/3 amend to read :-

When wagons bearing the Exceptional Load label (BR 21349) have to be accompanied by an Inspector they must be marshalled next to the locomotive on a fully fitted freight train or next to the Brake Van on an un-fitted or non-fully fitted freight train. In all other cases marshalling must be in accordance with published marshalling arrangements.

(8D)

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 YARD SOUTH

The sidings in York Yard South have been renumbered 1 to 12.

(New Item) (18)

YORK STATION, SCARBOROUGH BRIDGE END

A new "Middle Road" has been commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light Signal No. Y231 has been provided for movements Middle Road to Up Scarborough Line.

Platform 7 Signals Y230 (3-aspect) and Y233 (Position Light) have been abolished.

Up Scarborough Position Light Signal No. Y239 has been provided with an additional route Up Scarborough Line to Middle Road.

(16)

* * YORK STATION, SCARBOROUGH BRIDGE END

*

Platform 5 has been taken out of use. The points leading to Platform 5 from the Platform 7 line have been secured out of use in the reverse position.

Signal Y236 and the routes to Platform 5 on Up Scarborough signals Y239 and Y244 have been abolished.

(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 B

NIL

DETAILS OF WORK ALREADY CARRIED OUTYORK YARD SOUTH

The sidings in York Yard South have been renumbered 1 to 12.

(18)

* * YORK STATION, SCARBOROUGH BRIDGE END

*

A new "Middle Road" has been commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light Signal No. Y231 has been provided for movements Middle Road to Up Scarborough Line.

Platform 7 Signals Y230 (3-aspect) and Y233 (Position Light) have been abolished.

Up Scarborough Position Light Signal No. Y239 has been provided with an additional route Up Scarborough Line to Middle Road.

(16)

* * EASTWOOD

*

The Up goods loop has been recovered.

THIS WORK HAS NOT BEEN CARRIED OUT.

BETWEEN BRAMHOPE AND WESCOEHILL TUNNELS

The 20/40 Permanent Speed Restriction on both the Down and Up lines between 9m. 54ch. and 9 $\frac{1}{2}$ m.p. has been withdrawn (See Section D)

(17)

**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

192

**SATURDAY 16 JULY
TO
FRIDAY 22 JULY 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 C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH

The sidings in York Yard South have been renumbered 1 to 12.

(18)

* * BETWEEN BRAMHOPE AND WESCOEHILL TUNNELS

The 20/40 Permanent Speed Restriction on both the Down and Up lines between 9m. 54ch. and 9 $\frac{1}{2}$ m.p. has been withdrawn (See Section D)

(17)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

NS 18/88
23-29.2.88SECTION 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 BSATURDAY 23 JULY - YORK STATION

No. 3 Fruit Dock Siding will be secured out of use pending removal.
(21)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK YARD SOUTH

The sidings in York Yard South have been renumbered 1 to 12.
(18)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.
(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS - continued

4. Full size (900 mm) signs will be provided wherever possible. They will be positioned on the left hand side of the line in direction of travel.
5. Miniature (450 mm) signs centred 600 mm above rail level will be provided where there is limited clearance, and in the following circumstances :-
 - a) Where a route or line converges with another
 - b) in complex junction areas where, because of the multiplicity of signs, it would be clearer and more sensible to do so.
6. Neutral Section marker signs will be located as follows :-
 - Site Sign - As close as possible to the commencement
 - Warning Sign - One mile on the approach side of the neutral section.

The General Appendix to the Working Timetables and Books of Rules and Regulations, Section 1.21 refers.

TRACTION INTERLOCK SWITCH CLASSES 14X AND 15X DMU

Examination of driving cabs has revealed that Traction Interlock Switch seals are being broken. This seal is provided to prevent inadvertent use and any person that breaks a Traction Interlock seal must report the fact in the unit repair book along with the reason for so doing.

Train Crews are also reminded of the instruction relating to the operation of the Traction Interlock Switch contained in the relevant Working Instructions booklets 33070 series.

It is imperative that discipline regarding this instruction is maintained for the security it offers both passenger and train crew since once the Traction Interlock Switch has been isolated it must be realised that a vital safety feature has been removed.

(8D)

INCIDENTS INVOLVING OBSTRUCTION, DAMAGE ETC. TO OVERHEAD LINE EQUIPMENT

Staff are reminded of the importance of quoting the nearest overhead line equipment structure number when reporting incidents, in order to assist the M. & E.E. Department in promptly arranging an isolation, if necessary, and in dealing with the incident or removing the obstruction.

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)

BETWEEN ARDSLEY TUNNEL AND HOLBECK WEST JN/
HOLBECK WEST JN AND WHITEHALL JN/
WHITEHALL JN AND LEEDS/
LEEDS WEST JN (FORMER UP VIADUCT LINE)/
LEEDS AND MARSH LANE JN

Until further notice, in connection with testing of the overhead line system between Leeds, Gelderd Road (183½ m.p.) and 20 m.p. on the East side of Leeds Station, electric trains other than test trains are not permitted on run North of Balne Lane (Wakefield).

(UFN)

BEVERLEY STATION

Until further notice, repairs to the station roof will be taking place.

Drivers of trains stopping at Beverley must work to the instructions of the notice boards provided.

(UFN)

MALTON STATION

Roofwork/platform work is in progress until further notice. Consequently, the platform has been temporarily shortened by 130 yards at the East end.

Drivers of trains stopping at the platform 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 1 AUGUST - YORKClifton

The Down Sidings known as the No. 2 Group DMU Sidings will be taken out of use. The points giving access to the above sidings from the Secondary Loco Outlet will be secured for through running on the Secondary Loco Outlet Line. The outlet signal from the No.2 Group DMU Sidings (Position Light No.Y219) will be abolished.

The outlet signal from the Secondary Loco Outlet (No.Y 216) will be abolished and replaced with a new Position Light signal numbered Y 219. This signal will have the same application as the former Y216, but without indication of route.

Waterworks

The Engine Siding will be taken out of use, and the hand points leading to the siding will be replaced by plain line.

The outlet Position Light signal No. Y189 will be abolished.

(22)

TUESDAY 2 AUGUST TO THURSDAY 4 AUGUST - BETWEEN HULL PARAGON AND BEVERLEY

Beverley Parks L.C. (A.O.C.R. - X) at 6m. 51chs.

The level crossing will be equipped with Automatic Half Barriers.

Between 08 00 and 16 00 Tuesday to Thursday the crossing will be worked under local control.

(22)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

No. 3 Fruit Dock Siding has been secured out of use pending removal.

(21)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

* * 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 PAGESClause E2/2 : Page E22Positioning and Spacing

Amend "150 mm" to read "100 mm" in fourth paragraph.

Securing

Amend second sentence in first paragraph to read "On Military vehicles with Diesel engines the gear lever must be placed in the neutral position".

(8.D)

PART 6 : WHITE PAGES(As reissued dated June 1988)

Page A1 - add the following :-

Class 9 (a) trains - maximum speed 35 m.p.h.

Class 9 (b) trains - maximum speed 25 m.p.h.

Page C45 - Table C - Electric Locomotive - add new entry :-

Class	Weight (tonnes)	Brake force (tonnes)	Route avail- ability	Maximum speed (mph)
86/5	80	40	6	75

Amend entries for :-

90	85	40	6	110
91	84	45	7	140

Amend speed shown in first line of note to read 80 mph

Page D1 - Clause D1/3 amend to read :-

When wagons bearing the Exceptional Load label (BR 21349) have to be accompanied by an Inspector they must be marshalled next to the locomotive on a fully fitted freight train or next to the Brake Van on an un-fitted or non-fully fitted freight train. In all other cases marshalling must be in accordance with published marshalling arrangements.

(8D)

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>WORTLEY JN TO YORK (SKELTON) VIA HARROGATE</u>					
<u>Page 92 (as amended)</u>					
Between Bramhope Tunnel and Wescoehill Tunnel					
<u>Delete :-</u>			<u>20</u>	<u>20</u>	<u>9m. 54ch. and 9$\frac{1}{2}$m.p.</u>
			<u>40</u>	<u>40</u>	
<u>HULL TO SEAMER WEST</u>					
<u>Page 105</u>					
As Beverley Parks LC					
<u>Amend :-</u>			Beverley Parks LC (AHB - X)		(8D)
<u>(w.e.f. Thursday 4 August)</u>					
<u>Page 106</u>					
At Driffield LC (RC)					
<u>Amend:-</u>			Driffield LC (RC) and Footpath LC (R/G)		(8D)

NS-41

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedOTHER GENERAL INSTRUCTIONSPage 158AddSAFETY LIMITS ON HOURS OF DUTY FOR TRAIN CREWS

Train Crews time on duty must not exceed 12 hours per shift. In addition, Drivers must not be in charge of a Traction Unit or Train on a running line after 11 hours on duty. Train Crew Supervisors must ensure that these hours are adhered to and in addition Train Crew must advise the nearest Supervisor if they consider that these Safety Limits will be exceeded.

In exceptional circumstances authority to exceed these limits may be given by the Regional Deputy Chief Controller at York.

LOCAL INSTRUCTIONSPage 177AddYORK HOLGATE JN. TO SKELTONYORK YARD SOUTHA.C.E. SIDING : "TRIANGLE ACCESS" LEVEL CROSSING

The provisions of the Instructions headed "Train-crew operated crossings (TMO)" in Section 7 of the General Appendix apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement to be made must obtain the Key for the gate from the Signalman at York Yard South and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

(8D)

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 AUGUST - YORK STATION, SCARBOROUGH BRIDGE END

A new "Middle Road" will be commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light signal No. Y 231 will be provided for movements Middle Road to Up Scarborough Line.

Platform 7 signals Y230 (3-aspect) and Y 233 (Position Light) will be abolished. Up Scarborough Position Light signal No. Y 239 will be provided with an additional route Up Scarborough Line to Middle Road.

SUNDAY 7 AUGUST - ECCLESFIELD WEST

Ecclesfield West Down Siding will be abolished.

The inlet and outlet points in the Down barnsley line will be clamped out of use pending removal.

Position Light Shunting signals EW 8 and EW 9 (Down Siding) and EW 6 (Down Barnsley) will be abolished, together with the Subsidiary route from Down Barnsley 3-aspect signal EW 15.

The "Limit of Shunt" Board on the Down Barnsley will be abolished.

(23)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

No. 3 Fruit Dock Siding has been secured out of use pending removal.

(21)

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

The Down Sidings known as the No. 2 Group DMU Sidings have been taken out of use. The points giving access to the above sidings from the Secondary Loco Outlet have been secured for through running on the Secondary Loco Outlet Line. The outlet signal from the No.2 Group DMU Sidings (Position Light No.Y219) has been abolished.

The outlet signal from the Secondary Loco Outlet (No.Y 216) has been abolished and replaced with a new Position Light signal numbered Y 219. This signal have the same application as the former Y216, but without indication of route.

Waterworks

The Engine Siding has been taken out of use, and the hand points leading to the siding has been replaced by plain line.

The outlet Position Light signal No. Y189 has been abolished.

(22)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN HULL PARAGON AND BEVERLEYBeverley Parks L.C. (A.O.C.R. - X) at 6m. 5lchs.

The level crossing has been equipped with Automatic Half Barriers.

Between 08 00 and 16 00 Tuesday to Thursday the crossing is worked under local control.

(22)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

MISCELLANEOUS NOTICESCLASS 141/1 DMUs

Class 141/1 Diesel Multiple Units are authorised to run over all routes cleared for 142 - 144 units.

STARTING A TRAIN FITTED WITH POWER OPERATED DOORS

After the doors have been closed, the Guard must check by observation along the outside of the train that it is safe to give the "Ready to Start" signal. This check must be made before closing the door adjacent to the Guard's position if this can be operated separately from the other doors.

After the doors have been closed on a D.O. train, the driver must check by observation along the outside of the train (by CCTV or mirror, where provided) that it is safe to start.

These checks must be made whether or not the normal indication is exhibited showing that the doors are closed.

SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

New style reflectorised signs will be progressively introduced at the following locations :-

Each change of speed (whether lower or higher) including standard 15 m.p.h. restrictions through junctions and crossover roads, etc. and changes of speed where a route or line converges with another (including junctions between parallel lines). Unless the restriction is 10 m.p.h. or less, signs will not be provided for restrictions applying over points where ALL movements in the direction concerned are made on the authority of position light aspects or shunting signals or where there is no signalled route.

2. A warning sign will be provided in rear of each commencement sign where speed is reduced.

This does not apply where speed is reduced at a diverging route if :

- a) the speed reduction is 10 m.p.h. or less, or

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS - continued

2. b) the signal controlling a diverging route is approach released from red and the facing points are within $\frac{1}{4}$ mile of the signal, or
c) the distant signal is fixed at caution.
3. The warning sign will be positioned at braking distance or half a mile (whichever is the greater) from the commencement sign to which it applies. Where there are consecutive or closely following restrictions and the warning board for the second restriction would otherwise precede the commencement sign for the first, that warning board will be positioned 50 yards ahead of the commencement sign for the first restriction.
4. Full size (900 mm) signs will be provided wherever possible. They will be positioned on the left hand side of the line in direction of travel.
5. Miniature (450 mm) signs centred 600 mm above rail level will be provided where there is limited clearance, and in the following circumstances :-
 - a) Where a route or line converges with another
 - b) in complex junction areas where, because of the multiplicity of signs, it would be clearer and more sensible to do so.
6. Neutral Section marker signs will be located as follows :-
Site Sign - As close as possible to the commencement
Warning Sign - One mile on the approach side of the neutral section.

The General Appendix to the Working Timetables and Books of Rules and Regulations, Section 1.21 refers.

INCIDENTS INVOLVING OBSTRUCTION, DAMAGE ETC. TO OVERHEAD LINE EQUIPMENT

Staff are reminded of the importance of quoting the nearest overhead line equipment structure number when reporting incidents, in order to assist the M. & E.E. Department in promptly arranging an isolation, if necessary, and in dealing with the incident or removing the obstruction.

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)

BETWEEN ARDSLEY TUNNEL AND HOLBECK WEST JN/
HOLBECK WEST JN AND WHITEHALL JN/
WHITEHALL JN AND LEEDS/
LEEDS WEST JN (FORMER UP VIADUCT LINE)/
LEEDS AND MARSH LANE JN

Until further notice, in connection with testing of the overhead line system between Leeds, Gelderd Road (183½ m.p.) and 20 m.p. on the East side of Leeds Station, electric trains other than test trains are not permitted to run North of Balne Lane (Wakefield).

(UFN)

YORK STATION

Construction work will be taking place on Platforms 15 and 16 until further notice.

Drivers of trains stopping at these platforms must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

MALTON STATION

Roofwork/platform work is in progress until further notice. Consequently, the platform has been temporarily shortened by 130 yards at the East end.

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

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WAKEFIELD WESTGATE STATION

Platform repairs/construction work are in progress on the Down and Up Platforms, until further notice.

Drivers of trains stopping at Wakefield Westgate must work to the instructions of Handsignalmen/notice boards whilst platform work is being carried out. (UFN)

DEWSBURY STATION

Realignment of the Up platform has taken place at Dewsbury Station.

Drivers of trains stopping at this platform must work to the instructions of handsignalmen/notice boards whilst work is being carried out. (UFN)

MORLEY STATION

Until Further Notice, platform repairs are taking place on the Down and Up platforms.

Drivers of trains stopping at Morley must work to the instructions of handsignalmen/notice boards whilst work is being carried out. (UFN)

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)

DENBY DALE STATION

Platform resurfacing is taking place until further notice.

Drivers of trains stopping at Denby Dale must work to the instructions of handsignalman/notice boards whilst work is being carried out. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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)

KNOTTINGLEY STATION

During reconstruction of the Up platform, a temporary platform will be provided immediately East of the existing one. Drivers of all stopping trains must bring their trains to a stand at the moveable instruction boards provided. Guards must also advise passengers to take care whilst alighting at the station.

(UFN)

GOLDTHORPE STATION

Weatherproof surfacing of both platforms is taking place.

Drivers of stopping trains must observe the instructions of the notice boards, whilst this work is in progress. Until 16 00 Friday 12 August.

THURNSCOE STATION

Weatherproof surfacing of both platforms is taking place.

Drivers of stopping trains must observe the instructions of the notice boards, whilst this work is in progress. Until 16 00 Friday 12 August.

THURNSCOE STATION

Drivers of trains stopping at the Up platform should note that the platform ramp at the South end is not yet complete.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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)

BEVERLEY STATION

Until further notice, repairs to the station roof will be taking place.

Drivers of trains stopping at Beverley must work to the instructions of the notice boards provided.

(UFN)

HUNMANBY STATION

Platform repairs/construction work are taking place on the Up platform until further notice.

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

(UFN)

SECTION D - GENERAL INSTRUCTIONS 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)

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)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES ETC.

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

Location	Nature of Work	Duration	Commencing date
Hull Botanic Gardens MPD, Nos. 3, 4, 5, 6, 7 and 8 Roads BLOCKED	Demolition work	Continuously Until Further Notice	-

MP.32/NS
YORK
29 JULY 1988

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 AUGUST - YORK YARD SOUTH

The following signals will be renewed on straight posts :

"B" line signal YYS34 and gantry mounted signals Down Goods 2-aspect YYS44 and Up Goods 3-aspect YYS48.

The Theatre Type Route Indicators on YYS34 and YYS48 signals will be abolished.

(24)

SUNDAY 14 AUGUST - BETWEEN BEVERLEY AND DRIFFIELDArram L.C. at 11m. 16chs.

The Level Crossing will be fitted with Automatic Half Barriers (By-directional).

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose St. Andrews Cross/30 m.p.h. Speed Restriction Notice Boards will be provided as follows :-

In the Down Main applying to the Up (Wrong) direction 550 yds. before reaching the crossing.

In the Up Main applying the Down (Wrong) direction 768 yds. before reaching the crossing.

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

The Level Crossing will be monitored by Beverley Signal Box and telephone communication with the Signal Box will be provided.

(24)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK STATION

*

No. 3 Fruit Dock Siding has been secured out of use pending removal.

(21)

NS 22/88
20-26.8.88

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 20 AND SUNDAY 21 AUGUST - BETWEEN HOLGATE JUNCTION AND SKELTON

The Down and Up Leeds Goods/Main Goods lines between Holgate Junction and Skelton will be redesignated Down and Up Slow lines and the Track Circuit Block Regulations will apply.

The Trap Points in the former Down and Up Leeds Goods at Holgate Junction and in the former Up and Down Goods at Skelton will be secured out of use pending removal.

Signalling Alterations

Holgate Junction

Up Slow (Former Up Leeds Goods) 3-aspect gantry signal Y 61 will be renewed on a straight post and repositioned 110 yards nearer to York Yard South signalbox.

York Yard South

Down Slow (Former Down Goods) gantry signal YYS 44 will be converted from a 2-aspect red/yellow to a 3-aspect red/yellow/green.

York Yard North

The two Down Slow (former Down Main Goods) semaphore signals approx. 130 yards south of York Yard North signalbox will be replaced by a 3-aspect colour light signal YYN 57 with associated Position Light, situated 110 yards further from the box. The Down Slow (former Down Goods) semaphore signals, combined with SJ 5R, 2-aspect colour light on the same post, situated approx. 270 yards north of York Yard North signalbox, will be abolished.

Skelton

Down Slow (former Down Goods) 3-aspect signal SJ 5 will be renewed 70 yards further from Skelton signalbox and provided with a Position 1 Junction Indicator applying Down Slow to Harrogate Branch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 20 AND SUNDAY 21 AUGUST - HEALEY MILLS

The facing crossover in the Down Slow line leading to the Down fast line at 43m. 40ch. will be removed.

The Position 1 Junction Indicator associated with 4-aspect signal HM 192, for the route Down Slow to Down Fast, will be abolished.

(25)

SATURDAY 20 AUGUST - STOURTON

The Up side Shunt Neck will be temporarily shortened by approximately 150 yards, in connection with engineering work, until further notice.

(25)

SUNDAY 21 AUGUST - HOLBECK EAST JUNCTION

The Junction Indicators associated with signal L69 (Up Main approaching Holbeck East Junction) will be altered and the following route indications will apply :-

<u>Aspect</u>	<u>Junction Indicator</u>	<u>Application to or towards</u>
Main	Position 1	Up huddersfield
Main		Up Doncaster
Main	Position 4	Down Bradford

(25)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION, SCARBOROUGH BRIDGE END

A new "Middle Road" has been commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light signal No. Y 231 has been provided for movements Middle Road to Up Scarborough Line.

Platform 7 signals Y230 (3-aspect) and Y 233 (Position Light) have been abolished. Up Scarborough Position Light signal No. Y 239 has been provided with an additional route Up Scarborough Line to Middle Road.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BEVERLEY AND DRIFFIELDArram L.C. at 11m. 16chs.

14.8.1988

The Level Crossing has been fitted with Automatic Half Barriers (By-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose St. Andrews Cross/30 m.p.h. Speed Restriction Notice Boards are provided as follows :-

In the Down Main applying to the Up (Wrong) direction 550 yds. before reaching the crossing.

In the Up Main applying the Down (Wrong) direction 768 yds. before reaching the crossing.

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

The Level Crossing is monitored by Beverley Signal Box and telephone communication with the Signal Box has been provided.

(24)

ECCLESFIELD WEST

Ecclesfield West Down Sidings has been abolished.

The inlet and outlet points in the Down Barnsley line have been clamped out of the pending removal.

Position Light Shunting signals EW 8 and EW 9 (Down Siding) and EW 6 (Down Barnsley) have been abolished together with the Subsidiary route from Down Barnsley 3-aspect signal EW 15.

The "Limit of Shunt" Board on the Down Barnsley has been abolished.

(23)

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 m.p.h.	
<u>HULL TO SEAMER WEST</u>					
<u>Page 105</u>					
<u>Amend</u>	Beverley Parks LC (AHB - X)	6 51			(10D)
At	<u>Arram LC</u>				
<u>Amend</u>	<u>Arram LC (AHB-X)</u>	11 16	<u>X30</u>	<u>X30</u>	<u>Approaching level crossing in wrong direction.</u> (10D)

07-5N

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 4 SEPTEMBER - YORK STATION

Platform No. 12 will be abolished. All associated signals and signalled routes will be dispensed with.

(27)

SUNDAY 4 SEPTEMBER - LEEDS STATION

No. 4 platform line will be permanently shortened by approximately 30 yards.

(27)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN HOLGATE JUNCTION AND SKELTON

The Down and Up Leeds Goods/Main Goods lines between Holgate Junction and Skelton have been redesignated Down and Up Slow lines and the Track Circuit Block Regulations apply.

The Trap Points in the former Down and Up Leeds Goods at Holgate Junction and in the former Up and Down Goods at Skelton have been secured out of use pending removal.

Signalling AlterationsHolgate Junction

Up Slow (Former Up Leeds Goods) 3-aspect gantry signal Y 61 has been renewed on a straight post and repositioned 110 yards nearer to York Yard South signal box.

York Yard South

Down Slow (Former Down Goods) gantry signal YYS 44 has been converted from a 2-aspect red/yellow to a 3-aspect red/yellow/green.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HOLGATE JUNCTION AND SKELTON - continuedYork Yard North

The two Down Slow (former Down Main Goods) semaphore signals approx. 130 yards south of York Yard North signal box have been replaced by a 3-aspect colour light signal YYN 57 with associated Position Light, situated 110 yards further from the box. The Down Slow (former Down Goods) semaphore signals, combined with SJ 5R, 2-aspect colour light on the same post, situated approx. 270 yards north of York Yard North signal box, have been abolished.

Skelton

Down Slow (former Down Goods) 3-aspect signal SJ 5 has been renewed 70 yards further from Skelton signal box and has been provided with a Position 1 Junction Indicator applying Down Slow to Harrogate Branch.

(25)

* * YORK STATION, SCARBOROUGH BRIDGE END

*

A new "Middle Road" has been commissioned adjacent to Platform 7 and connecting with the Platform 7 line at the Scarborough Bridge End by means of a lead and trap.

Signalling Alterations

A new Middle Road Position Light signal No. Y 231 has been provided for movements Middle Road to Up Scarborough Line.

Platform 7 signals Y230 (3-aspect) and Y 233 (Position Light) have been abolished. Up Scarborough Position Light signal No. Y 239 has been provided with an additional route Up Scarborough Line to Middle Road.

(23)

YORK YARD SOUTH

The following signals have been renewed on straight posts :

"B" line signal YYS34 and gantry mounted signals Down Goods 2-aspect YYS44 and Up Goods 3-aspect YYS48.

The Theatre Type Route Indicators on YYS34 and YYS48 signals have been abolished.

(24)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

HEALEY MILLS

The facing crossover in the Down Slow line leading to the Down fast line at 43m. 40ch. has been removed.

The Position 1 Junction Indicator associated with 4-aspect signal HM 192, the route Down Slow to Down Fast, has been abolished.

(25)

STOURTON

The Up side Shunt Neck has been temporarily shortened by approximately 150 yards, in connection with engineering work, until further notice.

(25)

HOLBECK EAST JUNCTION

The Junction Indicators associated with signal L69 (Up Main approaching Holbeck East Junction) have been altered and the following route indications apply :-

<u>Aspect</u>	<u>Junction Indicator</u>	<u>Application to or towards</u>
in	Position 1	Up huddersfield
Main		Up Doncaster
Main	Position 4	Down Bradford

(25)

* * BETWEEN BEVERLEY AND DRIFFIELD

*

Arram L.C. at 11m. 16chs.*14.8.88 per NS 21*

The Level Crossing has been fitted with Automatic Half Barriers (By-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose St. Andrews Cross/30 m.p.h. Speed Restriction Notice Boards are provided as follows :-

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN BEVERLEY AND DRIFFIELD - continued

*

Arram LC at 11m. 16chs. - continued

In the Down Main applying to the Up (Wrong) direction 550 yds. before reaching the crossing.

In the Up Main applying the Down (Wrong) direction 768 yds. before reaching the crossing.

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

The Level Crossing is monitored by Beverley Signal Box and telephone communication with the Signal Box has been provided.

(24)

ECCLESFIELD WEST

Ecclesfield West Down Sidings has been abolished.

The inlet and outlet points in the Down Barnsley line have been clamped out of the pending removal.

Position Light Shunting signals EW 8 and EW 9 (Down Siding) and EW 6 (Down Barnsley) have been abolished together with the Subsidiary route from Down Barnsley 3-aspect signal EW 15.

The "Limit of Shunt" Board on the Down Barnsley has been abolished.

(23)

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>HULL TO SEAMER WEST</u>					
<u>Page 105</u>					
<u>Amend</u>	Beverley Parks LC (AHB - X)	6 51			
At	<u>Arram LC</u>				
<u>Amend</u>	Arram LC (AHB-X)	11 16	<u>X30</u>	<u>X30</u>	<u>Approaching level crossing in wrong direction.</u>

(10D)

97-SN

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESSIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

New style reflectorised signs will be progressively introduced at the following locations :-

1. Each change of speed (whether lower or higher) including standard 15 m.p.h. restrictions through junctions and crossover roads, etc. and changes of speed where a route or line converges with another (including junctions between parallel lines). Unless the restriction is 10 m.p.h. or less, signs will not be provided for restrictions applying over points where ALL movements in the direction concerned are made on the authority of position light aspects or shunting signals or where there is no signalled route.
2. A warning sign will be provided in rear of each commencement sign where speed is reduced.

This does not apply where speed is reduced at a diverging route if :

- a) the speed reduction is 10 m.p.h. or less, or
 - b) the signal controlling a diverging route is approach released from red and the facing points are within $\frac{1}{4}$ mile of the signal, or
 - c) the distant signal is fixed at caution.
3. The warning sign will be positioned at braking distance or half a mile (whichever is the greater) from the commencement sign to which it applies. Where there are consecutive or closely following restrictions and the warning board for the second restriction would otherwise precede the commencement sign for the first, that warning board will be positioned 50 yards ahead of the commencement sign for the first restriction.
 4. Full size (900 mm) signs will be provided wherever possible. They will be positioned on the left hand side of the line in direction of travel.
 5. Miniature (450 mm) signs centred 600 mm above rail level will be provided where there is limited clearance, and in the following circumstances :-
 - a) Where a route or line converges with another
 - b) in complex junction areas where, because of the multiplicity of signs, it would be clearer and more sensible to do so.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS - continued

6. Neutral Section marker signs will be located as follows :-

Site Sign - As close as possible to the commencement

Warning Sign - One mile on the approach side of the neutral section.

The General Appendix to the Working Timetables and Books of Rules and Regulations, Section 1.21 refers.

INCIDENTS INVOLVING OBSTRUCTION, DAMAGE ETC. TO OVERHEAD LINE EQUIPMENT

Staff are reminded of the importance of quoting the nearest overhead line equipment structure number when reporting incidents, in order to assist the M. & E.E. Department in promptly arranging an isolation, if necessary, and in dealing with the incident or removing the obstruction.

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 141/1 DMUs

Class 141/1 Diesel Multiple Units are authorised to run over all routes cleared for 142 - 144 units.

(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 4 SEPTEMBER - YORK STATION

Platform No. 12 will be abolished. All associated signals and signalled routes will be dispensed with.

(27)

SUNDAY 4 SEPTEMBER - LEEDS STATION

No. 4 platform line will be permanently shortened by approximately 30 yards.

(27)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN HOLGATE JUNCTION AND SKELTON

The Down and Up Leeds Goods/Main Goods lines between Holgate Junction and Skelton have been redesignated Down and Up Slow lines and the Track Circuit Block Regulations apply.

The Trap Points in the former Down and Up Leeds Goods at Holgate Junction and in the former Up and Down Goods at Skelton have been secured out of use pending removal.

Signalling AlterationsHolgate Junction

Up Slow (Former Up Leeds Goods) 3-aspect gantry signal Y 61 has been renewed on a straight post and repositioned 110 yards nearer to York Yard South signal box.

York Yard South

Down Slow (Former Down Goods) gantry signal YYS 44 has been converted from a 2-aspect red/yellow to a 3-aspect red/yellow/green.

NS 25/88
10-16-9-88SECTION 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 11 SEPTEMBER YORK STATION

At 14 00 hours the Permanent Speed Restrictions through York Station will be amended. A Permanent Speed Restriction of 15 m.p.h. will apply on all lines and connections between 187m. 79chs. and 0m. 42chs. (See Section D).

(28)

SUNDAY 11 SEPTEMBER - YORK STATION, NORTH END

Signalling to and from Platforms 9B and 13 and north of Down Main 3-aspect signal 164 will be disconnected.

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

Movements to and from Platforms 14, 15 and 16, Middle Road and Engine Line will be made via the Single Line Up/Down Clifton Loop.

Gantry signal 190 will be relocated as a straight post 3-aspect signal at the North end of Clifton Loop, replacing 195 Position Light signal. The Main aspects will apply to the Down Main and a Subsidiary aspect will apply to 203 Position Light signal.

Movements in the Up direction to Platform 8 and Up Main 4-aspect Signal 132 will be made from Up Main 4-aspect signal 221 via the former Clifton Bank Loop which will temporarily form the Up Main. Gantry Signal 194 will be relocated as a straight post 3-aspect signal at the south end of the former Bank Loop, replacing 188 Position Light signal. Main and Subsidiary aspects and route indications will apply as per the existing 194 signal.

Routes from Up Main 221 and Up Clifton 246 4-aspect signals to the Down Main and Station Line "Z" (Platform 13) will be disconnected. Existing aspects and route indications to Up/Down Clifton Loop 3-aspect 177 signal and Up Main relocated 194 signal will still apply.

The Secondary Loco Outlet Line will be taken out of use and the Loco Inlet Line will become bi-directional line catering for movements into/out of the Loco Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 11 SEPTEMBER - YORK STATION, NORTH END - continued

The existing Outlet Notice Board worded "NO MOVEMENTS TO PASS THIS BOARD" will be replaced by a new Notice Board located 25 yards further South, worded "STOP, PROCEED IF LINE CLEAR". A new Notice Board located 30 yards North of the existing Outlet Notice Board and worded "STOP, TELEPHONE", will apply to all movements out of the Loco Sidings.

The Position Light signal, (presently fixed at red), located 85 yards south of the existing Outlet Notice Board will be numbered 216 and will apply from the Loco Inlet/Outlet Line to 206 Position Light signal or to the relocated 194 signal on the temporary Up Main. Telephones to York signalbox will be provided at the two new Notice Boards and at 216 Position Light signal.

Position Light signal 197 at the North end of the Up/Down Clifton Loop will be fixed at Red.

At Clifton Sidings, the Carriage Washing Line will be secured out of use as will the short Shunt Line from Washer Line to Clifton Depot.

A new set of Trap Points will be brought into use in the line between Clifton Depot Outlet and the former Bank Loop at the location of the existing 247 and CS4 Position Light signals. Signals 247 and CS4 will be relocated immediately to the North of these Trap Points.

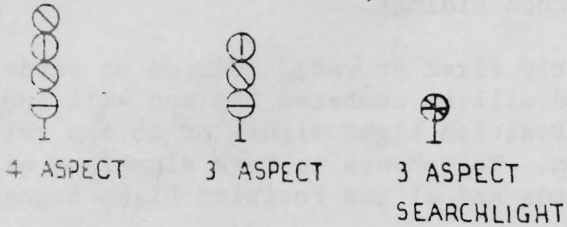
The route from Up/Down Clifton Loop 3-aspect Signal 177 to the ACE Siding will be disconnected. The Primary Loco Outlet will now form an access to this ACE Siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

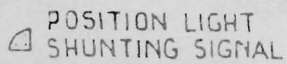
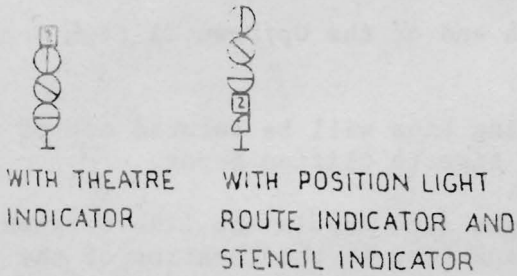
DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

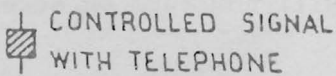
COLOURLIGHT SIGNALS.



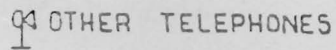
- ⊙ GREEN
- ⊙ YELLOW
- ⊙ RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



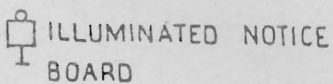
*¹ STOP, PROCEED IF LINE CLEAR



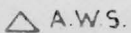
*² STOP TELEPHONE



*³ POINTS FIXED AS SHOWN.

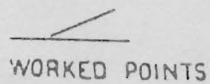


CS CLIFTON CARRIAGE SIDINGS



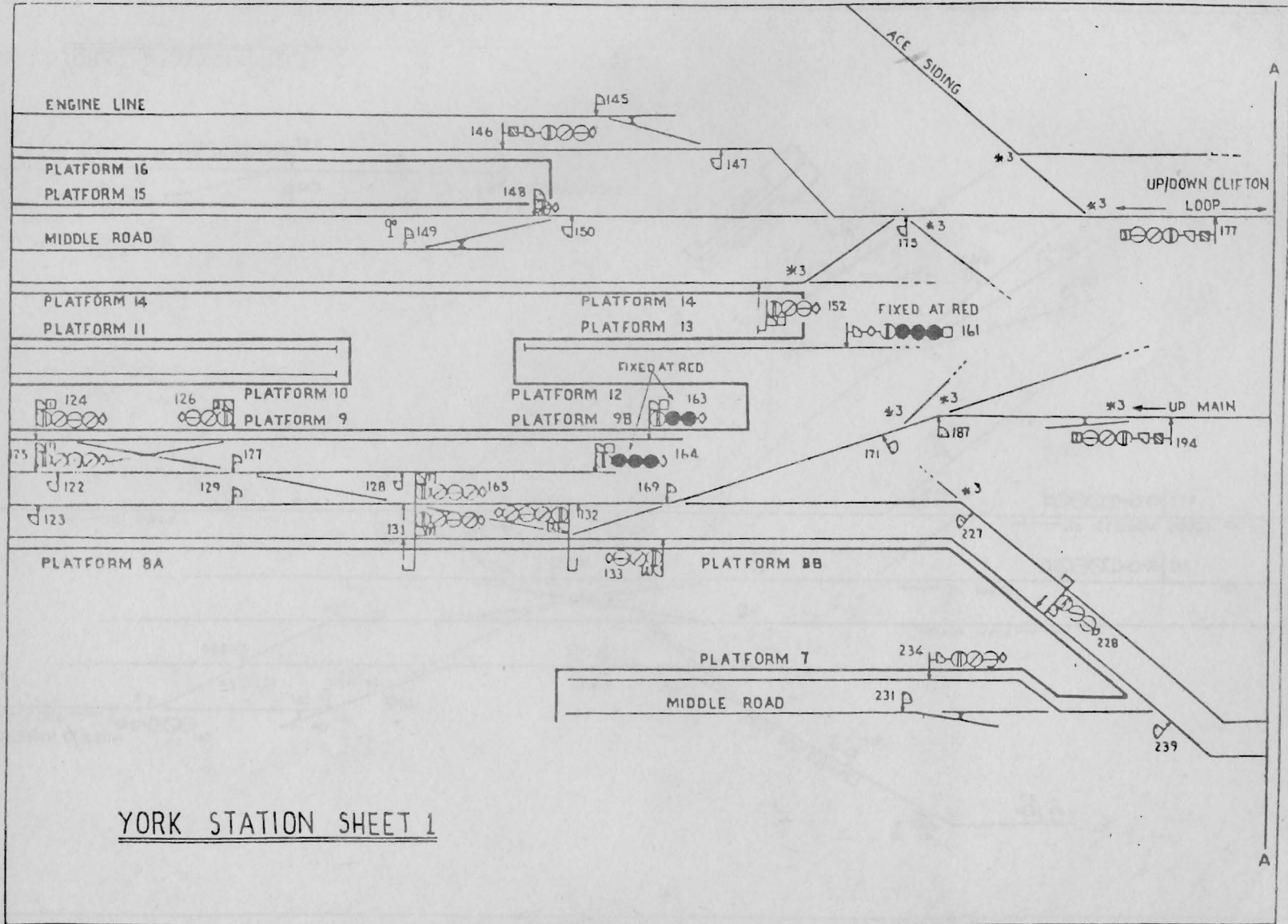
AWS
□ AWS-TERMINATION OF GAP.

AWS
⊗ AWS-COMMENCEMENT OF GAP.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

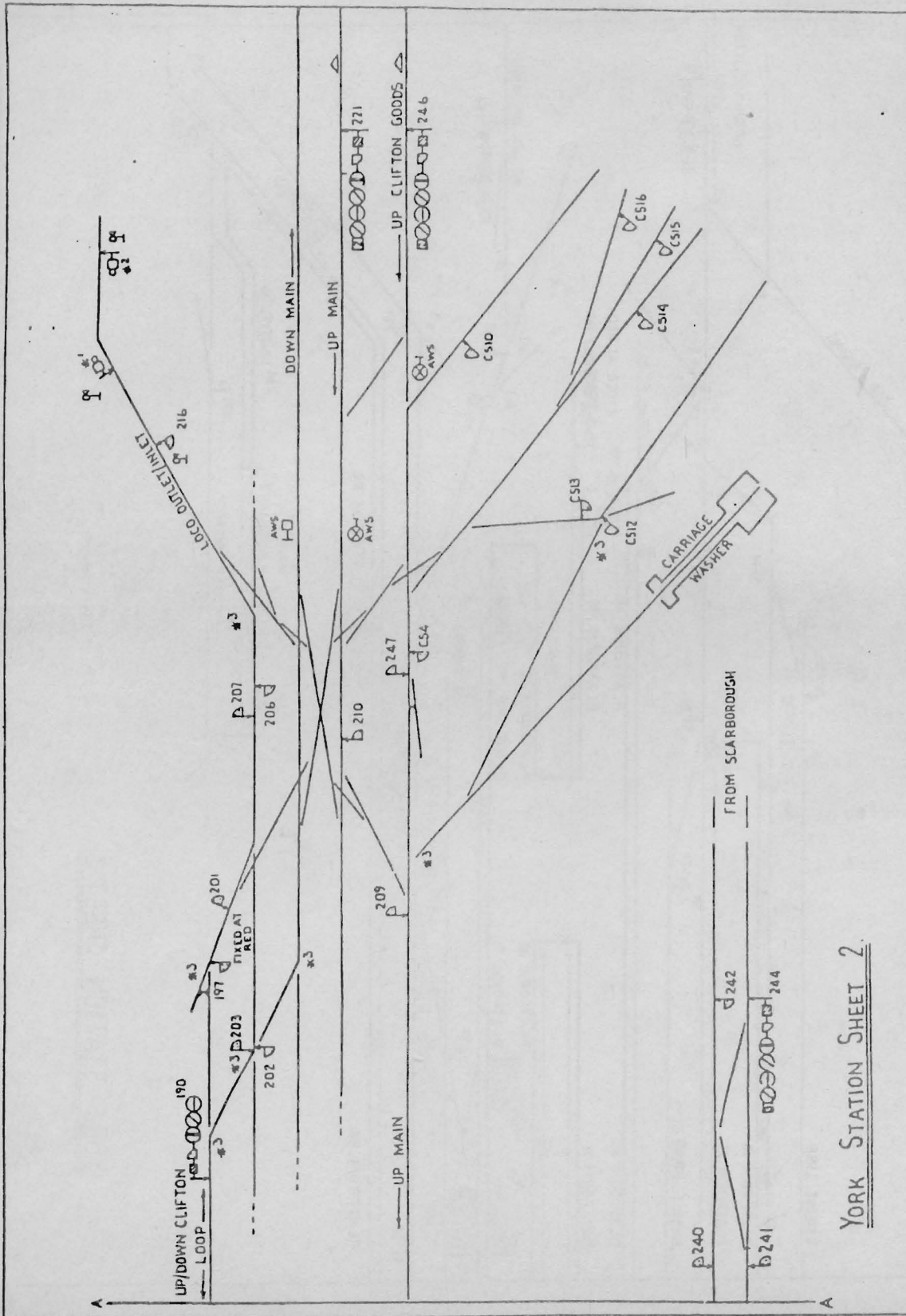
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

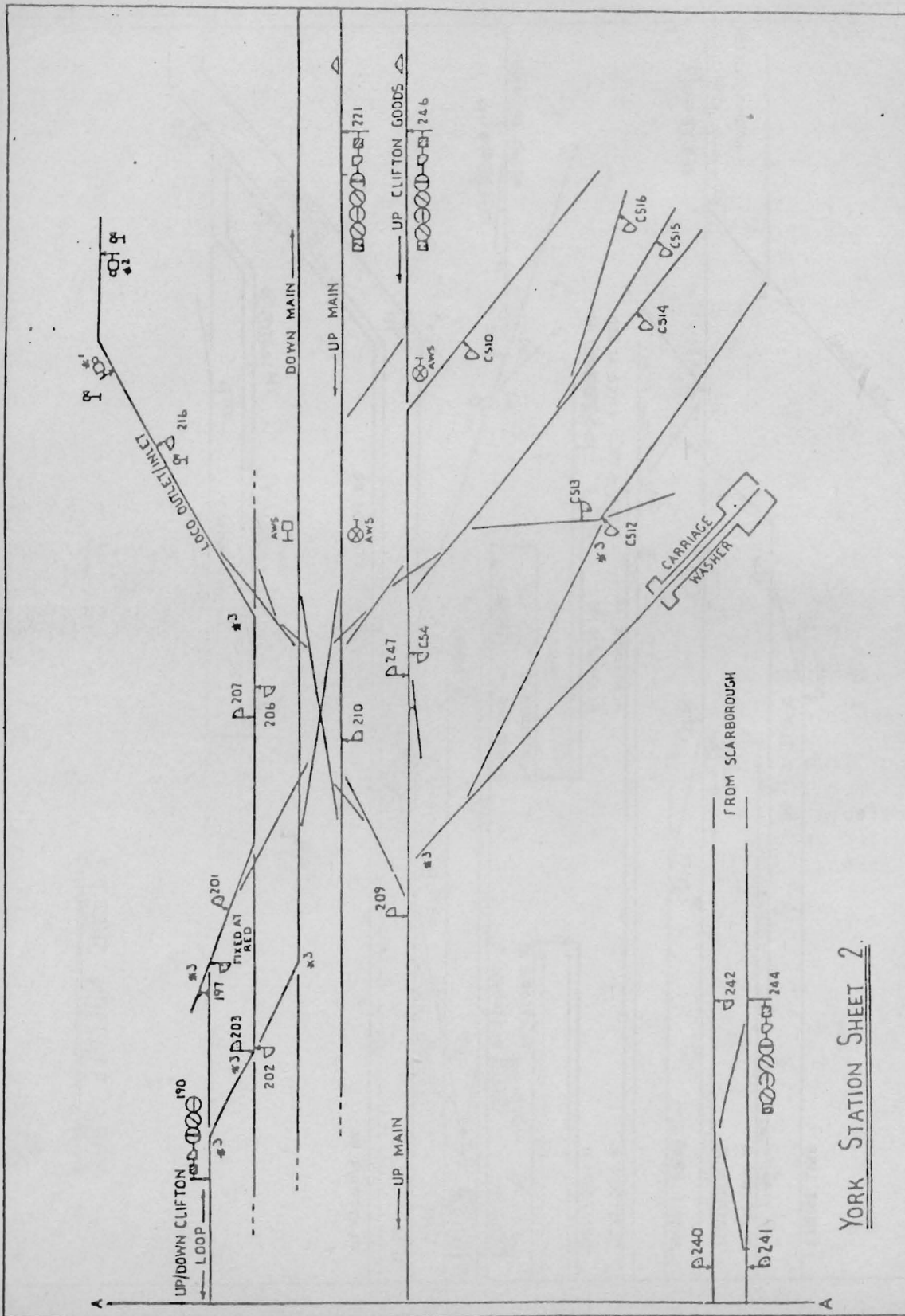
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 2.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 2.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN HOLGATE JUNCTION AND SKELTON

*

The Down and Up Leeds Goods/Main Goods lines between Holgate Junction and Skelton have been redesignated Down and Up Slow lines and the Track Circuit Block Regulations apply.

The Trap Points in the former Down and Up Leeds Goods at Holgate Junction and in the former Up and Down Goods at Skelton have been secured out of use pending removal.

Signalling AlterationsHolgate Junction

Up Slow (Former Up Leeds Goods) 3-aspect gantry signal Y 61 has been renewed on a straight post and repositioned 110 yards nearer to York Yard South signal box.

York Yard South

Down Slow (Former Down Goods) gantry signal YYS 44 has been converted from a 2-aspect red/yellow to a 3-aspect red/yellow/green.

York Yard North

The two Down Slow (former Down Main Goods) semaphore signals approx. 130 yards south of York Yard North signal box have been replaced by a 3-aspect colour light signal YYN 57 with associated Position Light, situated 110 yards further from the box. The Down Slow (former Down Goods) semaphore signals, combined with SJ 5R, 2-aspect colour light on the same post, situated approx. 270 yards north of York Yard North signal box, have been abolished.

Skelton

Down Slow (former Down Goods) 3-aspect signal SJ 5 has been renewed 70 yards further from Skelton signal box and has been provided with a Position 1 Junction Indicator applying Down Slow to Harrogate Branch.

(25)

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

Platform No. 12 has been abolished. All associated signals and signalled routes have been dispensed with.

(27)

YORK CLIFTON

The points leading to No. 1 Departure Siding have been secured out of use.

(28)

LEEDS STATION

No. 4 platform line has been permanently shortened by approximately 30 yards.

(27)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

* * HEALEY MILLS

*

The facing crossover in the Down Slow line leading to the Down fast line at 43m. 40ch. has been removed.

The Position 1 Junction Indicator associated with 4-aspect signal HM 192, for the route Down Slow to Down Fast, has been abolished.

(25)

* * STOURTON

*

The Up side Shunt Neck has been temporarily shortened by approximately 150 yards, in connection with engineering work, until further notice.

(25)

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

*

The Junction Indicators associated with signal L69 (Up Main approaching Holbeck East Junction) have been altered and the following route indications apply :-

<u>Aspect</u>	<u>Junction Indicator</u>	<u>Application to or towards</u>
Main	Position 1	Up huddersfield
Main		Up Doncaster
Main	Position 4	Down Bradford

(25)

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 m.p.h.	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
<u>Pages 20 & 21</u>					
	Between Holgate Jn and <u>York</u>				
<u>Delete</u>			<u>25</u>	<u>25</u>	<u>Main lines in right direction 187m. 79chs. and 0m. 42chs.</u>
<u>Delete</u>			<u>15</u>	<u>15</u>	<u>All other passenger lines and connections 187m. 79chs. and 0m. 42chs.</u>
<u>Add</u>			<u>15</u>		<u>All lines and connections 187m. 79chs. and 0m. 42chs.</u>
	At Clifton				
<u>Add</u>				<u>15</u>	<u>All lines and connections 0m. 42chs. and 187m. 79chs.</u>
					<u>Commencing 14 00 Sunday 11 September (10D)</u>

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>YORK, HOLGATE JN TO SKELTON</u></p> <p><u>Page 37</u></p> <p><u>Delete</u> all details between Holgate Jn and Skelton and <u>substitute</u> :-</p>					
<p>The diagram shows two main tracks. The left track is labeled 'Up Slow' with an upward-pointing arrow. The right track is labeled 'Down Slow' with a downward-pointing arrow. A third track, labeled 'D.Goods', branches off from the 'Down Slow' track. A vertical line labeled '1A' is positioned between the 'D.Goods' track and the 'Down Slow' track. Four dots are placed along the tracks to indicate specific locations.</p>	Holgate Jn (See page 20)	0 00			<p>Controlled by York (Y) signal box.</p> <p>(10D)</p>
	York Yard South	0 25			
	York Yard North	0 79			
	Skelton (S) (See pages 21 and 94)	1 46			

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 m.p.h.	
<u>HULL TO SEAMER WEST</u>					
<u>Page 105</u>					
<u>Amend</u>	Beverley Parks LC (AHB - X)	6 51			
<u>At</u>	<u>Arram LC</u>				
<u>Amend</u>	Arram LC (AHB-X)	11 16	<u>X30</u>	<u>X30</u>	<u>Approaching level crossing in wrong direction.</u>
					(10D)

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 19TH SEPTEMBER - BETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator will be provided between Wakefield Westgate and Leeds on the Down line at 184m. 14chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction will be 1628 yds.

An Automatic Warning System permanent magnet will be provided 200 yds. before reaching the indicator.

WEDNESDAY 21 SEPTEMBER - YORK YARD NORTH

The outlet signal from the Down Warehouse line reading to the Down Departure lines/Down Slow/Up Arrival Sidings/Shunt Neck will be replaced by a Ground Disc signal.

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Permanent Speed Restrictions through York Station have been amended. A Permanent Speed Restriction of 15 m.p.h. applies on all lines and connections between 187m. 79chs. and 0m. 42chs. (See Section D).

(28)

YORK STATION, NORTH END

Signalling to and from Platforms 9B and 13 and north of Down Main 3-aspect signal 164 has been disconnected.

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

Movements to and from Platforms 14, 15 and 16, Middle Road and Engine Line are made via the Single Line Up/Down Clifton Loop.

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

Gantry signal 190 has been relocated as a straight post 3-aspect signal at the North end of Clifton Loop, replacing 195 Position Light signal. The Main aspects apply to the Down Main and a Subsidiary aspect applies to 203 Position Light signal.

Movements in the Up direction to Platform 8 and Up Main 4-aspect Signal 132 are made from Up Main 4-aspect signal 221 via the former Clifton Bank Loop which temporarily forms the Up Main. Gantry Signal 194 has been relocated as a straight post 3-aspect signal at the south end of the former Bank Loop, replacing 188 Position Light signal. Main and Subsidiary aspects and route indications apply as per the existing 194 signal.

Routes from Up Main 221 and Up Clifton 246 4-aspect signals to the Down Main and Station Line "Z" (Platform 13) have been disconnected. Existing aspects and route indications to Up/Down Clifton Loop 3-aspect 177 signal and Up Main relocated 194 signal still apply.

The Secondary Loco Outlet Line has been taken out of use and the Loco Inlet Line is a bi-directional line catering for movements into/out of the Loco Sidings.

The Former Outlet Notice Board worded "NO MOVEMENTS TO PASS THIS BOARD" has been replaced by a new Notice Board located 25 yards further South, worded "STOP, PROCEED IF LINE CLEAR". A new Notice Board located 30 yards North of the former Outlet Notice Board and worded "STOP, TELEPHONE", applies to all movements out of the Loco Sidings.

The Position Light signal, (presently fixed at red), located 85 yards south of the former Outlet Notice Board has been numbered 216 and applies from the Loco Inlet/Outlet Line to 206 Position Light signal or to the relocated 194 signal on the temporary Up Main. Telephones to York signalbox are provided at the two new Notice Boards and at 216 Position Light signal.

Position Light signal 197 at the North end of the Up/Down Clifton Loop is fixed at Red.

At Clifton Sidings, the Carriage Washing Line has been secured out of use as has the short Shunt Line from Washer Line to Clifton Depot.

A new set of Trap Points has been brought into use in the line between Clifton Depot Outlet and the former Bank Loop at the location of the existing 247 and CS4 Position Light signals. Signals 247 and CS4 have been relocated immediately to the North of these Trap Points.

The route from Up/Down Clifton Loop 3-aspect Signal 177 to the ACE Siding has been disconnected. The Primary Loco Outlet now forms access to the ACE Siding.

NS. 2/88
24-30.9.88SECTION 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 BSATURDAY/SUNDAY 24/25 SEPTEMBER 1988GOOLE GOODS JCN SIGNAL BOX

The Grid Neck to Down Through Siding connection will be relaid and the access to the Garden Sidings will be relaid and re-aligned. All the new connections will be hand worked. All associated signals will be abolished and new "STOP Telephone" Notice boards at the Grid Neck/Weigh Sidings connection and the Garden Siding/Grid connections will be brought into use.

The Weighbridge line will be abolished.

A new hand worked connection, No. 4 Weigh siding to No. 3 Weigh siding (Run round) will be brought into use. A New "STOP Telephone" notice board at the exit of No. 4 Weigh siding at Goole Goods Jn. (Glews Hollow) L.C. will be brought into use.

(30)

SUNDAY 25 SEPTEMBER - GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUAREShipley Bradford Junction

A Semaphore signal will be provided at the Bradford end of the Up Main platform (No. 3) applying from the Up Main platform towards the Down Main.

The Stencil Route Indicator associated with the Disc signal at the Bradford end of the Up Main platform will be abolished. The Disc signal will then only apply towards the Siding.

Guiseley Junction

The routes from the Down Main Home signal will be altered to the following:-

<u>Route Indication</u>	<u>Destination</u>
-	Down Main
Position 1 (new route)	Up Bradford Platform (No. 3)
Position 2	Down Bradford Platform (No. 4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 25 SEPTEMBER - GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUARE - continuedBradford Forster Square

The gantry mounted Starting signal from platform 2 (B.R. 1384) will be renewed as a straight post signal and repositioned on the Right Hand side of the line, 30 yds. further from the platform end.

(30)

SUNDAY 25 SEPTEMBER : GASCOIGNE WOOD, SELBY MINE

A new coal discharge bunker will be brought into use on the North Siding.

The following signals will be provided and will be controlled by the Bunker Operator:-

A Ground Position Light signal at the entrance to both sides of the Bunker.

Four 'Toton' signals each approximately 100 yards apart to the East of the Bunker lettered 'D', 'C', 'B' and 'A' reading from the Bunker. These signals will be positioned to the left of the North Siding, signal 'A' being adjacent to the Shunt Neck.

A cripple indication 'C' will be provided on the post of 'Toton' signal 'A'.

The Ground Position Light signal, GW5921 at the exit from the North Siding applying to Shunt Neck or Down Hull will be elevated on the same post as 'Toton' signal 'B'.

A stencil "OFF" indicator will be provided 360 yards on the Selby side of Ground Position Light signal GW5926 to work in association with GW5926 when cleared for either the Down Goods Loop (indication 'L') or North Siding (indication 'N').

(30)

MONDAY 26 SEPTEMBER BETWEEN METHLEY JN AND WHITWOOD at 10 00 hours a Permanent Speed Restriction of 10 m.p.h. will be imposed on the Up line between 0 $\frac{1}{2}$ m.p. and 1m.p.
(See Section D).

(30)

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

The Permanent Speed Restrictions through York Station have been amended. A Permanent Speed Restriction of 15 m.p.h. applies on all lines and connections between 187m. 79chs. and 0m. 42chs. (See Section D).

(28)

* * YORK STATION

*

Platform No. 12 has been abolished. All associated signals and signalled routes have been dispensed with.

(27)

YORK STATION, NORTH END

Signalling to and from Platforms 9B and 13 and north of Down Main 3-aspect signal 164 has been disconnected.

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

Movements to and from Platforms 14, 15 and 16, Middle Road and Engine Line are made via the Single Line Up/Down Clifton Loop.

Gantry signal 190 has been relocated as a straight post 3-aspect signal at the North end of Clifton Loop, replacing 195 Position Light signal. The Main aspects apply to the Down Main and a Subsidiary aspect applies to 203 Position Light signal.

Movements in the Up direction to Platform 8 and Up Main 4-aspect Signal 132 are made from Up Main 4-aspect signal 221 via the former Clifton Bank Loop which temporarily forms the Up Main. Gantry Signal 194 has been relocated as a straight post 3-aspect signal at the south end of the former Bank Loop, replacing 188 Position Light signal. Main and Subsidiary aspects and route indications apply as per the existing 194 signal.

Routes from Up Main 221 and Up Clifton 246 4-aspect signals to the Down Main and Station Line "Z" (Platform 13) have been disconnected. Existing aspects and route indications to Up/Down Clifton Loop 3-aspect 177 signal and Up Main relocated 194 signal still apply.

The Secondary Loco Outlet Line has been taken out of use and the Loco Inlet Line is a bi-directional line catering for movements into/out of the Loco Sidings.

The Former Outlet Notice Board worded "NO MOVEMENTS TO PASS THIS BOARD" has been replaced by a new Notice Board located 25 yards further South, worded "STOP, PROCEED IF LINE CLEAR". A new Notice Board located 30 yards North of the former Outlet Notice Board and worded "STOP, TELEPHONE", applies to all movements out of the Loco Sidings.

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

The Position Light signal, (presently fixed at red), located 85 yards south of the former Outlet Notice Board has been numbered 216 and appiles from the Loco Inlet/Outlet Line to 206 Position Light signal or to the relocated 194 signal on the temporary Up Main. Telephones to York signalbox are provided at the two new Notice Boards and at 216 Position Light signal.

Position Light signal 197 at the North end of the Up/Down Clifton Loop is fixed at Red.

At Clifton Sidings, the Carriage Washing Line has been secured out of use as has the short Shunt Line from Washer Line to Clifton Depot.

A new set of Trap Points has been brought into use in the line between Clifton Depot Outlet and the former Bank Loop at the location of the existing 247 and CS4 Position Light signals. Signals 247 and CS4 have been relocated immediately to the North of these Trap Points.

The route from Up/Down Clifton Loop 3-aspect Signal 177 to the ACE Siding has been disconnected. The Primary Loco Outlet now forms access to the ACE Siding.

(28)

YORK CLIFTON

The points leading to No. 1 Departure Siding have been secured out of use.

(28)

YORK CLIFTON CARRIAGE SIDINGS

All points and associated signalling operated by the control tower has been abolished.

(29)

YORK YARD NORTH

The outlet signal from the Down Warehouse line reading to the Down Departure lines/Down Slow/Up Arrival Sidings/Shunt Neck has been replaced by a Ground Disc signal.

(29)

SKELTON BRIDGE

The Sand Drag on the Up Slow line has been abolished.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 14chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1627 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(29)

* * LEEDS STATION

*

No. 4 platform line has been permanently shortened by approximately 30 yards.

(27)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

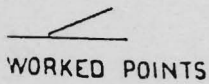
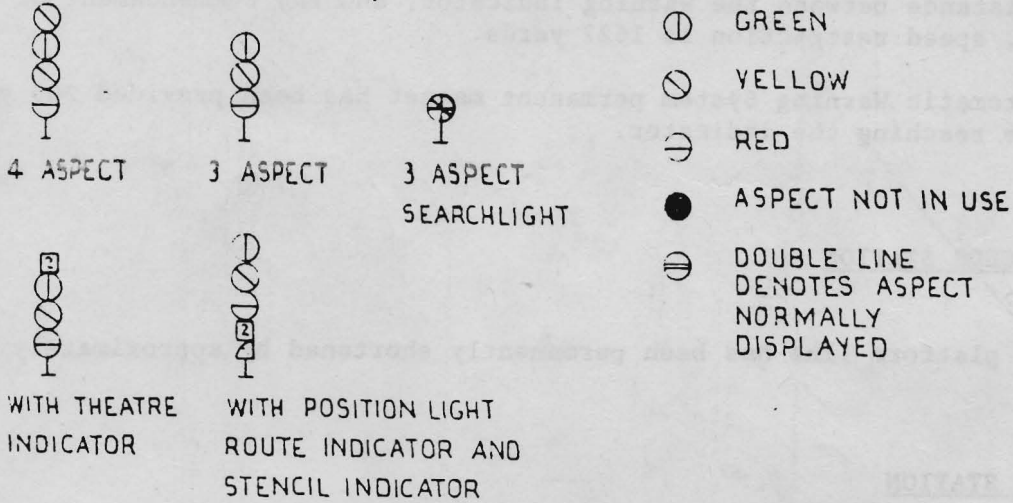
(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

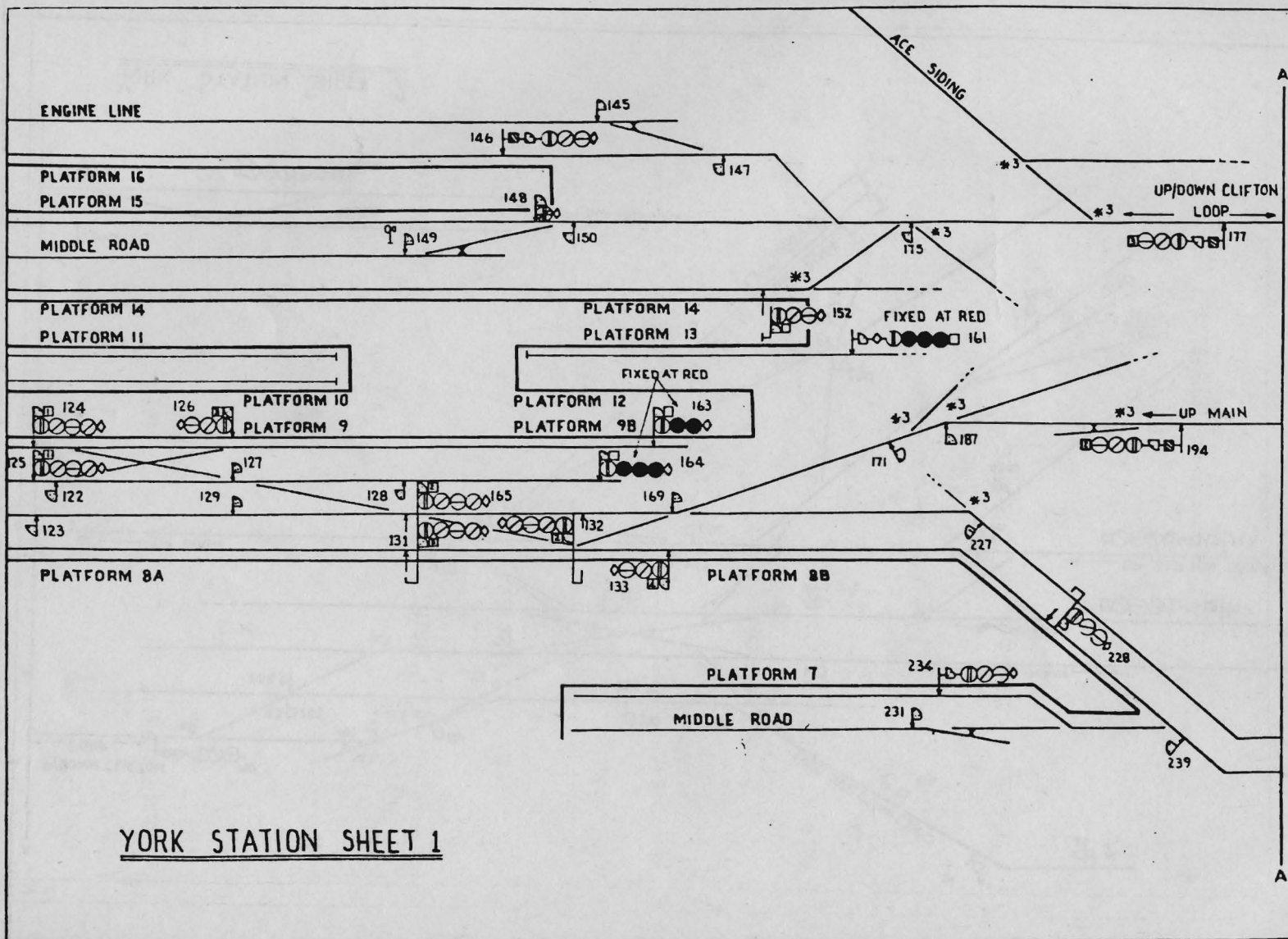
KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



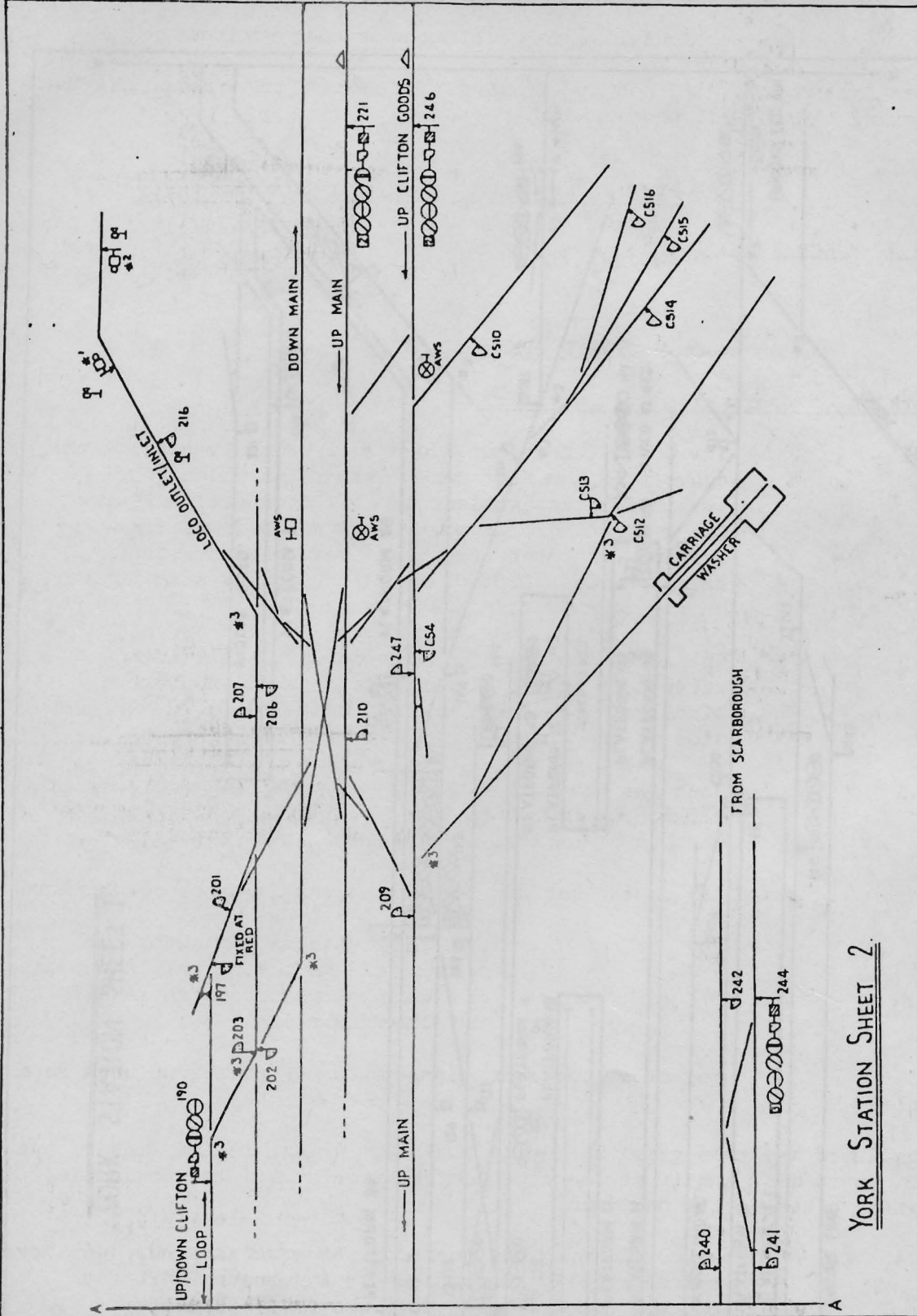
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



YORK STATION SHEET 2.

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 2ND OCTOBER - YORK STATION, SCARBOROUGH BRANCH

The set back Ground Position Light signal Y227 on the Down Scarborough line will be repositioned approximately 50 yards towards Burton Lane on the opposite (right hand) side of the line.

(31)

SUNDAY 2 OCTOBER - BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION

Goose Hill Junction Signal Box will be abolished.

The Track Circuit Block Regulations will apply between Wakefield Kirkgate and Altofts Junction.

The Down and Up fast Lines between the former Goose Hill Junction and Altofts Junction will be renamed Down and Up L & Y lines. Reference should be made to the diagram included in this Notice.

Former Goose Hill Junction

The following signals will be abolished:-

Down Fast Starting signal at approximately 185 miles 27 chains with Altofts Junction colour light Distant below and the associated Banner Repeating signal.

Up Fast No. 2 Home at approximately 185 miles 3 chains.

Up Fast No. 3 Home at approximately 184 miles 63 chains.

Down L & Y Automatic signal GJ1259 will be renumbered K1259.

Down L & Y Automatic signal GJ1261 will be converted to a 4-aspect signal and renumbered K1261.

Down L & Y Home controlled signal GJ4 will be converted to a 4-aspect Automatic signal and renumbered K1263.

Up L & Y controlled Starting signal GJ51 will be converted to an Automatic signal and renumbered K1264.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 2 OCTOBER - BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION - continuedFormer Goose Hill Junction - continued

The following new 4-aspect Automatic signals will be provided:-

Up L & Y line No. AJ1266 at 184 miles 74 chains between Normanton station and former Goose Hill Junction (1005 yards from signal K1264).

Down L & Y Line No. AJ1265 at 185 miles 1 chain between former Goose Hill Junction and Normanton station (1160 yards from signal AJ987).

AWS equipment will be provided for the above new signals.

Altofts Junction

Up Midland Main signals AJ980 and AJ982 and Up Branch signal W14 and AJ986 will be converted to 4-aspect signals, and the Position 4 Route Indicators associated with signals AJ982 and AJ986 for routes to the former Up Slow line will be abolished.

Signal AJ985 on the former Down Slow Line with routes to Down Midland Main and Down Branch will be abolished.

Position Light signal AJ988 on the Down Midland Main applying towards former Up Slow or former Down Slow will be abolished.

Former Goose Hill Junction Up Fast No. 1 Home GJ64 will be converted to a 4-aspect Automatic signal and renumbered AJ1268.

(31)

MONDAY 3 OCTOBER BETWEEN MOORTHORPE JN AND PONTEFRACT BAGHILL

At 10 00 hours the 30 m.p.h. the Permanent Speed Restriction on the Down line between 9m. 15chs. and 7m. 50chs. will be replaced by a Permanent Differential Speed Restriction of 30 m.p.h. between 8m. 65chs. and 7m. 50chs. (See Section D).
40

(31)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK STATION

*

The Permanent Speed Restrictions through York Station have been amended. A Permanent Speed Restriction of 15 m.p.h. applies on all lines and connections between 187m. 79chs. and 0m. 42chs. (See Section D).

(28)

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

*

Signalling to and from Platforms 9B and 13 and north of Down Main 3-aspect signal 164 has been disconnected.

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

Movements to and from Platforms 14, 15 and 16, Middle Road and Engine Line are made via the Single Line Up/Down Clifton Loop.

Gantry signal 190 has been relocated as a straight post 3-aspect signal at the North end of Clifton Loop, replacing 195 Position Light signal. The Main aspects apply to the Down Main and a Subsidiary aspect applies to 203 Position Light signal.

Movements in the Up direction to Platform 8 and Up Main 4-aspect Signal 132 are made from Up Main 4-aspect signal 221 via the former Clifton Bank Loop which temporarily forms the Up Main. Gantry Signal 194 has been relocated as a straight post 3-aspect signal at the south end of the former Bank Loop, replacing 188 Position Light signal. Main and Subsidiary aspects and route indications apply as per the existing 194 signal.

Routes from Up Main 221 and Up Clifton 246 4-aspect signals to the Down Main and Station Line "Z" (Platform 13) have been disconnected. Existing aspects and route indications to Up/Down Clifton Loop 3-aspect 177 signal and Up Main relocated 194 signal still apply.

The Secondary Loco Outlet Line has been taken out of use and the Loco Inlet Line is a bi-directional line catering for movements into/out of the Loco Sidings.

The Former Outlet Notice Board worded "NO MOVEMENTS TO PASS THIS BOARD" has been replaced by a new Notice Board located 25 yards further South, worded "STOP, PROCEED IF LINE CLEAR". A new Notice Board located 30 yards North of the former Outlet Notice Board and worded "STOP, TELEPHONE", applies to all movements out of the Loco Sidings.

The Position Light signal, (presently fixed at red), located 85 yards south of the former Outlet Notice Board has been numbered 216 and applies from the Loco Inlet/Outlet Line to 206 Position Light signal or to the relocated 194 signal on the temporary Up Main. Telephones to York signalbox are provided at the two new Notice Boards and at 216 Position Light signal.

Position Light signal 197 at the North end of the Up/Down Clifton Loop is fixed at Red.

At Clifton Sidings, the Carriage Washing Line has been secured out of use as has the short Shunt Line from Washer Line to Clifton Depot.

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

*

A new set of Trap Points has been brought into use in the line between Clifton Depot Outlet and the former Bank Loop at the location of the existing 247 and CS4 Position Light signals. Signals 247 and CS4 have been relocated immediately to the North of these Trap Points.

The route from Up/Down Clifton Loop 3-aspect Signal 177 to the ACE Siding has been disconnected. The Primary Loco Outlet now forms access to the ACE Siding.

(28)

* * YORK CLIFTON

*

The points leading to No. 1 Departure Siding have been secured out of use.

(28)

YORK CLIFTON CARRIAGE SIDINGS

All points and associated signalling operated by the control tower has been abolished.

(29)

YORK YARD NORTH

The outlet signal from the Down Warehouse line reading to the Down Departure lines/Down Slow/Up Arrival Sidings/Shunt Neck has been replaced by a Ground Disc signal.

(29)

SKELTON BRIDGE

The Sand Drag on the Up Slow line has been abolished.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 01chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1914 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(Amended Item) (31)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN METHLEY JN AND WHITWOOD A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Up line between 0½m.p. and 1m.p. (See Section D).

(30)

GOOLE GOODS JCN SIGNAL BOX

The Grid Neck to Down Through Siding connection and the access to the Garden Sidings have been relaid and re-aligned. All the new connections are hand worked. All associated signals have been abolished and new "STOP Telephone" Notice boards at the Grid Neck/Weigh Sidings connection and the Garden Siding/Grid connections have been brought into use.

The Weighbridge line has been abolished.

A new hand worked connection, No. 4 Weigh siding to No. 3 Weigh siding (Run round) has been brought into use. A New "STOP Telephone" notice board at the exit of No. 4 Weigh siding at Goole Goods Jn. (Glews Hollow) L.C. has been brought into use.

(30)

GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUAREShipley Bradford Junction

A Semaphore signal has been provided at the Bradford end of the Up Main platform (No. 3) applying from the Up Main platform towards the Down Main.

The Stencil Route Indicator associated with the Disc signal at the Bradford end of the Up Main platform has been abolished. The Disc signal now only applies towards the Siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUARE - continuedGuiseley Junction

The routes from the Down Main Home signal have been altered to the following:-

Route IndicationDestination

-	Down Main
Position 1 (new route)	Up Bradford Platform (No. 3)
Position 2	Down Bradford Platform (No. 4)

Bradford Forster Square

The gantry mounted Starting signal from platform 2 (B.R. 1384) has been renewed as a straight post signal and repositioned on the Right Hand side of the line, 30 yds. further from the platform end.

(30)

GASCOIGNE WOOD, SELBY MINE

25/9/88 per NS 27

A new coal discharge bunker has been brought into use on the North Siding.

The following signals have been provided and are controlled by the Bunker Operator:-

A Ground Position Light signal at the entrance to both sides of the Bunker.

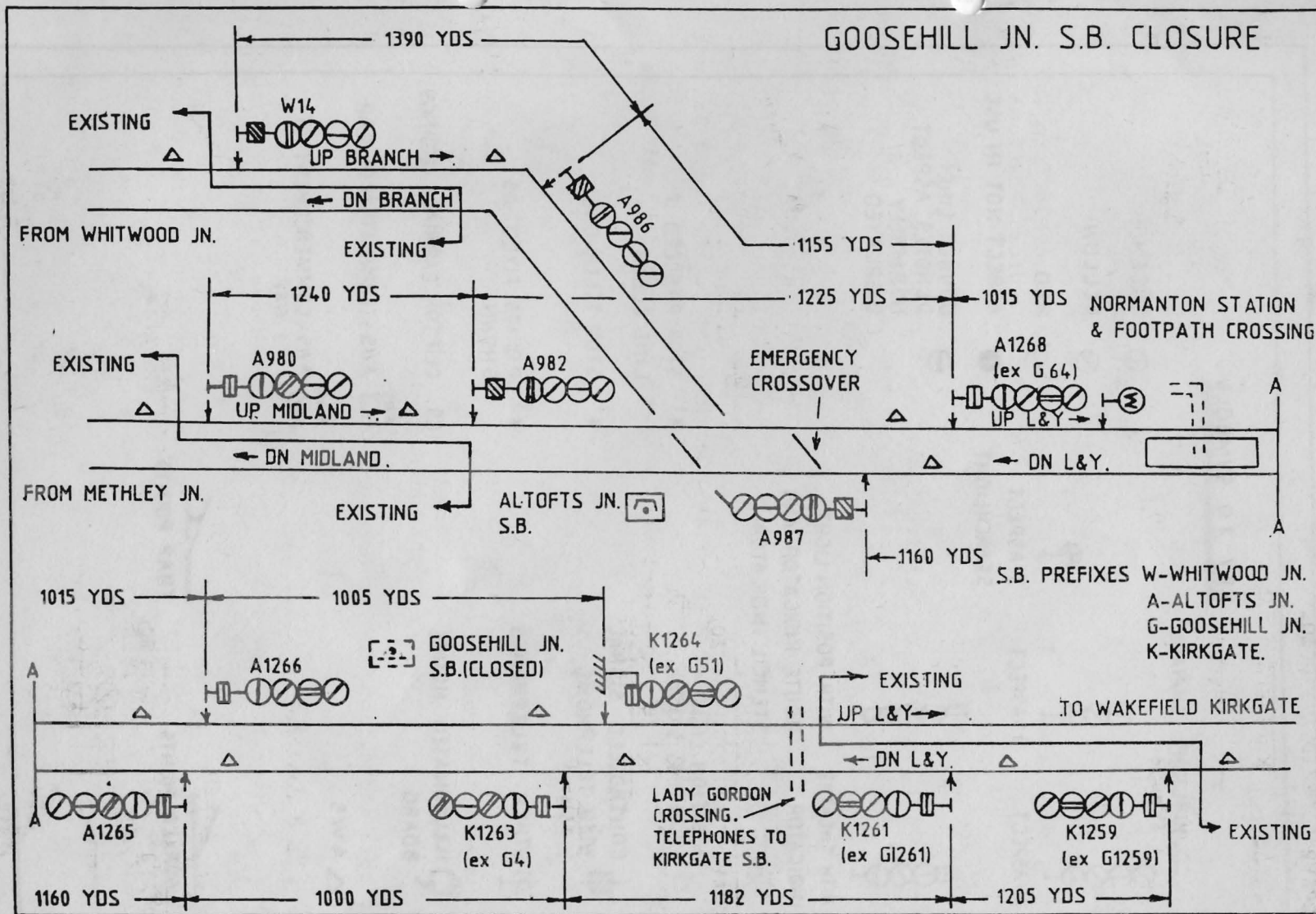
Four 'Toton' signals each approximately 100 yards apart to the East of the Bunker lettered 'D', 'C', 'B' and 'A' reading from the Bunker. These signals have been positioned to the left of the North Siding, signal 'A' being adjacent to the Shunt Neck.

A cripple indication 'C' has been provided on the post of 'Toton' signal 'A'.

The Ground Position Light signal, GW5921 at the exit from the North Siding applying to Shunt Neck or Down Hull has been elevated on the same post as 'Toton' signal 'B'.

A stencil "OFF" indicator has been provided 360 yards on the Selby side of Ground Position Light signal GW5926 to work in association with GW5926 when cleared for either the Down Goods Loop (indication 'L') or North Siding (indication 'N').

(30)



NS. 29/88
8-14.10.88SECTION 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 BMONDAY 10 OCTOBER - BETWEEN DONCASTER AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Down line between Doncaster and Wakefield Westgate giving warning of the permanent speed restriction of 50 m.p.h. at 174m. 58chs. will be replaced by a Reflective Indicator.

MONDAY 10 OCTOBER - BETWEEN LEEDS AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Up line between Leeds and Wakefield Westgate giving warning of the permanent speed restriction of 45 m.p.h. at 176m. 02chs. will be replaced by a Reflective Indicator.

MONDAY 10 OCTOBER - HORSFORTH

The Run Round Siding end (Leeds end) of Horsforth Station Siding, will be shortened by 137 feet and new throw over wheel stops positioned.

DETAILS OF WORK ALREADY CARRIED OUTSHIPLEY STATION

"S" Marker Boards have been provided 57 feet beyond the top of the ramps as follows :-

Platform 3 - for trains towards both Leeds and Bradford.

Platform 4 - for trains towards Bradford.

Drivers of InterCity trains must stop with the leading power car or locomotive opposite these Marker Boards.

(New Item)

YORK STATION, SCARBOROUGH BRANCH

The set back Ground Position Light signal Y227 on the Down Scarborough line has been repositioned approximately 50 yards towards Burton Lane on the opposite (right hand) side of the line.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK CLIFTON CARRIAGE SIDINGS

All points and associated signalling operated by the control tower has been abolished. THIS WORK HAS NOT BEEN CARRIED OUT.

(30)

* * YORK YARD NORTH

*

The outlet signal from the Down Warehouse line reading to the Down Departure lines/Down Slow/Up Arrival Sidings/Shunt Neck has been replaced by a Ground Disc signal.

(29)

SKELTON BRIDGE

The Sand Drag on the Up Slow line has been abolished.

(30)

BETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 01chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1914 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(31)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION

2.10 88 per

Goose Hill Junction Signal Box has been abolished.

NS 28

The Track Circuit Block Regulations applies between Wakefield Kirkgate and Altofts Junction.

The Down and Up Fast Lines between the former Goose Hill Junction and Altofts Junction have been renamed Down and Up L & Y lines.

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

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION - continuedFormer Goose Hill Junction

The following signals have been abolished:-

Down Fast Starting signal at approximately 185 miles 27 chains with Altofts Junction colour light Distant below and the associated Banner Repeating signal.

Up Fast No. 2 Home at approximately 185 miles 3 chains.

Up Fast No. 3 Home at approximately 184 miles 63 chains.

Down L & Y Automatic signal GJ1259 has been renumbered K1259.

Down L & Y Automatic signal GJ1261 has been converted to a 4-aspect signal and has been renumbered K1261.

Down L & Y Home controlled signal GJ4 has been converted to a 4-aspect Automatic signal and has been renumbered K1263.

Up L & Y controlled Starting signal GJ51 has been converted to an Automatic signal and has been renumbered K1264.

The following new 4-aspect Automatic signals have been provided:-

Up L & Y line No. AJ1266 at 184 miles 74 chains between Normanton station and former Goose Hill Junction (1005 yards from signal K1264).

Down L & Y Line No. AJ1265 at 185 miles 1 chain between former Goose Hill Junction and Normanton station (1160 yards from signal AJ987).

WS equipment has been provided for the above new signals.

Altofts Junction

Up Midland Main signals AJ980 and AJ982 and Up Branch signal W14 and AJ986 have been converted to 4-aspect signals, and the Position 4 Route Indicators associated with signals AJ982 and AJ986 for routes to the former Up Slow line have been abolished.

Signal AJ985 on the former Down Slow Line with routes to Down Midland Main and Down Branch have been abolished.

Position Light signal AJ988 on the Down Midland Main applying towards former Up Slow or former Down Slow has been abolished.

Former Goose Hill Junction Up Fast No. 1 Home GJ64 has been converted to a 4-aspect Automatic signal and has been renumbered AJ1268.

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

BETWEEN METHLEY JN AND WHITWOOD A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Up line between 0 $\frac{1}{2}$ m.p. and 1m.p. (See Section D).

(30)

GOOLE GOODS JCN SIGNAL BOX

The Grid Neck to Down Through Siding connection and the access to the Garden Sidings have been relaid and re-aligned. All the new connections are hand worked. All associated signals have been abolished and new "STOP Telephone" Notice boards at the Grid Neck/Weigh Sidings connection and the Garden Siding/Grid connections have been brought into use.

The Weighbridge line has been abolished.

A new hand worked connection, No. 4 Weigh siding to No. 3 Weigh siding (Run round) has been brought into use. A New "STOP Telephone" notice board at the exit of No. 4 Weigh siding at Goole Goods Jn. (Glews Hollow) L.C. has been brought into use.

(30)

BETWEEN MOORTHORPE JN AND PONTEFRACT BAGHILL

The 30 m.p.h. Permanent Speed Restriction on the Down line between 9m. 15chs. and 7m. 50chs. has been replaced by a Permanent Differential Speed Restriction of 30 m.p.h. between 8m. 65chs. and 7m. 50chs. (See Section D).
40

(31)

*25.9.88 per NS27*GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUAREShIPLEY BRADFORD JUNCTION

A Semaphore signal has been provided at the Bradford end of the Up Main platform (No. 3) applying from the Up Main platform towards the Down Main.

The Stencil Route Indicator associated with the Disc signal at the Bradford end of the Up Main platform has been abolished. The Disc signal now only applies towards the Siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUARE - continuedGuiseley Junction

The routes from the Down Main Home signal have been altered to the following:-

<u>Route Indication</u>	<u>Destination</u>
-	Down Main
Position 1 (new route)	Up Bradford Platform (No. 3)
Position 2	Down Bradford Platform (No. 4)

Bradford Forster Square

The gantry mounted Starting signal from platform 2 (B.R. 1384) has been renewed as a straight post signal and repositioned on the Right Hand side of the line, 30 yds. further from the platform end.

(30)

GASCOIGNE WOOD, SELBY MINE

A new coal discharge bunker has been brought into use on the North Siding.

The following signals have been provided and are controlled by the Bunker Operator:-

A Ground Position Light signal at the entrance to both sides of the Bunker.

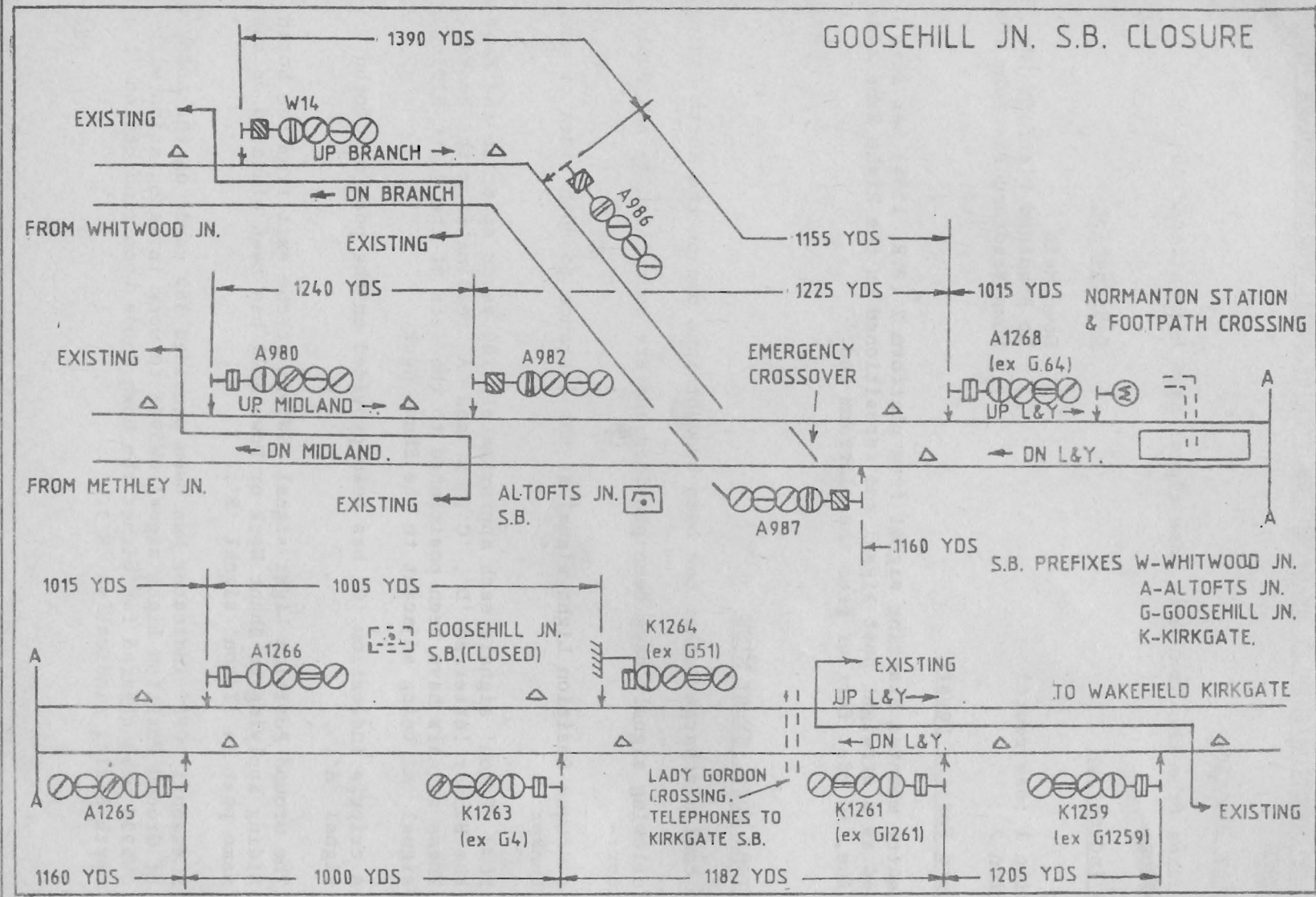
Four 'Toton' signals each approximately 100 yards apart to the East of the Bunker lettered 'D', 'C', 'B' and 'A' reading from the Bunker. These signals have been positioned to the left of the North Siding, signal 'A' being adjacent to the Shunt Neck.

A cripple indication 'C' has been provided on the post of 'Toton' signal 'A'.

The Ground Position Light signal, GW5921 at the exit from the North Siding applying to Shunt Neck or Down Hull has been elevated on the same post as 'Toton' signal 'B'.

A stencil "OFF" indicator has been provided 360 yards on the Selby side of Ground Position Light signal GW5926 to work in association with GW5926 when cleared for either the Down Goods Loop (indication 'L') or North Siding (indication 'N').

(30)



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 17 OCTOBER - BETWEEN METHLEY JN AND WHITWOOD

At 10 00 hours the 10 m.p.h. Permanent Speed Restriction between 0½ m.p. and 1 m.p. will be changed to a differential Permanent Speed Restriction of 10 m.p.h. (See Section 'D').

20 (32)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION, SCARBOROUGH BRANCH

The set back Ground Position Light signal Y227 on the Down Scarborough line has been repositioned approximately 50 yards towards Burton Lane on the opposite (right hand) side of the line.

(31)

* * YORK CLIFTON CARRIAGE SIDINGS

* All points and associated signalling operated by the control tower has been abolished. THIS WORK HAS NOT BEEN CARRIED OUT.

(30)

* * SKELTON BRIDGE

* The Sand Drag on the Up Slow line has been abolished.

(30)

BETWEEN DONCASTER AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Down line between Doncaster and Wakefield Westgate giving warning of the permanent speed restriction of 50 m.p.h. at 174m. 58chs. has been replaced by a Reflective Indicator.

(32)

BETWEEN LEEDS AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Up line between Leeds and Wakefield Westgate giving warning of the permanent speed restriction of 45 m.p.h. at 176m.0 2chs. has been replaced by a Reflective Indicator.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 01chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1914 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(31)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION

Goose Hill Junction Signal Box has been abolished.

The Track Circuit Block Regulations applies between Wakefield Kirkgate and Altofts Junction.

The Down and Up Fast Lines between the former Goose Hill Junction and Altofts Junction have been renamed Down and Up L & Y lines. Reference should be made to the diagram included in this Notice.

Former Goose Hill Junction

The following signals have been abolished:-

Down Fast Starting signal at approximately 185 miles 27 chains with Altofts Junction colour light Distant below and the associated Banner Repeating signal.

Up Fast No. 2 Home at approximately 185 miles 3 chains.

Up Fast No. 3 Home at approximately 184 miles 63 chains.

Down L & Y Automatic signal GJ1259 has been renumbered K1259.

Down L & Y Automatic signal GJ1261 has been converted to a 4-aspect signal and has been renumbered K1261.

Down L & Y Home controlled signal GJ4 has been converted to a 4-aspect Automatic signal and has been renumbered K1263.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION - continuedFormer Goose Hill Junction - continued

Up L & Y controlled Starting signal GJ51 has been converted to an Automatic signal and has been renumbered K1264.

The following new 4-aspect Automatic signals have been provided:-

Up L & Y line No. AJ1266 at 184 miles 74 chains between Normanton station and former Goose Hill Junction (1005 yards from signal K1264).

Down L & Y Line No. AJ1265 at 185 miles 1 chain between former Goose Hill Junction and Normanton station (1160 yards from signal AJ987).

AWS equipment has been provided for the above new signals.

Altofts Junction

Up Midland Main signals AJ980 and AJ982 and Up Branch signal W14 and AJ986 have been converted to 4-aspect signals, and the Position 4 Route Indicators associated with signals AJ982 and AJ986 for routes to the former Up Slow line have been abolished.

Signal AJ985 on the former Down Slow Line with routes to Down Midland Main and Down Branch have been abolished.

Position Light signal AJ988 on the Down Midland Main applying towards former Up Slow or former Down Slow has been abolished.

Former Goose Hill Junction Up Fast No. 1 Home GJ64 has been converted to a 4-aspect Automatic signal and has been renumbered AJ1268.

(31)

* * BETWEEN METHLEY JN AND WHITWOOD A Permanent Speed Restriction of 10
* m.p.h. has been imposed on the Up line between 0 $\frac{1}{2}$ m.p. and 1m.p.
(See Section D).

(30)

* * GOOLE GOODS JCN SIGNAL BOX

*
The Grid Neck to Down Through Siding connection and the access to the Garden Sidings have been relaid and re-aligned. All the new connections are hand worked. All associated signals have been abolished and new "STOP Telephone" Notice boards at the Grid Neck/Weigh Sidings connection and the Garden Siding/Grid connections have been brought into use.

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>NORMANTON, ALTOFTS JN TO COLTON NORTH JN</u>					
<u>Page 76</u>					
At	Altofts Jn				
<u>Delete</u> from Remarks					AWS provided on all passenger lines between Castleford Gates and Colton North Jn.
<u>METHLEY JN TO WHITWOOD</u>					
At	Methley Jn				
<u>Delete</u> from Remarks					AWS not provided.
<u>Page 78 (As amended)</u>					
Between Methley Jn and Whitwood					
<u>Amend</u>					
			<u>10</u>	<u>0½ m.p. and 1 m.p.</u>	
			<u>20</u>		
					<u>(w.e.f. 10 00 Monday 17 October)</u>

NS-45

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>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
<u>Page 85</u>					
At	Dearne Jn				
<u>Amend</u>	Dearne Jn (See page 87)	168 53		<u>15</u>	<u>To Manvers Colliery Branch</u>
<u>Page 85 (as amended)</u>					
Between Moorthorpe Jn and <u>Pontefract Baghill</u>					
<u>Delete</u>			<u>30</u>		<u>9m. 15chs. and 7m. 50chs.</u>
<u>Add</u>			<u>30</u> <u>40</u>		<u>8m. 65chs. and 7m. 50chs.</u>
<u>Page 87</u>					
<u>Add</u>			<u>15</u>	<u>15</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
	<u>MANVERS COLLIERY BRANCH</u>				AWS not provided.
	Dearne Jn	0 73			Line controlled by
	(see page 85)				Sheffield
					(S) Signal Box.
01T					
	End of Branch	0 13			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESFREIGHTLINER TRAINS - DEFECTIVE AXLE BOXES

Serious axle box defects have been occurring on certain Freightliner vehicles and the following action, which modifies the General Appendix instruction "Lineside hot axle box detectors", must be taken if a Freightliner train activates any hot axle box detector.

1. If a defective axle box is confirmed by the train crew the train must not be moved until the vehicle concerned has been examined by M & EE staff.
2. If the train crew is unable to find any obvious defect the train may proceed at a maximum speed of 20 m.p.h., but the Signaller must not permit the train to continue beyond the point where freight trains are normally held for further examination following hot axle box detector alarms. Subsequent movement of the train may only be made on the authority of M & EE staff.
3. If the M & EE examination does not reveal a defect the vehicle will be green carded and authority given for the train to continue at normal speed to a location nominated by M & EE staff where a further technical examination will be carried out.
4. If a vehicle green carded for axle box attention activates a hot axle box detector and the train crew is unable to find any obvious defect the arrangements in Clause 2 must be applied.

(12D)

SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

New style reflectorised signs will be progressively introduced at the following locations :-

1. Each change of speed (whether lower or higher) including standard 15 m.p.h. restrictions through junctions and crossover roads, etc. and changes of speed where a route or line converges with another (including junctions between parallel lines). Unless the restriction is 10 m.p.h. or less, signs will not be provided for restrictions applying over points where ALL movements in the direction concerned are made on the authority of position light aspects or shunting signals or where there is no signalled route.
2. A warning sign will be provided in rear of each commencement sign where speed is reduced.

This does not apply where speed is reduced at a diverging route if :

- a) the speed reduction is 10 m.p.h. or less, or

**BRITISH RAIL
EASTERN REGION**

NS

30

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 15 OCTOBER
TO
FRIDAY 21 OCTOBER 1988
INCLUSIVE**

Traincrew 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 BMONDAY 17 OCTOBER - BETWEEN METHLEY JN AND WHITWOOD

At 10 00 hours the 10 m.p.h. Permanent Speed Restriction between 0½ m.p. and 1 m.p. will be changed to a differential Permanent Speed Restriction of 10 m.p.h. (See Section 'D').

20

(32)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION, SCARBOROUGH BRANCH

The set back Ground Position Light signal Y227 on the Down Scarborough line has been repositioned approximately 50 yards towards Burton Lane on the opposite (right hand) side of the line.

(31)

* * YORK CLIFTON CARRIAGE SIDINGS

*

All points and associated signalling operated by the control tower has been abolished. THIS WORK HAS NOT BEEN CARRIED OUT.

(30)

* * SKELTON BRIDGE

*

The Sand Drag on the Up Slow line has been abolished.

(30)

BETWEEN DONCASTER AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Down line between Doncaster and Wakefield Westgate giving warning of the permanent speed restriction of 50 m.p.h. at 174m. 58chs. has been replaced by a Reflective Indicator.

(32)

BETWEEN LEEDS AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Up line between Leeds and Wakefield Westgate giving warning of the permanent speed restriction of 45 m.p.h. at 176m.0 2chs. has been replaced by a Reflective Indicator.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WAKEFIELD WESTGATE AND LEEDS

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 01chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1914 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(31)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION

Goose Hill Junction Signal Box has been abolished.

The Track Circuit Block Regulations applies between Wakefield Kirkgate and Altofts Junction.

The Down and Up Fast Lines between the former Goose Hill Junction and Altofts Junction have been renamed Down and Up L & Y lines. Reference should be made to the diagram included in this Notice.

Former Goose Hill Junction

The following signals have been abolished:-

Down Fast Starting signal at approximately 185 miles 27 chains with Altofts Junction colour light Distant below and the associated Banner Repeating signal.

Up Fast No. 2 Home at approximately 185 miles 3 chains.

Up Fast No. 3 Home at approximately 184 miles 63 chains.

Down L & Y Automatic signal GJ1259 has been renumbered K1259.

Down L & Y Automatic signal GJ1261 has been converted to a 4-aspect signal and has been renumbered K1261.

Down L & Y Home controlled signal GJ4 has been converted to a 4-aspect Automatic signal and has been renumbered K1263.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * GOOLE GOODS JCN SIGNAL BOX - continued

*

The Weighbridge line has been abolished.

A new hand worked connection, No. 4 Weigh siding to No. 3 Weigh siding (Run round) has been brought into use. A New "STOP Telephone" notice board at the exit of No. 4 Weigh siding at Goole Goods Jn. (Glews Hollow) L.C. has been brought into use.

(30)

BETWEEN MOORTHORPE JN AND PONTEFRACT BAGHILL

The 30 m.p.h. Permanent Speed Restriction on the Down line between 9m. 15chs. and 7m. 50chs. has been replaced by a Permanent Differential Speed Restriction of 30 m.p.h. between 8m. 65chs. and 7m. 50chs. (See Section D).
40

(31)

HORSFORTH

The Run Round Sidings end (Leeds end) of Horsforth Station Siding has been shortened by 137 feet and new throw over wheel stops positioned.

(32)

* * GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUARE

*

ShIPLEY BRADFORD JUNCTION

A Semaphore signal has been provided at the Bradford end of the Up Main platform (No. 3) applying from the Up Main platform towards the Down Main.

The Stencil Route Indicator associated with the Disc signal at the Bradford end of the Up Main platform has been abolished. The Disc signal now only applies towards the Siding.

Guiseley Junction

The routes from the Down Main Home signal have been altered to the following:-

<u>Route Indication</u>	<u>Destination</u>
-	Down Main
Position 1 (new route)	Up Bradford Platform (No. 3)
Position 2	Down Bradford Platform (No. 4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * GUISELEY JUNCTION/SHIPLEY BRADFORD JUNCTION/BRADFORD FORSTER SQUARE* - continuedBradford Forster Square

The gantry mounted Starting signal from platform 2 (B.R. 1384) has been renewed as a straight post signal and repositioned on the Right Hand side of the line, 30 yds. further from the platform end.

(30)

SHIPLEY STATION

"S" Marker Boards have been provided 57 feet beyond the top of the ramps as follows :-

- Platform 3 - for trains towards both Leeds and Bradford.
- Platform 4 - for trains towards Bradford.

Drivers of InterCity trains must stop with the leading power car or locomotive opposite these Marker Boards.

(32)

* * GASCOIGNE WOOD, SELBY MINE

*

A new coal discharge bunker has been brought into use on the North Siding.

The following signals have been provided and are controlled by the Bunker Operator:-

A Ground Position Light signal at the entrance to both sides of the Bunker.

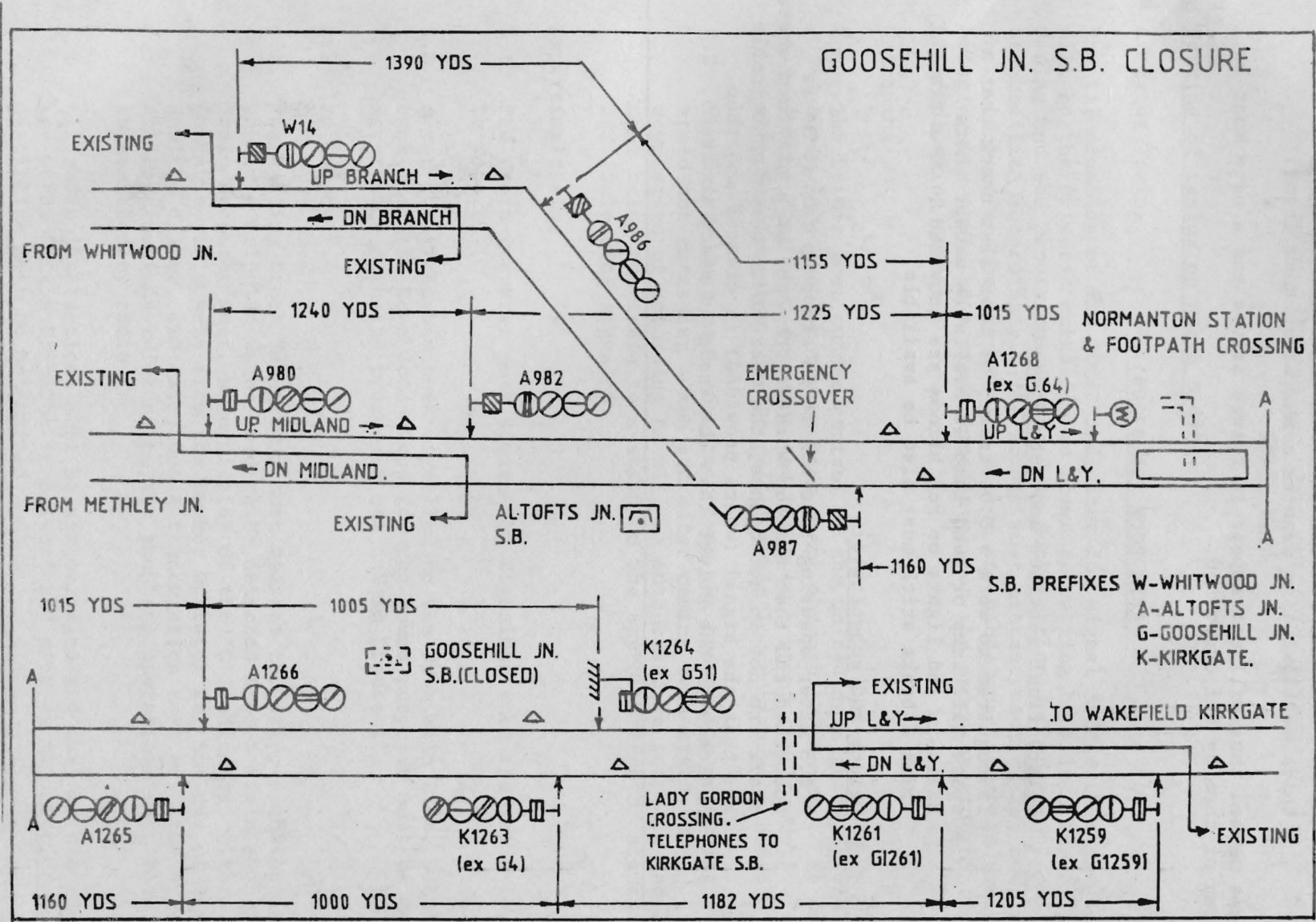
Four 'Toton' signals each approximately 100 yards apart to the East of the Bunker lettered 'D', 'C', 'B' and 'A' reading from the Bunker. These signals have been positioned to the left of the North Siding, signal 'A' being adjacent to the Shunt Neck.

A cripple indication 'C' has been provided on the post of 'Toton' signal 'A'.

The Ground Position Light signal, GW5921 at the exit from the North Siding applying to Shunt Neck or Down Hull has been elevated on the same post as 'Toton' signal 'B'.

A stencil "OFF" indicator has been provided 360 yards on the Selby side of Ground Position Light signal GW5926 to work in association with GW5926 when cleared for either the Down Goods Loop (indication 'L') or North Siding (indication 'N').

(30)



SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

HULL PARAGON TO SEAMER WEST - continued

UNTIL FURTHER NOTICE - continued

190	Bridlington South and Bridlington Quay	Down and Up <u>Between Trains</u>	07 00 to 18 00. Demolition work. 30m. 70chs. and 30m. 76chs. Crane and mechanical equipment in use. (88/18)
-----	-------------------------------------------------	--------------------------------------	----------------------------------------------------------------------------------------------------------------------

SATURDAY 22 TO MONDAY 24 OCTOBER

191	Filey and Seamer West	Single BLOCKED	21 45 Sat to 06 30 Mon. Bridgework (Culvert), earthwork and undertrack excavation. 45m. 76chs. Cranes and mechanical equipment in use.
-----	--------------------------	-------------------	-------------------------------------------------------------------------------------------------------------------------------------------------

SUNDAY 23 OCTOBER

192	Walton Street LC and Cottingham North LC	Down and Up BLOCKED	07 00 to 17 00. Bridgework (No.6). 3m. 72chs. <u>Restricted clearance.</u>
193	Beverley and Driffield	Down and Up BLOCKED	00 01 to 23 59. Construction work. 8½ m.p. and 8m. 30chs., and signalling work. <u>(See Section 'C').</u>

HESSE ROAD TO KING GEORGE DOCK

SATURDAY 22 TO SUNDAY 23 OCTOBER

194	Springbank South Jn and Bridges Jn	Down and Up BLOCKED	07 00 Sat to 20 00 Sun. Loading materials and track maintenance. 2m. 05chs. and 2m. 24chs. Crane in use.
-----	------------------------------------------	------------------------	----------------------------------------------------------------------------------------------------------------

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 23 OCTOBER - YORK STATION NORTH END (STAGE 2)

Signalling to and from Platforms 9B and 13 will be reinstated in connection with the provision of new Down and Up Main lines between York station North end and Clifton.

The former Clifton Bank Loop (temporary Up Main) will be taken out of use.

Reference should be made to the diagrams (Stage 2) included in this notice.

Signalling Alterations

The following signals will be abolished :-

- 4-aspect signal No. 132
- 3-aspect signal No. 164
- Ground Position Light signals 169, 171 and 187

The following signals will be fixed at Red :-

- 4-aspect signal 165
- Ground Position Light signals 127, 128 and 129

3-aspect signal No. 194 will be repositioned on the new Up Main line, 35 yards further north and will now apply to Platform 8 only. The associated Theatre Type Route Indicator will be abolished.

The rear aspect of the Theatre Type Route Indicator on Up Main 4-aspect signal Y221 will be abolished.

A new 3-aspect signal No. 200 will be provided on the Down Main at 0 miles 46 chains and will apply to SJ1 signal with associated Position Light Routes to Loco, Up Goods Limit of Shunt and Clifton Sidings.

A new Ground Position Light Signal No. 183 will be provided on the Down Main at 0 miles 42 chains applying to Platforms 8, 9 and 13.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



4 ASPECT



3 ASPECT



3 ASPECT
SEARCHLIGHT



GREEN



YELLOW



RED



ASPECT NOT IN USE



DOUBLE LINE
DENOTES ASPECT
NORMALLY
DISPLAYED



WITH THEATRE
INDICATOR



WITH POSITION LIGHT
ROUTE INDICATOR AND
STENCIL INDICATOR



POSITION LIGHT
SHUNTING SIGNAL



*¹ STOP, PROCEED IF
LINE CLEAR



CONTROLLED SIGNAL
WITH TELEPHONE



*² STOP TELEPHONE



OTHER TELEPHONES



*³ POINTS FIXED AS
SHOWN.



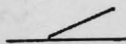
ILLUMINATED NOTICE
BOARD



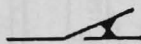
CS CLIFTON CARRIAGE SIDINGS



A.W.S.



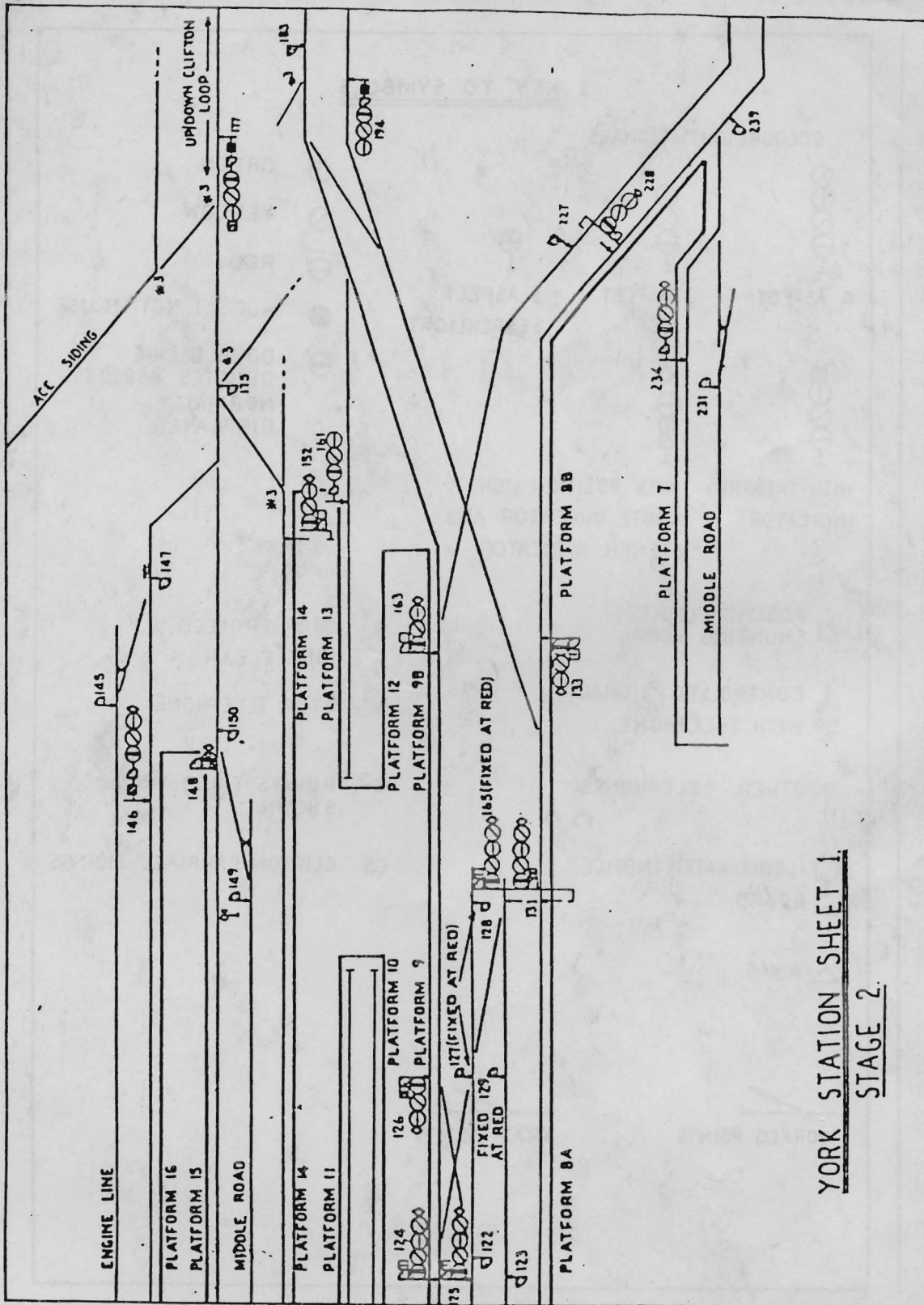
WORKED POINTS



TRAP POINTS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

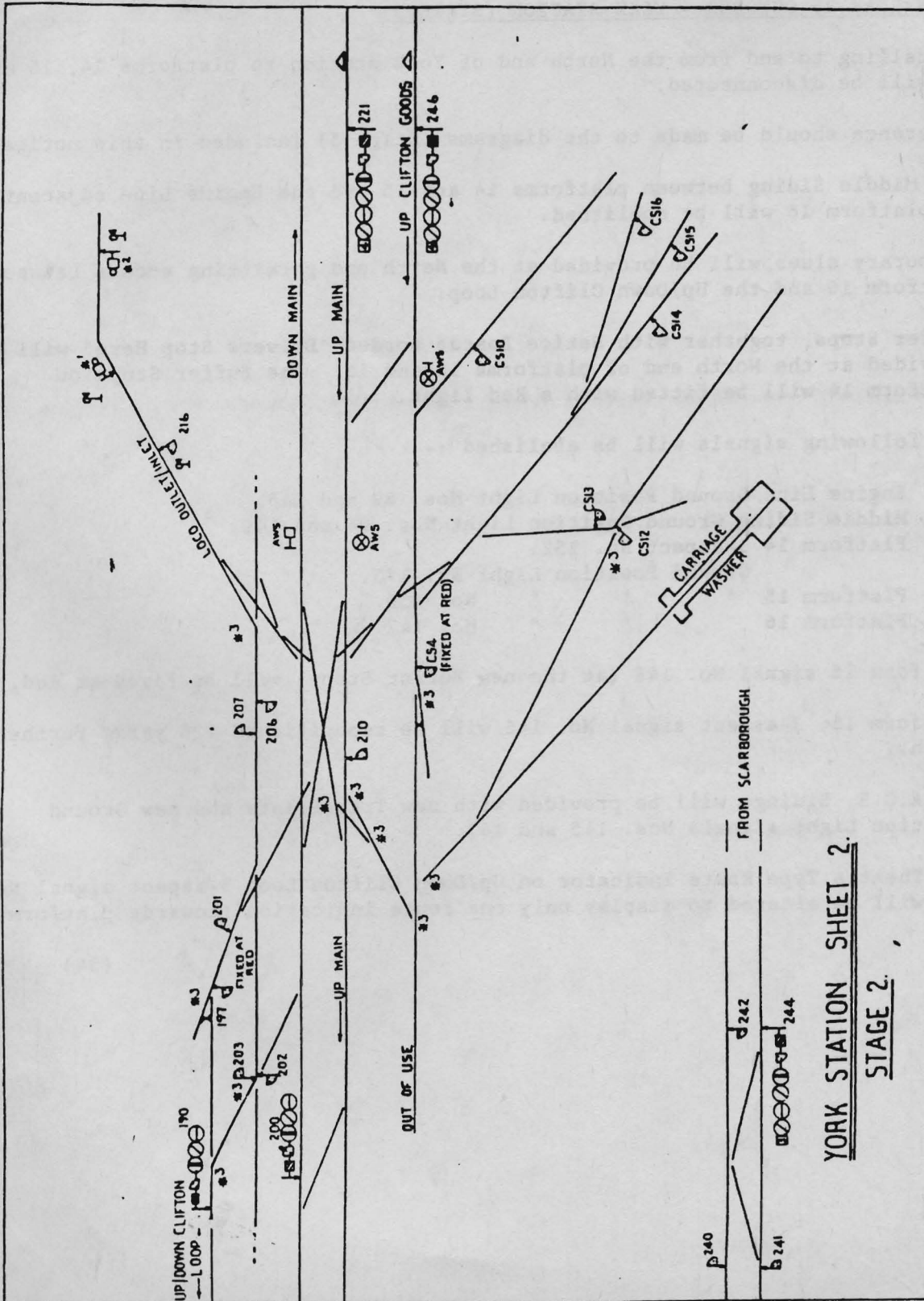
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 1.
STAGE 2.

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 REFERRED TO IN SECTION B - continuedWEDNESDAY 26 OCTOBER - YORK STATION (STAGE 3)

Signalling to and from the North end of York station to platforms 14, 15 and 16 will be disconnected.

Reference should be made to the diagrams (Stage 3) included in this notice.

The Middle Siding between platforms 14 and 15 and the Engine Line adjacent to platform 16 will be abolished.

Temporary slues will be provided at the North end permitting access between platform 16 and the Up/Down Clifton Loop.

Buffer Stops, together with Notice Boards worded "Drivers Stop Here" will be provided at the North end of platforms 14 and 15. The Buffer Stops on platform 14 will be fitted with a Red light.

The following signals will be abolished :-

Engine Line Ground Position Light Nos.	89 and 145.
Middle Siding Ground Position Light Nos.	94 and 149.
Platform 14 3-aspect No.	152.
	Ground Position Light No. 175.
Platform 15 " " "	No. 150.
Platform 16 " " "	No. 147.

Platform 15 signal No. 148 (at the new Buffer Stops) will be fixed at Red.

Platform 16, 3-aspect signal No. 146 will be repositioned 135 yards further south.

The A.C.E. Sidings will be provided with new Trap Points and new Ground Position Light signals Nos. 145 and 147.

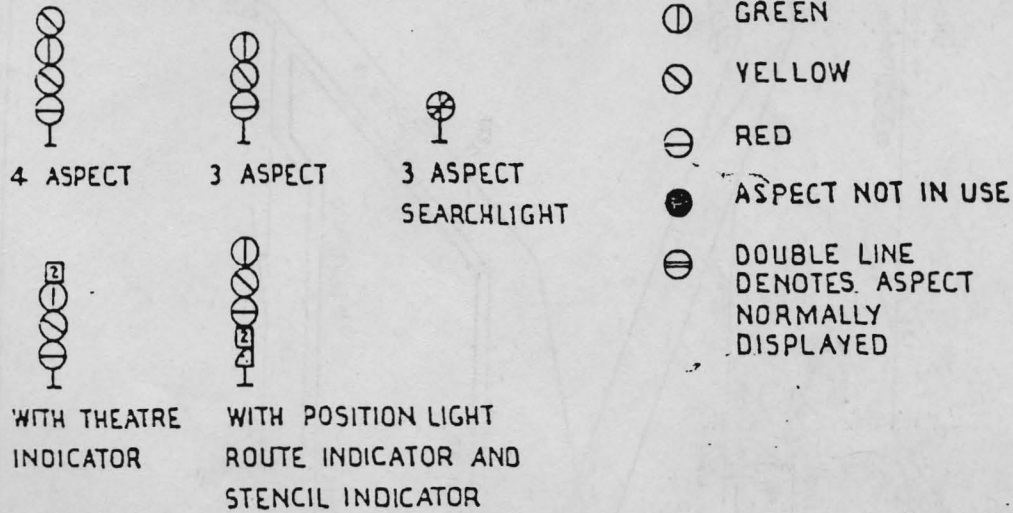
The Theatre Type Route Indicator on Up/Down Clifton Loop 3-aspect signal No. 177 will be altered to display only one route indication (towards platform 16).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

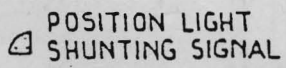
DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

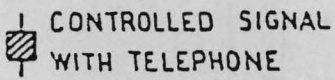
COLOURLIGHT SIGNALS.



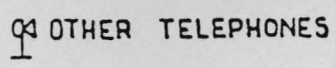
- GREEN
- YELLOW
- RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



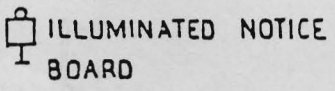
*¹ STOP, PROCEED IF LINE CLEAR



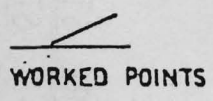
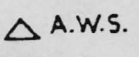
*² STOP TELEPHONE



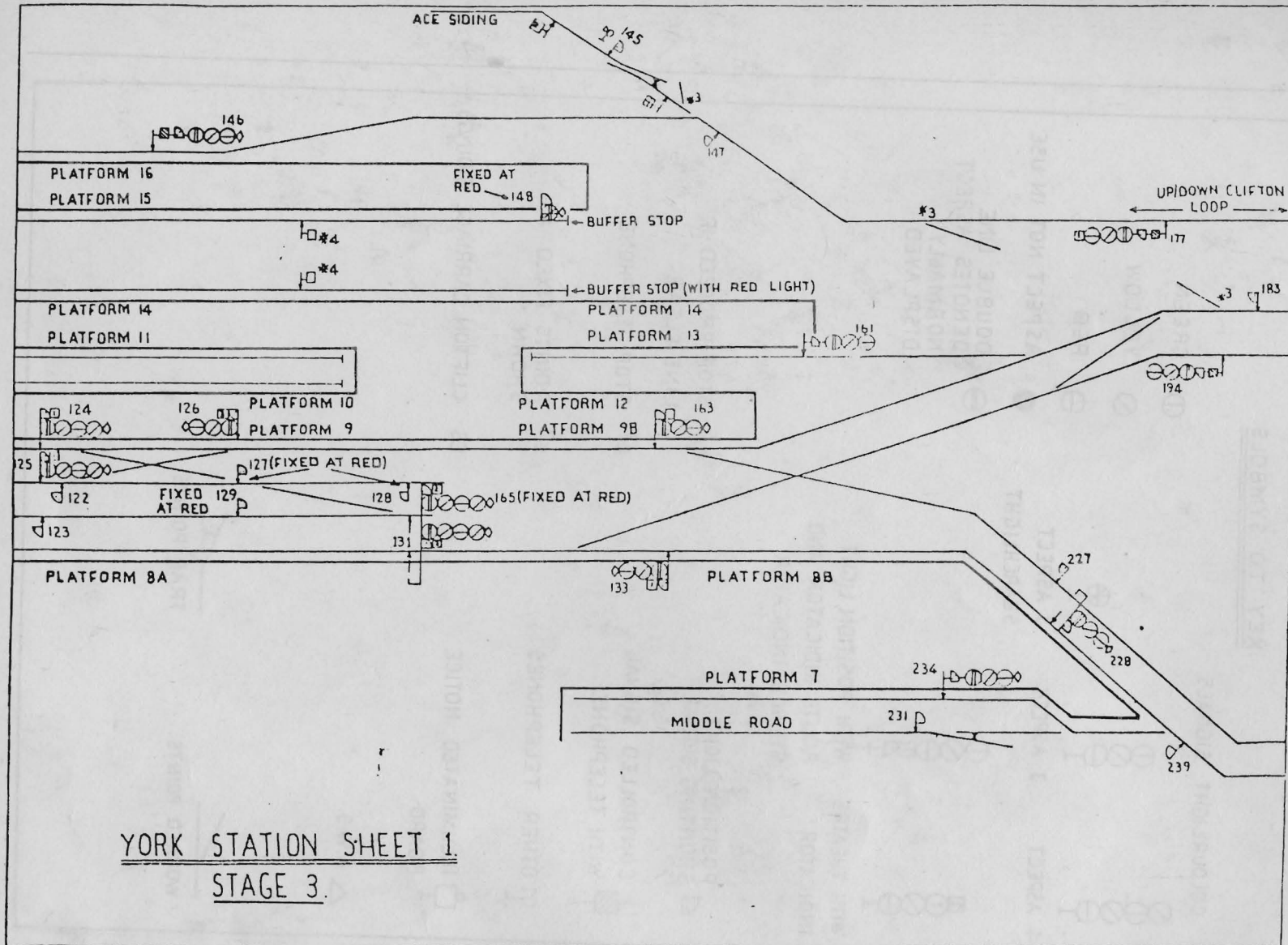
*³ POINTS FIXED AS SHOWN.



CS CLIFTON CARRIAGE SIDINGS

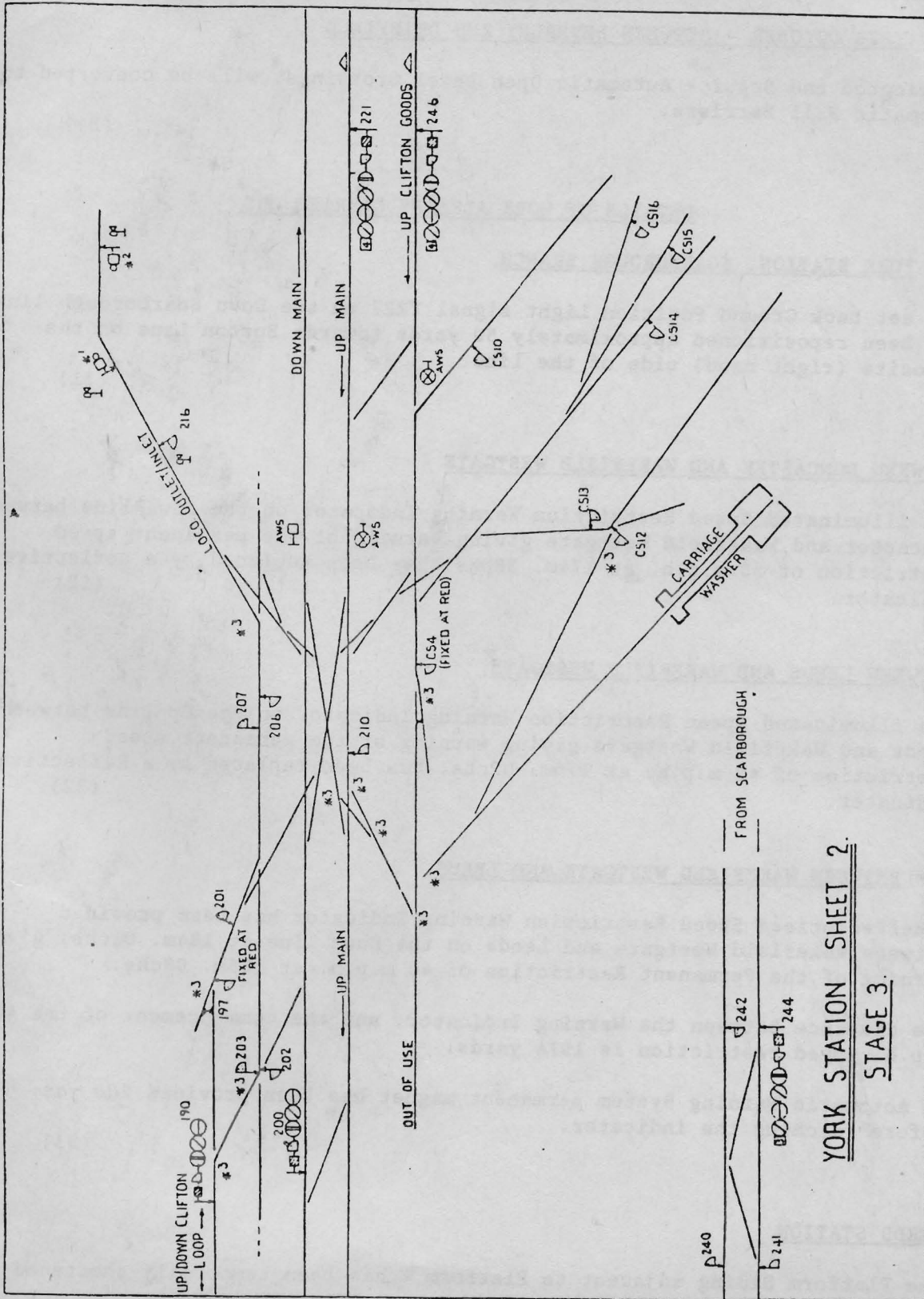


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued



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 REFERRED TO SECTION B - continuedSUNDAY 23 OCTOBER - BETWEEN BEVERLEY AND DRIFFIELD

Lockington and Beswick Automatic Open Level Crossings, will be converted to Automatic Half Barriers.

(34)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK STATION, SCARBOROUGH BRANCH

*

The set back Ground Position Light signal Y227 on the Down Scarborough line has been repositioned approximately 50 yards towards Burton Lane on the opposite (right hand) side of the line.

(31)

BETWEEN DONCASTER AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Down line between Doncaster and Wakefield Westgate giving warning of the permanent speed restriction of 50 m.p.h. at 174m. 58chs. has been replaced by a Reflective Indicator.

(32)

BETWEEN LEEDS AND WAKEFIELD WESTGATE

The illuminated Speed Restriction Warning Indicator on the Up line between Leeds and Wakefield Westgate giving warning of the permanent speed restriction of 45 m.p.h. at 176m. 02chs. has been replaced by a Reflective Indicator.

(32)

* * BETWEEN WAKEFIELD WESTGATE AND LEEDS

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Westgate and Leeds on the Down line at 184m. 01chs. giving warning of the Permanent Restriction of 40 m.p.h. at 185m. 08chs.

The distance between the Warning Indicator, and the commencement of the 40 m.p.h. speed restriction is 1914 yards.

An Automatic Warning System permanent magnet has been provided 200 yds. before reaching the indicator.

(31)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION

*

Goose Hill Junction Signal Box has been abolished.

The Track Circuit Block Regulations applies between Wakefield Kirkgate and Altofts Junction.

The Down and Up Fast Lines between the former Goose Hill Junction and Altofts Junction have been renamed Down and Up L & Y lines. Reference should be made to the diagram included in this Notice.

Former Goose Hill Junction

The following signals have been abolished:-

Down Fast Starting signal at approximately 185 miles 27 chains with Altofts Junction colour light Distant below and the associated Banner Repeating signal.

Up Fast No. 2 Home at approximately 185 miles 3 chains.

Up Fast No. 3 Home at approximately 184 miles 63 chains.

Down L & Y Automatic signal GJ1259 has been renumbered K1259.

Down L & Y Automatic signal GJ1261 has been converted to a 4-aspect signal and has been renumbered K1261.

Down L & Y Home controlled signal GJ4 has been converted to a 4-aspect Automatic signal and has been renumbered K1263.

Up L & Y controlled Starting signal GJ51 has been converted to an Automatic signal and has been renumbered K1264.

The following new 4-aspect Automatic signals have been provided:-

Up L & Y line No. AJ1266 at 184 miles 74 chains between Normanton station and former Goose Hill Junction (1005 yards from signal K1264).

Down L & Y Line No. AJ1265 at 185 miles 1 chain between former Goose Hill Junction and Normanton station (1160 yards from signal AJ987).

AWS equipment has been provided for the above new signals.

Altofts Junction

Up Midland Main signals AJ980 and AJ982 and Up Branch signal W14 and AJ986 have been converted to 4-aspect signals, and the Position 4 Route Indicators associated with signals AJ982 and AJ986 for routes to the former Up Slow line have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JUNCTION - continued

*

Signal AJ985 on the former Down Slow Line with routes to Down Midland Main and Down Branch have been abolished.

Position Light signal AJ988 on the Down Midland Main applying towards former Up Slow or former Down Slow has been abolished.

Former Goose Hill Junction Up Fast No. 1 Home GJ64 has been converted to a 4-aspect Automatic signal and has been renumbered AJ1268.

(31)

KNOTTINGLEY

The trailing connection from the Down Goole line to the Down Sidings at Knottingley L.C. has been removed.

The following Ground Position Light Signals have been abolished :-

Down Good K427

Down Siding exit signal No.K426

(34)

BETWEEN METHLEY JN AND WHITWOOD

The 10 m.p.h. Permanent Speed Restriction between 0½ m.p. and 1 m.p. has been changed to a differential Permanent Speed Restriction of 10 m.p.h. (See Section D).
20

(32)

* * BETWEEN MOORTHORPE JN AND PONTEFRAC T BAGHILL

*

The 30 m.p.h. Permanent Speed Restriction on the Down line between 9m. 15chs. and 7m. 50chs. has been replaced by a Permanent Differential Speed Restriction of 30 m.p.h. between 8m. 65chs. and 7m. 50chs. (See Section D).
40

(31)

HORSFORTH

The Run Round Sidings end (Leeds end) of Horsforth Station Siding has been shortened by 137 feet and new throw over wheel stops positioned.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SHIPLEY STATION

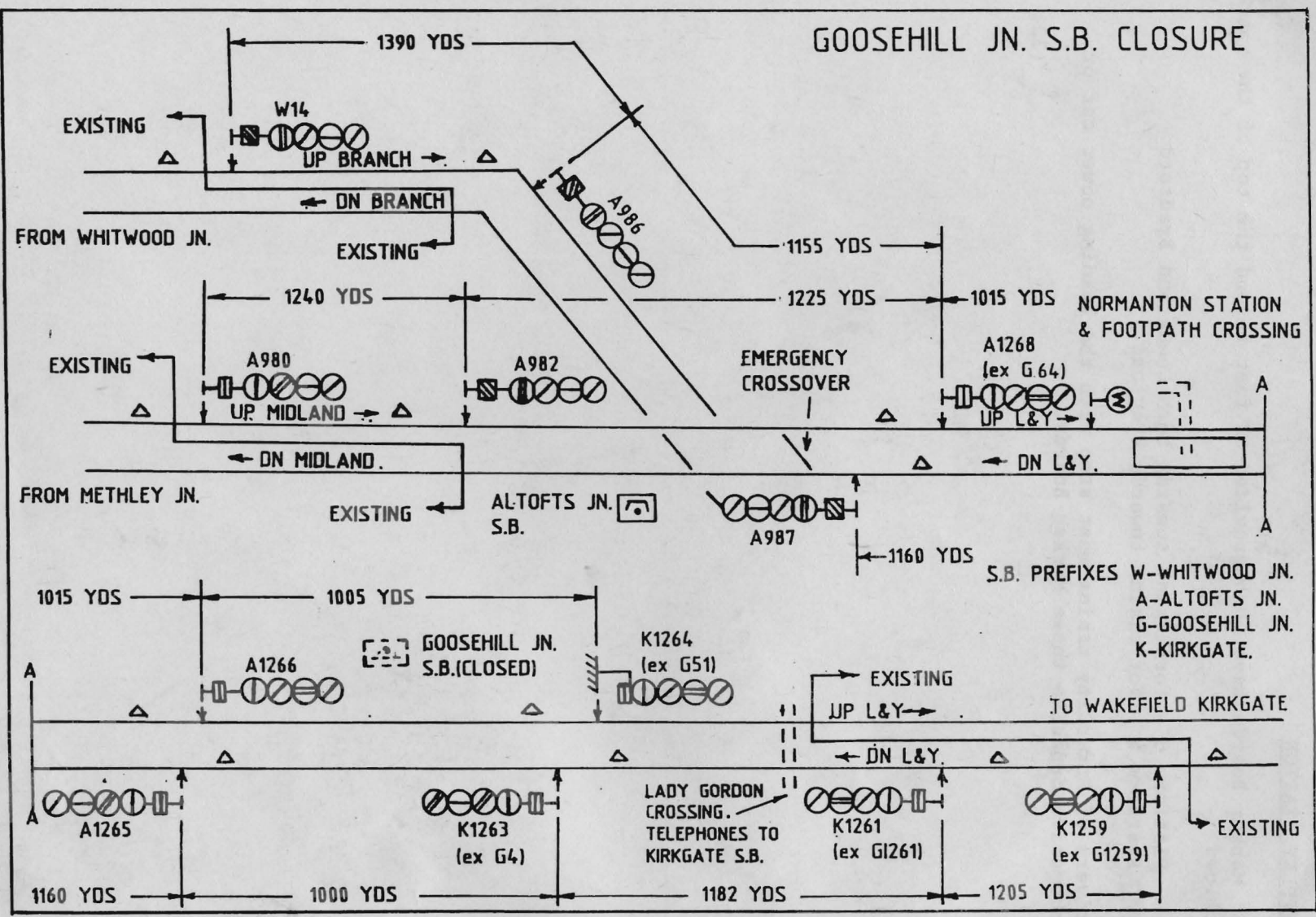
"S" Marker Boards have been provided 57 feet beyond the top of the ramps as follows :-

Platform 3 - for trains towards both Leeds and Bradford.

Platform 4 - for trains towards Bradford.

Drivers of InterCity trains must stop with the leading power car or locomotive opposite these Marker Boards.

(32)



SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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THORNE JN TO GILBERDYKE JN

UNTIL FURTHER NOTICE

183	Thorne Jn All	06 00 to 17 00. Signalling work. <u>From 06 00 Saturday 29 October.</u> (88/32)
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HULL PARAGON TO SEAMER WEST

UNTIL FURTHER NOTICE

34	Beverley Down and Up	Construction work. 8½ m.p. and 8m. 30chs. <u>Restricted clearance.</u> (87/50)
185	Bridlington South and Bridlington Quay Down and Up <u>Between Trains</u>	07 00 to 18 00. Demolition work. 30m. 70chs. and 30m. 76chs. Crane and mechanical equipment in use. (88/18)

SATURDAY/SUNDAY 29/30 OCTOBER

186	Driffield and Burton Agnes Down and Up BLOCKED	23 00 to 12 00. Track maintenance. 19½m.p. and 25m. 30chs. Mechanical equipment in use.
187	Burton Agnes and Carnaby Down and Up BLOCKED	22 15 to 16 00. Drainage. 26½m.p. and 26m. 30chs. Crane and mechanical equipment in use.

SUNDAY 30 OCTOBER

188	Beverley and Driffield Down and Up	00 01 to 18 00. Signalling work. <u>(See Section 'C').</u>
189	Hunmanby and Filey Down and Up BLOCKED	06 00 to 16 00. Track maintenance. 41m. 73chs.

TUESDAY 1 TO FRIDAY 4 NOVEMBER

190	Hull Paragon and Walton Street LC All BLOCKED	23 30 Tue to Thu to 06 00 Wed to Fri. Track maintenance. ½m.p. and 1m. 10chs. Mechanical equipment in use. <u>Possession to be given up for passage of trains.</u>
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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 30 OCTOBER - BENTLEY LANE LEVEL CROSSING

The Level Crossing will be reduced to a public footpath crossing only.

Staff will be withdrawn from the crossing and vehicular crossing equipment will be removed.

(35)

WEDNESDAY 2 NOVEMBER - YORK HOLGATE

Up Holgate Loop Ground Position Light signal No.48 will be repositioned 250 yards south of Holgate Bridge and will be fixed at Red.

A temporary Buffer Stop will be provided immediately beyond this signal.

The remainder of the Up Holgate Loop will be taken out of use pending removal.

3-aspect signal No.30 and Ground Position Light signal No.46 will be abolished.

(35)

SUNDAY 30 OCTOBER - LEEDS WEST JUNCTION

The former Up Viaduct line will be reinstated as a Siding 433 yards long. Trap points will be provided at the exit from the siding.

"D" line signal No. L102 will be provided with a new Subsidiary signal applying into the siding.

A Ground Position Light signal L114 will be provided at the exit from the siding and will apply towards "D" line.

(35)

SUNDAY 30 OCTOBER - BETWEEN BEVERLEY AND DRIFFIELD

Kilnwick LC at 14m. 01ch.

Watton LC at 14m. 44chs.

The above AOCR level crossings will be converted to Automatic Half-Barrier operation.

(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT*Sunday*YORK STATION NORTH END (STAGE 2)*23.10.88 per NS 31.*

Signalling to and from Platforms 9B and 13 has been reinstated in connection with the provision of new Down and Up Main lines between York station North end and Clifton.

The former Clifton Bank Loop (temporary Up Main) has been taken out of use.

Reference should be made to the diagrams (Stage 2) included in this notice.

Signalling Alterations

The following signals have been abolished :-

- 4-aspect signal No. 132
- 3-aspect signal No. 164
- Ground Position Light signals 169, 171 and 187

The following signals have been fixed at Red :-

- 4-aspect signal 165
- Ground Position Light signals 127, 128 and 129

3-aspect signal No. 194 has been repositioned on the new Up Main line, 35 yards further north and will now apply to Platform 8 only. The associated Theatre Type Route Indicator has been abolished.

The rear aspect of the Theatre Type Route Indicator on Up Main 4-aspect signal Y221 has been abolished.

A new 3-aspect signal No. 200 has been provided on the Down Main at 0 miles 46 chains and applies to SJ1 signal with associated Position Light Routes to Loco, Up Goods Limit of Shunt and Clifton Sidings.

A new Ground Position Light Signal No. 183 has been provided on the Down Main at 0 miles 42 chains applying to Platforms 8, 9 and 13.

(34)

YORK STATION (STAGE 3)*Wed. 26.10.88 per NS 31.*

Signalling to and from the North end of York station to platforms 14, 15 and 16 has been disconnected.

Reference should be made to the diagrams (Stage 3) included in this notice.

The Middle Siding between platforms 14 and 15 and the Engine Line adjacent to platform 16 has been abolished.

Temporary slues have been provided at the North end permitting access between platform 16 and the Up/Down Clifton Loop.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK STATION (STAGE 3) - continued

Buffer Stops, together with Notice Boards worded "Drivers Stop Here" have been provided at the North end of platforms 14 and 15. The Buffer Stops on platform 14 have been fitted with a Red light.

The following signals have been abolished :-

Engine Line Ground Position Light Nos. 89 and 145.
 Middle Siding Ground Position Light Nos. 94 and 149.
 Platform 14 3-aspect No. 152.
 Ground Position Light No. 175.
 Platform 15 " " " No. 150.
 Platform 16 " " " No. 147.

Platform 15 signal No. 148 (at the new Buffer Stops) has been fixed at Red.

Platform 16, 3-aspect signal No. 146 has been repositioned 135 yards further South.

The A.C.E. Sidings have been provided with new Trap Points and new Ground Position Light signals Nos. 145 and 147.

The Theatre Type Route Indicator on Up/Down Clifton Loop 3-aspect signal No. 177 has been altered to display only one route indication (towards platform 16).

(34)

* * BETWEEN DONCASTER AND WAKEFIELD WESTGATE

*

The illuminated Speed Restriction Warning Indicator on the Down line between Doncaster and Wakefield Westgate giving warning of the permanent speed restriction of 50 m.p.h. at 174m. 58chs. has been replaced by a Reflective Indicator.

(32)

* * BETWEEN LEEDS AND WAKEFIELD WESTGATE

*

The illuminated Speed Restriction Warning Indicator on the Up line between Leeds and Wakefield Westgate giving warning of the permanent speed restriction of 45 m.p.h. at 176m. 0 2chs. has been replaced by a Reflective Indicator.

(32)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFM)

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

The trailing connection from the Down Goole line to the Down Sidings at Knottingley L.C. has been removed.

The following Ground Position Light Signals have been abolished :-

Down Good K427

Down Siding exit signal No.K426

(34)

* * BETWEEN METHLEY JN AND WHITWOOD

*
The 10 m.p.h. Permanent Speed Restriction between $0\frac{1}{2}$ m.p. and 1 m.p. has been changed to a differential Permanent Speed Restriction of $\frac{10}{20}$ m.p.h. (See Section D).

(32)

* * HORSFORTH

*
The Run Round Sidings end (Leeds end) of Horsforth Station Siding has been shortened by 137 feet and new throw over wheel stops positioned.

(32)

* * SHIPLEY STATION

*
"S" Marker Boards have been provided 57 feet beyond the top of the ramps as follows :-

Platform 3 - for trains towards both Leeds and Bradford.

Platform 4 - for trains towards Bradford.

Drivers of InterCity trains must stop with the leading power car or locomotive opposite these Marker Boards.

(32)

BETWEEN BEVERLEY AND DRIFFIELD

Lockington and Beswick Automatic Open Level Crossings, have been converted to Automatic Half Barriers.

(34)

Surv. 23.10.88 per NS SI.

SECTION DGENERAL 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.

RULE BOOK (BR.87109)SECTION HClause 3.2.1 Delete final sentence and substitute :-

If required to work a D.O. train, he must also check that a spare tail lamp or hand lamp is available except where built-in red lights or red blinds are provided. On a freight train a brake stick must also be available.

Clause 5.1.3 Delete and substitute:-

5.1.3 After ensuring that all is in order so far as he is concerned and that station work is complete at a platform where staff are not in attendance, the Guard must where practicable see that the signal (where provided) is cleared and then indicate to the Driver that the train is ready to start.

(12D)

GENERAL APPENDIX (BR.29944)INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF
ENGINEERS' SELF-PROPELLED "ON-TRACK" MACHINESPage 4.11

Clause 25 - Add to list of machines

Permaquip High Capacity TrolleyPage 4.13

Add new clause 31A

31A Permaquip High Capacity Trolley

The machine must not work on an electrified line unless an isolation has been made and a Permit to Work issued.

If the adjacent line is under Absolute Possession and is being used by Engineer's train or On-track machine, the Person in Charge of the Possession must not give permission for the machine to be put on the line until a handsignalman has been provided to stop trains on the line under Absolute Possession.

(12D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLERIES,
POWER STATIONS AND OTHER UNLOADING TERMINALS
SELBY MINEPage 24Add Working of trains on North Siding.

1. Arriving Trains

The illumination of the "Off" indicator for signal 5926 with stencil "N" will be the Driver's authority to commence setting back into the North Siding and the provisions of the Rule Book Section J Clauses 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on any handsignal from the ground. He must not exceed a speed of 3 m.p.h. reducing to $\frac{1}{2}$ m.p.h. through the hopper and ensure that when bringing the train to a final stand, the locomotive is opposite the "Propelled trains locomotive stop board".

2. Unloading

Upon clearance of signal B1 and under the authority of the unloading signals the Driver must haul the train over the hopper for unloading at a speed not exceeding $\frac{1}{2}$ mph and after coming to a stand upon completion of unloading he will be authorised to set back and he must bring the train to a stand on the approach side of signal 5921/unloading signal B.

3. Departing trains

- 3.1 The Train Preparer must advise the Signaller when the train is ready to depart.
- 3.2 After the train has been signalled to the Down Main line, setting back into the Down Goods Loop for run-round purposes must be made in accordance with the procedure set out in Clause 1.

4. Crippled Wagons

- 4.1 The Rolling Stock Technician must operate the cripple indicator should a crippled wagon need to be detached from a train and the Train Preparer must, upon display of the "C" indicator, obtain two portable radio sets from the Bunker Operator for the use of himself and the driver, and carry out a transmission test with the Driver. All instructions relating to the shunting operations must then be transmitted by radio.
- 4.2 All radio instructions must be acknowledged and must be preceded by the words "Train Preparer to Driver" and vice versa. Strict radio discipline must be maintained.
- 4.3 Should radio messages cease to be received or acknowledged at any time the Driver must stop the train until communication is restored.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
<u>Page 18</u>					
<u>Delete</u> Bentley Lane LC		157 22			(w.e.f. 30.10.88)
<u>NORMANTON, ALTOFTS JN TO COLTON NORTH JN</u>					
<u>Page 76</u>					
At Altofts Jn					
<u>Delete</u> from Remarks					AWS provided on all passenger lines between Castleford Gates and Colton North Jn.
<u>METHLEY JN TO WHITWOOD</u>					
<u>Page 78</u>					
At Methley Jn					
<u>Delete</u> from Remarks					AWS not provided.
<u>Page 78 (As amended)</u>					
Between Methley Jn and Whitwood					
<u>Amend</u>				$\frac{10}{20}$	<u>0½ m.p. and 1 m.p.</u>
					(12D)

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>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
<u>Page 85</u>					
At	Dearne Jn				
<u>Amend</u>	Dearne Jn (See page 87)	168 53		<u>15</u>	<u>To Manvers Colliery Branch</u>
<u>Page 85 (as amended)</u>					
Between Moorthorpe Jn and <u>Pontefract Baghill</u>					
<u>Delete</u>			<u>30</u>		<u>9m. 15chs. and 7m. 50chs.</u>
<u>Add</u>			<u>30</u> <u>40</u>		<u>8m. 65chs. and 7m. 50chs.</u>
<u>Page 87</u>					
<u>Add</u>					
<u>MANVERS COLLIERY BRANCH</u>					
┌	Dearne Jn	0 73	<u>15</u>	<u>15</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
┆	(see page 85)				
┆					
01T					
┆					
┆					
┆	End of Branch	0 13			
					AWS not provided. Line controlled by Sheffield (S) Signal Box.
					(12D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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>HULL TO SEAMER WEST</u> <u>Page 105</u> <u>Amend</u> location Lockington LC (AHB-X) <u>Amend</u> location Beswick LC (AHB-X) <u>Amend</u> location Kilnwick LC (AHB-X) <u>Amend</u> location Watton LC (AHB-X)					(12D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedTABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF
TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
<u>Page 145 Add:-</u> Manvers Colliery Branch	Tinsley	Train Crew Supervisor.

(12D)

NS. 33/88
5-11.11.88SECTION 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 6 NOVEMBER - PECKFIELD

The route from Up Line Ground Position Light signal P14 to the Limit Of Shunt on Micklefield Up Line Platform will be disconnected and the Limit of Shunt Board removed.

(36)

SUNDAY 6 NOVEMBER - BETWEEN TODMORDEN AND HEBDEN BRIDGE

The Up Goods Loop at Eastwood will be removed together with the associated 3 aspect colour light signal PN 308.

The position 1 junction indicator and the position light signal will be taken away from PN 306 signal.

(36)

TUESDAY 8 NOVEMBER - YORK STATION (STAGE 4)

The Up and Down Main Through lines together with the scissors connection to Platform 9 will be taken out of use pending removal.

The following associated signals will be abolished:-

3-Aspect No. 104
" No. 107

Ground Position Light No. 120
" " " No. 121
" " " No. 122
" " " No. 123

4-Aspect No. 125

Ground Position Light No. 127
" " " No. 128
" " " No. 129

4-Aspect No. 165

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBENTLEY LANE LEVEL CROSSING

The Level Crossing has been reduced to a public footpath crossing only.

Staff have been withdrawn from the crossing and vehicular crossing equipment has been removed.

(35)

YORK HOLGATE

Up Holgate Loop Ground Position Light signal No.48 has been repositioned 250 yards South of Holgate Bridge and has been fixed at Red.

A temporary Buffer Stop has been provided immediately beyond this signal.

The remainder of the Up Holgate Loop has been taken out of use pending removal.

3-aspect signal No.30 and Ground Position Light signal No.46 have been abolished.

(35)

YORK STATION NORTH END (STAGE 2)

Signalling to and from Platforms 9B and 13 has been reinstated in connection with the provision of new Down and Up Main lines between York station North end and Clifton.

The former Clifton Bank Loop (temporary Up Main) has been taken out of use.

Reference should be made to the diagrams (Stage 2) included in this notice.

Signalling Alterations

The following signals have been abolished :-

- 4-aspect signal No. 132
- 3-aspect signal No. 164
- Ground Position Light signals 169, 171 and 187

The following signals have been fixed at Red :-

- 4-aspect signal 165
- Ground Position Light signals 127, 128 and 129

3-aspect signal No. 194 has been repositioned on the new Up Main line, 35 yards further north and will now apply to Platform 8 only. The associated Theatre Type Route Indicator has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK STATION NORTH END (STAGE 2) - continued

The rear aspect of the Theatre Type Route Indicator on Up Main 4-aspect signal Y221 has been abolished.

A new 3-aspect signal No. 200 has been provided on the Down Main at 0 miles 46 chains and applies to SJ1 signal with associated Position Light Routes to Loco, Up Goods Limit of Shunt and Clifton Sidings.

A new Ground Position Light Signal No. 183 has been provided on the Down Main at 0 miles 42 chains applying to Platforms 8, 9 and 13.

(34)

YORK STATION (STAGE 3)

Signalling to and from the North end of York station to platforms 14, 15 and 16 has been disconnected.

Reference should be made to the diagrams (Stage 3) included in this notice.

The Middle Siding between platforms 14 and 15 and the Engine Line adjacent to platform 16 has been abolished.

Temporary slues have been provided at the North end permitting access between platform 16 and the Up/Down Clifton Loop.

Buffer Stops, together with Notice Boards worded "Drivers Stop Here" have been provided at the North end of platforms 14 and 15. The Buffer Stops on platform 14 have been fitted with a Red light.

The following signals have been abolished :-

Engine Line Ground Position Light Nos. 89 and 145.
Middle Siding Ground Position Light Nos. 94 and 149.
Platform 14 3-aspect No. 152.
Ground Position Light No. 175.
Platform 15 " " " No. 150.
Platform 16 " " " No. 147.

Platform 15 signal No. 148 (at the new Buffer Stops) has been fixed at Red.

Platform 16, 3-aspect signal No. 146 has been repositioned 135 yards further South.

The A.C.E. Sidings have been provided with new Trap Points and new Ground Position Light signals Nos. 145 and 147.

The Theatre Type Route Indicator on Up/Down Clifton Loop 3-aspect signal No. 177 has been altered to display only one route indication (towards platform 16).

(34)

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

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

LEEDS WEST JUNCTION

The former Up Viaduct line has been reinstated as a Siding 433 yards long. Trap points have been provided at the exit from the siding.

"D" line signal No. L102 has been provided with a new Subsidiary signal applying into the siding.

A Ground Position Light signal L114 has been provided at the exit from the siding and applies towards "D" line.

(35)

LEEDS (STOURTON) FREIGHTLINER TERMINAL

The sidings in the Crane area have been extended by 196 feet and all three sidings can accommodate 25 Freightliner wagons.

(36)

KNOTTINGLEY

The trailing connection from the Down Goole line to the Down Sidings at Knottingley L.C. has been removed.

The following Ground Position Light Signals have been abolished :-

Down Good K427

Down Siding exit signal No.K426

(34)

BETWEEN BEVERLEY AND DRIFFIELD

Lockington and Beswick Automatic Open Level Crossings, have been converted to Automatic Half Barriers.

(34)

BETWEEN BEVERLEY AND DRIFFIELDKilwick LC at 14m. 01ch.Watton LC at 14m. 44chs.

The above AOCR level crossings have been converted to Automatic Half-Barrier operation.

(35)

NS. 34/88
12-18.11.88SECTION 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 13 NOVEMBER - YORK STATION NORTH TO SKELTON JUNCTION - STAGE 5

Reference should be made to the diagrams (Stage 5) included in this notice.

The Northern exit from platform 16 will be realigned along the Northern face of the platform. The temporary Buffer Stops at the Northern end of platforms 14 and 15 will be removed, and these platforms will be connected into a revised layout giving access to the Down Main line and a new Down Clifton Loop

The former Down Clifton Loop will be taken out of use, a temporary Buffer Stop will be provided between the A.C.E. Siding and the former Down Clifton Loop.

All points at Clifton will be secured out of use for through running along the Up Main and the Down Main, and from the Down Clifton Loop to the Loco line. The only remaining worked points being those shown on the diagrams.

Clifton Carriage Sidings will become wholly A.C.E. Sidings. A "Stop and Await Instructions" Notice Board will be provided in the A.C.E. Siding to protect Clifton Sidings.

The former Up Clifton Goods from Skelton Junction will become an A.C.E.'s Siding. Up Main signal SJ2 will only show a subsidiary aspect with Position 1 Junction Indicator when applicable to this siding.

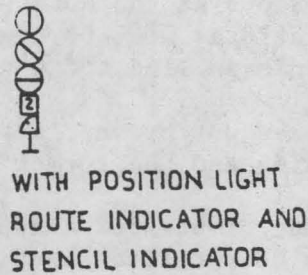
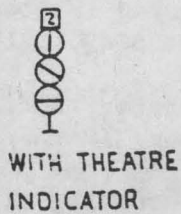
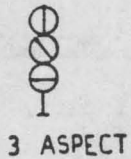
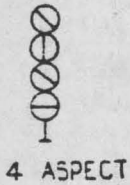
Drivers should particularly note the position of Y.191 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

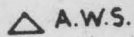
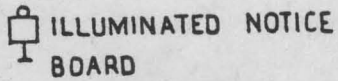
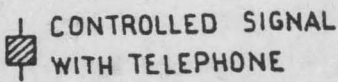
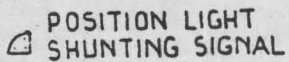
DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



- ⊖ GREEN
- ⊙ YELLOW
- ⊖ RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



*¹ STOP. PROCEED IF
LINE CLEAR

*² STOP. TELEPHONE

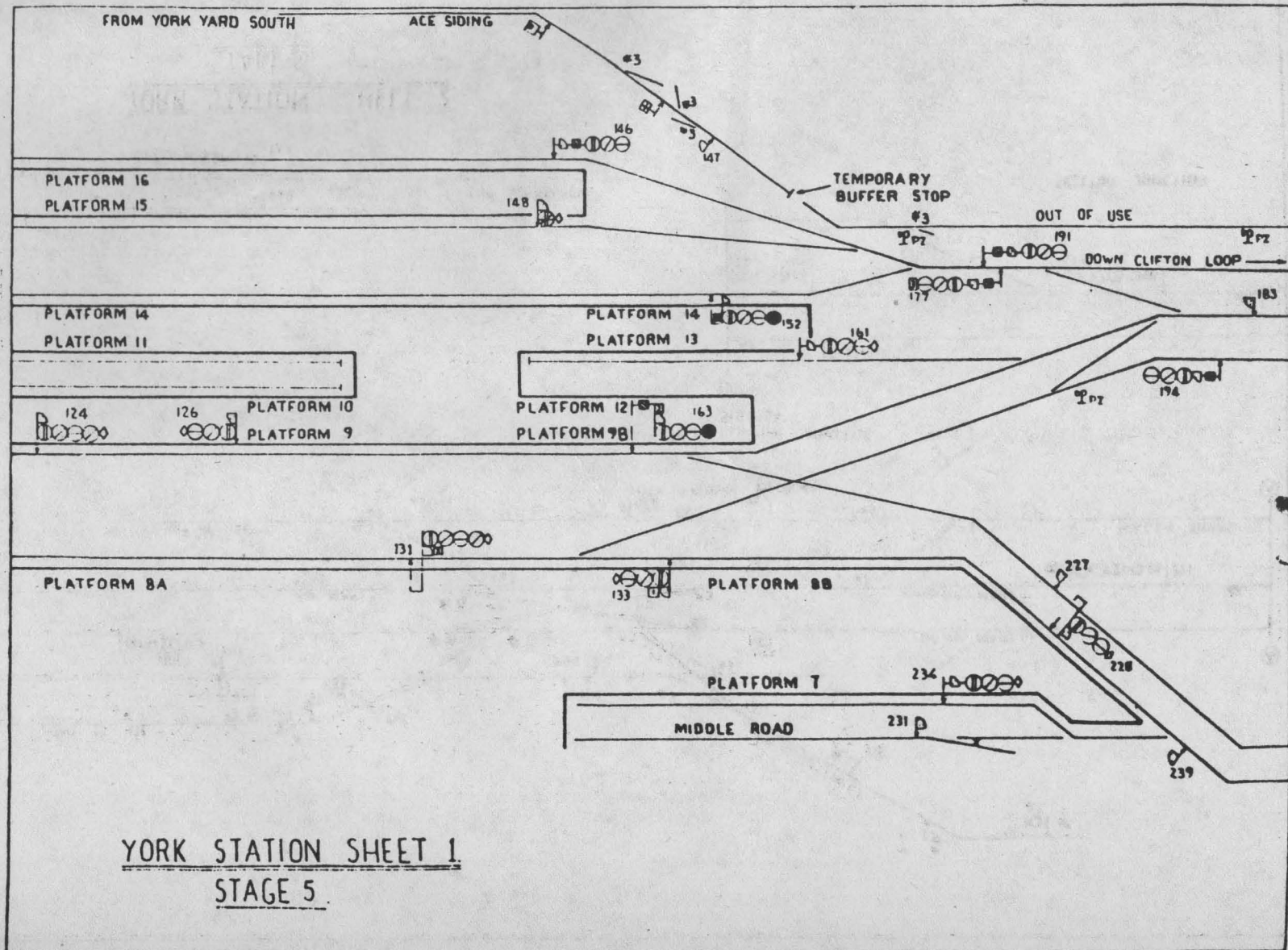
*³ POINTS FIXED AS
SHOWN.

CS CLIFTON CARRIAGE SIDINGS

*⁴ STOP. AWAIT
INSTRUCTIONS.



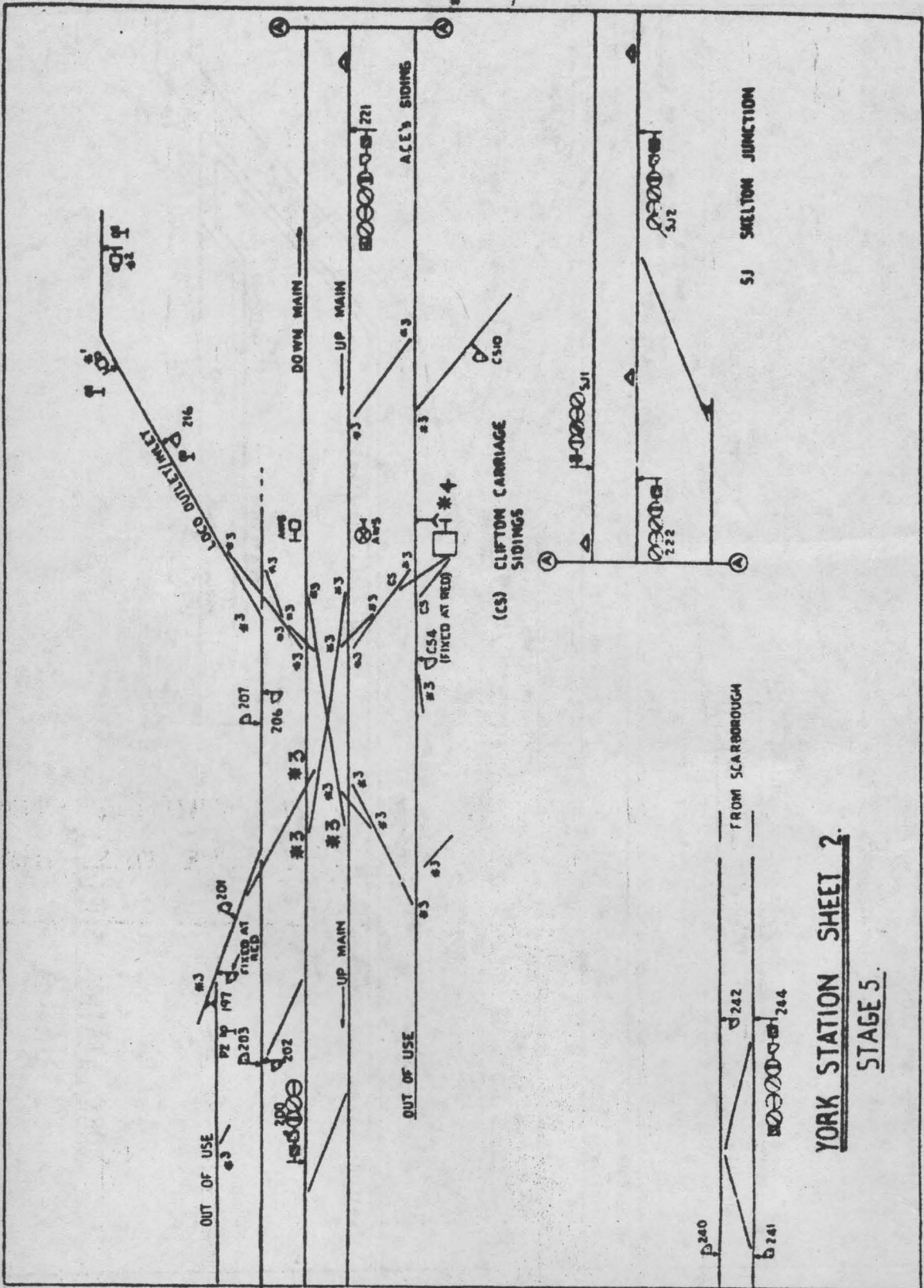
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 1
STAGE 5.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SHEET 2.

STAGE 5.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 13 NOVEMBER - THORNE JUNCTION

A new Private Siding for Boothferry Borough Council will be brought into use at Thorne Junction. The dead-ended single siding will be located on the Up Side towards Stainforth at approximately 250 yds. from Thorne Junction, and is connected into the Up Scunthorpe Slow line via trailing and associated trap points.

A new Up Siding exit Ground Position Light Signal, plated 1109, will be provided with one route only reading towards Down Hull Signal D635. An adjacent telephone will be provided communicating with Doncaster signal box.

A new elevated Position Light Signal, plated 1108, equipped with a 3-way Stencil Indicator will be provided positioned on the Up Scunthorpe Slow between the existing Up Scunthorpe Fast to Up Scunthorpe Slow connection and the Up Scunthorpe Slow to Down Hull connection. This signal will apply in the Down (backing) direction from the Up Scunthorpe Slow/Down Hull lines and will be routed as follows:-

<u>Route To</u>	<u>Indication</u>
Down Scunthorpe Slow (Signal D637)	G
Down Scunthorpe Fast (Signal D639)	D
Up Private Siding	S

The new elevated Position Light Signal 1108 will also show a proceed aspect and appropriate indication when Up Hull Signal D634 is routed across Thorne Junction towards the Down Scunthorpe Fast or Down Scunthorpe Slow.

The existing Ground Position Light Signal, plated 1108, and associated 3-way Stencil Indicator, presently located on the Down Hull line at clearance to the Up/Down Hull Single line junction connection, will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBENTLEY LANE LEVEL CROSSING

The Level Crossing has been reduced to a public footpath crossing only.

Staff have been withdrawn from the crossing and vehicular crossing equipment has been removed.

(35)

YORK HOLGATE

Up Holgate Loop Ground Position Light signal No.48 has been repositioned 250 yards South of Holgate Bridge and has been fixed at Red.

A temporary Buffer Stop has been provided immediately beyond this signal.

The remainder of the Up Holgate Loop has been taken out of use pending removal.

3-aspect signal No.30 and Ground Position Light signal No.46 have been abolished.

(35)

* * YORK STATION NORTH END (STAGE 2)

*

Signalling to and from Platforms 9B and 13 has been reinstated in connection with the provision of new Down and Up Main lines between York station North end and Clifton.

The former Clifton Bank Loop (temporary Up Main) has been taken out of use.

Reference should be made to the diagrams (Stage 2) included in this notice.

Signalling Alterations

The following signals have been abolished :-

4-aspect signal No. 132

3-aspect signal No. 164

Ground Position Light signals 169, 171 and 187

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** YORK STATION NORTH END (STAGE 2) - continued

*

The following signals have been fixed at Red :-

4-aspect signal 165

Ground Position Light signals 127, 128 and 129

3-aspect signal No. 194 has been repositioned on the new Up Main line, 35 yards further north and will now apply to Platform 8 only. The associated Theatre Type Route Indicator has been abolished.

The rear aspect of the Theatre Type Route Indicator on Up Main 4-aspect signal Y221 has been abolished.

A new 3-aspect signal No. 200 has been provided on the Down Main at 0 miles 46 chains and applies to SJ1 signal with associated Position Light Routes to Loco, Up Goods Limit of Shunt and Clifton Sidings.

A new Ground Position Light Signal No. 183 has been provided on the Down Main at 0 miles 42 chains applying to Platforms 8, 9 and 13.

(34)

** YORK STATION (STAGE 3)

*

Signalling to and from the North end of York station to platforms 14, 15 and 16 has been disconnected.

Reference should be made to the diagrams (Stage 3) included in this notice.

The Middle Siding between platforms 14 and 15 and the Engine Line adjacent to platform 16 has been abolished.

Temporary slues have been provided at the North end permitting access between platform 16 and the Up/Down Clifton Loop.

Buffer Stops, together with Notice Boards worded "Drivers Stop Here" have been provided at the North end of platforms 14 and 15. The Buffer Stops on platform 14 have been fitted with a Red light.

The following signals have been abolished :-

Engine Line Ground Position Light Nos. 89 and 145.

Middle Siding Ground Position Light Nos. 94 and 149.

Platform 14 3-aspect No. 152.

Ground Position Light No. 175.

Platform 15 " " " No. 150.

Platform 16 " " " No. 147.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * YORK STATION (STAGE 3) - continued

*

Platform 15 signal No. 148 (at the new Buffer Stops) has been fixed at Red.

Platform 16, 3-aspect signal No. 146 has been repositioned 135 yards further South.

The A.C.E. Sidings have been provided with new Trap Points and new Ground Position Light signals Nos. 145 and 147.

The Theatre Type Route Indicator on Up/Down Clifton Loop 3-aspect signal No. 177 has been altered to display only one route indication (towards platform 16). (34)

YORK STATION (STAGE 4)

The Up and Down Main Through lines together with the scissors connection to Platform 9 have been taken out of use pending removal.

The following associated signals have been abolished:-

3-Aspect No. 104
" No. 107

Ground Position Light No. 120
" " " No. 121
" " " No. 122
" " " No. 123

4-Aspect No. 125

Ground Position Light No. 127
" " " No. 128
" " " No. 129

4-Aspect No. 165

(36)

BETWEEN TODMORDEN AND HEBDEN BRIDGE

The Up Goods Loop at Eastwood has been removed together with the associated 3 aspect colour light signal PN 308.

The position 1 junction indicator and the position light signal has been taken away from PN 306 signal.

(36)

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

*

The trailing connection from the Down Goole line to the Down Sidings at Knottingley L.C. has been removed.

The following Ground Position Light Signals have been abolished :-

Down Goods K427

Down Siding exit signal No. K426

(34)

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 WEST JUNCTION

The former Up Viaduct line has been reinstated at a Siding 433 yards long. Trap points have been provided at the exit from the siding.

"D" line signal No. L102 has been provided with a new Subsidiary signal applying into the siding.

A Ground Position Light signal L114 has been provided at the exit from the siding and applies towards "D" line.

(35)

LEEDS (STOURTON) FREIGHTLINER TERMINAL

The sidings in the Crane area have been extended by 196 feet and all three sidings can accommodate 25 Freightliner wagons.

(36)

PECKFIELD

The route from Up Line Ground Position Light signal P14 to the Limit of Shunt on Micklefield Up Line Platform has been disconnected and the Limit of Shunt Board removed.

(36)

** BETWEEN BEVERLEY AND DRIFFIELD

*

Lockington and Beswick Automatic Open Level Crossings, have been converted to Automatic Half Barriers.

(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN BEVERLEY AND DRIFFIELD

Kilwick LC at 14m. 01ch.

Watton LC at 14m. 44chs.

The above AOCR level crossings have been converted to Automatic Half-Barrier operation.

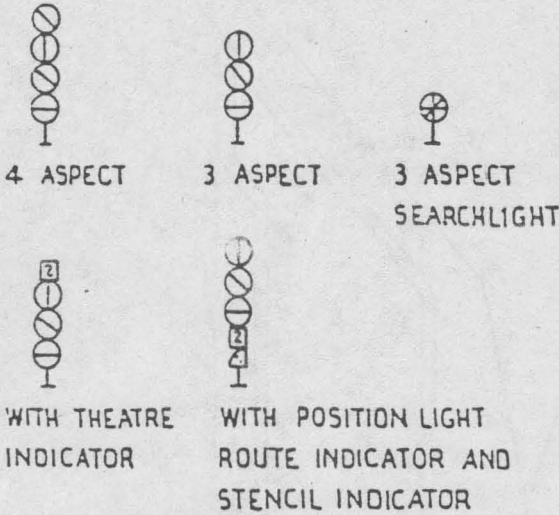
(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



- ⊕ GREEN
- ⊙ YELLOW
- ⊖ RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



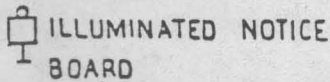
*¹ STOP, PROCEED IF
LINE CLEAR



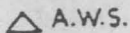
*² STOP TELEPHONE



*³ POINTS FIXED AS
SHOWN.

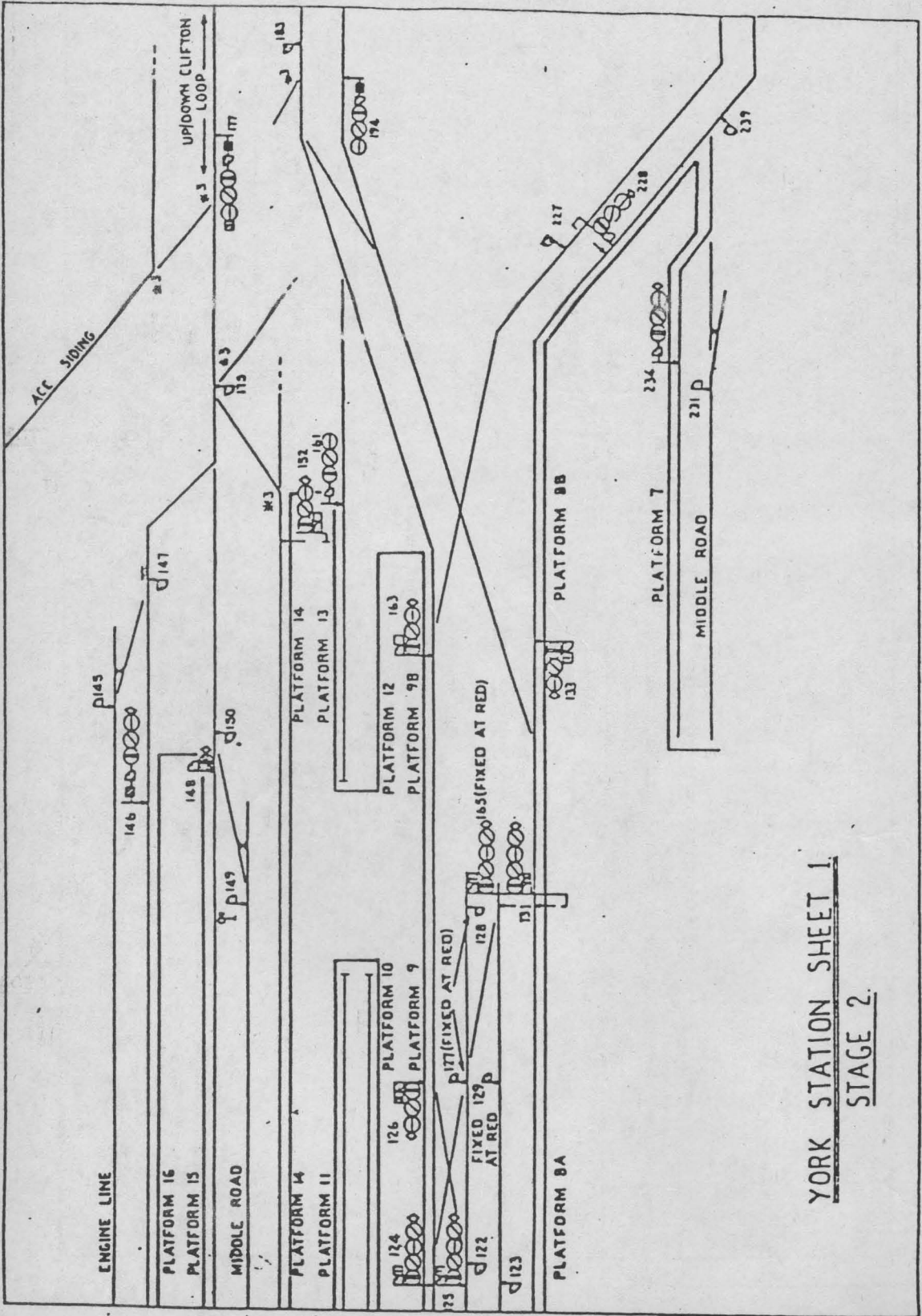


CS CLIFTON CARRIAGE SIDINGS



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

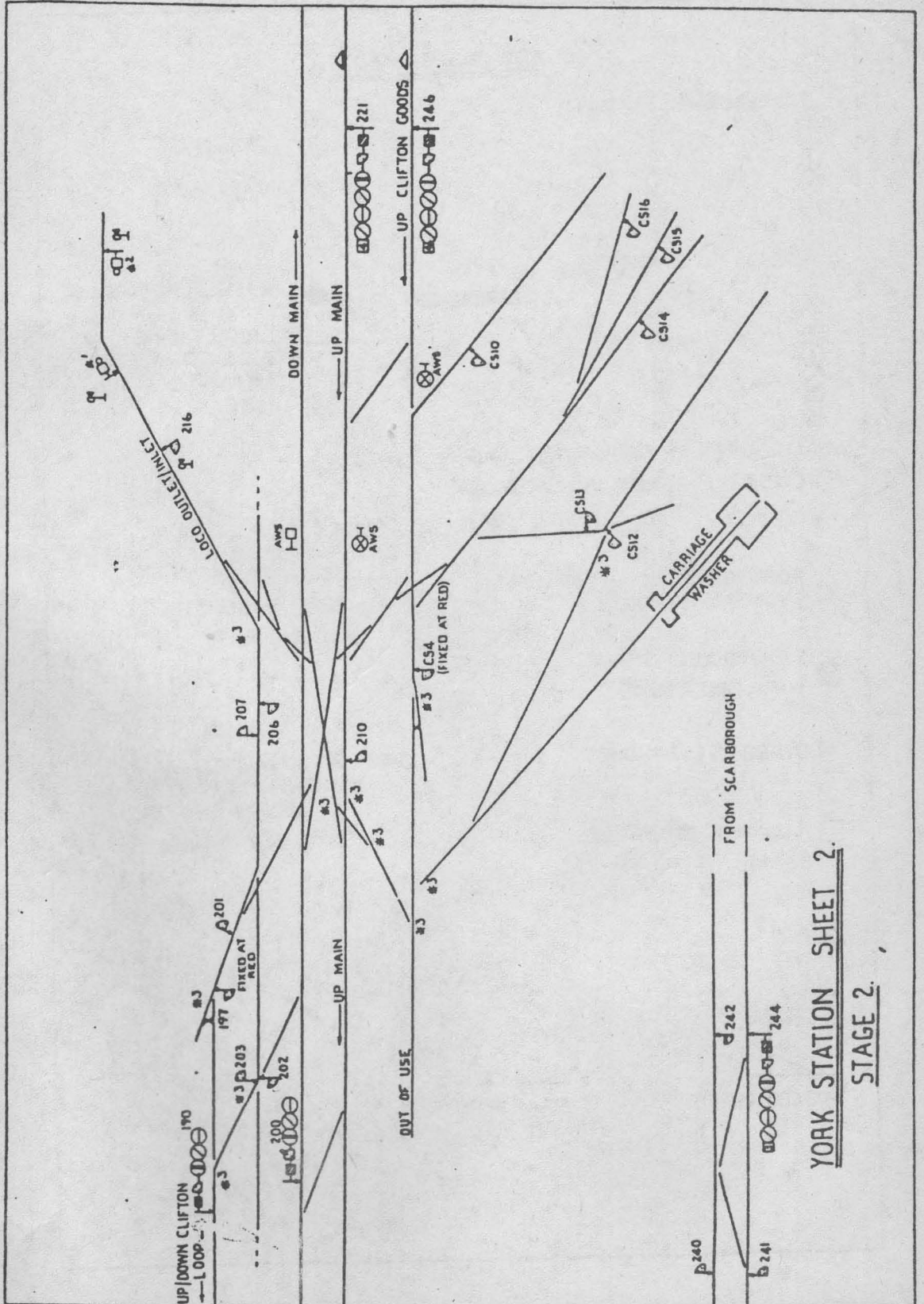
DETAILS OF WORK ALREADY CARRIED OUT - continued



YORK STATION SHEET 1
STAGE 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



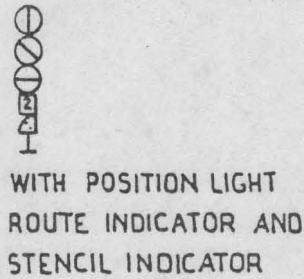
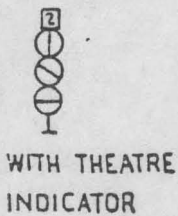
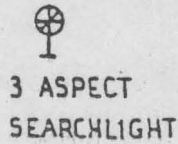
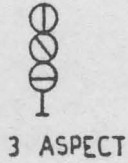
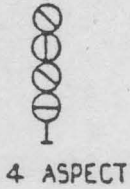
YORK STATION SHEET 2.
STAGE 2.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

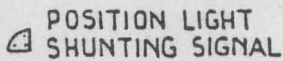
DETAILS OF WORK ALREADY CARRIED OUT - continued

KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



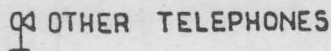
- ⊖ GREEN
- ⊙ YELLOW
- ⊖ RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



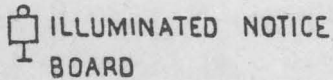
*¹ STOP, PROCEED IF
LINE CLEAR



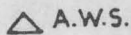
*² STOP TELEPHONE



*³ POINTS FIXED AS
SHOWN.

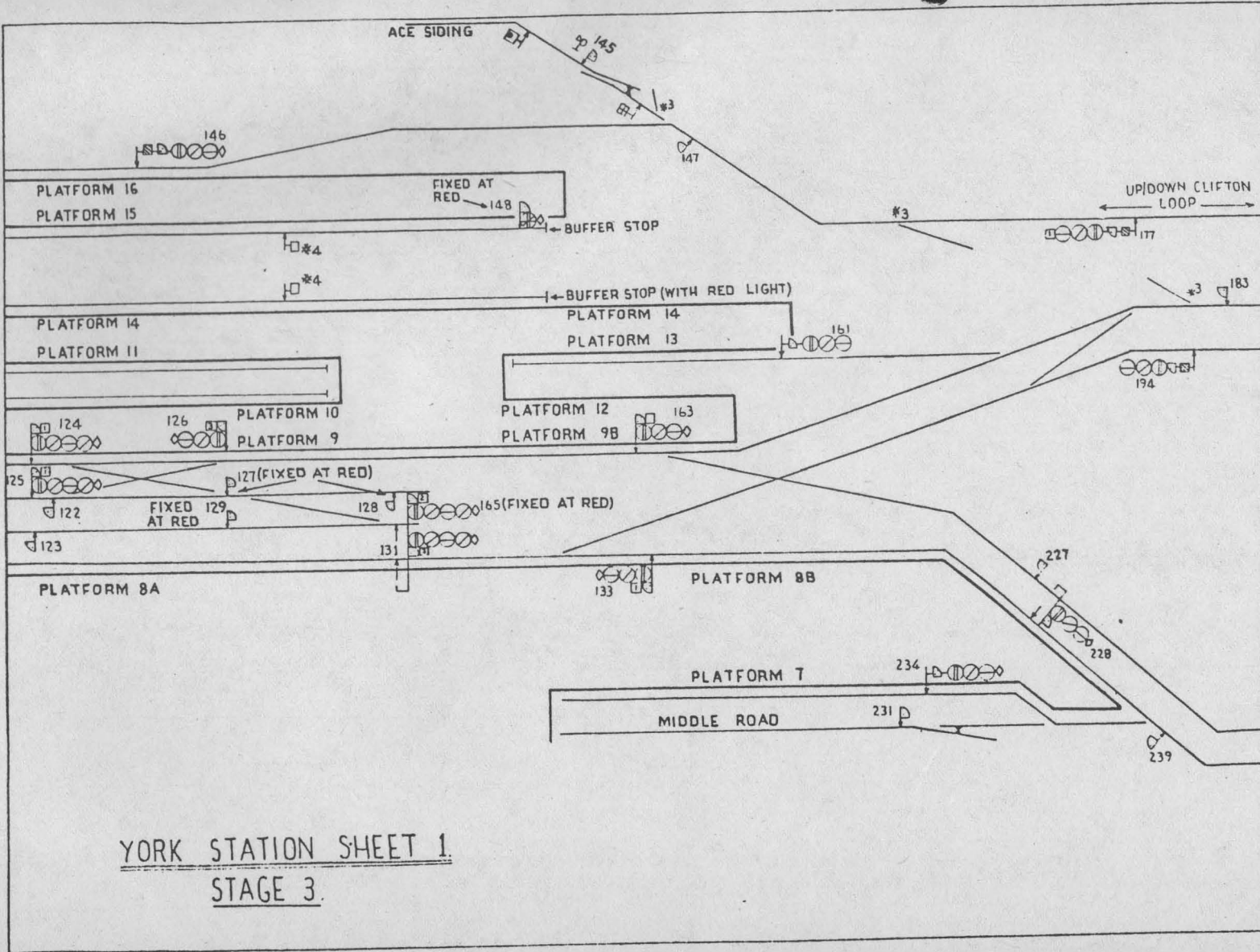


CS CLIFTON CARRIAGE SIDINGS



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

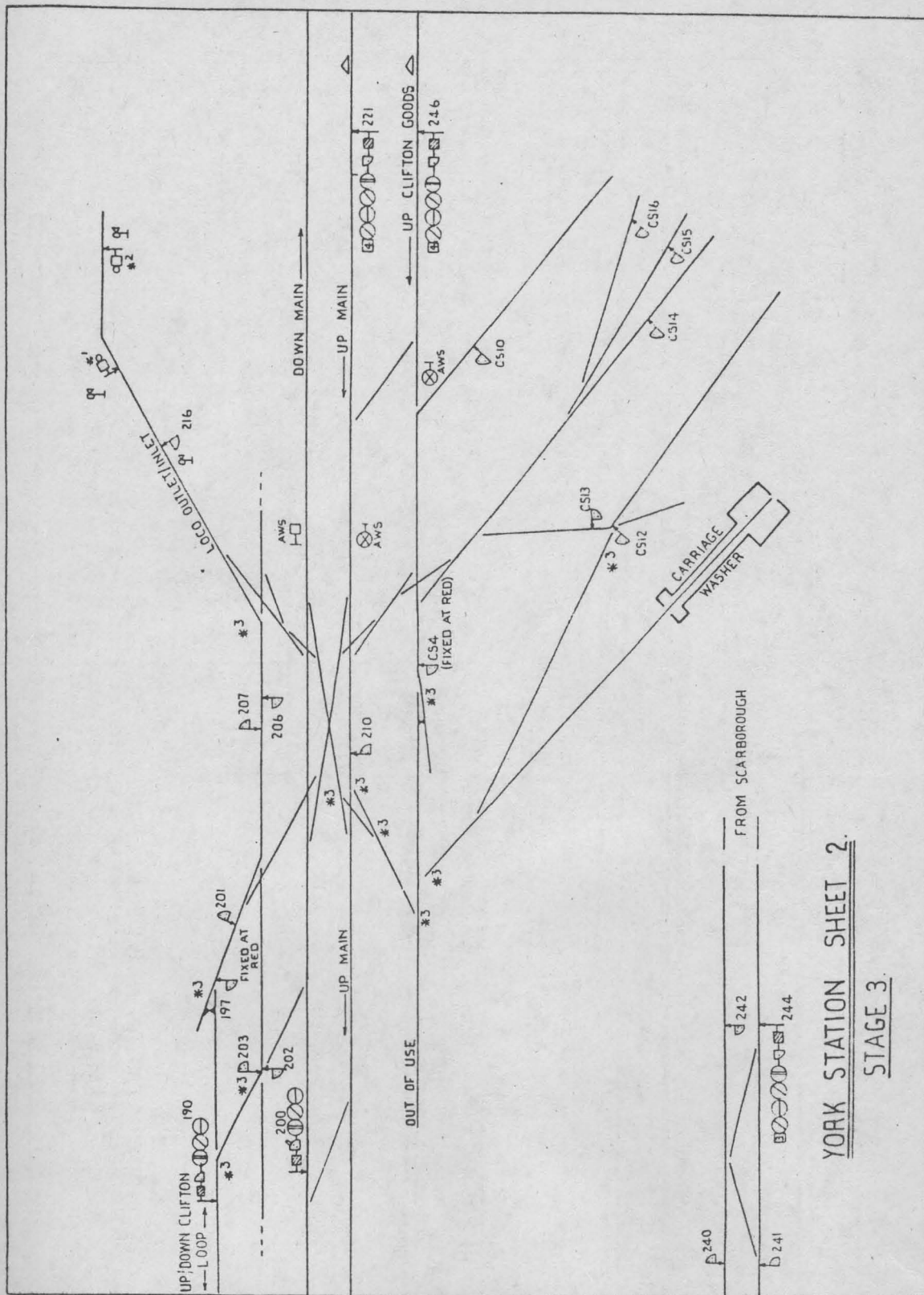
DETAILS OF WORK ALREADY CARRIED OUT - continued



YORK STATION SHEET 1.
STAGE 3.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



YORK STATION SHEET 2.
STAGE 3.

SECTION DGENERAL 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.

RULE BOOK (BR.87109)SECTION HClause 3.2.1 Delete final sentence and substitute :-

If required to work a D.O. train, he must also check that a spare tail lamp or hand lamp is available except where built-in red lights or red blinds are provided. On a freight train a brake stick must also be available.

Clause 5.1.3 Delete and substitute:-

5.1.3 After ensuring that all is in order so far as he is concerned and that station work is complete at a platform where staff are not in attendance, the Guard must where practicable see that the signal (where provided) is cleared and then indicate to the Driver that the train is ready to start.

(12D)

GENERAL APPENDIX (BR.29944)INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF
ENGINEERS' SELF-PROPELLED "ON-TRACK" MACHINESPage 4.11

Clause 25 - Add to list of machines

Permaquip High Capacity TrolleyPage 4.13

Add new clause 31A

31A Permaquip High Capacity Trolley

The machine must not work on an electrified line unless an isolation has been made and a Permit to Work issued.

If the adjacent line is under Absolute Possession and is being used by Engineer's train or On-track machine, the Person in Charge of the Possession must not give permission for the machine to be put on the line until a handsignalman has been provided to stop trains on the line under Absolute Possession.

(12D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedWORKING MANUAL FOR RAIL STAFF (BR.30054)PART 3 : PINK PAGESSection F : Clause F3/16

Amend the entry for Leeds to read as follows :-

LEEDS 0532-442608*

†033-2763

(12D)

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES,POWER STATIONS AND OTHER UNLOADING TERMINALSSELBY MINEPage 24Add Working of trains on North Siding.

1. Arriving Trains

The illumination of the "Off" indicator for signal 5926 with stencil "N" will be the Driver's authority to commence setting back into the North Siding and the provisions of the Rule Book Section J Clauses 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on any handsignal from the ground. He must not exceed a speed of 3 m.p.h. reducing to $\frac{1}{2}$ m.p.h. through the hopper and ensure that when bringing the train to a final stand, the locomotive is opposite the "Propelled trains locomotive stop board".

2. Unloading

Upon clearance of signal B1 and under the authority of the unloading signals the Driver must haul the train over the hopper for unloading at a speed not exceeding $\frac{1}{2}$ mph and after coming to a stand upon completion of unloading he will be authorised to set back and he must bring the train to a stand on the approach side of signal 5921/unloading signal B.

3. Departing trains

- 3.1 The Train Preparer must advise the Signaller when the train is ready to depart.
- 3.2 After the train has been signalled to the Down Main line, setting back into the Down Goods Loop for run-round purposes must be made in accordance with the procedure set out in Clause 1.

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

4. Crippled Wagons

- 4.1 The Rolling Stock Technician must operate the cripple indicator should a crippled wagon need to be detached from a train and the Train Preparer must, upon display of the "C" indicator, obtain two portable radio sets from the Bunker Operator for the use of himself and the driver, and carry out a transmission test with the Driver. All instructions relating to the shunting operations must then be transmitted by radio.
- 4.2 All radio instructions must be acknowledged and must be preceded by the words "Train Preparer to Driver" and vice versa. Strict radio discipline must be maintained.
- 4.3 Should radio messages cease to be received or acknowledged at any time the Driver must stop the train until communication is restored.
- 4.4 The Train Preparer must obtain the key for the padlock securing the clip on the cripple siding points, from the control room and operate the points as required. He must ensure that all lineside equipment has been cleared from the line by the Hopper Operator, and remains so until shunting has been completed and the train has been drawn forward to the outlet signal.
- 4.5 The Train Preparer must inform the Bunker Operator when shunting has been completed and the train is ready to depart, collect the portable radio set from the Driver and return both sets to the Bunker Operator.

(12D)

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, BLACK CARR JN TO BERWICK</u>					
<u>Page 18</u>					
<u>Delete</u>	Bentley Lane LC	157 22			
<u>NORMANTON, ALTOFTS JN TO COLTON NORTH JN</u>					
<u>Page 76</u>					
At	Altofts Jn				
<u>Delete</u>	from Remarks				AWS provided on all passenger lines between Castleford Gates and Colton North Jn.
<u>METHLEY JN TO WHITWOOD</u>					
<u>Page 78</u>					
At	Methley Jn				
<u>Delete</u>	from Remarks				AWS not provided.
<u>Page 78 (As amended)</u>					
	Between Methley Jn and Whitwood				
<u>Amend</u>			$\frac{10}{20}$	<u>0½ m.p. and 1 m.p.</u>	

NS-52

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
<u>Page 85</u>					
At	Dearne Jn				
<u>Amend</u>	Dearne Jn (See page 87)	168 53		<u>15</u>	<u>To Manvers Colliery Branch</u>
<u>Page 85</u> (as amended)					
	Between Moorthorpe Jn and <u>Pontefract Baghill</u>				
<u>Delete</u>			<u>30</u>		<u>9m. 15chs. and 7m. 50chs.</u>
<u>Add</u>			<u>30</u> <u>40</u>		<u>8m. 65chs. and 7m. 50chs.</u>
<u>Page 87</u>					
<u>Add</u>					
	<u>MANVERS COLLIERY BRANCH</u>		<u>15</u>	<u>15</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
┆	Dearne Jn	0 73			
┆	(see page 85)				
┆					
01T					
┆					
┆					
┆	End of Branch	0 13			

NS-53

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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>HULL TO SEAMER WEST</u>					
<u>Page 105</u>					
<u>Amend</u> location Lockington LC (AHB-X)					
<u>Amend</u> location Beswick LC (AHB-X)					
<u>Amend</u> location Kilnwick LC (AHB-X)					
<u>Amend</u> location Watton LC (AHB-X)					(12D)

NS-54

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTH AREA) - continuedTABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF
TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
<u>Page 145 Add:-</u> Manvers Colliery Branch	Tinsley	Train Crew Supervisor.

(12D)

LOCAL INSTRUCTIONSYORKPage 174Add

Train arrivals Platform 9 Drivers of South bound HST and locomotive hauled trains must stop these trains at the temporary stop board lettered "S".

(12D)

Note Snaitth Road LC @ 70m 17c (AOCL)
Converted to AMBS 27.11.88 per NS 36.
NS-34

NS.35/88
19-25.11.88

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 NOVEMBER - BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION

Snaitth Station Level Crossing at 68m. 13chs.

Down Direction

The crossing speed will be reduced to 20 mph for all trains. The existing St. Andrews Cross speed indication board, situated 300 yards before reaching the crossing, will be abolished and a new board provided, 260 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

Up Direction

All trains will be required to stop before passing over the crossing. The existing St. Andrews Cross speed indication board, situated 235 yards before reaching the crossing, will be abolished. 2-aspect signal G54, situated 28 yards before reaching the crossing will be abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light will be positioned on the left hand side of the line, 28 yards before reaching the crossing. An emergency plunger will be provided on the same post, in a locked cabinet, unlocked by the drivers key.

Rawcliffe Level Crossing at 70m. 75chs.

Down Direction

All trains will be required to stop before passing over the crossing. The existing St. Andrews Cross Speed Indication Board situated 395 yards before reaching the crossing, will be abolished. 2-aspect signal G59, situated 27 yards before reaching the crossing, will be abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light will be positioned on the left hand side of the line, 27 yards before reaching the crossing. An emergency plunger will be provided on the same post, in a locked cabinet, unlocked by the drivers key.

Up Direction

The crossing speed will be reduced to 20 mph for all trains. The existing St. Andrews Cross Speed Indication Board, situated 360 yards before reaching the crossing, will be abolished and a new board provided 240 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 21 NOVEMBER - BETWEEN HEBDEN BRIDGE AND MILNER ROYD JN.

A reflectorised Speed Restriction Warning Indicator will be provided between Hebden Bridge and Milner Royd Jn. on the Down line at 28m. 43chs. giving warning of the permanent speed restriction of 40m.p.h. at 29 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 40m.p.h. speed restriction will be 1254yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(38)

MONDAY 21 NOVEMBER - BETWEEN MILNER ROYD JN. AND HALIFAX

A reflectorised Speed Restriction Warning Indicator will be provided between Milner Royd Jn. and Halifax on the Down line at 31m. 32chs. giving warning of the permanent speed restriction of 30m.p.h. at 31m. 67chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction will be 770yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(38)

MONDAY 21 NOVEMBER - BETWEEN METHLEY JN. AND NORMANTON

A reflectorised Speed Restriction Warning Indicator will be provided between Methley Jn. and Normanton on the Up line at 186m. 27chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction will be 1694yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(38)

MONDAY 21 NOVEMBER - BETWEEN WHITWOOD AND NORMANTON

A reflectorised Speed Restriction Warning Indicator will be provided between Whitwood and Normanton on the Up line at 23m. 25chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction will be 1650yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 21 NOVEMBER - BETWEEN APPERLEY JN. AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Apperley Jn. and Shipley on the Down line at 205m. 7chs. giving warning of the permanent speed restriction of 20m.p.h. at 205m. 61chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction will be 1188yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (38)

MONDAY 21 NOVEMBER - BETWEEN BINGLEY AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Bingley and Shipley on the Up line at 206m. 57chs. giving warning of the permanent speed restriction of 20m.p.h. at 206m. 1ch.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction will be 1232yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (38)

MONDAY 21 NOVEMBER - BETWEEN STEETON AND KEIGHLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Steeton and Keighley on the Up line at 213m. 8chs. giving warning of the permanent speed restriction of 50m.p.h. at 212m. 46chs.

The distance between the Warning Indicator and the commencement of the 50m.p.h. speed restriction will be 924yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (38)

MONDAY 21 NOVEMBER - BETWEEN THORNE NORTH AND THORNE JUNCTION

A reflectorised speed restriction Warning Indicator will be provided between Thorne North and Thorne Junction on the Up line at 8m. 60chs. giving warning of the permanent speed restriction of 35m.p.h. at 8m.p.

The distance between the warning indicator and the commencement of the 35m.p.h. speed restriction will be 1320 yards.

An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator. (38)

NS 36/88
26.11-2.12.88SECTION 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 BSATURDAY 26 AND SUNDAY 27 NOVEMBER - YORK (STAGE 6)

The Loco Inlet & Outlet will be taken out of use in connection with the recovery of Clifton Diamonds. The connection into the A.C.E's Siding (to York Yard South) will also be severed.

The Position Light associated with 3-aspect No.200 signal, together with the following Ground Position Light signals will be abolished :-

197, 201, 207 and 216.

(39)

SUNDAY 27 NOVEMBER - BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTIONSnaith Road Level Crossing at 70m. 17chs.

The above A.O.C.L. level crossing will be converted to Automatic Half Barrier operation.

The Advance Warning Boards and Crossing Speed Restriction Boards on the approaches to the level crossing will be removed. The Drivers White Lights situated at the crossing will be abolished.

The crossing will be monitored by Goole signal box, and telephones to Goole signal box will be provided.

(39)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION NORTH TO SKELTON JUNCTION - STAGE 5

Reference should be made to the diagrams (Stage 5) included in this notice.

The Northern exit from platform 16 has been realigned along the Northern face of the platform. The temporary Buffer Stops at the Northern end of platforms 14 and 15 have been removed, and these platforms have been connected into a revised layout giving access to the Down Main line and a new Down Clifton Loop.

The former Down Clifton Loop has been taken out of use, a temporary Buffer Stop has been provided between the A.C.E. Siding and the former Down Clifton Loop.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK STATION NORTH TO SKELTON JUNCTION - STAGE 5 - continued

All points at Clifton have been secured out of use for through running along the Up Main and the Down Main, and from the Down Clifton Loop to the Loco line. The only remaining worked points being those shown on the diagrams.

Clifton Carriage Sidings have become wholly A.C.E. Sidings. A "Stop and Await Instructions" Notice Board has been provided in the A.C.E. Siding to protect Clifton Sidings.

The former Up Clifton Goods from Skelton Junction has become an A.C.E.'s Siding. Up Main signal SJ2 only shows a subsidiary aspect with Position 1 Junction Indicator when applicable to this siding.

Drivers should particularly note the position of Y.191 signal.

(37)

* * YORK STATION (STAGE 4)

*

The Up and Down Main Through lines together with the scissors connection to Platform 9 have been taken out of use pending removal.

The following associated signals have been abolished:-

3-Aspect No. 104
" No. 107

Ground Position Light No. 120
" " " No. 121
" " " No. 122
" " " No. 123

4-Aspect No. 125

Ground Position Light No. 127
" " " No. 128
" " " No. 129

4-Aspect No. 165

(36)

* * BETWEEN TODMORDEN AND HEBDEN BRIDGE

*

The Up Goods Loop at Eastwood has been removed together with the associated 3 aspect colour light signal PN 308.

The position 1 junction indicator and the position light signal have been taken away from PN 306 signal.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEBDEN BRIDGE AND MILNER ROYD JN.

A reflectorised Speed Restriction Warning Indicator has been provided between Hebden Bridge and Milner Royd Jn. on the Down line at 28m. 43chs. giving warning of the permanent speed restriction of 40m.p.h. at 29 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 40m.p.h. speed restriction is 1254yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN MILNER ROYD JN. AND HALIFAX

A reflectorised Speed Restriction Warning Indicator has been provided between Milner Royd Jn. and Halifax on the Down line at 31m. 32chs. giving warning of the permanent speed restriction of 30m.p.h. at 31m. 67chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 770yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN METHLEY JN. AND NORMANTON

A reflectorised Speed Restriction Warning Indicator has been provided between Methley Jn. and Normanton on the Up line at 186m. 27chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1694yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN WHITWOOD AND NORMANTON

A reflectorised Speed Restriction Warning Indicator has been provided between Whitwood and Normanton on the Up line at 23m. 25chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1650yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION*Per NS 35**20.11.88*Snaith Station Level Crossing at 68m. 13chs.Down Direction

The crossing speed has been reduced to 20 mph for all trains. The existing St. Andrews Cross speed indication board, situated 300 yards before reaching the crossing, has been abolished and a new board provided, 260 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key has been provided on the same post as the existing Drivers White Light.

Up Direction

All trains are required to stop before passing over the crossing. The existing St. Andrews Cross speed indication board, situated 235 yards before reaching the crossing, has been abolished. 2-aspect signal G54, situated 28 yards before reaching the crossing has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 28 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

Rawcliffe Level Crossing at 70m. 75chs.*Per NS 35**20.11.88*Down Direction

All trains are required to stop before passing over the crossing. The St. Andrews Cross Speed Indication Board situated 395 yards before reaching the crossing, has been abolished. 2-aspect signal G59, situated 27 yards before reaching the crossing, has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 27 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

Up Direction

The crossing speed has been reduced to 20 mph for all trains. The St. Andrews Cross Speed Indication Board, situated 360 yards before reaching the crossing, has been abolished and a new board provided 240 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key, has been provided on the same post as the existing Drivers White Light.

(Amended Item) (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN APPERLEY JN. AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Apperley Jn. and Shipley on the Down line at 205m. 7chs. giving warning of the permanent speed restriction of 20m.p.h. at 205m. 61chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1188yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

BETWEEN BINGLEY AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Bingley and Shipley on the Up line at 206m. 57chs. giving warning of the permanent speed restriction of 20m.p.h. at 206m. 1ch.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1232yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

BETWEEN STEETON AND KEIGHLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Steeton and Keighley on the Up line at 213m. 8chs. giving warning of the permanent speed restriction of 50m.p.h. at 212m. 46chs.

The distance between the Warning Indicator and the commencement of the 50m.p.h. speed restriction is 924yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

M56

**BRITISH RAIL
EASTERN REGION**

NS

37

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 3 DECEMBER
TO
FRIDAY 9 DECEMBER 1988
INCLUSIVE**

Traincrew 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 4 DECEMBER - YORK (STAGE 7)

The Loco Inlet and Outlet line will be further realigned . Existing telephones and Notice Boards worded "Stop Proceed if Line Clear" and "Stop Telephone" will also be re-positioned.

The Junction Indicator and Position Light associated with Skelton Junction Up Main 4-aspect No.2 signal will be abolished.

(40)

SUNDAY 4th DECEMBER - BETWEEN STOURTON AND HUNSLET GOODS JUNCTION

The Departure and Arrival lines at Hunslet Goods Yard and the Up Hunslet Goods line will be abolished.

The connection between the Up Midland line and the Up Hunslet Goods line at Hunslet Station Junction will be clamped out of use pending removal. Part of the former Up Hunslet Goods line from S912 signal will be retained as a Shunt Neck and a Buffer Stop will be provided 200 yards on the Leeds side of S912 signal.

Signalling Alterations

Up Hunslet Goods Signal L901 and Ground Position Light signals L895 L896 and L898 on the Arrival and Departure lines at Hunslet Goods Yard will be abolished.

The Subsidiary signal associated with Down Midland signal L906 (applying towards Up Hunslet Goods line) and the Stencil Route Indications associated with Ground Position Light signals L904 (no. 1 Reception Line) and L905 (Shunt line) will be abolished. L904 and L905 signals will apply to the Down Midland Line (L899 signal) only.

The Stencil Indications associated with Ground Position Light signals S915 (Shunt Spur) and S917 (Up Midland) will be altered to show "S" to Up Hunslet Siding and "N" to Shunt Neck (former Up Hunslet Goods).

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 5 DECEMBER - BETWEEN SALTMARSH AND GILBERDYKE

A Reflectorised Speed Restriction Warning Indicator will be provided between Saltmarshe and Gilberdyke on the Down line at 0m. 63chs. giving warning of the Permanent Speed Restriction of 35 m.p.h. at 0m. 10chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction will be 1166 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (40)

MONDAY 5 DECEMBER - BETWEEN COTTINGHAM AND HULL

A Reflectorised Speed Restriction Warning Indicator will be provided between Cottingham and Hull on the Up line at 1m. 27chs. giving warning of the Permanent Speed Restriction of 25 m.p.h. at 0m. 48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction will be 1298 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (40)

MONDAY 5 DECEMBER - BETWEEN HUTTON CRANSWICK AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator will be provided between Hutton Cranswick and Driffield on the Down line at 18m. 50chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19¼ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction will be 1100 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (40)

MONDAY 5 DECEMBER - BETWEEN NAFFERTON AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator will be provided between Nafferton and Driffield on the Up line at 20m. 25chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19¼ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction will be 990 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** YORK STATION NORTH TO SKELTON JUNCTION - STAGE 5

*

Reference should be made to the diagrams (Stage 5) included in this notice.

The Northern exit from platform 16 has been realigned along the Northern face of the platform. The temporary Buffer Stops at the Northern end of platforms 14 and 15 have been removed, and these platforms have been connected into a revised layout giving access to the Down Main line and a new Down Clifton Loop.

The former Down Clifton Loop has been taken out of use, a temporary Buffer Stop has been provided between the A.C.E. Siding and the former Down Clifton Loop.

All points at Clifton have been secured out of use for through running along the Up Main and the Down Main, and from the Down Clifton Loop to the Loco line. The only remaining worked points being those shown on the diagrams.

Clifton Carriage Sidings have become wholly A.C.E. Sidings. A "Stop and Await Instructions" Notice Board has been provided in the A.C.E. Siding to protect Clifton Sidings.

The former Up Clifton Goods from Skelton Junction has become an A.C.E.'s Siding. Up Main signal SJ2 only shows a subsidiary aspect with Position 1 Junction Indicator when applicable to this siding.

Drivers should particularly note the position of Y.191 signal.

(37)

YORK (STAGE 6)

The Loco Inlet and Outlet line has been realigned in connection with the recovery of Clifton Diamonds. The connection into the A.C.E.'s Siding (to York Yard South) has been severed.

Position Light signal No. 206 has been re-positioned and controls exit from the Loco.

The Position Light associated with 3-aspect No.200 signal, together with the following Ground Position Light signals have been abolished:-

197, 201, 207 and 216.

(Amended Item) (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEBDEN BRIDGE AND MILNER ROYD JN.

A reflectorised Speed Restriction Warning Indicator has been provided between Hebden Bridge and Milner Royd Jn. on the Down line at 28m. 43chs. giving warning of the permanent speed restriction of 40m.p.h. at 29 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 40m.p.h. speed restriction is 1254yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN MILNER ROYD JN. AND HALIFAX

A reflectorised Speed Restriction Warning Indicator has been provided between Milner Royd Jn. and Halifax on the Down line at 31m. 32chs. giving warning of the permanent speed restriction of 30m.p.h. at 31m. 67chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 770yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN METHLEY JN. AND NORMANTON

A reflectorised Speed Restriction Warning Indicator has been provided between Methley Jn. and Normanton on the Up line at 186m. 27chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1694yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN WHITWOOD AND NORMANTON

A reflectorised Speed Restriction Warning Indicator has been provided between Whitwood and Normanton on the Up line at 23m. 25chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1650yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTIONSnaith Road Level Crossing at 70m. 17chs.

The above A.O.C.L. level crossing has been converted to Automatic Half Barrier operation.

The Advance Warning Boards and Crossing Speed Restriction Boards on the approaches to the level crossing have been removed. The Drivers White Lights situated at the crossing have been abolished.

The crossing is monitored by Goole signal box, and telephones to Goole signal box have been provided.

(39)

BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTIONSnaith Station Level Crossing at 68m. 13chs.Down Direction

The crossing speed has been reduced to 20 mph for all trains. The existing St. Andrews Cross speed indication board, situated 300 yards before reaching the crossing, has been abolished and a new board provided, 260 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key has been provided on the same post as the existing Drivers White Light.

Up Direction

All trains are required to stop before passing over the crossing. The existing St. Andrews Cross speed indication board, situated 235 yards before reaching the crossing, has been abolished. 2-aspect signal G54, situated 28 yards before reaching the crossing has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 28 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION - continuedRawcliffe Level Crossing at 70m. 75chs.Down Direction

All trains are required to stop before passing over the crossing. The St. Andrews Cross Speed Indication Board situated 395 yards before reaching the crossing, has been abolished. 2-aspect signal G59, situated 27 yards before reaching the crossing, has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 27 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

Up Direction

The crossing speed has been reduced to 20 mph for all trains. The St. Andrews Cross Speed Indication Board, situated 360 yards before reaching the crossing, has been abolished and a new board provided 240 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key, has been provided on the same post as the existing Drivers White Light.

(38)

BETWEEN APPERLEY JN. AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Apperley Jn. and Shipley on the Down line at 205m. 7chs. giving warning of the permanent speed restriction of 20m.p.h. at 205m. 61chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1188yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

BETWEEN BINGLEY AND SHIPLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Bingley and Shipley on the Up line at 206m. 57chs. giving warning of the permanent speed restriction of 20m.p.h. at 206m. 1ch.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1232yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN STEETON AND KEIGHLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Steeton and Keighley on the Up line at 213m. 8chs. giving warning of the permanent speed restriction of 50m.p.h. at 212m. 46chs.

The distance between the Warning Indicator and the commencement of the 50m.p.h. speed restriction is 924yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

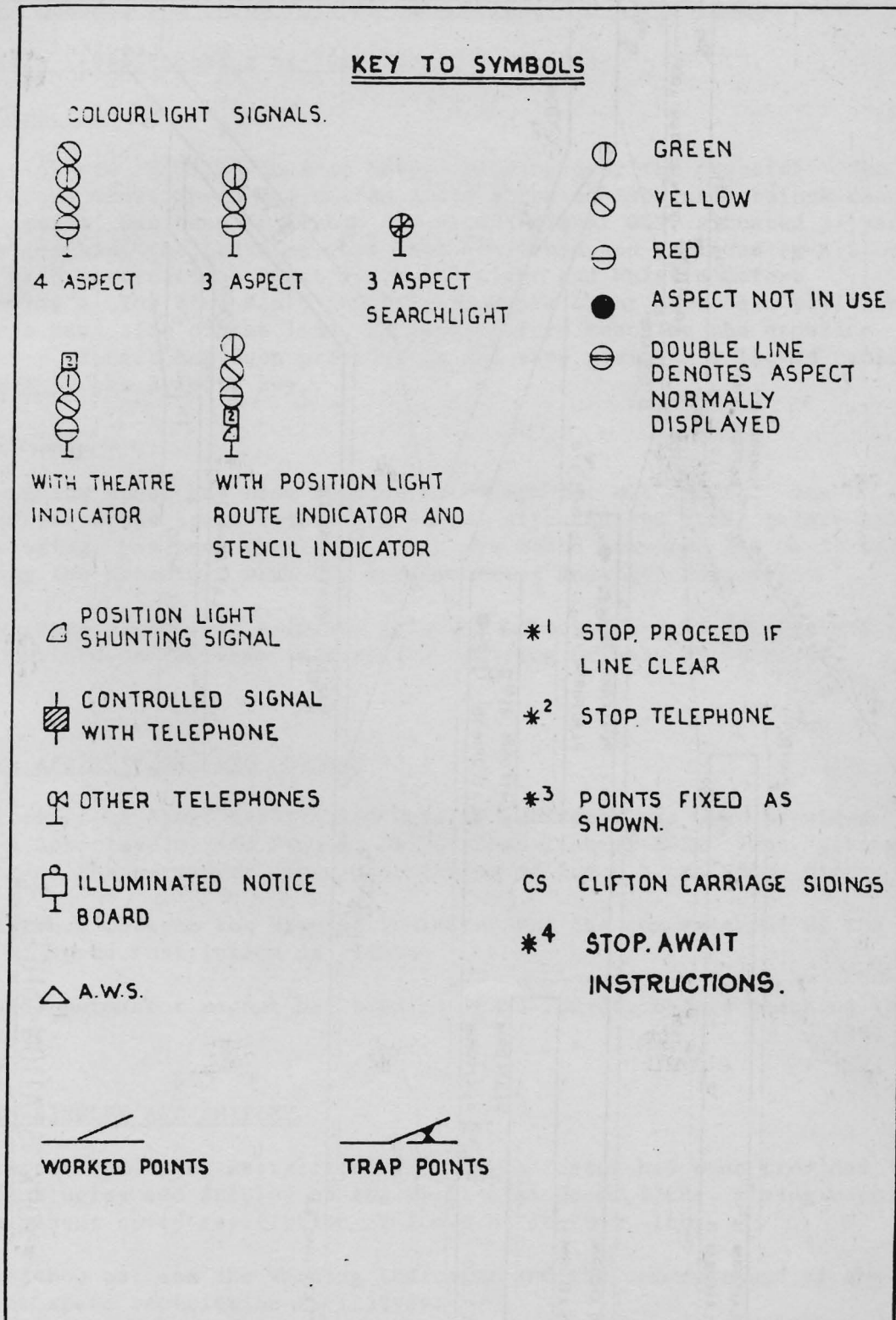
LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

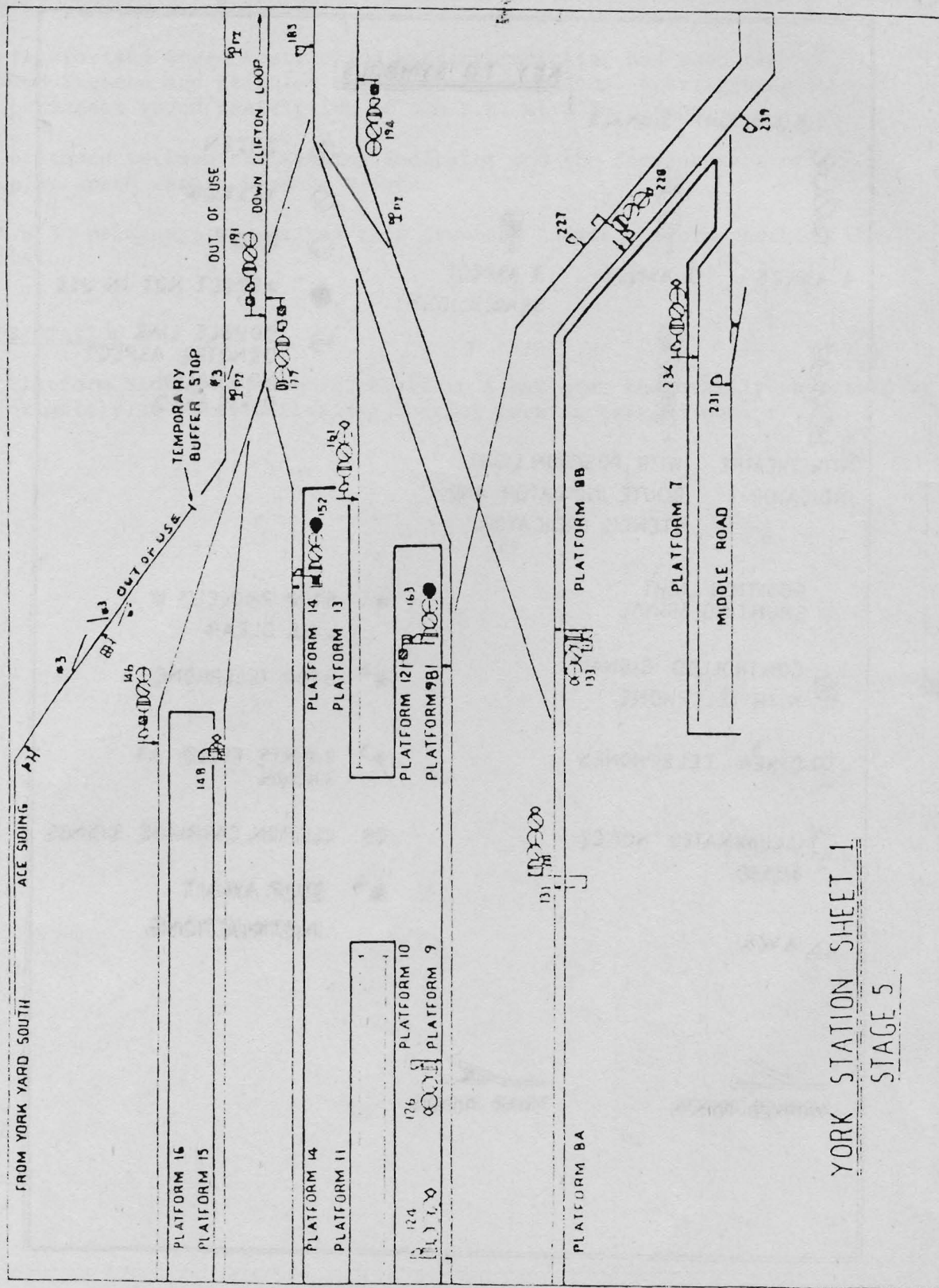
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

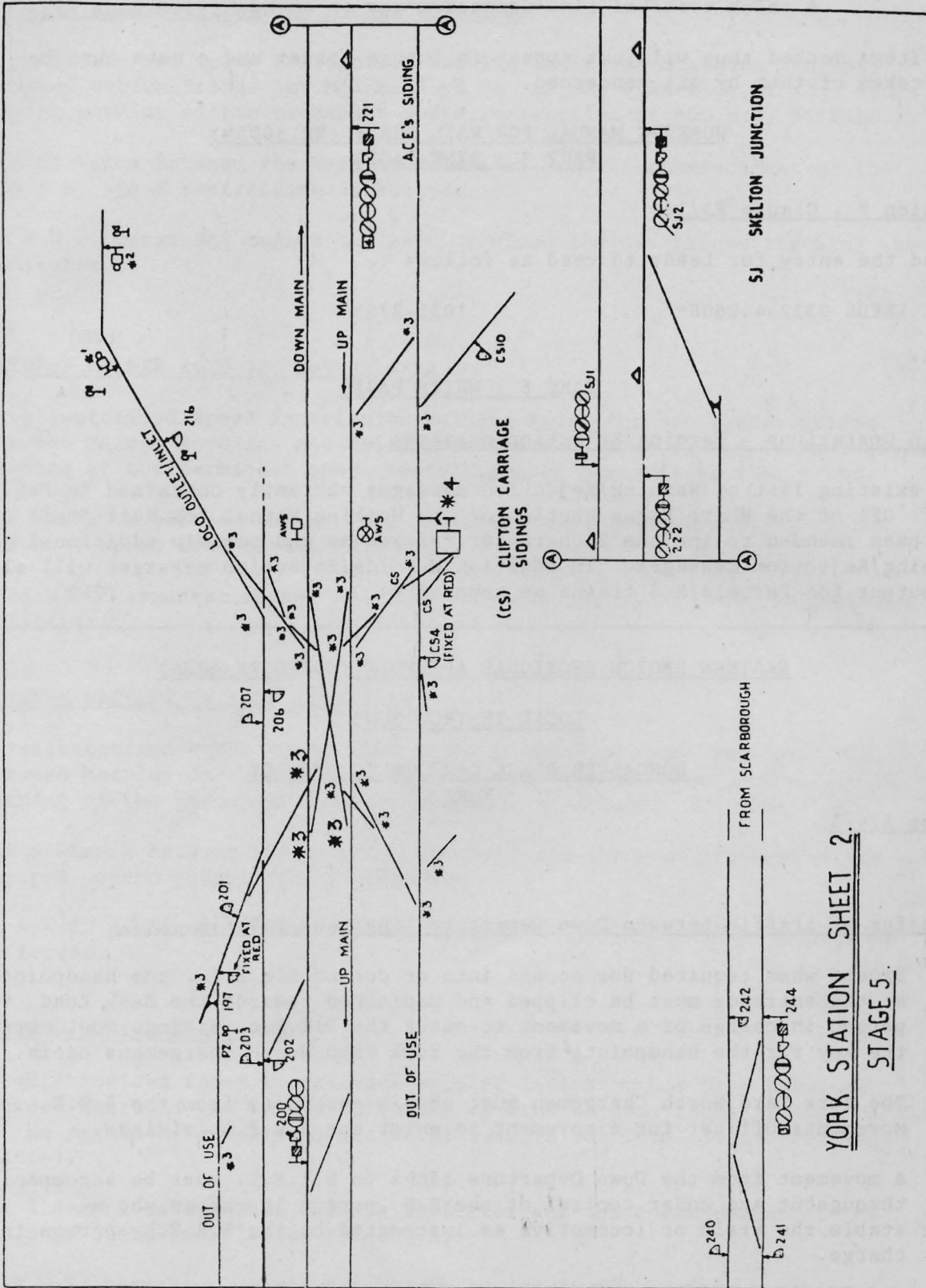
DETAILS OF WORK ALREADY CARRIED OUT - continued



YORK STATION SHEET 1
STAGE 5

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 BMONDAY 12 DECEMBER - BETWEEN ECCLESFIELD WEST AND WINCOBANK JUNCTION

A reflectorised Speed Restriction Warning Indicator will be provided between Ecclesfield West and Wincobank Junction on the Up line at 163m. 36chs. giving warning of the permanent speed restriction of 40 m.p.h. at 162m. 35chs.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction will be 1782 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

MONDAY 12 DECEMBER - BETWEEN WOMBWELL AND BARNESLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Wombwell and Barnsley on the Down line at 7m. 11chs. giving warning of the permanent speed restriction of 20/35 m.p.h. at 6m. 43chs.

The distance between the Warning Indicator and the commencement of the 20/35 m.p.h. speed restriction will be 1056 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

MONDAY 12 DECEMBER - BETWEEN DARTON AND BARNESLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Darton and Barnsley on the Up line at 52m. 16chs. giving warning of the permanent speed restriction of 35 m.p.h. at 52m. 53chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction will be 814 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 12 DECEMBER - BETWEEN CRIGGLESTONE JUNCTION AND HORBURY JUNCTION

A reflectorised Speed Restriction Warning Indicator will be provided between Crigglestone Junction and Horbury Junction on the Down line at 0 $\frac{1}{2}$ m.p. giving warning of the permanent speed restriction of 20 m.p.h. at 0m. 08chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. speed restriction will be 1144 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

MONDAY 12 DECEMBER - BETWEEN STOURTON AND ENGINE SHED JUNCTION

A reflectorised Speed Restriction Warning Indicator will be provided between Stourton and Engine Shed Junction on the Down line at 193m. 55chs. giving warning of the permanent speed restriction of 40m.p.h. at 194m. 37chs.

The distance between the Warning Indicator and the commencement of the 40m.p.h. speed restriction will be 1364yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

MONDAY 12 DECEMBER - BETWEEN KIRKSTALL AND WHITEHALL JUNCTION

A reflectorised Speed Restriction Warning Indicator will be provided between Kirkstall and Whitehall Junction on the Up Shipley line at 196m. 58chs. giving warning of the permanent speed restriction of 30m.p.h. at 195m. 63chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction will be 1650yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (41)

MONDAY 12 DECEMBER - BETWEEN BRAMLEY AND WHITEHALL JUNCTION.

A Reflectorised Speed Restriction Warning Indicator will be provided between Bramley and Whitehall Junction on the Up line at 1m. 23chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 185m. 16chs. (mileage change)

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction will be 2,552 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 12 DECEMBER - BETWEEN NEW PUDSEY AND HAMMERTON STREET.

A Reflectorised Speed Restriction Warning Indicator will be provided between New Pudsey and Hammerton Street on the Down line at 190m. 27chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 191m. 19chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction will be 1,584 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator. (41)

MONDAY 12 DECEMBER - BETWEEN HORSFORTH AND WHITEHALL JUNCTION

A reflectorised Speed Restriction Warning Indicator will be provided between Horsforth and Whitehall Junction on the Up Harrogate line at 0m. 24chs. giving warning of the permanent speed restriction of 30m.p.h. at 195m. 63chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction will be 1012yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (41)

MONDAY 12 TO FRIDAY 16 DECEMBER - BETWEEN LEEDS AND YORK VIA HARROGATE

Reflectorised Speed Restriction Warning Indicators will be provided as follows:-

Between Horsforth and Rigton on the Down line at 10m. 11chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 10m. 47chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction will be 792 yds.

Between Rigton and Harrogate on the Down line at 14m. 50chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 15m. 9chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 858 yds.

Between Rigton and Harrogate on the Down line at 16m. 55chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 17m. 16chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 902 yds.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 12 TO FRIDAY 16 DECEMBER - BETWEEN LEEDS AND YORK VIA HARROGATE - continued

Between Harrogate and Starbeck on the Up line at 18m. 77chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 18m. 23chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction will be 1188 yds.

Between Starbeck and Knaresborough on the Up line at the 17 milepost giving warning of the Permanent Speed Restriction of 25 m.p.h. at 16m. 24chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. Speed Restriction will be 1232 yds.

Between Knaresborough and Cattal on the Up line at 10m. 74chs. giving warning of the Up Direction Permanent Speed Restriction of 20 m.p.h. at 10m. 23chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 1122 yds.

Between Cattal and Hammerton on the Up line at 9m. 36chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 8m. 56chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 1320 yds.

Between Starbeck and Harrogate on the Down line at 19m. 67chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 20m. 21chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 748 yds.

Between Knaresborough and Starbeck on the Down line at 17m. 45chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 18m. 13chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction will be 1056 yds.

Between Harrogate and Rigton on the Up line at 16m. 11chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 15m. 28chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction will be 1386 yds.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 12 TO FRIDAY 16 DECEMBER - BETWEEN LEEDS AND YORK VIA HARROGATE - continued

Between Rigton and Horsforth on the Up line at 11m. 21chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 10m. 54chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction will be 1034 yds.

An A.W.S. Permanent Magnet will be provided 200 yds. before reaching each indicator and a cancelling indicator will be provided for movements in the opposite direction on the Single line between Knaresborough and Cattal.

(41)

MONDAY 12 DECEMBER - BETWEEN CROSS GATES AND NEVILLE HILL

A reflectorised speed restriction Warning Indicator will be provided between Cross Gates and Neville Hill on the Up line at 17m. 15chs. giving warning of the permanent speed restriction of 50 m.p.h. at 18½ m.p.

The distance between the warning indicator and the commencement of the 50 m.p.h. speed restriction will be 1870 yards.

An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator.

(41)

DETAILS OF WORK ALREADY CARRIED OUTYORK (STAGE 6)

The Loco Inlet and Outlet line has been realigned in connection with the recovery of Clifton Diamonds. The connection into the A.C.E.'s Siding (to York Yard South) has been severed.

Position Light signal No. 206 has been re-positioned and controls exit from the Loco.

The Position Light associated with 3-aspect No.200 signal, together with the following Ground Position Light signals have been abolished:-

197, 201, 207 and 216.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN STOURTON AND HUNSLET GOODS JUNCTION

The Departure and Arrival lines at Hunslet Goods Yard and the Up Hunslet Goods line have been abolished.

The connection between the Up Midland line and the Up Hunslet Goods line at Hunslet Station Junction has been clamped out of use pending removal. Part of the former Up Hunslet Goods line from S912 signal has been retained as a Shunt Neck and a Buffer Stop has been provided 200 yards on the Leeds side of S912 signal.

Signalling Alterations

● Hunslet Goods Signal L901 and Ground Position Light signals L895, L896 and L898 on the Arrival and Departure lines at Hunslet Goods Yard have been abolished.

The Subsidiary signal associated with Down Midland signal L906 (applying towards Up Hunslet Goods line) and the Stencil Route Indications associated with Ground Position Light signals L904 (no. 1 Reception Line) and L905 (Shunt line) have been abolished. L904 and L905 signals now apply to the Down Midland Line (L899 signal) only.

The Stencil Indications associated with Ground Position Light signals S915 (Shunt Spur) and S917 (Up Midland) have been altered to show "S" to Up Hunslet Siding and "N" to Shunt Neck (former Up Hunslet Goods).

(40)

* * BETWEEN WHITWOOD AND NORMANTON

*

A reflectorised Speed Restriction Warning Indicator has been provided between Whitwood and Normanton on the Up line at 23m. 25chs. giving warning of the permanent speed restriction of 30m.p.h. at 185m. 30chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1650yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

CASTLEFORD CUTSYKE JUNCTION

The facing crossover between the Up and Down Main and the trailing connection in the Down Main leading to the former Glasshoughton Colliery Arrival/Departure line have been taken out of use pending removal.

The Ground Position Light signals at the exit from the Colliery Arrival/Departure line and from the Down Main towards the Colliery Arrival/Departure line have been abolished. The Subsidiary signal associated with Up Main 3-aspect signal CJ 1036 applying towards the Colliery Siding has been abolished.

(New Item) (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTIONSnaith Road Level Crossing at 70m. 17chs.

The above A.O.C.L. level crossing has been converted to Automatic Half Barrier operation.

The Advance Warning Boards and Crossing Speed Restriction Boards on the approaches to the level crossing have been removed. The Drivers White Lights situated at the crossing have been abolished.

The crossing is monitored by Goole signal box, and telephones to Goole signal box have been provided.

(39)

* * BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION

*

Snaith Station Level Crossing at 68m. 13chs.Down Direction

The crossing speed has been reduced to 20 mph for all trains. The existing St. Andrews Cross speed indication board, situated 300 yards before reaching the crossing, has been abolished and a new board provided, 260 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key has been provided on the same post as the existing Drivers White Light.

Up Direction

All trains are required to stop before passing over the crossing. The existing St. Andrews Cross speed indication board, situated 235 yards before reaching the crossing, has been abolished. 2-aspect signal G54, situated 28 yards before reaching the crossing has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 28 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION - continued

*

Rawcliffe Level Crossing at 70m. 75chs.Down Direction

All trains are required to stop before passing over the crossing. The St. Andrews Cross Speed Indication Board situated 395 yards before reaching the crossing, has been abolished. 2-aspect signal G59, situated 27 yards before reaching the crossing, has been abolished and replaced by a Stop Board with instructions "Wait for White Light and Whistle Before Proceeding". The Stop Board and Drivers White Light have been positioned on the left hand side of the line, 27 yards before reaching the crossing. An emergency plunger has been provided on the same post, in a locked cabinet, unlocked by the drivers key.

Up Direction

The crossing speed has been reduced to 20 mph for all trains. The St. Andrews Cross Speed Indication Board, situated 360 yards before reaching the crossing, has been abolished and a new board provided 240 yards before reaching the crossing, with St. Andrews Cross and "20" indication.

An emergency plunger in a locked cabinet, unlocked by the drivers key, has been provided on the same post as the existing Drivers White Light.

(38)

* * BETWEEN APPERLEY JN. AND SHIPLEY

*

A reflectorised Speed Restriction Warning Indicator has been provided between Apperley Jn. and Shipley on the Down line at 205m. 7chs. giving warning of the permanent speed restriction of 20m.p.h. at 205m. 6lchs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1188yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(38)

* * BETWEEN BINGLEY AND SHIPLEY

*

A reflectorised Speed Restriction Warning Indicator has been provided between Bingley and Shipley on the Up line at 206m. 57chs. giving warning of the permanent speed restriction of 20m.p.h. at 206m. 1ch.

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

*

The distance between the Warning Indicator and the commencement of the 20m.p.h. speed restriction is 1232yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

* * BETWEEN STEETON AND KEIGHLEY

*

A reflectorised Speed Restriction Warning Indicator has been provided between Steeton and Keighley on the Up line at 213m. 8chs. giving warning of the permanent speed restriction of 50m.p.h. at 212m. 46chs.

The distance between the Warning Indicator and the commencement of the 50m.p.h. speed restriction is 924yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (38)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

BETWEEN SALTMARSHE AND GILBERDYKE

A Reflectorised Speed Restriction Warning Indicator has been provided between Saltmarshe and Gilberdyke on the Down line at 0m. 63chs. giving warning of the Permanent Speed Restriction of 35 m.p.h. at 0m. 10chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction is be 1166 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN COTTINGHAM AND HULL

A Reflectorised Speed Restriction Warning Indicator has been provided between Cottingham and Hull on the Up line at 1m. 27chs. giving warning of the Permanent Speed Restriction of 25 m.p.h. at 0m. 48chs.

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

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction is 1298 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN HUTTON CRANSWICK AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator has been provided between Hutton Cranswick and Driffield on the Down line at 18m. 50chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19½ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction is 1100 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN NAFFERTON AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator has been provided between Nafferton and Driffield on the Up line at 20m. 25chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19½ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction is 990 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

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 DECEMBER - KNOTTINGLEY

Knottingley Up Goole Automatic signal No.430 will be converted to a controlled signal and replated accordingly.

(42)

SUNDAY 18 DECEMBER - BETWEEN BRIDLINGTON QUAY AND HUNMANBY

Speeton Gate Box together with all signals worked therefrom will be abolished.

Speeton L.C. at 37 miles 34 chains

The above crossing will be converted to Automatic Half Barriers operation. The crossing will be supervised by Bridlington Quay signal box and a telephone communicating with the signal box will be provided.

Permanent Speed Restrictions of 65 m.p.h. will be imposed at 35m. 16chs. approaching the level crossing in the Down direction and at 39m. 37chs. in the Up direction (see Section D).

(42)

MONDAY 18 DECEMBER - BETWEEN COLTON JUNCTION AND YORK

The illuminated Speed Restriction Warning Indicator on the Down Main line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, will be replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The illuminated Speed Restriction Warning Indicator on the Down Leeds line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, will be replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The Automatic Warning System Permanent magnets will be adjusted accordingly.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 19 DECEMBER - BETWEEN TOLLERTON AND YORK

The illuminated Speed Restriction Warning Indicator on the Up Fast line between Tollerton and York giving warning the permanent speed restriction of 50 m.p.h. at 1 mile 09 chains, will be replaced by a Reflective Indicator.

(42)

MONDAY 19 DECEMBER - BETWEEN TEMPLE HIRST JN AND SELBY SOUTH JN

At 10 00 hours the Maximum Permissible Line speed between Temple Hirst Jn and Selby South Jn will be reduced from 100 m.p.h. to 75 m.p.h.

(See Section D).

(42)

MONDAY 19 DECEMBER - BETWEEN TEMPLE HIRST JUNCTION AND SELBY

The illuminated Speed Restriction Warning Indicator on the Down line between Temple Hirst Junction and Selby giving warning of the permanent speed restriction of 25m.p.h. at 174m. 11chs., will be replaced by a Reflective Indicator at a revised distance of 1540yds. from the Speed Restriction (858yds. nearer - maximum permissible speed reduced to 75 m.p.h.).

The Automatic Warning System Permanent magnet will be adjusted accordingly.

(42)

MONDAY 19 DECEMBER - BETWEEN BOOTHAM AND YORK

A Reflectorised Speed Restriction Warning Indicator will be provided between Bootham and York on the Up line at 1m. 14chs. giving warning of the Permanent Speed Restriction of 15m.p.h. at 0m. 26chs.

The distance between the Warning Indicator and the commencement of the 15m.p.h. Speed Restriction will be 1496yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(42)

MONDAY 19 DECEMBER - BETWEEN BARTON HILL AND KIRKHAM ABBEY

A Reflectorised Speed Restriction Warning Indicator will be provided between Barton Hill and Kirkham Abbey on the Down line at 13m. 03chs. giving warning of the Permanent Speed Restriction of 45m.p.h. at 13 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 45m.p.h. Speed Restriction will be 1254yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 19 DECEMBER - BETWEEN RILLINGTON AND MALTON

A Reflectorised Speed Restriction Warning Indicator will be provided between Rillington and Malton on the Up line at 21m. 70chs. giving warning of the Permanent Speed Restriction of 40m.p.h. at 21m. 15chs.

The distance between the Warning Indicator and the commencement of the 40m.p.h. Speed Restriction will be 1210yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN SEAMER AND SCARBOROUGH

A Reflectorised Speed Restriction Warning Indicator will be provided between Seamer and Scarborough on the Down line at 41m. 11chs. giving warning of the Permanent Speed Restriction of 15m.p.h. at 41m. 55chs.

The distance between the Warning Indicator and the commencement of the 15m.p.h. Speed Restriction will be 968yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN SEAMER WEST AND SCARBOROUGH

A Reflectorised Speed Restriction Warning Indicator will be provided between Seamer West and Scarborough on the Down line at 38m. 70chs. giving warning of the Permanent Speed Restriction of 45m.p.h. at 39^m.p.

The distance between the Warning Indicator and the commencement of the 45m.p.h. Speed Restriction will be 1100yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN HAMMERTON AND POPPLETON

A Reflectorised Speed Restriction Warning Indicator will be provided between Hammerton and Poppleton at 3m. 62chs. giving warning of the Up direction Permanent Speed Restriction of 20 m.p.h. at 2m. 78chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. speed restriction will be 1,408 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator and a cancelling indicator will be provided for movements in the opposite direction. (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 19 DECEMBER - BETWEEN POPPLETON AND SKELTON.

A reflectorised Speed Restriction Warning Indicator will be provided between Poppleton and Skelton on the Up Harrogate line at 1 mile 55 chains giving warning of the permanent speed restriction of 15 m.p.h. at 0 miles 42 chains.

The distance between the warning indicator and the commencement of the 15 m.p.h. speed restriction will be 2046 yards.

An AWS permanent magnet will be provided 200 yards before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN CARNABY AND BRIDLINGTON

A Reflectorised Speed Restriction Warning Indicator will be provided between Carnaby and Bridlington on the Down line at 29m. 72chs. giving warning of the Permanent Speed Restriction of 20m.p.h. at 30m. 49chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. Speed Restriction will be 1254yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN BEMPTON AND BRIDLINGTON

A Reflectorised Speed Restriction Warning Indicator will be provided between Bempton and Bridlington on the Up line at 32m. 06chs. giving warning of the Permanent Speed Restriction of 20m.p.h. at 31m. 10chs.

~~The distance between the Warning Indicator and the commencement of the 20m.p.h. Speed Restriction will be 1672yds.~~

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN BEMPTON AND HUNMANBY

A Reflectorised Speed Restriction Warning Indicator will be provided between Bempton and Hunmanby on the Down line at 40m. 59chs. giving warning of the Permanent Speed Restriction of 10m.p.h. at 41m. 51chs.

The distance between the Warning Indicator and the commencement of the 10m.p.h. Speed Restriction will be 1584yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 19 DECEMBER - BETWEEN FILEY AND HUNMANBY

A Reflectorised Speed Restriction Warning Indicator will be provided between Filey and Hunmanby on the Up line at 42m. 35chs. giving warning of the Permanent Speed Restriction of 30/55m.p.h. at 41m. 72chs.

The distance between the Warning Indicator and the commencement of the 30/55m.p.h. Speed Restriction will be 946yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

MONDAY 19 DECEMBER - BETWEEN FILEY AND SEAMER WEST

A Reflectorised Speed Restriction Warning Indicator will be provided between Filey and Seamer West on the Down line at 49m. 74chs. giving warning of the Permanent Speed Restriction of 25m.p.h. at 50m. 36chs.

The distance between the Warning Indicator and the commencement of the 25m.p.h. Speed Restriction will be 924yds.

An A.W.S. permanent magnet will be provided 200yds. before reaching the indicator. (42)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK (STAGE 6)

*

The Loco Inlet and Outlet line has been realigned in connection with the recovery of Clifton Diamonds. The connection into the A.C.E.'s Siding (to York Yard South) has been severed.

Position Light signal No. 206 has been re-positioned and controls exit from the Loco.

The Position Light associated with 3-aspect No.200 signal, together with the following Ground Position Light signals have been abolished:-

197, 201, 207 and 216.

(39)

YORK (STAGE 7)

The Loco Inlet and Outlet line has been further realigned. Existing telephones and Notice Boards worded "Stop Proceed if Line Clear" and "Stop Telephone" have also been re-positioned.

The Junction Indicator and Position Light associated with Skelton Junction Up Main 4-aspect No.2 signal has been abolished. (40)

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

A reflectorised Speed Restriction Warning Indicator has been provided between Ecclesfield West and Wincobank Junction on the Up line at 163m. 36chs. giving warning of the permanent speed restriction of 40 m.p.h. at 162m. 35chs.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction is 1782 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

BETWEEN WOMBWELL AND BARNESLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Wombwell and Barnsley on the Down line at 7m. 11chs. giving warning of the permanent speed restriction of 20/35 m.p.h. at 6m. 43chs.

The distance between the Warning Indicator and the commencement of the 20/35 m.p.h. speed restriction is 1056 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

BETWEEN DARTON AND BARNESLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Darton and Barnsley on the Up line at 52m. 16chs. giving warning of the permanent speed restriction of 35 m.p.h. at 52m. 53chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction is 814 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

BETWEEN CRIGGLESTONE JUNCTION AND HORBURY JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Crigglestone Junction and Horbury Junction on the Down line at 0 $\frac{1}{2}$ m.p. giving warning of the permanent speed restriction of 20 m.p.h. at 0m. 08chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. speed restriction is 1144 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

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

The crossover between the Up Goods and Down Goods has been removed and replaced by plain line.

The Ground Disc signals reading over the crossover from Up Goods to Down Main and Down Main to Up Goods have been abolished.

(41)

BETWEEN STOURTON AND HUNSLET GOODS JUNCTION

The Departure and Arrival lines at Hunslet Goods Yard and the Up Hunslet Goods line have been abolished.

The connection between the Up Midland line and the Up Hunslet Goods line at Hunslet Station Junction has been clamped out of use pending removal. Part of the former Up Hunslet Goods line from S912 signal has been retained as a Shunt Neck and a Buffer Stop has been provided 200 yards on the Leeds side of S912 signal.

Signalling Alterations

Up Hunslet Goods Signal L901 and Ground Position Light signals L895, L896 and L898 on the Arrival and Departure lines at Hunslet Goods Yard have been abolished.

The Subsidiary signal associated with Down Midland signal L906 (applying towards Up Hunslet Goods line) and the Stencil Route Indications associated with Ground Position Light signals L904 (no. 1 Reception Line) and L905 (Shunt line) have been abolished. L904 and L905 signals now apply to the Down Midland Line (L899 signal) only.

The Stencil Indications associated with Ground Position Light signals S915 (Shunt Spur) and S917 (Up Midland) have been altered to show "S" to Up Hunslet Siding and "N" to Shunt Neck (former Up Hunslet Goods).

(40)

BETWEEN STOURTON AND ENGINE SHED JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Stourton and Engine Shed Junction on the Down line at 193m. 55chs. giving warning of the permanent speed restriction of 40m.p.h. at 194m. 37chs.

The distance between the Warning Indicator and the commencement of the 40m.p.h. speed restriction is 1364yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator.

(41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCASTLEFORD CUTSYKE JUNCTION

The facing crossover between the Up and Down Main and the trailing connection in the Down Main leading to the former Glasshoughton Colliery Arrival/Departure line have been taken out of use pending removal.

The Ground Position Light signals at the exit from the Colliery Arrival/Departure line and from the Down Main towards the Colliery Arrival/Departure line have been abolished. The Subsidiary signal associated with Up Main 3-aspect signal CJ 1036 applying towards the Colliery Siding has been abolished. (41)

* * BETWEEN HENSALL AND GOOLE POTTERS GRANGE JUNCTION

*

Snaith Road Level Crossing at 70m. 17chs.

The above A.O.C.L. level crossing has been converted to Automatic Half Barrier operation.

The Advance Warning Boards and Crossing Speed Restriction Boards on the approaches to the level crossing have been removed. The Drivers White Lights situated at the crossing have been abolished.

The crossing is monitored by Goole signal box, and telephones to Goole signal box have been provided. (39)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out. (UFN)

BETWEEN KIRKSTALL AND WHITEHALL JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Kirkstall and Whitehall Junction on the Up Shipley line at 196m. 58chs. giving warning of the permanent speed restriction of 30m.p.h. at 195m. 63chs.

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1650yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BRAMLEY AND WHITEHALL JUNCTION.

A Reflectorised Speed Restriction Warning Indicator has been provided between Bramley and Whitehall Junction on the Up line at 1m. 23chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 185m. 16chs. (mileage change)

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 2,552 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

BETWEEN NEW PUDSEY AND HAMMERTON STREET

A Reflectorised Speed Restriction Warning Indicator has been provided between New Pudsey and Hammerton Street on the Down line at 190m. 27chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 191m. 19chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,584 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (41)

BETWEEN HORSFORTH AND WHITEHALL JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Horsforth and Whitehall Junction on the Up Harrogate line at 0m. 24chs. giving warning of the permanent speed restriction of 30m.p.h. at 5m. 63chs. (mileage change).

The distance between the Warning Indicator and the commencement of the 30m.p.h. speed restriction is 1012yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN LEEDS AND YORK VIA HARROGATE

Reflectorised Speed Restriction Warning Indicators have been provided as follows:-

Between Horsforth and Rigton on the Down line at 10m. 11chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 10m. 47chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction is 792 yds.

Between Rigton and Harrogate on the Down line at 14m. 50chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 15m. 9chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 858 yds.

Between Rigton and Harrogate on the Down line at 16m. 55chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 17m. 16chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 902 yds.

Between Harrogate and Starbeck on the Up line at 18m. 77chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 18m. 23chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction is 1188 yds.

Between Starbeck and Knaresborough on the Up line at the 17 milepost giving warning of the Permanent Speed Restriction of 25 m.p.h. at 16m. 24chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. Speed Restriction is 1232 yds.

Between Knaresborough and Cattal on the Up line at 10m. 74chs. giving warning of the Up Direction Permanent Speed Restriction of 20 m.p.h. at 10m. 23chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 1122 yds.

Between Cattal and Hammerton on the Up line at 9m. 36chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 8m. 56chs.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN LEEDS AND YORK VIA HARROGATE - continued

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 1320 yds.

Between Starbeck and Harrogate on the Down line at 19m. 67chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 20m. 21chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 748 yds.

Between Knaresborough and Starbeck on the Down line at 17m. 45chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 18m. 13chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction is 1056 yds.

Between Harrogate and Rigton on the Up line at 16m. 11chs. giving warning of the Permanent Speed Restriction of 20 m.p.h. at 15m. 28chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. Speed Restriction is 1386 yds.

Between Rigton and Horsforth on the Up line at 11m. 21chs. giving warning of the Permanent Speed Restriction of 30 m.p.h. at 10m. 54chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. Speed Restriction is 1034 yds.

An A.W.S. Permanent Magnet has been provided 200 yds. before reaching each indicator and a cancelling indicator will be provided for movements in the opposite direction on the Single line between Knaresborough and Cattal.

(41)

BETWEEN CROSS GATES AND NEVILLE HILL

A reflectorised speed restriction Warning Indicator has been provided between Cross Gates and Neville Hill on the Up line at 17m. 15chs. giving warning of the permanent speed restriction of 50 m.p.h. at 18½ m.p.

The distance between the warning indicator and the commencement of the 50 m.p.h. speed restriction is 1870 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SALTMARSHE AND GILBERDYKE

A Reflectorised Speed Restriction Warning Indicator has been provided between Saltmarshe and Gilberdyke on the Down line at 0m. 63chs. giving warning of the Permanent Speed Restriction of 35 m.p.h. at 0m. 10chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction is 1166 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN COTTINGHAM AND HULL

A Reflectorised Speed Restriction Warning Indicator has been provided between Cottingham and Hull on the Up line at 1m. 27chs. giving warning of the Permanent Speed Restriction of 25 m.p.h. at 0m. 48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction is 1298 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN HUTTON CRANSWICK AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator has been provided between Hutton Cranswick and Driffield on the Down line at 18m. 50chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19¼ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction is 1100 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

BETWEEN NAFFERTON AND DRIFFIELD

A Reflectorised Speed Restriction Warning Indicator has been provided between Nafferton and Driffield on the Up line at 20m. 25chs. giving warning of the Permanent Speed Restriction of 40 m.p.h. at 19¼ milepost.

The distance between the Warning Indicator and the commencement of the 40 m.p.h. speed restriction is 990 yds.

An A.W.S. permanent magnet has been provided 200 yds. before reaching the indicator. (40)

**BRITISH RAIL
EASTERN REGION**

NS

40/41

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 24 DECEMBER 1988
TO
FRIDAY 6 JANUARY 1989
INCLUSIVE**

Traincrew 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 OUT* * YORK (STAGE 7)

*

The Loco Inlet and Outlet line has been further realigned . Existing telephones and Notice Boards worded "Stop Proceed if Line Clear" and "Stop Telephone" have also been re-positioned.

The Junction Indicator and Position Light associated with Skelton Junction Up Main 4-aspect No.2 signal has been abolished. (40)

BETWEEN COLTON JUNCTION AND YORK

The illuminated Speed Restriction Warning Indicator on the Down Main line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, has been replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The illuminated Speed Restriction Warning Indicator on the Down Leeds line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, has been replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The Automatic Warning System Permanent magnets have been adjusted accordingly. (42)

BETWEEN TOLLERTON AND YORK

The illuminated Speed Restriction Warning Indicator on the Up Fast line between Tollerton and York giving warning the permanent speed restriction of 50 m.p.h. at 1 mile 09 chains, has been replaced by a Reflective Indicator. (42)

BETWEEN TEMPLE HIRST JN AND SELBY SOUTH JN

The Maximum Permissible Line speed between Temple Hirst Jn and Selby South Jn has been reduced from 100 m.p.h. to 75 m.p.h. (See Section D). (42)

NS42/89
7-13.1.89SECTION 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 9 JANUARY - BETWEEN YORK STATION AND SKELTON

At 10 00 hours the Permanent Speed Restrictions on all running lines to and from the North between 0 m.p. and 0m. 20chs. will be raised to 30 m.p.h.

The 50 m.p.h. Permanent Speed Restriction on both the Down and Up Main lines will be extended to commence/terminate at 0m. 20chs. (See Section D).

The reflectorised '15' Speed Restriction Warning Indicator between Poppleton and Skelton on the Up Harrogate line will be altered to '30' in the same location. (45)

DETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN COLTON JUNCTION AND YORK

*

The illuminated Speed Restriction Warning Indicator on the Down Main line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, has been replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The illuminated Speed Restriction Warning Indicator on the Down Leeds line between Colton Junction and York giving warning of the Permanent Speed Restriction of 15 mph at 187 miles 79 chains, has been replaced by a Reflective Indicator at a revised distance of 2728 yards from the speed restriction (1056 yards further).

The Automatic Warning System Permanent magnets have been adjusted accordingly. (42)

* * BETWEEN TOLLERTON AND YORK

*

The illuminated Speed Restriction Warning Indicator on the Up Fast line between Tollerton and York giving warning the permanent speed restriction of 50 m.p.h. at 1 mile 09 chains, has been replaced by a Reflective Indicator. (42)

* * BETWEEN TEMPLE HIRST JN AND SELBY SOUTH JN

*

The Maximum Permissible Line speed between Temple Hirst Jn and Selby South Jn has been reduced from 100 m.p.h. to 75 m.p.h. (See Section D). (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN TEMPLE HIRST JUNCTION AND SELBY

*

The illuminated Speed Restriction Warning Indicator on the Down line between Temple Hirst Junction and Selby giving warning of the permanent speed restriction of 25m.p.h. at 174m. 11chs., has been replaced by a Reflective Indicator at a revised distance of 1540yds. from the Speed Restriction (858yds. nearer - maximum permissible speed reduced to 75 m.p.h.).

The Automatic Warning System Permanent magnet has been adjusted accordingly. (42)

* * BETWEEN BOOTHAM AND YORK

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Bootham and York on the Up line at 1m. 14chs. giving warning of the Permanent Speed Restriction of 15m.p.h. at 0m. 26chs.

The distance between the Warning Indicator and the commencement of the 15m.p.h. Speed Restriction is 1496yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN BARTON HILL AND KIRKHAM ABBEY

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Barton Hill and Kirkham Abbey on the Down line at 13m. 03chs. giving warning of the Permanent Speed Restriction of 45m.p.h. at 13 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 45m.p.h. Speed Restriction is 1254yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN RILLINGTON AND MALTON

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Rillington and Malton on the Up line at 21m. 70chs. giving warning of the Permanent Speed Restriction of 40m.p.h. at 21m. 15chs.

The distance between the Warning Indicator and the commencement of the 40m.p.h. Speed Restriction is 1210yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

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

A Reflectorised Speed Restriction Warning Indicator has been provided between Seamer and Scarborough on the Down line at 41m. 11chs. giving warning of the Permanent Speed Restriction of 15m.p.h. at 41m. 55chs.

The distance between the Warning Indicator and the commencement of the 15m.p.h. Speed Restriction is 968yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN SEAMER WEST AND SCARBOROUGH

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Seamer West and Scarborough on the Down line at 38m. 70chs. giving warning of the Permanent Speed Restriction of 45m.p.h. at 39^mm.p.

The distance between the Warning Indicator and the commencement of the 45m.p.h. Speed Restriction is 1100yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * KNOTTINGLEY

*

Knottingley Up Goole Automatic signal No.430 has been converted to a controlled signal and replated accordingly. (42)

LEEDS STATION

The Platform Siding adjacent to Platform 4 has been temporarily shortened by approximately 30 yards whilst engineering work is carried out.

(UFN)

* * BETWEEN HAMMERTON AND POPPLETON

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Hammerton and Poppleton at 3m. 62chs. giving warning of the Up direction Permanent Speed Restriction of 20 m.p.h. at 2m. 78chs.

The distance between the Warning Indicator and the commencement of the 20 m.p.h. speed restriction is 1,408 yds.

An A.W.S. permanent magnet will be provided 200 yds. before reaching the indicator and a cancelling indicator has been provided for movements in the opposite direction. (42)

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

*

A reflectorised Speed Restriction Warning Indicator has been provided between Poppleton and Skelton on the Up Harrogate line at 1 mile 55 chains giving warning of the permanent speed restriction of 15 m.p.h. at 0 miles 42 chains.

The distance between the warning indicator and the commencement of the 15 m.p.h. speed restriction is 2046 yards.

An AWS permanent magnet has been provided 200 yards before reaching the indicator. (42)

* * BETWEEN CARNABY AND BRIDLINGTON

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Carnaby and Bridlington on the Down line at 29m. 72chs. giving warning of the Permanent Speed Restriction of 20m.p.h. at 30m. 49chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. Speed Restriction is 1254yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN BEMPTON AND BRIDLINGTON

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Bempton and Bridlington on the Up line at 32m. 06chs. giving warning of the Permanent Speed Restriction of 20m.p.h. at 31m. 10chs.

The distance between the Warning Indicator and the commencement of the 20m.p.h. Speed Restriction is 1672yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

BETWEEN BRIDLINGTON QUAY AND HUNMANBY

Speeton Gate Box together with all signals worked therefrom have been abolished.

Speeton L.C. at 37 miles 34 chains

The above crossing has been converted to Automatic Half Barrier operation. The crossing is supervised by Bridlington Quay signal box and a telephone communicating with the signal box has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BRIDLINGTON QUAY AND HUNMANBY - continuedSpeeton L.C. at 37 miles 34 chains - continued

Permanent Speed Restrictions of 65 m.p.h. have been imposed at 35m. 16chs. approaching the level crossing in the Down direction and at 39m. 37chs. in the Up direction (see Section D). (42)

* * BETWEEN BEMPTON AND HUNMANBY

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Bempton and Hunmanby on the Down line at 40m. 59chs. giving warning of the Permanent Speed Restriction of 10m.p.h. at 41m. 51chs.

The distance between the Warning Indicator and the commencement of the 10m.p.h. Speed Restriction is 1584yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN FILEY AND HUNMANBY

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Filey and Hunmanby on the Up line at 42m. 35chs. giving warning of the Permanent Speed Restriction of 30/55m.p.h. at 41m. 72chs.

The distance between the Warning Indicator and the commencement of the 30/55m.p.h. Speed Restriction is 946yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

* * BETWEEN FILEY AND SEAMER WEST

*

A Reflectorised Speed Restriction Warning Indicator has been provided between Filey and Seamer West on the Down line at 49m. 74chs. giving warning of the Permanent Speed Restriction of 25m.p.h. at 50m. 36chs.

The distance between the Warning Indicator and the commencement of the 25m.p.h. Speed Restriction is 924yds.

An A.W.S. permanent magnet has been provided 200yds. before reaching the indicator. (42)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 15 JANUARY - BETWEEN DONCASTER AND WAKEFIELD WESTGATE - HEMSWORTH LOOPS

The Down and Up Goods Loops at Hemsworth will be altered to Down and Up Passenger Loops. (See Section "D").

(47)

DETAILS OF WORK ALREADY CARRIED OUTYORK

The Headshunt at the South end of York Station, adjacent to the Up Main line has been reduced in length by 100 yards.

(New Item) (46)YORK STATION

4 - Aspect Signal No. 131 (Down direction on No.8 Platform line) has been renewed on a straight post in its original position.

3 - Aspect Signal No.126 (Up direction on No.9 Platform line) has been repositioned on a straight post on the left-hand side of the line.

(New Item) (46)BETWEEN YORK STATION AND SKELTON

The Permanent Speed Restrictions on all running lines to and from the North between 0 m.p. and 0m. 20chs. have been raised to 30 m.p.h.

The 50 m.p.h. Permanent Speed Restriction on both the Down and Up Main lines have been extended to commence/terminate at 0m. 20chs. (See Section D).

The reflectorised '15' Speed Restriction Warning Indicator between Poppleton and Skelton on the Up Harrogate line have been altered to '30' in the same location.

(45)

BETWEEN BRIDLINGTON QUAY AND HUNMANBY

Speeton Gate Box together with all signals worked therefrom have been abolished.

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN DONCASTER AND WAKEFIELD WESTGATE - HEMSWORTH LOOPS

The Down and Up Goods Loops at Hemsworth have been altered to Down and Up Passenger Loops. (See Section "D").

(47)

YORK

The Headshunt at the South end of York Station, adjacent to the Up Main line has been reduced in length by 100 yards.

(46)

YORK STATION

4 - Aspect Signal No. 131 (Down direction on No.8 Platform line) has been renewed on a straight post in its original position.

3 - Aspect Signal No.126 (Up direction on No.9 Platform line) has been repositioned on a straight post on the left-hand side of the line.

(46)

BETWEEN YORK STATION AND SKELTON

The Permanent Speed Restrictions on all running lines to and from the North between 0 m.p. and 0m. 20chs. have been raised to 30 m.p.h.

The 50 m.p.h. Permanent Speed Restriction on both the Down and Up Main lines have been extended to commence/terminate at 0m. 20chs. (See Section D).

The reflectorised '15' Speed Restriction Warning Indicator between Poppleton and Skelton on the Up Harrogate line have been altered to '30' in the same location.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN BRIDLINGTON QUAY AND HUNMANBY

*

Speeton Gate Box together with all signals worked therefrom have been abolished.

* * Speeton L.C. at 37 miles 34 chains

*

The above crossing has been converted to Automatic Half Barrier operation. The crossing is supervised by Bridlington Quay signal box and a telephone communicating with the signal box has been provided.

Permanent Speed Restrictions of 65 m.p.h. have been imposed at 35m. 16chs. approaching the level crossing in the Down direction and at 39m. 37chs. in the Up direction (see Section D).

(42)

BETWEEN SPRINGBANK NORTH JN AND KING GEORGE DOCK

Working by Pilotman has been introduced pending re-signalling.

The following signals have been fixed at Red :-

HR45, 48, 50, 49, 53, 51, 55 and 58.

All other signals have been taken out of use pending removal.

(47)

SECTION DGENERAL 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 3 : PINK PAGESSection F : Clause F3/16

Amend the entry for Kings Cross to read as follows :-

KINGS CROSS 01-388-0642* †00-54517

(2D)

Amend the entry for Leeds to read as follows :-

LEEDS 0532-442608* †033-2763

(2D)

PARTS 3 & 6 : PINK & WHITE PAGES

Traincrews must always carry these documents with them when they are on duty.

(2D)

PART 6 : WHITE PAGESTrain Operations - Warning/Rejection Messages

The existing list of Warning/Rejection messages currently contained in Pages C18 - C21 of the White Pages section of the Working Manual for Rail Staff has been amended to include 2 character references and certain additional Warning/Rejection messages. In addition Warning/Rejection messages will also be output for Parcels/ECS trains as necessary.

(2D)

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 29TH JANUARY AND MONDAY 30TH JANUARY - BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction will be singled and re-named the Up/Down King George Dock Line.

The Double to Single line connection at Bridges Junction will be abolished.

Signalling Alterations

The Track Circuit Block Regulations will apply between Springbank South Junction and Sculcoates, and the line east of Sculcoates to the end of the branch will be worked under the One Train Working Regulations (no staff).

The position 4 route indicator on Down line signal HR 42 at Springbank South Junction will be removed.

Down direction Signal HR 56 will be renewed on the left-hand side of the track and will be provided with a position 4 route indicator reading to the Walton Street Goods Branch.

Down direction Signal HR 49 will have its associated Position Light renewed as an off-set to the right. The stencil indicator will be abolished.

Up direction Signal HR 50 will be re-plated HR 48R and the Red aspect will be abolished.

Up direction Signal HR 58 will be converted to an Automatic Signal, re-plated HR 55R and re-positioned 40 yards further east, applying to the Single Line.

A Reflectorised Distant Board will be provided 570 yards before reaching HR 55R.

Down direction Signal Nos. 45,47,54,59, Up direction Signal Nos. 61,62R, 62 Ground Position Light No. 63 and the Down King George Dock fixed Distant will be abolished.

The Yellow aspects on Down direction Signal no. 51 and Up direction Signal No. 53 will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN DONCASTER AND WAKEFIELD WESTGATE - HEMSWORTH LOOPS

The Down and Up Goods Loops at Hemsworth have been altered to Down and Up Passenger Loops. (See Section "D").

(47)

YORK

The Headshunt at the South end of York Station, adjacent to the Up Main line has been reduced in length by 100 yards.

(46)

YORK STATION

4 - Aspect Signal No. 131 (Down direction on No.8 Platform line) has been renewed on a straight post in its original position.

3 - Aspect Signal No.126 (Up direction on No.9 Platform line) has been repositioned on a straight post on the left-hand side of the line.

(46)

* * BETWEEN YORK STATION AND SKELTON

*

The Permanent Speed Restrictions on all running lines to and from the North between 0 m.p. and 0m. 20chs. have been raised to 30 m.p.h.

The 50 m.p.h. Permanent Speed Restriction on both the Down and Up Main lines have been extended to commence/terminate at 0m. 20chs. (See Section D).

The reflectorised '15' Speed Restriction Warning Indicator between Poppleton and Skelton on the Up Harrogate line have been altered to '30' in the same location.

(45)

BETWEEN SPRINGBANK NORTH JN AND KING GEORGE DOCK

Working by Pilotman has been introduced pending re-signalling.

The following signals have been fixed at Red :-

HR45, 48, 50, 49, 53, 51, 55 and 58.

All other signals have been taken out of use pending removal.

(47)

SECTION CSINGALLING AND PERMENENT 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 FEBRUARY - STRENSALL NO.2 L.C. (RC) AT 6M. 11CHS.

The above level crossing will be provided with CCTV cameras. Supervision and control will be transferred from Strensall No.1 Gatebox to Strensall Signalbox under MCB (TV) conditions.

(49)

* * COMMENCING SUNDAY 5 FEBRUARY - STRENSALL NO.1 L.C. AT 6M. 00CHS.

*
Strensall No.1 Gatebox will be abolished, and the gates removed.

Temporary arrangements will be introduced in lieu of the gates, until lifting barriers are installed and CCTV cameras are provided for the supervision and control from Strensall Signalbox under MCB (TV) conditions.

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction etc.

THE SINGLING WORK HAS NOT BEEN CARRIED OUT

(New Item)

(49)

BETWEEN DONCASTER AND WAKEFIELD WESTGATE - HEMSWORTH LOOPS

The Down and Up Goods Loops at Hemsworth have been altered to Down and Up Passenger Loops. (See Section "D").

(47)

* * YORK

*
The Headshunt at the South end of York Station, adjacent to the Up Main line has been reduced in length by 100 yards.

(46)

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

*

- 4 - Aspect Signal No. 131 (Down direction on No.8 Platform line) has been renewed on a straight post in its original position.
- 3 - Aspect Signal No.126 (Up direction on No.9 Platform line) has been repositioned on a straight post on the left-hand side of the line.

BETWEEN BOOTHAM AND STRENSALLHayby Road L.C. at 3m. 27chs.

The gate box has been abolished and control of the level crossing transferred to Strensall signal box. The boom gates have been replaced by lifting barriers.

(New Item)

(49)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-
HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(Amended Item)

(UFN)

NS. 47 / 89
11-17.2.89SECTION 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 11 TO MONDAY 13 FEBRUARY - BETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN

The Down Oakenshaw Branch (between Oakenshaw South Jn and Oakenshaw Jn) will be abandoned.

The Up Oakenshaw Branch will become a Single line, renamed the Up/Down Oakenshaw Branch. The catch points at 49m. 03chs. will be removed.

Oakenshaw Jn will be remodelled to give a facing crossover between the Down and Up Goole lines and a trailing lead on to the Up Goole from the Up/Down Oakenshaw Branch.

Oakenshaw South Jn will be remodelled to give a trailing crossover between the Up and Down Crofton Goods lines, and a facing connection from the Down Crofton Goods to the Up/Down Oakenshaw Branch.

Signalling Alterations

The Position 2 route indicator associated with Down Crofton Goods line signal 0.16 will be abolished. The existing Position 1 route indicator will be altered to apply to the route from the Down Crofton Goods line to the Up/Down Oakenshaw Branch.

Up Crofton Goods line signal 0.8 will be renewed 160 yards further from Oakenshaw South Jn.

Up Crofton Goods line signal 0.5 will be converted to an automatic signal.

Down Oakenshaw Branch line signal 0.295 will be repositioned 55 yards towards Oakenshaw Jn and will be mounted on the right hand side of the Up/Down Oakenshaw Branch. Routes from this signal will remain unaltered.

(50)

SUNDAY 12 FEBRUARY - YORK

The route indicators on signals Y.61 (Up Slow), Y.91 (Platform 16) and Y.92 (Platform 15) will be abolished in connection with the remodelling at Holgate Jn.

(50)

SUNDAY 12 FEBRUARY - STRENSALL NO.1 LC (AT 6M. 00CHS.)

The temporary arrangements at the above level crossing will be withdrawn.

Lifting barriers will be brought into use and CCTV cameras will provide for the supervision and control from Strensall Signalbox under MCB (TV) conditions.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN BOOTHAM AND STRENSALLHaxby Road L.C. at 3m. 27chs.

The gate box has been abolished and control of the level crossing transferred to Strensall signal box. The boom gates have been replaced by lifting barriers.

(49)

STRENSALL NO.2 L.C. (RC) AT 6M. 11CHS.

The above level crossing has been provided with CCTV cameras. Supervision and control has been transferred from Strensall No.1 Gatebox to Strensall Signalbox under MCB (TV) conditions.

(49)

* * BETWEEN DONCASTER AND WAKEFIELD WESTGATE - HEMSWORTH LOOPS

*

The Down and Up Goods Loops at Hemsworth have been altered to Down and Up Passenger Loops. (See Section "D").

(47)

BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction etc.

THE SINGLING WORK HAS NOT BEEN CARRIED OUT

(49)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-

HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(UFN)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 38</u>					
<u>YORK TO SCARBOROUGH</u>					
At:-	Strensall No.1 LC				
<u>ADD:-</u>	(CCTV)				
At:-	Strensall No.2 LC				
<u>DELETE:-</u>	(RC)				
and <u>SUBSTITUTE:-</u>	(CCTV)				
					(4D)

NS - D1

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 75</u>					
<u>OAKENSHAW SOUTH JN TO OAKENSHAW JN</u>					
<u>DELETE:-</u> All details and <u>SUBSTITUTE:-</u>					
			<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED
— ▲ 	Oakenshaw South Jn (See pages 73 and 76)	49 41			AWS not provided
A					Controlled by Oakenshaw Box
▼	Oakenshaw Jn (See Page 50)	48 76			(w.e.f. 11.2.89) (4D)

NS - D2

NS. 48 / 89
18-24.2.89SECTION 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 FEBRUARY - YORK

The following lines, together with associated signalling, will be taken out of use in connection with re-modelling between Holgate Junction and York Station :-

Up Main
Down Main
● Up Loco Loop

Signals Y.34 (Down Main) and Y.109 (Platform 8) will be fixed at Red.

Signals Y.111 (Platform 3) and Y.113 (Platform 2) will be disconnected.

Signal Y.36 (Up Main) will be abolished.

Route Indicators on Signals Y.101 (Platform 9), Y.99 (Platform 10), Y.97 (Platform 11) and Y.95 (Platform 14) will be abolished.

GPL Signal Y.21 (Down Holgate Loop) will be converted to a fixed Red Main aspect with associated Position light.

(51)

MONDAY 20 FEBRUARY - BETWEEN COLTON JUNCTION AND ULLESKELF

A reflectorised speed restriction Warning Indication will be provided between Colton Junction and Ulleskelf on the Up Normanton line at 6m. 50chs. giving warning of the permanent speed restriction of 80 m.p.h. at 7m. 31chs.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction will be 1,342 yards.

An A.W.S. permanent magnet will be provided 200 yards before reaching the indicator.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTMALTON UP SIDINGS

In connection with Engineering work taking place at Malton station, the Up Sidings have been secured out of use until further notice.

(New item) (UFN)

GOOLE

A new temporary level crossing has been brought into use over the Eastern Reception line between Goole and Goole Docks. The level crossing is provided with hand operated barriers which will be locked in the lowered position when the road is closed and when the crossing keeper is not on duty. The level crossing will be manned, normally, between 08 00 and 18 00 each weekday.

(New item) (51)

YORK

The route indicators on signals Y.61 (Up Slow), Y.91 (Platform 16) and Y.92 (Platform 15) have been abolished in connection with the remodelling at Holgate Jn.

(50)

BETWEEN BOOTHAM AND STRENSALLHaxby Road L.C. at 3m. 27chs.

The gate box has been abolished and control of the level crossing transferred to Strensall signal box. The boom gates have been replaced by lifting barriers.

(49)

STRENSALL NO.1 LC (AT 6M. 00CHS.)

Strensall No.1 Gatebox has been abolished.

Lifting barriers have been brought into use and CCTV cameras provide for the supervision and control from Strensall Signalbox under MCB (TV) conditions.

(50)

STRENSALL NO.2 L.C. (RC) AT 6M. 11CHS.

The above level crossing has been provided with CCTV cameras. Supervision and control has been transferred from Strensall No.1 Gatebox to Strensall Signalbox under MCB (TV) conditions.

(49)

BETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN

The Down Oakenshaw Branch (between Oakenshaw South Jn and Oakenshaw Jn) has been abandoned.

The Up Oakenshaw Branch has become a Single line, renamed the Up/Down Oakenshaw Branch. The catch points at 49m. 03chs. have been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN - continued

Oakenshaw Jn has been remodelled to give a facing crossover between the Down and Up Goole lines and a trailing lead on to the Up Goole from the Up/Down Oakenshaw Branch.

Oakenshaw South Jn has been remodelled to give a trailing crossover between the Up and Down Crofton Goods lines, and a facing connection from the Down Crofton Goods to the Up/Down Oakenshaw Branch.

Signalling Alterations

The Position 2 route indicator associated with Down Crofton Goods line signal 0.16 has been abolished. The existing Position 1 route indicator has been altered to apply to the route from the Down Crofton Goods line to the Up/Down Oakenshaw Branch.

Up Crofton Goods line signal 0.8 has been renewed 160 yards further from Oakenshaw South Jn.

Up Crofton Goods line signal 0.5 has been converted to an automatic signal.

Down Oakenshaw Branch line signal 0.295 has been repositioned 55 yards towards Oakenshaw Jn and mounted on the right hand side of the Up/Down Oakenshaw Branch. Routes from this signal remain unaltered.

(50)

BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction etc.

THE SINGLING WORK HAS NOT BEEN CARRIED OUT

(49)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-

HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN - continued

Oakenshaw Jn has been remodelled to give a facing crossover between the Down and Up Goole lines and a trailing lead on to the Up Goole from the Up/Down Oakenshaw Branch.

Oakenshaw South Jn has been remodelled to give a trailing crossover between the Up and Down Crofton Goods lines, and a facing connection from the Down Crofton Goods to the Up/Down Oakenshaw Branch.

Signalling Alterations

The Position 2 route indicator associated with Down Crofton Goods line signal 0.16 has been abolished. The existing Position 1 route indicator has been altered to apply to the route from the Down Crofton Goods line to the Up/Down Oakenshaw Branch.

Up Crofton Goods line signal 0.8 has been renewed 160 yards further from Oakenshaw South Jn.

Up Crofton Goods line signal 0.5 has been converted to an automatic signal.

Down Oakenshaw Branch line signal 0.295 has been repositioned 55 yards towards Oakenshaw Jn and mounted on the right hand side of the Up/Down Oakenshaw Branch. Routes from this signal remain unaltered.

(50)

BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction etc.

THE SINGLING WORK HAS NOT BEEN CARRIED OUT

(49)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-

HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(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 B

NIL

DETAILS OF WORK ALREADY CARRIED OUTYORK

The following lines, together with associated signalling, have been taken out of use in connection with re-modelling between Holgate Junction and York Station :-

Up Main
Down Main
Up Loco Loop

Signals Y.34 (Down Main) and Y.109 (Platform 8) have been fixed at Red.

Signals Y.111 (Platform 3) and Y.113 (Platform 2) have been disconnected.

Signal Y.36 (Up Main) has been abolished.

Route Indicators on Signals Y.101 (Platform 9), Y.99 (Platform 10), Y.97 (Platform 11) and Y.95 (Platform 14) have been abolished.

GPL Signal Y.21 (Down Holgate Loop) has been converted to a fixed Red Main aspect with associated Position light.

(51)

YORK

The route indicators on signals Y.61 (Up Slow), Y.91 (Platform 16) and Y.92 (Platform 15) have been abolished in connection with the remodelling at Holgate Jn.

(50)

* * BETWEEN BOOTHAM AND STRENSALL

*

Haxby Road L.C. at 3m. 27chs.

The gate box has been abolished and control of the level crossing transferred to Strensall signal box. The boom gates have been replaced by lifting barriers.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSTRENSALL NO.1 LC (AT 6M. 00CHS.)

Strensall No.1 Gatebox has been abolished.

Lifting barriers have been brought into use and CCTV cameras provide for the supervision and control from Strensall Signalbox under MCB (TV) conditions.

(50)

* * STRENSALL NO.2 L.C. (RC) AT 6M. 11CHS.

*

The above level crossing has been provided with CCTV cameras. Supervision and control has been transferred from Strensall No.1 Gatebox to Strensall Signalbox under MCB (TV) conditions

(49)

MALTON UP SIDINGS

In connection with Engineering work taking place at Malton station, the Up Sidings have been secured out of use until further notice.

(UFN)

BETWEEN COLTON JUNCTION AND ULLESKELF

A reflectorised speed restriction Warning Indication has been provided between Colton Junction and Ulleskelf on the Up Normanton line at 6m. 50chs. giving warning of the permanent speed restriction of 80 m.p.h. at 7m. 3lchs.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction is 1,342 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(51)

BETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN

The Down Oakenshaw Branch (between Oakenshaw South Jn and Oakenshaw Jn) has been abandoned.

The Up Oakenshaw Branch has become a Single line, renamed the Up/Down Oakenshaw Branch. The catch points at 49m. 03chs. have been removed.

Oakenshaw Jn has been remodelled to give a facing crossover between the Down and Up Goole lines and a trailing lead on to the Up Goole from the Up/Down Oakenshaw Branch.

Oakenshaw South Jn has been remodelled to give a trailing crossover between the Up and Down Crofton Goods lines, and a facing connection from the Down Crofton Goods to the Up/Down Oakenshaw Branch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN - continuedSignalling Alterations

The Position 2 route indicator associated with Down Crofton Goods line signal 0.16 has been abolished. The existing Position 1 route indicator has been altered to apply to the route from the Down Crofton Goods line to the Up/Down Oakenshaw Branch.

Up Crofton Goods line signal 0.8 has been renewed 160 yards further from Oakenshaw South Jn.

Up Crofton Goods line signal 0.5 has been converted to an automatic signal.

Down Oakenshaw Branch line signal 0.295 has been repositioned 55 yards towards Oakenshaw Jn and mounted on the right hand side of the Up/Down Oakenshaw Branch. Routes from this signal remain unaltered.

(50)

GOOLE

A new temporary level crossing has been brought into use over the Eastern Reception line between Goole and Goole Docks. The level crossing is provided with hand operated barriers which will be locked in the lowered position when the road is closed and when the crossing keeper is not on duty. The level crossing will be manned, normally, between 08 00 and 18 00 each weekday.

(51)

* * BETWEEN HESSLE ROAD AND KING GEORGE DOCK

*

The line between Springbank South Junction and Bridges Junction etc.

THE SINGLING WORK HAS NOT BEEN CARRIED OUT

(49)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-

HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(UFN)

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.

GENERAL APPENDIX (BR 29944)

SECTION 3

Page 3.6.A

Add :- the following instructions :-

INCIDENTS INVOLVING DOORS ON PASSENGER STOCK

1. The door(s) concerned must be locked and labelled out of use immediately if :-
 - (a) an external door comes open during the journey OR
 - (b) someone is injured when opening an external slam door OR
 - (c) someone is injured when power operated doors are being closed or the train starts with someone (or something such as a push-chair, etc) trapped in power operated external doors, OR
 - (d) a power operated external door remains open irregularly when the train starts OR
 - (e) someone falls from the train
2. Operations Control must be advised of the full details including the last stopping place where that side of the vehicle was at a platform, the vehicle number, location of the door and, in the case of power-operated doors, the position of all door controls and the Traction Interlock Switch at the time of the incident.
3. The door must be examined by M. & E.E. staff at the first suitable location and the vehicle must be taken out of service as soon as possible. It must not re-enter service until special authority is given by the Regional Operations Manager.

Page 3.8

DEFECTIVE DOOR FASTENINGS

Delete these instructions and substitute :-

DEFECTIVE SLAM DOORS

If a slam door is defective, it must be locked by carriage key and the key-hole must be plugged to prevent it being unlocked. On non-corridor compartment stock, both doors of the compartment must be so dealt with. The M. & E.E. staff must be advised on completion of the journey.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF (BR 30054)

PART 6 : WHITE PAGES

Section H

Clause H1/7

TRAIN PREPARATION FORM/TOPS TRAIN LIST - EXEMPTION FROM CLAUSE C1/7

Add as second and third paragraphs

A completed Train Preparation Form/TOPS Train list need not accompany loaded or empty MGR coal trains between Area Manager East Midlands Freight collieries and Upper and Lower Trent Valley Power Stations.

● train must be validated before departure from the colliery by the reproduction of a Summary Train List by the Area Freight Centre in accordance with Working Manual for Rail Staff White Pages Section C/3 Clauses C3/2 - C3/7.

A completed drivers slip must continue to be given to the driver.

(M034/63)

(4D)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 38</u>					
<u>YORK TO SCARBOROUGH</u>					
At:-	Strensall No.1 LC				
<u>ADD</u> :-	(CCTV)				
At:-	Strensall No.2 LC				
<u>DELETE</u> :-	(RC)				
and <u>SUBSTITUTE</u> :-	(CCTV)				(4D)
<u>Page 64 as amended</u>					
<u>DIGGLE JN TO HOLBECK EAST JN</u>					
At Batley LC in Running Lines and Signalling System column					
<u>Add</u> :-	Signalbox dots				
•					
•					(4D)

NS - D3

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN BEVERLEY AND DRIFFIELDHutton LC at 16m. 73chs.

The Level Crossing gates have been removed and the crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30m.p.h. Speed Restriction notice boards have been provided as follows:-

On the Down Main applying to the Up (wrong) direction approach, 586 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 650 yards before reaching the crossing.

The Level Crossing is monitored by Driffield Signal Box and telephone communication with the Signal Box has been provided. (New item) (1)

YORK

The following lines, together with associated signalling, have been taken out of use in connection with re-modelling between Holgate Junction and York Station :-

Up Main
Down Main
Up Loco Loop

Signals Y.34 (Down Main) and Y.109 (Platform 8) have been fixed at Red.

Signals Y.111 (Platform 3) and Y.113 (Platform 2) have been disconnected.

Signal Y.36 (Up Main) has been abolished.

Route Indicators on Signals Y.101 (Platform 9), Y.99 (Platform 10), Y.97 (Platform 11) and Y.95 (Platform 14) have been abolished.

GPL Signal Y.21 (Down Holgate Loop) has been converted to a fixed Red Main aspect with associated Position light.

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

*

The route indicators on signals Y.61 (Up Slow), Y.91 (Platform 16) and Y.92 (Platform 15) have been abolished in connection with the remodelling at Holgate Jn.

(50)

* * STRENSALL NO.1 LC (AT 6M. 00CHS.)

*

Strensall No.1 Gatebox has been abolished.

Lifting barriers have been brought into use and CCTV cameras provide for the supervision and control from Strensall Signalbox under MCB (TV) conditions.

(50)

MALTON UP SIDINGS

In connection with Engineering work taking place at Malton station, the Up Sidings have been secured out of use until further notice.

(UFN)

BETWEEN COLTON JUNCTION AND ULLESKELF

A reflectorised speed restriction Warning Indication has been provided between Colton Junction and Ulleskelf on the Up Normanton line at 6m. 50chs. giving warning of the permanent speed restriction of 80 m.p.h. at 7m. 31chs.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction is 1,342 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(51)

* * BETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN

*

The Down Oakenshaw Branch (between Oakenshaw South Jn and Oakenshaw Jn) has been abandoned.

The Up Oakenshaw Branch has become a Single line, renamed the Up/Down Oakenshaw Branch. The catch points at 49m. 03chs. have been removed.

Oakenshaw Jn has been remodelled to give a facing crossover between the Down and Up Goole lines and a trailing lead on to the Up Goole from the Up/Down Oakenshaw Branch.

Oakenshaw South Jn has been remodelled to give a trailing crossover between the Up and Down Crofton Goods lines, and a facing connection from the Down Crofton Goods to the Up/Down Oakenshaw Branch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN OAKENSHAW SOUTH JN AND OAKENSHAW JN - continued

*

Signalling Alterations

The Position 2 route indicator associated with Down Crofton Goods line signal 0.16 has been abolished. The existing Position 1 route indicator has been altered to apply to the route from the Down Crofton Goods line to the Up/Down Oakenshaw Branch.

Up Crofton Goods line signal 0.8 has been renewed 160 yards further from Oakenshaw South Jn.

Up Crofton Goods line signal 0.5 has been converted to an automatic signal.

Down Oakenshaw Branch line signal 0.295 has been repositioned 55 yards towards Oakenshaw Jn and mounted on the right hand side of the Up/Down Oakenshaw Branch. Routes from this signal remain unaltered.

(50)

GOOLE

A new temporary level crossing has been brought into use over the Eastern Reception line between Goole and Goole Docks. The level crossing is provided with hand operated barriers which will be locked in the lowered position when the road is closed and when the crossing keeper is not on duty. The level crossing will be manned, normally, between 08 00 and 18 00 each weekday.

(51)

BETWEEN SPRINGBANK SOUTH JN AND KING GEORGE DOCK

The Working by Pilotman previously in operation between Springbank North Jn and King George Dock has been extended to apply between Springbank South Jn and King George Dock. The following signals have been fixed at Red:-

HR 45,48,50,49,53,51,55,58,43 and 42

All other signals have been taken out of use pending removal.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedTABLE B - SPECIAL WORKING ARRANGEMENTS

Between		Lines	Authorities	Restrictions
<u>Page 142</u>				
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>				
<u>Add :-</u>				
Castleford Station	Former Ledston Station	S	F	56 SLU BV. In daylight and clear weather only. Speed must not exceed 10 m.p.h. Radio communication must be available between Guard and Driver

(4D)

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

Page 17Add :-LEDSTON : COAL LOADING POINT

1. M.G.R. trains for Ledston must be formed with a brakevan in rear, fitted with an air brake release valve and the Driver and Guard must each be in possession of a short wave radio set for transmitting instructions following arrival at Castleford.
2. On arrival of a train on the Up Main line at Castleford Station, the Driver, after receiving the token, must, provided he has conducted a satisfactory radio transmission test with the Guard and authority has been given by the Signaller to set back, arrange with the Guard for the train to be propelled to the first "Propelled Trains Stop Here" board situated between Castleford Station and Castleford East Junction.
3. All radio instructions must be acknowledged and must be preceded by the words "British Rail Driver to British Rail Guard" and vice versa. Strict radio discipline must be maintained. Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored.
4. The Driver must advise the Guard when the train arrives at the first "Propelled Trains Stop Here" board and the Guard must subsequently authorise the Driver to propel the train on to the branch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS - continuedLEDSTON : COAL LOADING POINT - continued

5. After the train has been brought to a stand at the second "Propelled Trains Stop Here" board, the Guard must ensure from the British Coal Crossing Keeper at the British Coal Open Crossing that road traffic has been stopped for the passage of the train and then authorise the train to continue propelling.
6. On arrival of the train at the third "Propelled Trains Stop Here" board, loading of each wagon individually will commence under the authority of the British Coal Loading Operator and the Guard must act on his instructions, communicating with the Driver as necessary.
7. When loading of the train has been completed, the Guard must ensure he is in possession of the train documents before authorising the train to depart.

(4D)

MISCELLANEOUS NOTICESWEDNESDAY 8 MARCH - STANDEGE TUNNEL

Between the hours of 08 00 and 18 00 the Emergency Services will be carrying out an exercise in the Standedge Tunnel area, involving a disused Tunnel Bore.

During the exercise emergency service vehicles will be in close proximity to the Tunnel mouths.

Traincrews should be especially vigilant when passing and sound the warning horn as necessary.

(50)

NORMANTON STATION

W.e.f. 08 00 Monday 6 March. Landscaping work will be taking place until further notice. Mechanical equipment may be seen in operation on the Island platform.

(UFN)

CLASS 141/1, 142, 143 OR 144 UNITS COUPLED TO CLASS 155 OR 156 UNITS

The above may be coupled without restriction except that until further notice movements of these units when coupled, onto Neville Hill Depot is PROHIBITED from the West end (Leeds end).

(MO45/1601)

(4D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 155 UNITS

Should any CLASS 155 unit suffer a deflated air-suspension bag the Driver must immediately inform the Signaller and request the Operations Centre/Regional Control are informed.

Before entering ANY platform when the air-bags are deflated the Driver must bring his train to a stand and then proceed cautiously into the platform.

Units with air-bags deflated must be taken out of service at the first available point.

CLASS 155 units are only permitted to work on the Scarborough - York - Leeds - Bradford Interchange - Halifax - Manchester route but are subject to the following restrictions :-

CLASS 155 units are PROHIBITED from entering the following platform :-

SCARBOROUGH - Platforms 3, 4 and 5
YORK - Platforms 2, 7, 14 and 16

The route Shipley, Bradford Jn to Bingley Jn is PROHIBITED for CLASS 155 operations.

(UFN)

MONDAY 20 FEBRUARY TO SATURDAY 18 MARCH - YORK HOLGATE JUNCTION AREA

1. In connection with remodelling, when the Up Leeds Main line is under the Engineers Possession (see Section B), Up freight trains will be routed as follows :-
 - 1.1 Where train crew relief is not required.
Trains will be routed via York Station, platforms 9, 14, 15 or 16 and subsequently signalled on position light aspect/signals to Holgate Down Reception Line 2, thence to the Up Leeds Main line at Dringhouses North Junction.
 - 1.2 Where train crew relief is required and for traffic purposes.
Trains will be routed at Skelton Junction to Down Departure Line 1 at York Yard North thence via the Down Slow line under Single Line Working to York Yard South, signal 28, then routed via the Down Goods line to Holgate Junction, Down Reception Line and to the Up Leeds Main line at Dringhouses North Junction.
 - 1.3 During the time the above diversions are required, the following arrangements must apply:-
 - (a) Reception lines 3 and 4, not to be used and to be kept clear.
 - (b) The hand points at the connection between Down Reception Line 2 and Down Reception lines 3 and 4 to be clipped, scotched and padlocked with the points set for Reception line 2.
 - 1.4 Routing of Down Freight trains during the above period will be from the Down Leeds Main line or Down Holgate Loop, thence via York Station/Yards as required.

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 AND MONDAY 13 MARCH - BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction will be singled and re-named the Up/Down King George Dock line.

The Double to Single line connection at Bridges Junction will be abolished.

Signalling Alterations

The Track Circuit Block Regulations will apply between Springbank South Junction and Sculcoates, and the line east of Sculcoates to the end of the branch will be worked under the One Train Working Regulations (no staff).

The position 4 route indicator on Down line signal HR 42 at Springbank South Junction will be removed.

Down direction Signal HR 56 will be renewed on the left-hand side of the track and will be provided with a position 4 route indicator reading to the Walton Street Goods Branch.

Down direction Signal HR 49 will have its associated Position Light renewed as an off-set to the right. The Stencil indicator will be abolished.

Up direction Signal HR 50 will be re-plated HR 48R and the Red aspect will be abolished.

Up direction Signal HR 58 will be converted to an Automatic Signal, re-plated HR 55R and re-positioned 40 yards further east, applying to the Single Line.

Reflectorised Distant Board will be provided 570 yards before reaching HR 55R.

Down direction Signal Nos. 45, 47, 54, 59, Up direction Signal Nos. 61, 62R, 62, Ground Position Light No.63 and the Down King George Dock fixed Distant will be abolished.

The Yellow aspects on Down direction Signal No. 51 and Up direction Signal No. 53 will be abolished.

(2)

MONDAY 13 MARCH - NEVILLE HILL DEPOT

No. 6 Departure Sidings in Group No. 2 and No. 7 Departure Sidings in Group No. 1 will be abandoned and removed with connections plain lined.

(2)

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

*

The following lines, together with associated signalling, have been taken out of use in connection with re-modelling between Holgate Junction and York Station :-

Up Main
Down Main
Up Loco Loop

Signals Y.34 (Down Main) and Y.109 (Platform 8) have been fixed at Red.

Signals Y.111 (Platform 3) and Y.113 (Platform 2) have been disconnected.

Signal Y.36 (Up Main) has been abolished.

Route Indicators on Signals Y.101 (Platform 9), Y.99 (Platform 10), Y.97 (Platform 11) and Y.95 (Platform 14) have been abolished.

GPL Signal Y.21 (Down Holgate Loop) has been converted to a fixed Red Main aspect with associated Position light.

(51)

MALTON UP SIDINGS

In connection with Engineering work taking place at Malton station, the Up Sidings have been secured out of use until further notice.

(UFN)

** BETWEEN COLTON JUNCTION AND ULLESKELF

*

reflectorised speed restriction Warning Indication has been provided between Colton Junction and Ulleskelf on the Up Normanton line at 6m. 50chs. giving warning of the permanent speed restriction of 80 m.p.h. at 7m. 31chs.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction is 1,342 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(51)

** GOOLE

*

A new temporary level crossing has been brought into use over the Eastern Reception line between Goole and Goole Docks. The level crossing is provided with hand operated barriers which will be locked in the lowered position when the road is closed and when the crossing keeper is not on duty. The level crossing will be manned, normally, between 08 00 and 18 00 each weekday.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN BEVERLEY AND DRIFFIELD

Hutton LC at 16m. 73chs.

The Level Crossing gates have been removed and the crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30m.p.h. Speed Restriction notice boards have been provided as follows:-

On the Down Main applying to the Up (wrong) direction approach, 586 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 650 yards before reaching the crossing.

The Level Crossing is monitored by Driffield Signal Box and telephone communication with the Signal Box has been provided.

(1)

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>Page 38</u>					
<u>YORK TO SCARBOROUGH</u>					
At:-	Strensall No.1 LC				
<u>ADD</u> :-	(CCTV)				
At:-	Strensall No.2 LC				
<u>DELETE</u> :-	(RC)				
and <u>SUBSTITUTE</u> :-	(CCTV)				(4D)
<u>Page 64 as amended</u>					
<u>DIGGLE JN TO HOLBECK EAST JN</u>					
At Batley LC in Running Lines and Signalling System column					
<u>Add</u> :-	Signalbox dots				
●	●				
					(4D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>Page 73</u>					
<u>ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN</u>					
At Aldwarke North Jn (Mid)					
<u>Delete:-</u>			<u>25</u>	<u>Slow line to Aldwarke South Jn (GC line)</u>	
and <u>Substitute:-</u>			<u>25</u>	<u>Slow line to Aldwarke South Jn (GC line) excluding diamond crossover</u>	
<u>Add:-</u>			<u>10</u>	<u>Through diamond crossover</u>	
<u>(W.e.f. 10 00 hours Monday 13 March)</u>					
<u>(4D)</u>					
<u>Page 75</u>					
<u>OAKENSHAW SOUTH JN TO OAKENSHAW JN</u>					
<u>DELETE:- All details and SUBSTITUTE:-</u>					
			<u>15</u>	<u>15</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
▲	Oakenshaw South Jn (See pages 73 and 76)	49 41			AWS not provided
	A				Controlled by Oakenshaw Box
▼	Oakenshaw Jn (See Page 50)	48 76			

NS - D4

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>Page 79</u>					
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>					
<u>Delete all details and substitute:-</u>					
 O T 	Castleford East Jn	6 17	<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
	BC LC (OPEN)		<u>STOP</u>	<u>STOP</u>	<u>Obtain authority before proceeding.</u>
	Ledston	4 43			
	Leeds Road (West End) LC (BC) (OPEN)		<u>STOP</u>	<u>STOP</u>	
	Allerton Main (Bowers Opencast Stop Board)	3 22			
(4D)					

NS - D5

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>Page 85</u>					
<u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>					
At Aldwarke North Jn (Mid)					
<u>Delete:-</u>				<u>25</u>	<u>Slow to Aldwarke South Jn (GC line)</u>
and <u>Substitute:-</u>				<u>25</u>	<u>Slow to Aldwarke South Jn (GC line) excluding diamond crossover</u>
<u>Add:-</u>				<u>10</u>	<u>Through diamond crossover</u>
(W.e.f. 10 00 hours Monday 13 March)					
(4D)					
<u>Page 106 as amended</u>					
<u>HULL TO SEAMER WEST</u>					
<u>Delete:-</u>	Hutton LC	16 73			
and <u>Substitute:-</u>	Hutton LC (AHB-X)	16 73	<u>X30</u>	<u>X30</u>	<u>Approaching crossing in wrong direction.</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

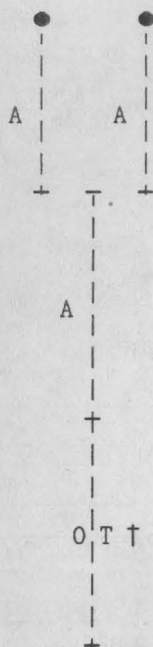
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p><u>Page 107</u></p> <p><u>HULL TO SEAMER WEST</u></p> <p><u>Delete:-</u> Buckton Lane LC (AOCR)</p> <p>and <u>Substitute:-</u> Buckton Lane LC (AHB)</p>					<p>(4D)</p> <p><u>(W.e.f. 18 and 19 March 1989)</u></p>

NS - D7

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>Page 108</u>					
<u>HESSE ROAD TO KING GEORGE DOCK</u>					
<u>Delete all details and substitute:-</u>					
	HESSE ROAD AND FORMER BRIDGES JN		<u>30</u>	<u>30</u>	MAXIMUM PERMISSIBLE SPEED AWS not provided
	FORMER BRIDGES JN AND KING GEORGE DOCK		<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
	Hessle Road (HR) (see page 101)	0 00	<u>20</u>		<u>0m. 08chs. and 0m.p.</u>
	Springbank South Jn (see below)	0 78 4 59	<u>15</u>		<u>To Springhead Yard line.</u>
	Springbank North Jn (see page 109)	4 20	<u>25</u>	<u>15</u>	<u>4m. 59chs. and 4m. 37chs.</u> <u>To Walton Street line.</u>
	Sculcoates	2 27			
	Hull River Swing Bridge	1 62			
	Former Bridges Jn	0 41 0 00			
	King George Dock	1 50			



† No Staff

(4D)

(w.e.f. Monday 13 March)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedTABLE B - SPECIAL WORKING ARRANGEMENTS

Between		Lines	Authorities	Restrictions
<u>Page 142</u>				
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>				
<u>Add :-</u>				
Castleford Station	Former Ledston Station	S	F	56 SLU BV. In daylight and clear weather only Speed must not exceed 10 m.p.h. Radio communication must be available between Guard and Driver

(4D)

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

Page 17Add :-LEDSTON : COAL LOADING POINT

1. M.G.R. trains for Ledston must be formed with a brakevan in rear, fitted with an air brake release valve and the Driver and Guard must each be in possession of a short wave radio set for transmitting instructions following arrival at Castleford.
2. On arrival of a train on the Up Main line at Castleford Station, the Driver, after receiving the token, must, provided he has conducted a satisfactory radio transmission test with the Guard and authority has been given by the Signaller to set back, arrange with the Guard for the train to be propelled to the first "Propelled Trains Stop Here" board situated between Castleford Station and Castleford East Junction.
3. All radio instructions must be acknowledged and must be preceded by the words "British Rail Driver to British Rail Guard" and vice versa. Strict radio discipline must be maintained. Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored.
4. The Driver must advise the Guard when the train arrives at the first "Propelled Trains Stop Here" board and the Guard must subsequently authorise the Driver to propel the train on to the branch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LEDSTON : COAL LOADING POINT - continued

5. After the train has been brought to a stand at the second "Propelled Trains Stop Here" board, the Guard must ensure from the British Coal Crossing Keeper at the British Coal Open Crossing that road traffic has been stopped for the passage of the train and then authorise the train to continue propelling.
6. On arrival of the train at the third "Propelled Trains Stop Here" board, loading of each wagon individually will commence under the authority of the British Coal Loading Operator and the Guard must act on his instructions, communicating with the Driver as necessary.
7. When loading of the train has been completed, the Guard must ensure he is in possession of the train documents before authorising the train to depart.

(4D)

Page 24

SELBY MINE

Working of trains on Stone Bunker line

Delete paragraphs 1, 2 and 3 and substitute:-

1. Upon arrival of a train on No.1 line, the locomotive must be detached and on clearance of signal C15 it must be run-round via signals C18 and C33.
2. The train will then be signalled to propel through the bunker for tare weighing at a speed not exceeding 1 m.p.h., under the control of the loading signals and must be brought to a stand on the approach side of signal C16.
3. The train will then be signalled through the bunker for loading and gross weighing, under the control of the loading signals, at a speed not exceeding $\frac{1}{2}$ m.p.h.

Add new paragraph 5

The Train Preparer must obtain the train documents and place them in the label clip of the leading wagon.

Renumber present paragraph 5 as 6.

(4D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESCLASS 141/1, 142, 143 OR 144 UNITS COUPLED TO CLASS 155 OR 156 UNITS

The above may be coupled without restriction except that until further notice movements of these units when coupled, onto Neville Hill Depot is PROHIBITED from the West end (Leeds end).

(MO45/1601)

(4D)

CLASS 155 UNITS

Should any CLASS 155 unit suffer a deflated air-suspension bag the Driver must immediately inform the Signalman and request the Operations Centre/Regional Control are informed.

Before entering ANY platform when the air-bags are deflated the Driver must bring his train to a stand and then proceed cautiously into the platform.

Units with air-bags deflated must be taken out of service at the first available point.

CLASS 155 units are only permitted to work on the Scarborough - York - Leeds - Bradford Interchange - Halifax - Manchester route but are subject to the following restrictions :-

CLASS 155 units are PROHIBITED from entering the following platform :-

SCARBOROUGH - Platforms 3, 4 and 5

YORK - Platforms 2, 7, 14 and 16

The route Shipley, Bradford Jn to Bingley Jn is PROHIBITED for CLASS 155 operations.

(UFN)

MONDAY 20 FEBRUARY TO SATURDAY 18 MARCH - YORK HOLGATE JUNCTION AREA

In connection with remodelling, when the Up Leeds Main line is under the Engineers Possession (see Section B), Up freight trains will be routed as follows :-

1.1 Where train crew relief is not required.

Trains will be routed via York Station, platforms 9, 14, 15 or 16 and subsequently signalled on position light aspect/signals to Holgate Down Reception Line 2, thence to the Up Leeds Main line at Dringhouses North Junction.

1.2 Where train crew relief is required and for traffic purposes.

Trains will be routed at Skelton Junction to Down Departure Line 1 at York Yard North thence via the Down Slow line under Single Line Working to York Yard South, signal 28, then routed via the Down Goods line to Holgate Junction, Down Reception Line and to the Up Leeds Main line at Dringhouses North Junction.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedMONDAY 20 FEBRUARY TO SATURDAY 18 MARCH - YORK HOLGATE JUNCTION AREA - continued

- 1.3 During the time the above diversions are required, the following arrangements must apply:-
- (a) Reception lines 3 and 4, not to be used and to be kept clear.
 - (b) The hand points at the connection between Down Reception Line 2 and Down Reception lines 3 and 4 to be clipped, scotched and padlocked with the points set for Reception line 2.
- 1.4 Routing of Down Freight trains during the above period will be from the Down Leeds Main line or Down Holgate Loop, thence via York Station/Yards as required.

(52)

DRIVER ONLY OPERATION OF TRAINS CONSISTING OF
EMPTY COACHING STOCK VEHICLES

If possible signalmen should avoid unscheduled stopping of these trains at station platforms. Drivers of these trains are authorised to stop short of station platforms when making unscheduled stops provided they can see the signal ahead and carry out the provisions of Rule Book Section K. If such trains make unscheduled stops, station staff where provided, must assist Drivers in restarting trains. (4D)

SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

On some routes new style reflectorised circular signs are being introduced progressively in accordance with the following code of practice :-

1. At each change of speed (whether lower or higher) including standard 15 m.p.h. restrictions through junctions and crossovers roads, etc. and changes of speed where a route or line converges with another (including junctions between parallel lines). Unless the restriction is 10 m.p.h. or less, signs will not be provided for restrictions applying over points where ALL movements in the direction concerned are made on the authority of position light aspects or shunting signals or where there is no signalled routed.
2. A warning sign will provided in rear of each commencement sign where speed is reduced. These signs are in addition to those covered in paragraph 3 of the item headed Permanent Speed Restrictions on page 1.21 of the General Appendix to the Working Timetables and Books of Rules and Regulations. An A.W.S. permanent magnet will not be provided.

Warning signs will not be provided where speed is reduced at a diverging route if :-

- (a) The speed reduction is 10 m.p.h. or less or
- (b) The signal controlling diverging route is approach released from red and the facing points are within $\frac{1}{4}$ mile of the signal, or
- (c) The distant signal is fixed at caution.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS - continued

3. The warning sign will be positioned at braking distance or half a mile (whichever is the greater) from the commencement sign to which it applies. Where there are consecutive or closely followed restrictions and the warning board for the second restriction would otherwise precede the commencement sign for the first, that warning board will be positioned 50 yards ahead of the commencement sign for the first restriction.
4. Full size (900 mm) signs will be provided wherever possible. They will be positioned on the left hand side of the line in direction of travel.
5. Miniature (450mm) signs centred 600mm above rail level will be provided where there is limited clearance, and in the following circumstances :-
 - (a) Where a route or line converges with another
 - (b) In complex junction areas where, because of the multiplicity signs, it would be clearer and more sensible to do so.
6. Neutral Section marker signs will be located as follows :-

Site Sign - 1 mile on the approach side of the neutral section.

NOTE: The Warning Indicators, with associated A.W.S. permanent - magnets, which are at present being installed are provided for Permanent Speed Restrictions where the line speed in rear is 60 m.p.h. or over when the reduction in speed is in accordance with the following table :-

<u>Speed at any point in rear of restriction</u>	<u>Speed reduced to</u>
125	85
120	80
115	75
110	75
105	70
100	65
95	60
90	60
85	55
80	50
75	50
70	45
65	40
60	35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INCIDENTS INVOLVING OBSTRUCTION, DAMAGE ETC. TO OVERHEAD LINE EQUIPMENT

Staff are reminded of the importance of quoting the nearest overhead line equipment structure number when reporting incidents, in order to assist the M. & E.E. Department in promptly arranging an isolation, if necessary, and in dealing with the incident or removing the obstruction. (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 141/1 DIESEL UNITS

Class 141/1 Diesel Multiple Units are authorised to run over all routes cleared for 142 - 144 units. (UFN)

MALTON STATION

Roofwork/platform work is in progress until further notice. Consequently, the platform has been temporarily shortened by 130 yards at the East end.

Drivers of trains stopping at the platform must work to the instructions of handsignalmen/notice boards whilst work is being carried out. (UFN)

HEBDEN BRIDGE STATION

Platform repairs are in progress on the Down and Up Platforms, until further notice.

Drivers of trains stopping at Hebden Bridge must work to the instructions of Handsignalmen/notice boards whilst platform 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 BSATURDAY 18 AND SUNDAY 19 MARCH - BETWEEN BRIDLINGTON AND HUNMANBY, BUCKTON LANE LC (AOCR) AT 35M.16CHS.

The above level crossing will be equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing will be abolished.

The crossing will continue to be monitored by Bridlington Quay Signal Box and telephone communication with the Signal Box will be maintained.

(3)

SUNDAY 19 MARCH - YORK STATION SOUTH END

Routes between the Leeds lines and York Station will be taken out of use.

A revised track layout will be brought into use between the Down and Up Main lines and the South end of York Station.

Access will be available between the Main lines and Nos. 2, 3, 8, 9, 10, 11 and 14 Platforms.

The former signalling for these routes will be brought back into use with the following alterations:-

Down Main line signal Y.34 will be moved 530 yards further South and will be positioned on the same gantry as Up line signals Y.28 and Y.29. The route from Y.34 to Platform No.2 will be by position light signal only.

No.9 Platform Southbound starting signal Y.101 will be adjusted to suit the alignment of the track at the South end of Platform 9.

Position light signal No.45 will be repositioned to the Up Main line end of the new trailing main to main crossover at the South end of the layout and will apply to:-

Down Main line position light No.58
No.9 Platform signal Y.124)
No.8 Platform signal Y.131) via Up Main line
No.3 Platform)
No.2 Platform)

Position light signal No.47 will be repositioned to the Down Main line end of the new trailing main to main crossover at the South end of the layout and will apply to Up Main line signal Y.29.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 19 MARCH - YORK STATION SOUTH END - continued

Position light signal No.58 will be repositioned to the Down Main line end of the new facing main to main crossover and will apply to:-

Position light signal 93
Position light signal 96
No.9 Platform signal Y.124
No.8 Platform signal Y.131
No.3 Platform
No.2 Platform

The remaining former position light signals will not be re-instated.

Position light signals Nos. 98 and 100 will be abolished.

The theatre route indicators associated with signal Y.32 (Down Leeds) will be abolished and this signal will read to signal YYS.11 (Down Slow line) with no route indication.

Signals Y.91 (Platform 16) and Y.92 (Platform 15) will be fixed at Red.

Reference should be made to the diagrams in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

COLOURLIGHT SIGNALS.



4 ASPECT








3 ASPECT

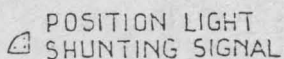


WITH THEATRE INDICATOR



WITH POSITION LIGHT ROUTE INDICATOR AND STENCIL INDICATOR

-  GREEN
-  YELLOW
-  RED
-  ASPECT NOT IN USE
-  DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



POSITION LIGHT SHUNTING SIGNAL



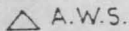
CONTROLLED SIGNAL WITH TELEPHONE



OTHER TELEPHONES

* 1 POINTS FIXED AS SHOWN.

YYS - YORK YARD SOUTH



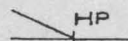
A.W.S.



WORKED POINTS



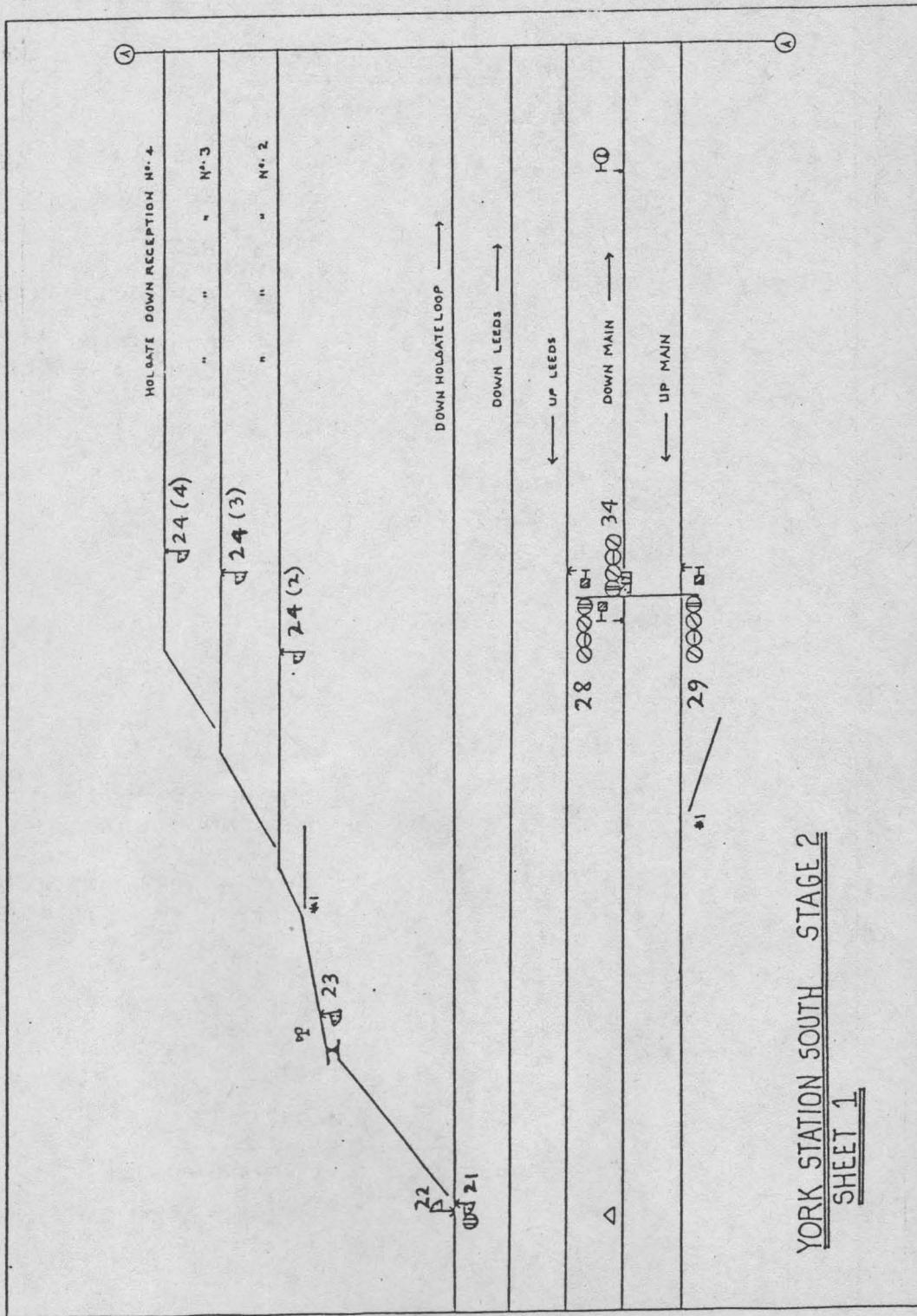
TRAP POINTS



HAND POINTS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

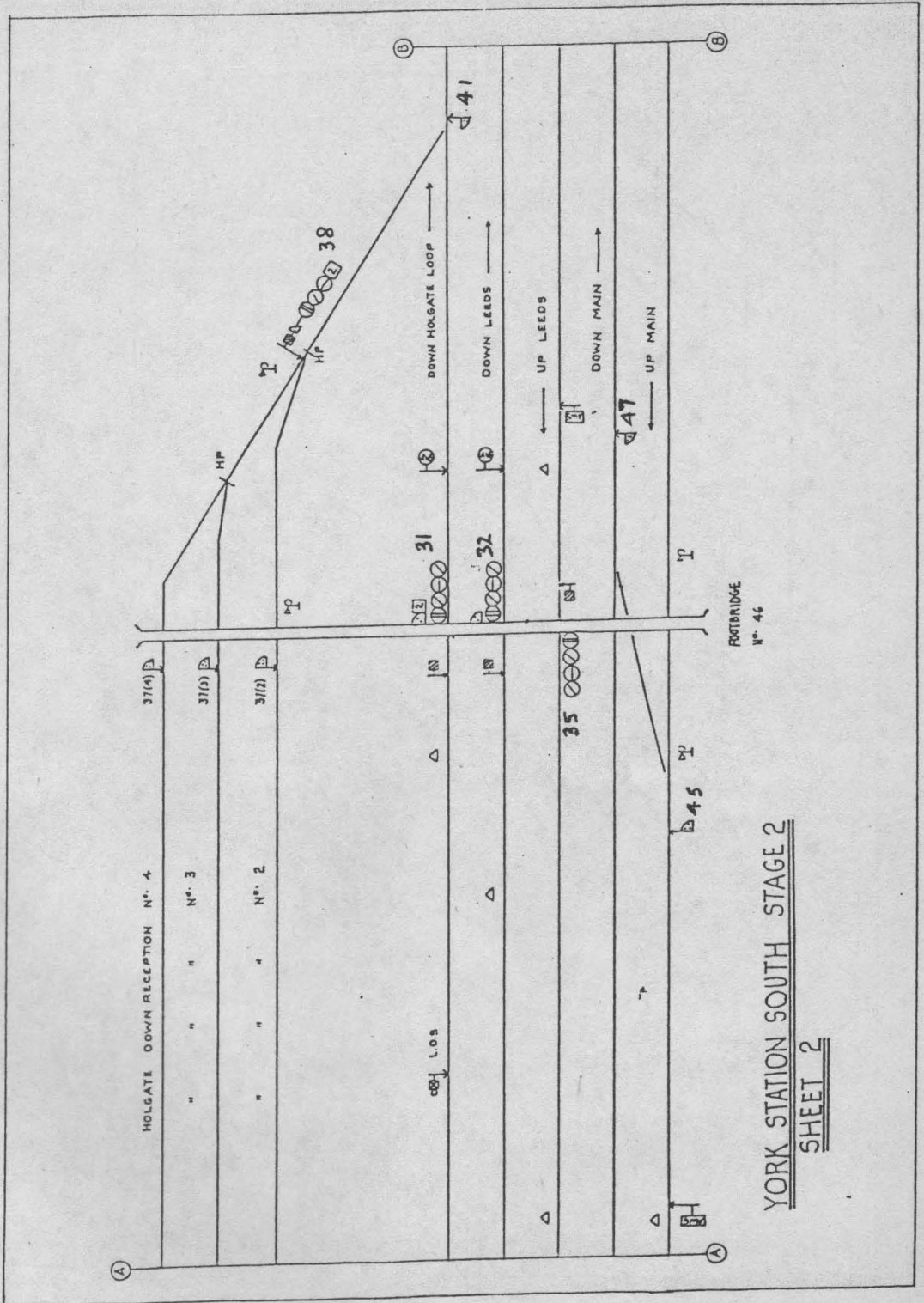
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 2
SHEET 1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

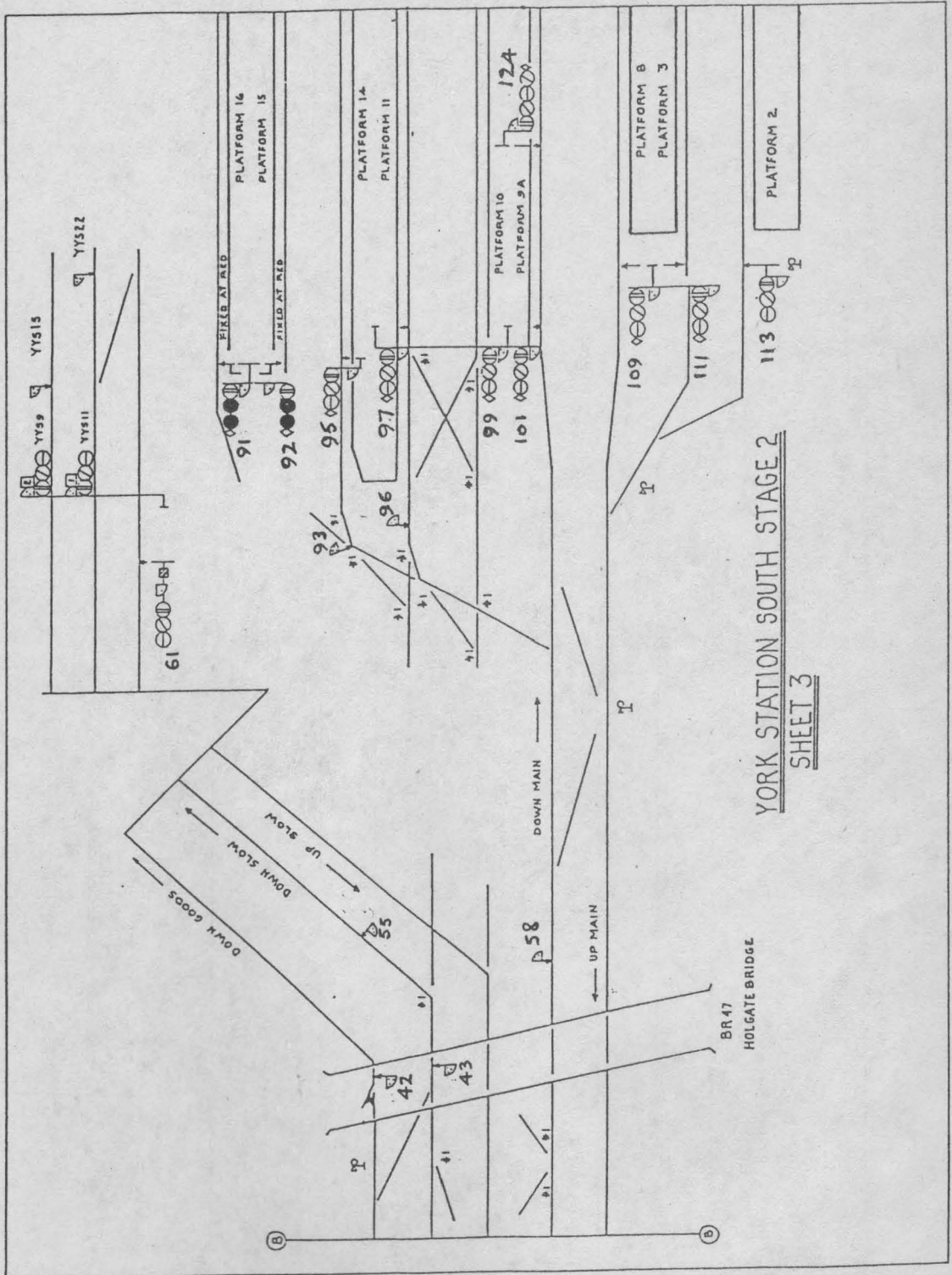
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 2
SHEET 2

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 REFERRED TO IN SECTION B - continuedMONDAY 20 MARCH - GOOLE GOODS JUNCTION SIGNALBOX

Goole Goods Junction Signalbox will be abolished. All points will be converted to hand operation and all associated signals will be abolished.

The connection from the West Dock No.1 Siding to the Departure line will be secured out of use pending removal.

The connection from West Dock South and West Dock No.2 Siding to the Grid Neck will be secured out of use pending removal.

(3)

WEDNESDAY 22 MARCH - DAWDON

The trailing connection in the Down line leading to the former Wagon Repair Shop, and associated Ground Frame, will be secured out of use pending removal.

(3)

DETAILS OF WORK ALREADY CARRIED OUTMALTON UP SIDINGS

In connection with Engineering work taking place at Malton station, the Up Sidings have been secured out of use until further notice.

(UFN)

NEVILLE HILL DEPOT

No.6 Departure Sidings in Group No.2 and No.7 Departure Sidings in Group No.1 have been abandoned and removed with connections plain lined.

(2)

BETWEEN BEVERLEY AND DRIFFIELDHutton LC at 16m. 73chs.

The Level Crossing gates have been removed and the crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30m.p.h. Speed Restriction notice boards have been provided as follows:-

On the Down Main applying to the Up (wrong) direction approach, 586 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 650 yards before reaching the crossing.

The Level Crossing is monitored by Driffield Signal Box and telephone communication with the Signal Box has been provided.

(1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HESSLE ROAD AND KING GEORGE DOCK

The line between Springbank South Junction and Bridges Junction has been singled and re-named the Up/Down King George Dock line.

The Double to Single line connection at Bridges Junction has been abolished.

Signalling Alterations

The Track Circuit Block Regulations apply between Springbank South Junction and Sculcoates, and the line east of Sculcoates to the end of the branch will be worked under the One Train Working Regulations (no staff).

The position 4 route indicator on Down line signal HR 42 at Springbank South Junction has been removed.

Down direction Signal HR 56 has been renewed on the left-hand side of the track and has been provided with a position 4 route indicator reading to the Walton Street Goods Branch.

Down direction Signal HR 49 has had its associated Position Light renewed as an off-set to the right. The Stencil indicator has been abolished.

Up direction Signal HR 50 has been re-plated HR 48R and the Red aspect has been abolished.

Up direction Signal HR 58 has been converted to an Automatic Signal, re-plated HR 55R and re-positioned 40 yards further east, applying to the Single Line.

A Reflectorised Distant Board has been provided 570 yards before reaching HR 55R.

Down direction Signal Nos.45, 47, 54, 59, Up direction Signal Nos.61, 62R, 62, Ground Position Light No.63 and the Down King George Dock fixed Distant have been abolished.

The Yellow aspects on Down direction Signal No. 51 and Up direction Signal No. 53 have been abolished.

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>Page 38</u>						
<u>YORK TO SCARBOROUGH</u>						
At:-	Strensall No.1 LC					
<u>ADD:-</u>	(CCTV)					
At:-	Strensall No.2 LC					
<u>DELETE:-</u>	(RC)					
and <u>SUBSTITUTE:-</u>	(CCTV)					
<u>Page 64 as amended</u>						
<u>DIGGLE JN TO HOLBECK EAST JN</u>						
At Batley LC in Running Lines and Signalling System column						
<u>Add:-</u>	Signalbox dots					
	 ● ● 					

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(4D)

(4D)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>Page 73</u>					
<u>ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN</u>					
At Aldwarke North Jn (Mid)					
<u>Delete:-</u>			25	<u>Slow line to Aldwarke South Jn (GC line)</u>	
and <u>Substitute:-</u>			25	<u>Slow line to Aldwarke South Jn (GC line) excluding diamond crossover</u>	
<u>Add:-</u>			10	<u>Through diamond crossover</u>	
<u>Page 75</u>					
<u>OAKENSHAW SOUTH JN TO OAKENSHAW JN</u>					
<u>DELETE:-</u>	All details and	<u>SUBSTITUTE:-</u>	15	15	MAXIMUM PERMISSIBLE SPEED
▲	Oakenshaw South Jn (See pages 73 and 76)	49 41			AWS not provided
A					Controlled by Oakenshaw Box
▼	Oakenshaw Jn (See Page 50)	48 76			

(4D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Remarks
				Down m.p.h.	Up m.p.h.	
<u>Page 79</u>						
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>						
<u>Delete all details and substitute:-</u>						
 O T 	Castleford East Jn	6	17	<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED AWS not provided Controlled by Castleford Station Signal box.
	BC LC (OPEN)			<u>STOP</u>	<u>STOP</u>	<u>Obtain authority before proceeding.</u>
	Ledston	4	43			
	Leeds Road (West End) LC (BC) (OPEN)			<u>STOP</u>	<u>STOP</u>	
	Allerton Main (Bowers Opencast Stop Board)	3	22			

(4D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h. At or Between	
<u>Page 85</u>					
	<u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u>				
	At Aldwarke North Jn (Mid)				
	<u>Delete:-</u>			<u>25</u>	<u>Slow to Aldwarke South Jn (GC line)</u>
	and <u>Substitute:-</u>			<u>25</u>	<u>Slow to Aldwarke South Jn (GC line) excluding diamond crossover</u>
	<u>Add:-</u>			<u>10</u>	<u>Through diamond crossover</u>
					(4D)
<u>Page 106 as amended</u>					
	<u>HULL TO SEAMER WEST</u>				
	<u>Delete:-</u> Hutton LC	16 73			
	and <u>Substitute:-</u> Hutton LC (AHB-X)	16 73	<u>X30</u>	<u>X30</u>	<u>Approaching crossing in wrong direction.</u>

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>Page 107</u>					
<u>HULL TO SEAMER WEST</u>					
<u>Delete:-</u>	Buckton Lane LC (AOCR)				
<u>and Substitute:-</u>	Buckton Lane LC (AHB)				

(4D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Remarks
				Down m.p.h.	Up m.p.h.	
<u>Page 108</u>						
<u>HESSLE ROAD TO KING GEORGE DOCK</u>						
<u>Delete all details and substitute:-</u>						
	HESSLE ROAD AND FORMER BRIDGES JN			<u>30</u>	<u>30</u>	MAXIMUM PERMISSIBLE SPEED AWS not provided
	FORMER BRIDGES JN AND KING GEORGE DOCK			<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
	Hessle Road (HR) (see page 101)	0	00		<u>20</u>	<u>0m. 08chs. and 0m.p.</u>
A + A +	Springbank South Jn (see below)	0	78	<u>15</u>		<u>To Springhead Yard line.</u>
		4	59	<u>15</u>	<u>15</u>	<u>4m. 59chs. and 4m. 37chs.</u>
A +	Springbank North Jn (see page 109)	4	20	<u>25</u>		<u>To Walton Street line.</u>
	Sculcoates	2	27			
	Hull River Swing Bridge	1	62			
O T † +	Former Bridges Jn	0	41			
		0	00			
	King George Dock	1	50			

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† No Staff

(4D)