

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 26 MARCH - BETWEEN ALDWARKE NORTH JN AND SWINTON

The Down and Up Main lines between Swinton and Aldwarke North Jn will be taken out of use.

On the Down Main line, Signal S.455 will be fixed at red and a moveable Scotch Block provided 200 yards to the north of S.455.

On the Up Main line a moveable Scotch Block will be provided on the approach side of SA4.

All signalling north of this point will be abolished.

The facing crossover between the Down Pontefract and Up Main lines at Swinton Jn will be abolished. The position 1 junction indicator associated with the Down Pontefract signal S.463 will be abolished.

The route setback from the Up Pontefract to Down Main on Ground Position Light Signal S.1085 will be abolished, together with route indication "M".

(4)

SUNDAY 2 APRIL - YORK SOUTH END

The Down Leeds and Down Holgate Loop lines will be taken out of use between the connections immediately after passing signals Y.16 and Y.19 and a point opposite the North end of Holgate Reception Sidings.

Signals Y.31 and Y.32 will be abolished.

Signal Y.35 on the Up Leeds line will be abolished and in future Up Slow line signal Y.61 will read to Up Leeds line signal Y.28.

(4)

MONDAY 3 APRIL - CUDWORTH STATION JN

Cudworth Station Jn signalbox will be reinstated and Royston to Cudworth Station Jn will become a block section.

A new 2-aspect colour light Down Starting signal will be provided, plated C12, and situated immediately before reaching the signalbox. A new reflectorised distant board will be provided, 1181 yards before reaching C12 signal.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

SECTIONAL APPENDIX NORTHERN AREA : BR 30018

SATURDAY 1 APRIL

From 00 01 the following line headings will be deleted:-

EASTWOOD TO NORMANTON, GOOSE HILL JN
ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN
GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN
OAKENSHAW SOUTH JN TO CROFTON EAST JN
NORMANTON, ALTOFTS JN TO COLTON NORTH JN

to be replaced by the following:-

EASTWOOD TO COLTON NORTH JN
ALTOFTS JN TO LEEDS NORTH JN
GRIMETHORPE COLLIERY TO CROFTON EAST JN

As a result of the above there will be various Permanent Speed Restriction alterations, for full details see ND Periodical Operating Notice 4D dated Saturday 1 April to Friday 2 June 1989.

(4)

COTTINGHAM STATION

From 08 00 Tuesday 28 March until 16 00 Friday 28th April, whilst construction work takes place, Drivers of Up stopping trains must bring their trains to a stop at the stop boards provided.

Guards of Up stopping trains must advise passengers travelling to Cottingham, to travel the front 2 cars only and when alighting there, to take great care.

(5)

TUESDAY 28 TO FRIDAY 31 MARCH - EASTRINGTON STATION

Resurfacing of the Down and Up platforms will be taking place. Drivers of stopping trains must observe the instructions of the notice boards, whilst this work is in progress.

(1/2)

MONDAY 3 TO FRIDAY 7 APRIL - HOWDEN STATION

Resurfacing of the Down and Up platforms will be taking place. Drivers of stopping trains must observe the instructions of the Notice Boards, whilst this work is in progress.

(1/2)

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 9 APRIL - YORKHolgate Junction

In connection with the track slewing at Holgate Junction, the Down Goods and Up Leeds lines will be taken out of use. The theatre type route indicator on Holgate Down Reception lines outlet signal Y38 will be abolished and this signal will now read to the Down Slow line only. The subsidiary signal associated with Y38 is out of use.

Ground Position Light signals 42, 43 and 55 will be abolished.

York Yard South

The Down Goods line from Holgate Junction will be taken out of use and Ground Position Light signal YYS 22 (set back Down Slow to Down Goods) will be fixed at red.

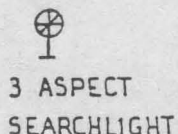
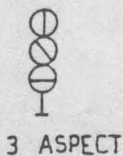
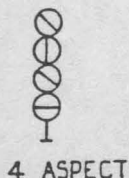
Reference should be made to the diagrams in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

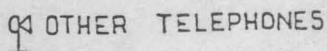
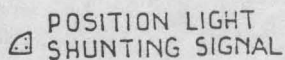
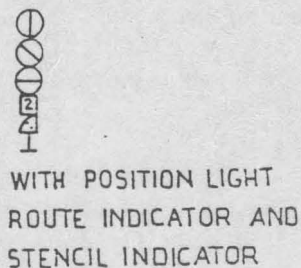
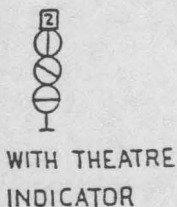
DETAILS OF WORK REFERRED TO IN SECTION B - continued

KEY TO SYMBOLS

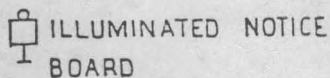
COLOURLIGHT SIGNALS.



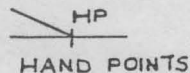
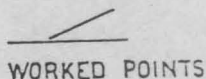
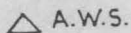
- ⊙ GREEN
- ⊙ YELLOW
- ⊙ RED
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED



* 1 POINTS FIXED AS SHOWN.

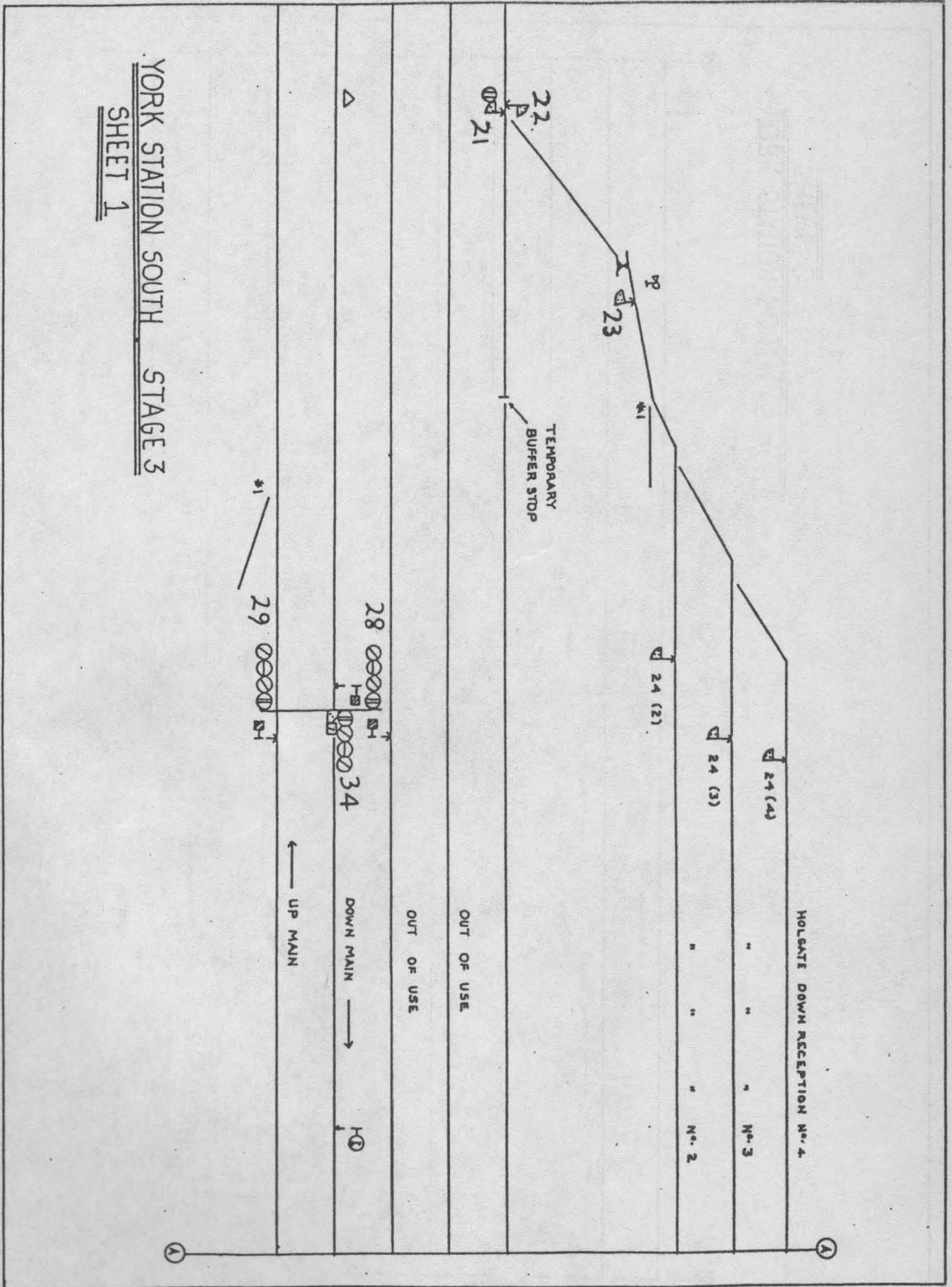


YYS - YORK YARD SOUTH



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

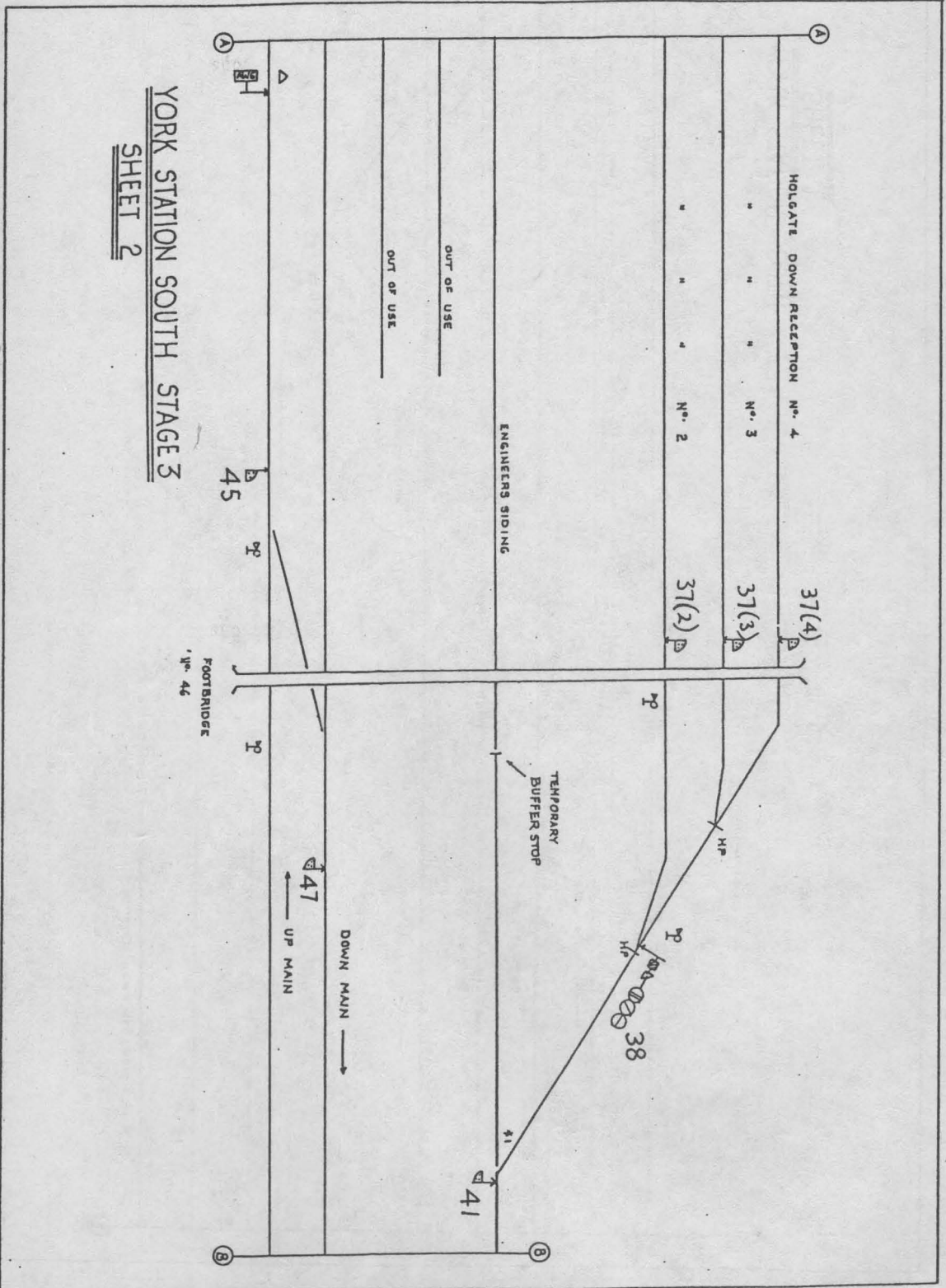
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 3
SHEET 1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

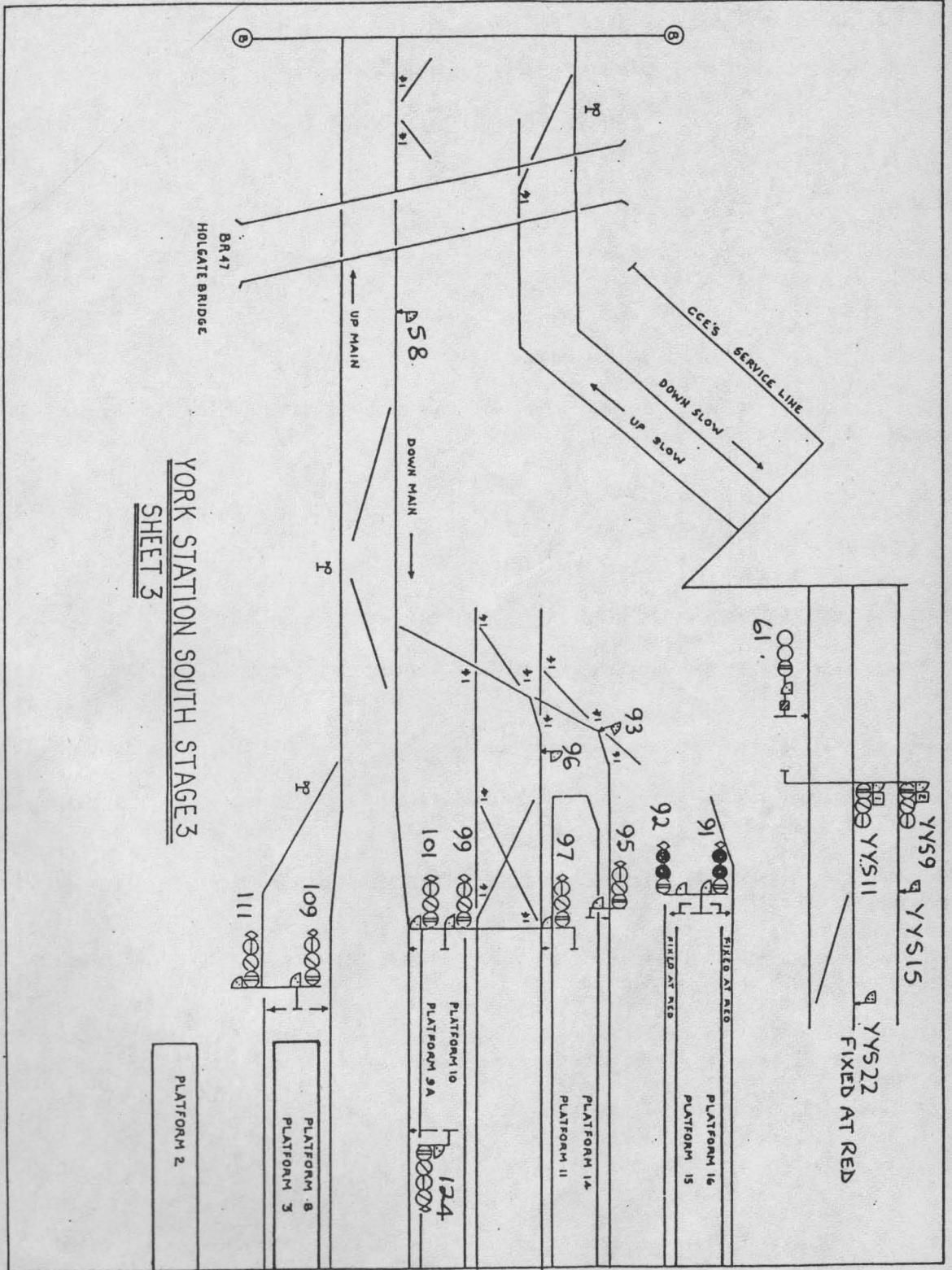
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 3
SHEET 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 3
SHEET 3

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

Cudworth Station Junction Signal Box will be reinstated etc.

THIS WORK HAS NOT BEEN CARRIED OUTYORK SOUTH END

The Down Leeds and Down Holgate Loop lines have been taken out of use between the connections immediately after passing signals Y.16 and Y.19 and a point opposite the North end of Holgate Reception Sidings.

Signals Y.31 and Y.32 have been abolished.

Signal Y.35 on the Up Leeds line has been abolished and in future Up Slow line signal Y.61 will read to Up Leeds line signal Y.28.

(4)

* * YORK STATION SOUTH END

*

Routes between the Leeds lines and York Station have been taken out of use.

A revised track layout has been brought into use between the Down and Up Main lines and the South end of York Station.

Access is available between the Main lines and Nos.3, 8, 9, 10, 11 and 14 Platforms.

The former signalling for these routes has been brought back into use with the following alterations:-

Down Main line signal Y.34 has been moved 530 yards further South and is positioned on the same gantry as Up line signals Y.28 and Y.29.

No.9 Platform Southbound starting signal Y.101 has been adjusted to suit the alignment of the track at the South end of Platform 9.

Position light signal No.45 has been 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)

Position light signal No.47 has been 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 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.

MISCELLANEOUS NOTICESMONDAY 10 TO FRIDAY 14 APRIL - HOWDEN STATION

Resurfacing of the Down and Up platforms will be taking place. Drivers of stopping trains must observe the instructions of the Notice Boards, whilst this work is in progress.

(3)

SALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formations the rear 3 car unit must be locked out of use before departure from Leeds.

2M67 13 33 (SX) Leeds to Morecambe when formed of 2 X 3 car Class 144 units.

2M67 13 33 (SO) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2H49 22 48 (SX) Leeds to Skipton when formed of 2 X 2 car Class 14X units and a 3 car Class 144 unit.

The following Class 14X formations may call at Saltaire and Crossflatts Stations without restriction :-

- 1 x 2 car Class 14X unit.
- 1 x 3 car Class 144 unit.
- 2 x 2 car Class 14X units.

(UFN)

SECTIONAL APPENDIX NORTHERN AREA : BR 30018

The following line headings have been deleted:-

EASTWOOD TO NORMANTON, GOOSE HILL JN
ALDWARKE NORTH JN (MID) TO LEEDS NORTH JN
GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN
OAKENSHAW SOUTH JN TO CROFTON EAST JN
NORMANTON, ALTOFTS JN TO COLTON NORTH JN

NS. 4 / 89
15-21.4.89SECTION 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 16 APRIL - BURTON LANE

The facing connection leading from the Down Scarborough line to the Foss Islands Branch will be removed and replaced by plain line.

(7)

SUNDAY 16 APRIL - MARSDEN

The trap points situated at the entrance to the Up Goods Loop at 18m. 62chs. will be secured out of use pending removal.

A new set of trap points will be brought into use in the Up Goods Loop at 18m. 59chs.

SUNDAY 16 APRIL - ALDWARKE NORTH JN

4-aspect colour light signal SA4 on the Up Main with routes to Down Tinsley signal S741 (position 2), Up Barrow Hill signal S442 (position 1) and to the Up Main Signal S440 will be repositioned 255 yards further north.

(7)

MONDAY 17 APRIL - BETWEEN MELTON LANE AND HESSLE ROAD

A reflectorised speed restriction Warning Indicator will be provided between Melton Lane and Hessele Road on the Down line at 3m. 01chs. giving warning of the permanent speed restriction of 50m.p.h. at 2½m.p.

The distance between the warning indicator and the commencement of the 50m.p.h. speed restriction will be 1342 yards.

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

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK

Holgate Junction

In connection with the track slewing at Holgate Junction, the Down Goods and Up Leeds lines have been taken out of use. The theatre type route indicator on Holgate Down Reception lines outlet signal Y38 has been abolished and this signal now reads to the Down Slow line only. The subsidiary signal associated with Y38 is out of use.

Ground Position Light signals 42, 43 and 55 have been abolished.

York Yard South

The Down Goods line from Holgate Junction has been taken out of use and Ground Position Light signal YYS 22 (set back Down Slow to Down Goods) has been fixed at red.

Reference should be made to the diagrams in this notice.

NS. 5/85
22-28.4.85SECTION 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 22 AND SUNDAY 23 APRIL - BETWEEN HUDDERSFIELD AND PENISTONEHUDDERSFIELD TO PENISTONE

The line between Huddersfield Springwood Jn and 6m. Olchs. (Stocksmoor) will be singled using the Down line. Double line will be retained between 6m. Olchs. and Clayton West Jn, and renamed the Down Stocksmoor Loop and the Up Stocksmoor Loop.

Clayton West Jn signal box will be closed and Huddersfield Jn signal box will be renamed Penistone signal box. All signalling associated with the Down and Up Stocksmoor Loop will be controlled by Huddersfield signal box. Track Circuit Block Regulations will apply between Huddersfield and Penistone.

Reference should be made to the diagrams in this notice.

Associated Signalling Alterations

All signals controlled by Penistone signal box will be renumbered with the prefix 'P'.

The existing Down Home signal at Clayton West (No.21) will be altered to a 2-aspect Red/Green signal and renumbered HU.227.

The existing Down distant signal at Clayton West (No.22) will be renumbered HU.227R and will act as a distant signal for HU.227.

The following existing Clayton West signals will be abolished :-

- Up Starting signal (No.14)
- Down Starting signal (No.19)
- Ground Disc signals
- Down and Up Main (Single) to Down Main
- Down Main to Down and Up Main (Single)

The existing Clayton West Up Home signal (No.13) will be altered to a 2-aspect Red/Green signal and renumbered HU.225.

The existing Clayton West Up Distant signal (No.12) will be altered to a fixed yellow signal and renumbered HU.225R and will act as a distant signal for HU.225.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 22 AND SUNDAY 23 APRIL - BETWEEN HUDDERSFIELD AND PENISTONE - continuedHUDDERSFIELD TO PENISTONE - continuedAssociated Signalling Alterations - continued

A new 2-aspect Red/Green signal HU.223 will be provided at the Huddersfield end of Stockmoor Down platform. A fixed yellow signal HU.223R will be provided 780 yards before reaching HU.223 signal and will act as a distant signal for HU.223.

A new 2-aspect Red/Green signal HU.221 will be provided 50 yards before reaching the new connection between the Single line and double line at 6m. 01chs.

A 2-aspect Yellow/Green signal HU.221R will be provided 2180 yards before reaching HU.221 signal and will act as a distant signal for HU.221.

Existing Huddersfield signals on the Down branch will be altered as follows :-

D1 at approx. 1m. 15chs. will be abolished.

DIR at approx. 1m. 65chs. will be renumbered HU.181R and will act as a distant signal for HU.181 signal 1586 yards in front.

DIRR at approx. 2m. 37chs. will be abolished.

The existing Huddersfield Starting Signal on the Up branch (HU.177) will be abolished.

NOTE :UNTIL SUNDAY 30TH APRIL THE CONNECTION BETWEEN SINGLE AND DOUBLE LINE AT CLAYTON WEST JUNCTION WILL BE OPERATED LOCALLY AND SIGNALS HU.225 AND HU.227 WILL BE FIXED AT DANGER. A HANDSIGNALMAN WILL BE PROVIDED.

HUDDERSFIELD STATION

The existing Down branch between Huddersfield Station and Springwood Jn will be redesignated West Shunt Neck with a buffer stop provided at the Springwood Jn end. STABLING OF TRAINS IN THIS SHUNT NECK IS PROHIBITED. The Up Main between Huddersfield Station and Springwood Jn will become a bidirectional line.

Associated Signalling Alterations

A new 3-aspect signal (HU.165) will be provided on the Up Main in Huddersfield Tunnel approx. 410 yards from the station with routes as follows :-

| <u>TYPE</u> | <u>ROUTE IND</u> | <u>DESTINATION</u> |
|-------------|------------------|--------------------|
| Main | M | Down Main |
| Main | 4 | Platform 4 |
| P.L. | 1 | Platform 1 |
| P.L. | U | Up Main |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 22 AND SUNDAY 23 APRIL - BETWEEN HUDDERSFIELD AND PENISTONE - continuedHUDDERSFIELD STATION - continuedAssociated Signalling Alterations - continued

Existing signal HU.165 on the former Down Branch (new West Shunt Neck) will be replaced by a ground position light signal numbered HU.164.

Existing ground position light signal HU.164 (Up Main) will be abolished.

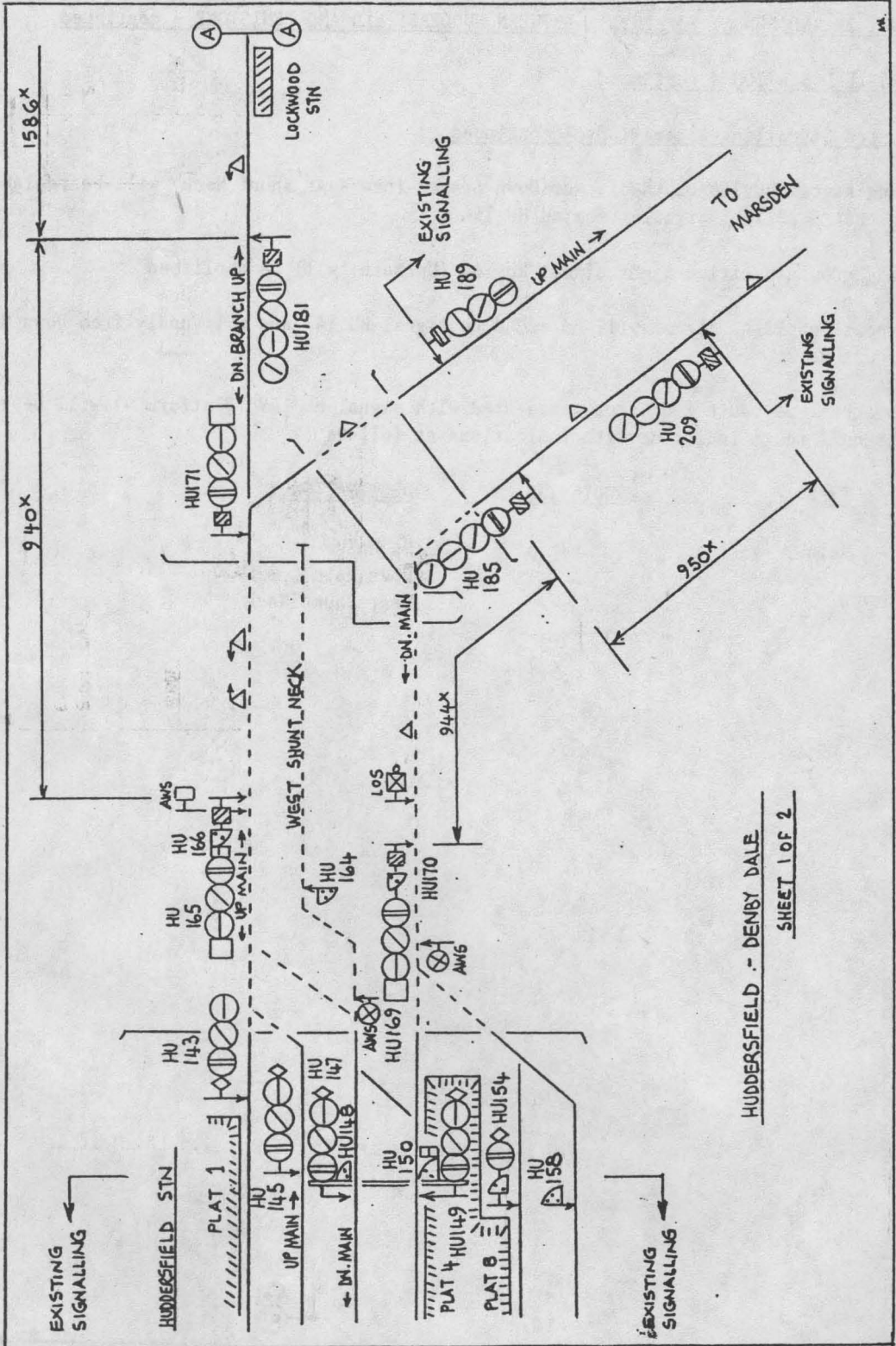
A new position light signal will be added to signal HU.147 and will apply from Down Main to West Shunt Neck.

The theatre type route indicator associated with signal HU.149 (Platform 4) will be replaced by a stencil route indicator with indications as follows :-

| <u>TYPE</u> | <u>ROUTE IND</u> | <u>DESTINATION</u> |
|-------------|------------------|--------------------|
| Main | - | Up Main |
| P.L. | X | Down Main L.O.S. |
| P.L. | S | West Shunt Neck |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

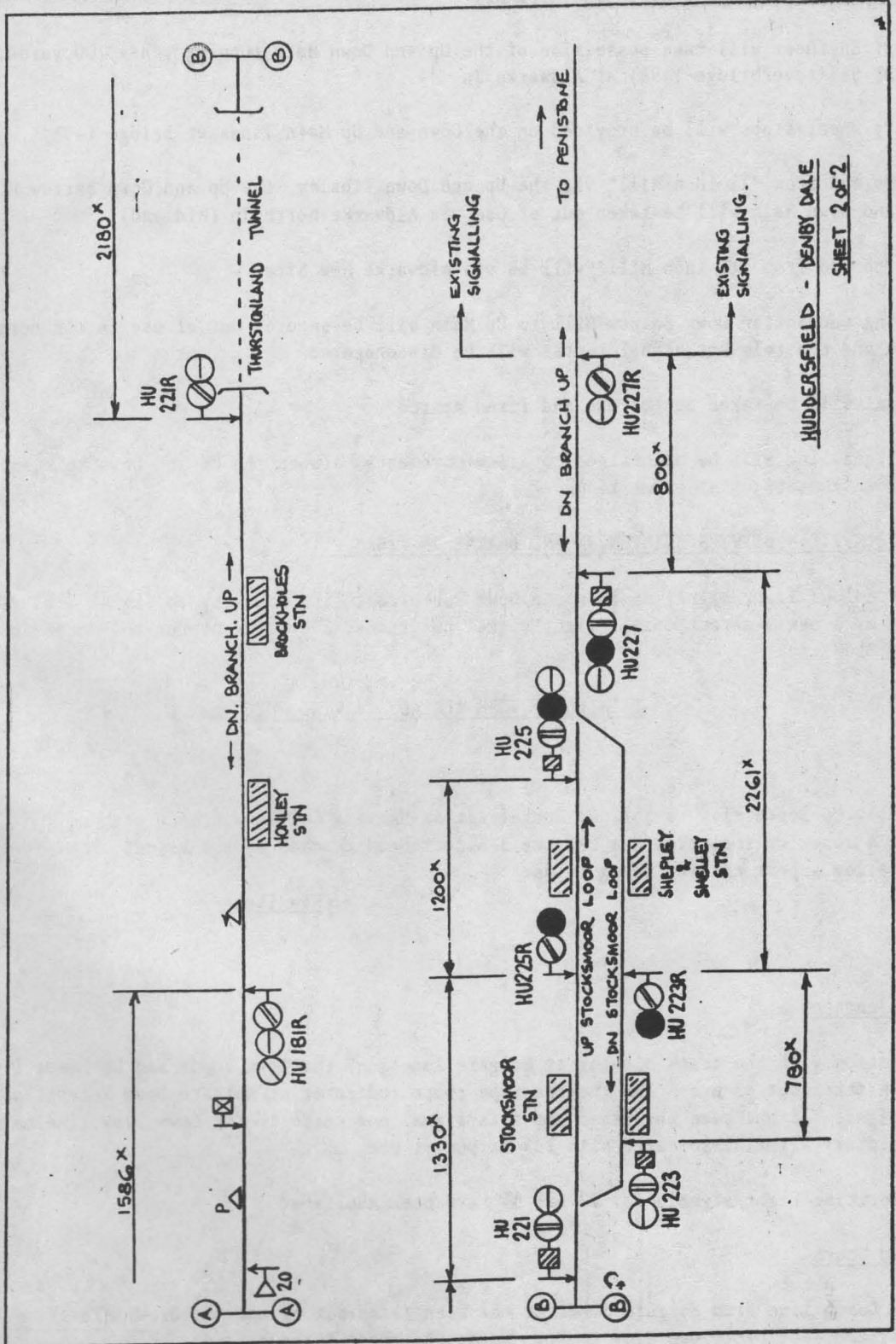


HUDDERSFIELD - DENBY DALE

SHEET 1 OF 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



HUDDERSFIELD - DENBY DALE
SHEET 2 OF 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 23 APRIL - ALDWARKE NORTH JN (MIDLAND)

The Civil Engineer will take possession of the Up and Down Main running lines 700 yards north of signal SA3 (overbridge 149B) at Aldwarke Jn.

Temporary wheel stops will be provided on the Down and Up Main lines at Bridge 149B.

Routes to and from "11 inch Mill" via the Up and Down Tinsley, the Up and Down Barrow Hill and the Up and Down Main will be taken out of use via Aldwarke North Jn (Midland).

Traffic to and from "11 inch Mill" will be via Aldwarke New Site.

The facing connection Down Barrow Hill to Up Main will be secured out of use in the normal position and the relevant signal routes will be disconnected.

SA4 Signal will be taken out of use and fixed at red.

Normal signalling will be maintained to allow movements between the Up and Down Main and the Up and Down Pontefract at Aldwarke Jn. (8)

SUNDAY 23 APRIL - BETWEEN SWINTON JN AND DEARNE JN (168M.P.)

3-aspect colour light signal S471 on the Down Pontefract line applying to Signal S513 will be replaced by a new 3-aspect colour light signal positioned 200 yards nearer to Dearne Jn and numbered S509. (8)

DETAILS OF WORK ALREADY CARRIED OUTDEARNE JN

Signal S514 Up Pontefract to S512 Up Pontefract or Manvers Colliery Branch with Position 4 Junction Indicator has had the 3-aspect head renewed as a 4-aspect, the second yellow aspect not yet being in use.

(New Item)

(8)

YORKHolgate Junction

In connection with the track slewing at Holgate Junction, the Down Goods and Up Leeds lines have been taken out of use. The theatre type route indicator on Holgate Down Reception lines outlet signal Y38 has been abolished and this signal now reads to the Down Slow line only. The subsidiary signal associated with Y38 is out of use.

Ground Position Light signals 42, 43 and 55 have been abolished.

York Yard South

The Down Goods line from Holgate Junction has been taken out of use and Ground Position Light signal YYS 22 (set back Down Slow to Down Goods) has been fixed at red.

Reference should be made to the diagrams in this notice.

(6)

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 64 (as amended)</u> | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN</u> | | | | | |
| Between Gledholt North and South Tunnels and West end of <u>Huddersfield</u> Station | | | | | |
| <u>Delete:-</u> all details and <u>Substitute:-</u> | | | | | |
| | Gledholt North and South Tunnels (243 yards) | 25 04 to 25 04 | | | Controlled by Huddersfield (HU) signal box. |
| | Springwood Jn (See page 71) | 25 20 | <u>20</u> | <u>To Penistone line</u> | |
| | Huddersfield North and South Tunnels (696 yards) | 25 20 to 25 51 | <u>50</u> | <u>25m. 49ch. and 24m. 62ch.</u> | |
| <u>(W.e.f. 22 & 23.4.89)</u> | | | | | |

NS - D6

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 70 and 71</u> | | | | | |
| <u>BARNSELY STATION JN TO HUDDERSFIELD SPRINGWOOD JN</u> | | | | | |
| <u>Delete:- all details and Substitute:-</u> | | | | | |
| | BARNSELY STATION JN AND PENISTONE STATION | | <u>50</u> | <u>50</u> | MAXIMUM PERMISSIBLE SPEED AWS not provided |
| | PENISTONE STATION AND HUDDERSFIELD, SPRINGWOOD JN | | <u>35</u> | <u>35</u> | MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS |
| | PENISTONE STATION AND HUDDERSFIELD, SPRINGWOOD JN | | <u>50</u> | <u>50</u> | MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS |
| | Barnsley Station Jn (See page 69) | 6 43 | <u>20</u> | <u>6½m.p. and 6m. 44chs.</u> | C.W. Down at 6m. 36chs. (602 yards before reaching signal BY9) |
| | | | <u>40</u> | <u>6½m.p. and 5m. 70chs.</u> | |
| | | | <u>40</u> | <u>5m. 75chs. and 6½m.p.</u> | |
| | | | <u>25</u> | <u>Single to Up at 5m. 72chs.</u> | |
| | | | <u>25</u> | <u>4m. 10chs. and 4m. 07chs.</u> | |
| | | | <u>25</u> | <u>4m. 07chs. and 4m. 10chs.</u> | |
| | | | <u>40</u> | <u>4m. 07chs. and 3m. 75chs.</u> | |
| | | 5 72 | <u>25</u> | <u>3m. 75chs. and 4m. 07chs.</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 | |
| <u>BARNSELY STATION JN TO HUDDERSFIELD SPRINGWOOD JN - continued</u> | | | | | |
| | Dodsworth LC | 3 67 | | | |
| | <u>Dodsworth</u> (proposed) | 3 63 | | | |
| | <u>Silkstone Common</u> | 2 21 | | | |
| | Oxspring Tunnel (558 yards) | 0 63 to 0 38 | | | |
| | | <u>0 00</u> 29 13 | | | |
| | | | <u>15</u> | | |
| | Penistone (P) | <u>28 33</u> 13 42 | | | <u>28m. 44chs. and 13m. 32chs.</u> |
| | <u>Penistone</u> | 13 36 | | | |
| | | | <u>15</u> | | <u>13m. 32chs. and 28m. 44chs.</u> |
| | Wellhouse Tunnel (415 yards) | 12 48 to 12 29 | | | |

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

| Running Lines and Signalling System | Location | M. | Ch. | Permanent Speed Restrictions | | Remarks |
|---|-------------------------------------|----|-----|------------------------------|----|---|
| | | | | Down | Up | |
| <u>BARNESLEY STATION JN TO HUDDERSFIELD SPRINGWOOD JN - continued</u> | | | | | | |
| | | | | <u>30</u> | | <u>9m. 72chs. and 8m. 44chs.</u> |
| | <u>Denby Dale</u> | 9 | 31 | | | |
| | Cumberworth Tunnel (906 yards) | 9 | 05 | | | |
| | | to | | | | |
| | | 8 | 44 | <u>30</u> | | <u>8m. 44chs. and 9m. 72chs.</u> |
| | Clayton West Jn | 7 | 63 | <u>50</u> | | <u>Single to Down</u> |
| | | | | | | Controlled by Huddersfield (H.U.) Signal box |
| | | | | <u>40</u> | | <u>Up to Single</u> |
| | <u>Shepley</u> | 7 | 14 | | | |
| | <u>Stocksmoor</u> | 6 | 26 | | | |
| | Stocksmoor Jn | 6 | 01 | <u>40</u> | | <u>Down to Single</u> |
| | | | | | | Controlled by Huddersfield (H.U. Signal box |
| | | | | <u>50</u> | | <u>Single to Up</u> |
| | Thurstonland Tunnel (1631 yards) | 5 | 58 | | | |
| | | to | | | | |
| | | 63 | | | | |

NS - D9

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>BARNSELY STATION JN TO HUDDERSFIELD SPRINGWOOD JN - continued</u> | | | | | |
| | <u>Brockholes</u> | 4 25 | | | |
| | <u>Honley</u> | 3 28 | | | |
| | Robin Hood Tunnel (228 yards) | 2 70 to 2 60 | | | |
| | <u>Berry Brow</u> (proposed) | 2 26 | | | |
| | <u>Lockwood</u> | 1 18 | | | |
| | Lockwood Tunnel (205 yards) | 1 16 to 1 07 | | | |
| | | | <u>20</u> | | <u>0m. 48chs. and 0$\frac{1}{2}$m.p.</u> |
| | Springwood Jn (See page 64) | 0 40 | <u>20</u> | | <u>0$\frac{1}{2}$m.p. and 0m. 48chs.</u> Controlled by Huddersfield (H.U.) Signal box |
| | | | | | (w.e.f. 22 & 23.4.89) |

NS - D10

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 APRIL - BETWEEN YORK AND HAXBY ROAD LC

Bootham and Burton Lane signal boxes together with all signals worked therefrom will be abolished. All connections at Burton Lane will be secured out of use in the normal position pending removal.

Bootham LC will be converted to an Automatic Barrier Crossing Locally Monitored (A.B.C.L.) with drivers red and white lights provided. Telephone communication with Strensall signal box will be provided.

On the Down line approach a St. Georges Cross board and a $\begin{array}{c} X \\ 20 \\ 40 \end{array}$ Speed Restriction Board will be provided 900 yards and 300 yards respectively before reaching the crossing.

On the Up Line approach a St. Georges Cross board and a $\begin{array}{c} X \\ 35 \\ 55 \end{array}$ Speed Restriction Board will be provided 1,400 yards and 660 yards respectively before reaching the crossing.

3-aspect Signal No. Y243 on the Down Scarborough line will be renewed as a 2-aspect Red/Green automatic signal and will be replated S1. The telephone will be connected to Strensall signal box.

4-aspect Signal No. Y245 on the Up Scarborough line will be renewed 70 yards further from York as a 3-aspect controlled signal.

A new distant signal, Y245R, will be provided on the Up Scarborough line approximately 150 yards after passing over Bootham LC.

AWS will be provided at both Y245 and Y245R signals.

(See Section 'D') (9)

SUNDAY 30 APRIL - BETWEEN SWINTON JN AND DEARNE JN

Colour light signal No. 512, situated on the Up Pontefract line, will have the head changed from a 3-aspect to a 4-aspect, the second yellow aspect being covered out of use until further notice.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 1 MAY - YORK

The connections to and from Holgate Down Reception Sidings will be taken out of use. The Engineers Siding will be taken out of use pending removal.

The Down and Up Leeds lines will be brought back into use for running to and from the Down and Up Slow lines.

Signalling alterations

A new 2-aspect (Red/Yellow) colour light signal No. Y32 will be commissioned on the Down Leeds line and positioned approx. 150 yards to the south of 188m.p. This signal will read to Down Slow line signal YYS11.

Up Slow line signal Y61, previously fixed at red, will be recommissioned as a 2-aspect (Red/Yellow) colour light signal. The associated position light signal will be abolished.

Down Leeds line signal Y16, previously fixed at red, will be recommissioned as a 3-aspect (Red/Yellow/Double Yellow) colour light signal. The position 1 junction indicator and associated position light signal will be abolished.

Down Main line signal Y19 - The position 2 junction indicator and position light signal will be abolished.

Holgate Reception Sidings outlet signal Y38 will be abolished.

All position light signals associated with the Leeds lines, Holgate Reception Sidings and Dringhouses Down Sidings will be abolished.

Reference should be made to the diagrams in the 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



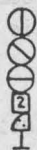
3 ASPECT



3 ASPECT
SEARCHLIGHT



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



*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.



COMMENCEMENT OF GAP



TERMINATION OF GAP



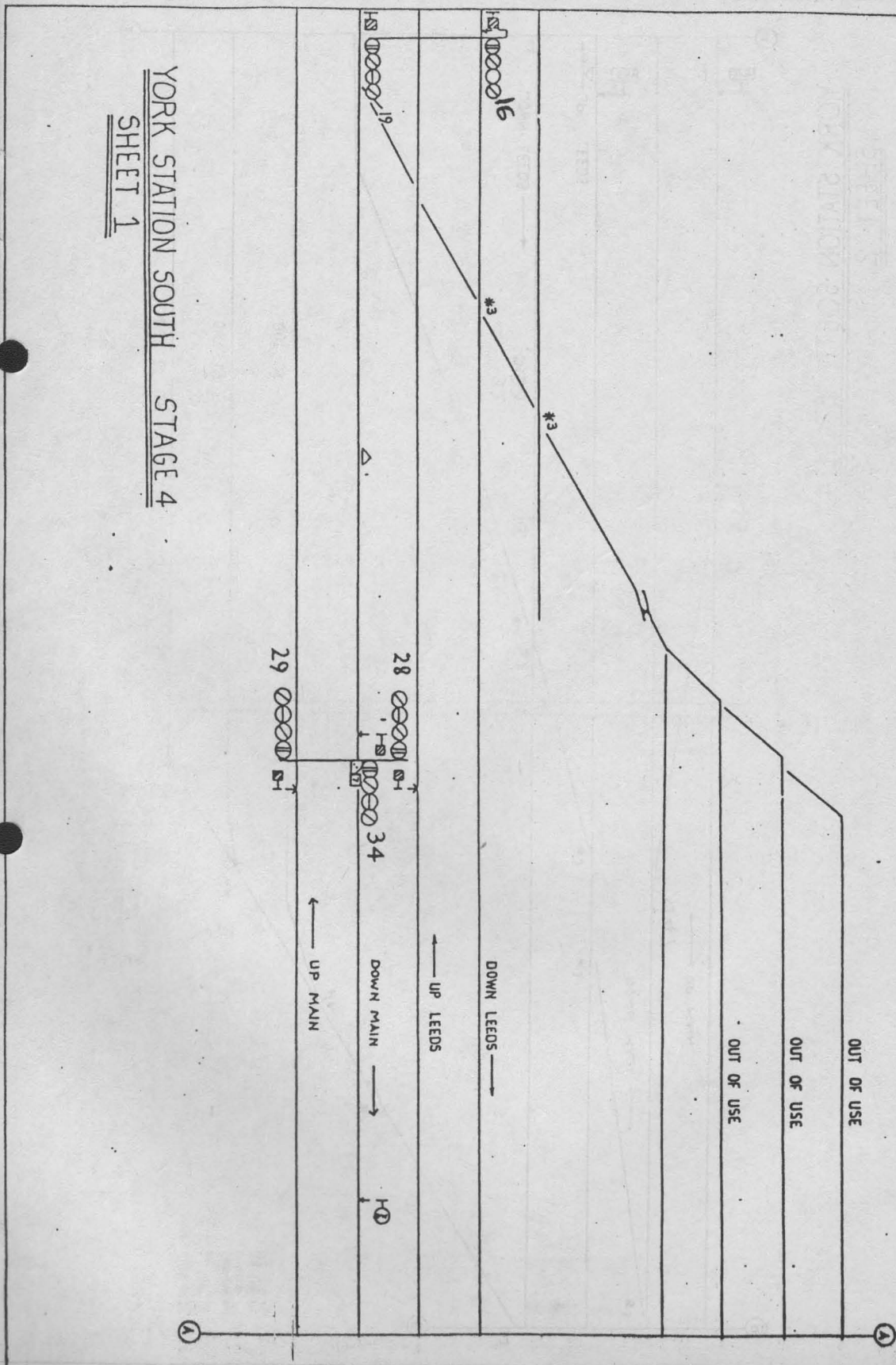
WORKED POINTS



TRAP POINTS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



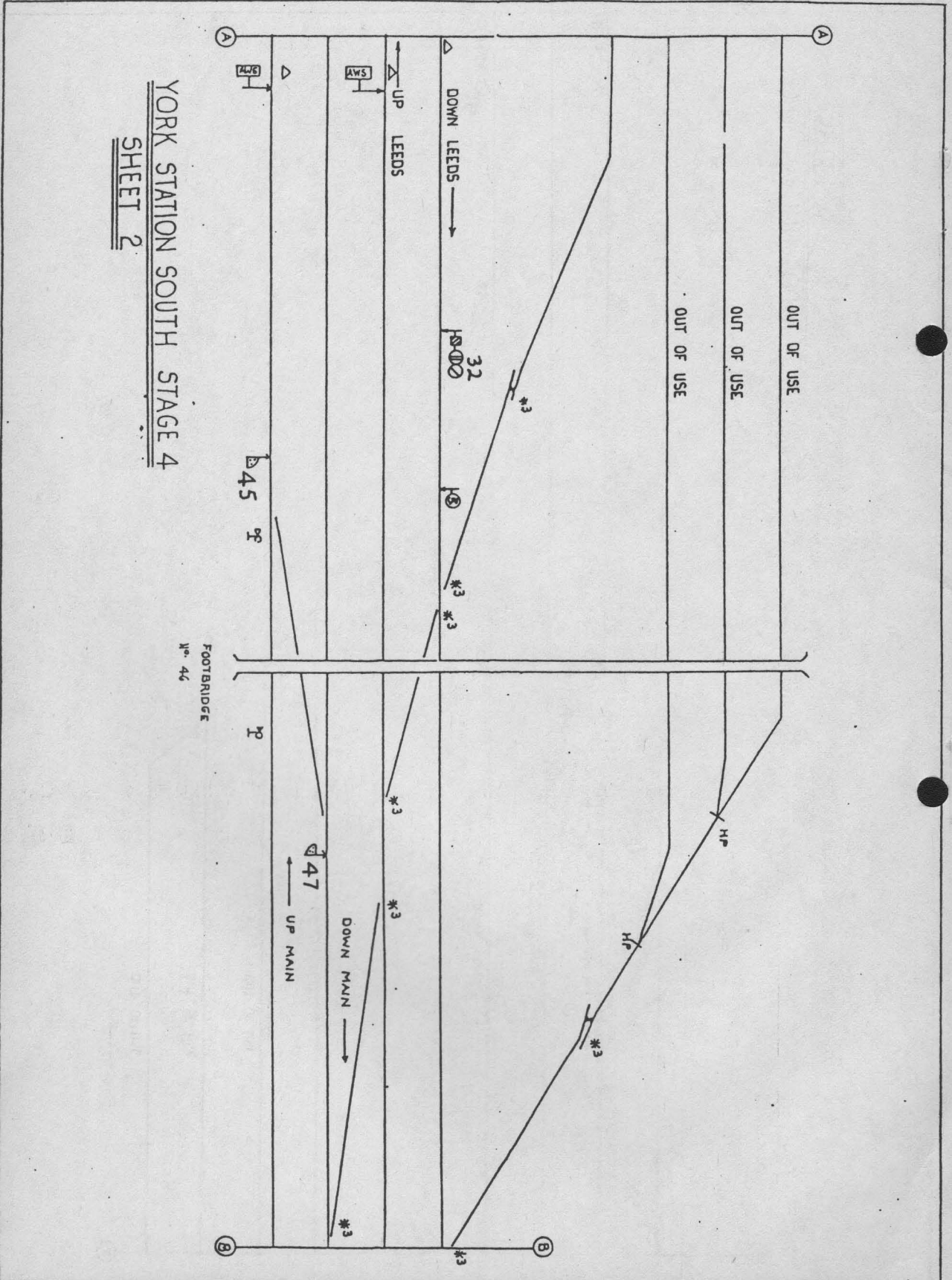
YORK STATION SOUTH STAGE 4
SHEET 1

①

②

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

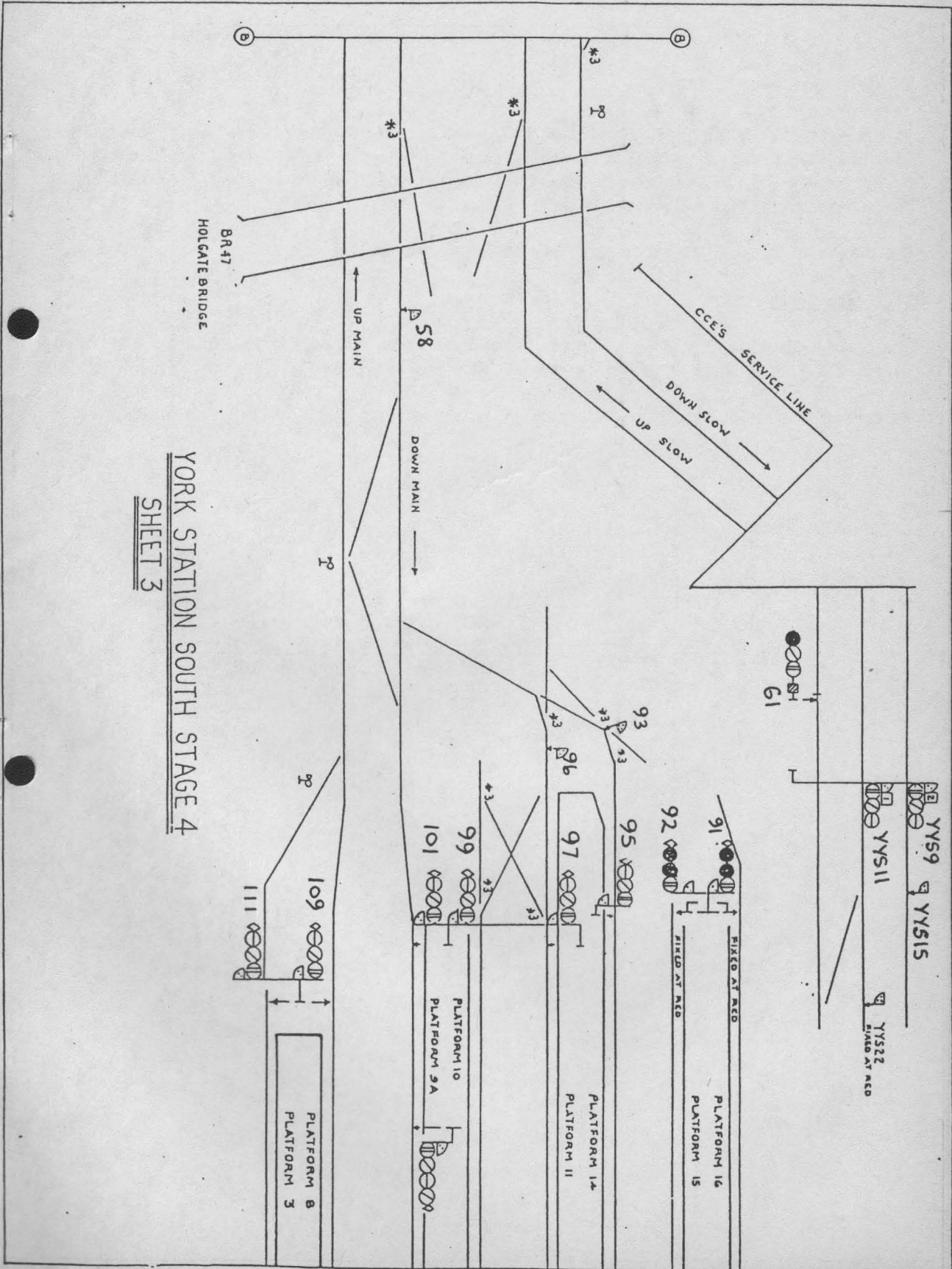
DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 4
SHEET 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



YORK STATION SOUTH STAGE 4
SHEET 3

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

*

Holgate Junction

In connection with the track slewing at Holgate Junction, the Down Goods and Up Leeds lines have been taken out of use. The theatre type route indicator on Holgate Down Reception lines outlet signal Y38 has been abolished and this signal now reads to the Down Slow line only. The subsidiary signal associated with Y38 is out of use.

Ground Position Light signals 42, 43 and 55 have been abolished.

York Yard South

The Down Goods line from Holgate Junction has been taken out of use and Ground Position Light signal YYS 22 (set back Down Slow to Down Goods) has been fixed at red.

Reference should be made to the diagrams in this notice.

(6)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedALDWARKE NORTH JN (MIDLAND)

The Civil Engineer has taken possession of the Up and Down Main running lines 700 yards north of signal SA3 (overbridge 149B) at Aldwarke Jn.

Temporary wheel stops have been provided on the Down and Up Main lines at Bridge 149B.

Routes to and from "11 inch Mill" via the Up and Down Tinsley, the Up and Down Barrow Hill and the Up and Down Main have been taken out of use via Aldwarke North Jn (Midland).

Traffic to and from "11 inch Mill" is via Aldwarke New Site.

The facing connection Down Barrow Hill to Up Main will be secured out of use in the normal position and the relevant signal routes have been disconnected.

SA4 Signal has been taken out of use and fixed at red.

Normal signalling has been maintained to allow movements between the Up and Down Main and the Up and Down Pontefract at Aldwarke Jn. (8)

ALDWARKE NORTH JN

4-aspect colour light signal SA4 on the Up Main with routes to Down Tinsley signal S741 (position 2), Up Barrow Hill signal S442 (position 1) and to the Up Main Signal S440 has been repositioned 255 yards further north. (7)

BETWEEN SWINTON JN AND DEARNE JN (168M.P.)

3-aspect colour light signal S471 on the Down Pontefract line applying to Signal S513 has been replaced by a new 3-aspect colour light signal positioned 200 yards nearer to Dearne Jn and numbered S509. (8)

DEARNE JN

Signal S514 Up Pontefract to S512 Up Pontefract or Manvers Colliery Branch with Position 4 Junction Indicator has had the 3-aspect head renewed as a 4-aspect, the second yellow aspect not yet being in use. (8)

BETWEEN MELTON LANE AND HESSLE ROAD

A reflectorised speed restriction Warning Indicator has been provided between Melton Lane and Hessele Road on the Down line at 3m. 0lchs. giving warning of the permanent speed restriction of 50m.p.h. at 2½m.p.

The distance between the warning indicator and the commencement of the 50m.p.h. speed restriction is 1342 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator. (7)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

INDEX

F

Page 170

Delete:-

Foss Islands Branch

Page
178

Page 170

INDEX

H

Add :-

Huddersfield, Springwood Jn and Penistone - Between

Page
187

YORK TO SCARBOROUGH

Page 178

BOOTHAM AUTOMATIC BARRIER CROSSING (LOCALLY MONITORED) (ABCL)

Add:-

The following instructions must be observed in the working of this level crossing:-

1. The crossing is equipped with road traffic signals and half barriers the same as at an Automatic half barrier level crossing but is additionally provided with Driver's flashing Red and White lights.
2. The road traffic lights and barriers are locally monitored by the Drivers observance of the Drivers Red and White flashing lights adjacent to the crossing. The Driver's Red light will flash continuously, except when (on the approach of a train) the road traffic signals are operating correctly and the half barriers are down the Drivers white light will flash.
3. 3.1 On passing the Warning Board (black St. George's cross on a white background), the Driver must regulate the speed of his train in order to observe the prescribed restriction of speed which applies from the speed restriction board (black numerals and St Andrew's cross on a white background) to the crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

YORK TO SCARBOROUGH - continued

Page 178 - continued

- 3.2 On passing the speed restriction board, the Driver must ensure that the crossing can be seen to be clear and that the white light adjacent to the crossing is flashing. He may then proceed to the crossing at a speed not exceeding that indicated and accelerate as soon as the front of the train is on the crossing.

The Driver must, however, stop short of the crossing if:-

- (a) the red flashing light is exhibited or if the white light is not flashing or
- (b) the crossing is obstructed or
- (c) the crossing cannot be seen to be clear because of fog, falling snow, or failure of the crossing illumination or other reason or
- (d) the movement comprises Engineers' on-track equipment which cannot be relied upon to actuate track circuits.

Before then proceeding over the crossing, the Driver must ensure that it is safe to do so. The horn must be sounded continuously until the front of the train is on the crossing.

- 3.3 The bottom figure (higher speed) of the two speeds shown on the speed restriction board applies only to passenger (loaded or empty) trains and to light locomotives, the top figure (lower speed) applies to all other trains.
4. The level crossing must be locally operated in any of the circumstances detailed in clause 2.1 of the Instructions for Automatic Half Barrier Crossings (AHB) on pages 7.3 and 7.4 of the General Appendix.

Page 178

FOSS ISLANDS BRANCH

Delete :- heading and all instructions thereunder

(6D)

Page 184

HUDDERSFIELD

Add :-

The stabling of trains or vehicles on the West Shuntneck is Prohibited.

(6D)

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

Page 187

Add :-

BETWEEN HUDDERSFIELD, SPRINGWOOD JN AND PENISTONE

The working of Class 9 trains between Huddersfield, Springwood Jn and Penistone is prohibited.

(6D)

MISCELLANEOUS NOTICESSHIPLEY

The route Shipley, Bradford Jn to Shipley Bingley Jn is PROHIBITED to the following:-

Mark 3 coaching stock,
 Mark 4 coaching stock,
 Class 155 'Sprinter' units,
 Class 156 'Sprinter' units,
 Class 158 'Express' units.

(6D)

DRIVER TO SHORE RADIO

The system is now being commissioned on the Eastern Region and is to be considered as operational by Drivers as from 00 01 Hours on Monday 1st May 1989.

(6D)

* * WORKING OF FREIGHT TRAINS DRINGHOUSES AND HOLGATE JUNCTION AREAS.* MONDAY 10 APRIL TO MONDAY 1 MAY 1989

1. During engineering possessions in the Dringhouses North and South Junctions and Holgate Junction area in the above period, all freight trains wherever possible will be routed via York Station.
2. Freight trains which require to travel via York Yards will be routed as follows:-
 - 2.1. Up trains.
 Will be routed via Up Slow from York Yard South via Signal 61, Holgate Junction and No.2 Holgate Down Reception line to Signal 21.
 - 2.2. A handsignalman at signal 21, will authorise Drivers, upon instructions from the Signalman to proceed from this signal to the Down Main line and travel in the wrong direction to Signal S402 from where trains will be routed to the Up Main line.

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

* * WORKING OF FREIGHT TRAINS DRINGHOUSES AND HOLGATE JUNCTION AREAS. MONDAY 10 APRIL TO
 * MONDAY 1 MAY 1989 - continued

2.3 Down trains.

Will be routed from Signal 22 to Signal 38 thence to Down Slow line.

2.4 During the time diversions are in force, the following arrangements must apply:-

- (i) Holgate Down Reception lines 3 and 4 not to be used and kept clear.
- (ii) Hand point connection between No.2 Holgate Down Reception line and Nos.3 and 4 lines to be clipped, padlocked and scotched with the points set for No.2 Down Reception line. (6)

SALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formations the rear 3 car unit must be locked out of use before departure from Leeds.

2M67 13 33 (SX) Leeds to Morecambe when formed of 2 X 3 car Class 144 units.

2M67 13 33 (SO) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2H49 22 48 (SX) Leeds to Skipton when formed of 2 X 2 car Class 14X units and a 3 car Class 144 unit.

The following Class 14X formations may call at Saltaire and Crossflatts Stations without restriction :-

- 1 x 2 car Class 14X unit.
- 1 x 3 car Class 144 unit.
- 2 x 2 car Class 14X units.

(UFN)

CLASS 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 7, 14 and 16

The route Shipley, Bradford Jn to Bingley Jn is PROHIBITED for CLASS 155 operations.

(UFN)

NS 7/85
6-12.5.85SECTION 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 MAY - YORK

The facing connection leading from the Up Scarborough line to the Down Scarborough line will be secured permanently out of use in the reverse position pending removal. The Down Scarborough line end of this crossover will remain in use.

The trailing connection in the Up Scarborough line will be secured permanently out of use in the reverse position pending removal. The Down Scarborough line end of this crossover will remain in use subject to the temporary work below.

Platforms 7, 8B and the Middle Road will be taken out of use temporarily and the following signals will be abolished:-

Y133, Y228, Y234, Y231, Y239 and Y241.

Signal Y244 (Up Scarborough) will read to Platform 9 only.

(10)

SUNDAY 7 MAY - MARSDEN

The Up Goods Loop will be upgraded to passenger status and renamed Up Passenger Loop. A new station platform will be provided on the Up side of the line.

The trap points at the exit from the loop will be secured out of use pending removal.

The Up Loop semaphore starting signal will be abolished and replaced by a new 2-aspect (Red/Green) colour light signal, plated M21, situated 150 yards nearer to the Signal Box. A telephone will be provided to the Signal Box.

The ground disc signal applying from Up Loop to Up Main or Up Siding will be abolished and replaced in the same position by a 3-aspect colour light signal, plated M20, with associated position light aspect offset to the right. The main aspect will apply to movements to the Down Main and the position light aspect will apply to movements to the Up Siding. A telephone will be provided to the Signal Box.

The yellow faced ground disc signal applying from Up Siding to Up Loop will be replaced by a red faced ground disc signal.

An "off" indicator will be provided on the Up Passenger Loop platform, illuminated when M20 signal is cleared for a movement to the Down Main.

(10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTHURSDAY 11 MAY - BETWEEN COLTON NORTH JN AND TOLLERTON

The area between Colton North Jn exclusive and Tollerton including York Yards will be resignalled and the new York signal box will be commissioned.

The following signal boxes will be abolished:-

| | |
|-----------------|---------|
| York Yard South | Skelton |
| York Yard North | |

Full details of the revised signalling and track layout will be shown in Supplementary Signalling Notice No.150 and all concerned should ensure they are in receipt of a copy.

(10)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK

*

The connections to and from Holgate Down Reception Sidings have been taken out of use. The Engineers Siding has been taken out of use pending removal.

The Down and Up Leeds lines have been brought back into use for running to and from the Down and Up Slow lines.

Signalling alterations

A new 2-aspect (Red/Yellow) colour light signal No. Y32 has been commissioned on the Down Leeds line and positioned approx. 150 yards to the south of 188m.p. This signal reads to Down Slow line signal YYS11.

Up Slow line signal Y61, previously fixed at red, has been recommissioned as a 2-aspect (Red/Yellow) colour light signal. The associated position light signal has been abolished.

Down Leeds line signal Y16, previously fixed at red, has been recommissioned as a 3-aspect (Red/Yellow/Double Yellow) colour light signal. The position 1 junction indicator and associated position light signal has been abolished.

Down Main line signal Y19 - The position 2 junction indicator and position light signal has been abolished.

Holgate Reception Sidings outlet signal Y38 has been abolished.

All position light signals associated with the Leeds lines, Holgate Reception Sidings and Dringhouses Down Sidings have been abolished.

Reference should be made to the diagrams in the notice.

(7)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|--------------------------|--------|------------------------------|-----------|------------------------------------|
| | | | Down m.p.h. | Up m.p.h. | |
| Page 38 (as amended) | | | | | |
| <u>YORK TO SCARBOROUGH</u> | | | | | |
| Between <u>York</u> (Y) and Strensall LC <u>Delete:-</u> all details | | | | | |
| and <u>Substitute:-</u> | | | | | |
| ● ● | <u>York</u> (Y) | 0 00 | <u>15</u> | <u>15</u> | <u>York Station and Om. 26chs.</u> |
| ▲ | (See page 20) | 0 18 | | | |
| ↓ ▼ | | 0 25 | | | |
| ▲ ▼ | | | <u>20</u> | | <u>Approaching level crossing</u> |
| — ▼ | | | <u>40</u> | | |
| ▲ | Bootham LC (A.B.C.L)† | 1 51 | | <u>35</u> | † see page 178 |
| ↓ ▼ | | | | <u>55</u> | <u>Approaching level crossing.</u> |
| ● ● | Haxby Road LC (CCTV) | 3 27 | | | |
| | Haxby LC (CCTV) | 4 18 | | | |
| | Strensall No.1 LC (CCTV) | 6 00 | | | |
| | Strensall No.2 LC (CCTV) | 6 11 | | | |
| | Strensall LC | 6 48 | | | |

(W.e.f. 7.5.89)

(6D)

NS - D3

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 39</u> | | | | | | |
| <u>YORK TO SCARBOROUGH - continued</u> | | | | | | |
| <u>Delete :-</u> | Flaxton LC | 9 | 21 | | | |
| <u>and Substitute:-</u> | Flaxton LC (AHB - X) | 9 | 21 | <u>X35</u> | <u>X35</u> | <u>Approaching level crossing in wrong direction</u> |
| | | | | | | (6D) |
| <u>Page 40</u> | | | | | | |
| <u>FOSS ISLANDS BRANCH</u> | | | | | | |
| <u>Delete:-</u> heading table and all details thereunder | | | | | | |
| | | | | | | (6D) |
| <u>Page 64</u> | | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN</u> | | | | | | |
| Between Standedge Tunnel and <u>Marsden</u> | | | | | | |
| <u>Delete:-</u> | | | | | | |
| At <u>Marsden Add:-</u> | | | | | | |
| | | | | | | UGL 130 A |
| | | | | | | UPL 109 |
| | | | | | | (W.e.f. Sunday 7 May 1989) (6D) |

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 85</u> | | | | | |
| <u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u> | | | | | |
| Between <u>Thurnscoe</u> and <u>Moorthorpe (M)</u> | | | | | |
| <u>Add:-</u> | Frickley Colliery Branch Jn (See page 86) | 11 64 | <u>10</u> | <u>10</u> | <u>To/from Frickley Colliery Branch.</u> |
| <u>Page 86</u> | | | | | |
| <u>Add:-</u> | <u>FRICKLEY COLLIERY BRANCH</u> | | | | |
| | | | <u>15</u> | <u>15</u> | MAXIMUM PERMISSIBLE SPEED |
| | | | <u>10</u> | <u>10</u> | <u>Through connections to/from Main.</u> |
| T O T † + | Frickley Colliery Branch Jn (See page 85) | 0 00 | <u>10</u> | <u>10</u> | AWS not provided. Controlled by Moorthorpe (M) signal box. |
| | Frickley Colliery | 0 56 | | | † No staff. |

(6D)

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 88.</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| Between <u>Leeds</u> and Leeds West Jn | | | | | |
| In Running Lines and Signalling System column on the Through Road | | | | | |
| <u>Delete:-</u> PF | | | | | |
| (6D) | | | | | |
| <u>Page 94 (as amended)</u> | | | | | |
| <u>WORTLEY JN TO YORK (SKELTON) VIA HARROGATE</u> | | | | | |
| <u>At Poppleton LC Delete:-</u> | | 2 | 71 | | |
| <u>and Substitute:-</u> | | 2 | 74 | | |
| (6D) | | | | | |
| <u>Page 97</u> | | | | | |
| <u>LEEDS TO HULL</u> | | | | | |
| Between <u>Leeds</u> and Leeds East Jn | | | | | |
| In Running Lines and Signalling System column on the Through Road | | | | | |
| <u>Delete:-</u> PF | | | | | |
| (6D) | | | | | |

NS. 8/85
13-19.5.85SECTION 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 14 MAY - ALDWARKE NORTH JN (MIDLAND)

The Civil Engineer's possession of the Down and Up Main running lines 700 yards north of Signal SA3, from Overbridge No. 149B at Aldwarke Junction northwards towards Dearne Junction will be given up and the Main lines and associated connections to and from "11 inch Mill" Sidings, will be restored to operational use. The temporary wheel stops will be removed.

All temporarily secured out of use connections and disconnected associated signal routes will be reinstated. The Up Main line signal No. SA4 at Aldwarke North Jn (Midland) will have the former routes to Up Main, Up Barrow Hill or Down Tinsley reconnected.

The Down and Up Main lines north of Aldwarke North Jn to the site of former Wath Road Jn continue out of use for trackwork and resignalling pending reinstatement at a future date.

Down Main line signal No. S455 immediately north of Aldwarke North Jn (Midland) will remain fixed at red to prohibit signalled movements on to the out of use Down Main line.

(11)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN COLTON NORTH JN AND TOLLERTON

The area between Colton North Jn exclusive and Tollerton including York Yards has been resignalled and the new York signal box has been commissioned.

The following signal boxes have been abolished:-

| | |
|-----------------|---------|
| York Yard South | Skelton |
| York Yard North | |

Full details of the revised signalling and track layout are shown in Supplementary Signalling Notice No.150 and all concerned should ensure they are in receipt of a copy.

(10)

YORK

The facing connection leading from the Up Scarborough line to the Down Scarborough line has been secured permanently out of use in the reverse position pending removal. The Down Scarborough line end of this crossover remains in use.

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

The trailing connection in the Up Scarborough line has been secured permanently out of use in the reverse position pending removal. The Down Scarborough line end of this crossover remains in use subject to the temporary work below.

Platforms 7, 8B and the Middle Road have been taken out of use temporarily and the following signals have been abolished:-

Y133, Y228, Y234, Y231, Y239 and Y241.

Signal Y244 (Up Scarborough) now reads to Platform 9 only.

(10)

BETWEEN YORK AND HAXBY ROAD LC

Bootham and Burton Lane signal boxes together with all signals worked therefrom have been abolished. All connections at Burton Lane have been secured out of use in the normal position pending removal.

Bootham LC has been converted to an Automatic Barrier Crossing Locally Monitored (A.B.C.L.) with drivers red and white lights provided. Telephone communication with Strensall signal box has been provided.

On the Down line approach a St. Georges Cross board and a $\begin{array}{c} X \\ \boxed{20} \\ \boxed{40} \end{array}$ Speed Restriction Board has been provided 900 yards and 300 yards respectively before reaching the crossing.

On the Up Line approach a St. Georges Cross board and a $\begin{array}{c} X \\ \boxed{35} \\ \boxed{55} \end{array}$ Speed Restriction Board has been provided 1,400 yards and 660 yards respectively before reaching the crossing.

3-aspect Signal No. Y243 on the Down Scarborough line has been renewed as a 2-aspect Red/Green automatic signal and has been replated S1. The telephone has been connected to Strensall signal box.

4-aspect Signal No. Y245 on the Up Scarborough line has been renewed 70 yards further from York as a 3-aspect controlled signal.

A new distant signal, Y245R, has been provided on the Up Scarborough line approximately 150 yards after passing over Bootham LC.

AWS has been provided at both Y245 and Y245R signals.

(See Section 'D')

(9)

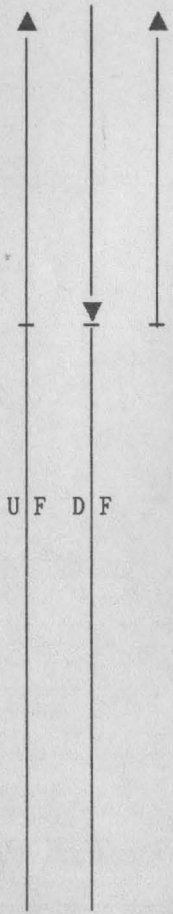
SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

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>Pages 20 and 21</u></p> <p><u>DONCASTER, BLACK CARR JN TO BERWICK</u></p> <p>Delete:- all details and Substitute:-</p> | | | | | | |
| | <p>Copmanthorpe No.2 LC (R/G)</p> | <p>185 22</p> | <u>100</u> | | <u>Main line 186½m.p. and 186m. 43chs.</u> | |
| | | | | <u>100</u> | | <u>Main line 186m. 43chs. and 186½m.p.</u> |
| | | | | <u>100</u> | | <u>Leeds line 186m. 43chs. and Colton North Jn</u> |
| | | | | <u>90</u> | | <u>Main line 186m. 43chs. and 188m. 07chs.</u> |
| | | | | <u>90</u> | | <u>Leeds line 186m. 43chs. and 187m. 77chs.</u> |
| | | | | <u>25</u> | <u>25</u> | <u>Up Leeds to Down Leeds at 187½m.p.</u> |
| | | | | <u>25</u> | <u>25</u> | <u>To over and from Down Holgate loop.</u> |
| | | | | <u>35</u> | | <u>Down Leeds to Down Slow</u> |
| | <p>End of Down Leeds (See page 37)</p> | <p>187 77</p> | | | <p>D & UGL 79</p> <p><u>Key to Running Lines :</u></p> <p>UM = Up Main</p> <p>DM = Down Main</p> <p>UL = Up Leeds</p> <p>DL = Down Leeds</p> | |

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks | |
|--|-----------------------------|--------|------------------------------|--|---|---|
| | | | Down m.p.h. | Up m.p.h. | | |
| <u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u> | | | | | | |
|  <p>U F D F</p> | Holgate Jn (see page 37) | 188 07 | 30 | 30 | <u>Down Leeds to Up Leeds at 187m. 77chs.</u> | |
| | | | | 50 | | <u>Down Main to Up Main at 188m. 01chs.</u> |
| | | | 30 | 30 | <u>Up Leeds to Down Main at 188m. 01chs.</u> | |
| | | | | 90 | <u>Leeds line 188m. 07chs. and 186m. 43chs.</u> | |
| | | | | 90 | <u>Main line 188m. 07chs. and 186m. 43chs.</u> | |
| | | 40 | 40 | <u>All lines 188m. 07chs. and 188m. 28chs. except as shown below:-</u> | | |
| <p><u>Key to Running Lines :</u> UF = Up Fast DF = Down Fast</p> | | | | | | |

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

| Running Lines and Signalling System | Location | M. | Ch. | Permanent Speed Restrictions | | Remarks |
|---|----------|-----|-----|------------------------------|-----------|---|
| | | | | Down m.p.h. | Up m.p.h. | |
| <u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u> | | | | | | |
| <p>Diagram showing five running lines with platform labels P3, P5, P9, P10, and P11. Arrows indicate the direction of travel for each line.</p> | York (Y) | 188 | 40 | 30 | 30 | <u>All routes between Down Main or Up Leeds and Platforms 6, 7, 10 and 11</u> |
| | | | | 30 | 30 | <u>Down Fast to Up Fast at 188m. 11chs.</u> |
| | | | | 30 | | <u>Platform 1 to Up Fast</u> |
| | | | | 50 | | <u>Down Fast to Up Fast at 188m. 21chs.</u> |
| | | | | 30 | 30 | <u>All lines 188m. 28chs. and 0 1/2 m.p.</u> |
| | | | | 15 | 15 | <u>All lines to and from Scarborough line, York Station and 0m. 26chs.</u> |
| <p><u>Key to Running Lines :</u> P3PP = Platform 3 P5PP = Platform 5 P9PP = Platform 9 P10PP = Platform 10 P11PP = Platform 11</p> | | | | | | |

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

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|-------------------------------------|---|------------------------------|-----------|--|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u> | | | | | |
| | | 0 26 | 30 | 30 | <u>Loco line and connections</u> |
| | | | 50 | | <u>Fast line 0$\frac{1}{2}$m.p. and 1m. 09chs.</u> |
| | | | 50 | | <u>Fast line 1m. 09chs. and 0$\frac{1}{2}$m.p.</u> |
| | | | 50 | 50 | <u>Down to Up at 1m. 29chs.</u> |
| | | | 50 | 50 | <u>Down Fast to Up Slow at 1m. 37chs.</u> |
| | | | 50 | 50 | <u>Up Slow to Down Slow at 1m. 46chs.</u> |
| | | | 50 | | <u>Slow to Harrogate line 1m. 50chs. and 1m. 65chs.</u> |
| | | | 50 | 50 | <u>Slow line 1m. 50chs. and 2$\frac{3}{4}$m.p.</u> |
| | | | 20 | | <u>Slow to York Yard South line</u> |
| | | | 25 | | <u>Up Slow to Down Slow at 1m. 58chs.</u> |
| 30 | | <u>Slow line 2$\frac{3}{4}$m.p. and 3m. 23chs.</u> | | | |
| 30 | | <u>Slow line 3m. 02chs. and 1m. 43chs.</u> | | | |
| | Skelton Jn (see pages 37 and 94) | 1 51 | | | Key to Running Lines : UF = Up Fast DF = Down Fast F.W.S. between 3m.p. and 3 $\frac{1}{4}$ m.p. Does NOT cover the Up Slow line. |

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|--------------------------------|--------|------------------------------|--|---|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u> | | | | | |
| | Skelton Bridge | 3 11 | 30 | 30 | <u>All connections Fast to Slow and Slow to Fast at 3m. 05chs.</u> |
| | Beningbrough Footpath LC (R/G) | 7 01 | 60 | | <u>Slow line 9½m.p. and 10½m.p.</u> |
| | Tollerton (T) | 9 40 | 30 | 30 | <u>All connections between Fast lines, Fast to Slows and Slow to Fast at 9m. 49chs.</u> |
| | | | | 50 | <u>Up Fast to Up Slow at 10m. 14chs.</u> |
| | | | | 30 | <u>Down Slow to Down Fast at 10m. 18chs.</u> |
| | | | | 65 | <u>Slow line 20½m.p. and 21m. 03chs.</u> |
| | | | 60 | <u>Slow line 21m. 03chs. and 22m. 30chs.</u> | |

Key to Running Lines :

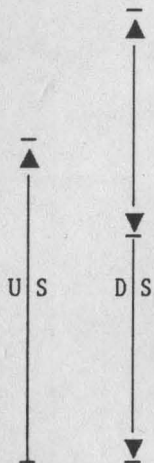
- US = Up Slow
- UF = Up Fast
- DF = Down Fast
- DS = Down Slow

(W.e.f. 10 00 hours Sunday 14 May)

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>Page 37</p> <p><u>YORK, HOLGATE JN TO SKELTON</u></p> <p><u>Delete:- all details and Substitute:-</u></p> <p><u>YORK, HOLGATE JN TO SKELTON JN</u></p> | | | | | |
| | | | <u>35</u> | <u>35</u> | MAXIMUM PERMISSIBLE SPEED |
| | | | | | Controlled by York (Y) signal box. |
| | End of Down Leeds (see page 20) | 187 77 | | | |
| | Holgate Jn (see page 20) | <u>188 07</u> 0 00 | | | |
| | York South | 0 21 | <u>25</u> | <u>25</u> | <u>Yard South to Down Slow and Up Slow.</u> |
| | Yard North | 1 09 | <u>20</u> | | <u>1m. 09chs. to 1m. 50chs.</u> |
| | | | | <u>25</u> | <u>Yard North to Up Slow</u> |
| | Skelton Jn (see pages 21 and 94) | 1 50 | <u>20</u> | | <u>1m. 50chs. and 1m. 09chs.</u> |
| | | | | | <u>(W.e.f. 10 00 hours Sunday 14 May)</u> |
| | | | | | <u>Key to Running Lines :</u> US = Up Slow DS = Down Slow |



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 38</u> (as amended) | | | | | |
| <u>YORK TO SCARBOROUGH</u> | | | | | |
| Between <u>York</u> (Y) and <u>Strensall LC</u> <u>Delete:-</u> all details | | | | | |
| and <u>Substitute:-</u> | | | | | |
| ● ● | <u>York</u> (Y) | 0 00 | <u>15</u> | <u>15</u> | <u>York Station and 0m. 26chs.</u> |
| ▲ | (See page 20) | 0 18 | | | |
| ┆ ▼ | | 0 25 | | | |
| — ▲ | | | <u>20</u> | | <u>Approaching level crossing</u> |
| — ▼ | Bootham LC (A.B.C.L)† | 1 51 | <u>40</u> | | |
| — | | | | <u>35</u> | <u>Approaching level crossing.</u> |
| — | Haxby Road LC (CCTV) | 3 27 | | <u>55</u> | |
| — | Haxby LC (CCTV) | 4 18 | | | |
| — | Strensall No.1 LC (CCTV) | 6 00 | | | |
| — | Strensall No.2 LC (CCTV) | 6 11 | | | |
| — | Strensall LC | 6 48 | | | |



† see page 178

NS - D9

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 39</u> | | | | | |
| <u>YORK TO SCARBOROUGH - continued</u> | | | | | |
| <u>Delete :-</u> | Flaxton LC | 9 21 | | | |
| <u>and Substitute:-</u> | Flaxton LC (AHB - X) | 9 21 | <u>X35</u> | <u>X35</u> | <u>Approaching level crossing in wrong direction</u> |
| (6D) | | | | | |
| <u>Page 40</u> | | | | | |
| <u>FOSS ISLANDS BRANCH</u> | | | | | |
| <u>Delete:-</u> heading table and all details thereunder | | | | | |
| (6D) | | | | | |
| <u>Page 64</u> | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN</u> | | | | | |
| Between Standedge Tunnel and <u>Marsden</u> | | | | | |
| <u>Delete:-</u> | | | | | UGL 130 A |
| <u>At Marsden Add:-</u> | | | | | UPL 109 |
| (6D) | | | | | |

NS - D10

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 21 MAY - BETWEEN SLAITHWAITE AND HUDDERSFIELD

Down Main 4-aspect colour light signal HU209 will be converted to an automatic signal and replated accordingly.

(12)

SUNDAY 21 MAY - BETWEEN LOCKWOOD AND SPRINGWOOD JN

Down Single 4-aspect colour light signal HU181 will be renewed in the same form and positioned 114 yards nearer to Lockwood.

(12)

SUNDAY 21 MAY - BETWEEN SKIERS SPRING AND JUMBLE LANE

Additional signalling will be brought into use between Skiers Spring and Barnsley Jumble Lane.

In the Down direction a 2-aspect colour light 1st. Home signal plated J23;, positioned 100 yards north of Wombwell Down platform, will be provided together with an associated colour light distant signal plated J23R and positioned 1678 yards before reaching the new 1st. Home signal.

In the Up direction a 2-aspect colour light intermediate block Home signal plated J24, positioned at the south end of Wombwell Up platform, will be provided together with an associated 2-aspect colour light distant signal plated J24R and positioned 1350 yards before reaching the new intermediate block home signal.

Telephones to Jumble Lane signal box will be provided on signals J23 and J24.

(12)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN COLTON NORTH JN AND TOLLERTON

The area between Colton North Jn exclusive and Tollerton including York Yards has been resignalled and the new York signal box has been commissioned.

The following signal boxes have been abolished:-

York Yard South

Skelton

York Yard North

POWER OPERATED DOORS

As a result of a serious incident on the London Midland Region I hereby draw YOUR attention to the importance of fully observing the provisions of Clause 1.3 of the 'Power Operated Doors Instructions' published as an addition to Section 3 as page 3.6 A of the General Appendix viz :-

When the Guard is ready to depart the Guard must :-

1. Close all doors except the door adjacent to his position when in a vestibule.
2. Check that the door interlock light is illuminated.
3. Check by observation along the outside of the train that the doors are not obstructed and it is safe for the train to start.
4. Close the door adjacent to his position when in a vestibule.

The Guard may then give the 'Ready to Start' signal to the Driver but he must remain at the door control panel until the train has passed clear of the platform.

NS. 10/11. 85
27.5 - 9.6.85SECTION 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 2 JUNE - STOURTON

The Up side siding will be temporarily shortened by approximately 50 yards and a temporary stop block provided.

(13)

SUNDAY 4 JUNE - BETWEEN ALDWARKE JN AND DEARNE JN

The Down Pontefract line between Aldwarke Jn. and the site of the former Wath Road Jn. at 168m.p. will be taken out of use pending removal.

The former Down Main line between Aldwarke Jn. and the site of the former Wath Road Jn. at 168m.p. will be reinstated for operational use.

The former Down Main line will be slued into the Down Pontefract line between 167 $\frac{1}{2}$ m.p. and 168m.p. (site of former Wath Road Jn.) to form the through Down line between Aldwarke Jn. and Dearne Jn.

Revised new 4-aspect Automatic signalling will be provided on the Down Main/Down Pontefract line between Aldwarke Jn. and Dearne Jn. as shown in the Signalling diagram accompanying this notice.

The new Down line signalling will operate as Automatic signals throughout pending commissioning of the new Swinton Jn. and new Swinton Station at a future date. It should be specially noted that the Down line new signals are repositioned and renumbered in some cases and are not the former Down Main signals restored into use.

The Up Pontefract line between Dearne Jn. and Aldwarke Jn. remains on its existing alignment at this stage with the existing signalling retained unchanged.

The Up to Down Pontefract lines crossover connection at the site of the former Swinton Jn. will be secured out of use in the normal position pending removal and the associated ground position light shunting signals Nos. 1085 (Up Pontefract) and 1088 (former Down Pontefract) will be fixed at red.

All signalling on the abandoned former Down Pontefract line between Aldwarke Jn. and site of former Wath Road Jn. will be taken out of use pending removal.

At Aldwarke Jn. the junction route indicators on all affected signals will remain unchanged and those indicators taken out of use as a result of the abandonment of the Down Pontefract line will remain on the signals with the route indication lights blanked out.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 4 JUNE - BETWEEN ALDWARKE JN AND DEARNE JN - continued

The altered routing of the signals at Aldwarke Jn. will be as follows :-

| <u>SIGNAL</u> | <u>ASPECT</u> | <u>ROUTE INDICATION</u> | <u>DESTINATION</u> |
|---------------|---------------|-------------------------|------------------------|
| Down Main SA3 | M | - | Down Main S455 |
| | M | POS.5 | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |

(Position 4 Junction indications Blanked out of use)

| | | | |
|-----------------------|----|-------|------------------------|
| Down Barrow Hill SA13 | M | POS.2 | Down Main S455 |
| | M | POS.4 | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |

| | | | |
|-----------------|----|-------|------------------------|
| Up Tinsley SA27 | M | POS.2 | Down Main S455 |
| | M | - | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |

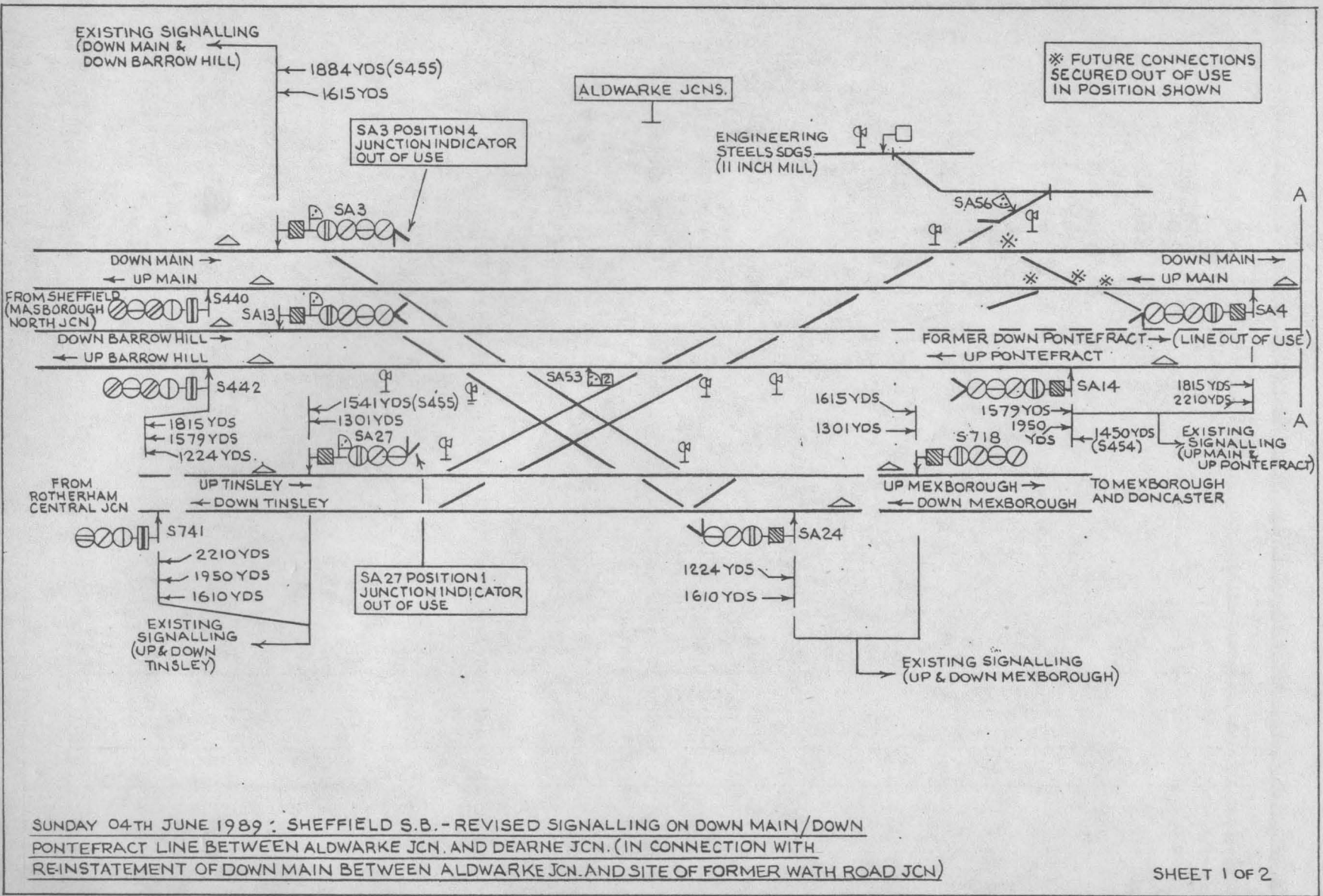
(Position 1 Junction indications Blanked out of use)

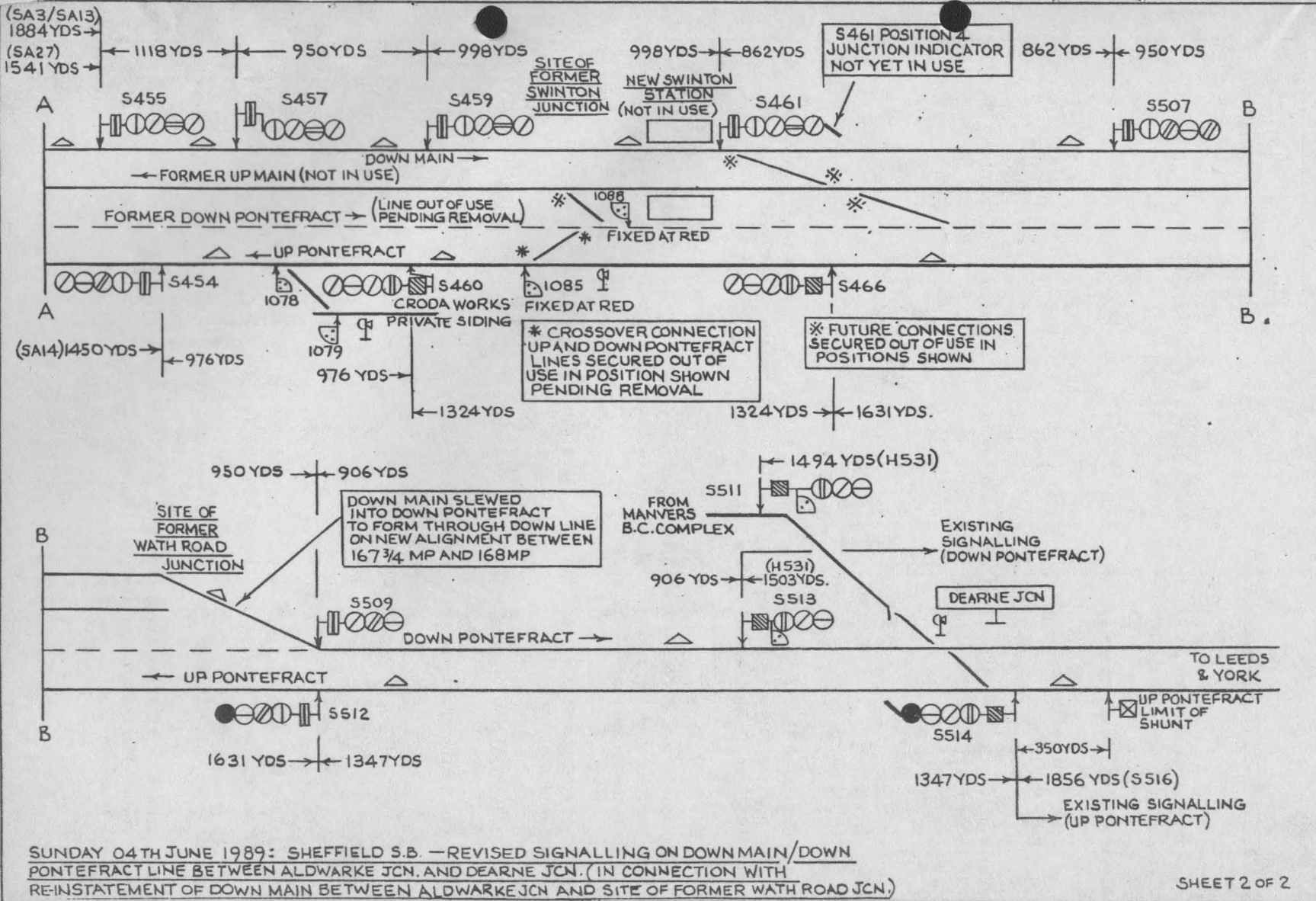
| | | | |
|-------------|---|-------|---------------------|
| Up Main SA4 | M | POS.2 | Down Tinsley S741 |
| | M | POS.1 | Up Barrow Hill S442 |
| | M | - | Up Main S440 |

(Up Main out of use pending reinstatement at a future date. Signal SA4 works normally for trains leaving engineers possession).

| | | | |
|-------------------------|----|---|-----------------------|
| Up Pontefract/Up Barrow | PL | Y | "11" Inch Mill Siding |
| Hill Ground Shunt | PL | M | Down Main S455 |
| Signal SA53 | | | |

(Route on SA53 to former Down Pontefract (indication "P") is abolished.)





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 88</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| Between <u>Leeds</u> and Leeds West Jn | | | | | |
| In Running Lines and Signalling System column on the Through Road | | | | | |
| <u>Delete:-</u> PF | | | | | |
| <u>Page 94</u> | | | | | |
| <u>WORTLEY JUNCTION TO YORK (SKELTON) VIA HARROGATE</u> | | | | | |
| Between Hessay LC and Skelton (S) | | | | | |
| <u>Delete:-</u> all details and <u>Substitute:-</u> | | | | | |
| | Hessay LC | 5 11 | | | |
| | <u>Poppleton LC</u> | 2 74 | <u>20</u> | <u>Single line to Up line</u> | |
| | | | <u>45</u> | <u>2m. 68chs. and 2m. 33chs.</u> | |
| | Nether Poppleton LC (AHB) | 2 34 | <u>55</u> | <u>1m. 65chs. and 2m. 35chs.</u> | <u>Key to Running Lines:-</u> DH = Down Harrogate UH = Up Harrogate |
| | | | <u>50</u> | <u>1m. 65chs. and 1m. 50chs.</u> | |
| | Skelton Jn (see page 21 and 37) | 1 50 | <u>50</u> | <u>1m. 50chs. and 1m. 65chs.</u> | |

(6D)

NS - D17

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|----------|--------|------------------------------|---------------------|---------|
| | | | Down m.p.h. | Up At or Between | |
| <u>Page 97</u> | | | | | |
| <u>LEEDS TO HULL</u> | | | | | |
| Between <u>Leeds</u> and Leeds East Jn | | | | | |
| In Running Lines and Signalling System column on the Through Road | | | | | |
| <u>Delete:-</u> PF | | | | | |
| (6D) | | | | | |
| <u>Page 98</u> | | | | | |
| <u>LEEDS TO HULL</u> | | | | | |
| At Marsh Lane Jn | | | | | |
| <u>Delete:-</u> | | | | | |
| and <u>Substitute</u> | | | | | |
| In Running Lines and Signalling system column on the UG between Marsh Lane Jn and Neville Hill East Jn | | | | | |
| <u>Add:-</u> PF † | | | | | |
| In Remarks Column | | | | | |
| <u>Add:-</u> | | | | | |
| † Permissive working is authorised for Class 0 and 5 trains only. | | | | | |
| (6D) | | | | | |

NS 12/89
10-16-6-89SECTION 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 11 JUNE - BETWEEN STRENSALL AND BARTON HILLFlaxton LC at 9m, 2lchs.

The above level crossing will be equipped with Automatic Half Barriers (bi-directional).

The Gate Box and associated signals will be abolished.

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X35 mph. Speed Restriction warning boards will be provided 668 yards either side of the crossing.

The crossing will be monitored by Strensall Signal Box and telephone communication with the Signal Box will be provided.

(15)

SUNDAY 11 JUNE - BETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION

The Up Pontefract line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction will be taken out of use pending removal.

The former Up Main Line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction will be reinstated for operational use.

The Up Pontefract line will be slued into the former Up Main between 168 and 167 $\frac{1}{2}$ m.p. (at the site of the former Wath Road Junction) to form the through Up line between Dearne Junction and Aldwarke Junction.

Revised new 4-aspect Automatic Signalling will be provided on the Up Pontefract/Up Main line between Dearne Junction and Aldwarke Junction as shown in the signalling diagram accompanying this notice.

The new Up line signalling will operate as automatic signals throughout pending commissioning of the new Swinton Junction and the new Swinton Station at a future date. It should be specially noted that the Up line new signals are repositioned and renumbered in some cases and are not the former Up Main signals restored to use.

All Main running signals on the abandoned Up Pontefract line between the site of the former Wath Road Junction and Aldwarke Junction will be taken out of use pending removal with the exception of Signal SA14 at Aldwarke Junction (see below).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 11 JUNE - BETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION - continued

The former Up Pontefract line between the connection into Croda Works Private Sidings at 166m. 12chs. and Aldwarke Junction Signal SA14 will be retained and reduced to siding status for trains servicing the private sidings and Engineers trains to gain access to the out of use lines for recovery of the abandoned track.

These trains will be required to propel along the redesignated Up siding line from Aldwarke Junction and to facilitate these movements an additional route to the Up Siding will be provided on ground shunt signal No. SA53 at Aldwarke Junction.

The full routing of this signal will be as follows :-

| <u>Signal</u> | <u>Line</u> | <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|--------------------------------------|---------------|-------------------------|---|
| SA53 | (Back Up) Up Main/ Up Barrow Hill | PL | Y | 11" Mill Sidings |
| | | PL | M | Down Main (S455) |
| | | PL | C | Up Siding/Croda Works Private Sidings (1078) |

The ground position light shunting signals Nos. 1078 and 1079 at the connection at 166m. 12chs. from the former Up Pontefract line to the Croda Works Sidings will be taken out of use and fixed at red.

The connection at 166m. 12chs. to Croda Works Sidings will continue to be power operated from Sheffield Signalbox and the telephone adjacent to shunt signal N. 1079 will be retained communicating with Sheffield Signalbox to facilitate operation of these points from trains serving Croda Works Sidings and Engineers trains to and from the out of use lines via the removable stop lock at 166m. 12chs.

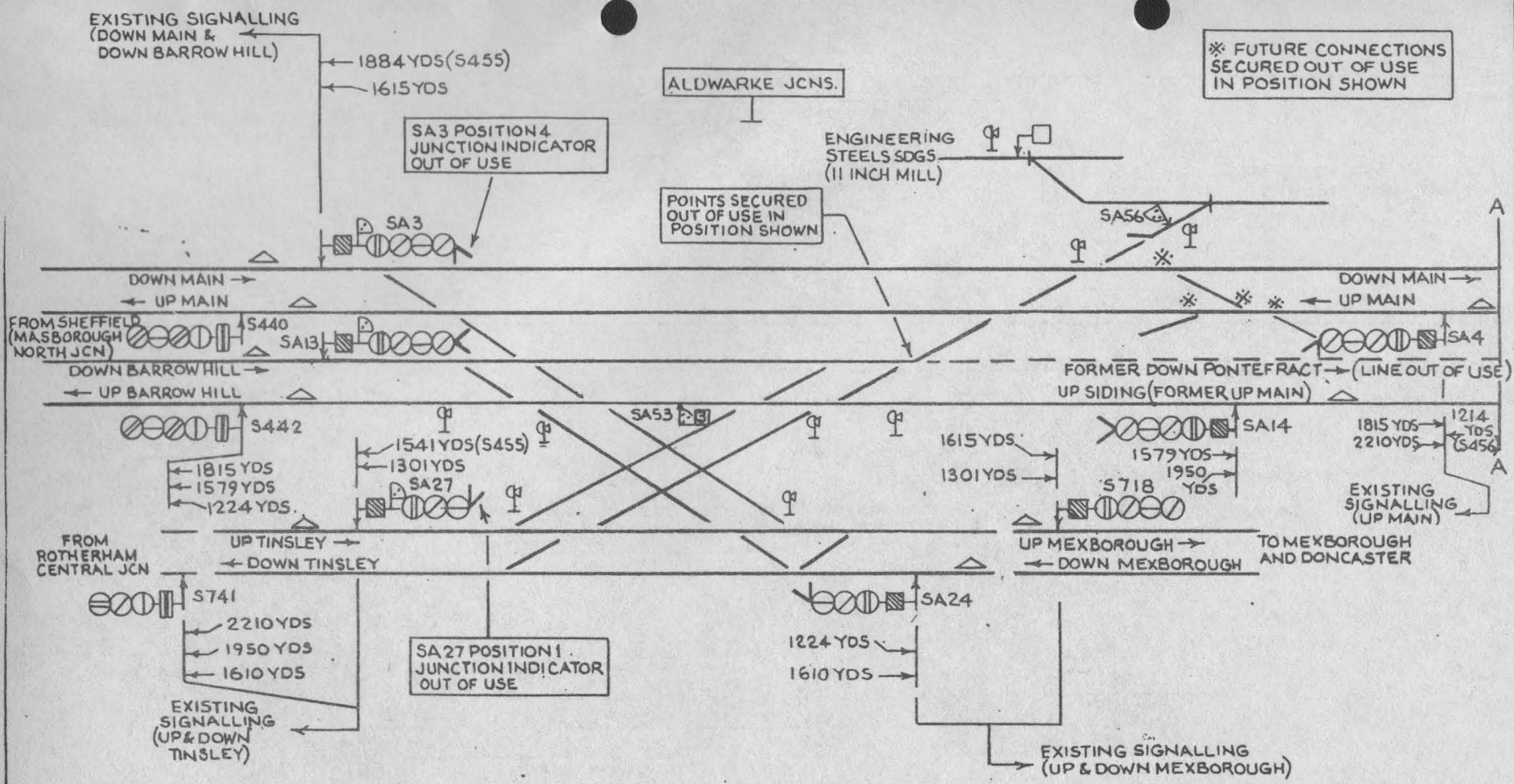
Existing former Up Pontefract Signal No. SA14 at Aldwarke Junction is retained to signal trains from the redesignated Up Siding line routing as follows :-

| <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|-------------------------|---------------------|
| M | Position 1 | Down Tinsley S741 |
| M | - | Up Barrow Hill S442 |
| M | Position 4 | Up Main S440 |

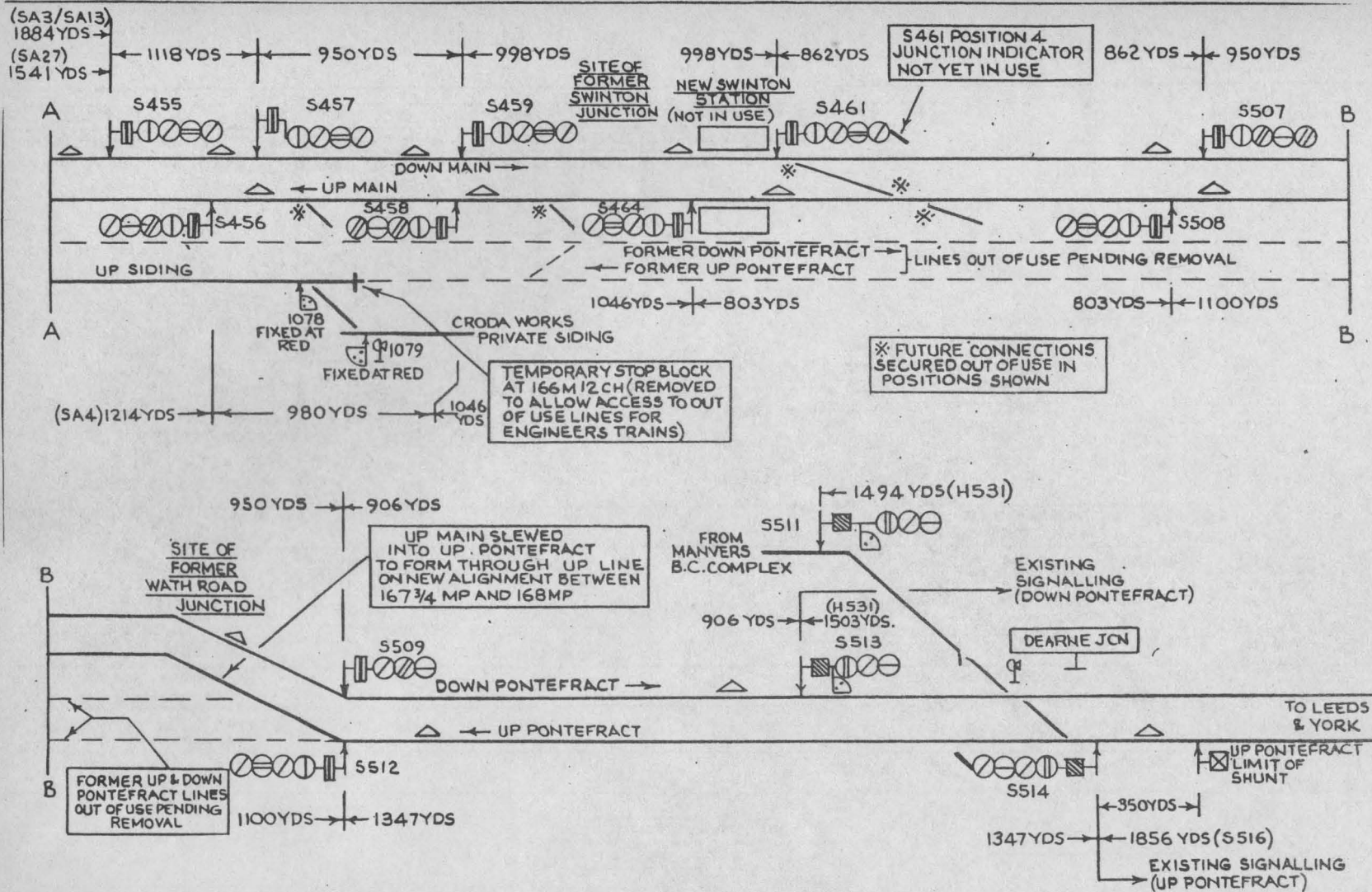
The following existing Up Pontefract Line Signals are converted from 3-aspect to 4-aspect operation between Dearne Junction and site of former Wath Road Junction :-

S514 at Dearne Junction
S512 at 168m.p. (site of former Wath Road Junction)

(See Section 'D')



SUNDAY 11 TH JUNE 1989 : SHEFFIELD S.B. - REVISED SIGNALLING ON
 UP PONTEFRACT/UP MAIN BETWEEN DEARNE JCN. AND ALDWARKE JCN. (IN CONNECTION WITH
 REINSTATEMENT OF UP MAIN BETWEEN SITE OF FORMER WATH ROAD JCN & ALDWARKE JCN.)



SUNDAY 11TH JUNE 1989: SHEFFIELD S.B. - REVISED SIGNALLING ON UP PONTEFRACT/UP MAIN BETWEEN DEARNE JCN. AND ALDWARKE JCN (IN CONNECTION WITH RE-INSTATEMENT OF UP MAIN BETWEEN SITE OF FORMER WATH ROAD JCN. AND ALDWARKE JCN)

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 STRENSALL AND BARTON HILL*(Sunday 11.6.89 per NS 12)*Flaxton LC at 9m. 2lchs.

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The Gate Box and associated signals have been abolished.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X35 mph. Speed Restriction warning boards have been provided 668 yards either side of the crossing.

The crossing is monitored by Strensall Signal Box and telephone communication with the Signal Box has been provided.

(15)

* * STOURTON

* ●

The Up side siding has been temporarily shortened by approximately 50 yards and a temporary stop block provided.

(13)

* * BETWEEN ALDWARKE JN AND DEARNE JN

*

The Down Pontefract line between Aldwarke Jn. and the site of the former Wath Road Jn. at 168m.p. has been taken out of use pending removal.

The former Down Main line between Aldwarke Jn. and the site of the former Wath Road Jn. at 168m.p. has been reinstated for operational use.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN ALDWARKE JN AND DEARNE JN - continued

*

The former Down Main has been slued into the Down Pontefract line between 167 $\frac{1}{2}$ m.p. and 168m.p. (site of former Wath Road Jn.) to form the through Down line between Aldwarke Jn. and Dearne Jn.

Revised new 4-aspect Automatic signalling has been provided on the Down Main/Down Pontefract line between Aldwarke Jn. and Dearne Jn. as shown in the Signalling diagram accompanying this notice.

The new Down line signalling operates as Automatic signals throughout pending commissioning of the new Swinton Jn. and new Swinton Station at a future date. It should be specially noted that the Down line new signals are repositioned and renumbered in some cases and are not the former Down Main signals restored into use.

The Up Pontefract line between Dearne Jn. and Aldwarke Jn. remains on its existing alignment at this stage with the existing signalling retained unchanged.

The Up to Down Pontefract lines crossover connection at the site of the former Swinton Jn. has been secured out of use in the normal position pending removal and the associated ground position light shunting signals Nos. 1085 (Up Pontefract) and 1088 (former Down Pontefract) have been fixed at red.

All signalling on the abandoned former Down Pontefract line between Aldwarke Jn. and site of former Wath Road Jn. has been taken out of use pending removal.

At Aldwarke Jn. the junction route indicators on all affected signals remains unchanged and those indicators taken out of use as a result of the abandonment of the Down Pontefract line remains on the signals with the route indication lights blanked out.

The altered routing of the signals at Aldwarke Jn. is as follows :-

| <u>SIGNAL</u> | <u>ASPECT</u> | <u>ROUTE INDICATION</u> | <u>DESTINATION</u> |
|--|---------------|-------------------------|------------------------|
| Down Main SA3 | M | - | Down Main S455 |
| | M | POS.5 | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |
| (Position 4 Junction indications Blanked out of use) | | | |
| Down Barrow Hill SA13 | M | POS.1 | Down Main S455 |
| | M | POS.4 | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |
| Up Tinsley SA27 | M | POS.2 | Down Main S455 |
| | M | - | Up Mexborough S718 |
| | PL | - | "11" Inch Mill Sidings |

(Position 1 Junction indications Blanked out of use)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN ALDWARKE JN AND DEARNE JN - continued

*

| <u>SIGNAL</u> | <u>ASPECT</u> | <u>ROUTE INDICATION</u> | <u>DESTINATION</u> |
|---------------|---------------|-------------------------|---------------------|
| Up Main SA4 | M | POS.2 | Down Tinsley S741 |
| | M | POS.1 | Up Barrow Hill S442 |
| | M | - | Up Main S440 |

(Up Main out of use pending reinstatement at a future date. Signal SA4 works normally for trains leaving engineers possession).

| | | | |
|---|----|---|-----------------------|
| Up Pontefract/Up Barrow Hill Ground Shunt Signal SA53 | PL | Y | "11" Inch Mill Siding |
| | PL | M | Down Main S455 |

(Route on SA53 to former Down Pontefract (indication "P") is abolished.)

(13)

BETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION

The Up Pontefract line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction has been taken out of use pending removal.

The former Up Main Line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction has been reinstated for operational use.

The Up Pontefract line has been slued into the former Up Main between 168 and 167 $\frac{1}{2}$ m.p. (at the site of the former Wath Road Junction) to form the through Up line between Dearne Junction and Aldwarke Junction.

Revised new 4-aspect Automatic Signalling has been provided on the Up Pontefract/Up Main line between Dearne Junction and Aldwarke Junction as shown in the signalling diagram accompanying this notice.

The new Up line signalling now operates as automatic signals throughout pending commissioning of the new Swinton Junction and the new Swinton Station at a future date. It should be specially noted that the Up line new signals are repositioned and renumbered in some cases and are not the former Up Main signals restored to use.

All Main running signals on the abandoned Up Pontefract line between the site of the former Wath Road Junction and Aldwarke Junction have been taken out of use pending removal with the exception of Signal SA14 at Aldwarke Junction (see below).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION - continued

The former Up Pontefract line between the connection into Croda Works Private Sidings at 166m. 12chs. and Aldwarke Junction Signal SA14 has been retained and reduced to siding status for trains servicing the private sidings and Engineers trains to gain access to the out of use lines for recovery of the abandoned track.

These trains are required to propel along the redesignated Up siding line from Aldwarke Junction and to facilitate these movements an additional route to the Up Siding will be provided on ground shunt signal No. SA53 at Aldwarke Junction.

The full routing of this signal will be as follows :-

| <u>Signal</u> | <u>Line</u> | <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|--------------------------------------|---------------|-------------------------|---|
| SA53 | (Back Up) Up Main/ Up Barrow Hill | PL | Y | 11" Mill Sidings |
| | | PL | M | Down Main (S455) |
| | | PL | C | Up Siding/Croda Works Private Sidings (1078) |

The ground position light shunting signals Nos. 1078 and 1079 at the connection at 166m. 12chs. from the former Up Pontefract line to the Croda Works Sidings have been taken out of use and fixed at red.

The connection at 166m. 12chs. to Croda Works Sidings continues to be power operated from Sheffield Signalbox and the telephone adjacent to shunt signal N. 1079 has been retained communicating with Sheffield Signalbox to facilitate operation of these points from trains serving Croda Works Sidings and Engineers trains to and from the out of use lines via the movable stop lock at 166m. 12chs.

Existing former Up Pontefract Signal No. SA14 at Aldwarke Junction has been retained to signal trains from the redesignated Up Siding line routing as follows :-

| <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|-------------------------|---------------------|
| M | Position 1 | Down Tinsley S741 |
| M | - | Up Barrow Hill S442 |
| M | Position 4 | Up Main S440 |

The following existing Up Pontefract Line Signals have been converted from 3-aspect to 4-aspect operation between Dearne Junction and site of former Wath Road Junction :-

S514 at Dearne Junction

S512 at 168m.p. (site of former Wath Road Junction)

(See Section 'D')

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEVILLE HILL

A new Lavatory Flushing siding, known as No. 1 Siding has been provided alongside the existing Washer Road headshunt. The Washer Road headshunt is known as No. 2 Siding.

The connections between the Headshunt/Lavatory Flushing lines are operated from Neville Hill East Central cabin.

A "Stop and Telephone" notice board has been provided at the exit from the Lavatory Flushing line and the Washer line headshunt.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION - continued

The former Up Pontefract line between the connection into Croda Works Private Sidings at 166m. 12chs. and Aldwarke Junction Signal SA14 has been retained and reduced to siding status for trains servicing the private sidings and Engineers trains to gain access to the out of use lines for recovery of the abandoned track.

These trains are required to propel along the redesignated Up siding line from Aldwarke Junction and to facilitate these movements an additional route to the Up Siding will be provided on ground shunt signal No. SA53 at Aldwarke Junction.

The full routing of this signal will be as follows :-

| <u>Signal</u> | <u>Line</u> | <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|--------------------------------------|---------------|-------------------------|---|
| SA53 | (Back Up) Up Main/ Up Barrow Hill | PL | Y | 11" Mill Sidings |
| | | PL | M | Down Main (S455) |
| | | PL | C | Up Siding/Croda Works Private Sidings (1078) |

The ground position light shunting signals Nos. 1078 and 1079 at the connection at 166m. 12chs. from the former Up Pontefract line to the Croda Works Sidings have been taken out of use and fixed at red.

The connection at 166m. 12chs. to Croda Works Sidings continues to be power operated from Sheffield Signalbox and the telephone adjacent to shunt signal N. 1079 has been retained communicating with Sheffield Signalbox to facilitate operation of these points from trains serving Croda Works Sidings and Engineers trains to and from the out of use lines via the movable stop lock at 166m. 12chs.

Existing former Up Pontefract Signal No. SA14 at Aldwarke Junction has been retained to signal trains from the redesignated Up Siding line routing as follows :-

| <u>Aspect</u> | <u>Route Indication</u> | <u>Destination</u> |
|---------------|-------------------------|---------------------|
| M | Position 1 | Down Tinsley S741 |
| M | - | Up Barrow Hill S442 |
| M | Position 4 | Up Main S440 |

The following existing Up Pontefract Line Signals have been converted from 3-aspect to 4-aspect operation between Dearne Junction and site of former Wath Road Junction :-

S514 at Dearne Junction

S512 at 168m.p. (site of former Wath Road Junction)

(See Section 'D')

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEVILLE HILL

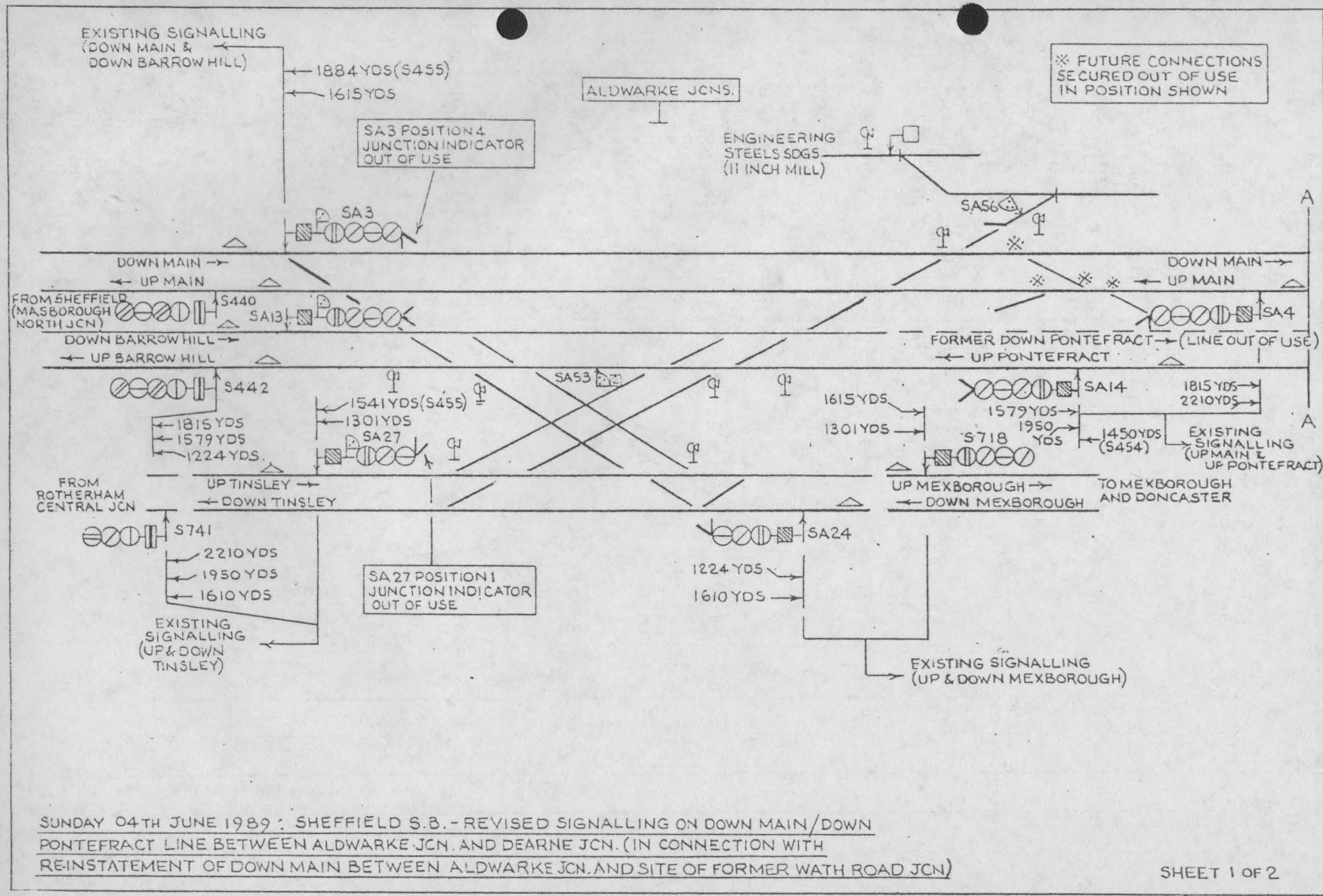
A new Lavatory Flushing siding, known as No. 1 Siding has been provided alongside the existing Washer Road headshunt. The Washer Road headshunt is known as No. 2 Siding.

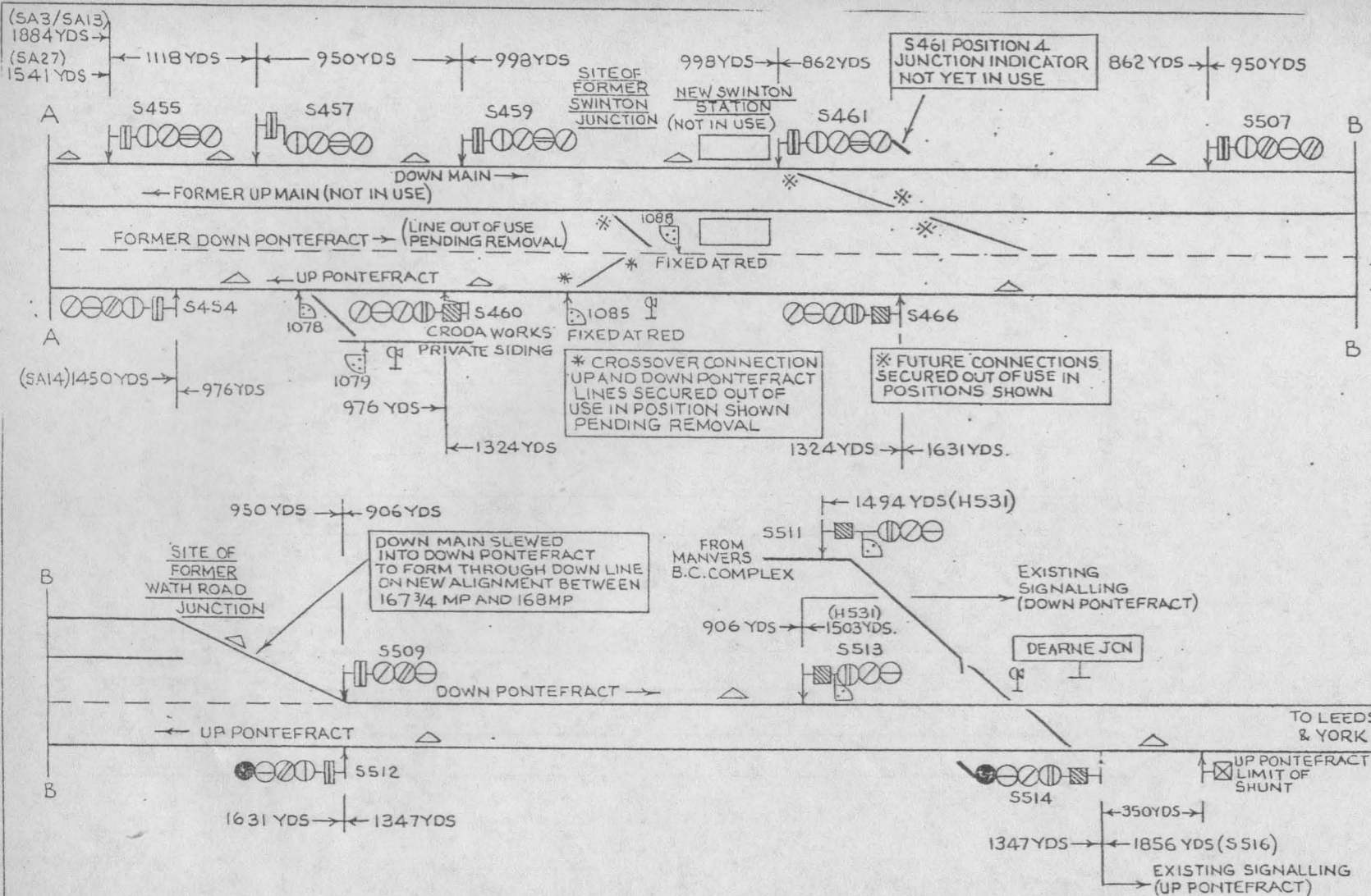
The connections between the Headshunt/Lavatory Flushing lines are operated from Neville Hill East Central cabin.

A "Stop and Telephone" notice board has been provided at the exit from the Lavatory Flushing line and the Washer line headshunt.

(15)

DETAILS OF WORK ALREADY CARRIED OUT - continued

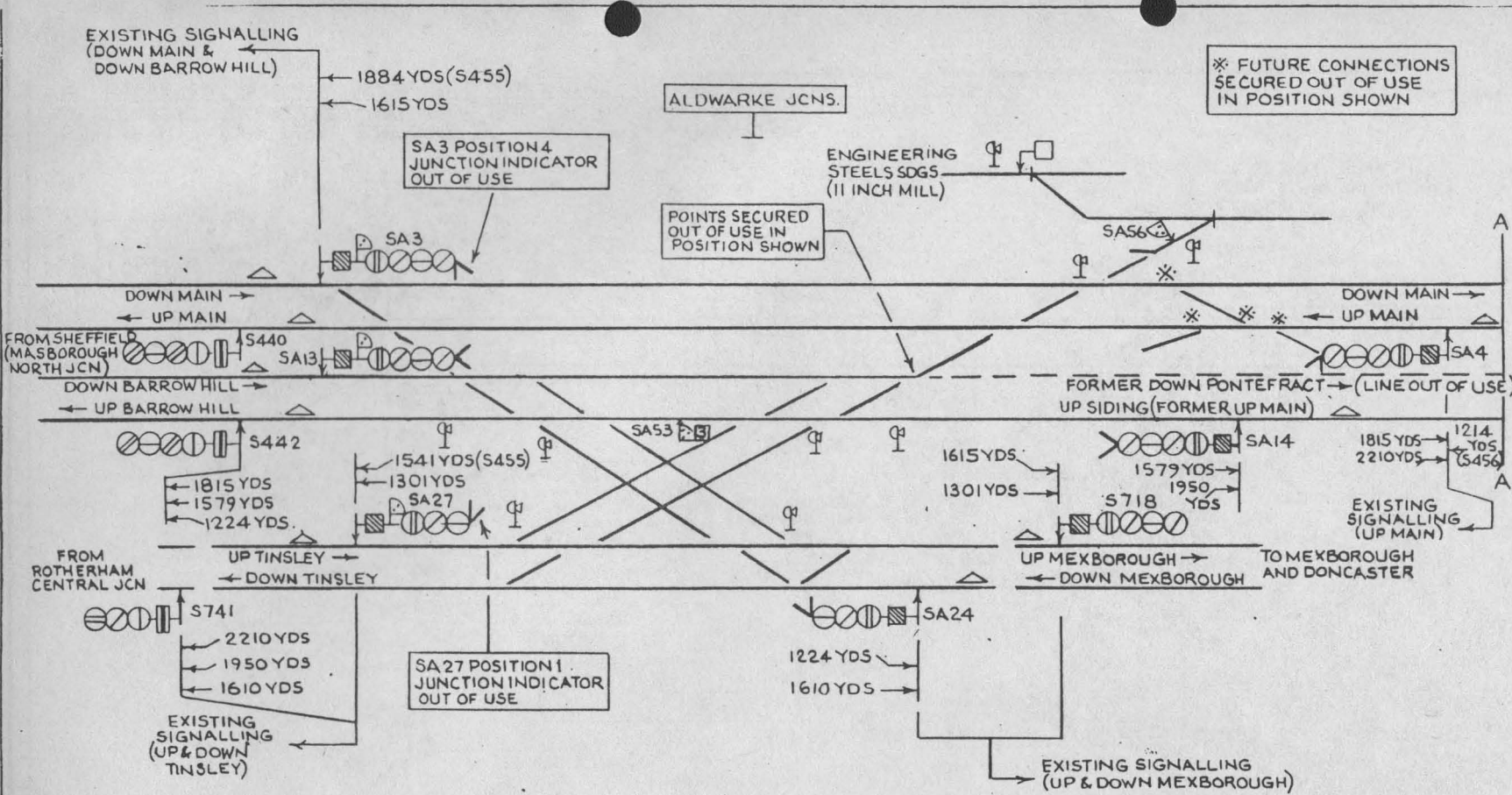




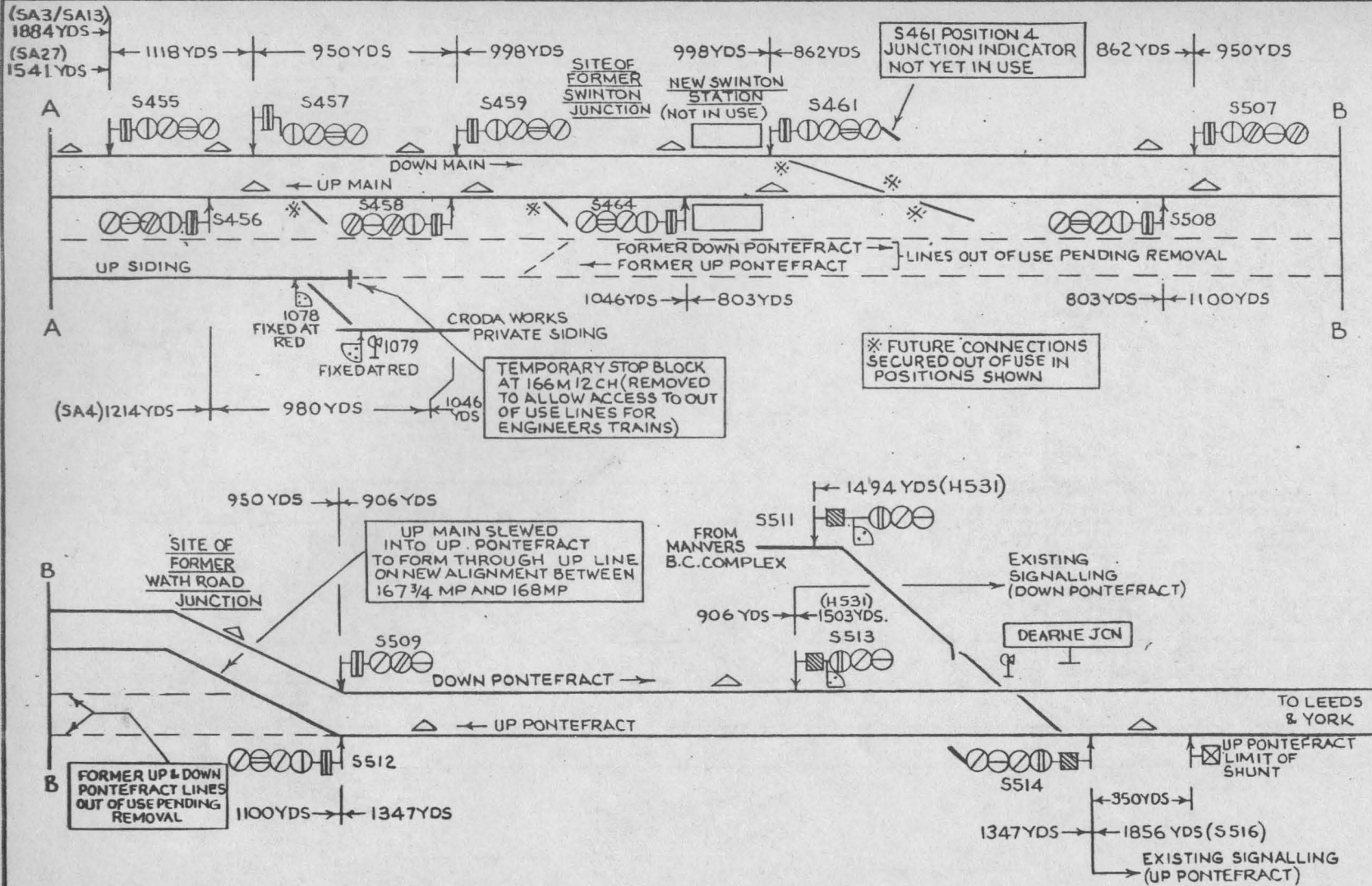
SUNDAY 04TH JUNE 1989: SHEFFIELD S.B. —REVISED SIGNALLING ON DOWN MAIN/DOWN PONTEFRACT LINE BETWEEN ALDWARKE JCN. AND DEARNE JCN. (IN CONNECTION WITH RE-INSTATEMENT OF DOWN MAIN BETWEEN ALDWARKE JCN AND SITE OF FORMER WATH ROAD JCN.)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SUNDAY 11 TH JUNE 1989: SHEFFIELD S.B. - REVISED SIGNALLING ON
 UP PONTEFRACT/UP MAIN BETWEEN DEARNE JCN. AND ALDWARKE JCN. (IN CONNECTION WITH
 REINSTATEMENT OF UP MAIN BETWEEN SITE OF FORMER WATH ROAD JCN & ALDWARKE JCN.)



SUNDAY 11TH JUNE 1989: SHEFFIELD S.B. - REVISED SIGNALLING ON UP PONTEFRACT/UPMAIN BETWEEN DEARNE JCN. AND ALDWARKE JCN (IN CONNECTION WITH REINSTATEMENT OF UP MAIN BETWEEN SITE OF FORMER WATH ROAD JCN. AND ALDWARKE JCN)

NS.14/89
24-30.6.89SECTION 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 24 AND SUNDAY 25 JUNE - BETWEEN NAFFERTON AND BURTON AGNESLowthorpe LC (A.O.C.R.) at 23m. 64chs.

The above level crossing will be equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing will be abolished.

The X 30mph wrong direction working boards will be re-positioned as follows:-

On the Down Main applying to the Up (wrong) direction approach, 587 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 700 yards before reaching the crossing.

The crossing will continue to be monitored by Burton Agnes Signal Box, and telephone communication with the Signal Box will be maintained.

(17)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN STRENSALL AND BARTON HILLFlaxton LC at 9m. 21chs.

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The Signal Box and associated signals have been abolished.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X35 mph. Speed Restriction warning boards have been provided 668 yards either side of the crossing.

The crossing is monitored by Strensall Signal Box and telephone communication with the Signal Box has been provided.

(15)

* * STOURTON

*

The Up side siding has been temporarily shortened by approximately 50 yards and a temporary stop block provided. Until Monday 26 June.

(14)

RSP.

NS. 15/89

**BRITISH RAIL
EASTERN REGION**

S

15

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 1 JULY
TO
FRIDAY 7 JULY 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.



WARNING



A.C. ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION
DONCASTER (ARKSEY) - YORK (COPMANTHORPE)

The overhead line equipment will be extended Northwards from Doncaster (Arksey) south of 158m.p. to York (Copmanthorpe) South face of Overbridge 9A (A64 road bridge) at 185m. 56chs. also from a point some 30 yards South of the 5 $\frac{1}{2}$ m.p. on the Leeds and Normanton lines to Overbridge 9A.

As from 00 01 hours on Monday 3rd July 1989 the overhead equipment will be energised at 25,000 volts and must thereafter be regarded as being ALIVE at all times.

The limits of the Energisation will be:-

From existing electrified lines 100 yards South of 158m.p. on the Main lines at Arksey.

Structure Number E254/06 Down line, E254/07 Up line.

and from a point 30 yards South of the 5 $\frac{1}{2}$ m.p. on the Leeds and Normanton lines.

Structure Number E294/03 Down Leeds
E294/04 Up Leeds
E294/05 Down Normanton
E294/06 Up Normanton

To the South face of Overbridge 9A on the Main and Leeds lines at Copmanthorpe (185m.56chs.) Structure Number E298/14.

The Working Instructions for A.C. Electrified Lines (BR.29987) will apply.

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 2 JULY - HESSLE ROAD SB

The connection in the Up Scarborough line to the former Botanic Gardens MPD will be taken out of use pending removal.

The associated signals will be abolished.

(18)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN EASTWOOD G.F. AND WEASEL HALL TUNNEL

The 45 m.p.h. permanent speed restriction which applied on the Down and Up Main lines between 22m. 20chs. and 22m. 40chs. has become a 55 m.p.h. permanent speed restriction.

(New Item)

(18)

* * BETWEEN STRENSALL AND BARTON HILL

*

Flaxton LC at 9m. 21chs.

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The Gate Box and associated signals have been abolished.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X35 mph. Speed Restriction warning boards have been provided 668 yards either side of the crossing.

The crossing is monitored by Strensall Signal Box and telephone communication with the Signal Box has been provided.

(15)

* * BETWEEN DEARNE JUNCTION AND ALDWARKE JUNCTION

*

The Up Pontefract line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction has been taken out of use pending removal.

The former Up Main Line between the site of the former Wath Road Junction at 168m.p. and Aldwarke Junction has been reinstated for operational use.

OSP.

**BRITISH RAIL
EASTERN REGION**

NS

16

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 8 JULY
TO
FRIDAY 14 JULY 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 BSUNDAY 9 JULY - BETWEEN DEARNE JN AND ALDWARKE JNCRODA WORKS PRIVATE SIDING - KILNHURST

Access to Croda Works Private Siding at 166m. 10chs. via the Up Siding line (former Up Pontefract) will be abolished and the Private Siding will, in future, be serviced via a new trailing connection and associated trap-points in the recently reinstated Up Main line at the same location (166m. 10chs.) between Dearne Jn and Aldwarke Jn.

New or revised signalling controlled from Sheffield Panel S.B. will be brought into use as follows:-

Up Main signal No.S458 (166m. 23chs.) protecting the private siding trailing connection will be converted from automatic to a controlled signal and replated accordingly.

Existing ground position light shunting signals Nos. 1078 and 1079 controlling movements into and out of the private siding from the Up Siding will be removed and relocated in similar format at the new trailing connection and trap points in the Up Main, retaining the same signal numbers and routes.

P.L. Signal No.1078 will apply for backing movements from Up Main into Croda Works Siding only.

P.L. Signal No.1079 will apply for departing movements from Croda Works Siding towards Up Main Signal No.S456. A telephone communicating with Sheffield SB will be provided adjacent to P.L. signal No.1079.

There are no alterations to the internal sidings layout in Croda Works and the Croda Sidings Ground frame and associated internal "Stop shunting" signal are retained unchanged.

(19)

SUNDAY 9 JULY - ALDWARKE JN

As a result of the remodelled layout at Croda Works private siding at Kilnhurst into the Up Main line, the Up Siding line (former Up Pontefract) from Aldwarke Jn will no longer be used to service Croda Works and will be converted to an Engineers Siding for use in connection with the construction of the new Roundwood Curve line and recovery of the former Up and Down Pontefract lines between Aldwarke Jn and Kilnhurst Croda Works siding.

Up Siding (former Up Pontefract) Main signal No.SA14 at 164m. 73chs. and associated routes to signal S741 (Down Tinsley), S442 (Up Barrow Hill) and signal S440 (Up Main) will be abolished.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 9 JULY - ALDWARKE JN - continued

A new ground position light shunting signal No.SA14 will be provided 290 yds further South at 16 $\frac{1}{2}$ m.p. on the left hand side of the redesignated Engineers Siding (former Up Siding/Up Pontefract line) to control movements from the Engineers Siding over Aldwarke Jns applying as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Line</u> | <u>Route Indication</u> | <u>Destination</u> |
|-------------------|---------------|------------------|-------------------------|----------------------------|
| SA14 | P.L. | Engineers Siding | T | Down Tinsley Signal S741 |
| | | | B | Up Barrow Hill Signal S442 |

Note: No signalled route provided on new SA14 signal towards Up Main signal S440).

A telephone communicating with Sheffield SB will be provided adjacent to signal SA14.

A removable 'stop block' will be secured across the Engineers Siding at 16 $\frac{1}{2}$ m.p. at Signal SA14 at all times, other than when removed to allow Engineers train movements to or from the Engineers Siding.

Movements on to the Engineers Siding from Aldwarke Jn will be routed from the Up Barrow Hill line only signalled from existing ground position light shunting signal No.SA53 at Aldwarke Junction route indication 'C' to (Roundwood Curve) Engineers Siding.

(19)

SUNDAY 9 JULY - BRADFORD FORSTER SQUARE

The Ground Frame connection from the Up Forster Square line to the Siding will be taken out of use pending removal.

(19)

MONDAY 10 JULY - STEETON LC

Steeton LC will be closed.

The barriers will be fixed in the lowered position pending the fencing off to the railway.

(19)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN EASTWOOD G.F. AND WEASEL HALL TUNNEL

The 45 m.p.h. permanent speed restriction which applied on the Down and Up Main lines between 22m. 20chs. and 22m. 40chs. has become a 55 m.p.h. permanent speed restriction.

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HESSLE ROAD SB

The connection in the Up Scarborough line to the former Botanic Gardens MPD has been taken out of use pending removal.

The associated signals have been abolished.

(18)

BETWEEN NAFFERTON AND BURTON AGNES

Lowthorpe LC (A.O.C.R.) at 23m. 64chs.

The above level crossing has been equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing have been abolished.

The X 30mph wrong direction working boards have been re-positioned as follows:-

On the Down Main applying to the Up (wrong) direction approach, 587 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 700 yards before reaching the crossing.

The crossing continues to be monitored by Burton Agnes Signal Box, and telephone communication with the Signal Box has been maintained.

(17)

NS. 17/89
15-21.7.89SECTION 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 16 JULY - LEEDS STATION

A "Lock-out" device will be provided on the signal post telephone post for Signal L155 for use by Traincrew/Maintenance staff required to prepare Class 91 Locomotives/Examination for trains in the East End of Platform 8, Platform 9 or the "Through Road".

When operated, all signal routes to, via or from Platform 8, Platform 9 and the "Through Road" East End will be rendered inoperative.

(See Section D for Local Instructions).

(20)

SUNDAY 16 JULY - WALTON STREET L.C.

The first stage of the conversion of the above level crossing to lifting barriers will take place.

Down Main Controlled signal HR66 will be replated as an automatic signal.

The Gate Box will be abolished and the crossing will be supervised by Hesse Road S.B.

(20)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN EASTWOOD G.F. AND WEASEL HALL TUNNEL

The 45 m.p.h. permanent speed restriction which applied on the Down and Up Main lines between 22m. 20chs. and 22m. 40chs. has become a 55 m.p.h. permanent speed restriction.

(18)

BETWEEN DEARNE JN AND ALDWARKE JNCRODA WORKS PRIVATE SIDING - KILNHURST

Access to Croda Works Private Siding at 166m. 10chs. via the Up Siding line (former Up Pontefract) has been abolished and the Private Siding will, in future, be serviced via a new trailing connection and associated trap-points in the recently reinstated Up Main line at the same location (166m. 10chs.) between Dearne Jn and Aldwarke Jn.

New or revised signalling controlled from Sheffield Panel S.B. has been brought into use as follows:-

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DEARNE JN AND ALDWARKE JN - continuedCRODA WORKS PRIVATE SIDING - KILNHURST - continued

Up Main signal No.S458 (166m. 23chs.) protecting the private siding trailing connection has been converted from automatic to a controlled signal and replated accordingly.

Existing ground position light shunting signals Nos. 1078 and 1079 controlling movements into and out of the private siding from the Up Siding have been removed and relocated in similar format at the new trailing connection and trap points in the Up Main, retaining the same signal numbers and routes.

P.L. Signal No.1078 applies for backing movements from Up Main into Croda Works Siding only.

P.L. Signal No.1079 applies for departing movements from Croda Works Siding towards Up Main Signal No.S456. A telephone communicating with Sheffield SB has been provided adjacent to P.L. signal No.1079.

There are no alterations to the internal sidings layout in Croda Works and the Croda Sidings Ground frame and associated internal "Stop shunting" signal are retained unchanged.

(19)

ALDWARKE JN

As a result of the remodelled layout at Croda Works private siding at Kilnhurst into the Up Main line, the Up Siding line (former Up Pontefract) from Aldwarke Jn will no longer be used to service Croda Works and has been converted to an Engineers Siding for use in connection with the construction of the new Roundwood Curve line and recovery of the former Up and Down Pontefract lines between Aldwarke Jn and Kilnhurst Croda Works siding.

Up Siding (former Up Pontefract) Main signal No.SA14 at 164m. 73chs. and associated routes to signal S741 (Down Tinsley), S442 (Up Barrow Hill) and signal S440 (Up Main) have been abolished.

A new ground position light shunting signal No.SA14 has been provided 290 yds further South at 164 $\frac{1}{2}$ m.p. on the left hand side of the redesignated Engineers Siding (former Up Siding/Up Pontefract line) to control movements from the Engineers Siding over Aldwarke Jns applying as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Line</u> | <u>Route Indication</u> | <u>Destination</u> |
|-------------------|---------------|------------------|-------------------------|----------------------------|
| SA14 | P.L. | Engineers Siding | T | Down Tinsley Signal S741 |
| | | | B | Up Barrow Hill Signal S442 |

(Note: No signalled route provided on new SA14 signal towards Up Main signal S440).

A telephone communicating with Sheffield SB has been provided adjacent to signal SA14.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedALDWARKE JN -continued

A removable 'stop block' has been secured across the Engineers Siding at 16 $\frac{1}{2}$ m.p. at Signal SA14 at all times, other than when removed to allow Engineers train movements to or from the Engineers Siding.

Movements on to the Engineers Siding from Aldwarke Jn have been routed from the Up Barrow Hill line only signalled from existing ground position light shunting signal No.SA53 at Aldwarke Junction route indication 'C' to (Roundwood Curve) Engineers Siding.

(19)

STEETON LC

Steeton LC has been closed.

The barriers has been fixed in the lowered position pending the fencing off to the railway.

(19)

BRADFORD FORSTER SQUARE

The Ground Frame connection from the Up Forster Square line to the Siding has been taken out of use pending removal.

(19)

HESSLE ROAD SB

The connection in the Up Scarborough line to the former Botanic Gardens MPD has been taken out of use pending removal.

The associated signals have been abolished.

(18)

* BETWEEN NAFFERTON AND BURTON AGNES

*

Lowthorpe LC (A.O.C.R.) at 23m. 64chs.

The above level crossing has been equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing have been abolished.

The X 30mph wrong direction working boards have been re-positioned as follows:-

On the Down Main applying to the Up (wrong) direction approach, 587 yards before reaching the crossing.

On the Up Main applying to the Down (wrong) direction approach, 700 yards before reaching the crossing.


The crossing continues to be monitored by Burton Agnes Signal Box, and telephone communication with the Signal Box has been maintained.

(17)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|----------|--------|------------------------------|-----------|---------|
| | | | Down m.p.h. | Up m.p.h. | |
| <p><u>Page 19</u></p> <p><u>DONCASTER, BLACK CARR JN TO BERWICK</u></p> <p>Between Hambleton South Jn and Hambleton North Jn</p> <p><u>Add :-</u></p>  | OHNS | 174 58 | | | |

(8D)

NS - D2

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 85</u> | | | | | |
| <u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u> | | | | | |
| Between Aldwarke North Jn (Mid) and Dearne Jn <u>Delete</u> :- all details and <u>Substitute</u> :- | | | | | |
| | Aldwarke North Jn (Mid) (see Southern Area Sectional Appendix) | 164 48 | 25 | <u>Main to Aldwarke South Jn (GC line) excluding diamond crossover.</u> | |
| | | | 10 | <u>Through diamond crossover.</u> | |
| | | | 25 | 25 | <u>All connections between Mains and Barrow Hill lines.</u> |
| | Former Swinton Jn | 166 59 | | | |
| | Dearne Jn | 168 53 | 15 | <u>To Manvers Colliery Branch.</u> | |
| | | | | | (8D) |
| | | | | | Key to Running Lines UP = Up Pontefract DP = Down Pontefract |

NS - D3

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 90</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| At Steeton | | | | | |
| <u>Delete:-</u> LC | | | | | (8D) |
| <u>Page 106</u> | | | | | |
| <u>HULL TO SEAMER WEST</u> | | | | | |
| <u>Delete:-</u> | Lowthorpe LC (AOCR-X) | | | | |
| <u>and Substitute:-</u> | Lowthorpe LC (AHB-X) | | | | (8D) |

NS - D4

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedBR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA ANDBR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA - continued

Stage 1 will be the issue of BR 30018/1 SECTION NO. 1 and will cover the following lines :-
- continued

Harringay Park Jn to Harringay Jn
Wood Green Jn to Langley Jn via Hertford
Hitchin, Cambridge Jn to Cambridge
Fletton Jn to Orton Mere
Helpston Jn to Luffenham
Kings Dyke to Crescent Jn
Loversall Carr Jn to Flyover West Jn
Flyover East Jn to Loversall Jn (Up Loversall Curve)
Flyover East Jn to Decoy North Jn

Stage 2 will be the issue of BR 30018/2 SECTION NO. 2 and will cover the following lines :-

Shaftholme Jn to Haymarket West Jn
Portobello to Leith South Yard (Goods line)
Monktonhall Jn to Millerhill Yard (Goods line)
Millerhill Yard to Portobello (Goods line)
York Holgate Jn to Skelton Jn
King Edward Bridge South East Curve
High Level Bridge Jn to Newcastle East Jn
King Edward Bridge South Jn to Newcastle East Jn

Upon receipt of BR 30018/1 SECTION NO. 1 and BR 30018/2 SECTION NO. 2 the Table A details, Tables B to U, special authorities and local instructions etc. under the line headings listed below must be deleted from BR 30015/1 Sectional Appendix Southern Area and BR 30018, Sectional Appendix Northern Area :-

Kings Cross to Doncaster Marshgate Jn
Freight Terminal Jn to Camden Road East Jn
Moorgate to Finsbury Park
Canonbury West Jn to Finsbury Park
Harringay Park Jn to Harringay Jn
Wood Green Jn to Langley Jn via Hertford
Hitchin, Cambridge Jn to Shepreth Branch Jn
Fletton to Orton Mere
Helpston to Luffenham
Loversall Carr Jn to Flyover West Jn
Flyover East Jn to Loversall Jn (Up Loversall Curve)
Doncaster, Black Carr Jn to Berwick
King Edward Bridge South East Curve
Berwick to Haymarket West Jn
Portobello to Leith South Yard (Goods line)
Monktonhall Jn to Millerhill Yard (Goods line)
Millerhill Yard to Portobello (Goods line)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedBR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA ANDBR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA - continued

The new section should be placed in either the current Sectional Appendix Southern Area or Northern Area ring binder.

It should be noted that the General Instruction Section of the Sectional Appendix will be re-issued (in due course) as a separate section for the whole Region but items of a purely local nature will be included as local instructions in the appropriate geographical section of the Sectional Appendix.

The cross references referred to at junctions (i.e. see Sections 3 - 7) refer to future sections of the Appendix still under preparation.

If you are not in receipt of BR 30011/1 and BR 30018/2 by 5 August 1989 please retain the above line headings and your current ND and SD Periodical Operating Notices dated 3.6.89 and 4.8.89, until they are received.

(20)

BURLEY-IN-WHAFEDALE STATION

From 07 30 until 17 00 hours on Sunday 16 July, platform repairs will be in progress on the Down and Up platforms.

Drivers of trains stopping at Burley-in-Whafedale must work to the instructions of Handsignalmen/Notice boards whilst work is being carried out.

(17)

ETD NETWORK ALTERATIONS - SIGNALLING FAULTS REPORTING

The temporary ETD code 067 allocated for reporting signalling faults on Anglia and Eastern Regions has to be changed to the permanent code of 011 as 067 is required for Third Party access on the Southern Region.

The new code 011 will be available for use from Monday 10 July 1989.

(19)

CLASSES 150, 155 AND 156 TRAINSDOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course.

(UFN)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CLASS 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 following routes, Scarborough - York - Leeds - Bradford Interchange, Halifax and Hebden Bridge - L.M.R. boundary or Leeds, Huddersfield and Diggle Jn - L.M.R. boundary and are subject to the following restrictions:-

CLASS 155 units are only permitted to work on the following routes, Scarborough - York - Leeds - Bradford Interchange, Halifax and Hebden Bridge - L.M.R. boundary or Leeds, Huddersfield and Diggle Jn - L.M.R. boundary and are subject to the following restrictions:-

CLASS 155 units are PROHIBITED from entering the following platforms :-

SCARBOROUGH - Platforms 3, 4 and 5

The route Shipley, Bradford Jn to Bingley Jn is PROHIBITED for CLASS 155 operations. (For London Midland Region route availability see L.M. Weekly Operating Notice)

(UFN)

ECML ELECTRIFICATION - DONCASTER TO COLTON JUNCTION

Electric trains other than test trains are not permitted to run on any line North of Doncaster, Marshgate Jn towards or from York.

(UFN)

YORK STATION

Platform work will be taking place on Platform 5 until further notice, and the platform will be shortened by approximately 130 yards at the South end.

Drivers of trains stopping at the platform must work to the instructions of handsignalman/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

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

Mark 3 coaching stock (HST & Loco hauled)
Class 155 'Sprinter Units'
Class 156 'Sprinter Units'
Class 158 'Express Units'

(8D)

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)

MYTHOLMROYD STATION

Platform repairs are taking place on the Up Platform, until further notice.

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

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

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

(UFN)

DEWSBURY STATION

Realignment of the platforms is taking place at Dewsbury Station.

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

(UFN)

PENISTONE STATION

Platform repairs are taking place until further notice.

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

(UFN)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedALDWARKE JUNCTION

Until further notice the following temporary working arrangements will apply:-

Servicing of Croda Private Siding

1. The train must convey a brake van in which the guard must ride.
2. Trains arriving at Aldwarke South Junction will be routed towards the Up Barrow Hill line (Signal S442) behind ground position light Signal SA53.
3. The clearing of Signal SA53 with route indication 'C' will be the drivers authority to propel the train along the new 'Up Siding' towards position light Signal 1078 at the Connection to Croda Private Siding which will be at danger.
4. On arrival at Signal 1078 the Guard must ascertain that the route within the siding is correctly set and obtain the permission of the Sheffield Signalman, by telephone before authorising the Driver to pass Signal 1078 at danger.
5. When the train is ready to leave Croda Private Siding the permission of the Sheffield Signalman must be obtained to pass ground position-light Signal 1079 at danger.
6. Except in emergency only one train must be on the 'Up Siding' at any one time.

Engineers Trains Requiring Access to the Former Up Pontefract Line

Engineers trains requiring access to the former Up Pontefract line must be propelled from Signal SA53 to Signal 1078 where permission must be obtained from

- (a) The Signalman at Sheffield to pass Signal 1078 at danger.
- (b) The Engineers Person in Charge for the train to proceed onto the former Up Pontefract line who will confirm that the temporary stop block has been removed.

The permission of the Sheffield Signalman must be obtained before an Engineers train passes the temporary Stop block to return towards Aldwarke Junction Signal SA14.

The temporary stop block must be replaced across the line after each movement to or from the former Up Pontefract line.

(UFN)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formations the rear 3 car unit must be locked out of use before departure from Leeds.

2M67 13 33 (SX) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2M67 13 33 (SO) Leeds to Morecambe when formed of a 2 X 3 car Class 144 units.

The following Class 14X formations may call at Saltaire and Crossflatts Stations without restriction :-

- 1 x 2 car Class 14X unit.
- 1 x 3 car Class 144 unit.
- 2 x 2 car Class 14X units.

(UFN)

GOOLEStarting of trains in the Up direction from the Down Platform

Passenger trains are authorised to depart in the Up direction from Goole Down platform on the clearance of ground position light signal G.88 towards either the Up Hull or Wakefield lines as appropriate.

(UFN)

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

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

| Location | Nature of Work | Duration | Commencing date |
|--|---|---|-----------------|
| Neville Hill T. & R.S.M.D., Depot Arrival BLOCKED | Construction work (overhead line). Crane and mechanical equipment in use. <u>Possession to be given up for passage of ECS trains.</u> | 00 45 to 06 30. <u>Sunday 16 July.</u> | - |

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* * BETWEEN EASTWOOD G.F. AND WEASEL HALL TUNNEL

*

The 45 m.p.h. permanent speed restriction which applied on the Down and Up Main lines between 22m. 20chs. and 22m. 40chs. has become a 55 m.p.h. permanent speed restriction.

(18)

BETWEEN DEARNE JN AND ALDWARKE JNCRODA WORKS PRIVATE SIDING - KILNHURST

Access to Croda Works Private Siding at 166m. 10chs. via the Up Siding line (former Up Pontefract) has been abolished and the Private Siding will, in future, be serviced via a new trailing connection and associated trap-points in the recently reinstated Up Main line at the same location (166m. 10chs.) between Dearne Jn and Aldwarke Jn.

New or revised signalling controlled from Sheffield Panel S.B. has been brought into use as follows:-

Up Main signal No.S458 (166m. 23chs.) protecting the private siding trailing connection has been converted from automatic to a controlled signal and replated accordingly.

Existing ground position light shunting signals Nos. 1078 and 1079 controlling movements into and out of the private siding from the Up Siding have been removed and relocated in similar format at the new trailing connection and trap points in the Up Main, retaining the same signal numbers and routes.

P.L. Signal No.1078 applies for backing movements from Up Main into Croda Works Siding only.

P.L. Signal No.1079 applies for departing movements from Croda Works Siding towards Up Main Signal No.S456. A telephone communicating with Sheffield SB has been provided adjacent to P.L. signal No.1079.

There are no alterations to the internal sidings layout in Croda Works and the Croda Sidings Ground frame and associated internal "Stop shunting" signal are retained unchanged.

(19)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedALDWARKE JN

As a result of the remodelled layout at Croda Works private siding at Kilnhurst into the Up Main line, the Up Siding line (former Up Pontefract) from Aldwarke Jn will no longer be used to service Croda Works and has been converted to an Engineers Siding for use in connection with the construction of the new Roundwood Curve line and recovery of the former Up and Down Pontefract lines between Aldwarke Jn and Kilnhurst Croda Works siding.

Up Siding (former Up Pontefract) Main signal No.SA14 at 164m. 73chs. and associated routes to signal S741 (Down Tinsley), S442 (Up Barrow Hill) and signal S440 (Up Main) have been abolished.

A new ground position light shunting signal No.SA14 has been provided 290 yds further South at 164 $\frac{1}{2}$ m.p. on the left hand side of the redesignated Engineers Siding (former Up Siding/Up Pontefract line) to control movements from the Engineers Siding over Aldwarke Jns applying as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Line</u> | <u>Route Indication</u> | <u>Destination</u> |
|-------------------|---------------|------------------|-------------------------|----------------------------|
| SA14 | P.L. | Engineers Siding | T | Down Tinsley Signal S741 |
| | | | B | Up Barrow Hill Signal S442 |

(Note: No signalled route provided on new SA14 signal towards Up Main signal S440).

A telephone communicating with Sheffield SB has been provided adjacent to signal SA14.

A removable 'stop block' has been secured across the Engineers Siding at 164 $\frac{1}{2}$ m.p. at Signal SA14 at all times, other than when removed to allow Engineers train movements to or from the Engineers Siding.

Movements on to the Engineers Siding from Aldwarke Jn have been routed from the Up Barrow Hill line only signalled from existing ground position light shunting signal No.SA53 at Aldwarke Junction route indication 'C' to (Roundwood Curve) Engineers Siding.

(19)

LEEDS STATION

A "Lock-out" device has been provided on the signal post telephone post for Signal L155 for use by Traincrew/Maintenance staff required to prepare Class 91 Locomotives/Examination for trains in the East End of Platform 8, Platform 9 or the "Through Road".

When operated, all signal routes to, via or from Platform 8, Platform 9 and the "Through Road" East End will be rendered inoperative.

(See Section 'D' for Local Instructions).

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STEETON LC

Steeton LC has been closed.

The barriers has been fixed in the lowered position pending the fencing off to the railway.

(19)

BRADFORD FORSTER SQUARE

The Ground Frame connection from the Up Forster Square line to the Siding has been taken out of use pending removal.

(19)

* * HESSLE ROAD SB

*

The connection in the Up Scarborough line to the former Botanic Gardens MPD has been taken out of use pending removal.

The associated signals have been abolished.

(18)

WALTON STREET L.C.

The first stage of the conversion of the above level crossing to lifting barriers has taken place.

Down Main Controlled signal HR66 has been replated as an automatic signal.

The Gate Box has been abolished and the crossing is supervised by Hessle Road S.B.

(20)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESBR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA AND
BR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA

With effect from 00 01 hours Saturday 5 August the first 2 stages of the gradual re-issue and combination of BR 30015/1 & BR 30018 will take effect. The sections of line in BR 30015/1 that are in the Anglia Region will in due course be included in an Anglia Region Sectional Appendix.

Stage 1 will be the issue of BR 30018/1 SECTION NO. 1 and will cover the following lines :-

Kings Cross to Shaftholme Jn
 Freight Terminal Jn to Camden Road East Jn
 Moorgate to Finsbury Park
 Canonbury West Jn to Finsbury Park
 Haringay Park Jn to Haringay Jn
 Wood Green Jn to Langley Jn via Hertford
 Hitchin, Cambridge Jn to Cambridge
 Fletton Jn to Orton Mere
 Helpston Jn to Luffenham
 Kings Dyke to Crescent Jn
 Loversall Carr Jn to Flyover West Jn
 Flyover East Jn to Loversall Jn (Up Loversall Curve)
 Flyover East Jn to Decoy North Jn

Stage 2 will be the issue of BR 30018/2 SECTION NO. 2 and will cover the following lines :-

Shaftholme Jn to Haymarket West Jn
 Portobello to Leith South Yard (Goods line)
 Monktonhall Jn to Millerhill Yard (Goods line)
 Millerhill Yard to Portobello (Goods line)
 York Holgate Jn to Skelton Jn
 King Edward Bridge South East Curve
 High Level Bridge Jn to Newcastle East Jn
 King Edward Bridge South Jn to Newcastle East Jn

Upon receipt of BR 30018/1 SECTION NO. 1 and BR 30018/2 SECTION NO. 2 the Table A details, Tables B to U, special authorities and local instructions etc. under the line headings listed below must be deleted from BR 30015/1 Sectional Appendix Southern Area and BR 30018, Sectional Appendix Northern Area :-

Kings Cross to Doncaster Marshgate Jn
 Freight Terminal Jn to Camden Road East Jn
 Moorgate to Finsbury Park
 Canonbury West Jn to Finsbury Park
 Haringay Park Jn to Haringay Jn
 Wood Green Jn to Langley Jn via Hertford
 Hitchin, Cambridge Jn to Shepreth Branch Jn
 Fletton to Orton Mere
 Helpston to Luffenham
 Loversall Carr Jn to Flyover West Jn

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedBR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA AND
R 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA - continued

Flyover East Jn to Loversall Jn (Up Loversall Curve)
 Doncaster, Black Carr Jn to Berwick
 King Edward Bridge South East Curve
 Berwick to Haymarket West Jn
 Portobello to Leith South Yard (Goods line)
 Monktonhall Jn to Millerhill Yard (Goods line)
 Millerhill Yard to Portobello (Goods line)

The new section should be placed in either the current Sectional Appendix Southern Area or Northern Area ring binder.

It should be noted that the General Instructions Section of the Sectional Appendix will be re-issued (in due course) as a separate section for the whole Region but items of a purely local nature will be included as local instructions in the appropriate geographical section of the Sectional Appendix.

The cross references referred to at junctions (i.e. see Sections 3 - 7) refer to future sections of the Appendix still under preparation.

If you are not in receipt of BR 30018/1 and BR 30018/2 by 5 August 1989 please retain the above line headings and your current ND and SD Periodical Operating Notices dated 3.6.89 to 4.8.89, until they are received.

(20)

ETD NETWORK ALTERATIONS - SIGNALLING FAULTS REPORTING

The temporary ETD code 067 allocated for reporting signalling faults on Anglia and Eastern Regions has to be changed to the permanent code of 011 as 067 is required for Third Party access on the Southern Region.

The new code 011 will be available for use from Monday 10 July 1989.

(19)

CLASSES 150, 155 AND 156 TRAINS
DOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course.

(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 30 JULY - WALTON STREET L.C.

The provision of lifting barriers at the above level crossing will be completed.

(22)

DETAILS OF WORK ALREADY CARRIED OUT* BETWEEN DEARNE JN AND ALDWARKE JN

*

CRODA WORKS PRIVATE SIDING - KILNHURST

Access to Croda Works Private Siding at 166m. 10chs. via the Up Siding line (former Up Pontefract) has been abolished and the Private Siding will, in future, be serviced via a new trailing connection and associated trap-points in the recently reinstated Up Main line at the same location (166m. 10chs.) between Dearne Jn and Aldwarke Jn.

New or revised signalling controlled from Sheffield Panel S.B. has been brought into use as follows:-

Up Main signal No.S458 (166m. 23chs.) protecting the private siding trailing connection has been converted from automatic to a controlled signal and replated accordingly.

Existing ground position light shunting signals Nos. 1078 and 1079 controlling movements into and out of the private siding from the Up Siding have been removed and relocated in similar format at the new trailing connection and trap points in the Up Main, retaining the same signal numbers and routes.

P.L. Signal No.1078 applies for backing movements from Up Main into Croda Works Siding only.

P.L. Signal No.1079 applies for departing movements from Croda Works Siding towards Up Main Signal No.S456. A telephone communicating with Sheffield SB has been provided adjacent to P.L. signal No.1079.

There are no alterations to the internal sidings layout in Croda Works and the Croda Sidings Ground frame and associated internal "Stop shunting" signal are retained unchanged.

(19)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * ALDWARKE JN

*

As a result of the remodelled layout at Croda Works private siding at Kilnhurst into the Up Main line, the Up Siding line (former Up Pontefract) from Aldwarke Jn will no longer be used to service Croda Works and has been converted to an Engineers Siding for use in connection with the construction of the new Roundwood Curve line and recovery of the former Up and Down Pontefract lines between Aldwarke Jn and Kilnhurst Croda Works siding.

Up Siding (former Up Pontefract) Main signal No.SA14 at 164m. 73chs. and associated routes to signal S741 (Down Tinsley), S442 (Up Barrow Hill) and signal S440 (Up Main) have been abolished.

A new ground position light shunting signal No.SA14 has been provided 290 yds further South a 164³/₄m.p. on the left hand side of the redesignated Engineers Siding (former Up Siding/Up Pontefract line) to control movements from the Engineers Siding over Aldwarke Jns applying as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Line</u> | <u>Route Indication</u> | <u>Destination</u> |
|-------------------|---------------|------------------|-------------------------|----------------------------|
| SA14 | P.L. | Engineers Siding | T | Down Tinsley Signal S741 |
| | | | B | Up Barrow Hill Signal S442 |

(Note: No signalled route provided on new SA14 signal towards Up Main signal S440).

A telephone communicating with Sheffield SB has been provided adjacent to signal SA14.

A removable 'stop block' has been secured across the Engineers Siding at 164³/₄m.p. at Signal SA14 at all times, other than when removed to allow Engineers train movements to or from the Engineers Siding.

Movements on to the Engineers Siding from Aldwarke Jn have been routed from the Up Barrow Hill line only signalled from existing ground position light shunting signal No.SA53 at Aldwarke Junction route indication 'C' to (Roundwood Curve) Engineers Siding.

(19)

LEEDS STATION

A "Lock-out" device has been provided on the signal post telephone post for Signal L155 for use by Traincrew/Maintenance staff required to prepare Class 91 Locomotives/Examination for trains in the East End of Platform 8, Platform 9 or the "Through Road".

When operated, all signal routes to, via or from Platform 8, Platform 9 and the "Through Road" East End will be rendered inoperative.

(See Section 'D' for Local Instructions).

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * STEETON LC

*

Steeton LC has been closed.

The barriers has been fixed in the lowered position pending the fencing off to the railway.

(19)

* * BRADFORD FORSTER SQUARE

*

The Ground Frame connection from the Up Forster Square line to the Siding has been taken out of use pending removal.

(19)

WALTON STREET L.C.

The first stage of the conversion of the above level crossing to lifting barriers has taken place.

Down Main Controlled signal HR66 has been replated as an automatic signal.

The Gate Box has been abolished and the crossing is supervised by Hessle Road S.B.

(20)

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 85</u> | | | | | |
| <u>ALDWARKE NORTH JN (MID) TO GASCOIGNE WOOD</u> | | | | | |
| Between Aldwarke North Jn (Mid) and Dearne Jn <u>Delete</u> :- all details and <u>Substitute</u> :- | | | | | |
| | Aldwarke North Jn (Mid) (see Southern Area Sectional Appendix) | 164 48 | <u>25</u> | <u>Main to Aldwarke South Jn (GC line) excluding diamond crossover.</u> | |
| | | | <u>10</u> | <u>Through diamond crossover.</u> | |
| | | | <u>25</u> | <u>25</u> | <u>All connections between Mains and Barrow Hill lines.</u> |
| | Former Swinton Jn | 166 59 | | | |
| | Dearne Jn | 168 53 | <u>15</u> | <u>To Manvers Colliery Branch.</u> | |
| | | | | | (8D) |
| | | | | | <u>Key to Running Lines</u> UP - Up Pontefract DP - Down Pontefract |

NS - D3

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 90</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| At Steeton | | | | | |
| <u>Delete:-</u> LC | | | | | (8D) |
| <u>Page 101</u> | | | | | |
| <u>LEEDS TO HULL</u> | | | | | |
| <u>Delete:-</u> | <u>Melton Halt</u> | 8 46 | | | (8D) |
| <u>Page 106</u> | | | | | |
| <u>HULL TO SEAMER WEST</u> | | | | | |
| <u>Delete:-</u> | Lowthorpe LC (AOCR-X) | | | | |
| and <u>Substitute:-</u> | Lowthorpe LC (AHB-X) | | | | (8D) |

NS - D4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSPage 187BETWEEN HUDDERSFIELD, SPRINGWOOD JN AND PENISTONEAmend to read:-

Except for Engineer's trains, Class 9 trains are not permitted to run between Huddersfield, Springwood Jn and Penistone. Class 9 Engineer's trains must have a locomotive, other than a shunting locomotive, attached in rear.

(8D)

Page 191ALDWARKE NORTH JN (MID) TO GASCOIGE WOODSWINTON JNKilnhurst North Ground Frame

In fourth line Delete:- Up Pontefract line

and substitute:- Up Main line.

(8D)

Page 192LEEDS TO SKIPTON STATION SOUTHLEEDSAdd

Leeds Station : Through Road, Platforms 8 and 9 East End "Lock-out" facility.

1. The undermentioned instructions are supplementary to "Instructions for the protection of Carriage Cleaning Staff, Servicing/Maintenance Staff and Others Working on Rail Vehicles" contained in Section 5 of the General Appendix.
2. The man in charge of the work to be performed must telephone the Signaller from the "Lock-out" Control unit and advise him the approximate amount of time he requires to carry out the work.
3. When the Signaller gives permission for the work to start, the man in charge must press the "Request Lock-out" button and when the "safe to work when lit" indicator is illuminated, he may, commence work.
4. Upon the work being completed, the man in charge must telephone the Signaller, then press and hold in the "Cancel Lock-out" button until the "Safe to work when lit" indicator becomes extinguished.
5. Should the "Request Lock-out" have been pressed but the Signaller be unable to grant a request, the man in charge of the work must press the "Cancel Lock-out" button and make a further request later.

(8D)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

ALDWARKE JN - WORKING OF ENGINEER'S SIDING

Before signal SA.53 is cleared, or permission is given, for an Engineer's train to proceed towards the Engineer's Siding. The permission of the Engineer's person-in-charge must be obtained and assurance received that the Stop Block has been removed.

When the Engineer's train has entered the Siding unless the train is to return immediately the Stop Block must be replaced across the rails.

When a train is ready to leave the Siding the permission of the Sheffield Signalman must be obtained and the Stop Block must NOT be removed until signal SA.14 has been cleared or permission has been given for the movement to proceed.

Drivers must not move their trains towards signal SA.14 until they have seen, or have been assured that the Stop Block has been removed.

(UFN)

CHURCH FENTON STATION

From 07 30 until 17 00 hours on Sunday 30 July, platform repairs will be taking place on Platform 1 (Up Normanton line).

Drivers of trains stopping at this platform must work to the instructions of Handsignalmen/notice boards whilst work is in progress.

(19)

GOOLE STATION

The Down platform has been damaged by fire.

Drivers of trains stopping at this platform must work to the instructions of handsignalmen/notice boards.

(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 STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(New item)

(UFN)

** LEEDS STATION

*

A "Lock-out" device has been provided on the signal post telephone post for Signal L155 for use by Traincrew/Maintenance staff required to prepare Class 91 Locomotives/Examination for trains in the East End of Platform 8, Platform 9 or the "Through Road".

When operated, all signal routes to, via or from Platform 8, Platform 9 and the "Through Road" East End will be rendered inoperative.

(See P.O.N.).

(20)

** WALTON STREET L.C.

The first stage of the conversion of the above level crossing to lifting barriers has taken place.

Down Main Controlled signal HR66 has been replated as an automatic signal.

The Gate Box has been abolished and the crossing is supervised by Hessle Road S.B.

(20)

WALTON STREET L.C.

The provision of lifting barriers at the above level crossing has been completed.

(22)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(New item)

(UFN)

* * LEEDS STATION

*

A "Lock-out" device has been provided on the signal post telephone post for Signal L155 for use by Traincrew/Maintenance staff required to prepare Class 91 Locomotives/Examination for trains in the East End of Platform 8, Platform 9 or the "Through Road".

When operated, all signal routes to, via or from Platform 8, Platform 9 and the "Through Road" East End will be rendered inoperative.

(See P.O.N.).

(20)

* * WALTON STREET L.C.

The first stage of the conversion of the above level crossing to lifting barriers has taken place.

Down Main Controlled signal HR66 has been replated as an automatic signal.

The Gate Box has been abolished and the crossing is supervised by Hessle Road S.B.

(20)

WALTON STREET L.C.

The provision of lifting barriers at the above level crossing has been completed.

(22)

Page: B14
Item: 138 (Mon)

**BRITISH RAIL
EASTERN REGION**

NS

21

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 12 AUGUST
TO
FRIDAY 18 AUGUST 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 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 STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards
and a buffer stop provided.

(UFN)

WALTON STREET L.C.

The provision of lifting barriers at the above level crossing has been completed.

(22)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASSES 150, 155 AND 156 TRAINS
DOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course.

(UFN)

ECML ELECTRIFICATION - DONCASTER TO COLTON JUNCTION

Electric trains other than test trains are not permitted to run on any line North of Doncaster, Marshgate Jn towards or from York.

(UFN)

YORK STATION

Platform work will be taking place on Platform 5 until further notice, and the platform will be shortened by approximately 130 yards at the South end.

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

(UFN)

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

- Mark 3 coaching stock (HST & Loco hauled)
- Class 155 'Sprinter Units'
- Class 156 'Sprinter Units'
- Class 158 'Express Units'

(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 D GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS NOTICES - continued

MYTHOLMROYD STATION

Platform repairs are taking place on the Up Platform, until further notice.

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

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

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

(UFN)

DEWSBURY STATION

Realignment of the platforms is taking place at Dewsbury Station.

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

(UFN)

PENISTONE STATION

Platform repairs are taking place until further notice.

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

(UFN)

ALDWARKE JN - WORKING OF ENGINEER'S SIDING

Before signal SA.53 is cleared, or permission is given, for an Engineer's train to proceed towards the Engineer's Siding. The permission of the Engineer's person-in-charge must be obtained and assurance received that the Stop Block has been removed.

When the Engineer's train has entered the Siding unless the train is to return immediately the Stop Block must be replaced across the rails.

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedALDWARKE JN - WORKING OF ENGINEER'S SIDING - continued

When a train is ready to leave the Siding the permission of the Sheffield Signalman must be obtained and the Stop Block must NOT be removed until signal SA.14 has been cleared or permission has been given for the movement to proceed.

Drivers must not move their trains towards signal SA.14 until they have seen, or have been assured that the Stop Block has been removed.

(UFN)

SALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formations the rear 3 car unit must be locked out of use before departure from Leeds.

2M67 13 33 (SX) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2M67 13 33 (SO) Leeds to Morecambe when formed of 2 X 3 car Class 144 units.

When the following train is composed of its booked formation the rear 3 car unit must be locked out of use before leaving Morecambe.

2E80 14 22 (SO) Morecambe to Leeds when formed of 2 X 3 car Class 144 units.

The following Class 14X formations may call at Saltaire and Crossflatts Stations without restriction :-

- 1 x 2 car Class 14X unit.
- 1 x 3 car Class 144 unit.
- 2 x 2 car Class 14X units.

(UFN)

GOOLEStarting of trains in the Up direction from the Down Platform

Passenger trains are authorised to depart in the Up direction from Goole Down platform on the clearance of ground position light signal G.88 towards either the Up Hull or Wakefield lines as appropriate.

(UFN)

GOOLE STATION

The Down platform has been damaged by fire.

Drivers of trains stopping at this platform must work to the instructions of handsignalmen/notice boards.

(UFN)

NS. 22/89
19-25.8.89SECTION 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 20 AUGUST - CUDWORTH

As a result of the destruction of Cudworth Signal Box by fire and the extensive damage to signals, a new Signal Box together with new simplified signalling will be brought into use, as shown in the signalling diagram accompanying this notice.

The new signal box will be positioned adjacent to the site of the old Cudworth Station signal box.

In the Up direction, a new two aspect colour light home signal will be provided at 175m. 05chs. (approximately opposite the signal box) plated C10. Its associated semaphore distant signal is 1710 yards in rear and uses the existing signal.

At 173m. a 2 aspect red, green colour light with a position light sub signal (off-set toward the right) is provided plated C91. Main aspects read towards Grimethorpe Colliery Branch. The off-set sub signal controls movements to the Up Houghton Colliery Siding. A reflectorised distant board is provided 1180 yards in rear.

In the down direction, a two aspect colour light home signal is provided at 175m. 05chs. (approximately by the new signal box) and plated C12. A two aspect colour light distant plated C12.R is positioned 1181 yards in rear.

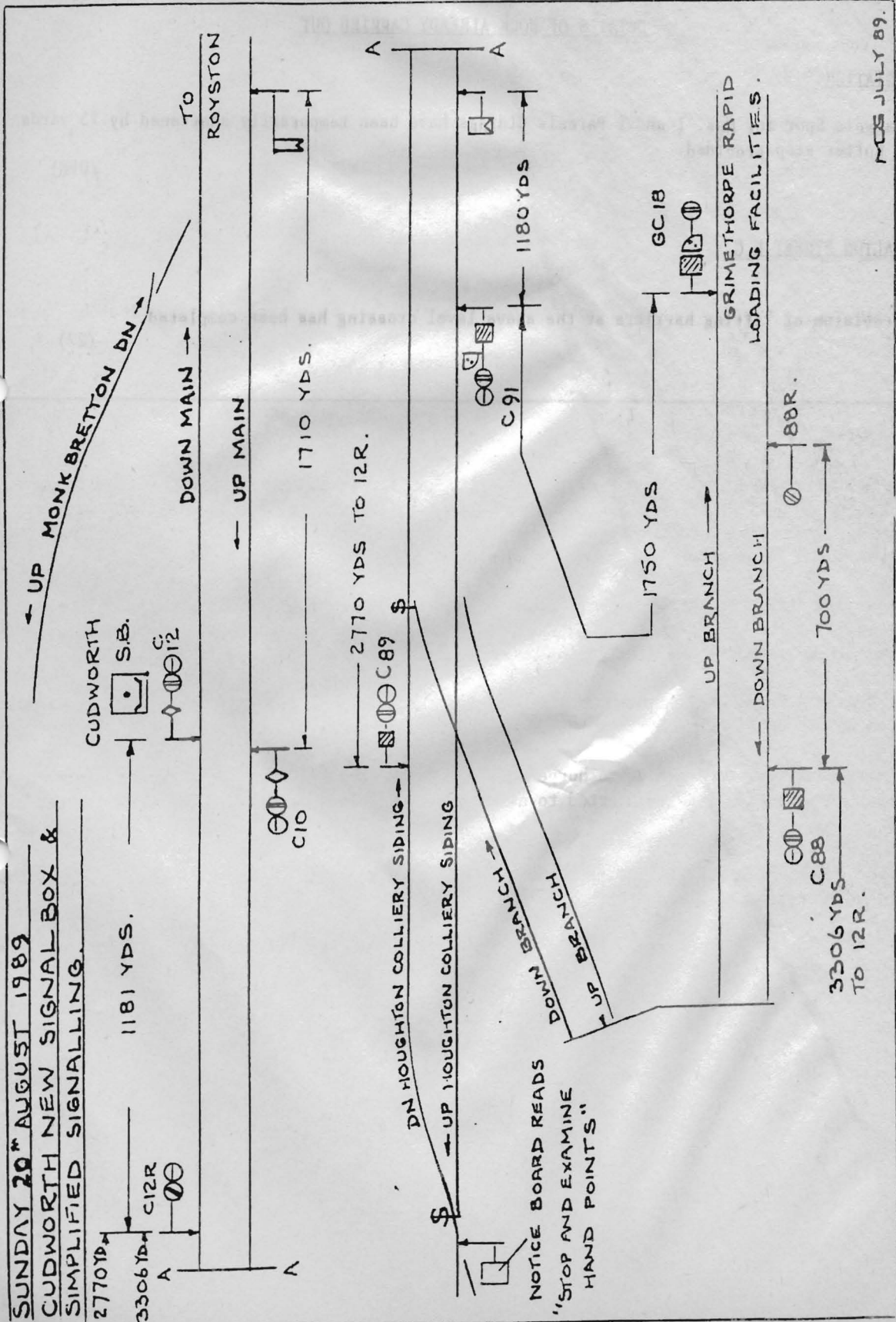
For movements from Down Houghton Colliery Siding, a two aspect red green colour light signal plated C89 is provided reading to the Up Main. 2770 yards in rear of 12.R.

For movements from the Down Grimethorpe Colliery Branch the existing three aspect signal plated C88 is retained but converted to a two aspect red/green signal, 3306 yards in rear of 12.R.

Telephone communication will be provided from all stop signals to the new Cudworth Signal Box, with the exception of C10 and C12.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

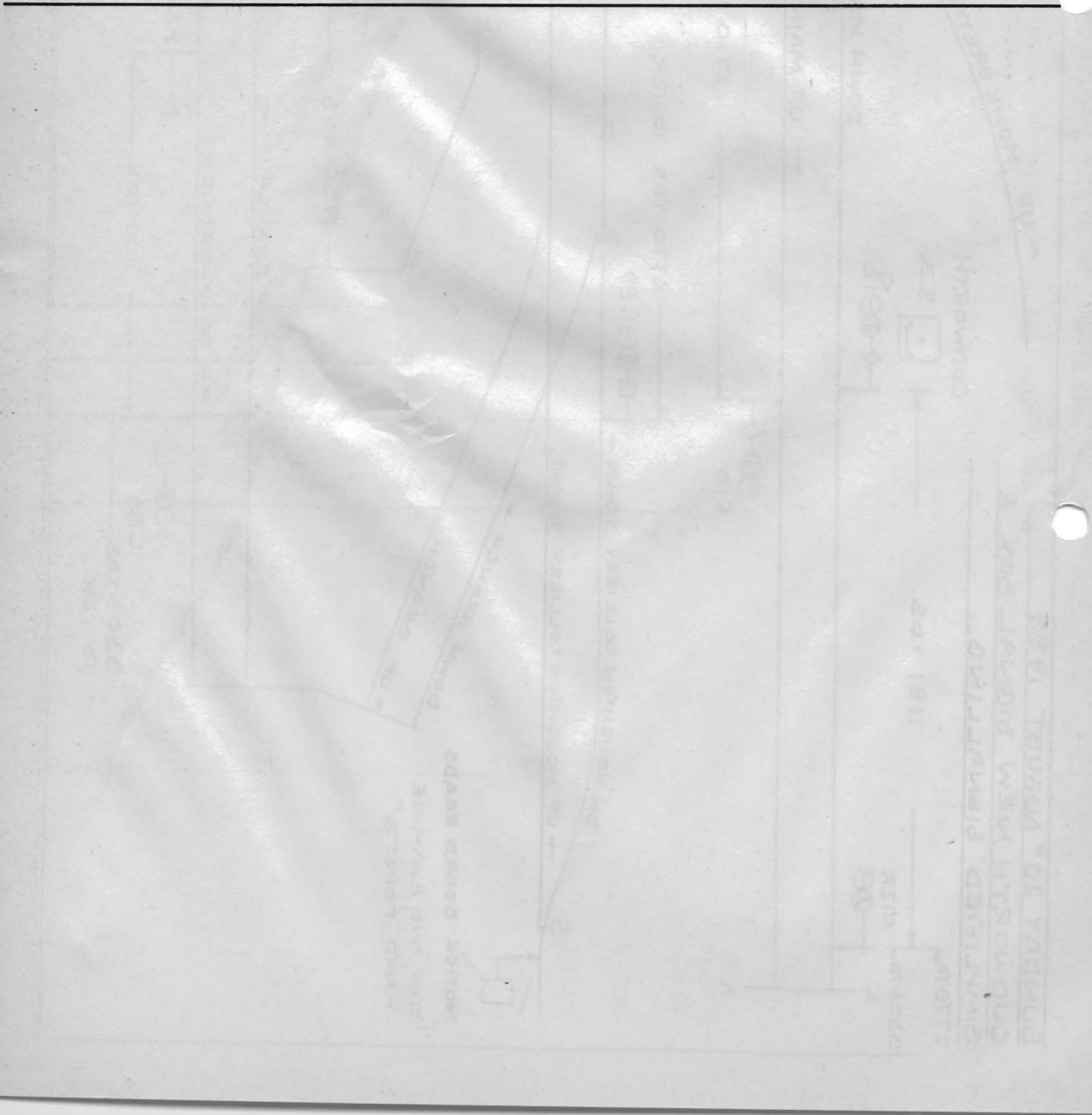
(UFN)

* * WALTON STREET L.C.

*

The provision of lifting barriers at the above level crossing has been completed.

(22)



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>Page 58</u> | | | | | |
| <u>EASTWOOD TO COLTON NORTH JN</u> | | | | | |
| Between Eastwood GF and Weasel Hall Tunnel | | | | | |
| <u>Delete:-</u> | | | <u>45</u> | <u>45</u> | <u>22½ m.p. and 22½ m.p.</u> |
| and <u>Substitute:-</u> | | | <u>55</u> | <u>55</u> | <u>22½ m.p. and 22½ m.p.</u> |

(10D)

NS - D1

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Traincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(W.e.f. 00 01 Sunday 20 August) (UFN)

A.C. ELECTRIFIED LINES
EAST COAST MAIN LINE ELECTRIFICATION
YORK (COPMANTHORPE) - SKELTON BRIDGE JN (OVERTON)

Refer to the energisation notice printed on page A3 of the ND Periodical Operating Notice (Saturday 5 August to Friday 6 October).

Second paragraph, Delete:- reference to Platform 2 and Substitute Platform 3.

(UFN)

CLASS 155 DMMU'S

ROUTE AVAILABILITY

Class 155 units are only permitted to work on the following routes :-

Scarborough - York - Leeds - Bradford Interchange - Halifax - Hebden Bridge -
LMR boundary
Leeds - Dewsbury - Huddersfield - Diggle Jn - LMR boundary
Leeds - Micklefield - South Milford - Selby
Leeds - Skipton - LMR boundary (only for transit purposes to/from Workington)
York - Selby
York - Darlington - Durham (via ECML) *
Darlington - Bishop Auckland
Darlington - Saltburn
Middlesbrough - Nunthorpe

and are subject to the following restrictions :-

PROHIBITED from entering the following platforms :-

SCARBOROUGH - Platforms 3, 4 and 5

SELBY - Platform 3 (The Selby restriction only applies if a unit suffers a deflated air-suspension bag).

**BRITISH RAIL
EASTERN REGION**

NS

23/24

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 26 AUGUST
TO
FRIDAY 8 SEPTEMBER 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 BSUNDAY 27 AUGUST - DEWSBURY STATION

The ground frame operated crossover at the north end of the station will be taken out of use pending removal.

(26)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

CUDWORTH

As a result of the destruction of Cudworth Signal Box by fire and the extensive damage to signals, a new Signal Box together with new simplified signalling has been brought into use, as shown in the signalling diagram accompanying this notice.

The new signal box has been positioned adjacent to the site of the old Cudworth Station signal box.

In the Up direction, a new two aspect colour light home signal has been provided at 175m. 05chs. (approximately opposite the signal box) plated C10. Its associated semaphore distant signal is 1710 yards in rear and uses the existing signal.

At 173m. a 2 aspect red, green colour light with a position light sub signal (off-set toward the right) is provided plated C91. Main aspects read towards Grimethorpe Colliery Branch. The off-set sub signal controls movements to the Up Houghton Colliery Siding. A reflectorised distant board is provided 1180 yards in rear.

In the down direction, a two aspect colour light home signal is provided at 175m. 05chs. (approximately by the new signal box) and plated C12. A two aspect colour light distant plated C12.R is positioned 1181 yards in rear.

For movements from Down Houghton Colliery Siding, a two aspect red green colour light signal plated C89 is provided reading to the Up Main. 2770 yards in rear of 12.R.

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Platform work will be taking place on Platform 5 until further notice, and the platform will be shortened by approximately 130 yards at the South end.

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

(UFN)

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

Mark 3 coaching stock (HST & Loco hauled)
Class 155 'Sprinter Units'
Class 156 'Sprinter Units'
Class 158 'Express Units'

(UFN)

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Traincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(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)

MYTHOLMROYD STATION

Platform repairs are taking place on the Up Platform, until further notice.

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

(UFN)

*Matter
S.B page B4.*

**BRITISH RAIL
EASTERN REGION**

NS

*This is last weeks up
to Friday*

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 9 SEPTEMBER
TO
FRIDAY 15 SEPTEMBER 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 BMONDAY 11 SEPTEMBER BETWEEN MICKLEFIELD JN AND CHURCH FENTON

At 10 00 hours the Permanent Speed Restriction of 80 m.p.h. which applies on the Down line between 12m.p. and 11m. 12chs. will be removed.

At 10 00 hours the Permanent Speed Restriction of 70 m.p.h. which applies on the Down line between 11m. 12chs. and 10m. 59chs. will be raised to 80 m.p.h.

(See Section 'D').

(28)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN GUISELEY AND ILKLEY

Burley-in-Wharfedale : Sun Lane Accommodation Crossing at 208m. 50chs.

A "Whistle" board has been erected on the Down line 300 yards before reaching the above crossing.

(New item) (28)

DIGGLE JN

A reflectorised STOP board, acting as a "limit of shunt" indicator, has been provided on the left hand side of the Down Main line facing towards Diggle Jn box, 421 yards on the Greenfield side of the signal box (200 yards from the Down Main Home signal) and applying to set-back shunt movements along the Down Main line.

(New item) (28)

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

* * DEWSBURY STATION

*

The ground frame operated crossover at the north end of the station has been taken out of use pending removal.

(26)

N.J. 26/89
16-22-9.89SECTION 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/SUNDAY 16/17 SEPTEMBER - HUDDERSFIELD STATION

The Up Main line through Huddersfield Station will be temporarily taken out of use, along with all associated signalling.

The facing connection from the Up Main to No.1 Platform line will be permanently taken out of use.

The following signalled routes will be abolished:-

- HU131/132 Colour Light Signal - Up Main to Platform 1
- HU134 Ground Position Light Signal - Set back from Platform 1 to Up Main.

(29)

SUNDAY 17 SEPTEMBER - EASTRINGTON L.C. (AT 19m. 23chs.)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The signal box and all associated signals will be abolished.

The new Absolute Block Section will be between Howden signal box and Gilberdyke Jn signal box.

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards will be provided 601 yards either side of the crossing.

A new 2-aspect Red/Green Automatic signal, plated G100, will be provided on Eastington Up platform 28 yards before reaching the crossing. A new 2-aspect Yellow/Green distant signal, plated G100R, will be provided 1780 yards before reaching G100 signal. Both signals will be provided with AWS.

The crossing will be monitored by Gilberdyke Jn signal box and telephone communication with the signal box will be provided.

(29)

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

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(NEW ITEM) (UFN)

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

DIGGLE JN

A reflectorised STOP board, acting as a "limit of shunt" indicator, has been provided on the left-hand side of the Down Main line facing towards Diggle Jn box, 421 yards on the Greenfield side of the signal box (200 yards from the Down Main Home signal) and applying to set-back shunt movements along the Down Main line.

(28)

* * DEWSBURY STATION

*

The ground frame operated crossover at the north end of the station has been taken out of use pending removal.

(26)

BETWEEN GUISELEY AND ILKLEYBurley-in-Wharfedale : Sun Lane Accommodation Crossing at 208m. 50chs.

A "Whistle" board has been erected on the Down line 300 yards before reaching the above crossing.

(28)

BETWEEN MICKLEFIELD JN AND CHURCH FENTON

The Permanent Speed Restriction of 80 m.p.h. which applied on the Down line between 12 m.p. and 11m. 12chs. has been removed.

The Permanent Speed Restriction of 70 m.p.h. which applied on the Down line between 11m. 12chs. and 10m. 59chs. has been raised to 80 m.p.h.

(See Section 'D').

(28)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 24 SEPTEMBER - HUDDERSFIELD STATION

The Up Main line through Huddersfield Station will be brought back into use, along with all associated signalling.

(30)

MONDAY 25 SEPTEMBER - BARNSELY

The Up Siding will be shortened to leave a standage of 130 yards.

(30)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

DIGGLE JN

A reflectorised STOP board, acting as a "limit of shunt" indicator, has been provided on the left-hand side of the Down Main line facing towards Diggle Jn box, 421 yards on the Greenfield side of the signal box (200 yards from the Down Main Home signal) and applying to set-back shunt movements along the Down Main line.

(28)

HUDDERSFIELD STATION

The Up Main line through Huddersfield Station has been temporarily taken out of use, along with all associated signalling.

The facing connection from the Up Main to No.1 Platform line has been permanently taken out of use.

The following signalled routes have been abolished:-

HU131/132 Colour Light Signal - Up Main to Platform 1

HU134 Ground Position Light Signal - Set back from Platform 1 to Up Main.

(29)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GUISELEY AND ILKLEYBurley-in-Wharfedale : Sun Lane Accommodation Crossing at 208m. 50chs.

A "Whistle" board has been erected on the Down line 300 yards before reaching the above crossing.

(28)

LEEDS STATION

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

BETWEEN MICKLEFIELD JN AND CHURCH FENTON

The Permanent Speed Restriction of 80 m.p.h. which applied on the Down line between 12 m.p. and 11m. 12chs. has been removed.

The Permanent Speed Restriction of 70 m.p.h. which applied on the Down line between 11m. 12chs. and 10m. 59chs. has been raised to 80 m.p.h.

(See Section 'D').

(28)

17.9.89 per NS 26.

EASTRINGTON L.C. (AT 19m. 23chs.)

The above level crossing is equipped with Automatic Half Barriers (Bi-directional).

The signal box and all associated signals have been abolished.

The new Absolute Block Section is between Howden signal box and Gilberdyke Jn signal box.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards have been provided 601 yards either side of the crossing.

A new 2-aspect Red/Green Automatic signal, plated G100, has been provided on Eastington Up platform 28 yards before reaching the crossing. A new 2-aspect Yellow/Green distant signal, plated G100R, has been provided 1780 yards before reaching G100 signal. Both signals are provided with AWS.

The crossing is monitored by Gilberdyke Jn signal box and telephone communication with the signal box has been provided.

(29)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 1 OCTOBER - BETWEEN WEAVERTHORPE S.B. AND SEAMER WEST S.B.

Ganton L.C. (A.O.C.R.) at 34m. 34chs.

The above level crossing will be equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing will be abolished.

The 35mph wrong direction working boards will be maintained.

The crossing will continue to be monitored by Weaverthorpe Signal Box and telephone communication with the Signal Box will be maintained.

SUNDAY 1 OCTOBER - ALDWARKE NORTH JN (MIDLAND)

The Engineers Siding on the Up side of the Up Main (formed out of the former Up Pontefract line) used in connection with the construction of the new single line towards Mexborough will be taken out of use pending removal. Ground position light signal No. SA14 controlling movements from the Engineers Siding will be taken out of use and removed. The route from the Up Barrow Hill ground position light signal No. SA53, with indication 'C', to the Up Engineers Siding will be permanently disconnected.

In connection with the future remodelling of Aldwarke Jn., the former Up Engineers Siding/Up Pontefract line (south of the location of SA14 signal) will be slued and connected into the new facing lead in the Up Main south of signal No. SA4, which will remain secured out of use pending future resignalling work.

The new single line towards Mexborough has been disconnected from the Up Engineers Siding and slued to connect into the new trailing lead in the Up Main south of signal No. SA4. These new trailing points will remain secured out of use pending future resignalling work.

(31)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

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

*

A reflectorised STOP board, acting as a "limit of shunt" indicator, has been provided on the left-hand side of the Down Main line facing towards Diggle Jn box, 421 yards on the Greenfield side of the signal box (200 yards from the Down Main Home signal) and applying to set-back shunt movements along the Down Main line.

(28)

HUDDERSFIELD STATION

The Up Main line through Huddersfield Station has been brought back into use, along with all associated signalling.

(30)

HUDDERSFIELD STATION

The Up Main line through Huddersfield Station has been temporarily taken out of use, along with all associated signalling.

The facing connection from the Up Main to No.1 Platform line has been permanently taken out of use.

The following signalled routes have been abolished:-

HU131/132 Colour Light Signal - Up Main to Platform 1

HU134 Ground Position Light Signal - Set back from Platform 1 to Up Main.

(29)

BARNSELY

The Up Siding has been shortened to leave a standage of 130 yards.

(30)

* * BETWEEN GUISELEY AND ILKLEY

*

Burley-in-Wharfedale : Sun Lane Accommodation Crossing at 208m. 50chs.

A "Whistle" board has been erected on the Down line 300 yards before reaching the above crossing.

(28)

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

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

* * BETWEEN MICKLEFIELD JN AND CHURCH FENTON

*

The Permanent Speed Restriction of 80 m.p.h. which applied on the Down line between 12 m.p. and 11m. 12chs. has been removed.

The Permanent Speed Restriction of 70 m.p.h. which applied on the Down line between 11m. 12chs. and 10m. 59chs. has been raised to 80 m.p.h.
(See Section 'D').

(28)

EASTINGTON L.C. (AT 19m. 23chs.)

The above level crossing is equipped with Automatic Half Barriers (Bi-directional).

The signal box and all associated signals have been abolished.

The new Absolute Block Section is between Howden signal box and Gilberdyke Jn signal box.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards have been provided 601 yards either side of the crossing.

A new 2-aspect Red/Green Automatic signal, plated G100, has been provided on Eastington Up platform 28 yards before reaching the crossing. A new 2-aspect Yellow/Green distant signal, plated G100R, has been provided 1780 yards before reaching G100 signal. Both signals are provided with AWS.

The crossing is monitored by Gilberdyke Jn signal box and telephone communication with the signal box has been provided.

(29)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 8 OCTOBER - HUDDERSFIELD

The facing connection from the Up Main giving access to the Down Main or Platform 5 will be fixed in the normal position pending removal.

Platform 3 line and the Dock Siding will be taken out of use pending removal. The associated single slip connections in the Up Main will be fixed in the normal position pending removal. The associated trailing connection in the Down Main will be replaced by plain line.

Platform 5 will be taken out of use for one week. The associated double slip in the Down Main will be replaced by plain line.

The following signals will be abolished :

- HU. 95 - Platform 5 starter
- HU.107 - Ground Position Light from Dock Siding
- HU.108 - Ground Position Light from Platform 3

Down direction Ground Position Light signal Nos. HU.109 (Platform 1) and HU.110 (Up Main) will be fixed at danger.

The routes from Down Main Ground Position Light signal No. HU.86 (Up direction) to Dock Sidings, Platform 3, Platform 1 and Up Main will be abolished.

The route from Up Main signal HU.77 to Platform 5 will be disconnected for one week.

(32)

MONDAY 9 OCTOBER - GOOLE SWING BRIDGE

At 10 00 hours a Permanent Speed Restriction of 10 m.p.h. will be imposed on the Down and Up lines between 5m.p. and 5m. 25chs. for working in the wrong direction during single line working.

(See Section 'D')

(32)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WEAVERTHORPE S.B. AND SEAMER WEST S.B.

1.10.89 per NS 28

Ganton L.C. (A.O.C.R.) at 34m. 34chs.

The above level crossing has been equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing have been abolished.

The X35mph wrong direction working boards have been maintained.

The crossing continues to be monitored by Weaverthorpe Signal Box and telephone communication with the Signal Box will be maintained.

(31)

HUDDERSFIELD STATION

The Up Main line through Huddersfield Station has been brought back into use, along with all associated signalling.

(30)

* * HUDDERSFIELD STATION

*

The Up Main line through Huddersfield Station has been temporarily taken out of use, along with all associated signalling.

The facing connection from the Up Main to No.1 Platform line has been permanently taken out of use.

The following signalled routes have been abolished:-

HU131/132 Colour Light Signal - Up Main to Platform 1

HU134 Ground Position Light Signal - Set back from Platform 1 to Up Main.

(29)

BARNESLEY

The Up Siding has been shortened to leave a standage of 130 yards.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedALDWARKE NORTH JN (MIDLAND)

The Engineers Siding on the Up side of the Up Main (formed out of the former Up Pontefract line) used in connection with the construction of the new single line towards Mexborough has been taken out of use pending removal. Ground position light signal No. SA14 controlling movements from the Engineers Siding has been taken out of use and removed. The route from the Up Barrow Hill ground position light signal No. SA53, with indication 'C', to the Up Engineers Siding has been permanently disconnected.

In connection with the future remodelling of Aldwarke Jn., the former Up Engineers Siding/Up Pontefract line (south of the location of SA14 signal) has been slued and connected into the new facing lead in the Up Main south of signal No. SA4, which remains secured out of use pending future resignalling work.

The new single line towards Mexborough has been disconnected from the Up Engineers Siding and slued to connect into the new trailing lead in the Up Main south of signal No. SA4. These new trailing points remain secured out of use pending future resignalling work.

(31)

LEEDS STATION

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

* * EASTRINGTON L.C. (AT 19m. 23chs.)

*

The above level crossing is equipped with Automatic Half Barriers (Bi-directional).

The signal box and all associated signals have been abolished.

The new Absolute Block Section is between Howden signal box and Gilberdyke Jn signal box.

The crossing is equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards have been provided 601 yards either side of the crossing.

A new 2-aspect Red/Green Automatic signal, plated G100, has been provided on Eastington Up platform 28 yards before reaching the crossing. A new 2-aspect Yellow/Green distant signal, plated G100R, has been provided 1780 yards before reaching G100 signal. Both signals are provided with AWS.

The crossing is monitored by Gilberdyke Jn signal box and telephone communication with the signal box has been provided.

(29)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. | Ch. | Permanent Speed Restrictions | | Remarks |
|--|----------|----|-----|------------------------------|------------|---|
| | | | | Down m.p.h. | Up m.p.h. | |
| <u>Page 104</u> | | | | | | |
| <u>THORNE JN TO GILBERDYKE JN</u> | | | | | | |
| Between Goole Bridge (GB) and <u>Saltmarshe LC</u> | | | | | | |
| <u>Add:-</u> | | | | <u>X10</u> | <u>X10</u> | <u>5m.p. and 5m. 25chs. when working in wrong direction during single line working.</u> |
| | | | | | | <u>(W.e.f. 10 00 hours Monday 9 October).</u> |
| | | | | | | (12D) |

NS - D1

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/SUNDAY 14/15 OCTOBER - HUDDERSFIELD

Platform 5 will be brought back into use, connected to the Down Main by a new trailing lead.

The route from Up Main signal HU.77 into Platform 5 will be reinstated.

A new straight post 3-aspect Platform 5 starting signal, plated HU.95, will be provided and situated on the right hand side of the line.

Down Main/Platform 4 line 3-aspect signal HU.91 will be abolished.

Down Main 3-aspect signal HU.93 will be renumbered HU.91.

(33)

DETAILS OF WORK ALREADY CARRIED OUTYORKSignal Y.302 (Down Fast, Up direction)

No route indication is displayed for the Position Light aspect when this signal is operated for No.5 platform line occupied.

Signal Y.304 (Up Fast)

No route indication is displayed for the Position Light aspect when this signal is operated for No.3 platform line occupied.

Signalling Notice No. 150 should be amended accordingly.

(New item) (33)

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WEAVERTHORPE S.B. AND SEAMER WEST S.B.Ganton L.C. (A.O.C.R.) at 34m. 34chs.

The above level crossing has been equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing have been abolished.

The X35mph wrong direction working boards have been maintained.

The crossing continues to be monitored by Weaverthorpe Signal Box and telephone communication with the Signal Box will be maintained.

(31)

HUDDERSFIELD

The facing connection from the Up Main giving access to the Down Main or Platform 5 has been fixed in the normal position pending removal.

Platform 3 line and the Dock Siding have been taken out of use pending removal. The associated single slip connections in the Up Main have been fixed in the normal position pending removal. The associated trailing connection in the Down Main has been replaced by plain line.

The double slip in the Down Main has been replaced by plain line.

The following signals have been abolished :

- HU. 95 - Platform 5 starter
- HU.107 - Ground Position Light from Dock Siding
- HU.108 - Ground Position Light from Platform 3

Down direction Ground Position Light signal Nos. HU.109 (Platform 1) and HU.110 (Up Main) have been fixed at danger.

The routes from Down Main Ground Position Light signal No. HU.86 (Up direction) to Dock Sidings, Platform 3, Platform 1 and Up Main have been abolished.

(Amended item) (32)

* * HUDDERSFIELD STATION

*

The Up Main line through Huddersfield Station has been brought back into use, along with all associated signalling.

(30)

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

*

The Up Siding has been shortened to leave a standage of 130 yards.

(30)

ALDWARKE NORTH JN (MIDLAND)

The Engineers Siding on the Up side of the Up Main (formed out of the former Up Pontefract line) used in connection with the construction of the new single line towards Mexborough has been taken out of use pending removal. Ground position light signal No. SA14 controlling movements from the Engineers Siding has been taken out of use and removed. The route from the Up Barrow Hill ground position light signal No. SA53, with indication 'C', to the Up Engineers Siding has been permanently disconnected.

In connection with the future remodelling of Aldwarke Jn., the former Up Engineers Siding/Up Pontefract line (south of the location of SA14 signal) has been slued and connected into the new facing lead in the Up Main south of signal No. SA4, which remains secured out of use pending future resignalling work.

The new single line towards Mexborough has been disconnected from the Up Engineers Siding and slued to connect into the new trailing lead in the Up Main south of signal No. SA4. These new trailing points remain secured out of use pending future resignalling work.

(31)

LEEDS STATION

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

GOOLE SWING BRIDGE

A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down and Up lines between 5m.p. and 5m. 25chs. for working in the wrong direction during single line working.

(See Section 'D')

(32)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|----------|--------|------------------------------|------------|---|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>Page 104</u> | | | | | |
| <u>THORNE JN TO GILBERDYKE JN</u> | | | | | |
| Between Goole Bridge (GB) and <u>Saltmarshe LC</u> | | | | | |
| <u>Add:-</u> | | | <u>X10</u> | <u>X10</u> | <u>5m.p. and 5m. 25chs. when working in wrong direction during single line working.</u> |

(12D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BNILDETAILS OF WORK ALREADY CARRIED OUTYORKSignal Y.302 (Down Fast, Up direction)

No route indication is displayed for the Position Light aspect when this signal is operated for No.5 platform line occupied.

Signal Y.304 (Up Fast)

No route indication is displayed for the Position Light aspect when this signal is operated for No.3 platform line occupied.

Signalling Notice No. 150 should be amended accordingly.

(33)

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

* * BETWEEN WEAVERTHORPE S.B. AND SEAMER WEST S.B.* Ganton L.C. (A.O.C.R.) at 34m. 34chs.

The above level crossing has been equipped with Automatic Half Barriers.

All "Whistle Boards" associated with the crossing have been abolished.

The X35mph wrong direction working boards have been maintained.

The crossing continues to be monitored by Weaverthorpe Signal Box and telephone communication with the Signal Box will be maintained.

(31)

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

The facing connection from the Up Main giving access to the Down Main or Platform 5 has been fixed in the normal position pending removal.

Platform 3 line and the Dock Siding have been taken out of use pending removal. The associated single slip connections in the Up Main have been fixed in the normal position pending removal. The associated trailing connection in the Down Main has been replaced by plain line.

The double slip in the Down Main has been replaced by plain line.

The following signals have been abolished :

HU. 95 - Platform 5 starter
 HU.107 - Ground Position Light from Dock Siding
 HU.108 - Ground Position Light from Platform 3

Down direction Ground Position Light signal Nos. HU.109 (Platform 1) and HU.110 (Up Main) have been fixed at danger.

The routes from Down Main Ground Position Light signal No. HU.86 (Up direction) to Dock Sidings, Platform 3, Platform 1 and Up Main have been abolished.

(32)

HUDDERSFIELD

Platform 5 has been brought back into use, connected to the Down Main by a new trailing lead.

The route from Up Main signal HU.77 into Platform 5 has been reinstated.

A new straight post 3-aspect Platform 5 starting signal, plated HU.95, has been provided and situated on the right hand side of the line.

Down Main/Platform 4 line 3-aspect signal HU.91 has been abolished.

Down Main 3-aspect signal HU.93 has been renumbered HU.91.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * ALDWARKE NORTH JN (MIDLAND)

*

The Engineers Siding on the Up side of the Up Main (formed out of the former Up Pontefract line) used in connection with the construction of the new single line towards Mexborough has been taken out of use pending removal. Ground position light signal No. SA14 controlling movements from the Engineers Siding has been taken out of use and removed. The route from the Up Barrow Hill ground position light signal No. SA53, with indication 'C', to the Up Engineers Siding has been permanently disconnected.

In connection with the future remodelling of Aldwarke Jn., the former Up Engineers Siding/Up Pontefract line (south of the location of SA14 signal) has been slued and connected into the new facing lead in the Up Main south of signal No. SA4, which remains secured out of use pending future resignalling work.

The new single line towards Mexborough has been disconnected from the Up Engineers Siding and slued to connect into the new trailing lead in the Up Main south of signal No. SA4. These new trailing points remain secured out of use pending future resignalling work.

(31)

BETWEEN ALDWARKE NORTH JN (MID) AND DEARNE JN

Up Main automatic signal No. S508 at 167m. 28chs. has been redesignated as a CONTROLLED signal and replated accordingly.

Down Main automatic signal No. S461 at 166m. 77chs. has been redesignated as a CONTROLLED signal and replated accordingly.

(New item)

(34)

LEEDS STATION

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

GOOLE SWING BRIDGE

A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down and Up lines between 5m.p. and 5m. 25chs. for working in the wrong direction during single line working.

(See Section 'D')

(32)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 29 OCTOBER - STEETON

Steeton Signal Box will be abolished.

Steeton Ground Frame will also be abolished and the trailing crossover will be secured out of use pending removal.

The following signal alterations will be made :-

Down Line Signals

- | | |
|-------|---|
| D 213 | Telephone communication transferred to Kildwick S.B. |
| S 11 | Converted to automatic and replated D 214. Telephone communication transferred to Kildwick S.B. |
| S 14 | Converted to automatic and replated D 215. Telephone communication transferred to Kildwick S.B. |

Up Line Signals

- | | |
|------|--|
| S 25 | Converted to automatic and replated U 216. Telephone communication transferred to Keighley Station Jn S.B. |
| S 24 | Replaced by a new 3-aspect automatic signal plated U 215 and situated 154 yards nearer to Kildwick. Telephone communication will be provided to Keighley Station Jn S.B. |

A new Track Circuit Block Section will be between Keighley Station Jn S.B. and Kildwick S.B.

(35)

DETAILS OF WORK ALREADY CARRIED OUTYORKSignal Y.302 (Down Fast, Up direction)

No route indication is displayed for the Position Light aspect when this signal is operated for No.5 platform line occupied.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK - continuedSignal Y.304 (Up Fast)

No route indication is displayed for the Position Light aspect when this signal is operated for No.3 platform line occupied.

Signalling Notice No. 150 should be amended accordingly.

(33)

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

* * HUDDERSFIELD

*

The facing connection from the Up Main giving access to the Down Main or Platform 5 has been fixed in the normal position pending removal.

Platform 3 line and the Dock Siding have been taken out of use pending removal. The associated single slip connections in the Up Main have been fixed in the normal position pending removal. The associated trailing connection in the Down Main has been replaced by plain line.

The double slip in the Down Main has been replaced by plain line.

The following signals have been abolished :

HU. 95 - Platform 5 starter
 HU.107 - Ground Position Light from Dock Siding
 HU.108 - Ground Position Light from Platform 3

Down direction Ground Position Light signal Nos. HU.109 (Platform 1) and HU.110 (Up Main) have been fixed at danger.

The routes from Down Main Ground Position Light signal No. HU.86 (Up direction) to Dock Sidings, Platform 3, Platform 1 and Up Main have been abolished.

(32)

HUDDERSFIELD

Platform 5 has been brought back into use, connected to the Down Main by a new trailing lead.

The route from Up Main signal HU.77 into Platform 5 has been reinstated.

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

A new straight post 3-aspect Platform 5 starting signal, plated HU.95, has been provided and situated on the right hand side of the line.

Down Main/Platform 4 line 3-aspect signal HU.91 has been abolished.

Down Main 3-aspect signal HU.93 has been renumbered HU.91.

(33)

BETWEEN ALDWARKE NORTH JN (MID) AND DEARNE JN

Up Main automatic signal No.S508 at 167m. 28chs. has been redesignated as a CONTROLLED signal and replated accordingly.

Down Main automatic signal No.S461 at 166m. 77chs. has been redesignated as a CONTROLLED signal and replated accordingly.

(34)

LEEDS STATION

No.2 Bay Sidings has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

* * GOOLE SWING BRIDGE

*

A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Down and Up lines between 5m.p. and 5m. 25chs. for working in the wrong direction during single line working.

(See Section 'D')

(32)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|------------|--------|------------------------------|------------------|---|
| | | | Down m.p.h. | Up At or Between | |
| <u>Page 54 (as amended)</u> <u>DONCASTER, MARSHGATE JN TO WHITEHALL JN</u> Between Balne Lane and <u>Outwood</u> <u>Add:-</u> | | | | | C. Down at 176 $\frac{1}{2}$ m.p. (617 yards before reaching signal L.227. (12D) |
| <u>Page 71 (as amended)</u> <u>BARNSELY STATION JN TO HUDDERSFIELD, SPRINGWOOD JN</u> At <u>Berry Brow</u> <u>Delete:-</u> | (Proposed) | | | | (12D) |

NS - D2

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|------------|--------|------------------------------|------------------|--|
| | | | Down m.p.h. | Up At or Between | |
| <u>Page 90 (as amended)</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| At Steeton in Running Lines and Signalling System column | | | | | |
| <u>Delete:-</u> Signal box dots | | | | | |
| <u>Delete:-</u> | Steeton LC | 215 03 | | | (W.e.f. Sunday 29 October). (12D) |
| <u>Page 104</u> | | | | | |
| <u>THORNE JN TO GILBERDYKE JN</u> | | | | | |
| Between Goole Bridge (GB) and <u>Saltmarshe LC</u> | | | | | |
| <u>Add:-</u> | | | X10 | X10 | 5m.p. and 5m. 25chs. when <u>making a wrong direction movement.</u> (12D) |

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 4 TO MONDAY 6 NOVEMBER - HUDDERSFIELD

The facing connection at the West end of the station leading to Platform 8/Slow line will be secured out of use in the position for Platform 8. The route from Down Main signal HU 169 to the Down Slow will be abolished. Down Slow (Up direction) ground position light signal HU 158 will be fixed at danger and the Down Slow line will become a Down Siding with access only from the East end of the station.

The track layout at the East end of the station will be remodelled in accordance with the diagram included in this notice.

Down Slow 3-aspect signal HU 103 will be abolished along with ground position light signals HU 84 (Down Siding), HU 85 (Down Main) and HU 88 (Down Slow).

A new ground position light signal, plated HU 84, will be provided at the exit from the Down Sidings (including the former Down Slow).

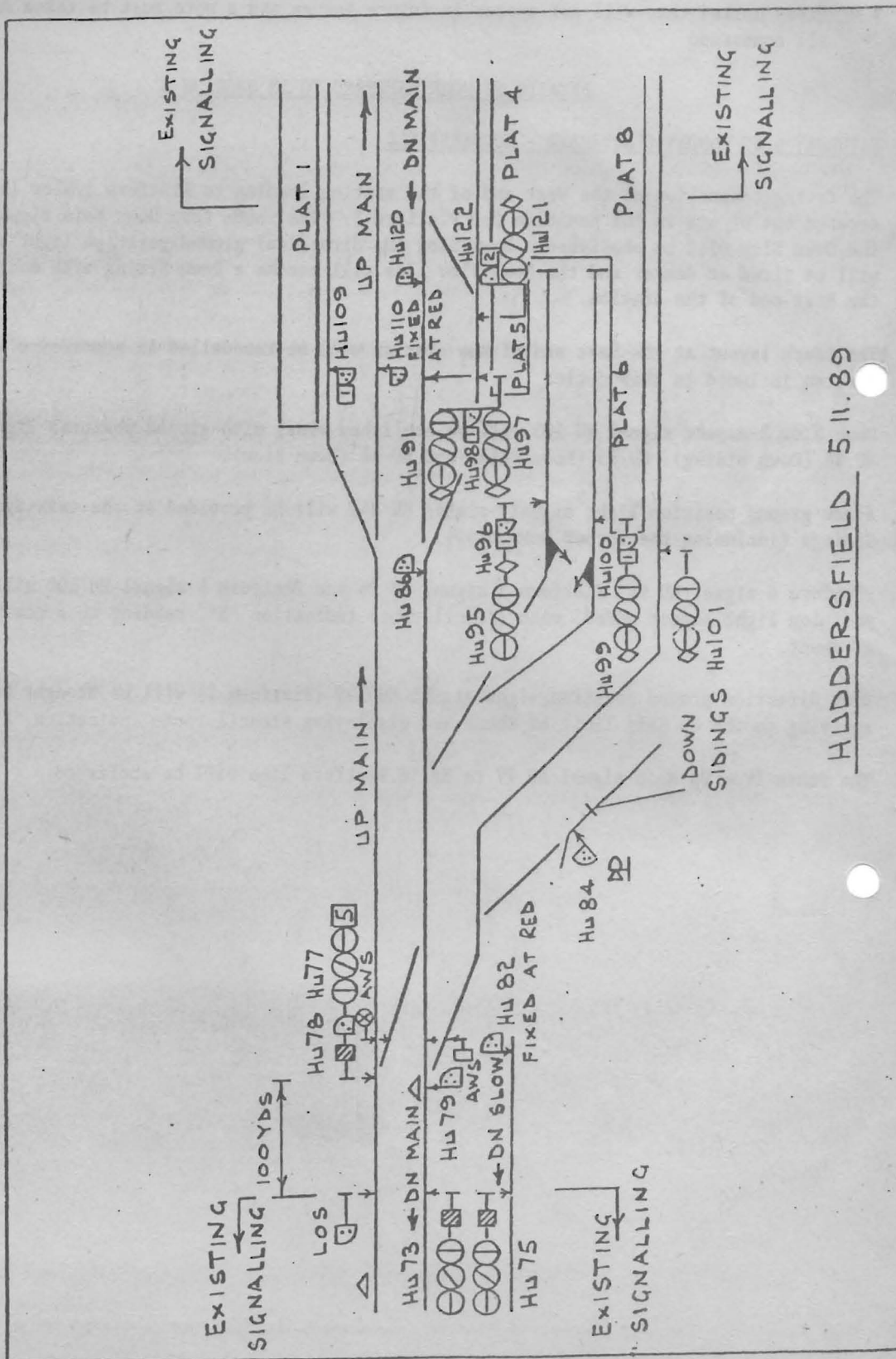
Platform 4 signal HU 98, Platform 5 signal HU 96 and Platform 6 signal HU 100 will have a position light aspect added, with stencil route indication "X", reading to a new Up Main limit of shunt.

Down direction ground position light signal HU 109 (Platform 1) will be brought back into use, applying to the Up Main limit of shunt and displaying stencil route indication "X".

The route from Up Main signal HU 77 to No. 8 Platform line will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



HUDDERSFIELD 5.11.89

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

*

Platform 5 has been brought back into use, connected to the Down Main by a new trailing lead.

The route from Up Main signal HU.77 into Platform 5 has been reinstated.

A new straight post 3-aspect Platform 5 starting signal, plated HU.95, has been provided and situated on the right hand side of the line.

Down Main/Platform 4 line 3-aspect signal HU.91 has been abolished.

Down Main 3-aspect signal HU.93 has been renumbered HU.91.

(33)

BETWEEN ALDWARKE NORTH JN (MID) AND DEARNE JN

Up Main automatic signal No.S508 at 167m. 28chs. has been redesignated as a CONTROLLED signal and replated accordingly.

Down Main automatic signal No.S461 at 166m. 77chs. has been redesignated as a CONTROLLED signal and replated accordingly.

(34)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

STEETON

(29.10.89 per NS 32)

Steeton Signal Box has been abolished.

Steeton Ground Frame has been abolished and the trailing crossover secured out of use pending removal.

The following signal alterations have been made :-

Down Line Signals

| | |
|-------|---|
| D 213 | Telephone communication transferred to Kildwick S.B. |
| S 11 | Converted to automatic and replated D 214. Telephone communication transferred to Kildwick S.B. |
| S 14 | Converted to automatic and replated D 215. Telephone communication transferred to Kildwick S.B. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STEETON - continued

Up Line Signals

- S 25 Converted to automatic and replated U 216. Telephone communication transferred to Keighley Station Jn S.B.

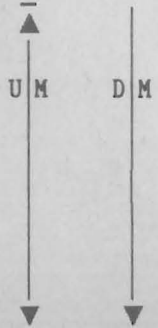
- S 24 Replaced by a new 3-aspect automatic signal plated U 215 and situated 154 yards nearer to Kildwick. Telephone communication has been provided to Keighley Station Jn S.B.

The new Track Circuit Block Section is between Keighley Station Jn S.B. and Kildwick S.B.

(35)

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 54 (as amended)</u> | | | | | | |
| <u>DONCASTER, MARSHGATE JN TO WHITEHALL JN</u> | | | | | | |
| Between Balne Lane and <u>Outwood</u> | | | | | | |
| <u>Add:-</u> | | | | | C. Down at 176 $\frac{1}{2}$ m.p. (617 yards before reaching signal L.227. (12D) | |
| <u>Pages 64 and 65 (as amended)</u> | | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN</u> | | | | | | |
| Between Springwood Jn and <u>Deighton</u> | | | | | | |
| <u>Delete:- all details and Substitute:-</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 (696 yards) | 25 20 to 25 51 | | <u>50</u> | <u>25m. 49chs. and 24m. 62chs.</u> | |
| | | | <u>15</u> | | <u>All lines 25m. 49chs. and 25m. 74chs.</u> | <u>Key to Running Lines</u> UM = Up Main DM = Down Main |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|-------------------|--------|------------------------------|--|---|
| | | | Down m.p.h. | Up m.p.h. | |
| Pages 64 and 65 (as amended) - continued | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN - continued</u> | | | | | |
| | Huddersfield (HU) | 25 60 | 15 | All lines 25m. 74chs. and 25m. 49chs. | † Permissive working is authorised in both directions on No.4 Platform line and in the Down direction only on No.8 Platform line. |
| | | | 40 | 25m. 74chs. and 26m. 03chs. including Main line connections. | AWS gap in station area. |
| | Hillhouse Jn | 26 26 | 40 | 26m. 03chs. and 25m. 74chs. including Main line connections. | Key to Running Lines UM - Up Main DM - Down Main P1 - No.1 Platform P4 - No.4 Platform P8 - No.8 Platform |
| | <u>Deighton</u> | 27 60 | | | C.Up at 26m. 41chs. 873 yards before reaching signal HU 77. |
| | | | | | (W.e.f. Sunday 6 November) (12D) |

NS - D3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|-----------------|--------|------------------------------|---------------------|---|
| | | | Down m.p.h. | Up At or Between | |
| <u>Page 71 (as amended)</u> | | | | | |
| <u>BARNSELY STATION JN TO HUDDERSFIELD, SPRINGWOOD JN</u> | | | | | |
| At <u>Berry Brow</u> | | | | | |
| <u>Delete:-</u> | (Proposed) | | | | (12D) |
| <u>Page 90 (as amended)</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| At Steeton in Running Lines and Signalling System column | | | | | |
| <u>Delete:-</u> | Signal box dots | | | | |
| <u>Delete:-</u> | Steeton LC | 215 03 | | | (12D) |
| <u>Page 104</u> | | | | | |
| <u>THORNE JN TO GILBERDYKE JN</u> | | | | | |
| Between Goole Bridge (GB) and <u>Saltmarshe LC</u> | | | | | |
| <u>Add:-</u> | | | X10 | X10 | <u>5m.p. and 5m. 25chs. when making a wrong direction movement.</u> |
| | | | | | (12D) |

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 11 TO MONDAY 13 NOVEMBER - HUDDERSFIELD

The facing connection from the Up Main line into Platform 1 line will be replaced by plain line. A temporary buffer stop will be placed at the East end of Platform 1 which will become a bay platform, with access only from the West end of the station.

Platform 1 signal HU.127/128 and ground position light signals 109 and 134 (Platform 1 Down direction) will be abolished. The signalled route from Up Main signal HU.77 to Platform 1 will be abolished.

Main (Down direction) ground position light signal 110 will be reinstated with stencil route indication 'X', reading to the Down Main Limit of Shunt.

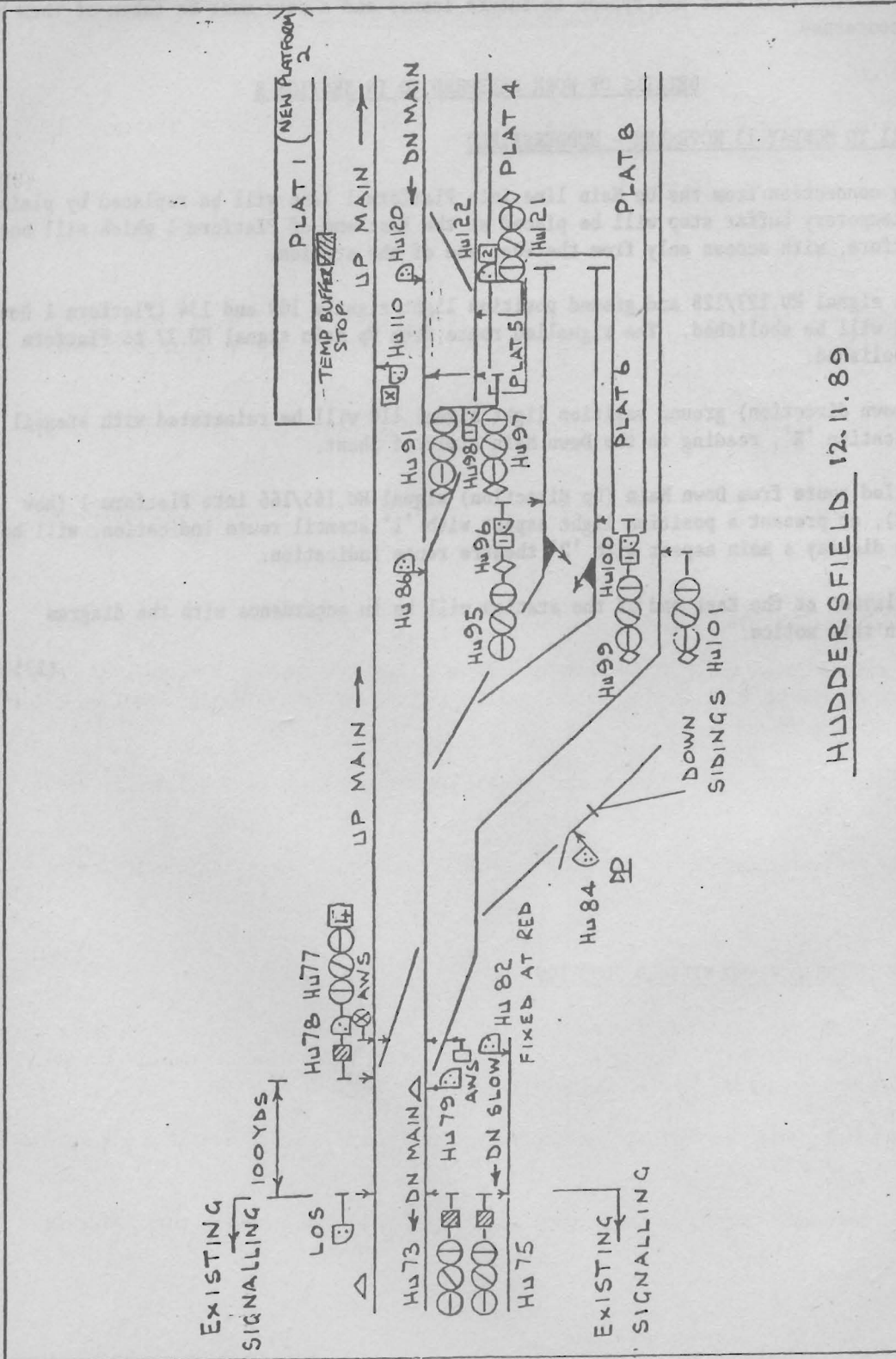
The signalled route from Down Main (Up direction) signal HU.165/166 into Platform 1 (new Platform 2), at present a position light aspect with '1' stencil route indication, will be amended to display a main aspect with '2' theatre route indication.

The track layout at the East end of the station will be in accordance with the diagram included in this notice.

(37)

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 OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

BETWEEN ALTOFTS JUNCTION AND CASTLEFORD

A reflectorised speed restriction Warning Indicator has been provided between Altofts Junction and Castleford on the Down line at 21m. 41chs. giving warning of the permanent speed restriction of 35 m.p.h. at 21m. 01chs.

The distance between the warning indicator and the commencement of the 35 m.p.h. speed restriction is 880 yards.

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

(36)

BETWEEN MILFORD AND CASTLEFORD

A reflectorised speed restriction Warning Indicator has been provided between Milford and Castleford on the Up line at 20m. 06chs. giving warning of the permanent speed restriction of 35m.p.h. at 20m. 66chs.

The distance between the warning indicator and the commencement of the 35m.p.h. speed restriction is 1,320 yards.

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

(36)

BETWEEN FERRYBRIDGE AND MILFORD JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Ferrybridge and Milford Junction on the Down line at 15m. 65chs. giving warning of the permanent speed restriction of 30 m.p.h. at 15m. 07chs./7m. 65chs. (change of line speed).

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,276 yards.

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

(36)

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

The facing connection at the West end of the station leading to Platform 8/Slow line has been secured out of use in the position for Platform 8. The route from Down Main signal HU 169 to the Down Slow has been abolished. Down Slow (Up direction) ground position light signal HU 158 has been fixed at danger and the Down Slow line has become a Down Siding with access only from the East end of the station.

Down Slow 3-aspect signal HU 103 has been abolished along with ground position light signals HU 84 (Down Siding), HU 85 (Down Main) and HU 88 (Down Slow).

A new ground position light signal, plated HU 84, has been provided at the exit from the Down Sidings (including the former Down Slow).

Platform 4 signal HU 98, Platform 5 signal HU 96 and Platform 6 signal HU 100 have had a position light aspect added, with stencil route indication "X", reading to a new Up Main limit of shunt.

The route from Up Main signal HU 77 to No. 8 Platform line has been abolished.

(Amended item) (37)

BETWEEN THURNSCOE AND MOORTHORPE

The illuminated speed restriction Warning Indicator on the Down line between Thurnscoe and Moorthorpe, giving warning of the Permanent Speed Restriction of 60 m.p.h. at 12m. 08chs., has been replaced by a Reflective Indicator at a revised distance of 1,914 yards from the speed restriction.

The Automatic Warning System permanent magnet has been adjusted accordingly.

(36)

BETWEEN MOORTHORPE AND PONTEFRACT BAGHILL

A reflectorised speed restriction Warning Indicator has been provided between Moorthorpe and Pontefract Baghill on the Down line at 9m. 78chs., giving warning of the permanent speed restriction of 30 m.p.h. at 8m. 65chs.

40

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 2,046 yards.

40

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

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN ALDWARKE NORTH JN (MID) AND DEARNE JN

*

Up Main automatic signal No.S508 at 167m. 28chs. has been redesignated as a CONTROLLED signal and replated accordingly.

Down Main automatic signal No.S461 at 166m. 77chs. has been redesignated as a CONTROLLED signal and replated accordingly.

(34)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

STEETON

29.OCT.1989

Steeton Signal Box has been abolished.

Steeton Ground Frame has been abolished and the trailing crossover secured out of use pending removal.

The following signal alterations have been made :-

Down Line Signals

- | | |
|-------|---|
| D 213 | Telephone communication transferred to Kildwick S.B. |
| S 11 | Converted to automatic and replated D 214. Telephone communication transferred to Kildwick S.B. |
| S 14 | Converted to automatic and replated D 215. Telephone communication transferred to Kildwick S.B. |

Up Line Signals

- | | |
|------|---|
| S 25 | Converted to automatic and replated U 216. Telephone communication transferred to Keighley Station Jn S.B. |
| S 24 | Replaced by a new 3-aspect automatic signal plated U 215 and situated 154 yards nearer to Kildwick. Telephone communication has been provided to Keighley Station Jn S.B. |

The new Track Circuit Block Section is between Keighley Station Jn S.B. and Kildwick S.B.

(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HEMINGBROUGH AND SELBY

A reflectorised speed restriction Warning Indicator has been provided between Hemingbrough and Selby on the Up line at 29m. 69chs. giving warning of the permanent speed restriction of 25m.p.h. at 30 $\frac{1}{2}$ m.p.

The distance between the Warning Indicator and the commencement of the 25m.p.h. speed restriction is 1,562 yards.

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

(36)

**BRITISH RAIL
EASTERN REGION**

NS

35

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND
PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 NOVEMBER
TO
FRIDAY 24 NOVEMBER 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 BSUNDAY 19 NOVEMBER - HUDDERSFIELD

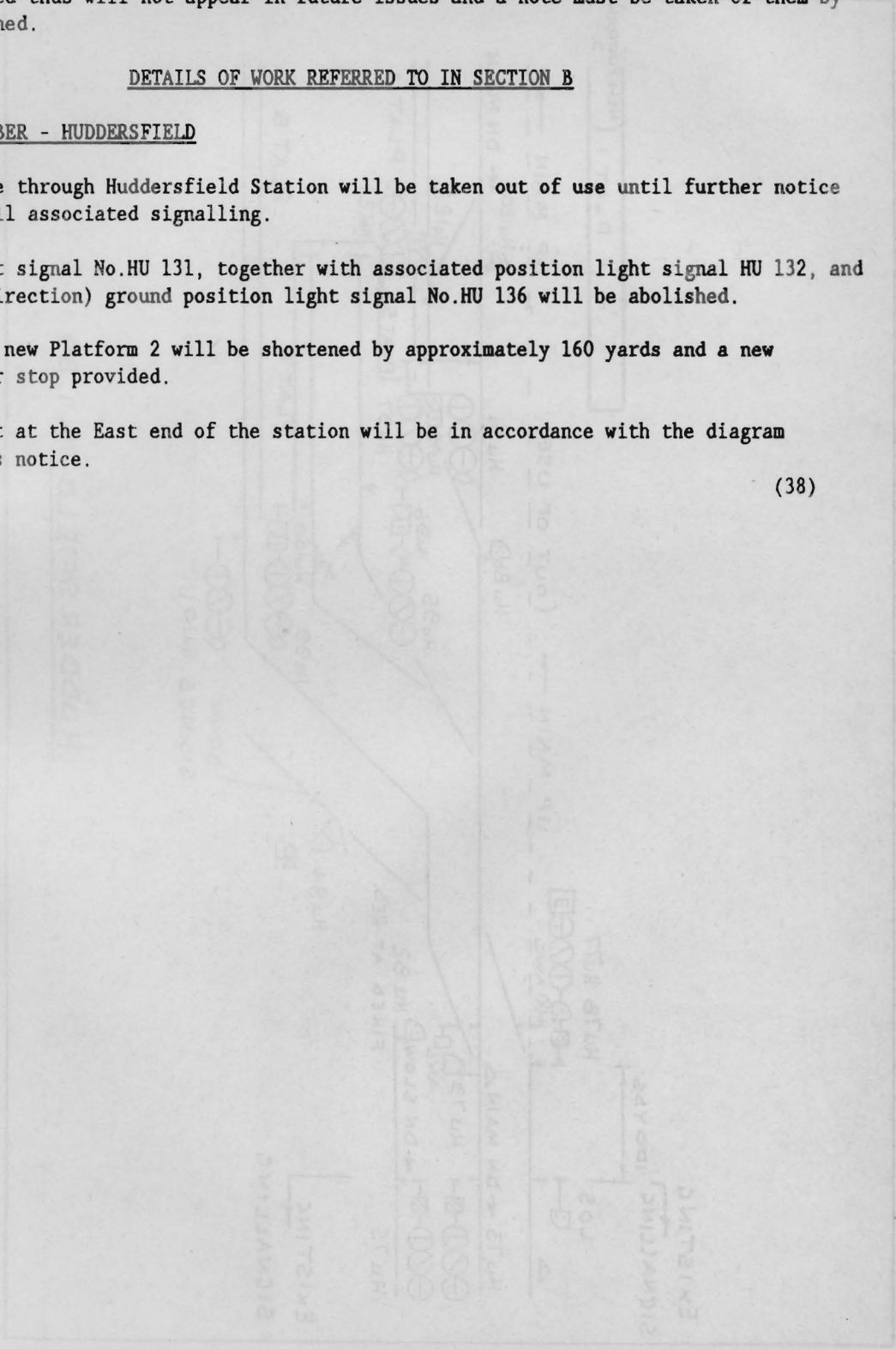
The Up Main line through Huddersfield Station will be taken out of use until further notice together with all associated signalling.

Up Main 3-aspect signal No.HU 131, together with associated position light signal HU 132, and Up Main (Down direction) ground position light signal No.HU 136 will be abolished.

The East end of new Platform 2 will be shortened by approximately 160 yards and a new permanent buffer stop provided.

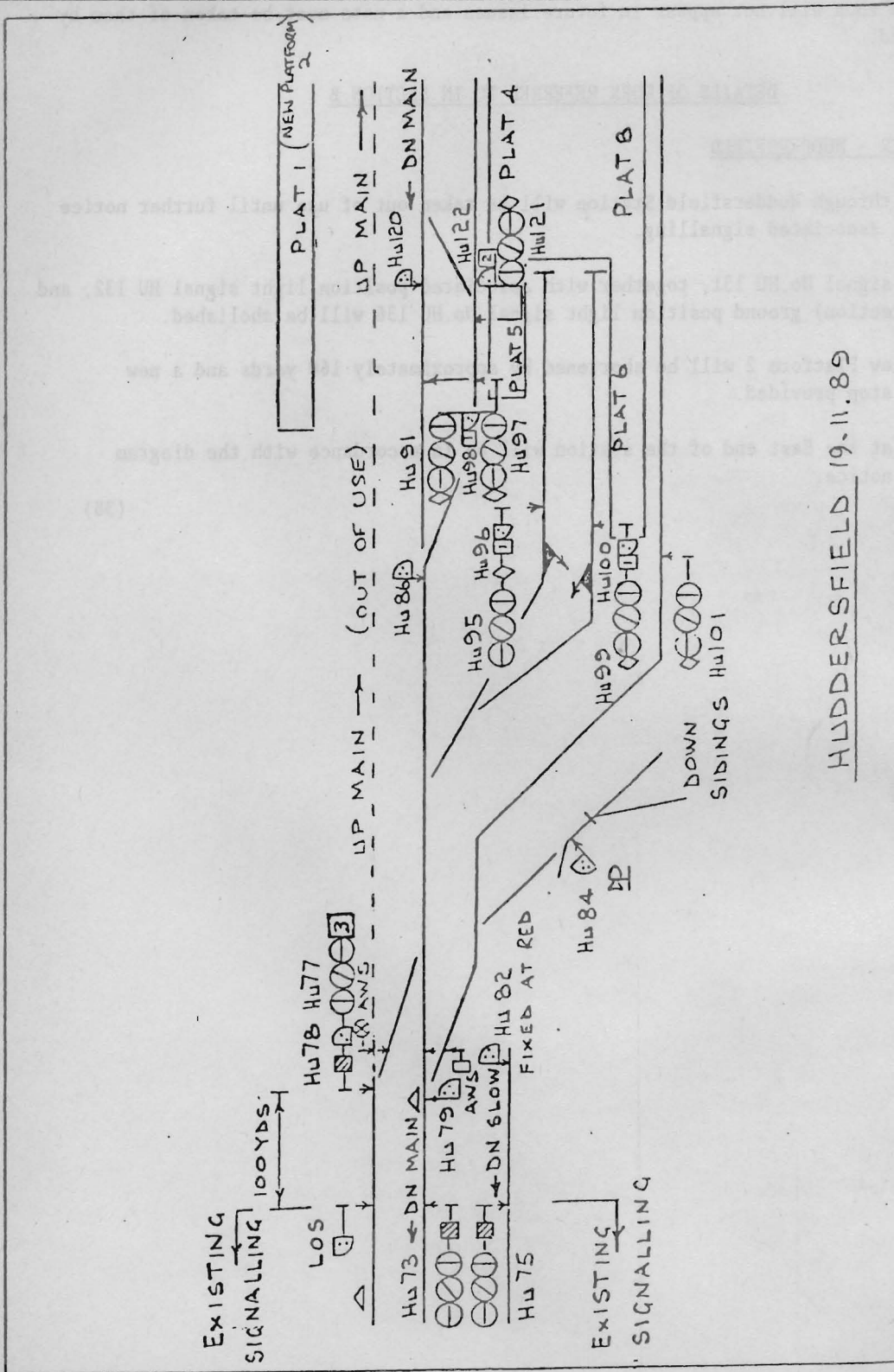
The track layout at the East end of the station will be in accordance with the diagram included in this notice.

(38)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



HUDDERSFIELD 19.11.89

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 19 NOVEMBER - NEVILLE HILL

The facing connection between the Down Main line and the Up Local/Departure Sidings will be repositioned approximately 20 yards nearer to Leeds.

Up Local/Departure Sidings Ground Position Light Signal No.779 will also be repositioned 20 yards nearer to Leeds.

(38)

MONDAY 20 NOVEMBER - BETWEEN SHAFTHOLME JN AND KNOTTINGLEY

A reflectorised Speed Restriction Warning Indicator will be provided between Shaftholme Junction and Knottingley on the Down line at 59m. 16chs. giving warning of the permanent speed restriction of 25 m.p.h. at 58m.48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction will be 1,056 yards.

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

(38)

MONDAY 20 NOVEMBER - BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator will be provided between Pontefract Baghill and Ferrybridge on the Down line at 2m. 77chs., giving warning of the permanent speed restriction of 45 m.p.h. at 2m. 05chs.

The distance between the Warning Indicator and the commencement of the 45 m.p.h. speed restriction will be 1,584 yards.

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

(38)

MONDAY 20 NOVEMBER - BETWEEN MILFORD AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator will be provided between Milford and Ferrybridge on the Up line at 0m. 42chs., giving warning of the permanent speed restriction of 30 m.p.h. at 1m. 18chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction will be 1,232 yards.

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

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 20 NOVEMBER - BETWEEN GASCOIGNE WOOD AND SELBY

A reflectorised Speed Restriction Warning Indicator will be provided between Gascoigne Wood and Selby on the Down line at 1m. 35chs. giving warning of the permanent speed restriction of 30 m.p.h. at 0m. 42chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction will be 1,606 yards.

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

(38)

DETAILS OF WORK ALREADY CARRIED OUTYORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UFN)

BETWEEN ALTOFTS JUNCTION AND CASTLEFORD

A reflectorised Speed Restriction Warning Indicator has been provided between Altofts Junction and Castleford on the Down line at 21m. 41chs. giving warning of the permanent speed restriction of 35 m.p.h. at 21m. 01chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction is 880 yards.

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

(36)

BETWEEN MILFORD AND CASTLEFORD

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Castleford on the Up line at 20m. 06chs. giving warning of the permanent speed restriction of 35m.p.h. at 20m. 66chs.

The distance between the Warning Indicator and the commencement of the 35m.p.h. speed restriction is 1,320 yards.

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

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FERRYBRIDGE AND MILFORD JUNCTION

A reflectorised Speed Restriction Warning Indicator has been provided between Ferrybridge and Milford Junction on the Down line at 15m. 65chs. giving warning of the permanent speed restriction of 30 m.p.h. at 15m. 07chs./7m. 65chs. (change of line speed).

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,276 yards.

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

(36)

HUDDERSFIELD

The facing connection from the Up Main line into Platform 1 line has been replaced by plain line. A temporary buffer stop has been placed at the East end of Platform 1 which has become a bay platform, with access only from the West end of the station.

Platform 1 signal HU.127/128 and ground position light signals 109 and 134 (Platform 1 Down direction) have been abolished. The signalled route from Up Main signal HU.77 to Platform 1 has been abolished.

Up Main (Down direction) ground position light signal 110 has been reinstated with stencil route indication 'X', reading to the Down Main Limit of Shunt.

The signalled route from Down Main (Up direction) signal HU.165/166 into Platform 1 (new Platform 2), at present a position light aspect with '1' stencil route indication, has been amended to display a main aspect with '2' theatre route indication.

(37)

HUDDERSFIELD

The facing connection at the West end of the station leading to Platform 8/Slow line has been secured out of use in the position for Platform 8. The route from Down Main signal HU 169 to the Down Slow has been abolished. Down Slow (Up direction) ground position light signal HU 158 has been fixed at danger and the Down Slow line has become a Down Siding with access only from the East end of the station.

Down Slow 3-aspect signal HU 103 has been abolished along with ground position light signals HU 84 (Down Siding), HU 85 (Down Main) and HU 88 (Down Slow).

A new ground position light signal, plated HU 84, has been provided at the exit from the Down Sidings (including the former Down Slow).

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

Platform 4 signal HU 98, Platform 5 signal HU 96 and Platform 6 signal HU 100 have had a position light aspect added, with stencil route indication "X", reading to a new Up Main limit of shunt.

The route from Up Main signal HU 77 to No. 8 Platform line has been abolished.

(37)

BETWEEN THURNSCOE AND MOORTHORPE

The illuminated Speed Restriction Warning Indicator on the Down line between Thurnscoe and Moorthorpe, giving warning of the Permanent Speed Restriction of 60 m.p.h. at 12m. 08chs., has been replaced by a Reflective Indicator at a revised distance of 1,914 yards from the speed restriction.

The Automatic Warning System permanent magnet has been adjusted accordingly.

(36)

BETWEEN MOORTHORPE AND PONTEFRACT BAGHILL

A reflectorised Speed Restriction Warning Indicator has been provided between Moorthorpe and Pontefract Baghill on the Down line at 9m. 78chs., giving warning of the permanent speed restriction of $\frac{30}{40}$ m.p.h. at 8m. 65chs.

40

The distance between the Warning Indicator and the commencement of the $\frac{30}{40}$ m.p.h. speed restriction is 2,046 yards.

40

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

(36)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

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

*

Steeton Signal Box has been abolished.

Steeton Ground Frame has been abolished and the trailing crossover secured out of use pending removal.

The following signal alterations have been made :-

Down Line Signals

- | | |
|-------|---|
| D 213 | Telephone communication transferred to Kildwick S.B. |
| S 11 | Converted to automatic and replated D 214. Telephone communication transferred to Kildwick S.B. |
| S 14 | Converted to automatic and replated D 215. Telephone communication transferred to Kildwick S.B. |

Up Line Signals

- | | |
|------|---|
| S 25 | Converted to automatic and replated U 216. Telephone communication transferred to Keighley Station Jn S.B. |
| S 24 | Replaced by a new 3-aspect automatic signal plated U 215 and situated 154 yards nearer to Kildwick. Telephone communication has been provided to Keighley Station Jn S.B. |

The new Track Circuit Block Section is between Keighley Station Jn S.B. and Kildwick S.B.
(35)

BETWEEN HEMINGBROUGH AND SELBY

A reflectorised Speed Restriction Warning Indicator has been provided between Hemingbrough and Selby on the Up line at 29m. 69chs. giving warning of the permanent speed restriction of 25m.p.h. at 30⁰m.p.

The distance between the Warning Indicator and the commencement of the 25m.p.h. speed restriction is 1,562 yards.

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

(36)

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 54 (as amended)</u> | | | | | | |
| <u>DONCASTER, MARSHGATE JN TO WHITEHALL JN</u> | | | | | | |
| Between Balne Lane and <u>Outwood</u> | | | | | | |
| <u>Add:-</u> | | | | | | |
| C. Down at 176½m.p. (617 yards before reaching signal L.227. (12D) | | | | | | |
| <u>Pages 64 and 65 (as amended)</u> | | | | | | |
| <u>DIGGLE JN TO HOLBECK EAST JN</u> | | | | | | |
| Between Springwood Jn and <u>Deighton</u> | | | | | | |
| <u>Delete:- all details and Substitute:-</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 (696 yards) | 25 20 to 25 51 | | <u>50</u> | <u>25m. 49chs. and 24m. 62chs.</u> | |
| | | | <u>15</u> | | <u>All lines 25m. 49chs. and 25m. 74chs.</u> | <u>Key to Running Lines</u> UM - Up Main DM - Down Main |

NS - D2

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|-------------------|--------|------------------------------|-----------|--|
| | | | Down m.p.h. | Up m.p.h. | |
| <p>Pages 64 and 65 (as amended) - continued</p> <p>DIGGLE JN TO HOLBECK EAST JN - continued</p> | | | | | |
| | Huddersfield (HU) | 25 60 | | 15 | <p>† Permissive working is authorised in both directions on No.4 Platform line and in the Down direction only on No.8 Platform line.</p> <p>AWS gap in station area.</p> |
| | | | 40 | | <p>25m. 74chs. and 26m. 03chs. including Main line connections.</p> |
| | | | 40 | | <p>26m. 03chs. and 25m. 74chs. including Main line connections.</p> <p><u>Key to Running Lines</u> UM - Up Main DM - Down Main P1 - No.1 Platform P4 - No.4 Platform P8 - No.8 Platform</p> |
| | Hillhouse Jn | 26 26 | | | |
| | Deighton | 27 60 | | | <p>C.Up at 26m. 41chs. 873 yards before reaching signal HU 77.</p> |

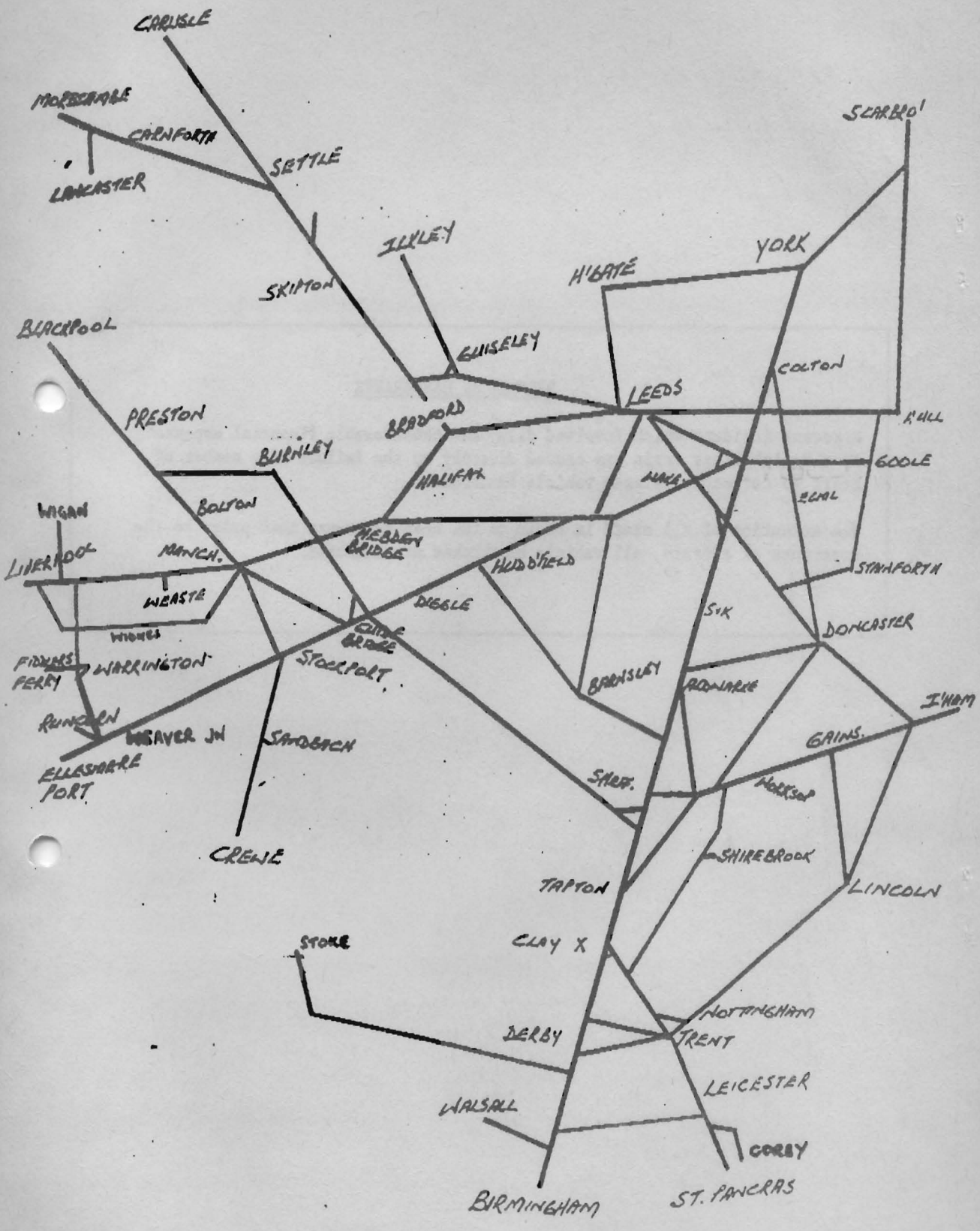
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|------------|--------|------------------------------|------------|---|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>Page 71 (as amended)</u> | | | | | |
| <u>BARNSELY STATION JN TO HUDDERSFIELD, SPRINGWOOD JN</u> | | | | | |
| At <u>Berry Brow</u> | | | | | |
| <u>Delete:-</u> | (Proposed) | | | | (12D) |
| <u>Page 90 (as amended)</u> | | | | | |
| <u>LEEDS TO SKIPTON STATION SOUTH</u> | | | | | |
| At Steeton in Running Lines and Signalling System column | | | | | |
| <u>Delete:-</u> Signal box dots | | | | | |
| <u>Delete:-</u> | Steeton LC | 215 03 | | | (12D) |
| <u>Page 104</u> | | | | | |
| <u>THORNE JN TO GILBERDYKE JN</u> | | | | | |
| Between Goole Bridge (GB) and <u>Saltmarshe LC</u> | | | | | |
| <u>Add:-</u> | | | <u>X10</u> | <u>X10</u> | <u>5m.p. and 5m. 25chs. when making a wrong direction movement.</u> |
| | | | | | (12D) |

C-WON



Mule

**BRITISH RAIL
EASTERN REGION**

C

36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 25 NOVEMBER
TO
FRIDAY 1 DECEMBER 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 A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses. Where two speeds are shown for a restriction e.g. 20 the Rule Book, Section U, Clause 1.2 applies. 40

"STARRED" TEMPORARY SPEED RESTRICTIONS

Class 91 hauled passenger trains may observe the higher speeds permitted at * and ** temporary speed restrictions.

* INDICATES CLASS 91 HAULED PASSENGER TRAIN/HST/EMU/CLASS 15X TRAINS MAY RUN AT 10 M.P.H. FASTER THAN THE INDICATED WARNING SPEED.

** INDICATES CLASS 91 HAULED PASSENGER TRAIN/HST/EMU/CLASS 15X TRAINS MAY RUN AT 20 M.P.H. FASTER THAN THE INDICATED WARNING SPEED.

If a starred temporary speed restriction is eased in accordance with Rule Book, Section U, Clause 1.1.4, the above trains may travel at 10 or 20 mph faster than the easement figures shown in the Warning Board and Speed Indicator.

| Location | Lines affected | Mileage | | Restr- iction | Remarks |
|----------|----------------|---------|--------|------------------|---------|
| | | M. Ch. | M. Ch. | | |

DONCASTER, BLACK CARR JN TO SKELTON BRIDGE

Warning boards at 155m, 26chs. (on the Down Fast line), positioned at signal D.269 (on the Down Loco/Up East Slow line), positioned at signal D.273 (on the Down/Up West Slow No.1 line) and positioned at signal D.275 (on the Down/Up West Slow No.2 line) apply only to trains towards York.

| | | | | | | | |
|---|-------------------------------------|------|----|--------|--------|-----------------|--|
| 1 | Marshgate Jn and Moathills LC | Down | - | 156 43 | 156 45 | <u>40</u> 95 | Bridgework (No.332). <u>Warning boards NOT</u> <u>provided for trains</u> <u>starting from Doncaster</u> <u>Station, West Yard, Old</u> <u>Yard or Carriage Sidings.</u> (89/35) |
| 2 | Moathills LC and Marshgate Jn | - | Up | 156 45 | 156 43 | <u>40</u> 95 | Bridgework (No.332). (89/35) |

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 26 NOVEMBER - NEVILLE HILL WEST

A new crossover will be installed between the Up Local line and the Reception Sidings Neck, at 18m. 75chs. (on the York side of L.779 Ground Position Light signal). This will allow trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It will also provide access from the Down Goods Loop, Down Main and Up Goods Loop into the Reception Sidings.

Additional signalled routes into the Reception Sidings will be provided on the following signals, which will display a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route via Down Main)

Down Main signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777.

(39)

SUNDAY 26 NOVEMBER - BETWEEN DRIFFIELD AND BURTON AGNES

Nafferton Signal Box and all associated signals will be abolished.

The new Absolute Block Section will be between Driffield Signal Box and Burton Agnes Signal box.

A new 2-aspect colour light automatic signal, plated D.12, will be provided on the Up Main line at the Hull end of Nafferton Station platform, with a new colour light distant signal, plated D.12R, provided 1,308 yards to the rear.

A new Intermediate Block Home signal, plated D.13, will be provided on the Down Main line approximately 25 yards beyond the Bridlington end of Nafferton Station platform.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 26 NOVEMBER - BETWEEN DRIFFIELD AND BURTON AGNES - continued

Nafferton LC (at 21m. 44chs.)

The above level crossing will be equipped with Automatic Half Barriers (bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction, and for this purpose X30mph speed restriction warning boards will be provided as follows:-

On the Up Main line, applying to the Down (wrong) direction approach, 572 yards before reaching the crossing.

On the Down Main line, applying to the Up (wrong) direction approach, 988 yards before reaching the crossing (680 yards before reaching Nether Lane LC and repeated 300 yards before reaching Nafferton LC).

The crossing will be monitored by Driffield Signal Box and telephone communication with that Signal Box will be provided.

Nether Lane LC (at 21m. 58chs.)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction, and for this purpose X30 mph speed restriction warning boards will be provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 680 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 880 yards before reaching the crossing (572 yards before reaching Nafferton LC and repeated 200 yards before reaching Nether Lane LC).

The crossing will be monitored by Driffield Signal Box and telephone communication with that Signal Box will be provided.

A Whistle Board will be provided on the Down Main line 240 yards before reaching the footpath crossing situated mid-way between Nafferton LC and Nether Lane LC. A miniature whistle board will be provided on the post of the new Down Main Intermediate Block Home signal D.13, situated approximately 23 yards before reaching the footpath crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

The Parcels Spur for Nos. 1 and 2 Parcels Sidings have been temporarily shortened by 25 yards and a buffer stop provided.

(UPN)

* * SNELLAND LC (AT 32M. 15CHS.)

*

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The Signal Box and all associated signals have been abolished.

The new Absolute Block Section is between Wickenby and Langworth.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 m.p.h. speed restriction warning boards have been provided as follows :-

On the Down Main line applying to the Up (wrong) direction approach, 979 yards before reaching the crossing.

On the Up Main line applying to the Down (wrong) direction approach, 763 yards before reaching the crossing.

The crossing is monitored by Wickenby Signal Box and telephone communication with that Signal Box is provided.

(36)

* * GAINSBOROUGH TRENT JN

*

The existing semaphore Up Main starting signal towards Gainsborough Lea Road has been reduced in height from 28 feet to 17 feet, located in the same position.

(36)

SCUNTHORPE COAL HANDLING PLANT

Additional signalling has been brought into use associated with propelling movements from Scunthorpe Coal Handling Plant.

For a propelling movement from the Empties line towards No. 1 Departure line, a new Ground Position Light Signal, plated B.10R has been provided 350 yards before reaching Position Light Signal B.10.

An additional route, to cater for propelling movements, has been provided from S.347 signal (controlling movements from No. 1 Departure line) to the Goods Yard Reception Sidings preceded by No. 45 Ground Position Light Signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSCUNTHORPE COAL HANDLING PLANT - continued

For this route the 'theatre' type route indicator displays the letter 'R'. The existing route to No. 47 Signal now displays the letter 'D'. For this propelling movement only, a new Ground Position Light Signal plated S.347R, together with an illuminated notice board worded "DRIVERS OF PROPELLED TRAINS STOP. WAIT FOR SIGNAL BEFORE PROCEEDING" has been provided to the left of No. 1 Departure line 420 yards before reaching S.347 signal.

When this movement is being made, a staff warning system will be initiated consisting of four 'YODALARMS' adjacent to the Up Scunthorpe Goods Loop between 23m. 58chs. and 24m.p.

(38)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

SOUTH KIRKBY COLLIERY DISCHARGE HOPPER

The Discharge Hopper at the former South Kirkby Colliery has been restored to use for the receipt of spoil traffic.

The Hopper line siding has become a One Train Working line with Train Staff. The Train Staff will be held at Moothorpe Signal Box.

At this stage the facing crossover between line 'A' and line 'B' is clamped in the normal position and will be unclamped and operated as necessary by the Train Preparer.

The level crossing will be locked out of use whenever a train is in the sidings.

Details of the signalling and notice boards are shown in the sketch included with this notice.

(New item) (39)

* * BETWEEN ALTOFTS JUNCTION AND CASTLEFORD

*

A reflectorised Speed Restriction Warning Indicator has been provided between Altofts Junction and Castleford on the Down line at 21m. 41chs. giving warning of the permanent speed restriction of 35 m.p.h. at 21m. 01chs.

The distance between the Warning Indicator and the commencement of the 35 m.p.h. speed restriction is 880 yards.

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

(36)

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

*

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Castleford on the Up line at 20m. 06chs. giving warning of the permanent speed restriction of 35m.p.h. at 20m. 66chs.

The distance between the Warning Indicator and the commencement of the 35m.p.h. speed restriction is 1,320 yards.

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

(36)

HUDDERSFIELD

The Up Main line through Huddersfield Station has been taken out of use until further notice together with all associated signalling.

Up Main 3-aspect signal No.HU 131, together with associated position light signal HU 132, and Up Main (Down direction) ground position light signal No.HU 136 have been abolished.

The East end of new Platform 2 has been shortened by approximately 160 yards and a new permanent buffer stop provided.

The track layout at the East end of the station is in accordance with the diagram included in this notice.

(38)

HUDDERSFIELD

The facing connection from the Up Main line into Platform 1 line has been replaced by plain line. A temporary buffer stop has been placed at the East end of Platform 1 which has become a bay platform, with access only from the West end of the station.

Platform 1 signal HU.127/128 and ground position light signals 109 and 134 (Platform 1 Down direction) have been abolished. The signalled route from Up Main signal HU.77 to Platform 1 has been abolished.

Up Main (Down direction) ground position light signal 110 has been reinstated with stencil route indication 'X', reading to the Down Main Limit of Shunt.

The signalled route from Down Main (Up direction) signal HU.165/166 into Platform 1 (new Platform 2), at present a position light aspect with '1' stencil route indication, has been amended to display a main aspect with '2' theatre route indication.

(37)

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

The facing connection at the West end of the station leading to Platform 8/Slow line has been secured out of use in the position for Platform 8. The route from Down Main signal HU 169 to the Down Slow has been abolished. Down Slow (Up direction) ground position light signal HU 158 has been fixed at danger and the Down Slow line has become a Down Siding with access only from the East end of the station.

Down Slow 3-aspect signal HU 103 has been abolished along with ground position light signals HU 84 (Down Siding), HU 85 (Down Main) and HU 88 (Down Slow).

A new ground position light signal, plated HU 84, has been provided at the exit from the Down Sidings (including the former Down Slow).

Platform 4 signal HU 98, Platform 5 signal HU 96 and Platform 6 signal HU 100 have had a position light aspect added, with stencil route indication "X", reading to a new Up Main limit of shunt.

The route from Up Main signal HU 77 to No. 8 Platform line has been abolished.

(37)

* * BETWEEN THURNSCOE AND MOORTHORPE

*

The illuminated Speed Restriction Warning Indicator on the Down line between Thurnscoe and Moorthorpe, giving warning of the Permanent Speed Restriction of 60 m.p.h. at 12m. 08chs., has been replaced by a Reflective Indicator at a revised distance of 1,914 yards from the speed restriction.

The Automatic Warning System permanent magnet has been adjusted accordingly.

(36)

* * BETWEEN MOORTHORPE AND PONTEFRACT BAGHILL

*

A reflectorised Speed Restriction Warning Indicator has been provided between Moorthorpe and Pontefract Baghill on the Down line at 9m. 78chs., giving warning of the permanent speed restriction of 30 m.p.h. at 8m. 65chs.

40

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 2,046 yards.

40

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

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Pontefract Baghill and Ferrybridge on the Down line at 2m. 77chs., giving warning of the permanent speed restriction of 45 m.p.h. at 2m. 05chs.

The distance between the Warning Indicator and the commencement of the 45 m.p.h. speed restriction is 1,584 yards.

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

(38)

* * BETWEEN FERRYBRIDGE AND MILFORD JUNCTION

*

A reflectorised Speed Restriction Warning Indicator has been provided between Ferrybridge and Milford Junction on the Down line at 15m. 65chs. giving warning of the permanent speed restriction of 30 m.p.h. at 15m. 07chs./7m. 65chs. (change of line speed).

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,276 yards.

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

(36)

BETWEEN MILFORD AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Ferrybridge on the Up line at 0m. 42chs., giving warning of the permanent speed restriction of 30 m.p.h. at 1m. 18chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,232 yards.

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

(38)

BETWEEN SHAFTHOLME JN AND KNOTTINGLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Shaftholme Junction and Knottingley on the Down line at 59m. 16chs. giving warning of the permanent speed restriction of 25 m.p.h. at 58m. 48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction is 1,056 yards.

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

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

NEVILLE HILL

The facing connection between the Down Main line and the Up Local/Departure Sidings has been repositioned approximately 20 yards nearer to Leeds.

Up Local/Departure Sidings Ground Position Light Signal No.779 has also been repositioned 20 yards nearer to Leeds.

(38)

BETWEEN GASCOIGNE WOOD AND SELBY

A reflectorised Speed Restriction Warning Indicator has been provided between Gascoigne Wood and Selby on the Down line at 1m. 35chs. giving warning of the permanent speed restriction of 30 m.p.h. at 0m. 42chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,606 yards.

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

(38)

* * BETWEEN HEMINGBROUGH AND SELBY

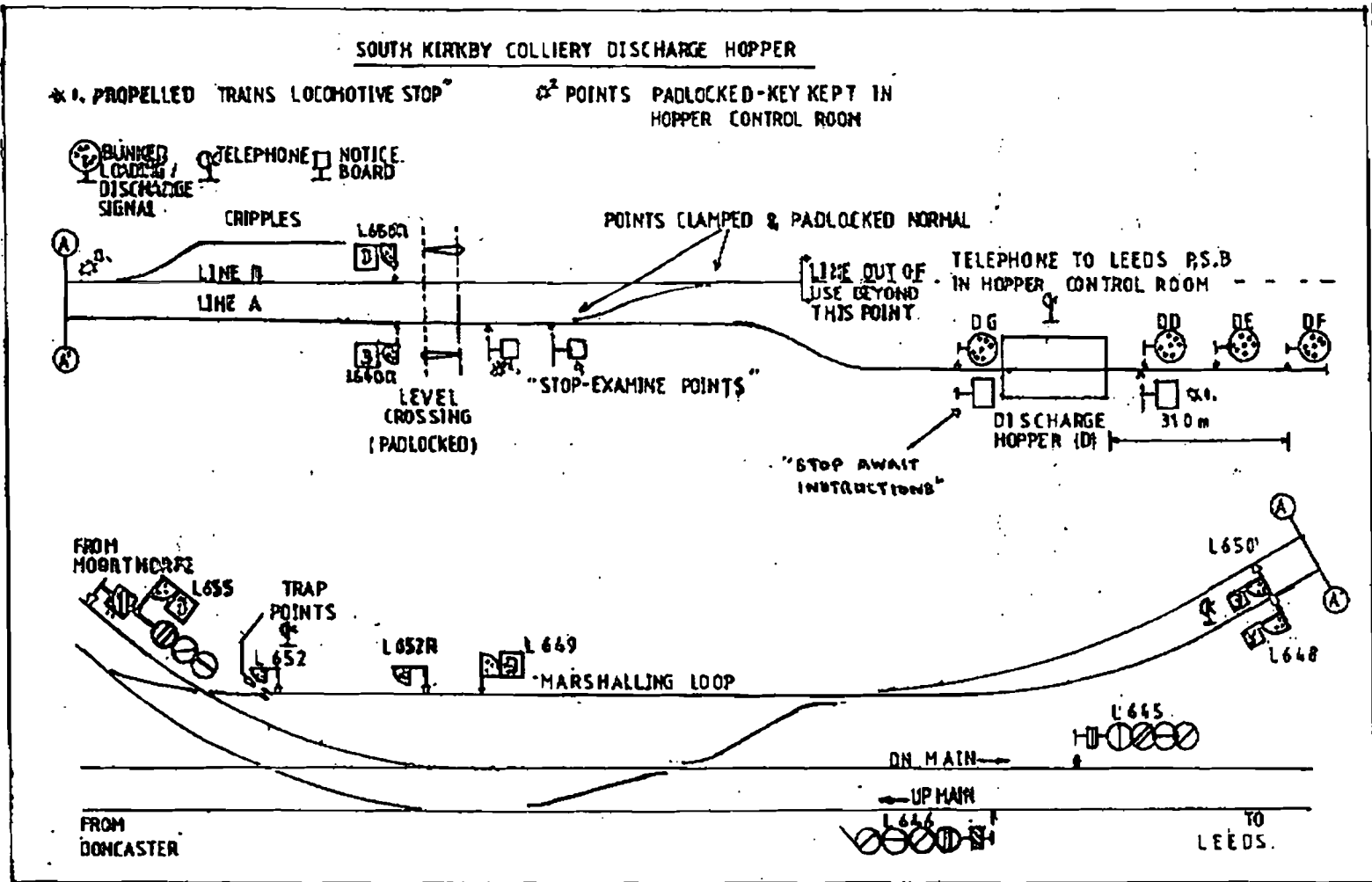
*

A reflectorised Speed Restriction Warning Indicator has been provided between Hemingbrough and Selby on the Up line at 29m. 69chs. giving warning of the permanent speed restriction of 25m.p.h. at 30m.p.

The distance between the Warning Indicator and the commencement of the 25m.p.h. speed restriction is 1,562 yards.

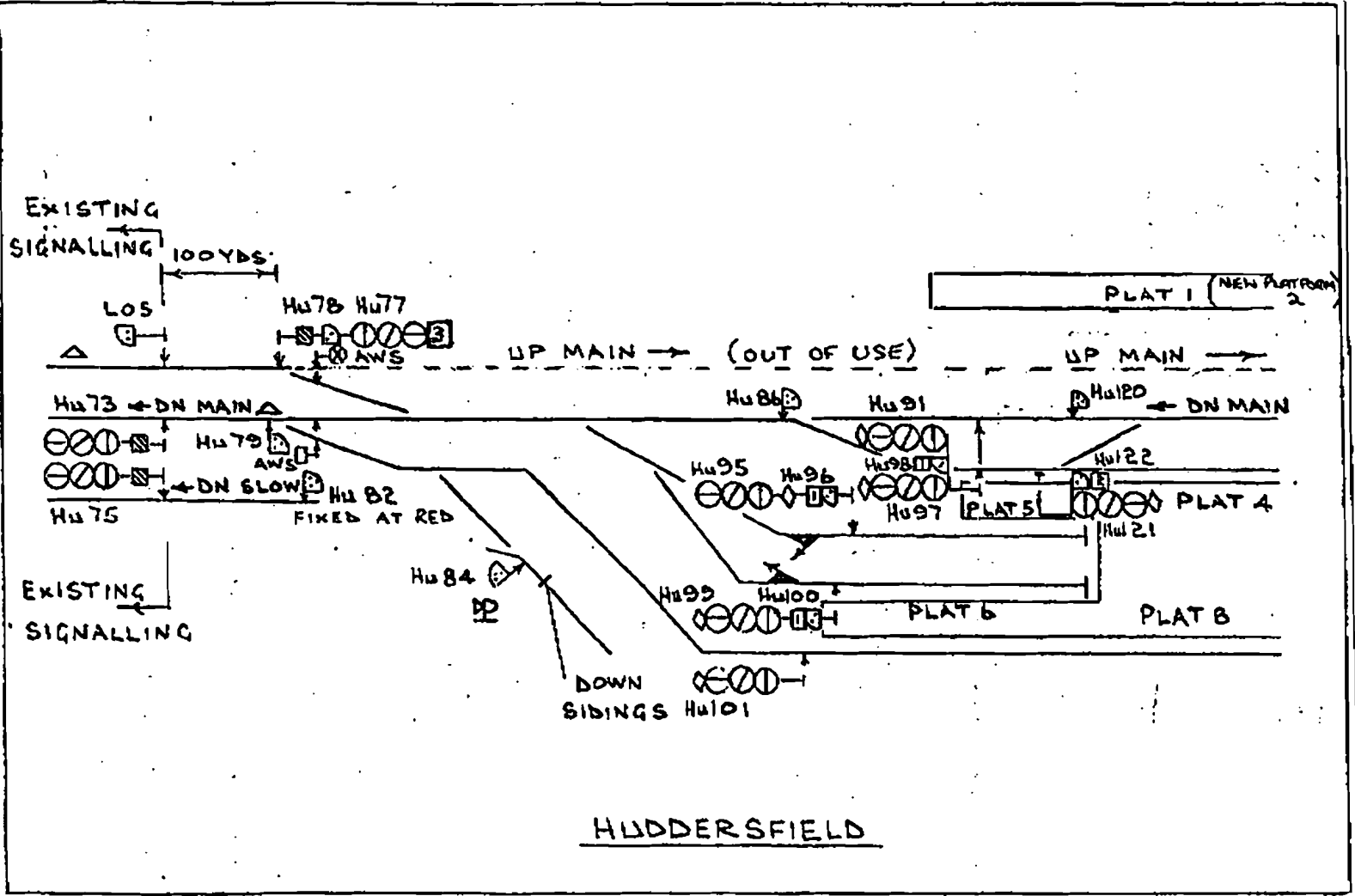
An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator.

(36)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BUNTIL SUNDAY 26 NOVEMBER - BETWEEN WASHWOOD HEATH AND LANDOR STREET

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the Down Main line 1,540 yards before reaching the 40 mph permanent speed restriction which commences at 40m. 20chs.

(38)

SATURDAY 25 NOVEMBER TO FRIDAY 1 DECEMBER - BETWEEN NORTHWICH WEST JN AND HARTFORD EAST JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the Down Main line 1,122 yards before reaching the 20 mph permanent speed restriction which commences at 21m 15chs.

(39)

SATURDAY 25 NOVEMBER TO FRIDAY 1 DECEMBER - BETWEEN FRODSHAM JN. AND WALTON OLD JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the Down line 1,342 yards before reaching the 45 mph line speed change which occurs at Acton Grange Junction (16m 22chs).

(39)

SATURDAY 25 NOVEMBER TO FRIDAY 1 DECEMBER - BETWEEN SKIPTON AND CARLISLE

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets will be provided on the approach to the following permanent speed restrictions :-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--|-------------------|-----------|---------------|
| Skipton | 40 m.p.h. | Down Main | 220m. 66chs. |
| Between Ribbleshead and Blea Moor | 30 m.p.h. | Down Main | 247m. 33chs. |
| Between Shotlock Hill and Birkett Tunnels | 20 m.p.h. | Down Main | 261m. 40chs. |
| Between Appleby and Culgaith | 30 m.p.h. | Down Main | 280m. 50chs. |
| Petteril Bridge Jn. | 20 m.p.h. | Down Main | 307m. 05chs. |
| Between Culgaith and Appleby | 30 m.p.h. | Up Main | 281m. 43chs. |
| Between Birkett and Shotlock Hill Tunnels | 20 m.p.h. | Up Main | 263m. 40chs. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 25 NOVEMBER TO FRIDAY 1 DECEMBER - BETWEEN SKIPTON AND CARLISLE - continued

| | | | |
|--------------------------------------|-----------|---------|--------------|
| Between Blea Moor and Ribbleshead | 30 m.p.h. | Up Main | 248m. 34chs. |
|--------------------------------------|-----------|---------|--------------|

NOTE : An additional miniature Warning Indicator will be provided on the Up Loop.

| | | | |
|---|-----------|---------|---------|
| Between Settle Station and Settle Junction | 30 m.p.h. | Up Main | 235m.p. |
|---|-----------|---------|---------|

(39)

SUNDAY 26 NOVEMBER - BESCOT

A new position light ground signal WL.17 will be provided on the Down Grand Junction line. The new signal will be on the left hand side of the line applying to movements in the Up direction to the Up Goods line and Up Sorting Sidings.

Set back white lights DTX6 and DTX7 will be temporarily taken out of use pending construction of the new Tame Bridge station.

(39)

SUNDAY 26 NOVEMBER - WEAVER JUNCTION

The facing connection from the Down Main line to the Down Passenger Loop will be temporarily taken out of use.

DETAILS OF WORK ALREADY CARRIED OUTKEETERING STATION

A temporary notice board has been provided just beyond the south end of the Up Fast platform worded as follows:-

"NOTICE TO DRIVERS OF STOPPING TRAINS, WHAT WAS THE ASPECT OF THE PREVIOUS SIGNAL LR68?"

(38)

LEIGH

The Down starting signal has been reduced in height by 11 feet.

(38)

BESCOT

The trailing connection between the Down and Up Grand Junction lines at Bescot Junction has been abolished. The route from position light ground signal WL.36 on the Down Grand Junction line to the Up Grand Junction line has been abolished.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WEAVER JUNCTION

The facing connection from the Down Main line to the Down Liverpool Line ahead of Signal WJ.9 has been brought back into use and the speed through the connection to the Down Liverpool Line has been increased to 80 m.p.h.

(38)

SKELTON JUNCTION

The existing Down Main Home semaphore signal with left-hand offset miniature arm applying to movements to the Down Loop has been abolished and a new 4-aspect (R/Y/G/Y) signal with left-hand offset position light signal provided 35 yards further from the box. The new signal is plated SJ.45 and A.W.S. track equipment has been provided on the approach to the signal. A telephone to Skelton Junction box has been provided at the signal.

The new signal also acts as outer Distant signal for Deansgate Junction Down Home signal (DJ.7) and is situated 1,278 yards before reaching that signal.

The existing 'Limit of Shunt' Indicator situated outside the Down Main line on the Northenden side of Skelton Junction Down Main Home signal has been renewed as a twin red light type 'Limit of Shunt' Indicator 200 yards on the Northenden side of the new signal (SJ.45).

The 40 m.p.h. permanent speed restriction which applied on the Down Main line from 31m. 40chs. to 30m. 40chs. has been removed and the P.S.R. Warning Indicator and associated A.W.S. permanent magnet on the approach to the speed restriction have been abolished.

(38)

ALLERTON JUNCTION

Banner repeater signal AN R8/9 on the Up Slow line approaching Allerton Station has been abolished.

(38)

MANCHESTER PICCADILLY

Platform alterations are taking place on Platform 14. Drivers of Down trains which are booked to stop must draw their trains towards signal MP.389 in order to have the rear of the train clear of the construction work.

(UFN)

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN BIRKETT TUNNEL AND KIRBY STEPHEN

The 30 m.p.h. P.S.R. which applied on the Down Main line from 265m. 40chs. to 266m. 09chs. and the 40 m.p.h. P.S.R. which applied on the Up Main line from 266m. 08chs. to 265m. 17chs. have been removed.

(38)

BETWEEN GROSBY GARRETT TUNNEL AND KIRBY STEPHEN

The 30 m.p.h. P.S.R. which applied on the Up Main line from 268m. 60chs. to 266m. 45chs. has been removed.

(38)

BETWEEN CARNFORTH EAST JUNCTION AND MELLING TUNNEL

The 50 m.p.h. P.S.R. which applied on the Up Main line from 3m. 20chs. to 4m. 40chs. has been removed.

(38)

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.

SIGNALMENS GENERAL INSTRUCTIONS (BR 30062)

46. HOT AXLE BOX DETECTORS

46.1 Trains to be stopped

Delete first sentence and substitute:-

"If the alarm operates, the Signalman must stop the train concerned unless he is satisfied that it has been operated by a class 101-128 train or a steam locomotive in steam."

(W.e.f. Saturday 25 November) (12D)

GENERAL APPENDIX (B.R.29944)

Section 1

Page 1.23

HOT AXLE BOX DETECTORS

Delete the note at the beginning of these instructions and substitute:-

"These instructions do not apply to class 101-128 trains or steam locomotives in steam."

(W.e.f. Saturday 25 November) (12D)

Section 3

Page 3.6A

POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS

Delete the second paragraph of clause 2.4(b) and substitute:-

This check must be made by positioning himself on the platform. He must observe the whole length of the outside of the train or, at a staffed platform, he must obtain an indication from the person in charge of the platform that this has been done.

Miche

**BRITISH RAIL
EASTERN REGION**

C

37

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 2 DECEMBER
TO
FRIDAY 8 DECEMBER 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 A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses. Where two speeds are shown for a restriction e.g. 20 the Rule Book, Section U, Clause 1.2 applies. 40

"STARRED" TEMPORARY SPEED RESTRICTIONS

Class 91 hauled passenger trains may observe the higher speeds permitted at * and ** temporary speed restrictions.

* INDICATES CLASS 91 HAULED PASSENGER TRAIN/HST/EMU/CLASS 15X TRAINS MAY RUN AT 10 M.P.H. FASTER THAN THE INDICATED WARNING SPEED.

** INDICATES CLASS 91 HAULED PASSENGER TRAIN/HST/EMU/CLASS 15X TRAINS MAY RUN AT 20 M.P.H. FASTER THAN THE INDICATED WARNING SPEED.

If a starred temporary speed restriction is eased in accordance with Rule Book, Section U, Clause 1.1.4, the above trains may travel at 10 or 20 mph faster than the easement figures shown in the Warning Board and Speed Indicator.

| Location | Lines affected | Mileage at or between | | Restr- iction m.p.h. | Remarks |
|---|----------------|--------------------------|--------|----------------------------|---|
| | | M. Ch. | M. Ch. | | |
| <u>DONCASTER, BLACK CARR JN TO SKELTON BRIDGE</u> | | | | | |
| <u>Warning boards at 155m. 26chs. (on the Down Fast line), positioned at signal D.269 (on the Down Loco/Up East Slow line), positioned at signal D.273 (on the Down/Up West Slow No.1 line) and positioned at signal D.275 (on the Down/Up West Slow No.2 line) apply only to trains towards York. Until 08 45 Monday 4 December.</u> | | | | | |
| 1 Marshgate Jn and Moathills LC | Down | 156 43 | 156 45 | <u>40</u> 95 | Bridgework (No.332). <u>Warning boards NOT provided for trains starting from Doncaster Station, West Yard, Old Yard or Carriage Sidings. Until 08 45 Monday 4 December.</u> (89/35) |
| Moathills LC and Marshgate Jn | Up | 156 45 | 156 43 | <u>40</u> 95 | Bridgework (No.332). <u>Until 08 45 Monday 4 December.</u> (89/35) |

SECTION 3 - TEMPORARY ENGINEERING WORKS - continued

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

LONDON MIDLAND REGION - continuedMANCHESTER VICTORIA EAST JN TO BLACKPOOL NORTH - continued

SUNDAY 3 DECEMBER - continued

| | | | |
|-----|---|---|--|
| 420 | Preston North Jn and Lancaster South Jn | Down and Up Fast/ Main and Down and Up Through BLOCKED | 05 00 to 14 00. Track maintenance, loading materials and bridgework (No.75). $\frac{1}{2}$ and 17m.p. <u>Trains to travel over other lines.</u> |
| 421 | Kirkham South Jn and Kirkham North Jn | Down Slow BLOCKED 'Up & Down Slow' <u>Between Trains</u> | 00 01 to 21 00. Track maintenance. $7\frac{1}{2}$ and 8m.p. <u>Down trains to travel over 'Up & Down' Slow line. No access to DMU sidings.</u> |
| 422 | Blackpool North No.2 | All BLOCKED | 00 01 to 08 00. Loading and unloading materials. $17\frac{1}{2}$ and $17\frac{1}{2}$ m.p. <u>Possession to be given up for passage of trains.</u> |

TUESDAY 5 TO THURSDAY 7 DECEMBER

| | | | |
|-----|---------------------------------------|----------------------|---|
| 423 | Kirkham South Jn and Kirkham North Jn | Down Slow BLOCKED | 00 30 to 05 55 daily. Track maintenance. $7\frac{1}{2}$ and 8m.p. <u>Down trains to travel over Down Fast line.</u> |
|-----|---------------------------------------|----------------------|---|

FRIDAY 8 DECEMBER

| | | | |
|-----|--------------------------------------|---------------|--|
| 424 | Blackpool North and Poulton-le-Fylde | Up BLOCKED | 00 01 to 05 50. Track maintenance. $17\frac{1}{2}$ and $14\frac{1}{2}$ m.p. <u>Single line working over Down line.</u> |
|-----|--------------------------------------|---------------|--|

SETTLE JN TO CARNFORTH F. & M. JN

UNTIL FURTHER NOTICE

| | | | |
|-----|--|-----------------|--|
| 425 | Carnforth East Jn and Carnforth F. & M. Jn | Down BLOCKED | Condition of track. $\frac{1}{2}$ and $\frac{1}{2}$ m.p. <u>Trains to travel via Carnforth Station Jn (reverse).</u> |
|-----|--|-----------------|--|

BLACKPOOL NORTH JN TO CARNFORTH F. & M. JN

5 TO FRIDAY 8 DECEMBER

| | | | |
|--|---|-----------------------------|--|
| | Blackpool North Jn and Carnforth F. & M. Jn | Down and Up Main BLOCKED | 00 01 to 06 00 daily. Track maintenance. 0 and $\frac{1}{2}$ m.p. <u>Trains to be replatformed as necessary.</u> |
|--|---|-----------------------------|--|

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 3 DECEMBER - BETWEEN PASTURE STREET LC AND FISH DOCK ROAD LC

A new connection will be provided in the Down/Up Cleethorpes line, facing in the Down direction, at approximately 110m. 02chs.

It will be secured out of use in the normal position.

(40)

SUNDAY 3 DECEMBER - HUDDERSFIELD

Ground position light signal No. HU.158, located towards the West end of the Down Siding (former Down Slow), will be abolished and replaced by a buffer stop.

(40)

DETAILS OF WORK ALREADY CARRIED OUT

SCUNTHORPE COAL HANDLING PLANT

Additional signalling has been brought into use associated with propelling movements from Scunthorpe Coal Handling Plant.

For a propelling movement from the Empties line towards No. 1 Departure line, a new Ground Position Light Signal, plated B.10R has been provided 350 yards before reaching Position Light Signal B.10.

An additional route, to cater for propelling movements, has been provided from S.347 signal (controlling movements from No. 1 Departure line) to the Goods Yard Reception Sidings preceded by No. 45 Ground Position Light Signal.

For this route the 'theatre' type route indicator displays the letter 'R'. The existing route to No. 47 Signal now displays the letter 'D'. For this propelling movement only, a new Ground Position Light Signal plated S.347R, together with an illuminated notice board worded "DRIVERS OF PROPELLED TRAINS STOP. WAIT FOR SIGNAL BEFORE PROCEEDING" has been provided to the left of No. 1 Departure line 420 yards before reaching S.347 signal.

When this movement is being made, a staff warning system will be initiated consisting of 'YODALARMS' adjacent to the Up Scunthorpe Goods Loop between 23m. 58chs. and 24m.p.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

3 The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

SOUTH KIRKBY COLLIERY DISCHARGE HOPPER

The Discharge Hopper at the former South Kirkby Colliery has been restored to use for the receipt of spoil traffic.

The Hopper line siding has become a One Train Working line with Train Staff. The Train Staff will be held at Moothorpe Signal Box.

At this stage the facing crossover between line 'A' and line 'B' is clamped in the normal position and will be unclamped and operated as necessary by the Train Preparer.

The level crossing will be locked out of use whenever a train is in the sidings.

Details of the signalling and notice boards are shown in the sketch included with this notice.
(39)

HUDDERSFIELD

The Up Main line through Huddersfield Station has been taken out of use until further notice together with all associated signalling.

2 Up Main 3-aspect signal No.HU 131, together with associated position light signal HU 132, and Up Main (Down direction) ground position light signal No.HU 136 have been abolished.

The East end of new Platform 2 has been shortened by approximately 160 yards and a new permanent buffer stop provided.

The track layout at the East end of the station is in accordance with the diagram included in this notice.

(38)

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

*

The facing connection from the Up Main line into Platform 1 line has been replaced by plain line. A temporary buffer stop has been placed at the East end of Platform 1 which has become a bay platform, with access only from the West end of the station.

Platform 1 signal HU.127/128 and ground position light signals 109 and 134 (Platform 1 Down direction) have been abolished. The signalled route from Up Main signal HU.77 to Platform 1 has been abolished.

Up Main (Down direction) ground position light signal 110 has been reinstated with stencil route indication 'X', reading to the Down Main Limit of Shunt.

The signalled route from Down Main (Up direction) signal HU.165/166 into Platform 1 (new Platform 2), at present a position light aspect with '1' stencil route indication, has been amended to display a main aspect with '2' theatre route indication.

(37)

* * Huddersfield

*

The facing connection at the West end of the station leading to Platform 8/Slow line has been secured out of use in the position for Platform 8. The route from Down Main signal HU 169 to the Down Slow has been abolished. Down Slow (Up direction) ground position light signal HU 158 has been fixed at danger and the Down Slow line has become a Down Siding with access only from the East end of the station.

Down Slow 3-aspect signal HU 103 has been abolished along with ground position light signals HU 84 (Down Siding), HU 85 (Down Main) and HU 88 (Down Slow).

A new ground position light signal, plated HU 84, has been provided at the exit from the Down Sidings (including the former Down Slow).

Platform 4 signal HU 98, Platform 5 signal HU 96 and Platform 6 signal HU 100 have had a position light aspect added, with stencil route indication "X", reading to a new Up Main limit of shunt.

The route from Up Main signal HU 77 to No. 8 Platform line has been abolished.

(37)

BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Pontefract Baghill and Ferrybridge on the Down line at 2m. 77chs., giving warning of the permanent restriction of 45 m.p.h. at 2m. 05chs.

The distance between the Warning Indicator and the commencement of the 45 m.p.h. speed restriction is 1,584 yards.

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

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN MILFORD AND FERRYBRIDGE

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Ferrybridge on the Up line at 0m. 42chs., giving warning of the permanent speed restriction of 30 m.p.h. at 1m. 18chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,232 yards.

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

(38)

RILLINGTON

The trailing connection between the Down and Up Main lines has been taken out of use and replaced by plain line. The associated signals have been abolished.

(New Item) (40)

BETWEEN SHAFTHOLME JN AND KNOTTINGLEY

A reflectorised Speed Restriction Warning Indicator has been provided between Shaftholme Junction and Knottingley on the Down line at 59m. 16chs. giving warning of the permanent speed restriction of 25 m.p.h. at 58m.48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction is 1,056 yards.

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

(38)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

NEVILLE HILL WEST

A new crossover has been installed between the Up Local line and the Reception Sidings Neck, at 18m. 75chs. (on the York side of L.779 Ground Position Light signal). This allows trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It also provides access from the Down Goods Loop, Down Main and Up Goods Loop into the Reception Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEVILLE HILL WEST - continued

Additional signalled routes into the Reception Sidings have been provided on the following signals, which display a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route via Down Main)

Down Main signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777.

(39)

NEVILLE HILL

The facing connection between the Down Main line and the Up Local/Departure Sidings has been repositioned approximately 20 yards nearer to Leeds.

Up Local/Departure Sidings Ground Position Light Signal No.779 has also been repositioned 20 yards nearer to Leeds.

(38)

BETWEEN GASCOIGNE WOOD AND SELBY

A reflectorised Speed Restriction Warning Indicator has been provided between Gascoigne Wood and Selby on the Down line at 1m. 35chs. giving warning of the permanent speed restriction of 30 m.p.h. at 0m. 42chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,606 yards.

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

(38)

BETWEEN DRIFFIELD AND BURTON AGNES

Nafferton Signal Box and all associated signals has been abolished.

The new Absolute Block Section is between Driffield Signal Box and Burton Agnes Signal box.

A new 2-aspect colour light automatic signal, plated D.12, has been provided on the Up Main line at the Hull end of Nafferton Station platform, with a new colour light distant signal, plated D.12R, provided 1,308 yards to the rear.

A new Intermediate Block Home signal, plated D.13, has been provided on the Down Main line approximately 25 yards beyond the Bridlington end of Nafferton Station platform.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRIFFIELD AND BURTON AGNES - continuedNafferton LC (at 21m. 44chs.)

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30mph speed restriction warning boards have been provided as follows:-

On the Up Main line, applying to the Down (wrong) direction approach, 572 yards before reaching the crossing.

On the Down Main line, applying to the Up (wrong) direction approach, 988 yards before reaching the crossing (680 yards before reaching Nether Lane LC and repeated 300 yards before reaching Nafferton LC).

The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

Nether Lane LC (at 21m. 58chs.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30 mph speed restriction warning boards have been provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 680 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 880 yards before reaching the crossing (572 yards before reaching Nafferton LC and repeated 200 yards before reaching Nether Lane LC).

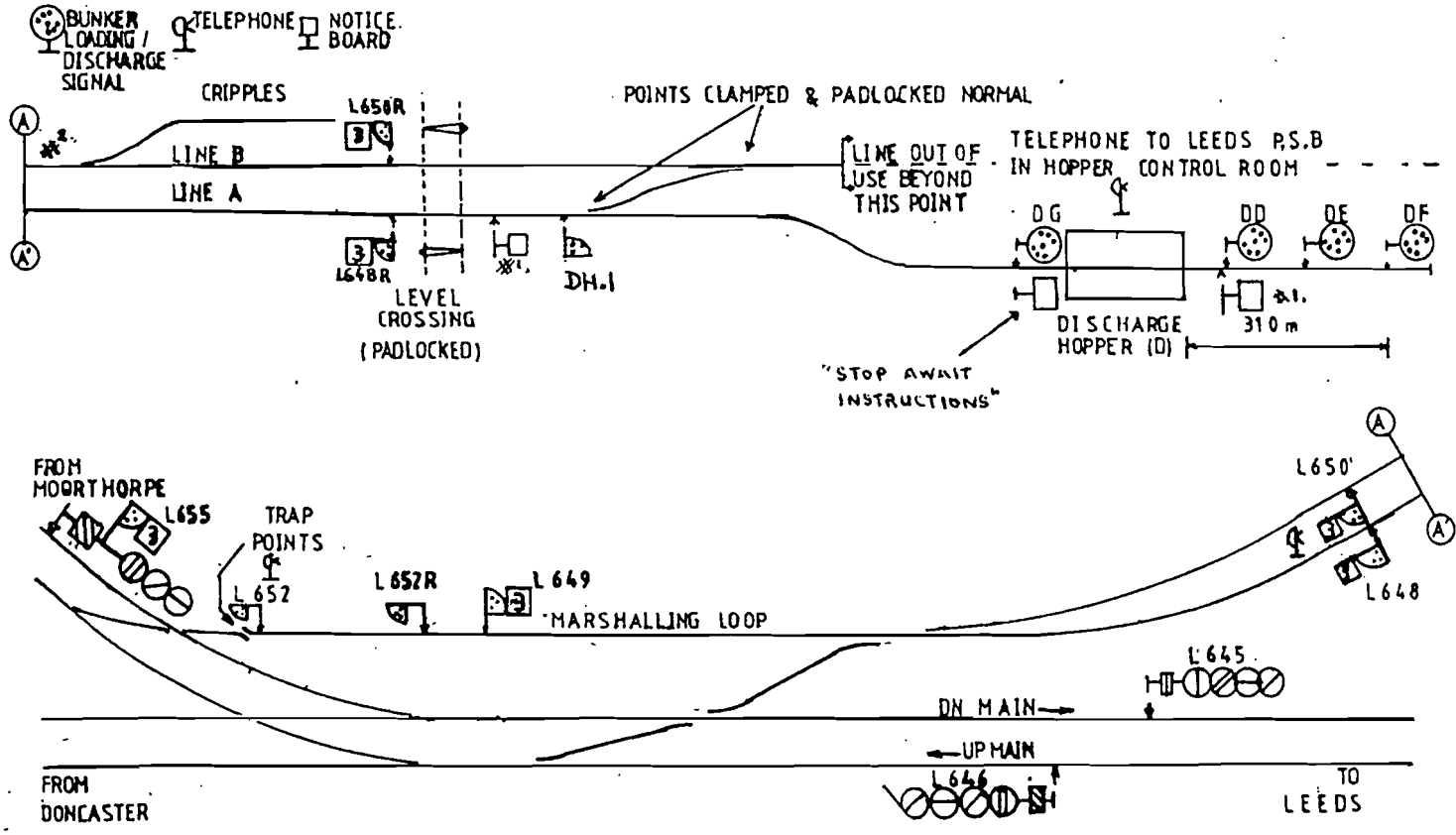
The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

A Whistle Board has been provided on the Down Main line 240 yards before reaching the footpath crossing situated mid-way between Nafferton LC and Nether Lane LC. A miniature whistle board has been provided on the post of the new Down Main Intermediate Block Home signal D.13, situated approximately 23 yards before reaching the footpath crossing.

SOUTH KIRKBY COLLIERY DISCHARGE HOPPER (AMENDED)

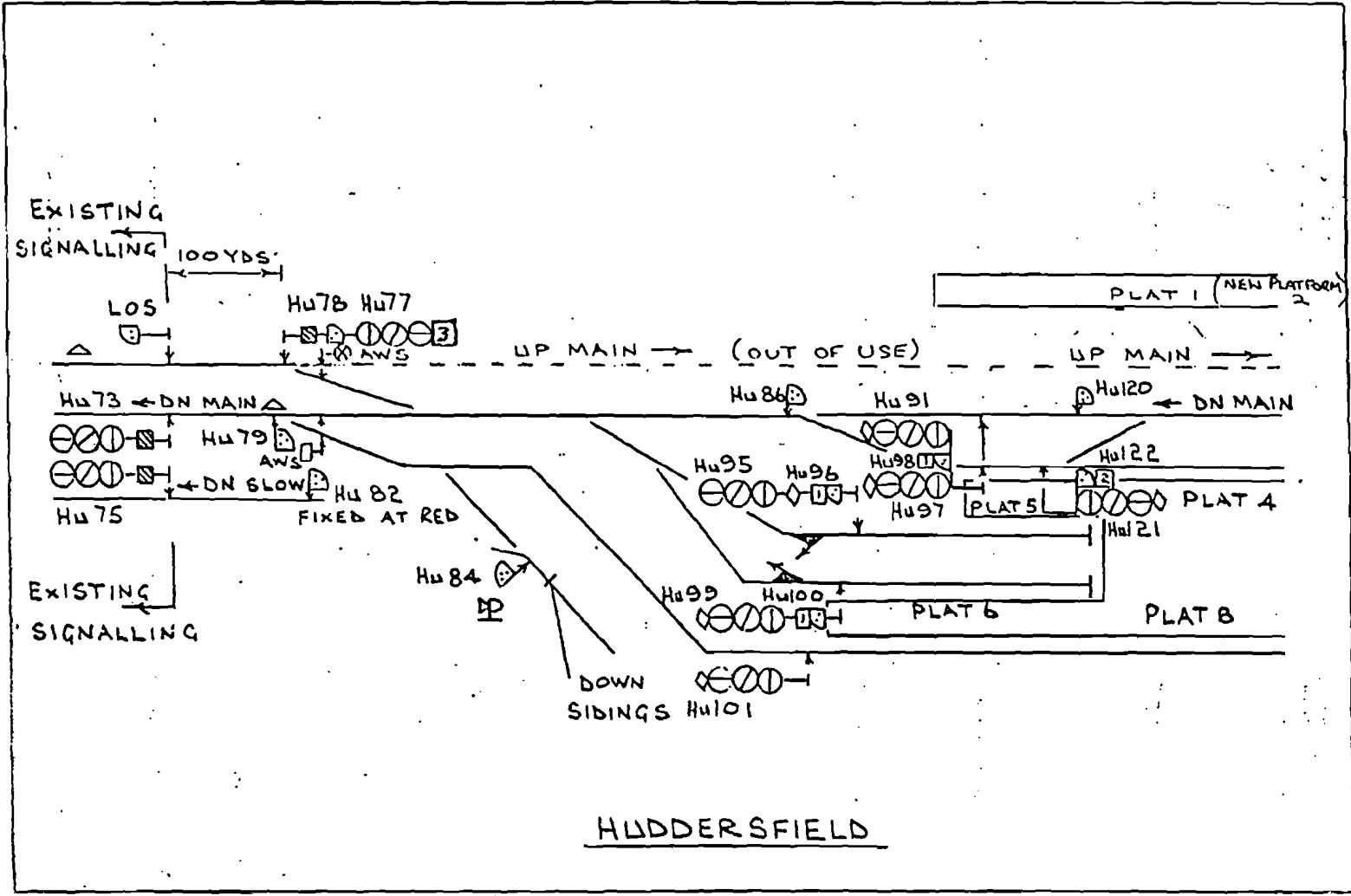
*1. PROPELLED TRAINS LOCOMOTIVE STOP"

*2 POINTS PADLOCKED - KEY KEPT IN HOPPER CONTROL ROOM



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 3 DECEMBER - BETWEEN DUDDESTON AND BESCOT

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets will be provided on the approach to the following permanent speed restrictions:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---------------------------------------|-------------------|------|---------------|
| Between Charlmont Road and Newton Jn. | 50 mph | Down | 7m. 30chs. |
| Bescot Jn. | 40 mph | Down | 8m. 50chs. |

(40)

SUNDAY 3 DECEMBER - BESCOTBescot Jn

The following Bescot Down Tower signals will become Walsall signals and will be renumbered as follows:-

| SIGNAL | WILL BECOME |
|--------|-------------|
| DT.2 | WL.34 |
| DT.4 | WL.38 |
| DT.5 | WL.39 |
| DT.11 | WL.33 |

The connections to the diesel depot will become controlled by Walsall box.

A new facing crossover will be provided from the Up Grand Junction line to the Down Grand Junction line.

An additional route will be provided from signal WL.36 along the Down Grand Junction line in the Up direction to signal WL.17.

Signal WL.37 on the Up Grand Junction line will be provided with a 'position 4' junction indicator and the routes from WL.37 will be:-

| ASPECT | INDICATION | ROUTE |
|----------------|-------------------------------|----------------------|
| Main | - | Up Grand Jn. line |
| Main | Position 4 Junction indicator | Up & Down Goods line |
| Position light | Position 4 junction indicator | Up & Down Goods line |
| Position light | DSS | Down Sorting Sidings |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 3 DECEMBER - BESCOT - continuedNewton Jn

The connection from the Down Grand Junction line to the Shunting line will be abolished. The route from signal WL.2 to the Shunting line (indication 'SL') will be abolished.

(40)

SUNDAY 3 DECEMBER - WEAVER JUNCTION

The facing connection from the Down Main line to the Down Passenger Loop will be brought back into use. The speed through the connection to the Down Passenger Loop will be reduced to 30 m.p.h.

(40)

SUNDAY 3 DECEMBER - WARRINGTON CENTRAL

Track and signalling alterations will be carried out as shown on the diagram included in this notice.

Telephones will be provided at signals WC.3, WC.4 and WC.31 on the Down Main line and at signals WC.37 and WC.52 on the Up Main line. A telephone will also be provided at the station end of No.1 and No.2 Up Sidings.

A permanent speed restriction of 30 m.p.h. will apply through the new facing crossover from the Down Main line to the Up Main line ahead of signal WC.3.

The hand-worked connection from No.2 siding to the RCE Sidings will become a box-worked connection.

The new and altered signals will apply as follows:-

| SIGNAL | ASPECT | INDICATION | ROUTE SET |
|-------------|----------------|------------|-----------------------------------|
| WC.3 | Main | - | Down Main |
| | Main | Position 4 | Up Main Platform |
| WC.12/13/14 | Position light | 'SDG' | RCE Sidings |
| | | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.15/16 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.19/20 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.37 | Position light | - | Along Up Main (To Burtonwood GF). |

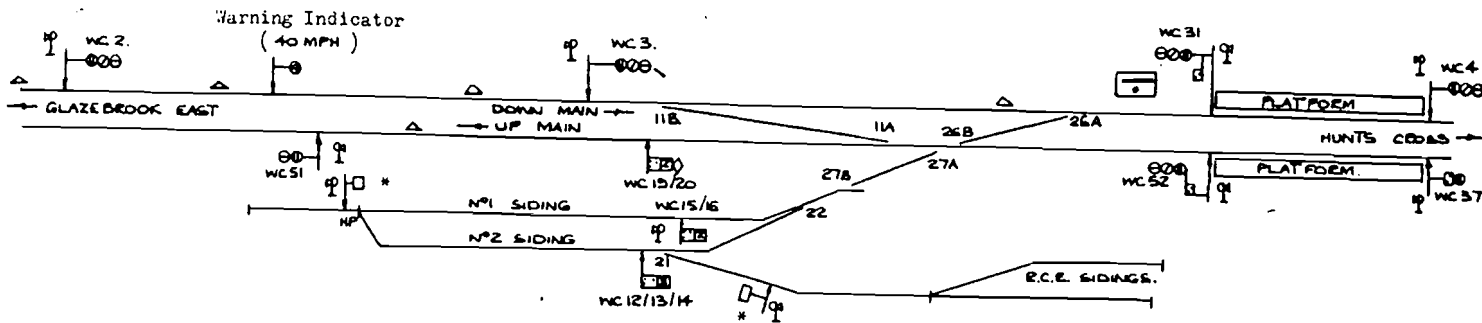
(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

WARRINGTON CENTRAL (W.C.)
SIGNALLING & LAYOUT ALTERATIONS
(NOT TO SCALE)
SUNDAY 3RD DECEMBER 1989



KEY
* Stop & Telephone board
HP Handpoints

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTCRICKLEWOOD DOWN SIDINGS

Sidings Nos. 12 to 21 inclusive have been secured out of use pending removal.

(New Item) (40)

KETTERING STATION

new w/c 18/11

A temporary notice board has been provided just beyond the south end of the Up Fast platform worded as follows:-

"NOTICE TO DRIVERS OF STOPPING TRAINS, WHAT WAS THE ASPECT OF THE PREVIOUS SIGNAL LR68?"

(38)

LEICESTER HUMBERSTONE ROAD

Sidings Nos. 5 to 20 inclusive have been secured out of use pending removal.

(New Item) (40)

LEIGH

19/11

The Down starting signal has been reduced in height by 11 feet.

(38)

BETWEEN WASHWOOD HEATH AND LANDOR STREET

20-26/11

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line 1,540 yards before reaching the 40 mph permanent speed restriction which commences at 40m. 20chs.

(38)

BESCOT

A new position light ground signal WL.17 has been provided on the Down Grand Junction line. The new signal is on the left hand side of the line applying to movements in the Up direction to the Up Goods line and Up Sorting Sidings.

Set back white lights DTX6 and DTX7 have been temporarily taken out of use pending construction of the new Tame Bridge station.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBESCOT

19/11

The trailing connection between the Down and Up Grand Junction lines at Bescot Junction has been abolished. The route from position light ground signal WL.36 on the Down Grand Junction line to the Up Grand Junction line has been abolished.

(38)

WEAVER JUNCTION

The facing connection from the Down Main line to the Down Passenger Loop has been temporarily taken out of use. Until Sunday 3 December.

(37)

WEAVER JUNCTION

19/11

The facing connection from the Down Main line to the Down Liverpool Line ahead of Signal WJ.9 has been brought back into use and the speed through the connection to the Down Liverpool Line has been increased to 80 m.p.h.

(38)

BETWEEN FRODSHAM JN AND WALTON OLD JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down line 1,342 yards before reaching the 45 mph line speed change which occurs at Acton Grange Junction (16m 22chs).

(39)

19/11

SKELTON JUNCTION

The existing Down Main Home semaphore signal with left-hand offset miniature arm applying to movements to the Down Loop has been abolished and a new 4-aspect (R/Y/G/Y) signal with left-hand offset position light signal provided 35 yards further from the box. The new signal is plated SJ.45 and A.W.S. track equipment has been provided on the approach to the signal. A telephone to Skelton Junction box has been provided at the signal.

The new signal also acts as outer Distant signal for Deansgate Junction Down Home signal (DJ.7) and is situated 1,278 yards before reaching that signal.

The existing 'Limit of Shunt' Indicator situated outside the Down Main line on the Northenden side of Skelton Junction Down Main Home signal has been renewed as a twin red light type 'Limit of Shunt' Indicator 200 yards on the Northenden side of the new signal (SJ.45).

The 40 m.p.h. permanent speed restriction which applied on the Down Main line from 31m. 40chs. to 30m. 40chs. has been removed and the P.S.R. Warning Indicator and associated A.W.S. permanent magnet on the approach to the speed restriction have been abolished.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NORTHWICH WEST JN AND HARTFORD EAST JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line 1,122 yards before reaching the 20 mph permanent speed restriction which commences at 21m 15chs.

(39)

ALLERTON JUNCTION

Banner repeater signal AN R8/9 on the Up Slow line approaching Allerton Station has been abolished.

(38)

MANCHESTER PICCADILLY

Platform alterations are taking place on Platform 14. Drivers of Down trains which are booked to stop must draw their trains towards signal MP.389 in order to have the rear of the train clear of the construction work.

(UFN)

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

PRESTON DOCK STREET SIDINGS

The following sidings have been reduced in length by the amounts stated :-

| | | | | | |
|----------|---|----------|----------|---|----------|
| Siding 1 | - | 20 yards | Siding 5 | - | 27 yards |
| Siding 2 | - | 27 yards | Siding 6 | - | 40 yards |
| Siding 3 | - | 27 yards | Siding 7 | - | 40 yards |
| Siding 4 | - | 27 yards | Siding 8 | - | 34 yards |

Also, the crossover between Sidings 3 and 4 has been taken out of use.

(New item)

(40)

KIRKHAM NORTH JUNCTION

In connection with the construction of a new overbridge at Kirkham North Jn, the sidings at this location have been altered as shown on the diagram included in this notice.

(New item)

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SKIPTON AND CARLISLE

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets have been provided on the approach to the following permanent speed restrictions :-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--|-------------------|-----------|---------------|
| Skipton | 40 m.p.h. | Down Main | 220m. 66chs. |
| Between Ribbleshead and Blea Moor | 30 m.p.h. | Down Main | 247m. 33chs. |
| Between Shotlock Hill and Birkett Tunnels | 20 m.p.h. | Down Main | 261m. 40chs. |
| Between Appleby and Culgaith | 30 m.p.h. | Down Main | 280m. 50chs. |
| Petteril Bridge Jn. | 20 m.p.h. | Down Main | 307m. 05chs. |
| Between Culgaith and Appleby | 30 m.p.h. | Up Main | 281m. 43chs. |
| Between Birkett and Shotlock Hill Tunnels | 20 m.p.h. | Up Main | 263m. 40chs. |
| Between Blea Moor and Ribbleshead | 30 m.p.h. | Up Main | 248m. 34chs. |

NOTE : An additional miniature Warning Indicator has been provided on the Up Loop.

| | | | |
|---|-----------|---------|---------|
| Between Settle Station and Settle Junction | 30 m.p.h. | Up Main | 235m.p. |
|---|-----------|---------|---------|

(39)

20/11

BETWEEN BIRKETT TUNNEL AND KIRKBY STEPHEN

The 30 m.p.h. P.S.R. which applied on the Down Main line from 265m. 40chs. to 266m. 09chs. and the 40 m.p.h. P.S.R. which applied on the Up Main line from 266m. 08chs. to 265m. 17chs. have been removed.

(38)

20/11

BETWEEN CROSBY GARRETT TUNNEL AND KIRKBY STEPHEN

The 30 m.p.h. P.S.R. which applied on the Up Main line from 268m. 60chs. to 266m. 45chs. has been removed.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued 20/11

BETWEEN CARNFORTH EAST JUNCTION AND MELLING TUNNEL

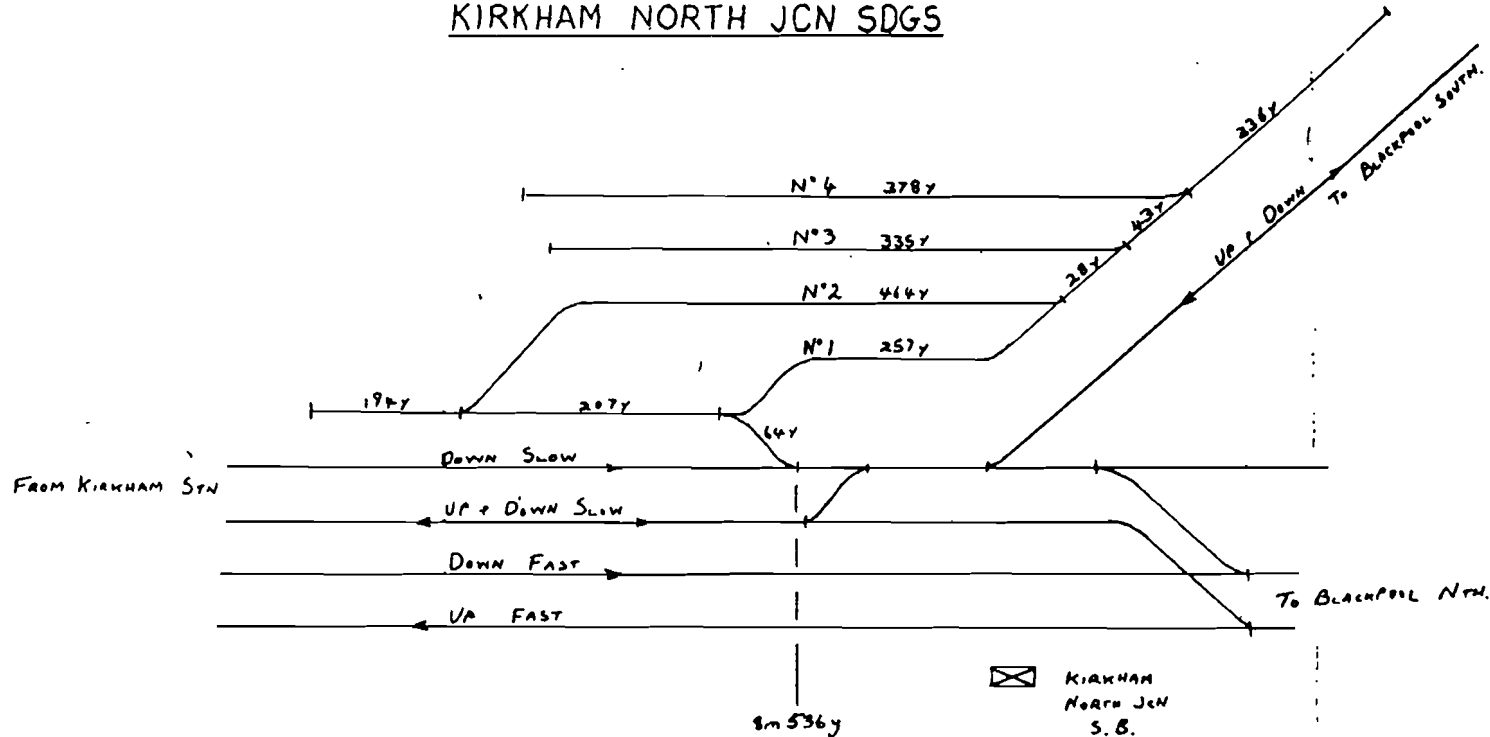
The 50 m.p.h. P.S.R. which applied on the Up Main line from 3m. 20chs. to 4m. 40chs. has been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KIRKHAM NORTH JCN SDGS



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.

BR 30018/4 BRITISH RAILWAYS EASTERN REGION SECTIONAL APPENDIX SECTION NO.4

LOCAL INSTRUCTIONS

WRABBY JN TO MARSHGATE JN

Pages 4.62 to 4.65

SCUNTHORPE

Page 4.65

Add:-

Scunthorpe Up Goods Loop. Train operated warning system.

When the warning system yodalarms located in the area of the Up Goods Loop and No.1
Departure line commence to sound, signifying that a propelling movement is being made
towards the Goods Yard Reception lines, staff in the immediate vicinity must immediately
go to a position of safety and remain there until the movement has proceeded clear
inside the reception line concerned.

(2D)

BR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION
TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN AREA).

Page 4

List of lines in the sequence used throughout the book

Page in
Table A

DERBY LONDON ROAD JN TO BIRMINGHAM NEW STREET AND BRANCHES

Add:-

66

Hamstead to Bescot Jn

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN
REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN AREA)
- continuedINDEX (STATIONS, SIGNAL BOXES ETC)

| Location | Page No |
|----------|---------|
|----------|---------|

BAdd: -

| | |
|-------------------|----|
| Bescot | 66 |
| Bescot Down Tower | 66 |

CAdd: -

| | |
|-------------------|----|
| Charlmont Road LC | 66 |
|-------------------|----|

HAdd: -

| | |
|----------|----|
| Hamstead | 66 |
|----------|----|

NAdd: -

| | |
|-----------|----|
| Newton Jn | 66 |
|-----------|----|

(2D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN 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>Page 66</u> | | | | | |
| <u>BESCOT JN TO RYCROFT JN</u> | | | | | |
| At Bescot Jn | | | | | |
| <u>Add:-</u> | (See below) | | | | |
| <u>Page 66</u> | | | | | |
| <u>Add:-</u> | | | | | |
| <u>HANSTEAD TO BESCOT JN</u> | | | | | |
| | <u>Hamstead</u> | 4 76 | | | |
| | Charlmont Road LC (R/G) (footpath) | 6 74 | | | |
| | | | <u>50</u> | | <u>7m. 30chs. and 7m. 45chs.</u> |
| | <u>Newton Jn</u> | 7 59 | <u>30</u> | | <u>Goods line Newton Jn and Bescot Station</u> |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|--------------------------|--------|------------------------------|---|---|
| | | | Down m.p.h. | Up At or Between | |
| <u>Page 66 - continued</u> | | | | | |
| <u>HAMSTEAD TO BESCOT JN - continued</u> | | | | | |
| | Bescot Down Tower (BT) | 8 20 | | | |
| | <u>Bescot</u> | 8 47 | <u>30</u> | <u>Goods line Bescot Station and Newton Jn.</u> | |
| | Bescot Jn (See above) | 8 50 | <u>30</u> | <u>To Walsall line.</u> | Up, 1L approaching Bescot Station (2D) |

C - D4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN AREA) - continuedPage 86LOCAL INSTRUCTIONS - INDEXB

Pages

Add:-

Bescot

121

Page 121LOCAL INSTRUCTIONSAdd:-HAMSTEAD TO BESCOT JNBESCOT

Setting back movements from the Up Main line (Newton Jn) to the Down Reception Sidings. Drivers of trains requiring to set back from signal WL.3 on the Up Main line must bring their trains to a stand with the locomotive adjacent to the appropriate "SLU" train length marker board.

When signal WL.5 is cleared for a movement to set back from the Up Main line to the Down Reception Sidings, the "OFF" indicator at the shunters plunger will be illuminated. Provided the line is clear for the movement to be made the Shunter must then depress the plunger to illuminate the white set back lights which will be the Driver's authority to make the set back movement without receiving a handsignal from the Guard or Shunter. If the white lights become extinguished the Driver must immediately bring his train to a stand. When the set back movement has passed the last white light signal DTX.1 the Driver must work to the Shunter's handsignals.

The Shunter must immediately extinguish the white lights by means of the "Stop" plunger in a case of emergency.

Down Reception Sidings. The Guard of a freight train terminating in the Down Reception Sidings must apply sufficient handbrakes on the Newton Jn end of the train to ensure that it will not move when the locomotive is detached and the automatic brake leaks off. The Person in Charge at the Down Hump Shunters' Cabin must be advised when this has been done.

Down Storage Sidings. The permission of the Signaller at Bescot Down Tower must be obtained for all movements into and out of the Storage Sidings.

Attaching to the rear of train standing on Up Bescot Goods line. Propelled movements from the Down Sidings to the Up Bescot Goods line for the purpose of attaching to the rear of a standing train must not exceed 10 SLU.

(2D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30057/3 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION
TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (NORTHERN AREA)

Page 5

| | |
|---|----------------------------|
| <u>List of lines in the sequence used throughout the book</u> | <u>Page in Table A</u> |
|---|----------------------------|

MANCHESTER VICTORIA EAST JN TO BLACKPOOL NORTH AND BRANCHES

Add: -

| | |
|--------------------------------------|------------|
| Preston Fylde Jn to Deepdale Jn L.C. | 67 (2D) |
|--------------------------------------|------------|

Page 7

INDEX (STATIONS, SIGNAL BOXES ETC)

| | |
|----------|----------|
| Location | Page No. |
|----------|----------|

D

Add: -

| | |
|----------------------|----|
| Deepdale No.1 Tunnel | 67 |
| Deepdale No.2 Tunnel | 67 |
| Deepdale No.3 Tunnel | 67 |
| Deepdale Jn LC | 67 |

Page 9

P

Preston Fylde Jn

Add: - 67

(2D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30057/3 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|----------|--------|------------------------------|--|---------------|
| | | | Down | Up | |
| | | | m.p.h. | | At or Between |
| <u>Page 15 (as amended)</u> | | | | | |
| <u>HARTFORD JN TO WINWICK JN</u> | | | | | |
| Between Weaver Jn and Weaver G.F.'s | | | | | |
| <u>Delete:-</u> | | | 40 | <u>Main to Passenger Loop.</u> | |
| <u>and Substitute:-</u> | | | 30 | <u>Main to Passenger Loop.</u> | |
| (W.e.f. Sunday 3 December) (2D) | | | | | |
| <u>Page 37</u> | | | | | |
| <u>CASTLEFIELD JN TO LIVERPOOL LIME STREET VIA WARRINGTON CENTRAL</u> | | | | | |
| At <u>Warrington Central</u> | | | | | |
| <u>Add:-</u> | | | 30 | <u>Down Main to Up Main Platform (ahead of signal WC.3).</u> | |
| (W.e.f. Sunday 3 December) (2D) | | | | | |

C - D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR 30057/3 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND LINES (NORTHERN AREA) - continuedLOCAL INSTRUCTIONS - INDEXPage 109

| <u>Add:-</u> | <u>P</u> | <u>Page</u> |
|-------------------------|----------|-------------|
| Preston Deepdale Branch | | 135 |
| | | (2D) |

LOCAL INSTRUCTIONSPage 135Add:-PRESTON DEEPPDALE BRANCH

The door to the train staff cupboard at Maudland is released by track circuit occupation and the pressing of the adjacent plunger. When it is necessary to obtain the train staff, the Signaller at Preston box must be advised and he will say when the staff has been released.

When a train from Deepdale to Preston is leaving the single line, the Driver must deliver the train staff to the catcher and draw forward and the Guard must then replace the staff in the instrument when the single line between Deepdale Junction and the "End of Staff Section" notice board at Maudland is clear.

The Signaller at Preston box must be advised when this has been done and an assurance given that the train, complete with tail lamp, has cleared the single line.

Trainmen Operated Level Crossings. The keys to the padlocks on the gates at Deepdale Junction and Deepdale Mill Street level crossings are attached to the Deepdale branch train staff.

Deepdale Jn Coal Concentration Depot. A padlocked scotch block is provided across the Down line, 15 yards on the Depot side of Deepdale Mill Street level crossing. The key to the padlock is attached to the Deepdale branch train staff. The Guard must ensure that the scotch block is secured across the line after completion of his work at the Coal Concentration Depot.

Before a movement is made in either direction along the Down Deepdale siding between Deepdale Mill Street level crossing and Deepdale Junction, the Guard or Shunter must ensure that the hand-operated trap points are in the closed position. The trap points must be placed in the throw-off position whenever a vehicle(s) is left on the Down Deepdale siding between Deepdale Mill Street level crossing and Deepdale Junction.

(2D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA AND
BR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA

With effect from 00 01 hours Saturday 2 December, stage 6 of the gradual re-issue and combination of BR 30015/1 and BR 30018 will take effect.

STAGE 6 Will be the issue of BR 30018/6 Section No.6 and will cover the following lines:-

Doncaster, Marshgate Jn to Whitehall Jn
Castle Hills South Jn to Castle Hills West Jn
Brodsworth Colliery Branch
Carcroft Jn to Skellow Jn
Stainforth Jn to Adwick Jn
Applehurst Loop
Hare Park Jn to Crofton West Jn
Wakefield Westgate South Jn to Wakefield Kirkgate West Jn
Holbeck West Jn to Bradford Interchange
Eastwood G.F. to Skelton Jn
Milner Royd Jn to Bradford, Mill Lane Jn
Diggle Jn to Holbeck East Jn
Barnsley Station Jn to Huddersfield, Springwood Jn
Farnley Branch
Liversedge Branch
Headfield Branch
Horbury Station Jn to Crigglestone Jn
Wincobank Jn to Horbury Jn
Wakefield, Turners Lane Jn to Calder Bridge Jn
Altofts Jn to Leeds North Jn
Methley Jn to Whitwood
Castleford West Jn to Pontefract West Jn
Castleford East Jn to Allerton Main Bowers Opencast
Sherburn Jn to Gascoigne Wood
York, Holgate Jn to Skelton Jn
York to Scarborough
Wakefield Kirkgate West Jn to Goole, Potters Grange Jn
Oakenshaw South Jn to Oakenshaw Jn
Grimethorpe Colliery to Crofton East Jn
Shaftholme Jn to Ferrybridge North Jn
Askern Colliery Branch
Ferrybridge Branch
Knottingley South Jn to East Jn
Drax Power Station Branch
Leeds to Skipton Station South
Leeds, Engine Shed Jn to Whitehall Jn
Wortley Jn to York (Skelton Jn) via Harrogate
Apperley Jn to Ilkley
Shipley, Guiseley Jn to Guiseley
Shipley, Leeds Jn to Bradford Forster Square
Shipley Bradford Jn to Shipley Bingley Jn

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedBR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA AND
BR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA - continued

Leeds to Hull
 Neville Hill West Jn to Hunslet East
 Micklefield Jn to Church Fenton North Jn
 Hambleton South Jn to Hambleton West Jn
 Hambleton East Jn to Hambleton North Jn
 Selby West Jn to Canal Jn
 Temple Hirst Jn to Selby South Jn
 Thorne Jn to Gilberdyke Jn
 Hull to Seamer West
 Hessle Road to King George Dock
 Springbank South Jn to Springhead Yard
 Springbank North Jn to Walton Street
 Anlaby Road Jn to West Parade North Jn

Upon receipt of BR 30018/6 Section No.6:-

the Table A details, Tables B to U, special authorities and local instructions etc. under the line headings listed below must be deleted from BR 30018, Sectional Appendix Northern Area:-

Shaftholme Jn to Ferrybridge North Jn
 Askern Colliery Branch
 Applehurst Loop
 Temple Hirst Jn to Selby South Jn
 Hambleton South Jn to Hambleton West Jn
 Hambleton East Jn to Hambleton North Jn
 York, Holgate Jn to Skelton Jn
 York to Scarborough
 Doncaster, Marshgate Jn to Whitehall Jn
 Brodsworth Colliery Branch
 Castle Hills South Jn to Castle Hills West Jn
 Carcroft Jn to Skellow Jn
 Stainforth Jn to Adwick Jn
 Hare Park Jn to Crofton West Jn
 Wakefield Westgate South Jn to Wakefield Kirkgate West Jn
 Eastwood G.F. to Colton North Jn
 Milner Royd Jn to Bradford, Mill Lane Jn
 Diggle Jn to Holbeck East Jn
 Farnley Branch
 Liversedge Branch
 Headfield Branch
 Horbury Station Jn to Crigglestone Jn
 Wincobank Jn to Horbury Jn
 Barnsley Station Jn to Huddersfield, Springwood Jn
 Wakefield, Turners Lane Jn to Calder Bridge Jn
 Altofts Jn to Leeds North Jn
 Methley Jn to Whitwood

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

BR 30015/1 EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA AND

BR 30018 EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA - continued

Castleford West Jn to Pontefract West Jn
Castleford East Jn to Allerton Main Bowers Opencast
Sherburn Jn to Gascoigne Wood
Grimethorpe Colliery to Crofton East Jn
Oakenshaw South Jn to Oakenshaw Jn
Wakefield Kirkgate West Jn to Goole, Potters Grange Jn
Drax Power Station
Ferrybridge Branch
Knottingley South Jn to East Jn
Leeds to Skipton Station South
Leeds, Engine Shed Jn to Whitehall Jn
Holbeck West Jn to Bradford Interchange
Wortley Jn to York (Skelton Jn) via Harrogate
Apperley Jn to Ilkley
Shipley, Guiseley Jn to Guiseley
Shipley Leeds Jn to Bradford Forster Square
Shipley Bradford Jn to Shipley Bingley Jn
Leeds to Hull
Neville Hill West Jn to Hunslet East
Micklefield Jn to Church Fenton North Jn
Selby West Jn to Canal Jn
Thorne Jn to Gilberdyke Jn
Hull to Seamer West
Hessle Road to King George Dock
Springbank South Jn to Springhead Yard
Springbank North Jn to Walton Street
Anlaby Road to West Parade North Jn

The new section should be placed in either the current Sectional Appendix Southern Area or Northern Area ring binder.

It should be noted that the General Instructions section of the Sectional Appendix will be re-issued (in due course) as part of the new Frontispiece which is applicable to the whole Region, but items of a purely local nature will be included as local instructions in the appropriate geographical section of the Sectional Appendix.

If you are not in receipt of BR 30018/6 by 2 December, 1989 please retain the above line headings and your current ND Periodical Operating Notice dated 7-10-89 to 1-12-89, until it is received.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

POWER OPERATED DOORS CLASS 141 AND CLASS 142 UNITS
DISCONNECTION OF BLUE INTERLOCK LIGHT

As the first stage of a modification programme on Class 141 and 142 units until opaque or blank covers replace the present blue glass the interlock lamp bulbs are being removed and the interlock light covered with masking tape.

Traincrew should not interpret removal of the bulb as a failure of the interlock light and should comply with the instructions contained in the current Periodical Operating Notice POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS.

(UFN)

CLASS 90, CLASS 91 LOCOMOTIVES AND HST POWER CARS
ISOLATION OF THE AUTOMATIC BRAKE - LIGHT ENGINE RUNNING

When taking to a Class 90, 91 Loco or HST power car to work light engine it is essential for Drivers to check that the automatic brake has not been isolated.

In the event of the automatic brake having been isolated the straight air brake must be used on Class 90/91 Locomotives.

HST power cars must not be moved under their own power under these conditions.

Class 90/91 Locomotives have no straight air brake facility at the auxiliary driving position, therefore, under these circumstances, the auxiliary driving positions must not be used.

(UFN)

MOVEMENT OF A.C. PUSH-PULL TRAINS OVER LINES
WHERE NO OVERHEAD POWER IS AVAILABLE

Push-pull trains operated by Class 86, 87, 90 or 91 locomotives, may have to be hauled over non-electrified lines, or lines where the traction current is switched off. This must be done by hauling with a Diesel locomotive, which is air or dual braked and fitted with an adequate electric train supply (ETS).

1. TRAIN TO BE HAULED FROM THE DRIVING TRAILER END

1.1 In the DVT, make an emergency brake application, switch off the ETS and lower the pantograph of the AC locomotive.

1.2 In a Class 86 or 87 locomotive:

(a) Leave the battery isolating switch (BIS) closed.

(b) Trip all mcb's excepting the Auxiliary Control, Fire Alarm and Tail Lights.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

MOVEMENT OF A.C. PUSH-PULL TRAINS OVER LINES WHERE NO OVERHEAD POWER IS AVAILABLE - continued

1. TRAIN TO BE HAULED FROM THE DRIVING TRAILER END - continued

1.2 - continued

- (c) Isolate the DSD and switch off the AWS
- (d) Check that the automatic brake valve in each driving compartment is at Neutral or Shut Down.

1.3 In a Class 90 or 91 locomotive:

- (a) Open the BIS and isolate the brake pipe pressure control unit (DW3).
- (b) Check that the automatic brake controller in each driving compartment is at the Full Service position.

1.4 In all electric locomotives used for push-pull.

- 1.4.1 Check that the Master Switches are at Off.
- 1.4.2 Switch off all internal lighting and the cab lights and check that the tail lights are switched on.
- 1.4.3 Check that the straight air brake is released.

1.5 In the DVT.

- 1.5.1 Isolate the brake pipe pressure control unit (DW3).
- 1.5.2 Move the master switch to Off and remove the master key.
- 1.5.3 Move the automatic brake controller to Full Service.
- 1.5.4 Switch off the headlight and marker lights.

NOTE: The BIS should be left in the closed position. This will enable air conditioning to be provided in the DVT.

- 1.6 Couple the Diesel locomotive to the DVT as for a normal coach.
- 1.7 In the Diesel locomotive, apply the straight air brake, charge the brake pipe as for a normal train and press the ETS On button.
- 1.8 Carry out a brake continuity test.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

MOVEMENT OF A.C. PUSH-PULL TRAINS OVER LINES WHERE NO OVERHEAD POWER IS AVAILABLE - continued

1. TRAIN TO BE HAULED FROM THE DRIVING TRAILER END - continued

- 1.9 The train is now ready to proceed, at a maximum speed which is equal to the lowest for any vehicle in the formation, or the line speed where this is lower.

2. TRAIN TO BE HAULED FROM THE AC LOCOMOTIVE END

- 2.1 In the electric locomotive, switch off the ETS and lower the pantograph.

- 2.1.1 In a Class 86 or 87 locomotive:

- (a) Leave the battery isolating switch (BIS) closed.
- (b) Trip all mcb's excepting the Auxiliary Control and Fire Alarm.
- (c) Isolate the DSD and switch off the AWS.
- (d) Check that the automatic brake valve in each driving compartment is at Neutral or Shut Down.

- 2.1.2 In a Class 90 or 91 locomotive:

- (a) Open the BIS and isolate the brake pipe pressure control unit (DW3).
- (b) Check that the automatic brake controller in each driving compartment is at the Full Service position.

- 2.2 In all electric locomotives used for push-pull.

- 2.2.1 Check that the Master Switches are at Off.

- 2.2.2 Switch off the headlight, marker lights, internal lighting and cab lights.

- 2.2.3 Check that the straight air brake is released.

- 2.3 In the DVT.

- 2.3.1 Isolate the brake pipe pressure control unit (DW3).

- 2.3.2 Move the master switch to Off and remove the master key.

- 2.3.3 Move the automatic brake controller to Full Service.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

MOVEMENT OF A.C. PUSH-PULL TRAINS OVER LINES WHERE NO OVERHEAD POWER IS AVAILABLE - continued

2. TRAIN TO BE HAULED FROM THE AC LOCOMOTIVE END - continued

2.3 - continued

2.3.4 Check that the tail lights are illuminated.

NOTE: The BIS should be left in the closed position. This will enable air conditioning to be provided in the DVT.

2.4 Couple the Diesel locomotive to the AC locomotive.

2.5 In the Diesel locomotive, apply the straight air brake, charge the brake pipe as for a normal train and press the ETS On button.

2.6 Carry out a brake continuity test.

2.7 The train is now ready to proceed, at a maximum speed which is equal to the lowest for any vehicle in the formation, or the line speed where this is lower.

3. WHEN THE TRAIN RETURNS TO ELECTRIFIED LINES.

3.1 Switch off the ETS in the Diesel locomotive.

3.2 Close the BIS of Class 90 or 91 locomotives.

3.3 Raise the pantograph of the electric locomotive, before the Diesel locomotive is uncoupled.

3.4 Reset any mcb's in the electric locomotive that have been tripped.

3.5 De-isolate any DW3 units that have been specifically isolated for this movement.

3.6 Switch on the headlight and marker lights of the DVT if leading, or the tail lights if trailing.

4. If a train with a Class 86 or 87 locomotive is to be stabled away from electrified lines, the BIS must be opened during the stabling time.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 155 DMMU'SROUTE AVAILABILITY

Class 155 units are only permitted to work on the following routes :-

* Scarborough - York - Leeds - Bradford Interchange - Halifax - Hebden Bridge -
LMR boundary

Leeds - Dewsbury - Huddersfield - Diggle Jn - LMR boundary

Leeds - Micklefield - South Milford - Selby

Leeds - Harrogate - York

Leeds - Skipton - LMR boundary (only for transit purposes to/from Workington)

Sowerby Bridge - Heaton Lodge - Mirfield - Thornhill LNW Jn - Horbury Jn - Wakefield

Kirkgate - Altofts Jn - Methley Jn - Leeds

Huddersfield - Heaton Lodge Jn - Mirfield - Thornhill LNW Jn - Horbury Jn - Wakefield

Kirkgate - Westgate

(Wakefield Westgate - Hare Park Jn - South Kirkby Jn - Marshgate Jn.

(Wakefield Westgate - Kirkgate - Calder Bridge Jn -

(Crofton West Jn - Hare Park Jn.

(Wakefield Westgate - Kirkgate - Calder Bridge Jn -

Leeds - Doncaster via (Crofton West Jn - Pontefract Monkhill -

(Knottingley West Jn - Askern - Shaftholme Jn.

(Cross Gates - Micklefield - Hambleton West - South.

(Cross Gates - Micklefield - Hambleton East - Selby West - Canal

(Hambleton North - South Jn.

(Hambleton North - East - Selby West - Canal.

York - Doncaster via (Church Fenton - Sherburn South Jn - Gascoigne Wood -

(Hambleton West - South Jn.

(Church Fenton - Milford Jn - Ferrybridge North Jn -

(Knottingley West Jn - Askern - Shaftholme Jn.

York - Selby

* York - Darlington - Durham (via ECML) *

Darlington - Bishop Auckland

Darlington - Saltburn

Middlesbrough - Nunthorpe

Doncaster - Carr Loco (for tyre turning)

and are subject to the following restrictions :-

PROHIBITED from entering the following platforms :-

BISHOP AUCKLAND - Platform line (The Bishop Auckland restriction only applies if a unit suffers a deflated air-suspension bag)

DARLINGTON - Platform 3

MIDDLESBROUGH - Up West Dock Siding

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CLASS 155 DMMU'S - continued

ROUTE AVAILABILITY - continued

SALTBURN - Platform 2

SCARBOROUGH - Platforms 3 and 5

SELBY - Platform 3 (The Selby restriction only applies if a unit suffers a deflated air-suspension bag).

SHILDON - Up Platform (The Shildon restriction only applies if a unit suffers a deflated air-suspension bag)

* In the event of a Class 155 being returned to/from Workington via Hexham, only the following route may be used.

Durham - Tyne Yard - Low Fell Jn - Norwood Jn - Dunston - Hexham - Petteiril Bridge Jn - LMR boundary.

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 a 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.

(UFN)

CLASSES 150, 155 AND 156 TRAINS

DOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course.

(UFN)

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Traincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ELECTRIC TRAINS - YORK STATION AREA

From Saturday 2 to Sunday 3 December, in connection with engineering work, all electric trains stabled at York must have their pantographs lowered.

(37)

YORK STATION

Platform work will be taking place on Platform 5 until further notice, and the platform will be shortened by approximately 130 yards at the South end.

Drivers of trains stopping at the platform must work to the instructions of handsignalman/notice boards whilst work is being carried out. Until 08 00 Saturday 2 December.

WORKSOP STATION

Drivers of trains stopping at Worksop Station must work to the instructions of handsignalmen/notice boards whilst station canopy repairs take place.

(UFN)

GOOSE HILL LANDFILL SCHEME

Lineside piling work is being carried out adjacent to the Down line between Turners Lane Jn and Altofts Jn at 50m. 10chs. Crane in use.

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

Lineside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx 22^h p.

(UFN)

HUDDERSFIELD STATION

Platform work will be taking place on Platforms 1 and 8 until further notice. Platform 1 has been shortened by approximately 80 yards and Platform 8 by approximately 70 yards, at the West end.

Drivers of trains stopping at these platforms 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

DEWSBURY STATION

Realignment of the platforms is taking place at Dewsbury Station.

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

(UFN)

PENISTONE STATION

Platform repairs are taking place until further notice.

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

(UFN)

MALTON STATION

Platform work will be taking place until further notice.

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

(UFN)

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

Mark 3 coaching stock (HST & Loco hauled)
Class 155 'Sprinter Units'
Class 156 'Sprinter Units'
Class 158 'Express Units'

(UFN)

GOOLE STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Goole 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

ALDWARKE JN - WORKING OF ENGINEER'S SIDING

Before signal SA.53 is cleared, or permission is given, for an Engineer's train to proceed towards the Engineer's Siding. The permission of the Engineer's person-in-charge must be obtained and assurance received that the Stop Block has been removed.

When the Engineer's train has entered the Siding unless the train is to return immediately the Stop Block must be replaced across the rails.

When a train is ready to leave the Siding the permission of the Sheffield Signaller must be obtained and the Stop Block must NOT be removed until signal SA.14 has been cleared or permission has been given for the movement to proceed.

Drivers must not move their trains towards signal SA.14 until they have seen, or have been assured that the Stop Block has been removed.

(UFN)

SALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formation the rear 3 car unit must be locked out of use before departure from Leeds:-

2M67 13 33 (SX) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2M67 13 33 (SO) Leeds to Morecambe when formed of 2 X 3 car Class 144 units.

2M71 17 26 (SO) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Morecambe:-

2E80 14 22 (SO) Morecambe to Leeds when formed of a 3 car Class 144 unit and a 2 car Class 14X unit.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Skipton:-

2H06 07 01 (SO) Skipton to Leeds when formed of a 3 car Class 144 unit and a 2 car Class 14X unit.

The following Class 14X formations may call at Saltaire and Crossflatts stations without restriction :-

- 1 x 2 car Class 14X unit.
- 1 x 3 car Class 144 unit.
- 2 x 2 car Class 14X units.

(UFN)

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

Platform resurfacing will be taking place on platform 1 until further notice.

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

(UFN)

FRIZINGHALL STATION - SHORT PLATFORMS

When the following train is composed of its booked formation the rear 3 car unit must be locked out of use before departure from Bradford Forster Square:-

2Y10 10 34 (SX) Bradford Forster Square to Ilkley when formed of 2x3 car Class 144 units.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Ilkley:-

2Y05 08 21 (SO) Ilkley to Bradford Forster Square when formed of a 3 car Class 144 unit and a 2 car Class 14X unit.

The following Class 14X formations may call at Frizingall Station without restriction:-

1x2 car Class 14X unit

1x3 car Class 144 unit

(UFN)

FILEY STATION

Roofwork will be taking place at Filey station until further notice.

Drivers of trains stopping at Filey must work to the instructions of handsignalmen/noticeboards whilst work is in progress.

(UFN)

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

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

| Location | Nature of Work | Duration | Commencing date |
|---|---|--|-----------------|
| Neville Hill T & RSMD, DMU Repair Shed Nos.1,2,3,4 and 5 Roads. | Construction work. Cranes and mechanical equipment in use. | Continuously Until Further Notice. | - |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedREPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

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 |
|--|--|---|---|
| Neville Hill T. & R.S.M.D., Dead End Sidings Nos.1 and 2, Reception/ HST Fuelling lines Nos.1,2,3 and 4, Shunt Neck, Departure Sidings Group 2, Pilot line, Train Servicing Shed (No.2) Nos.3 and 4 Roads and Washer Road/C.T.E. line/ Shunt line. <u>Between Trains</u> | Construction work (overhead line). Crane and mechanical equipment in use. | Continuously. Until Further Notice. | - |
| Neville Hill T. & R.S.M.D., Traction Maintenance Shed No.2 Road and Lavatory Flushing Siding. | Construction work. Cranes and mechanical equipment in use. | 07 00 to 19 00 daily. Until Further Notice. | - |
| Neville Hill T. & R.S.M.D., Depot Arrival line, Shunt Neck, Reception Sidings and Departure Sidings BLOCKED | In connection with engineering work. <u>Possession to be given up for passage of ECS trains.</u> | <u>From 23 45 Saturday 2 until 13 00 Sunday 3 December.</u> | - |
| Neville Hill T. & R.S.M.D., Depot Arrival line BLOCKED | Construction work (overhead line). <u>Possession to be given up for passage of ECS trains.</u> | 09 30 to 16 00 daily. | <u>From Monday 4 until Friday 8 December.</u> |
| Hull Botanic Gardens MPD, Nos. 3, 4, 5, 6 7 and 8 Roads BLOCKED | Demolition work. | Continuously. Until Further Notice. | - |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedLONDON MIDLAND REGIONHIGH SPEED RUNNING ON THE WEST COAST MAIN LINE

All staff must now be prepared for high speed running at speeds up to 125 m.p.h. on the Down and Up Fast lines between Euston and Gretna Jn at all times.

(UFN)

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

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

| Location | Nature of Work | Duration | Commencing date |
|--|--|--|-----------------|
| Longsight TMD, Carriage Shed Roads Nos. 2 to 10 inclusive BLOCKED to electric trains | Installing cables. <u>Isolation of electrical sections HM.7 (n,t,u).</u> | 08 00 to 14 00 daily. Until Further Notice. | - |
| Longsight TMD, No.5 C.S. Road BLOCKED Nos.5, 6 and 7 Roads BLOCKED to electric trains | In connection with engineering work. <u>Isolation of electrical sections HM.7 (t).</u> | 09 00 to 16 00 daily. Until Further Notice. | - |
| Longsight TMD, No.4 Shed Road BLOCKED to electric trains | In connection with engineering work. | Continuously. Until Further Notice. | - |
| Longsight TMD, Nos.13, 14 and 15 South Shed Roads BLOCKED | Cleaning and painting structures. | Continuously. Until Further Notice. | - |

MP.32/C
YORK
23RD NOVEMBER 1989

W.M. ROBINSON
Regional Operations Manager

C.38/89
9-15.12.89SECTION 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 10 DECEMBER - BETWEEN ALDWARKE NORTH JN AND DEARNE JN

In preparation for the opening of the new Swinton Curve double line, for operation of through train working between Aldwarke Jn and Mexborough via Swinton, revised signalling will be brought into use between Adlwarke Jn and Dearne Jn on the Up and Down Main/Pontefract lines as shown in the signalling diagram included in this notice.

New connections in the Up and Down Main lines will be brought into use to form the new Swinton Junctions North and South to connect the new Swinton Curve in the vicinity of 167m.p. at the site of the new Swinton Station which has already been constructed, but has not yet been opened for public use.

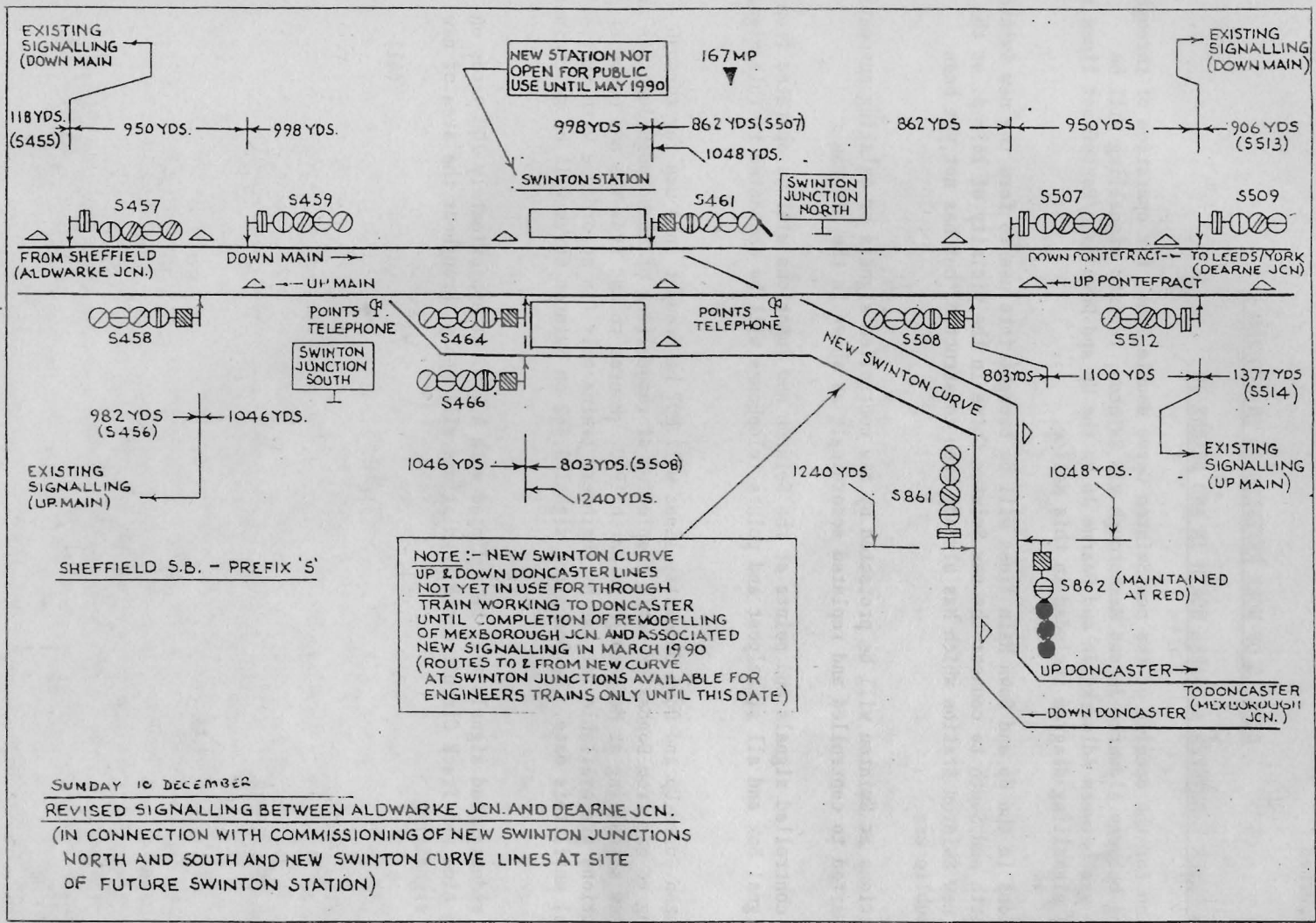
The new junctions at Swinton will be protected by new controlled signals or existing automatic signals converted to controlled and replated accordingly as shown in the diagram.

All the new controlled signals and points at the Swinton new junctions will be operated from Sheffield Signal Box and all signalpost and points telephones will be connected to this Signal Box.

The new Swinton Curve Up and Down Doncaster lines will NOT be brought into use for through train working to and from Doncaster until completion of remodelling of Mexborough Junction and associated new signalling at Mexborough in March 1990. Routes to and from the new curve at Swinton Junctions are available for use by Engineers trains only (in accordance with Special Instructions) until this date. Up Doncaster signal S.862 on Swinton Curve will be maintained at RED.

All new and redesignated signals will be equipped with A.W.S. at approximately 200 yards on the approach side and Track Circuit Block Regulations will apply throughout the area of new and revised signalling.

(41)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 10 DECEMBER - HEALEY MILLS 'A' JN

The connection between the Down Fast and Down Slow lines at 42m. 05chs. will be removed and replaced by plain line.

(41)

SUNDAY 10 DECEMBER - BETWEEN FORMER GOOSE HILL JN AND NORMANTON

A trailing lead will be installed in the Down Main line at 184¹/₂m.p. and will be secured out of use until further notice.

(41)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN PASTURE STREET LC AND FISH DOCK ROAD LC

A new connection has been provided in the Down/Up Cleethorpes line, facing in the Down direction, at approximately 110m. 02chs.

It has been secured out of use in the normal position.

(40)

* * SCUNTHORPE COAL HANDLING PLANT

*

Additional signalling has been brought into use associated with propelling movements from Scunthorpe Coal Handling Plant.

For a propelling movement from the Empties line towards No. 1 Departure line, a new Ground Position Light Signal, plated B.10R has been provided 350 yards before reaching Position Light Signal B.10.

An additional route, to cater for propelling movements, has been provided from S.347 signal (controlling movements from No. 1 Departure line) to the Goods Yard Reception Sidings preceded by No. 45 Ground Position Light Signal.

For this route the 'theatre' type route indicator displays the letter 'R'. The existing route to No. 47 Signal now displays the letter 'D'. For this propelling movement only, a new Ground Position Light Signal plated S.347R, together with an illuminated notice board worded "DRIVERS OF PROPELLED TRAINS STOP. WAIT FOR SIGNAL BEFORE PROCEEDING" has been provided to the left of No. 1 Departure line 420 yards before reaching S.347 signal.

When this movement is being made, a staff warning system will be initiated consisting of four 'YODALARMS' adjacent to the Up Scunthorpe Goods Loop between 23m. 58chs. and 24m.p.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

SOUTH KIRKBY COLLIERY DISCHARGE HOPPER

The Discharge Hopper at the former South Kirkby Colliery has been restored to use for the receipt of spoil traffic.

The Hopper line siding has become a One Train Working line with Train Staff. The Train Staff will be held at Moothorpe Signal Box.

At this stage the facing crossover between line 'A' and line 'B' is clamped in the normal position and will be unclamped and operated as necessary by the Train Preparer.

The level crossing will be locked out of use whenever a train is in the sidings.

Details of the signalling and notice boards are shown in the diagram included with this notice.

(39)

HUDDERSFIELD

Ground position light signal No. HU.158, located towards the West end of the Down Siding (former Down Slow), has been abolished and replaced by a buffer stop.

(40)

* * HUDDERSFIELD

*

The Up Main line through Huddersfield Station has been taken out of use until further notice together with all associated signalling.

Up Main 3-aspect signal No.HU 131, together with associated position light signal HU 132, and Up Main (Down direction) ground position light signal No.HU 136 have been abolished.

The East end of new Platform 2 has been shortened by approximately 160 yards and a new permanent buffer stop provided.

The track layout at the East end of the station is in accordance with the diagram included in this notice.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE

*

A reflectorised Speed Restriction Warning Indicator has been provided between Pontefract Baghill and Ferrybridge on the Down line at 2m. 77chs., giving warning of the permanent speed restriction of 45 m.p.h. at 2m. 05chs.

The distance between the Warning Indicator and the commencement of the 45 m.p.h. speed restriction is 1,584 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator. (38)

* * BETWEEN MILFORD AND FERRYBRIDGE

*

A reflectorised Speed Restriction Warning Indicator has been provided between Milford and Ferrybridge on the Up line at 0m. 42chs., giving warning of the permanent speed restriction of 30 m.p.h. at 1m. 18chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,232 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator. (38)

RILLINGTON

The trailing connection between the Down and Up Main lines has been taken out of use and replaced by plain line. The associated signals have been abolished. (40)

* * BETWEEN SHAFTHOLME JN AND KNOTTINGLEY

*

A reflectorised Speed Restriction Warning Indicator has been provided between Shaftholme Junction and Knottingley on the Down line at 59m. 16chs. giving warning of the permanent speed restriction of 25 m.p.h. at 58m.48chs.

The distance between the Warning Indicator and the commencement of the 25 m.p.h. speed restriction is 1,056 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator. (38)

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

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

NEVILLE HILL WEST

A new crossover has been installed between the Up Local line and the Reception Sidings Neck, at 18m. 75chs. (on the York side of L.779 Ground Position Light signal). This allows trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It also provides access from the Down Goods Loop, Down Main and Up Goods Loop into the Reception Sidings.

Additional signalled routes into the Reception Sidings have been provided on the following signals, which display a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route via Down Main)

Down Main signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777.

(39)

* * NEVILLE HILL

*

The facing connection between the Down Main line and the Up Local/Departure Sidings has been repositioned approximately 20 yards nearer to Leeds.

Up Local/Departure Sidings Ground Position Light Signal No.779 has also been repositioned 20 yards nearer to Leeds.

(38)

* * BETWEEN GASCOIGNE WOOD AND SELBY

*

A reflectorised Speed Restriction Warning Indicator has been provided between Gascoigne Wood and Selby on the Down line at 1m. 35chs. giving warning of the permanent speed restriction of 30 m.p.h. at 0m. 42chs.

The distance between the Warning Indicator and the commencement of the 30 m.p.h. speed restriction is 1,606 yards.

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

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DRIFFIELD AND BURTON AGNES

Nafferton Signal Box and all associated signals has been abolished.

The new Absolute Block Section is between Driffield Signal Box and Burton Agnes Signal box.

A new 2-aspect colour light automatic signal, plated D.12, has been provided on the Up Main line at the Hull end of Nafferton Station platform, with a new colour light distant signal, plated D.12R, provided 1,308 yards to the rear.

A new Intermediate Block Home signal, plated D.13, has been provided on the Down Main line approximately 25 yards beyond the Bridlington end of Nafferton Station platform.

Nafferton LC (at 21m. 44chs.)

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30mph speed restriction warning boards have been provided as follows:-

On the Up Main line, applying to the Down (wrong) direction approach, 572 yards before reaching the crossing.

On the Down Main line, applying to the Up (wrong) direction approach, 988 yards before reaching the crossing (680 yards before reaching Nether Lane LC and repeated 300 yards before reaching Nafferton LC).

The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

Nether Lane LC (at 21m. 58chs.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30 mph speed restriction warning boards have been provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 680 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 880 yards before reaching the crossing (572 yards before reaching Nafferton LC and repeated 200 yards before reaching Nether Lane LC).

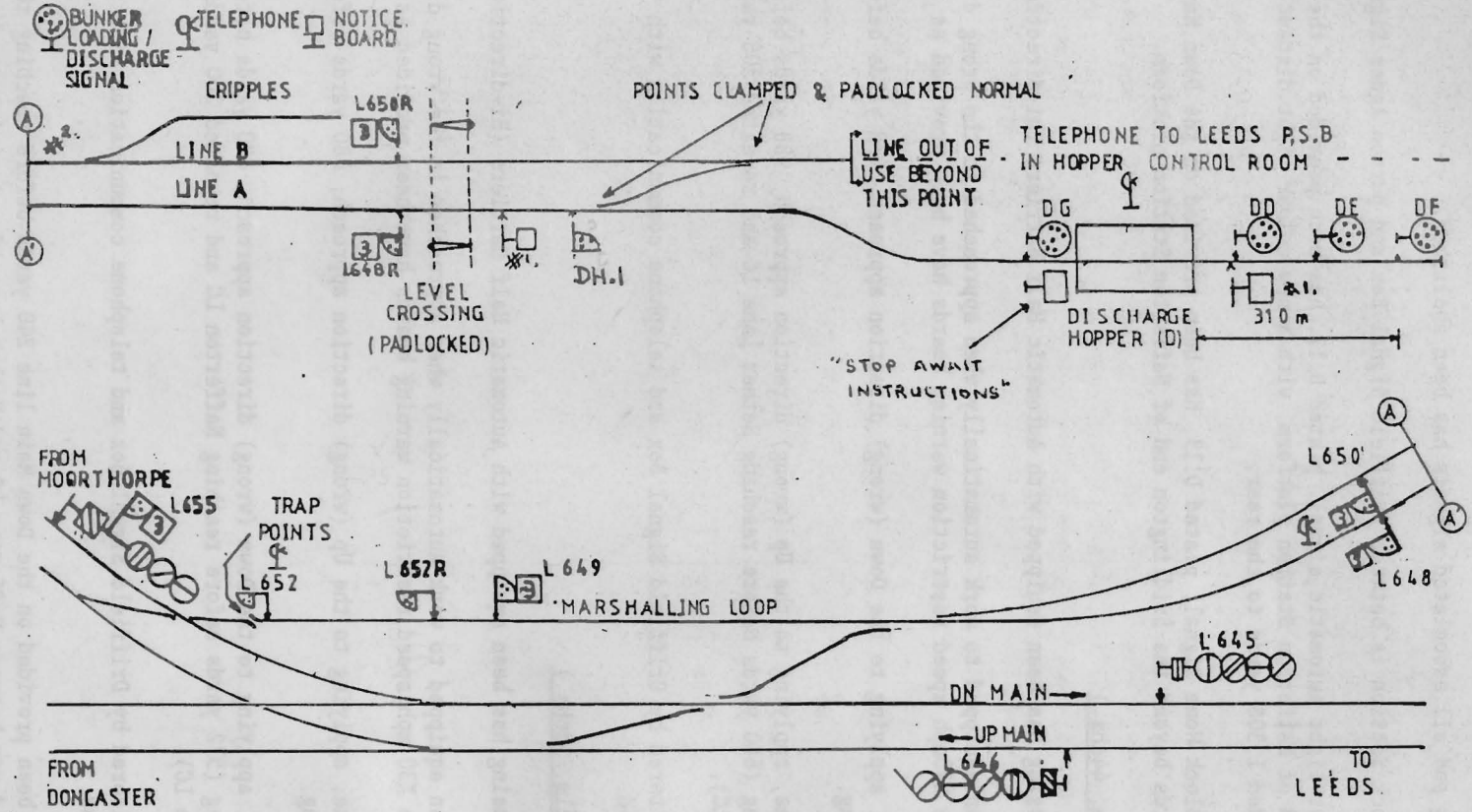
The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

A Whistle Board has been provided on the Down Main line 240 yards before reaching the footpath crossing situated mid-way between Nafferton LC and Nether Lane LC. A miniature whistle board has been provided on the post of the new Down Main Intermediate Block Home signal D.13, situated approximately 23 yards before reaching the footpath crossing.

SOUTH KIRKBY COLLIERY DISCHARGE HOPPER (AMENDED)

*1. PROPELLED TRAINS LOCOMOTIVE STOP

*2 POINTS PADLOCKED - KEY KEPT IN HOPPER CONTROL ROOM

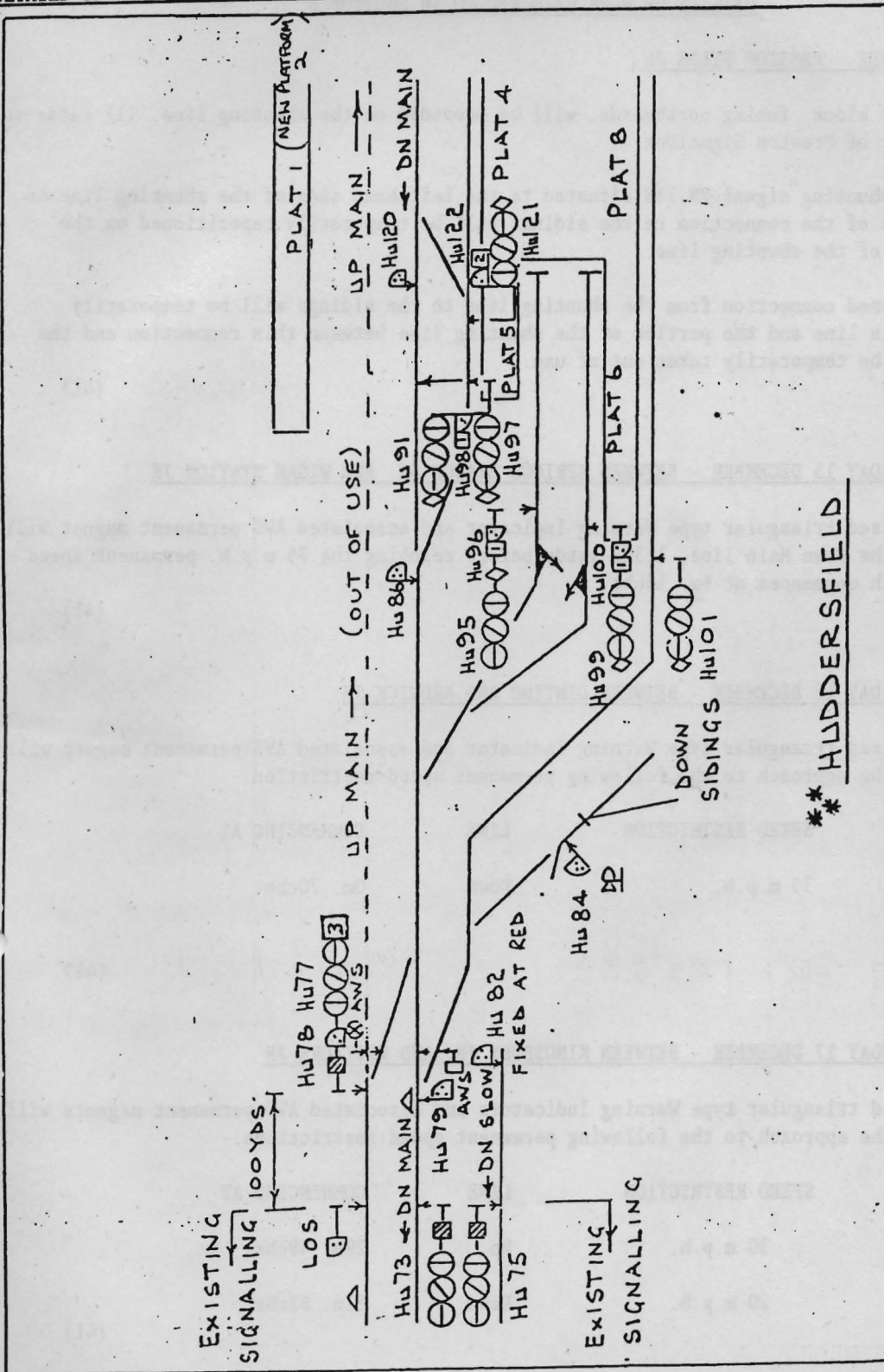


DETAILS OF WORK ALREADY CARRIED OUT - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 10 DECEMBER - PRESTON FYLDE JN

A temporary stop block, facing northwards, will be provided on the shunting line, 112 yards on the station side of Preston Signalbox.

Position light shunting signal PN.138 situated to the left-hand side of the shunting line on the station side of the connection to the sidings will be temporarily repositioned on the right hand side of the shunting line.

The above mentioned connection from the shunting line to the sidings will be temporarily replaced by plain line and the portion of the shunting line between this connection and the stop block will be temporarily taken out of use.

(41)

MONDAY 11 TO FRIDAY 15 DECEMBER - BETWEEN SPRINGS BRANCH JN. AND WIGAN STATION JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the Down Main line, 1,342 yards before reaching the 75 m.p.h. permanent speed restriction which commences at 6m. 15chs.

(41)

MONDAY 11 TO FRIDAY 15 DECEMBER - BETWEEN DINTING AND ARDWICK JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet will be provided on the approach to the following permanent speed restriction:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---|-------------------|------|---------------|
| Between Ashburys Jn and Ardwick Jn. | 35 m.p.h. | Down | 0m. 70chs. |

(41)

MONDAY 11 TO SUNDAY 17 DECEMBER - BETWEEN KINGSBURY JN. AND WHITACRE JN

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets will be provided on the approach to the following permanent speed restrictions:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---------------|-------------------|------|---------------|
| Kingsbury Jn. | 30 m.p.h. | Up | 29m. 49chs. |
| Whitacre Jn. | 20 m.p.h. | Down | 31m. 62chs. |

(41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT

CRICKLEWOOD DOWN SIDINGS

Sidings Nos. 12 to 21 inclusive have been secured out of use pending removal.

(40)

* * KETTERING STATION

*

A temporary notice board has been provided just beyond the south end of the Up Fast platform worded as follows:-

NOTICE TO DRIVERS OF STOPPING TRAINS, WHAT WAS THE ASPECT OF THE PREVIOUS SIGNAL LR68?"

(38)

LEICESTER HUMBERSTONE ROAD

Sidings Nos. 5 to 20 inclusive have been secured out of use pending removal.

(40)

* * LEIGH

*

The Down starting signal has been reduced in height by 11 feet.

(38)

BURTON-ON-TRENT

Wetmore M.G.R. Sidings Nos. 2 to 7 inclusive have been shortened by 11 yards and stop blocks re-positioned accordingly.

(New item) (41)

* * BETWEEN WASHWOOD HEATH AND LANDOR STREET

*

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line 1,540 yards before reaching the 40 mph permanent speed restriction which commences at 40m. 20chs.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DUDDESTON AND BESCOT

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets have been provided on the approach to the following permanent speed restrictions:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---------------------------------------|-------------------|------|---------------|
| Between Charlmont Road and Newton Jn. | 50 mph | Down | 7m. 30chs. |
| Bescot Jn. | 40 mph | Down | 8m. 50chs. |

(40)

BESCOT

A new position light ground signal WL.17 has been provided on the Down Grand Junction line. The new signal is on the left hand side of the line applying to movements in the Up direction to the Up Goods line and Up Sorting Sidings.

Set back white lights DTX6 and DTX7 have been temporarily taken out of use pending construction of the new Tame Bridge station.

(39)

BESCOTBescot Jn

The following Bescot Down Tower signals are now Walsall signals and have been renumbered as follows:-

| SIGNAL | HAS BECOME |
|--------|------------|
| DT.2 | WL.34 |
| DT.4 | WL.38 |
| DT.5 | WL.39 |
| DT.11 | WL.33 |

The connections to the diesel depot are now controlled by Walsall box.

A new facing crossover has been provided from the Up Grand Junction line to the Down Grand Junction line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBESCOT - continuedBescot Jn - continued

An additional route has been provided from signal WL.36 along the Down Grand Junction line in the Up direction to signal WL.17.

Signal WL.37 on the Up Grand Junction line has been provided with a 'position 4' junction indicator and the routes from WL.37 are:-

| ASPECT | INDICATION | ROUTE |
|----------------|-------------------------------|----------------------|
| Main | - | Up Grand Jn. line |
| Main | Position 4 Junction indicator | Up & Down Goods line |
| Position light | Position 4 junction indicator | Up & Down Goods line |
| Position light | DSS | Down Sorting Sidings |

Newton Jn

The connection from the Down Grand Junction line to the Shunting line has been abolished. The route from signal WL.2 to the Shunting line (indication 'SL') has been abolished.

(40)

* * BESCOT

*

The trailing connection between the Down and Up Grand Junction lines at Bescot Junction has been abolished. The route from position light ground signal WL.36 on the Down Grand Junction line to the Up Grand Junction line has been abolished.

(38)

WEAVER JUNCTION

The facing connection from the Down Main line to the Down Passenger Loop has been brought back into use. The speed through the connection to the Down Passenger Loop has been reduced to 30 m.p.h.

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** WEAVER JUNCTION

*

The facing connection from the Down Main line to the Down Liverpool Line ahead of Signal WJ.9 has been brought back into use and the speed through the connection to the Down Liverpool Line has been increased to 80 m.p.h.

(38)

BETWEEN FRODSHAM JN AND WALTON OLD JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down line 1,342 yards before reaching the 45 mph line speed change which occurs at Acton Grange Junction (16m 22chs).

(39)

** SKELTON JUNCTION

*

The existing Down Main Home semaphore signal with left-hand offset miniature arm applying to movements to the Down Loop has been abolished and a new 4-aspect (R/Y/G/Y) signal with left-hand offset position light signal provided 35 yards further from the box. The new signal is plated SJ.45 and A.W.S. track equipment has been provided on the approach to the signal. A telephone to Skelton Junction box has been provided at the signal.

The new signal also acts as outer Distant signal for Deansgate Junction Down Home signal (DJ.7) and is situated 1,278 yards before reaching that signal.

The existing 'Limit of Shunt' Indicator situated outside the Down Main line on the Northenden side of Skelton Junction Down Main Home signal has been renewed as a twin red light type 'Limit of Shunt' Indicator 200 yards on the Northenden side of the new signal (SJ.45).

The 40 m.p.h. permanent speed restriction which applied on the Down Main line from 31m. 40chs. to 30m. 40chs. has been removed and the P.S.R. Warning Indicator and associated A.W.S. permanent magnet on the approach to the speed restriction have been abolished.

(38)

BETWEEN NORTHWICH WEST JN AND HARTFORD EAST JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line 1,122 yards before reaching the 20 mph permanent speed restriction which commences at 21m 15chs.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMANCHESTER PICCADILLY

Platform alterations are taking place on Platform 14. Drivers of Down trains which are booked to stop must draw their trains towards signal MP.389 in order to have the rear of the train clear of the construction work.

(UFN)

WARRINGTON CENTRAL

Track and signalling alterations have been carried out as shown on the diagram included in this notice.

Telephones have been provided at signals WC.3, WC.4 and WC.31 on the Down Main line and at signals WC.37 and WC.52 on the Up Main line. A telephone has also been provided at the station end of No.1 and No.2 Up Sidings.

A permanent speed restriction of 30 m.p.h. applies through the new facing crossover from the Down Main line to the Up Main line ahead of signal WC.3.

The hand-worked connection from No.2 siding to the RCE Sidings has become a box-worked connection.

The new and altered signals apply as follows:-

| SIGNAL | ASPECT | INDICATION | ROUTE SET |
|-------------|----------------|------------|-----------------------------------|
| WC.3 | Main | - | Down Main |
| | Main | Position 4 | Up Main Platform |
| WC.12/13/14 | Position light | 'SDG' | RCE Sidings |
| | | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.15/16 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.19/20 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.37 | Position light | - | Along Up Main (To Burtonwood GF). |

(40)

* * ALLERTON JUNCTION

*

Banner repeater signal AN R8/9 on the Up Slow line approaching Allerton Station has been abolished.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

PRESTON DOCK STREET SIDINGS

The following sidings have been reduced in length by the amounts stated :-

| | | | | | |
|----------|---|----------|----------|---|----------|
| Siding 1 | - | 20 yards | Siding 5 | - | 27 yards |
| Siding 2 | - | 27 yards | Siding 6 | - | 40 yards |
| Siding 3 | - | 27 yards | Siding 7 | - | 40 yards |
| Siding 4 | - | 27 yards | Siding 8 | - | 34 yards |

Also, the crossover between Sidings 3 and 4 has been taken out of use.

(40)

KIRKHAM NORTH JUNCTION

In connection with the construction of a new overbridge at Kirkham North Jn, the sidings at this location have been altered as shown on the diagram included in this notice.

(40)

BETWEEN SKIPTON AND CARLISLE

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets have been provided on the approach to the following permanent speed restrictions :-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--|-------------------|-----------|---------------|
| Skipton | 40 m.p.h. | Down Main | 220m. 66chs. |
| Between Ribbleshead and Blea Moor | 30 m.p.h. | Down Main | 247m. 33chs. |
| Between Shotlock Hill and Birkett Tunnels | 20 m.p.h. | Down Main | 261m. 40chs. |
| Between Appleby and Culgaith | 30 m.p.h. | Down Main | 280m. 50chs. |
| Petteril Bridge Jn. | 20 m.p.h. | Down Main | 307m. 05chs. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SKIPTON AND CARLISLE - continued

| | | | |
|--|-----------|---------|--------------|
| Between Culgaith and Appleby | 30 m.p.h. | Up Main | 281m. 43chs. |
| Between Birkett and Shotlock Hill Tunnels | 20 m.p.h. | Up Main | 263m. 40chs. |
| Between Blea Moor and Ribbleshead | 30 m.p.h. | Up Main | 248m. 34chs. |

NOTE : An additional miniature Warning Indicator has been provided on the Up Loop.

| | | | |
|---|-----------|---------|---------|
| Between Settle Station and Settle Junction | 30 m.p.h. | Up Main | 235m.p. |
|---|-----------|---------|---------|

(39)

* * BETWEEN BIRKETT TUNNEL AND KIRKBY STEPHEN

*

The 30 m.p.h. P.S.R. which applied on the Down Main line from 265m. 40chs. to 266m. 09chs. and the 40 m.p.h. P.S.R. which applied on the Up Main line from 266m. 08chs. to 265m. 17chs. have been removed.

(38)

* * BETWEEN CROSBY GARRETT TUNNEL AND KIRKBY STEPHEN

*

The 30 m.p.h. P.S.R. which applied on the Up Main line from 268m. 60chs. to 266m. 45chs. has been removed.

(38)

* * BETWEEN CARNFORTH EAST JUNCTION AND MELLING TUNNEL

*

The 50 m.p.h. P.S.R. which applied on the Up Main line from 3m. 20chs. to 4m. 40chs. has been removed.

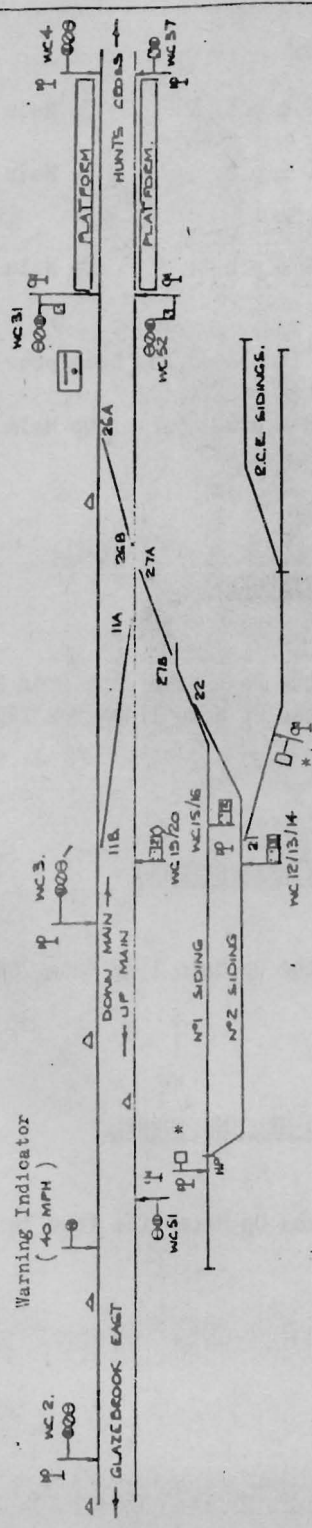
(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WARRINGTON CENTRAL (W.C.)
SIGNALLING & LAYOUT ALTERATIONS
(NOT TO SCALE)

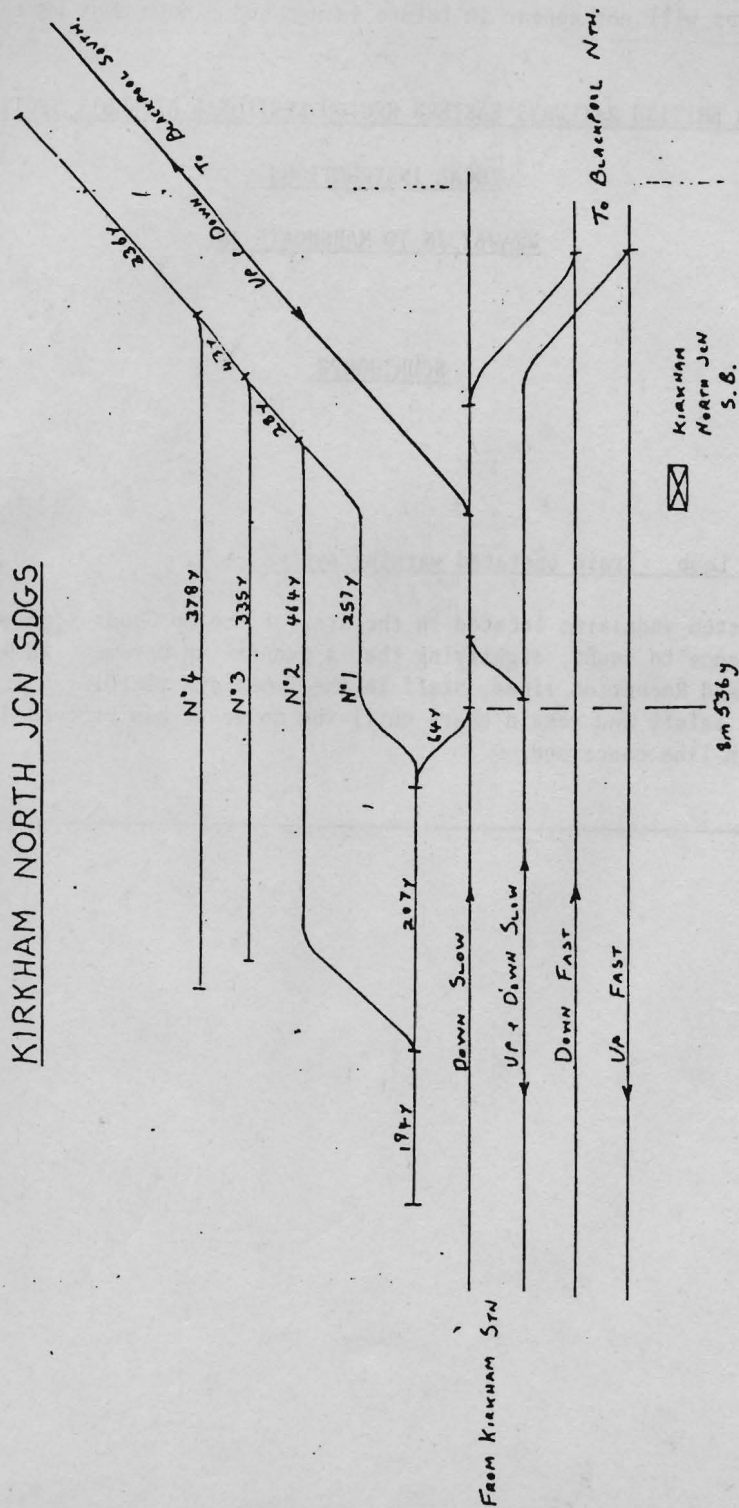


KEY
* Stop & Telephone board
IP Handpoints

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



**BRITISH RAIL
EASTERN REGION**

C

39

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 16 DECEMBER
TO
FRIDAY 22 DECEMBER 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 BSATURDAY/SUNDAY 16/17 DECEMBER - GRIMSBY PASTURE STREET

The subsidiary route from Up Main signal P.382 to the Up Sidings ('U' indication) and route indication 'U' from Down Main Ground Position Light signal P.88 to the Up Sidings will be abolished.

The connection from the Down/Up Cleethorpes line to the Up Sidings at 109m. 50chs. will be taken out of use and plain line installed.

A new connection will be provided in the Down/Up Cleethorpes line, facing in the Up direction, at 109m. 58chs. and will be secured out of use in the normal position.

(42)

SATURDAY/SUNDAY 16/17 DECEMBER - STAINTON LC (AT 33m. 60chs.)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The Gate Box and all associated signalling will be abolished.

The crossing will be equipped to work automatically when approached in the wrong direction, and for this purpose X40mph speed restriction warning boards will be provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 782 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 1,023 yards before reaching the crossing.

The crossing will be monitored by Langworth Signal Box and telephone communication with that Signal Box will be provided.

(42)

TUESDAY 19 DECEMBER - BETWEEN MARSH JN AND GRIMSBY

A reflectorised Speed Restriction Warning Indicator will be provided between Marsh Jn and Grimsby on the Up line at 108m. 17chs. giving warning of the permanent speed restriction of 15 m.p.h. at 109m. 10chs.

The distance between the warning indicator and the commencement of the 15 m.p.h. speed restriction will be 1,606 yards.

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

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

TUESDAY 19 DECEMBER - BETWEEN DARNALL AND NUNNERY MAIN LINE JN

A reflectorised Speed Restriction Warning Indicator will be provided between Darnall and Nunnery Main Line Jn on the Down line at 42m. 22chs. giving warning of the permanent speed restriction of 25 m.p.h. at 159m. 16chs. (mileage change).

The distance between the warning indicator and the commencement of the 25 m.p.h. speed restriction will be 1,276 yards.

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

(42)

TUESDAY 19 DECEMBER - BETWEEN BARROW HILL AND TAPTON JN

A reflectorised Speed Restriction Warning Indicator will be provided between Barrow Hill and Tapton Jn on the Up line at 147m. 59chs. giving warning of the permanent speed restriction of 45 m.p.h. at 146m. 72chs. (Change of line speed).

The distance between the warning indicator and the commencement of the 45 m.p.h. speed restriction will be 1,474 yards.

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

(42)

TUESDAY 19 DECEMBER - BETWEEN KNOTTINGLEY AND SHAFTHOLME JN

A reflectorised Speed Restriction Warning Indicator will be provided between Knottingley and Shaftholme Jn on the Up line at 67m. 58chs. giving warning of the permanent speed restriction of 25 m.p.h. at 68m. 43chs.

The distance between the warning indicator and the commencement of the 25 m.p.h. speed restriction will be 1,430 yards.

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

(42)

WEDNESDAY 20 DECEMBER - TAPTON JN

From 16 00 hours the catch/trap points located on the Up Goods line at 146m. 33chs. will be removed and replaced by plain line.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN PASTURE STREET LC AND FISH DOCK ROAD LC

A new connection has been provided in the Down/Up Cleethorpes line, facing in the Down direction, at approximately 110m. 02chs.

It has been secured out of use in the normal position.

(40)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

CLIPSTONE - RUFFORD NO.1 COAL STACKING SITE GROUND FRAME

The line between Rufford No.1 Coal Stacking Site and Blidworth Colliery has been taken out of use and the Ground Frame has been secured for through running to and from the Stacking Site. One Train Working will now apply between Bilsthorpe Colliery Jn and Rufford No.1 Coal Stacking Site.

(New item) (42)

BETWEEN ALDWARKE NORTH JN AND DEARNE JN

In preparation for the opening of the new Swinton Curve double line, for operation of through train working between Aldwarke Jn and Mexborough via Swinton, revised signalling has been brought into use between Adlwarke Jn and Dearne Jn on the Up and Down Main/Pontefract lines as shown in the signalling diagram included in this notice.

New connections in the Up and Down Main lines have been brought into use to form the new Swinton Junctions North and South to connect the new Swinton Curve in the vicinity of 167m.p. at the site of the new Swinton Station which has already been constructed, but has not yet been opened for public use.

The new junctions at Swinton will be protected by new controlled signals or existing automatic signals converted to controlled and replated accordingly as shown in the diagram.

All the new controlled signals and points at the Swinton new junctions are operated from Sheffield Signal Box and all signalpost and points telephones are connected to this Signal Box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ALDWARKE NORTH JN AND DEARNE JN - continued

The new Swinton Curve Up and Down Doncaster lines will NOT be brought into use for through train working to and from Doncaster until completion of remodelling of Mexborough Junction and associated new signalling at Mexborough in March 1990. Routes to and from the new curve at Swinton Junctions are available for use by Engineers trains only (in accordance with Special Instructions) until this date. Up Doncaster signal S.862 on Swinton Curve will be maintained at RED.

All new and redesignated signals have been equipped with A.W.S. at approximately 200 yards on the approach side and Track Circuit Block Regulations apply throughout the area of new and revised signalling.

(41)

* * SOUTH KIRKBY COLLIERY DISCHARGE HOPPER

*

The Discharge Hopper at the former South Kirkby Colliery has been restored to use for the receipt of spoil traffic.

The Hopper line siding has become a One Train Working line with Train Staff. The Train Staff will be held at Moothorpe Signal Box.

At this stage the facing crossover between line 'A' and line 'B' is clamped in the normal position and will be unclamped and operated as necessary by the Train Preparer.

The level crossing will be locked out of use whenever a train is in the sidings.

Details of the signalling and notice boards are shown in the diagram included with this notice.

(39)

HEALEY MILLS 'A' JN

The connection between the Down Fast and Down Slow lines at 42m. 05chs. has been removed and replaced by plain line.

(41)

BETWEEN FORMER GOOSE HILL JN AND NORMANTON

A trailing lead has been installed in the Down Main line at 184 $\frac{1}{2}$ m.p. and secured out of use until further notice.

(41)

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

Ground position light signal No. HU.158, located towards the West end of the Down Siding (former Down Slow), has been abolished and replaced by a buffer stop.

(40)

RILLINGTON

The trailing connection between the Down and Up Main lines has been taken out of use and replaced by plain line. The associated signals have been abolished.

(40)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

* * NEVILLE HILL WEST

*

A new crossover has been installed between the Up Local line and the Reception Sidings Neck, at 18m. 75chs. (on the York side of L.779 Ground Position Light signal). This allows trains to depart from the Reception Sidings, via L.779 signal, to the Up Goods, Up Main or Shunt Neck. It also provides access from the Down Goods Loop, Down Main and Up Goods Loop into the Reception Sidings.

Additional signalled routes into the Reception Sidings have been provided on the following signals, which display a position light aspect with 'R' stencil route indication:-

Down Goods Loop signal L.772 (route via Down Main)

Down Main signal L.773

Up Goods Loop (Down direction) Ground Position Light signal L.775

Shunt Neck Ground Position Light signal L.777.

(39)

HULL PARAGON STATION

Station Carriage Sidings A to E have been secured out of use pending removal. The connection to the sidings from the Main Line at $\frac{1}{4}$ m.p. have been secured in the normal position.

The line leading from the headshunt to the Sidings has been fitted with a temporary Stop Block. The headshunt has been renamed the "Up Siding".

(New item)

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHULL CALVERT LANE COAL DEPOT

Hull Calvert Lane Coal Depot has been secured out of use pending removal. A buffer stop will be installed approximately 50 yards from the main line connection.

(New item) (42)

* * BETWEEN DRIFFIELD AND BURTON AGNES

*

26.11.89 per C 36.

Nafferton Signal Box and all associated signals has been abolished.

The new Absolute Block Section is between Driffield Signal Box and Burton Agnes Signal box.

A new 2-aspect colour light automatic signal, plated D.12, has been provided on the Up Main line at the Hull end of Nafferton Station platform, with a new colour light distant signal, plated D.12R, provided 1,308 yards to the rear.

A new Intermediate Block Home signal, plated D.13, has been provided on the Down Main line approximately 25 yards beyond the Bridlington end of Nafferton Station platform.

Nafferton LC (at 21m. 44chs.)

The above level crossing has been equipped with Automatic Half Barriers (bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30mph speed restriction warning boards have been provided as follows:-

On the Up Main line, applying to the Down (wrong) direction approach, 572 yards before reaching the crossing.

On the Down Main line, applying to the Up (wrong) direction approach, 988 yards before reaching the crossing (680 yards before reaching Nether Lane LC and repeated 300 yards before reaching Nafferton LC).

The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

Nether Lane LC (at 21m. 58chs.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X30 mph speed restriction warning boards have been provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 680 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 880 yards before reaching the crossing (572 yards before reaching Nafferton LC and repeated 200 yards before reaching Nether Lane LC).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

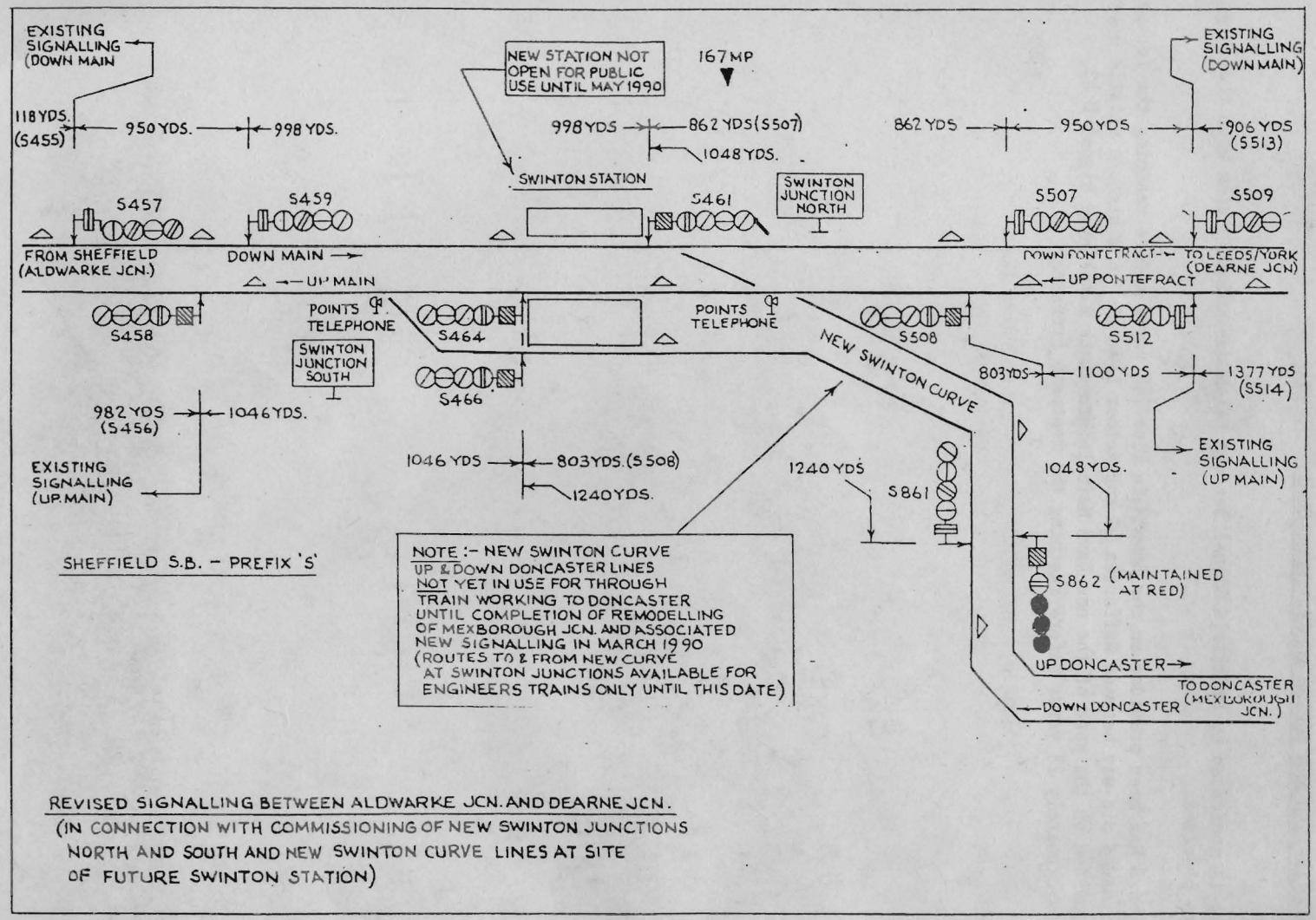
* * BETWEEN DRIFFIELD AND BURTON AGNES - continued

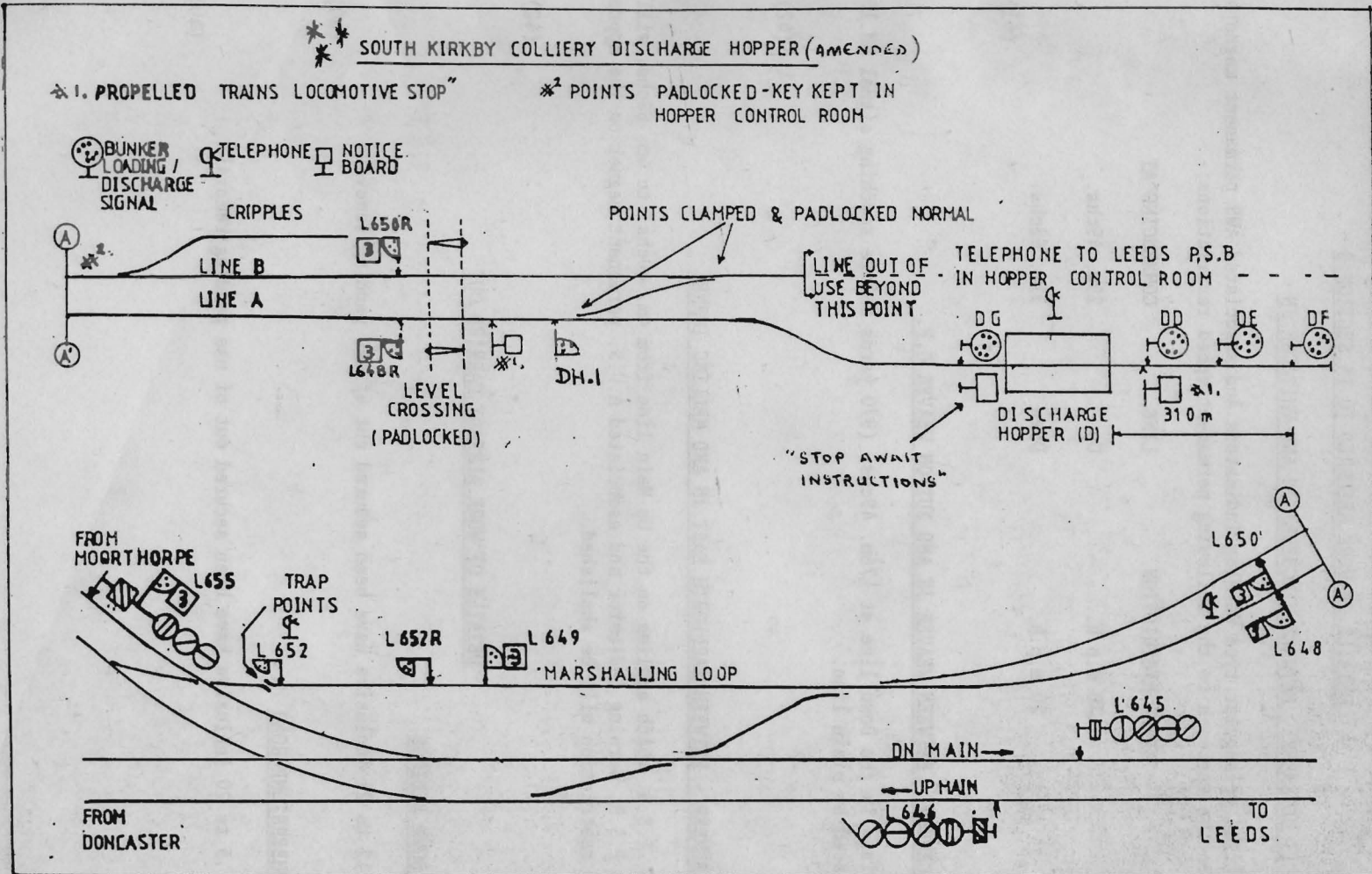
*

The crossing is monitored by Driffield Signal Box and telephone communication with that Signal Box has been provided.

A Whistle Board has been provided on the Down Main line 240 yards before reaching the footpath crossing situated mid-way between Nafferton LC and Nether Lane LC. A miniature whistle board has been provided on the post of the new Down Main Intermediate Block Home signal D.13, situated approximately 23 yards before reaching the footpath crossing.

(39)





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BUNTIL SUNDAY 17 DECEMBER - BETWEEN KINGSBURY JN AND WHITACRE JN

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets will be provided on the approach to the following permanent speed restrictions:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT | |
|---------------|-------------------|------|---------------|------|
| Kingsbury Jn. | 30 m.p.h. | Up | 29m. 49chs. | |
| Whitacre Jn. | 20 m.p.h. | Down | 31m. 62chs. | (41) |

SUNDAY 17 DECEMBER - BETWEEN WEAVER JN AND SUTTON WEAVER G.F.

The catch points in the Down line at 176m. 49chs. (970 yards before reaching signal HN.105) will be replaced by plain line.

(42)

MONDAY 18 DECEMBER - BETWEEN CARNFORTH EAST JN AND MELLING TUNNEL

The 20 m.p.h. P.S.R. which applies on the Up Main line from 4m. 40chs. to 4m. 66chs. will be removed. The P.S.R. warning indicator and associated A.W.S. permanent magnet on the approach to the speed restriction will be abolished.

(42)

DETAILS OF WORK ALREADY CARRIED OUTCRICKLEWOOD DOWN SIDINGS

Sidings Nos.12 to 21 inclusive have been secured out of use pending removal.

(40)

LEICESTER HUMBERSTONE ROAD

Sidings Nos. 5 to 20 inclusive have been secured out of use pending removal.

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSYSTON SOUTH GOODS YARD

The three sidings furthest from the "Up & Down" Slow line have been taken out of use, pending removal.

The siding nearest the "Up & Down" Slow line is still in use.

(New Item) (42)

BURTON-ON-TRENT

Wetmore M.G.R. Sidings Nos. 2 to 7 inclusive have been shortened by 11 yards and stop blocks re-positioned accordingly.

(41)

BETWEEN DUDESTON AND BESCOT

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets have been provided on the approach to the following permanent speed restrictions:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---------------------------------------|-------------------|------|---------------|
| Between Charlmont Road and Newton Jn. | 50 mph | Down | 7m. 30chs. |
| Bescot Jn. | 40 mph | Down | 8m. 50chs. |

(40)

* * BESCOT

*

A new position light ground signal WL.17 has been provided on the Down Grand Junction line. The new signal is on the left hand side of the line applying to movements in the Up direction to the Up Goods line and Up Sorting Sidings.

Set back white lights DTX6 and DTX7 have been temporarily taken out of use pending construction of the new Tame Bridge station.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBESCOTBescot Jn

The following Bescot Down Tower signals are now Walsall signals and have been renumbered as follows:-

| SIGNAL | HAS BECOME |
|--------|------------|
| DT.2 | WL.34 |
| DT.4 | WL.38 |
| DT.5 | WL.39 |
| DT.11 | WL.33 |

The connections to the diesel depot are now controlled by Walsall box.

A new facing crossover has been provided from the Up Grand Junction line to the Down Grand Junction line.

An additional route has been provided from signal WL.36 along the Down Grand Junction line in the Up direction to signal WL.17.

Signal WL.37 on the Up Grand Junction line has been provided with a 'position 4' junction indicator and the routes from WL.37 are:-

| ASPECT | INDICATION | ROUTE |
|----------------|-------------------------------|----------------------|
| Main | - | Up Grand Jn. line |
| Main | Position 4 Junction indicator | Up & Down Goods line |
| Position light | Position 4 junction indicator | Up & Down Goods line |
| Position light | DSS | Down Sorting Sidings |

Newton Jn

The connection from the Down Grand Junction line to the Shunting line has been abolished. The route from signal WL.2 to the Shunting line (indication 'SL') has been abolished.

(40)

WEAVER JUNCTION

The facing connection from the Down Main line to the Down Passenger Loop has been brought back into use. The speed through the connection to the Down Passenger Loop has been reduced to 30 m.p.h.

(40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN FRODSHAM JN AND WALTON OLD JN

*

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down line 1,342 yards before reaching the 45 mph line speed change which occurs at Acton Grange Junction (16m 22chs).

(39)

* * BETWEEN NORTHWICH WEST JN AND HARTFORD EAST JN

*

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line 1,122 yards before reaching the 20 mph permanent speed restriction which commences at 21m 15chs.

(39)

MANCHESTER PICCADILLY

Platform alterations are taking place on Platform 14. Drivers of Down trains which are booked to stop must draw their trains towards signal MP.389 in order to have the rear of the train clear of the construction work.

(UFN)

BETWEEN DINTING AND ARDWICK JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the approach to the following permanent speed restriction:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|---|-------------------|------|---------------|
| Between Ashburys Jn and Ardwick Jn. | 35 m.p.h. | Down | 0m. 70chs. |

(41)

WARRINGTON CENTRAL

Track and signalling alterations have been carried out as shown on the diagram included in this notice.

Telephones have been provided at signals WC.3, WC.4 and WC.31 on the Down Main line and at signals WC.37 and WC.52 on the Up Main line. A telephone has also been provided at the station end of No.1 and No.2 Up Sidings.

A permanent speed restriction of 30 m.p.h. applies through the new facing crossover from the Down Main line to the Up Main line ahead of signal WC.3.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWARRINGTON CENTRAL - continued

The hand-worked connection from No.2 siding to the RCE Sidings has become a box-worked connection.

The new and altered signals apply as follows:-

| SIGNAL | ASPECT | INDICATION | ROUTE SET |
|-------------|----------------|------------|---|
| WC.3 | Main | - | Down Main |
| | Main | Position 4 | Up Main Platform |
| WC.12/13/14 | Position light | 'SDG' | RCE Sidings |
| | | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.15/16 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.19/20 | Position light | 'DM' | Down Main |
| | | 'UM' | Up Main |
| WC.37 | Position light | - | Along Up Main (To Burtonwood GF). (40) |

BETWEEN SPRINGS BRANCH JN. AND WIGAN STATION JN

A new reflectorised triangular type Warning Indicator and associated AWS permanent magnet has been provided on the Down Main line, 1,342 yards before reaching the 75 m.p.h. permanent speed restriction which commences at 6m. 15chs.

(41)

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedPRESTON DOCK STREET SIDINGS

The following sidings have been reduced in length by the amounts stated :-

| | | | | | |
|----------|---|----------|----------|---|----------|
| Siding 1 | - | 20 yards | Siding 5 | - | 27 yards |
| Siding 2 | - | 27 yards | Siding 6 | - | 40 yards |
| Siding 3 | - | 27 yards | Siding 7 | - | 40 yards |
| Siding 4 | - | 27 yards | Siding 8 | - | 34 yards |

Also, the crossover between Sidings 3 and 4 has been taken out of use.

(40)

PRESTON FYLDE JN

A temporary stop block, facing northwards, has been provided on the shunting line, 112 yards on the station side of Preston Signalbox.

Position light shunting signal PN.138 situated to the left-hand side of the shunting line on the station side of the connection to the sidings has been temporarily repositioned on the right hand side of the shunting line.

The above mentioned connection from the shunting line to the sidings has been temporarily replaced by plain line and the portion of the shunting line between this connection and the stop block temporarily taken out of use.

(41)

KIRKHAM NORTH JUNCTION

In connection with the construction of a new overbridge at Kirkham North Jn, the sidings at his location have been altered as shown on the diagram included in this notice.

(40)

* * BETWEEN SKIPTON AND CARLISLE

*

New reflectorised triangular type Warning Indicators and associated AWS permanent magnets have been provided on the approach to the following permanent speed restrictions :-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--------------------------------------|-------------------|-----------|---------------|
| Skipton | 40 m.p.h. | Down Main | 220m. 66chs. |
| Between Ribbleshead and Blea Moor | 30 m.p.h. | Down Main | 247m. 33chs. |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN SKIPTON AND CARLISLE - continued

*

| | | | |
|--|-----------|-----------|--------------|
| Between Shotlock Hill and Birkett Tunnels | 20 m.p.h. | Down Main | 261m. 40chs. |
| Between Appleby and Culgaith | 30 m.p.h. | Down Main | 280m. 50chs. |
| Petteril Bridge Jn. | 20 m.p.h. | Down Main | 307m. 05chs. |
| Between Culgaith and Appleby | 30 m.p.h. | Up Main | 281m. 43chs. |
| Between Birkett and Shotlock Hill Tunnels | 20 m.p.h. | Up Main | 263m. 40chs. |
| Between Blea Moor and Ribbleshead | 30 m.p.h. | Up Main | 248m. 34chs. |

NOTE : An additional miniature Warning Indicator has been provided on the Up Loop.

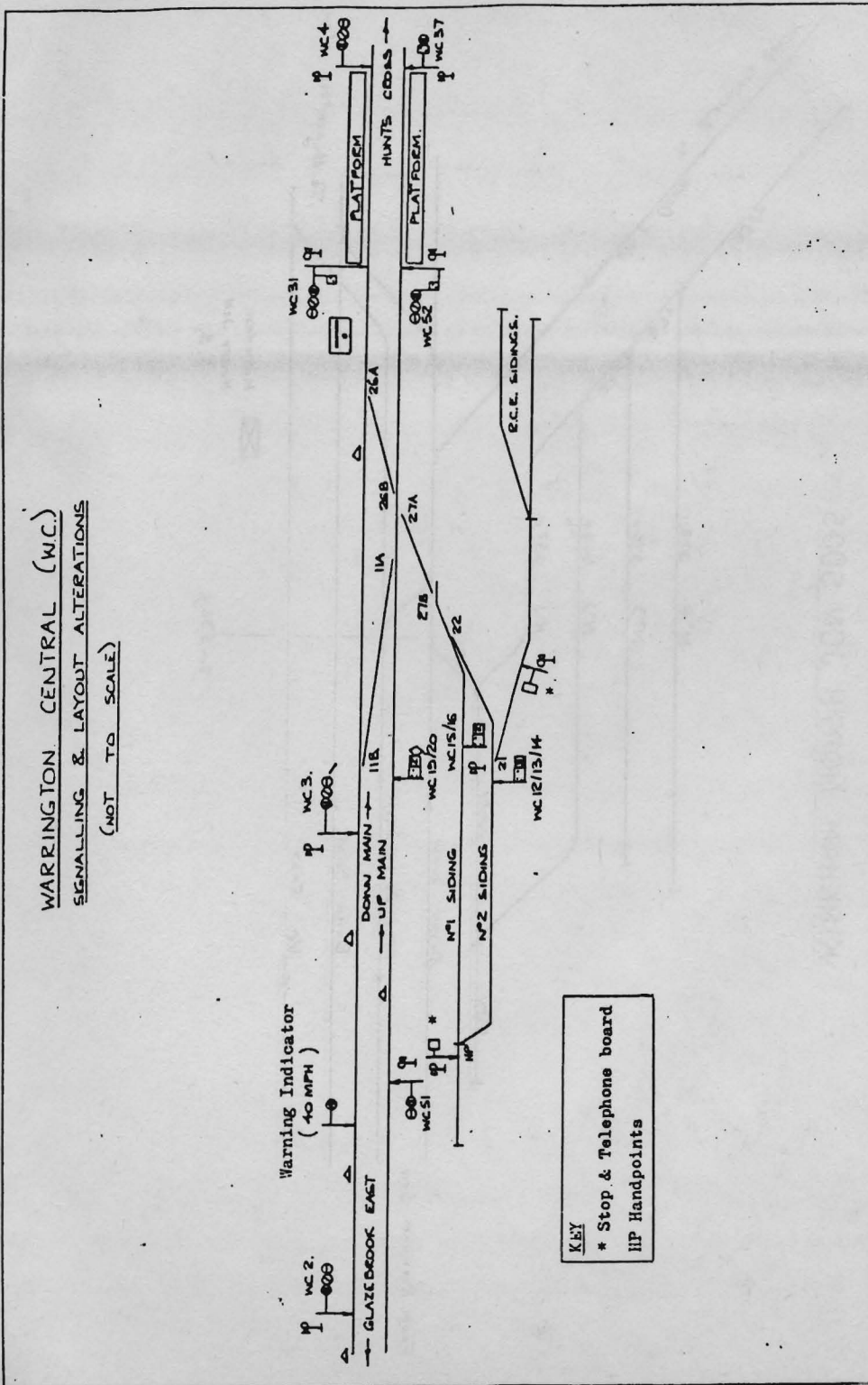
| | | | |
|---|-----------|---------|---------|
| Between Settle Station and Settle Junction | 30 m.p.h. | Up Main | 235m.p. |
|---|-----------|---------|---------|

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

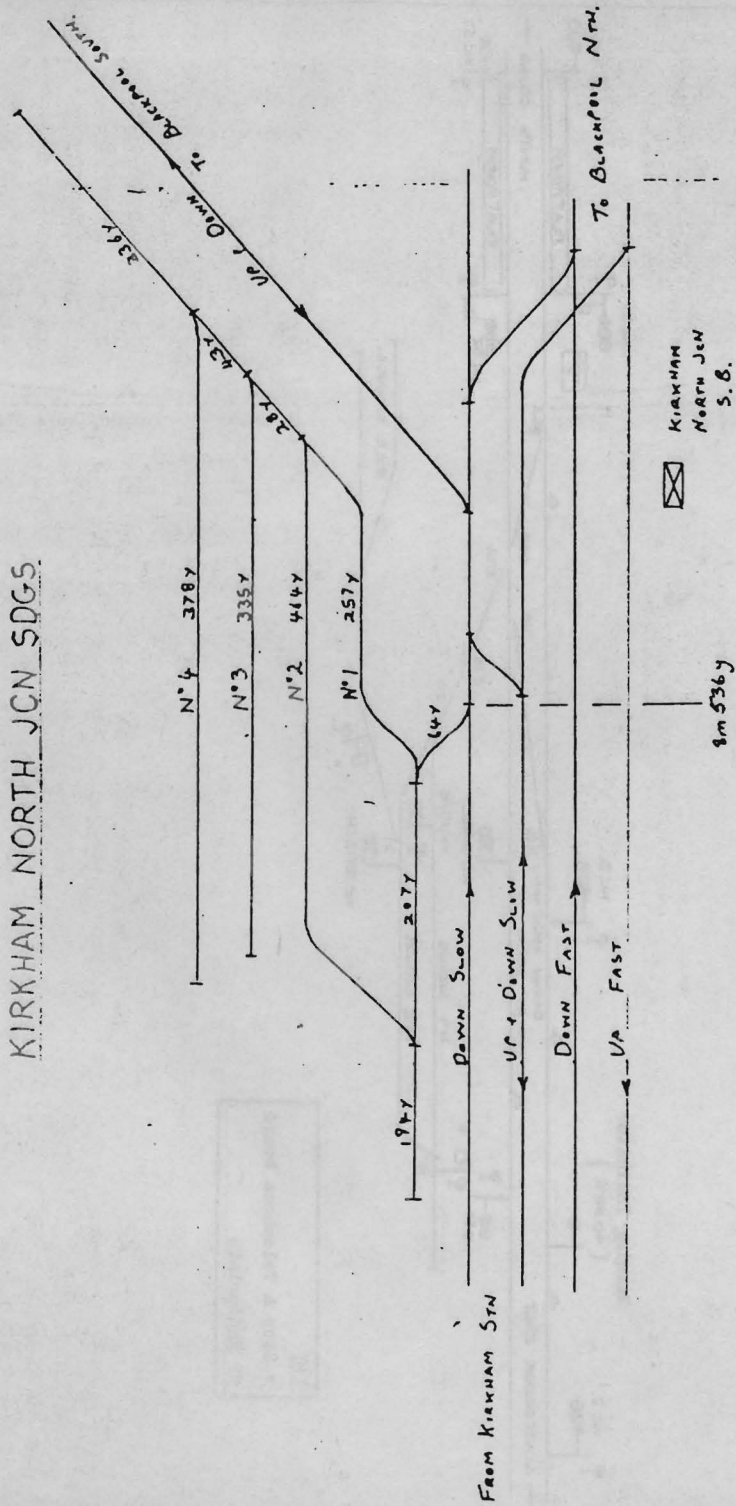
DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - 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 BTHURSDAY 4 JANUARY - LEEDS WEST JN (VIADUCT SIDING)

The fixed buffer stop in the Viaduct Siding will be removed and replaced by a temporary buffer stop in the form of a brake van.

(43)

DETAILS OF WORK ALREADY CARRIED OUTGRIMSBY PASTURE STREET

The subsidiary route from Up Main signal P.382 to the Up Sidings ('U' indication) and route indication 'U' from Down Main Ground Position Light signal P.88 to the Up Sidings have been abolished.

The connection from the Down/Up Cleethorpes line to the Up Sidings at 109m. 50chs. has been taken out of use and plain line installed.

A new connection has been provided in the Down/Up Cleethorpes line, facing in the Up direction, at 109m. 58chs. and secured out of use in the normal position.

(42)

* * BETWEEN PASTURE STREET LC AND FISH DOCK ROAD LC

*

A new connection has been provided in the Down/Up Cleethorpes line, facing in the Down direction, at approximately 110m. 02chs.

It has been secured out of use in the normal position.

(40)

BETWEEN MARSH JN AND GRIMSBY

A reflectorised Speed Restriction Warning Indicator has been provided between Marsh Jn and Grimsby on the Up line at 108m. 17chs. giving warning of the permanent speed restriction of 15 m.p.h. at 109m. 10chs.

The distance between the warning indicator and the commencement of the 15 m.p.h. speed restriction is 1,606 yards.

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

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DARNALL AND NUNNERY MAIN LINE JN

A reflectorised Speed Restriction Warning Indicator has been provided between Darnall and Nunnery Main Line Jn on the Down line at 42m. 22chs. giving warning of the permanent speed restriction of 25 m.p.h. at 159m. 16chs. (mileage change).

The distance between the warning indicator and the commencement of the 25 m.p.h. speed restriction is 1,276 yards.

An A.W.S. permanent magnet has been provided 200 yards before reaching the indicator. (42)

STAINTON LC (AT 33m. 60chs.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The Gate Box and all associated signalling has been abolished.

The crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose X40mph speed restriction warning boards have been provided as follows:-

On the Down Main line, applying to the Up (wrong) direction approach, 782 yards before reaching the crossing.

On the Up Main line, applying to the Down (wrong) direction approach, 1,023 yards before reaching the crossing.

The crossing will be monitored by Langworth Signal Box and telephone communication with that Signal Box has been provided. (42)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position. (UFN)

CLIPSTONE - RUFFORD NO.1 COAL STACKING SITE GROUND FRAME

The line between Rufford No.1 Coal Stacking Site and Blidworth Colliery has been taken out of use and the Ground Frame has been secured for through running to and from the Stacking Site. One Train Working will now apply between Bilsthorpe Colliery Jn and Rufford No.1 Coal Stacking Site. (42)

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

The catch/trap points located on the Up Goods line at 146m. 33chs. have been removed and replaced by plain line.

(42)

* * BETWEEN ALDWARKE NORTH JN AND DEARNE JN

*

In preparation for the opening of the new Swinton Curve double line, for operation of through train working between Aldwarke Jn and Mexborough via Swinton, revised signalling has been brought into use between Aldwarke Jn and Dearne Jn on the Up and Down Main/Pontefract lines as shown in the signalling diagram included in this notice.

New connections in the Up and Down Main lines have been brought into use to form the new Swinton Junctions North and South to connect the new Swinton Curve in the vicinity of 167m.p. at the site of the new Swinton Station which has already been constructed, but has not yet been opened for public use.

The new junctions at Swinton will be protected by new controlled signals or existing automatic signals converted to controlled and replated accordingly as shown in the diagram.

All the new controlled signals and points at the Swinton new junctions are operated from Sheffield Signal Box and all signalpost and points telephones are connected to this Signal Box.

The new Swinton Curve Up and Down Doncaster lines will NOT be brought into use for through train working to and from Doncaster until completion of remodelling of Mexborough Junction and associated new signalling at Mexborough in March 1990. Routes to and from the new curve at Swinton Junctions are available for use by Engineers trains only (in accordance with Special Instructions) until this date. Up Doncaster signal S.862 on Swinton Curve will be maintained at RED.

All new and redesignated signals have been equipped with A.W.S. at approximately 200 yards on the approach side and Track Circuit Block Regulations apply throughout the area of new and revised signalling.

(41)

BETWEEN BARROW HILL AND TAPTON JN

A reflectorised Speed Restriction Warning Indicator has been provided between Barrow Hill and Tapton Jn on the Up line at 147m. 59chs. giving warning of the permanent speed restriction of 45 m.p.h. at 146m. 72chs. (Change of line speed).

The distance between the warning indicator and the commencement of the 45 m.p.h. speed restriction is 1,474 yards.

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

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHEALEY MILLS 'A' JN

The trailing end of the connection from the Down Fast to the Down Slow line at 42m. 05chs., previously secured out of use, has been removed and replaced by plain line.

(Amended item) (44)

* * BETWEEN FORMER GOOSE HILL JN AND NORMANTON

*

A trailing lead has been installed in the Down Main line at 18⁴/₄m.p. and secured out of use until further notice.

(41)

* * HUDDERSFIELD

*

Ground position light signal No. HU.158, located towards the West end of the Down Siding (former Down Slow), has been abolished and replaced by a buffer stop.

(40)

* * RILLINGTON

*

The trailing connection between the Down and Up Main lines has been taken out of use and replaced by plain line. The associated signals have been abolished.

(40)

BETWEEN KNOTTINGLEY AND SHAFTHOLME JN

A reflectorised Speed Restriction Warning Indicator has been provided between Knottingley and Shaftholme Jn on the Up line at 67m. 58chs. giving warning of the permanent speed restriction of 25 m.p.h. at 68m. 43chs.

The distance between the warning indicator and the commencement of the 25 m.p.h. speed restriction is 1,430 yards.

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

(42)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HULL PARAGON STATION

Station Carriage Sidings A to E have been secured out of use pending removal. The connection to the sidings from the Main Line at $\frac{1}{4}$ m.p. have been secured in the normal position.

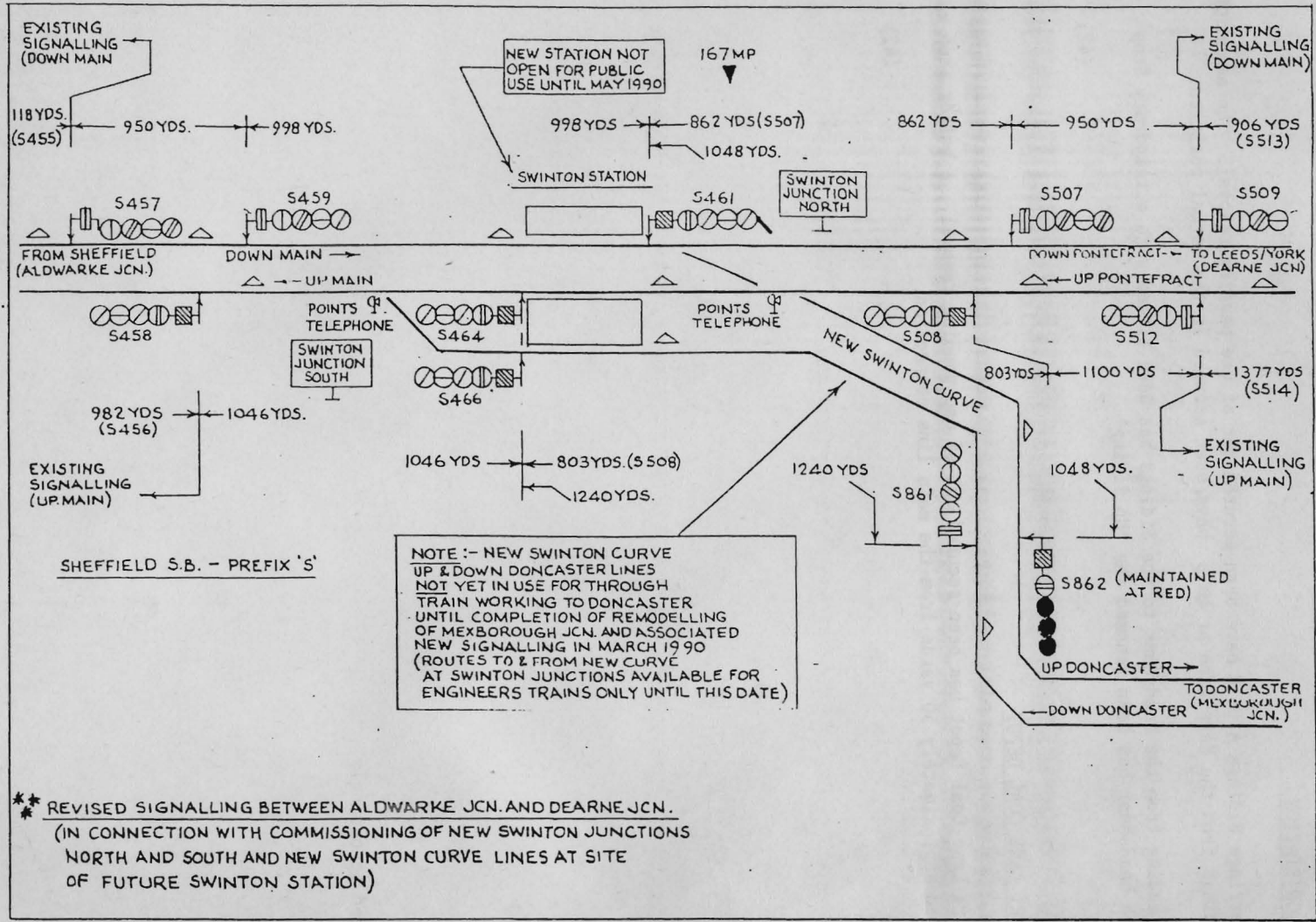
The line leading from the headshunt to the Sidings has been fitted with a temporary Stop Block. The headshunt has been renamed the "Up Siding".

(42)

HULL CALVERT LANE COAL DEPOT

Hull Calvert Lane Coal Depot has been secured out of use pending removal. A buffer stop will be installed approximately 50 yards from the main line connection.

(42)



*** REVISED SIGNALLING BETWEEN ALDWARKE JCN. AND DEARNE JCN. (IN CONNECTION WITH COMMISSIONING OF NEW SWINTON JUNCTIONS NORTH AND SOUTH AND NEW SWINTON CURVE LINES AT SITE OF FUTURE SWINTON STATION)

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 5.4</u> | | | | | |
| <u>HASLAND TO GASCOIGNE WOOD VIA SHEFFIELD</u> | | | | | |
| Between <u>Chesterfield</u> and Tapton Jn | | | | | |
| <u>Delete:-</u> | | | | | |
| C. Up Goods at 146m. 33chs. | | | | | |
| (2D) | | | | | |
| <u>Page 5.8</u> | | | | | |
| Between Aldwarke North Jn (Mid) and Former Swinton Jn | | | | | |
| <u>Add:-</u> | Swinton Jn South | 166 60 | | | |
| <u>Add:-</u> | Swinton Jn North | 167 00 | | | |
| (2D) | | | | | |

TABLE A - DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|---|--|--------|------------------------------|--------------|--|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>Page 5.17</u> | | | | | |
| <u>MOORTHORPE JN TO SOUTH KIRKBY JN</u> | | | | | |
| Between Moorthorpe Jn and South Kirkby Jn | | | | | |
| <u>Add:-</u> | South Kirkby Colliery Branch Jn (See below) | 0 19 | | | (2D) |
| <u>Add:-</u> | | | | | |
| | <u>SOUTH KIRKBY COLLIERY BRANCH</u> | | <u>10</u> | <u>10</u> | MAXIMUM PERMISSIBLE SPEED |
| | South Kirkby Colliery Branch Jn (See above) | 0 19 | | | AWS not provided. Controlled by Leeds (L) signal box. |
| | South Kirkby Colliery Main Line Jn (See Section 6) | 0 22 | | | |
| | End of Branch | 0 77 | | | (2D) |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR 30018/5 BRITISH RAILWAYS EASTERN REGION SECTIONAL APPENDIX SECTION NO.5 - continuedPage 5.22TABLE 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 |
|------------------------------|------------------------|--|
| South Kirkby Colliery Branch | Moorthorpe | Train Preparer (2D) |

Page 5.23LOCAL INSTRUCTIONSINDEXSPageAdd:-

| | | |
|-------------------------------|------|------|
| South Kirkby Discharge Hopper | 5.28 | (2D) |
|-------------------------------|------|------|

Page 5.28Add:-MOORTHORPE JN TO SOUTH KIRKBY JNSOUTH KIRKBY DISCHARGE HOPPER

1. On arrival of a train for discharge, at Moorthorpe, the Train Preparer must in addition to obtaining the train staff for South Kirkby Marshalling Loop/Discharge Hopper line and handing it to the Driver, collect the lineside control panel key for operation of the crossover between lines A and B. The control panel key must be returned when the empty train returns to Moorthorpe.
2. The loaded train must not proceed through the Hopper until authority to do so is given by the Hopper Operator and such movement will be controlled by the unloading signals.
3. Discharge will take place during propelling under the control of the unloading signals, speed of which must not exceed $\frac{1}{2}$ m.p.h.
4. The Train Preparer must not authorise the locomotive, when the train has been discharged, to propel through the hopper until the Hopper Operator has advised that it is safe to do so.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 BRITISH RAILWAYS EASTERN REGION SECTIONAL APPENDIX SECTION NO.5 - continued

LOCAL INSTRUCTIONS - continued

Page 5.28 - continued

SOUTH KIRKBY DISCHARGE HOPPER - continued

5. The train must be brought to a stand clear of the crossover road and the Train Preparer must operate the crossover and authorise the locomotive to proceed to line B for running round. The crossover must then be returned to normal and the lineside control panel closed and secured.
6. The Rolling Stock Technician must advise the Train Preparer and Hopper Operator at this point, of any crippled wagons requiring to be detached.
7. The Train Preparer must advise the Signaller at Leeds when the locomotive running round, is ready to complete the movement via signals L.650 and L.649.

When the train is ready to proceed to Moorthorpe, the Train Preparer must advise the Signaller at Leeds accordingly.

9. Crippled Wagons

Should a wagon require to be detached and stabled, the operation must be performed after the locomotive has been run round, the Signaller at Leeds being advised of the movements required. The Train Preparer must obtain the key for the padlock securing the cripple siding points from the Hopper Operator and return it after shunting operations have been completed.

10. Emergencies

- (i) Should an emergency arise during discharge operations, the Rolling Stock Technician must operate the emergency stop button, restoring the unloading signals to the "Stop Immediately" aspect and, in these circumstances, he must not allow movement of the train to recommence until he has agreed with the Hopper Operator it is safe to do so.
- (ii) If the train is stopped because of spillage during discharging, the train brake must be applied and sufficient wagon brakes pinned down to prevent movement taking place before clearance of the obstruction commences. If the spillage is of such a volume as to require removal by staff working between the wagons, the train must be uncoupled and one portion drawn clear, brakes being pinned down on both portions. During this procedure, the Train Preparer will assume control and advise when it is safe to remove spillage.

(2D)

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 6.21</u> | | | | | |
| <u>EASTWOOD G.F. TO SKELTON JN</u> | | | | | |
| Between <u>Church Fenton</u> and Church Fenton (CF) | | | | | |
| <u>Delete:-</u> | | | | | |
| | | | 15 | <u>Up Leads to Up Platform Loop at 10m. 50chs.</u> | |
| Between Church Fenton (CF) and Church Fenton North Jn | | | | | |
| <u>Add:-</u> | | | | | |
| | | | 15 | <u>Up Leads to Up Platform Loop at 10m. 42chs.</u> | (2D) |
| <u>Page 6.40</u> | | | | | |
| <u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u> | | | | | |
| At Leeds Road (Wood End) LC BC (OPEN) | | | | | |
| <u>Add:-</u> | | | | | |
| | | | | Obtain authority before proceeding. | (2D) |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/6 BRITISH RAILWAYS EASTERN REGION SECTIONAL APPENDIX SECTION NO.6 - continued

LOCAL INSTRUCTIONS

Page 6.97

HEADFIELD BRANCH

Trains entering or leaving APCM Sidings

Delete second paragraph and Substitute:-

When the Driver hears the Set-back bell he is permitted to set his train back cautiously, keeping a sharp lookout and be prepared to act on the Guards handsignal when he comes into view.

(2D)

BR 30057/2 BRITISH RAILWAYS EASTERN REGION INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (SOUTHERN AREA).

Page 4

List of lines in the sequence used throughout the book Page in
Table A

DERBY LONDON ROAD JN TO BIRMINGHAM NEW STREET AND BRANCHES

Add:-

Hamstead to Bescot
Jn 66

Pages 5 to 8

INDEX (STATIONS, SIGNAL BOXES ETC)

Location Page No

B

Add:-

Bescot 66
Bescot Down Tower 66

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CLASS 155 DMMU'S - continued

ROUTE AVAILABILITY - continued

SCARBOROUGH - Platforms 3 and 5

SELBY - Platform 3 (The Selby restriction only applies if a unit suffers a deflated air-suspension bag).

SHEFFIELD - Platforms 1, 3 and 4.

SHILDON - Up Platform (The Shildon restriction only applies if a unit suffers a deflated air-suspension bag)

* In the event of a Class 155 being returned to/from Workington via Hexham, only the following route may be used.

Durham - Tyne Yard - Low Fell Jn - Norwood Jn - Dunston - Hexham - Petteiril Bridge Jn - LMR boundary.

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 a 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.

(UFN)

CLASSES 150, 155 AND 156 TRAINS

DOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course.

(UFN)

WORKING OF THE NEW SWINTON CURVE

The connections to and from the new Swinton Curve have been commissioned for ENGINEERS TRAINS ONLY, at the Swinton Jn end of the curve up to scotch blocks situated on the Mexborough side of both signals S.861 and S.862.

Any Engineer's train proceeding on to the Swinton Curve must have the locomotive at the Mexborough end and must be fitted with a continuous brake.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedWORKING OF THE NEW SWINTON CURVE - continuedTrains on to Swinton Curve1. Up Doncaster

Trains may be routed from signal S.461 to signal S.862 (Up Doncaster) which is maintained at Red. Permission to pass signal S.862 must only be given when the Engineer's Person in Charge has confirmed that the scotch block has been removed and he has given his authority to the Signaller for the train to proceed. When the complete train has passed signal S.862 the scotch block must be replaced across the track.

2. Down Doncaster

Engineer's trains may be routed to the Down Doncaster line to a point opposite Up Doncaster line signal S.862. Trains must not proceed beyond this point until the scotch block has been removed and they are authorised to proceed by the Engineer's Person in Charge. When the complete train has passed signal S.861 the scotch block must be replaced across the track.

Trains off Swinton Curve1. Up Doncaster

The scotch block ahead of signal S.862 must not be removed to permit a train to proceed towards Swinton Jn in the facing direction, until permission is received from the Signaller at Sheffield.

The Signaller must not give permission for the movement to commence until one of the following routes has been set:-

- (a) Signal S.508 placed to Danger
Points 4283 Reverse
Points 4282 Normal

OR

- (b) Signal S.508 at Danger
Points 4283 Reverse
Points 4282 Reverse
Signals SA.3, SA.13 and SA.27 at Danger and the track circuits ahead of those signals to signal S.461 must be clear and no conflicting movement authorised.

2. Down Doncaster

No movement must proceed past signal S.861 until the signaller's permission has been obtained and the scotch block has been removed.

The scotch block must be replaced across the track immediately after a train has departed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedWORKING OF THE NEW SWINTON CURVE - continuedTrains on to Swinton Curve1. Up Doncaster

Trains may be routed from signal S.461 to signal S.862 (Up Doncaster) which is maintained at Red. Permission to pass signal S.862 must only be given when the Engineer's Person in Charge has confirmed that the scotch block has been removed and he has given his authority to the Signalman for the train to proceed. When the complete train has passed signal S.862 the scotch block must be replaced across the track.

2. Down Doncaster

Engineer's trains may be routed to the Down Doncaster line to a point opposite Up Doncaster line signal S.862. Trains must not proceed beyond this point until the scotch block has been removed and they are authorised to proceed by the Engineer's Person in Charge. When the complete train has passed signal S.861 the scotch block must be replaced across the track.

Trains off Swinton Curve1. Up Doncaster

The scotch block ahead of signal S.862 must not be removed to permit a train to proceed towards Swinton Jn in the facing direction, until permission is received from the Signalman at Sheffield.

The Signalman must not give permission for the movement to commence until one of the following routes has been set:-

- (a) Signal S.508 placed to Danger
Points 4283 Reverse
Points 4282 Normal

OR

- (b) Signal S.508 at Danger
Points 4283 Reverse
Points 4282 Reverse
Signals SA.3, SA.13 and SA.27 at Danger and the track circuits ahead of those signals to signal S.461 must be clear and no conflicting movement authorised.

2. Down Doncaster

No movement must proceed past signal S.861 until the signalman's permission has been obtained and the scotch block has been removed.

The scotch block must be replaced across the track immediately after a train has departed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WORKING OF THE NEW SWINTON CURVE - continued

At the Mexborough end of the Curve the track has been severed 30 feet short of the junction and slued 6 feet northwards towards what will be the eventual alignment. Scotch blocks have been secured across the track at the Swinton end of the severed line.

(UFN)

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Maincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(UFN)

GOOSE HILL LANDFILL SCHEME

Lineside piling work is being carried out adjacent to the Down line between Turners Lane Jn and Altofts Jn at 50m. 10chs. Crane in use.

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

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

(UFN)

HUDDERSFIELD STATION

Platform work will be taking place on Platforms 1 and 8 until further notice. Platform 1 has been shortened by approximately 80 yards and Platform 8 by approximately 70 yards, at the West end.

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

(UFN)

BARNSLEY STATION

Platform repairs will be taking place until further notice.

Drivers of trains stopping at Barnsley 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

MALTON STATION

Platform work will be taking place until further notice.

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

(UFN)

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

Mark 3 coaching stock (HST & Loco hauled)
Class 155 'Sprinter Units'
Class 156 'Sprinter Units'
Class 158 'Express Units'

(UFN)

SALTAIRE AND CROSSFLATTS STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formation the rear 3 car unit must be locked out of use before departure from Leeds:-

2M67 13 33 (SX) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

2M67 13 33 (SO) Leeds to Morecambe when formed of 2 X 3 car Class 144 units.

2M71 17 26 (SO) Leeds to Morecambe when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Morecambe:-

2E80 14 22 (SO) Morecambe to Leeds when formed of a 3 car Class 144 unit and a 2 car Class 14X unit.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Skipton:-

2H06 07 01 (SO) Skipton to Leeds when formed of a 3 car Class 144 unit and a 2 car Class 14X unit.

The following Class 14X formations may call at Saltaire and Crossflatts stations without restriction :-

1 x 2 car Class 14X unit.
1 x 3 car Class 144 unit.
2 x 2 car Class 14X units.

(UFN)

**BRITISH RAIL
EASTERN REGION**

NS

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 14 JANUARY
TO
FRIDAY 20 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 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 C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSpeeton 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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)
INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 155

SNOW CLEARANCE ARRANGEMENTS

Tender Mounted Ploughs

Delete : Lincoln, York.

Large Ploughs with Guards Compartment - Hand brake only fitted

Delete : Healey Mills, York.

Add : Leeds (Holbeck)

(2D)

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN TO BERWICK
YORK

Pages 174/5

Add :-

Transfer of traffic between Down Departure lines and B.R.E.L. Ltd.

1. Except when required for access into or out of B.R.E.L., the handpoints at the entrance must be clipped and padlocked towards the Back Road. The person in charge of a movement to enter the B.R.E.L. Sidings must obtain the key for the handpoints from the York Yard North Chargemans cabin.
2. The York Yard North Chargeman must obtain authority from the B.R.E.L. Movements Officer for a movement to enter the B.R.E.L. sidings.
3. A movement from the Down Departure lines to B.R.E.L. must be accompanied throughout and under control of the B.R. person in charge who must stable the train or locomotive as instructed by the B.R.E.L. person in charge.
4. Movements must only pass the "Stop, Await Instructions" board controlling exit from the B.R.E.L. sidings on the authority of the York Yard North Chargeman.
5. When a movement has passed clear, the handpoints must be replaced and padlocked towards the Back Road and the key returned to the York Yard North Chargemans Cabin.

(2D)

**BRITISH RAIL
EASTERN REGION**

C

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

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TEMPORARY ENGINEERING WORKS

" 28

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 27 JANUARY
TO
FRIDAY 2 FEBRUARY 1990
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 BSATURDAY/SUNDAY 27/28 JANUARY - WICKENBY

The existing signalling at Wickenby will be abolished and new colour light signalling brought into operation as shown in the diagram included in this notice.

In the Down direction a new 2-aspect red/green colour light Down Main Starting signal will be sited at 31m. 17chs., 985 yards after passing Wickenby Signal Box and plated W.5. A new 3-aspect red/yellow/green Down Main Home signal plated W.3 will be sited 1,738 yards before reaching signal W.5. Telephones to Wickenby Signal Box will be provided. A new 2-aspect yellow/green Down Main Distant signal plated W.1 will be sited 2,174 yards before reaching signal W.3.

In the Up direction a new 2-aspect red/green colour light Up Main Starting signal will be sited at 29m. 19chs., 2,263 yards after passing Wickenby Signal Box and plated W.2. A new 3-aspect red/yellow/green colour light Up Main Home signal plated W.4 will be sited 2,458 yards before reaching signal W.2. Telephones to Wickenby Signal Box will be provided. A new 2-aspect yellow/green Up Main Distant signal plated W.6 will be sited 1,778 yards before reaching signal W.4.

Ground Position Light signal W.52 (opposite Wickenby Signal Box) on the Down Main line will display stencil route indication 'U' for movements to the Up Main line and indication 'S' for movements to the A.C.E.'s siding.

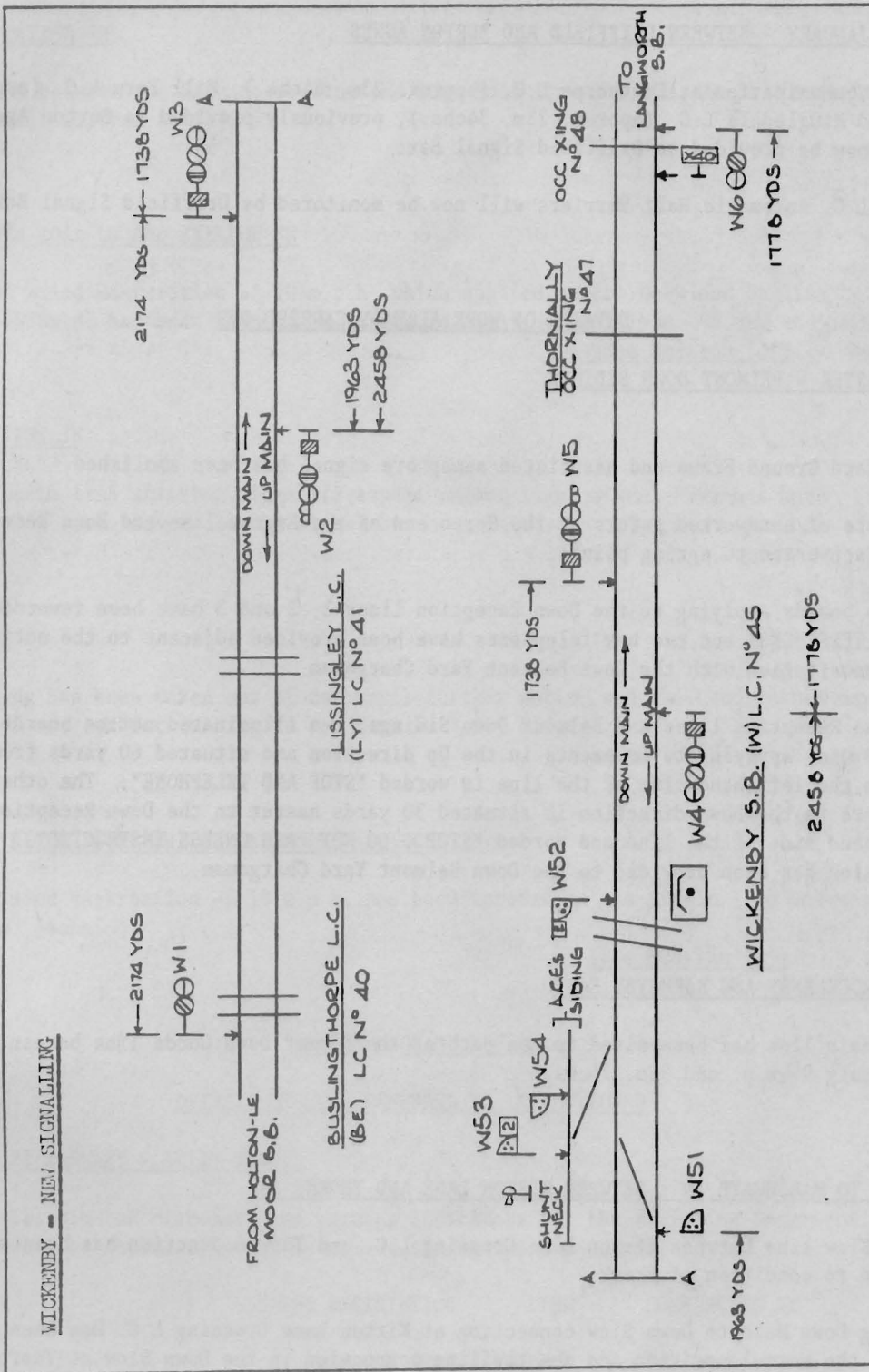
Ground Position Light signal W.53 (on the shunt neck of the A.C.E.'s siding) will display stencil route indication 'D' for movements to the Down Main line and indication 'S' for movements to the A.C.E.'s siding.

Ground Position Light signal W.51 on the Up Main line applies to the Down Main line only.

The aspect sequence of the Down and Up Main line Distant, Home and Starting signals will be in accordance with the Rule Book Section C.3.1.1.

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

SUNDAY 28 JANUARY - BETWEEN DRIFFIELD AND BURTON AGNES

Telephone communication at Lowthorpe L.C. (approx. 23m. 64chs.), Mill Farm L.C. (approx. 23m. 48chs.) and Mingle Dale L.C. (approx. 23m. 34chs.), previously provided to Burton Agnes Signal Box, will now be provided to Driffield Signal Box.

Lowthorpe L.C. Automatic Half Barriers will now be monitored by Driffield Signal Box.

(48)

DETAILS OF WORK ALREADY CARRIED OUT

* * DONCASTER - BELMONT DOWN SIDINGS

*

The Hump Yard Ground Frame and associated semaphore signal has been abolished.

The two sets of handworked points at the North end of the Engine line and Down Reception lines have been converted to spring points.

Two notice boards applying to the Down Reception lines 1, 2 and 3 have been reworded to say "STOP AND TELEPHONE" and two new telephones have been provided adjacent to the notice boards giving communication with the Down Belmont Yard Chargeman.

Between the Reception lines and Belmont Down Sidings, two illuminated notice boards have been provided. One, applying to movements in the Up direction and situated 60 yards from the Down Sidings on the left hand side of the line is worded "STOP AND TELEPHONE". The other applying to movements in the Down direction is situated 30 yards nearer to the Down Reception lines on the left hand side of the line and worded "STOP. DO NOT PASS UNLESS INSTRUCTED". Telephone communication has been provided to the Down Belmont Yard Chargeman.

(45)

BETWEEN BROCKLESBY AND BARNETBY EAST

The Down Main line has been slued to the path of the former Down Goods line between approximately 99½m.p. and 98m. 75chs.

(47)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

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

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

BETWEEN THORPE ROAD LC AND SKELLOW JN

The Permanent Speed Restriction of 20 m.p.h. which applied on the Down and Up line between 164m.p. and 162½m.p. has been reduced in length to apply between 163m. 46chs. and 162½m.p.

(See Section 'D') (47)

BARNSELY STATION JN

The Down Dodworth line starting signal (2-aspect colour light signal BY9) has been repositioned 289 yards nearer to the signal box.

(46)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

BETWEEN HULL RIVER SWING BRIDGE AND FORMER BRIDGES JN

A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Single line between 0m. 48chs. and 0m. 44chs.

(See Section 'D') (46)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BUNTIL SUNDAY 28 JANUARY - ARLEY TUNNEL

The existing illuminated circular type Warning Indicators for the following permanent speed restrictions will be replaced by reflectorised triangular type signs:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--------------|-------------------|------|---------------|
| Arley Tunnel | 30 m.p.h. | Down | 6m. 58chs. |
| Arley Tunnel | 30 m.p.h. | Up | 6m. 19chs. |

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION 'B' - continuedLONDON MIDLAND REGION - continuedMONDAY 29 JANUARY - BETWEEN RAINHILL AND HUYTON

A temporary level crossing will be provided at 7m. 55chs.

(48)

MONDAY 29 JANUARY TO SUNDAY 4 FEBRUARY - BETWEEN DAW MILL AND WATER ORTON

The existing illuminated circular type Warning Indicators for the following permanent speed restrictions will be replaced by reflectorised triangular type signs:-

| LOCATION | SPEED RESTRICTION | LINE | COMMENCING AT |
|--------------|-------------------|------|---------------|
| Daw Mill | 30 m.p.h. | Down | 2m. 04chs. |
| Whitacre Jn. | 30 m.p.h. | Up | 32m. 04chs. |
| Water Orton | 40 m.p.h. | Down | 34m. 29chs. |

(48)

DETAILS OF WORK ALREADY CARRIED OUTABBEY JUNCTION

The facing connection in the Up Birmingham line leading to Judkins Sidings has been secured out of use pending replacement by plain line, and all associated signalling abolished.

(47)

BETWEEN DERBY LONDON ROAD JN AND PEARTREE

A new station consisting of a single platform, 288 yards long, to serve Derby County Football Ground has been provided on the through siding. The station has been named "Rams Line Halt".

(47)

ST. HELENS JN

THIS WORK HAS NOT BEEN CARRIED OUT

(47)

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BOLTON

Bolton signal box has been abolished and control of all points and signals transferred to Manchester Piccadilly S.C.C.

All signals retain their existing numbers but are pre-fixed 'MP.6'. All telephones have been connected to Manchester Piccadilly S.C.C.

The Down and Up Main lines on the Manchester side of the box have been re-named 'Down and Up Bolton' lines respectively.

(46)

BULLFIELD WEST

Bullfield West signal box has been abolished and all signals except signal BW.12, situated on the Down Main line approaching the box, removed. This signal has become a Manchester Piccadilly signal, numbered MP.639.

(47)

LOSTOCK JUNCTION

Lostock Junction signal box has been abolished, together with all signals worked therefrom. Control of all points has been transferred to Manchester Piccadilly.

Blackrod Junction

The following signals have been abolished:-

- Down Main Distant (BJ.33)
- Down Main Home (BJ.32)
- Up Main Starting (BJ.5)

Between Bolton and Blackrod Junction/Crow Nest Junction

The lines have been re-signalled as shown in the diagram included in this notice. A telephone to the controlling box has been provided at each stop signal. The Track Circuit Block System applies throughout.

The Down and Up Main lines between Bolton and Lostock Junction have been re-named 'Down and up Bolton' lines respectively.

The Down and Up Wigan/Main lines between Lostock Junction and Crow Nest Junction have been re-named 'Down and Up Hindley' lines respectively.

The Automatic Warning System has been provided throughout.

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BLACKPOOL NORTH NO.2

The single arm signal from the Carriage Sidings has been abolished. The 3 arm signal, situated on the right hand side of the Carriage Siding, 110 yards on the Carleton Crossing side of the signal box, has been replaced (in the same position) by a single arm signal with 3 stencil type route indicators reading :-

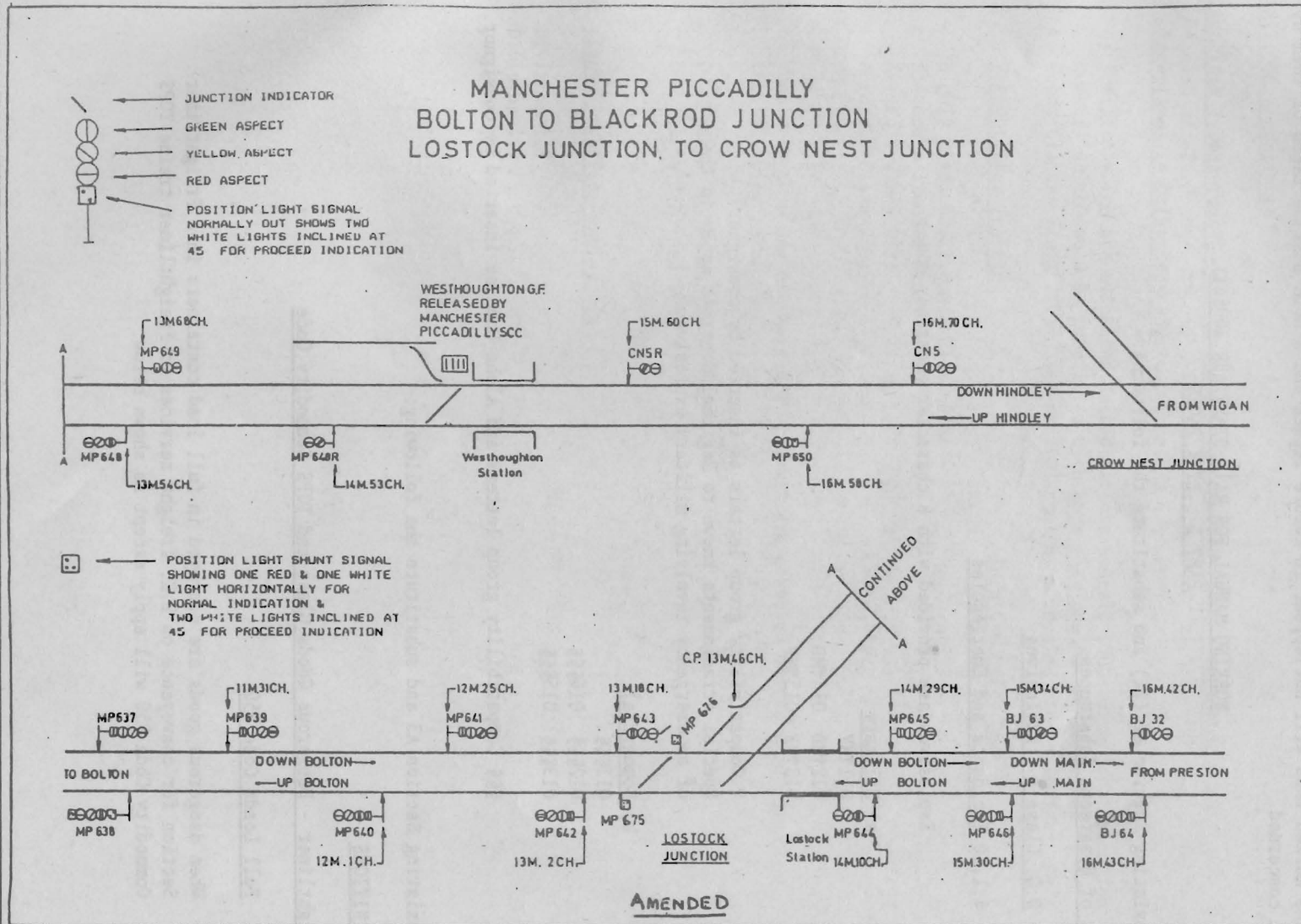
DM - DOWN MAIN

UM - UP MAIN

NCK - NECK

The arm is 17' 6" above rail level.

(47)



**BRITISH RAIL
EASTERN REGION**

C

B.23. 292.

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WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND
PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 3 FEBRUARY
TO
FRIDAY 9 FEBRUARY 1990
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.

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 BSUNDAY 4 FEBRUARY - DEWSBURY

A trailing connection will be installed in the Down Main line at approximately 33m. 72chs. and will be secured out of use until further notice.

(49)

SUNDAY 4 FEBRUARY - DEWSBURY

Down Main 3-aspect colour light signal B.14 will be repositioned on the left hand side of the line, 67 yards nearer to Dewsbury Station.

(49)

SUNDAY 4 FEBRUARY - BURTON AGNES LC (AT 25M. 45CHS.)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The Signal Box and all associated signalling will be abolished.

The new Absolute Block Section will be between Driffield and Carnaby.

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards will be provided as follows:-

On the Down Main, applying to the Up (wrong) direction approach, 572 yards before reaching the crossing.

On the Up Main, applying to the Down (wrong) direction approach, 770 yards before reaching the crossing.

The crossing will be monitored by Driffield Signal Box and telephone communication with the Signal Box will be provided.

Telephone communication at Thornholme LC (at approximately 26 $\frac{1}{2}$ m.p.) and Harpham LC (at approximately 25m. 10chs.), previously provided to Burton Agnes Signal Box, will now be provided to Driffield Signal Box.

Telephone communication at Haisthorpe LC (at approximately 27m. 25chs.), previously provided to Burton Agnes Signal Box, will now be provided to Carnaby Signal Box.

(49)

Tunnelwork (Blackburn
and 10 $\frac{1}{2}$ m.p. Trains to
and Down' Through Line

u to 05 30 Tue to Fri.
and 219 $\frac{1}{2}$ m.p. Crane in

Track maintenance.
Single line working

Track maintenance.
Single line working

Track. $\frac{1}{2}$ and $\frac{1}{4}$ m.p.
via Carnforth Station

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN BROCKLESBY AND BARNETBY EAST

The Down Main line has been slued to the path of the former Down Goods line between approximately 99½m.p. and 98m. 75chs.

(47)

WICKENBY

The existing signalling at Wickenby has been abolished and new colour light signalling brought into operation as shown in the diagram included in this notice.

In the Down direction a new 2-aspect red/green colour light Down Main Starting signal has been sited at 31m. 17chs., 985 yards after passing Wickenby Signal Box and plated W.5. A new 3-aspect red/yellow/green Down Main Home signal plated W.3 has been sited 1,738 yards before reaching signal W.5. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Down Main Distant signal plated W.1 has been sited 2,174 yards before reaching signal W.3.

In the Up direction a new 2-aspect red/green colour light Up Main Starting signal has been sited at 29m. 19chs., 2,263 yards after passing Wickenby Signal Box and plated W.2. A new 3-aspect red/yellow/green colour light Up Main Home signal plated W.4 has been sited 2,458 yards before reaching signal W.2. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Up Main Distant signal plated W.6 has been sited 1,778 yards before reaching signal W.4.

Ground Position Light signal W.52 (opposite Wickenby Signal Box) on the Down Main line displays stencil route indication 'U' for movements to the Up Main line and indication 'S' for movements to the A.C.E.'s siding.

Ground Position Light signal W.53 (on the shunt neck of the A.C.E.'s siding) displays stencil route indication 'D' for movements to the Down Main line and indication 'S' for movements to the A.C.E.'s siding.

Ground Position Light signal W.51 on the Up Main line applies to the Down Main line only.

The aspect sequence of the Down and Up Main line Distant, Home and Starting signals is in accordance with the Rule Book Section C.3.1.1.

(48)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SWINTON JN AND ALDWARKE NORTH JN - CRODA CHEMICAL WORKS SIDINGS

A temporary stop block has been erected on the "Low" Sidings, 50 yards from the connection to the Discharge Sidings at approximately 166m. 24chs.

(New item) (49)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

BETWEEN THORPE ROAD LC AND SKELLOW JN

The Permanent Speed Restriction of 20 m.p.h. which applied on the Down and Up line between 164m.p. and 162½m.p. has been reduced in length to apply between 163m. 46chs. and 162½m.p.
(See Section 'D') (47)

* * BARNESLEY STATION JN

*

The Down Dodworth line starting signal (2-aspect colour light signal BY9) has been repositioned 289 yards nearer to the signal box.

(46)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

BETWEEN DRIFFIELD AND BURTON AGNES

Telephone communication at Lowthorpe L.C. (approx. 23m. 64chs.), Mill Farm L.C. (approx. 23m. 48chs.) and Mingledale L.C. (approx. 23m. 34chs.), previously provided to Burton Agnes Signal Box, is now provided to Driffield Signal Box.

Lowthorpe L.C. Automatic Half Barriers are now monitored by Driffield Signal Box.

(48)

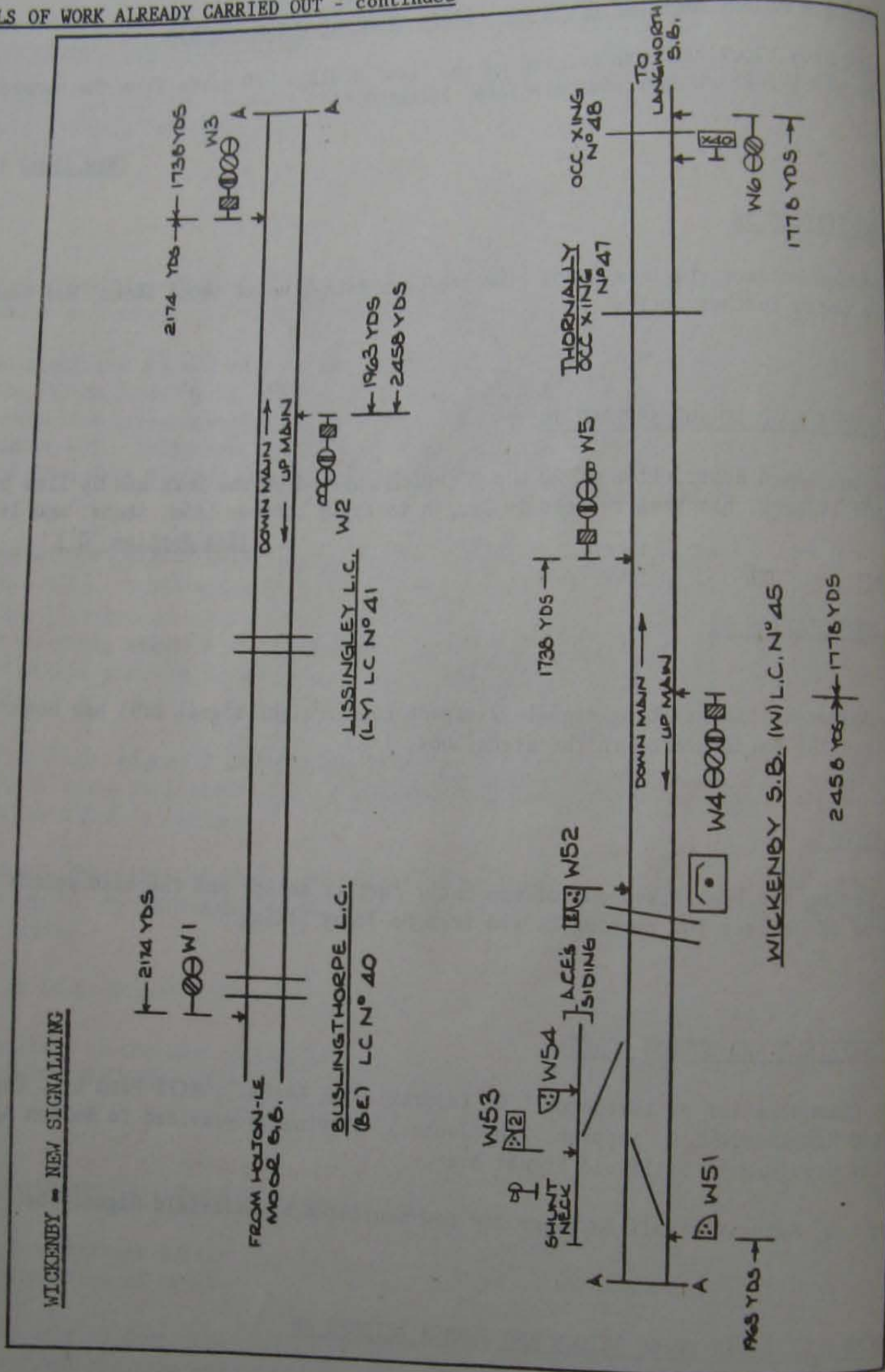
* * BETWEEN HULL RIVER SWING BRIDGE AND FORMER BRIDGES JN

*

A Permanent Speed Restriction of 10 m.p.h. has been imposed on the Single line between Om. 48chs. and Om. 44chs.

(See Section 'D') (46)

DETAILS OF WORK ALREADY CARRIED OUT - continued



WICKENBY - NEW SIGNALLING

2174 YDS

W1

2174 YDS

W3

FROM HOLTON-LE-MOOR S.B.

BUSLINGTON L.C. (BE) LC N° 40

LISSINGLEY L.C. (LY) LC N° 41

DOWN MAIN

UP MAIN

W2

1963 YDS

2456 YDS

W53

SHUNT NECK

W54

FACE'S SIDING

W52

W51

1736 YDS

W5

THORNALLY OCC XING N° 47

OCC XING N° 48

DOWN MAIN

UP MAIN

W4

WICKENBY S.B. (W) L.C. N° 45

1963 YDS

2456 YDS

1776 YDS

TO LANGWORTH S.B.

W6

1776 YDS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DERBY LONDON ROAD JN AND PEARTREE

A new station consisting of a single platform, 288 yards long, to serve Derby County Football Ground has been provided on the through siding. The station has been named "Rams Line Halt".

(47)

ST. HELENS JN

THIS WORK HAS NOT BEEN CARRIED OUT

(47)

BETWEEN RAINHILL AND HUYTON

A temporary level crossing has been provided at 7m. 55chs.

(48)

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

* * BOLTON

*

Bolton signal box has been abolished and control of all points and signals transferred to Manchester Piccadilly S.C.C.

All signals retain their existing numbers but are pre-fixed 'MP.6'. All telephones have been connected to Manchester Piccadilly S.C.C.

The Down and Up Main lines on the Manchester side of the box have been re-named 'Down and Up Bolton' lines respectively.

(46)

BULLFIELD WEST

Bullfield West signal box has been abolished and all signals except signal BW.12, situated on the Down Main line approaching the box, removed. This signal has become a Manchester Piccadilly signal, numbered MP.639.

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLOSTOCK JUNCTION

Lostock Junction signal box has been abolished, together with all signals worked therefrom. Control of all points has been transferred to Manchester Piccadilly.

Blackrod Junction

The following signals have been abolished:-

Down Main Distant (BJ.33)

Down Main Home (BJ.32)

Up Main Starting (BJ.5)

Between Bolton and Blackrod Junction/Crow Nest Junction

The lines have been re-signalled as shown in the diagram included in this notice. A telephone to the controlling box has been provided at each stop signal. The Track Circuit Block System applies throughout.

The Down and Up Main lines between Bolton and Lostock Junction have been re-named 'Down and up Bolton' lines respectively.

The Down and Up Wigan/Main lines between Lostock Junction and Crow Nest Junction have been re-named 'Down and Up Hindley' lines respectively.

The Automatic Warning System has been provided throughout.

(47)

BLACKPOOL NORTH NO. 2

The single arm signal from the Carriage Sidings has been abolished. The 3 arm signal, situated on the right hand side of the Carriage Siding, 110 yards on the Carleton Crossing side of the signal box, has been replaced (in the same position) by a single arm signal with 3 stencil type route indicators reading :-

DM - DOWN MAIN

UM - UP MAIN

NCK - NECK

The arm is 17' 6" above rail level.

(47)

herefrom.

A telephone
lock System

Down and up

been

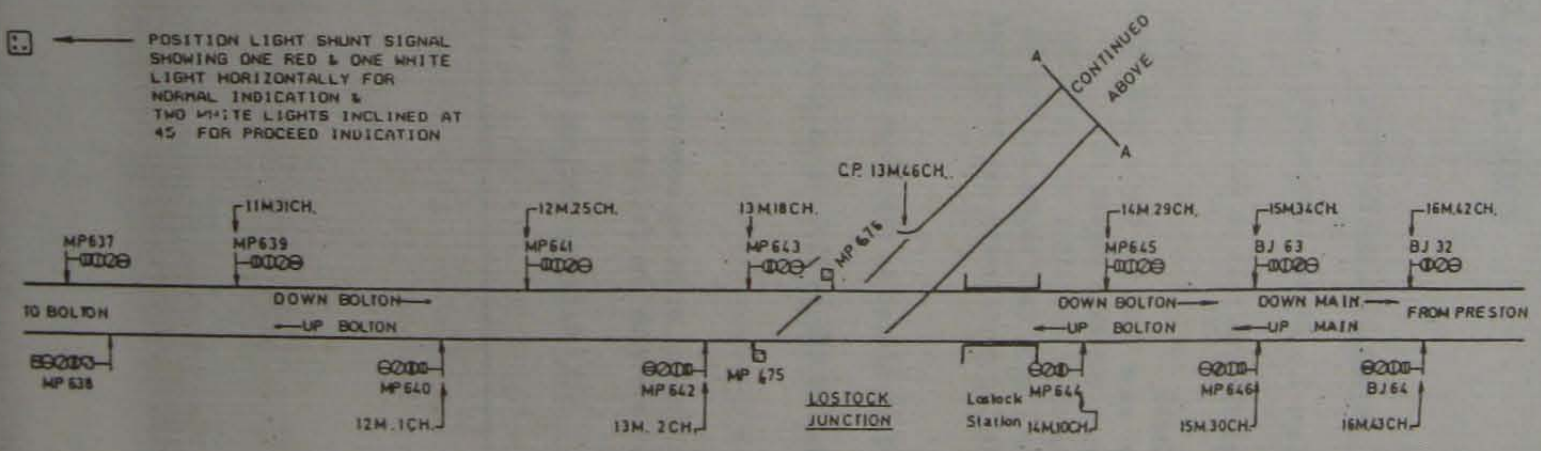
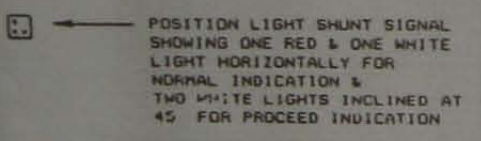
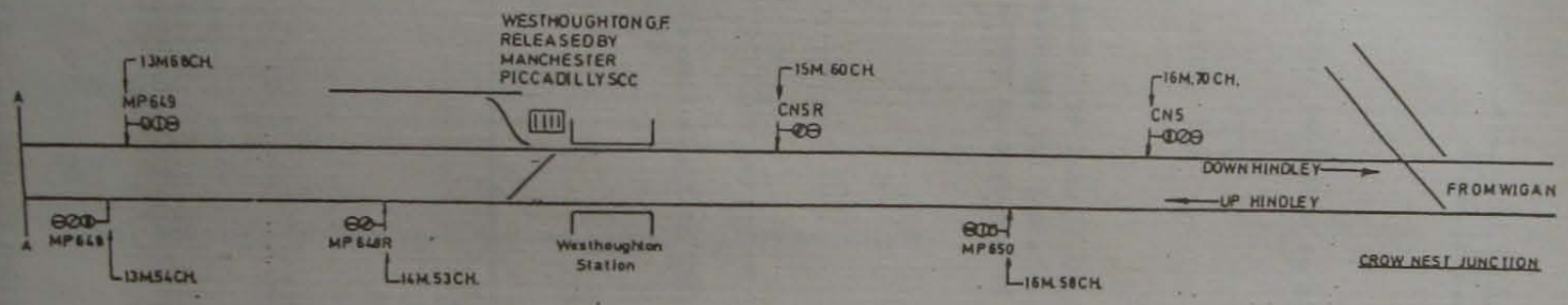
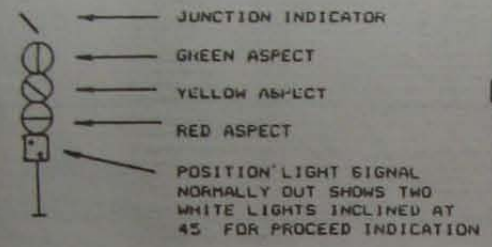
(47)

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crossing
signal with 3

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
LONDON MIDLAND REGION - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER PICCADILLY BOLTON TO BLACKROD JUNCTION LOSTOCK JUNCTION TO CROW NEST JUNCTION



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 155 DMMU'S - continuedROUTE AVAILABILITY - continued

PROHIBITED from entering the following platforms - continued:-

- SCARBOROUGH - Platforms 3 and 5
- SHEFFIELD - Platforms 1, 3 and 4.
- SHILDON - Up Platform (The Shildon restriction only applies if a unit suffers a deflated air-suspension bag)
- SHIPLEY - Platform 2 (ShipleY Bradford Jn - ShipleY BingleY Jn PROHIBITED)

* In the event of a Class 155 being returned to/from Workington via Hexham, only the following route may be used:-

Durham - Tyne Yard - Low Fell Jn - Norwood Jn - Dunston - Hexham - Petteiril Bridge Jn - LMR boundary.

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 a 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. (UFN)

CLASSES 150, 155 AND 156 TRAINS
DOOR TEST SWITCHES

These switches are being taken out of use. In the interim, they must not be used and must be kept in the OFF position. The Train Crew Manuals and Working Instructions booklets will be amended in due course. (UFN)

WORKING OF THE NEW SWINTON CURVE

The connections to and from the new Swinton Curve have been commissioned for ENGINEERS TRAINS ONLY, at the Swinton Jn end of the curve up to scotch blocks situated on the Mexborough side of both signals S.861 and S.862.

Any Engineer's train proceeding on to the Swinton Curve must have the locomotive at the Mexborough end and must be fitted with a continuous brake.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedWORKING OF THE NEW SWINTON CURVE - continuedTrains on to Swinton Curve1. Up Doncaster

Trains may be routed from signal S.461 to signal S.862 (Up Doncaster) which is maintained at Red. Permission to pass signal S.862 must only be given when the Engineer's Person in Charge has confirmed that the scotch block has been removed and he has given his authority to the Signaller for the train to proceed. When the complete train has passed signal S.862 the scotch block must be replaced across the track.

2. Down Doncaster

Engineer's trains may be routed to the Down Doncaster line to a point opposite Up Doncaster line signal S.862. Trains must not proceed beyond this point until the scotch block has been removed and they are authorised to proceed by the Engineer's Person in Charge. When the complete train has passed signal S.861 the scotch block must be replaced across the track.

Trains off Swinton Curve1. Up Doncaster

The scotch block ahead of signal S.862 must not be removed to permit a train to proceed towards Swinton Jn in the facing direction, until permission is received from the Signaller at Sheffield.

The Signaller must not give permission for the movement to commence until one of the following routes has been set:-

- (a) Signal S.508 placed to Danger
Points 4283 Reverse
Points 4282 Normal

OR

- (b) Signal S.508 at Danger
Points 4283 Reverse
Points 4282 Reverse
Signals SA.3, SA.13 and SA.27 at Danger and the track circuits ahead of those signals to signal S.461 must be clear and no conflicting movement authorised.

2. Down Doncaster

No movement must proceed past signal S.861 until the signaller's permission has been obtained and the scotch block has been removed.

The scotch block must be replaced across the track immediately after a train has departed.

SECTION D - GENERAL
MISCELLANEOUS NOTICES
WORKING OF THE NEW

At the Mexborough
the junction and
alignment. Scotch
of the severed line

Due to repairs
plates will be

Traincrews and
walkways in the

Due to severe
to the Down Curve

Special care
notice.

Construction

In connection
length by 23

Drivers of train
handsignalmen

When the foot
must be locked

2B31 20 50
car Class

When the foot
must be locked

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedWORKING OF THE NEW SWINTON CURVE - continued

At the Mexborough end of the Curve the track has been severed 30 feet short of the junction and slued 6 feet northwards towards what will be the eventual alignment. Scotch blocks have been secured across the track at the Swinton end of the severed line.

(UFN)

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Traincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(UFN)

DINNINGTON COLLIERY JN AND MALTBY COLLIERY

Due to severe flooding between 3½ and 4m.p. an open trench has been created adjacent to the Down Cess causing restricted clearance.

Special care to be taken by traincrews when alighting from vehicles until further notice.

(UFN)

SHEFFIELD STATION

Construction work will be taking place on Platforms 1, 2 and 5 until further notice.

In connection with this work Nos.3 and 4 Bay Platforms have been temporarily reduced in length by 23 feet and temporary stop blocks provided.

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

(UFN)

FITZWILLIAM, SANDAL & AGRIGG AND OUTWOOD STATIONS - SHORT PLATFORMS

When the following train is composed of its booked formation the rear 3 car unit must be locked out of use before departure from Leeds :-

2B31 20 50 (SX) Leeds to Doncaster when formed of a 2 car Class 14X unit and a 3 car Class 144 unit.

When the following trains are composed of their booked formation the rear 2 car unit must be locked out of use before departure from Leeds :-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedFITZWILLIAM, SANDAL & AGRIBRIGG AND OUTWOOD STATIONS - SHORT PLATFORMS - continued

2B23 16 50 (SO) Leeds to Scunthorpe when formed of a 3 car Class 144 unit and a 2 car Class 14X unit (Leeds to Doncaster only).

2B01 06 48 (SO) Leeds to Scunthorpe when formed of a 3 car Class 144 unit and a 2 car Class 14X unit (Leeds to Doncaster only).

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Doncaster :-

2B34 20 38 (SO) Scunthorpe to Leeds when formed of 2 x 2 car Class 14X units.

The following Class 14X formations may call at Fitzwilliam and Sandal & Agbrigg stations without restriction :-

- 1 x 2 car Class 14X unit
- 1 x 3 car Class 144 unit

The following Class 14X formations may call at Outwood station without restriction:-

- 1 x 2 car Class 14X unit
- 1 x 3 car Class 144 unit
- 2 x 2 car Class 14X units

(UFN)

GOOSE HILL LANDFILL SCHEME

Lineside piling work is being carried out adjacent to the Down line between Turners Lane Jn and Altofts Jn at 50m. 10chs. Crane in use.

(UFN)

CHURCH FENTON STATION

Demolition work and construction work will be taking place until further notice.

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

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

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

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

HUDDERSFIELD STATION

Platform work will be taking place on Platforms 1 and 8 until further notice.
Platform 1 has been shortened by approximately 80 yards and Platform 8 by approximately 70 yards, at the West end.

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

(UFN)

SHEPLEY STATION

Platform work will be taking place until further notice.

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

(UFN)

BARNESLEY STATION

Platform repairs will be taking place until further notice.

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

(UFN)

MALTON STATION

Platform work will be taking place until further notice.

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

(UFN)

SCARBOROUGH

Platform 5 is PROHIBITED to the following :-

- Mark 3 coaching stock (HST & Loco hauled)
- Class 155 'Sprinter Units'
- Class 156 'Sprinter Units'
- Class 158 'Express Units'

(UFN)

**BRITISH RAIL
EASTERN REGION**

APP.

TUES
318 *47* *PAGE*
24

C

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 10 FEBRUARY
TO
FRIDAY 16 FEBRUARY 1990
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.

Remarks

track. $\frac{1}{2}$ and $\frac{1}{4}$ m.p.
level via Carnforth Station

SECTION C

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY/SUNDAY 10/11 FEBRUARY - BETWEEN LANGWORTH AND REEPHAM

A facing crossover will be installed between the Down and Up Main lines at approximately 35m 74chs (Welton Oil Terminal). The crossover will be secured out of use until further notice.

(50)

SUNDAY 11 FEBRUARY - DEWSBURY

A facing connection will be installed in the Down Main line at approximately 33m. 50chs. and will be secured out of use until further notice.

(50)

THURSDAY 15 FEBRUARY - BETWEEN WRAWBY JN AND HOLTON-LE-MOOR

Howsham L.C. (AHB-X) at 16m. 17chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossing will be relocated as follows:-

On the Down line, applying to the Up (wrong) direction approach, 765 yards before reaching the crossing.

On the Up line, applying to the Down (wrong) direction approach, 798 yards before reaching the crossing.

(50)

THURSDAY 15 FEBRUARY - BETWEEN HOLTON-LE-MOOR AND WICKENBY

Claxby and Usselby L.C. (AHB-X) at 23m. 69chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossing will be relocated as follows:-

On the Down line, applying to the Up (wrong) direction approach, 788 yards before reaching the crossing.

On the Up line, applying to the Down (wrong) direction approach, 745 yards before reaching the crossing.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTHURSDAY 15 FEBRUARY - BETWEEN WRAWBY JN AND WICKENBY

North Kelsey L.C. (AHB-X) at 18m. 03chs.

Moortown L.C. (AHB-X) at 19m. 34chs.

Walesby L.C. (AHB-X) at 24m. 46chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossings will be covered over until further notice.

DETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN BROCKLESBY AND BARNETBY EAST

*

The Down Main line has been slued to the path of the former Down Goods line between approximately 99 $\frac{1}{2}$ m.p. and 98m. 75chs.

SHIREOAKS RAPID LOADING BUNKER

Additional signalling has been brought into use associated with propelling movements from the Bunker towards Shireoaks Station West Neck.

Three new signals, plated S31 E1, S31 E2, and S31 E3 have been installed. Each signal displays two flashing red lights which act as an instruction to "STOP IMMEDIATELY" when a train is propelled too far into the West Neck.

An audible alarm is also provided (existing) which may be silenced by pressing a button mounted on the audible alarm post.

(New item)

(50)

WICKENBY

The existing signalling at Wickenby has been abolished and new colour light signalling brought into operation as shown in the diagram included in this notice.

In the Down direction a new 2-aspect red/green colour light Down Main Starting signal has been sited at 31m. 17chs., 985 yards after passing Wickenby Signal Box and plated W.5. A new 3-aspect red/yellow/green Down Main Home signal plated W.3 has been sited 1,738 yards before reaching signal W.5. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Down Main Distant signal plated W.1 has been sited 2,174 yards before reaching signal W.3.

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

In the Up direction a new 2-aspect red/green colour light Up Main Starting signal has been sited at 29m. 19chs., 2,263 yards after passing Wickenby Signal Box and plated W.2. A new 3-aspect red/yellow/green colour light Up Main Home signal plated W.4 has been sited 2,458 yards before reaching signal W.2. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Up Main Distant signal plated W.6 has been sited 1,778 yards before reaching signal W.4.

Ground Position Light signal W.52 (opposite Wickenby Signal Box) on the Down Main line displays stencil route indication 'U' for movements to the Up Main line and indication 'S' for movements to the A.C.E.'s siding.

Ground Position Light signal W.53 (on the shunt neck of the A.C.E.'s siding) displays stencil route indication 'D' for movements to the Down Main line and indication 'S' for movements to the A.C.E.'s siding.

Ground Position Light signal W.51 on the Up Main line applies to the Down Main line only.

The aspect sequence of the Down and Up Main line Distant, Home and Starting signals is in accordance with the Rule Book Section C.3.1.1.

(48)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

RUFFORD COLLIERY

The Exchange Sidings have been removed with the exception of part of the siding nearest to the Pad Loading area, where a standage of approximately 120 yards is retained. The spring points at the exit from the former Exchange Sidings have been converted to two way hand points.

(New item)

(50)

BETWEEN SWINTON JN AND ALDWARKE NORTH JN - CRODA CHEMICAL WORKS SIDINGS

A temporary stop block has been erected on the "Low" Sidings, 50 yards from the connection to the Discharge Sidings at approximately 166m. 24chs.

(49)

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

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice. (UFN)

* * BETWEEN THORPE ROAD LC AND SKELLOW JN

The Permanent Speed Restriction of 20 m.p.h. which applied on the Down and Up line between 164m.p. and 162½m.p. has been reduced in length to apply between 163m. 46chs. and 162½m.p. (See Section 'D') (47)

DEWSBURY

A trailing connection has been installed in the Down Main line at approximately 33m. 72chs. and secured out of use until further notice. (49)

DEWSBURY

Down Main 3-aspect colour light signal B.14 has been repositioned on the left hand side of the line, 67 yards nearer to Dewsbury Station. (49)

LEEDS STATION

No. 2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No. 3 Bay Siding. (UFN)

BETWEEN DRIFFIELD AND BURTON AGNES

Telephone communication at Lowthorpe L.C. (approx. 23m. 64chs.), Mill Farm L.C. (approx. 23m. 48chs.) and Mingleddale L.C. (approx. 23m. 34chs.), previously provided to Burton Agnes Signal Box, is now provided to Driffield Signal Box.

Lowthorpe L.C. Automatic Half Barriers are now monitored by Driffield Signal Box. (48)

SECTION C - SIGNALLINGDETAILS OF WORK ALREADY CARRIED OUTBURTON AGNES LC (A)

The above level crossing

The Signal Box and

The new Absolute

The crossing has been taken out of use and for this purpose the following follows:-

On the Down line reaching the crossing

On the Up line reaching the crossing

The crossing is now controlled by a new Signal Box has been provided

Telephone communication between Driffield Signal Box and Burton Agnes LC is now provided

Telephone communication between Driffield Signal Box and Burton Agnes LC is now provided

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BURTON AGNES LC (AT 25M. 45CHS.)

74chs. has been taken

(UFN)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).
The Signal Box and all associated signalling has been abolished.

The new Absolute Block Section is between Driffield and Carnaby.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards have been provided as follows:-

On the Down Main, applying to the Up (wrong) direction approach, 572 yards before reaching the crossing.

On the Up Main, applying to the Down (wrong) direction approach, 770 yards before reaching the crossing.

The crossing is monitored by Driffield Signal Box and telephone communication with the Signal Box has been provided.

Telephone communication at Thornholme LC (at approximately 26m.p.) and Harpham LC (at approximately 25m. 10chs.), previously provided to Burton Agnes Signal Box, is now provided to Driffield Signal Box.

Telephone communication at Haisthorpe LC (at approximately 27m. 25chs.), previously provided to Burton Agnes Signal Box, is now provided to Carnaby Signal Box.

(49)

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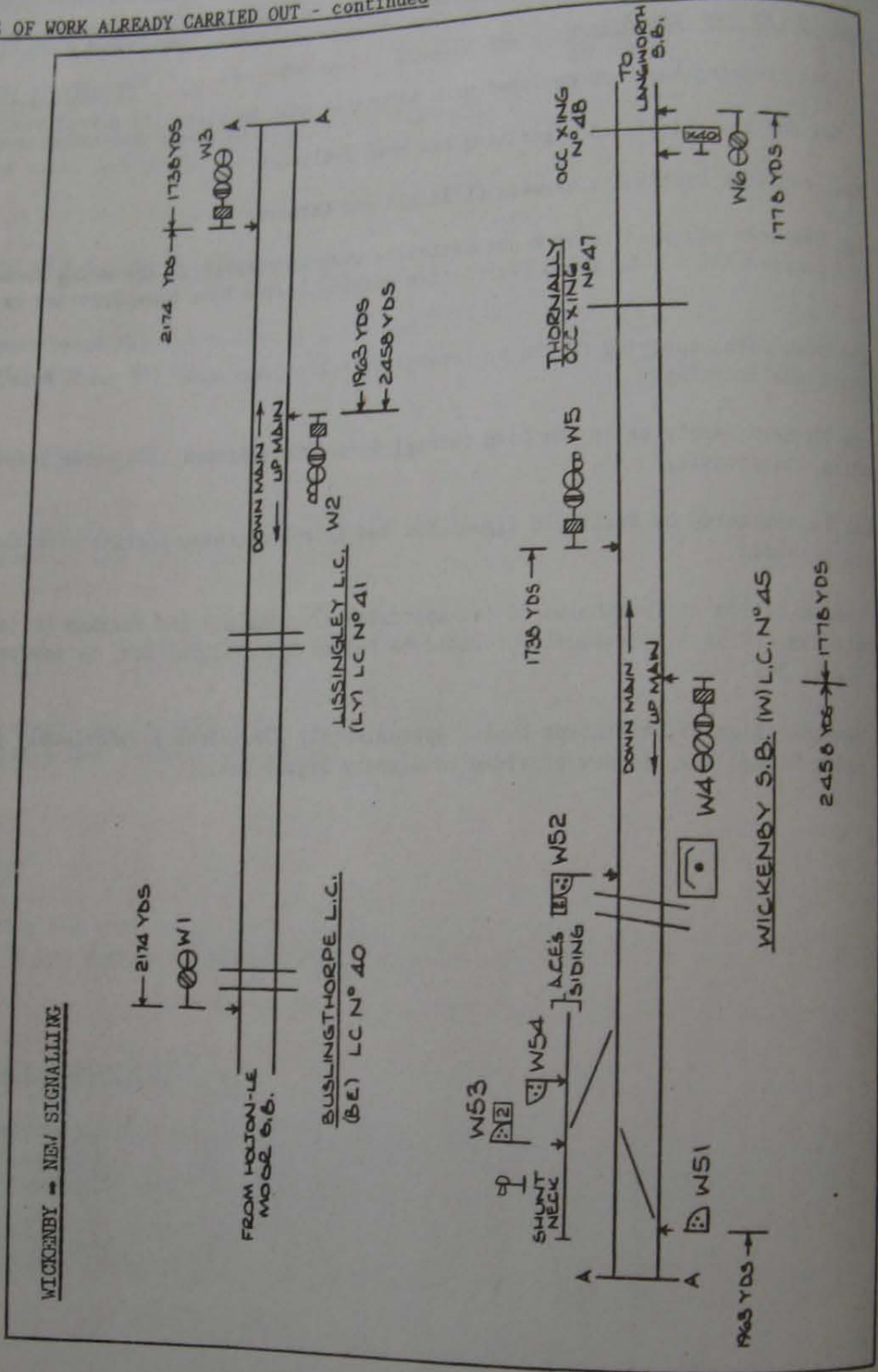
(49)

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(UFN)

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(48)



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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * LOSTOCK JUNCTION

*

Lostock Junction signal box has been abolished, together with all signals worked therefrom. Control of all points has been transferred to Manchester Piccadilly.

Blackrod Junction

The following signals have been abolished:-

Down Main Distant (BJ.33)

Down Main Home (BJ.32)

Up Main Starting (BJ.5)

Between Bolton and Blackrod Junction/Crow Nest Junction

The lines have been re-signalled as shown in the diagram included in this notice. A telephone to the controlling box has been provided at each stop signal. The Track Circuit Block System applies throughout.

The Down and Up Main lines between Bolton and Lostock Junction have been re-named 'Down and up Bolton' lines respectively.

The Down and Up Wigan/Main lines between Lostock Junction and Crow Nest Junction have been re-named 'Down and Up Hindley' lines respectively.

The Automatic Warning System has been provided throughout.

(47)

* * BLACKPOOL NORTH NO.2

*

The single arm signal from the Carriage Sidings has been abolished. The 3 arm signal, situated on the right hand side of the Carriage Siding, 110 yards on the Carleton Crossing side of the signal box, has been replaced (in the same position) by a single arm signal with stencil type route indicators reading :-

DM - DOWN MAIN

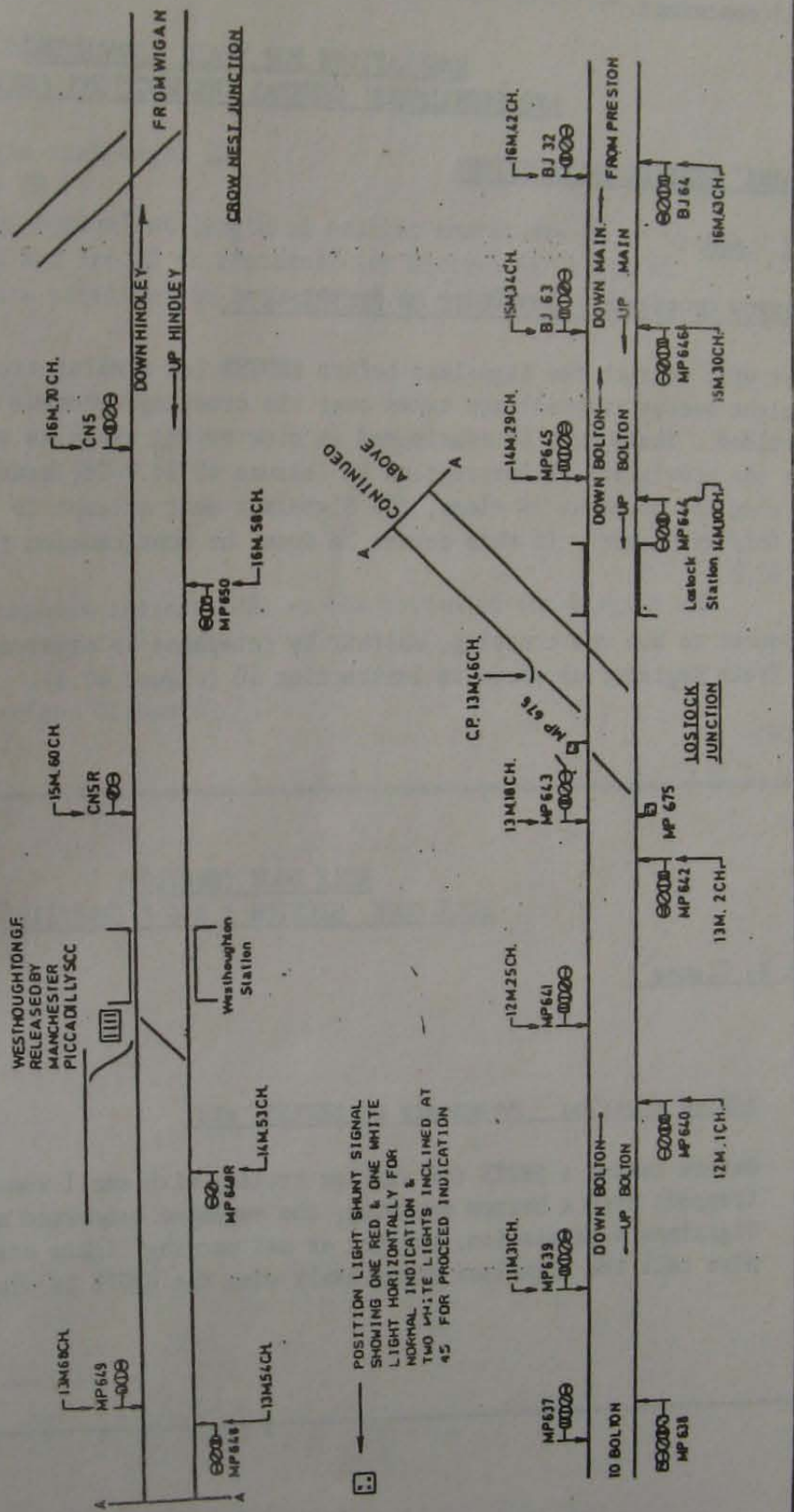
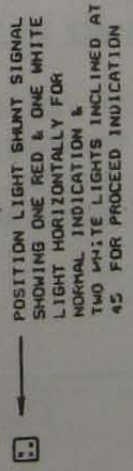
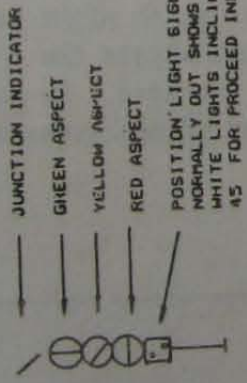
UM - UP MAIN

NCK - NECK

The arm is 17' 6" above rail level.

(47)

**** MANCHESTER PICCADILLY
 BOLTON TO BLACKROD JUNCTION
 LOSTOCK JUNCTION TO CROW NEST JUNCTION**



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedWORKING OF THE NEW SWINTON CURVE

The connections to and from the new Swinton Curve have been commissioned for ENGINEERS TRAINS ONLY, at the Swinton Jn end of the curve up to scotch blocks situated on the Mexborough side of both signals S.861 and S.862.

Any Engineer's train proceeding on to the Swinton Curve must have the locomotive at the Mexborough end and must be fitted with a continuous brake.

Trains on to Swinton Curve1. Up Doncaster

Trains may be routed from signal S.461 to signal S.862 (Up Doncaster) which is maintained at Red. Permission to pass signal S.862 must only be given when the Engineer's Person in Charge has confirmed that the scotch block has been removed and he has given his authority to the Signaller for the train to proceed. When the complete train has passed signal S.862 the scotch block must be replaced across the track.

2. Down Doncaster

Engineer's trains may be routed to the Down Doncaster line to a point opposite Up Doncaster line signal S.862. Trains must not proceed beyond this point until the scotch block has been removed and they are authorised to proceed by the Engineer's Person in Charge. When the complete train has passed signal S.861 the scotch block must be replaced across the track.

Trains off Swinton Curve1. Up Doncaster

The scotch block ahead of signal S.862 must not be removed to permit a train to proceed towards Swinton Jn in the facing direction, until permission is received from the Signaller at Sheffield.

The Signaller must not give permission for the movement to commence until one of the following routes has been set:-

- (a) Signal S.508 placed to Danger
Points 4283 Reverse
Points 4282 Normal

OR

- (b) Signal S.508 at Danger
Points 4283 Reverse
Points 4282 Reverse
Signals SA.3, SA.13 and SA.27 at Danger and the track circuits ahead of those signals to signal S.461 must be clear and no conflicting movement authorised.

Down Doncaster

No movement must proceed past signal S.861 until the signalman's permission has been obtained and the scotch block has been removed.

The scotch block must be replaced across the track immediately after a train has departed.

At the Mexborough end of the Curve the track has been severed 30 feet short of the junction and slued 6 feet northwards towards what will be the eventual alignment. Scotch blocks have been secured across the track at the Swinton end of the severed line.

(UFN)

BETWEEN MARSHGATE JN AND MOATHILLS LC

Due to repairs currently taking place on bridge No.332 (over the River Don), the walking plates will be removed and replaced by temporary arrangements until further notice.

Traincrews and other staff should take special care whilst using the Down and Up walkways in this area.

(UFN)

HEALING STATION

With effect from 08 00 Monday 12 February, platform work will be taking place until further notice, and the platforms will be temporarily reduced in length.

Drivers of trains stopping at Healing must work to the instructions of Handsignalmen/noticeboards whilst work is being carried out.

Guards/Conductors must advise passengers to alight at the front or rear of trains as appropriate.

(UFN)

DINNINGTON COLLIERY JN AND MALTBY COLLIERY

Due to severe flooding between 3½ and 4m.p. an open trench has been created adjacent to the Down Cess causing restricted clearance.

Special care to be taken by traincrews when alighting from vehicles until further notice.

(UFN)

**BRITISH RAIL
EASTERN REGION**

C**48**

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 17 FEBRUARY
TO
FRIDAY 23 FEBRUARY 1990
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 18 FEBRUARY - BRANCLIFFE EAST JN

The catch points at $\frac{1}{2}$ m.p. on the Down line between Brancliffe East Jn and Dinnington Colliery Jn will be removed and replaced by plain line.

(51)

SUNDAY 18 FEBRUARY - BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JN

A facing lead will be installed in the Down line at approximately 49m. 63chs. and will be secured out of use until further notice.

A new facing crossover will be installed between the Down and Up lines at approximately 184m. 65chs. and will be secured out of use until further notice.

(51)

SUNDAY 18 FEBRUARY - BRADFORD FORSTER SQUARE

A new trailing crossover will be installed between the Down Main line at 208m. 12chs. and the Up Main line at 208m. 05chs. and will be secured out of use until further notice.

(51)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN WRAWBY JN AND HOLTON-LE-MOOR

Howsham L.C. (AHB-X) at 16m. 17chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossing have been relocated as follows:-

On the Down line, applying to the Up (wrong) direction approach, 765 yards before reaching the crossing.

On the Up line, applying to the Down (wrong) direction approach, 798 yards before reaching the crossing.

(50)

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

BETWEEN WRAWBY JN AND WICKENBY

North Kelsey L.C. (AHB-X) at 18m. 03chs.

Worthington L.C. (AHB-X) at 19m. 34chs.

Willesby L.C. (AHB-X) at 24m. 46chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossings have been covered over until further notice.

(51)

BETWEEN HOLTON-LE-MOOR AND WICKENBY

(UFN)

Claxby and Usselby L.C. (AHB-X) at 23m. 69chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossing have been relocated as follows:-

On the Down line, applying to the Up (wrong) direction approach, 788 yards before reaching the crossing.

(51)

On the Up line, applying to the Down (wrong) direction approach, 745 yards before reaching the crossing.

(50)

** WICKENBY

(51)

The existing signalling at Wickenby has been abolished and new colour light signalling brought into operation as shown in the diagram included in this notice.

In the Down direction a new 2-aspect red/green colour light Down Main Starting signal has been sited at 31m. 17chs., 985 yards after passing Wickenby Signal Box and plated W.5. A new 3-aspect red/yellow/green Down Main Home signal plated W.3 has been sited 1,738 yards before reaching signal W.5. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Down Main Distant signal plated W.1 has been sited 2,174 yards before reaching signal W.3.

In the Up direction a new 2-aspect red/green colour light Up Main Starting signal has been sited at 29m. 19chs., 2,263 yards after passing Wickenby Signal Box and plated W.2. A new 3-aspect red/yellow/green colour light Up Main Home signal plated W.4 has been sited 2,458 yards before reaching signal W.2. Telephones to Wickenby Signal Box have been provided. A new 2-aspect yellow/green Up Main Distant signal plated W.6 has been sited 1,778 yards before reaching signal W.4.

Ground Position Light signal W.52 (opposite Wickenby Signal Box) on the Down Main line displays stencil route indication 'U' for movements to the Up Main line and indication 'S' for movements to the A.C.E.'s siding.

(50)

Ground Position Light signal W.53 (on the shunt neck of the A.C.E.'s siding) displays stencil route indication 'D' for movements to the Down Main line and indication 'S' for movements to the A.C.E.'s siding.

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

*
Ground Position Light signal W.51 on the Up Main line applies to the Down Main line only.

The aspect sequence of the Down and Up Main line Distant, Home and Starting signals is in accordance with the Rule Book Section C.3.1.1.

(48)

BETWEEN LANGWORTH AND REEPHAM

A facing crossover has been installed between the Down and Up Main lines at approximately 35m. 74chs. (Welton Oil Terminal). The crossover has been secured out of use until further notice.

The 2-aspect colour light signal R.15, with right-hand off-set position light, situated on the Up Main line and applying to Down direction movements towards Reepham and Welton Oil Terminal has been repositioned 85 yards towards Langworth and position light repeater signal R.15R has been repositioned 76 yards towards Langworth.

(Amended item) (51)

BETWEEN BROCKLESBY AND BARNETBY EAST

The slue in the Down Main line between approximately 99m.p. and 98m. 75chs. makes use of the former Down Main to Down Goods connection which is secured in the reverse position to give through running on the slued Down Main line.

The Down Main Second Home Signal continues to apply to this new alignment.

The position of the disc signal reading Down to Up Main has been adjusted accordingly.

(New item) (51)

SHIREOAKS RAPID LOADING BUNKER

Additional signalling has been brought into use associated with propelling movements from the Bunker towards Shireoaks Station West Neck.

Three new signals, plated S31 E1, S31 E2, and S31 E3 have been installed. Each signal displays two flashing red lights which act as an instruction to "STOP IMMEDIATELY" when a train is propelled too far into the West Neck.

An audible alarm is also provided (existing) which may be silenced by pressing a button mounted on the audible alarm post.

(50)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

DETAILS OF WORK ALREADY CARRIED OUT - continued

REDFORD COLLIERY

The Exchange Sidings have been removed with the exception of part of the siding nearest to the Loading area, where a standage of approximately 120 yards is retained. The spring points at the exit from the former Exchange Sidings have been converted to two way hand points.

(50)

BETWEEN SWINTON JN AND ALDWARKE NORTH JN - CRODA CHEMICAL WORKS SIDINGS

A temporary stop block has been erected on the "Low" Sidings, 50 yards from the connection to the Discharge Sidings at approximately 166m. 24chs.

(49)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

DEWSBURY

A facing connection has been installed in the Down Main line at approximately 33m. 50chs. and secured out of use until further notice.

(50)

DEWSBURY

A trailing connection has been installed in the Down Main line at approximately 33m. 72chs. and secured out of use until further notice.

(49)

DEWSBURY

Down Main 3-aspect colour light signal B.14 has been repositioned on the left hand side of the line, 67 yards nearer to Dewsbury Station.

(49)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

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

*

Telephone communication at Lowthorpe L.C. (approx. 23m. 64chs.), Mill Farm L.C. (approx. 23m. 48chs.) and Mingleddale L.C. (approx. 23m. 34chs.), previously provided to Burton Agnes Signal Box, is now provided to Driffield Signal Box.

Lowthorpe L.C. Automatic Half Barriers are now monitored by Driffield Signal Box.

(48)

BURTON AGNES LC (AT 25M. 45CHS.)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The Signal Box and all associated signalling has been abolished.

The new Absolute Block Section is between Driffield and Carnaby.

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X30 m.p.h. speed restriction warning boards have been provided as follows:-

On the Down Main, applying to the Up (wrong) direction approach, 572 yards before reaching the crossing.

On the Up Main, applying to the Down (wrong) direction approach, 770 yards before reaching the crossing.

The crossing is monitored by Driffield Signal Box and telephone communication with the Signal Box has been provided.

Telephone communication at Thornholme LC (at approximately 26~~4~~m.p.) and Harpham LC (at approximately 25m. 10chs.), previously provided to Burton Agnes Signal Box, is now provided to Driffield Signal Box.

Telephone communication at Haisthorpe LC (at approximately 27m. 25chs.), previously provided to Burton Agnes Signal Box, is now provided to Carnaby Signal Box.

(49)

SIGNALLING
WORK ALREADY

WICEENBY - NEW SIGNALLING

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

Mill Farm L.C. (approx. provided to Burton Agnes Signal Box.

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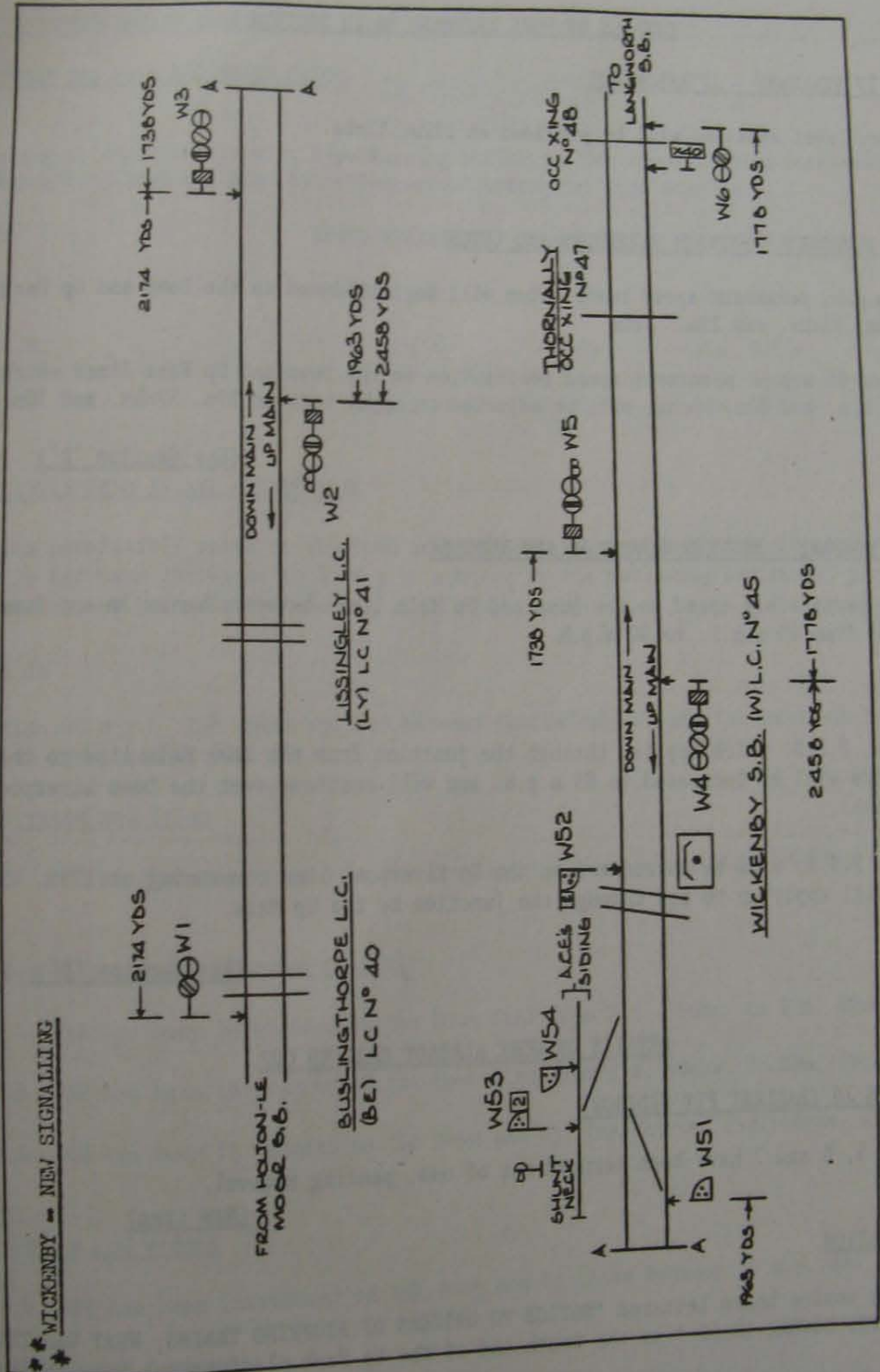
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and Harpham LC (at al Box, is now provided

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WICKENBY - NEW SIGNALLING

**BRITISH RAIL
EASTERN REGION**

C**51**

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 10 MARCH
TO
FRIDAY 16 MARCH 1990
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 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/SUNDAY 10/11 MARCH - BETWEEN SWINTON JNS (NORTH AND SOUTH) AND MEXBOROUGH JN - COMMISSIONING OF NEW SWINTON CURVE UP AND DOWN DONCASTER LINES

The new Swinton Curve double line (Up and Down Doncaster lines) will be commissioned for operational use for through train working between Aldwarke Jn and Conisbrough via new geographical junctions at Swinton and Mexborough.

New and revised signalling will be brought into use as shown in the diagrams included in this notice, which illustrate the track layout and the new double line curve between Swinton and Mexborough which is approximately 1,000 yards long between junctions. The new junctions will be located as shown on the signalling diagram and have been designated:-

- MEXBOROUGH JN
- SWINTON JN (NORTH)
- SWINTON JN (SOUTH)

Remodelling of the track layout and alignment will take place immediately west (Sheffield end) of Mexborough Station such that the main through double Up and Down Doncaster lines will connect directly onto the new Swinton Curve double line.

The present Up and Down Mexborough main through double line between Mexborough Station and Aldwarke Jn via Thrybergh Jn will be singled for approximately 700 yards round the curve at the Mexborough end and new connections will be brought into use to form the new 'Mexborough Jn' as shown in the signalling diagram. A new single to double line connection will be brought into use at the Thrybergh Jn end of the Up/Down Mexborough single line curve as shown in the signalling diagram.

Down Doncaster signal S.865 at Mexborough Station and Down Main/Pontefract signal S.461 at Swinton new station (not yet open for public use) will be amended for routing as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Indication</u> | <u>Applying to or towards</u> |
|-------------------|---------------|-------------------|--|
| S.865 | MAIN | POS.1 | DOWN MEXBOROUGH AUTOMATIC SIGNAL S.715 |
| S.865 | MAIN | - | DOWN DONCASTER AUTOMATIC SIGNAL S.861 (SWINTON NEW CURVE) |
| S.461 | MAIN | - | DOWN PONTEFRACT AUTOMATIC SIGNAL S.507 |
| S.461 | MAIN | POS.4 | UP DONCASTER CONTROLLED SIGNAL S.862 (SWINTON NEW CURVE) |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY/SUNDAY 10/11 MARCH - BETWEEN SWINTON JNS (NORTH AND SOUTH) AND MEXBOROUGH JN - COMMISSIONING OF NEW SWINTON CURVE UP AND DOWN DONCASTER LINES - continued

A new Down Doncaster 4-aspect Automatic signal, plated S.861 and a new Up Doncaster 4-aspect Controlled signal, plated S.862, will be brought into full use on the new Swinton Curve.

Down Main 4-aspect signals S.457 and S.459 will be altered to display flashing double yellow and flashing single yellow respectively, when Down Main/Down Pontefract 4-aspect signal S.461 is cleared with Position 4 junction indicator for movements from the Down Main line to the Up Doncaster line.

The new signalling at and between Swinton Junctions and Mexborough Jn, associated with the new Swinton Curve described above, will be equipped with 4-aspect colour light signals and A.W.S. will be provided throughout.

The signalling and the new Swinton Curve Up and Down Doncaster lines will be controlled from Sheffield Signal Box with Track Circuit Block Regulations applying throughout.

(1)

ROUGH JN -

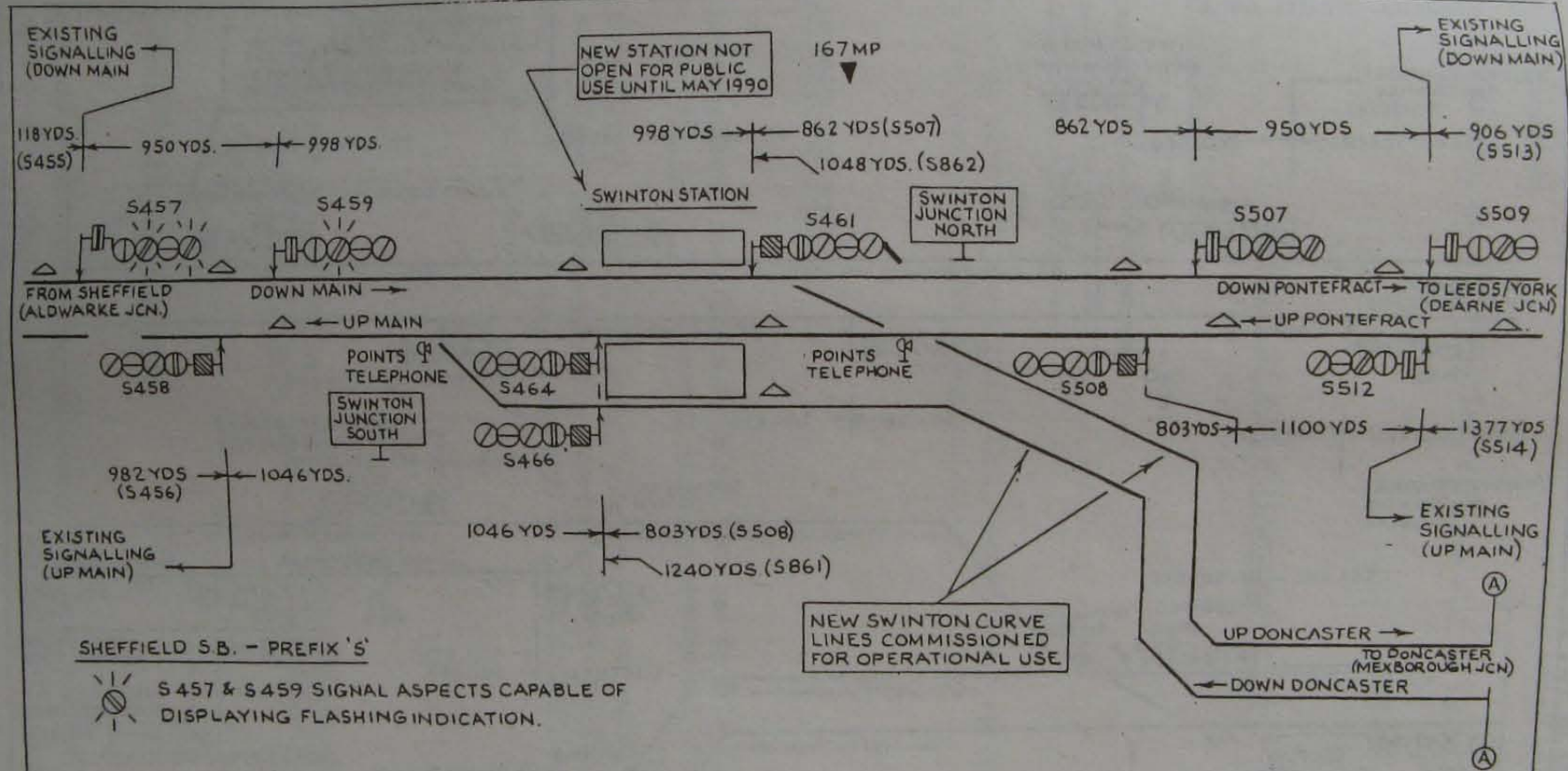
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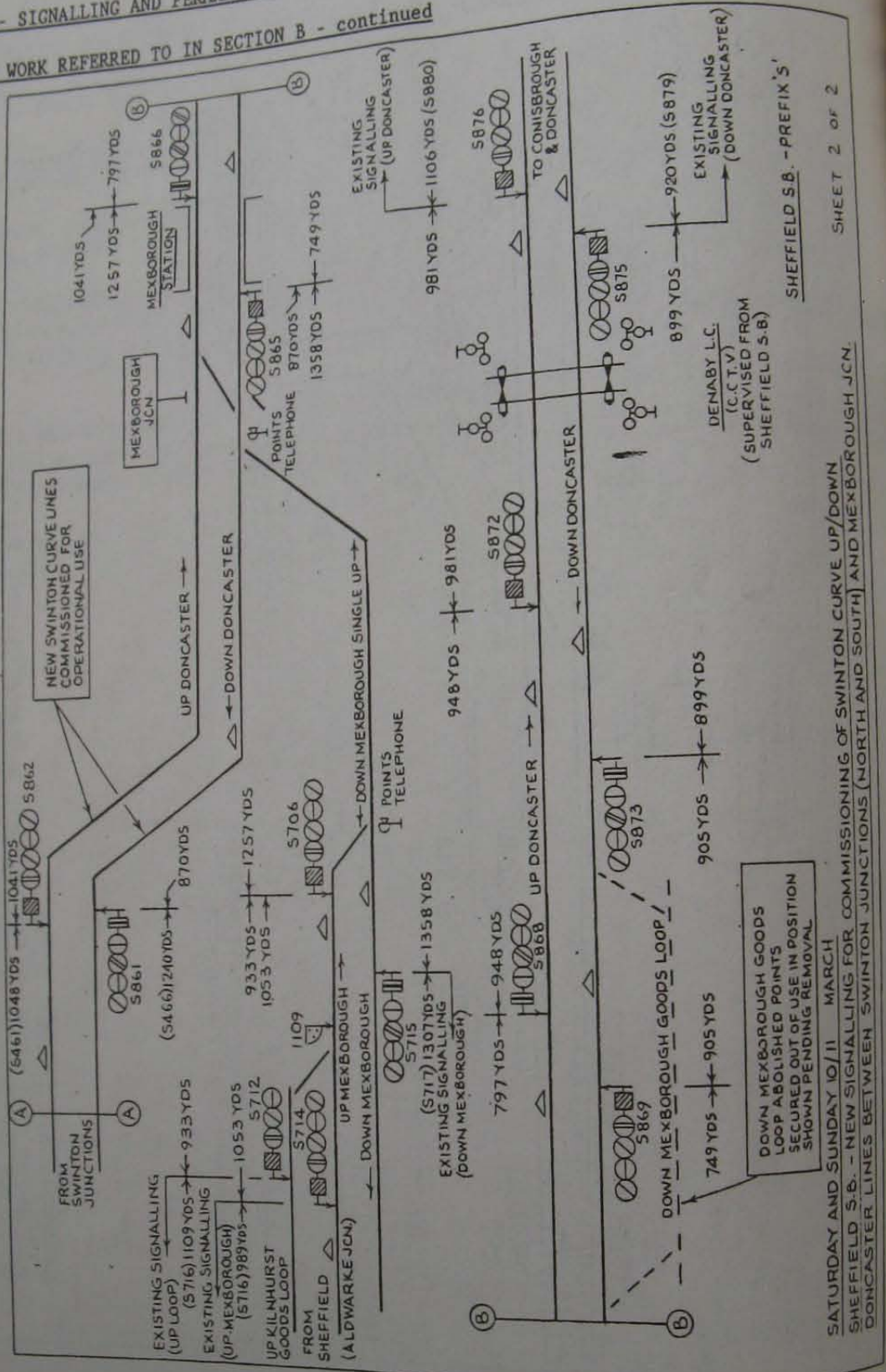


SECTION B - continued
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SATURDAY AND SUNDAY 10/11 MARCH

SHEFFIELD S.B. - NEW SIGNALLING FOR COMMISSIONING OF SWINTON CURVE UP/DOWN
DONCASTER LINES BETWEEN SWINTON JUNCTIONS (NORTH AND SOUTH) AND MEXBOROUGH JCN.

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



SHEET 2 OF 2

SATURDAY AND SUNDAY 10/11 MARCH
 SHEFFIELD S.B. - NEW SIGNALLING FOR COMMISSIONING OF SWINTON CURVE UP/DOWN
 DONCASTER LINES BETWEEN SWINTON JUNCTIONS (NORTH AND SOUTH) AND MEXBOROUGH JCN.

DOWN MEXBOROUGH GOODS
 LOOP ABOLISHED POINTS
 SECURED OUT OF USE IN POSITION
 SHOWN PENDING REMOVAL

DENABY L.C.
 (C.C.T.V.)
 (SUPERVISED FROM
 SHEFFIELD S.B.)

SHEFFIELD S.B. - PREFIX 'S'

SECTION C - SIGNALLING
 DETAILS OF WORK REFERRED TO IN SECTION B - continued
 12 MARCH - ARKS
 00 hours a Perma
 Passenger Loop.
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 12 MARCH - ARKSEY LC

From 00 hours a Permanent Speed Restriction of 30 mph will be imposed to, over and from the Passenger Loop.

(See Section 'D')

(1)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WRAWBY JN AND WICKENBY

- at Kelsey L.C. (AHB-X) at 18m. 03chs.
- at Wickenby L.C. (AHB-X) at 19m. 34chs.
- at Wickenby L.C. (AHB-X) at 24m. 46chs.

40 m.p.h. wrong direction speed restriction warning boards applying to the above crossings have been covered over until further notice.

(UFN)

BETWEEN LANGWORTH AND REEPHAM

A facing crossover has been installed between the Down and Up Main lines at approximately 35m. (Welton Oil Terminal). The crossover has been secured out of use until further notice.

A 2-aspect colour light signal R.15, with right-hand off-set position light, situated on the Main line and applying to Down direction movements towards Reepham and Welton Oil Terminal has been repositioned 85 yards towards Langworth and position light repeater signal R.15R has been repositioned 76 yards towards Langworth.

(51)

BROCKLESBY JN

The former Up Main to Up Main and Up Main to Up Immingham splitting Distant signals have been replaced by a single Distant signal which applies to and is worked for both routes.

(New Item)

(1)

* BETWEEN BROCKLESBY AND BARNETBY EAST

A slue in the Down Main line between approximately 99m.p. and 98m. 75chs. makes use of the former Down Main to Down Goods connection which is secured in the reverse position to give through running on the slued Down Main line.

The Down Main Second Home Signal continues to apply to this new alignment.

The position of the disc signal reading Down to Up Main has been adjusted accordingly.

(51)

DENABY L.C. (C.C.T.V.) (SUPERVISED FROM SHEFFIELD S.8)
 SHEFFIELD S.B. - PREFIX 'S'
 SHEET 2 OF 2
 SATURDAY AND SUNDAY 10/11 MARCH
 SHEFFIELD S.B. - NEW SIGNALLING FOR COMMISSIONING OF SWINTON CURVE UP/DOWN DONCASTER LINES BETWEEN SWINTON JUNCTIONS (NORTH AND SOUTH) AND MEXBOROUGH JCN.
 LOOP ABOLISHED POINTS SECURED OUT OF USE IN POSITION SHOWN PENDING REMOVAL

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

*

The catch points at $\frac{1}{4}$ m.p. on the Down line between Brancliffe East Jn and Dinnington Colliery Jn have been removed and replaced by plain line.

(51)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

ROTHERHAM MASBOROUGH STEEL TERMINAL

A temporary level crossing has been provided across the East Sidings at approximately 160m. 70chs.

Lockable pivot barriers have been provided which must be secured in the lowered position across the road for the passage of trains.

(53)

BETWEEN CONISBROUGH AND KILNHURST

Revised signalling has been brought into use between Conisbrough and Kilnhurst on the Up and Down Mexborough/Doncaster lines. Reference should be made to sheet 2 of the signalling diagram included in this notice, which accompanies the Section C notice for the commissioning of the new Swinton Curve.

Some new signals with new numbers have been brought into use and certain signals have been abolished. Other signals have been retained, and in some cases, renumbered.

Mexborough Down Goods Loop has been taken out of use permanently and the points secured for through Down line running pending removal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN CONISBROUGH AND KILNHURST - continuedUp Mexborough/Up Doncaster line

Dinnington Colliery

(51)

Existing signal No. S.860 has been retained as a controlled signal and renumbered S.706.

Existing signal No. S.864, protecting Mexborough Jn, has been abolished.

A new automatic signal, plated S.866, has been brought into use at the Doncaster end of Mexborough Station.

has been secured out

Existing Automatic Signal No. S.870, between Mexborough Station and Denaby Level Crossing has been abolished.

has been secured out
at Thorne Junction

(UFN)

A new Automatic signal, plated S.868, has been brought into use located 209 yards further towards Doncaster than the former signal S.870 which it replaced.

Existing controlled signal No. S.872, protecting Denaby LC, has been retained without change to format, location or number.

Down Doncaster/Down Mexborough line

has been taken

(UFN)

Existing controlled signal No. S.875, protecting Denaby LC, has been retained without change to format or number.

Existing controlled signal No. S.873 has been converted to an automatic signal and replated accordingly, retaining the same number. (In connection with the abolition of the Down Goods loop, the junction indicator and position light unit have been removed from this signal).

approximately 160m.

Existing signal No. S.869, protecting the entrance to Mexborough Station Down Platform, have been retained without change to format, location or number.

lowered position

(53)

Existing signal No. S.865, at the Sheffield end of Mexborough Station Down Platform has been retained without change to format, location or number. (The position '1' junction indicator on this signal continues to apply for trains proceeding towards Aldwarke Jn via Kilnhurst.

Existing automatic signal No. S.715, between Mexborough and Kilnhurst, has been retained without change to format, location or number.

Kilnhurst on the Up and
the signalling
for the commissioning

The revised signalling between Conisbrough and Kilnhurst described above is 4-aspect with AWS provided throughout, and is controlled from Sheffield Signal Box with Track Circuit Block regulations applicable.

(Amended item)

(1)

signals have been
ed.

points secured for

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN WAKEFIELD KIRKGATE AND ALTOFTS JN

*

A facing lead has been installed in the Down line at approximately 49m. 63chs. and secured out of use until further notice.

A new facing crossover has been installed between the Down and Up lines at approximately 184m. 65chs. and secured out of use until further notice.

(51)

ALTOFTS JN

The existing Signal Box structure has been abolished, and the panel transferred to the north end of the relay room situated opposite, on the Up side. This building is now known as Altofts Jn Signal Box and has been appropriately signed.

(53)

DEWSBURY

The 'Limit of Shunt' indicator situated on the Down Main line at the Huddersfield end of Dewsbury station and applying to movements in the Up direction, has been abolished.

(New item)

(1)

LEEDS STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

(UFN)

* * BRADFORD FORSTER SQUARE

*

A new trailing crossover has been installed between the Down Main line at 208m. 12chs. and the Up Main line at 208m. 05chs. and secured out of use until further notice.

(51)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BNIL

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN WEAVER JN AND RUNCORN

*

The maximum permissible speed on the Down and Up Main lines between Weaver Jn and Runcorn has been increased from 80 m.p.h. to 90 m.p.h.

Weaver Jn

The 80 m.p.h. P.S.R. which applied through the junction from the Down Main line to the Down Liverpool line has been increased to 85 m.p.h. and continues over the Down Liverpool line to 176m. 10chs.

An 85 m.p.h. P.S.R. has been introduced on the Up Liverpool line commencing at 175m. 43chs. This speed applies up to and through the junction to the Up Main.

(See Section 'D') (51)

CREWE NORTH JN

Position light shunting signal CE562, situated opposite the former Crewe North Junction box and applying to set-back movements on the Down Chester line, has been re-positioned on the right-hand side of the Down Chester line, 9 yards nearer Chester. The telephone associated with the signal has been similarly re-positioned.

(New Item) (1)

BETWEEN THORPES BRIDGE JN AND CASTLETON EAST JN

Middleton Junction West signalbox has been abolished.

Between Middleton Junction West and Vitriol Works, the Up Slow line has been renamed Up Loop and the Up Fast line has been renamed Up Main.

The facing points in the Up Main line at Middleton Junction West leading to the Up Loop have been transferred to the control of Vitriol Works signalbox. A points telephone has been provided, communicating with Vitriol Works signalbox.

Castleton East Junction Up Main I.B. Home 2 signal has become, in addition, Vitriol Works Up Main Distant signal.

Middleton Junction West Up Main Home 1 signal, positioned on the Manchester side of Mills Hill station, has been reduced from a 4-aspect to a 3-aspect colour light signal and has become Vitriol Works Up Main Home 1 signal. It has been fitted with a signal post plate, VW29, and provided with a telephone communicating with Vitriol Works Signalbox. This signal is 1 1/2 yards from the new Vitriol Works Up Main Home 2 signal.

Middleton Junction West Up Main Home 2 signals, together with Vitriol Works Up Main Distant signals, situated close to the signalbox, have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN THORPES BRIDGE JN AND CASTLETON EAST JN - continued

A new Vitriol Works Up Main Home 2 signal has been provided on the left hand side of the line 60 yards on the approach side of the facing points leading to the Up Loop. It is a 3-aspect colour light signal with a position 1 junction indicator for movements to the Up Loop. This signal has been fitted with a signal post plate, VW31, and provided with a telephone, communicating with Vitriol Works signalbox. It is 2,382 yards from Vitriol Works Up Main Starting signal.

The existing Vitriol Works Up Fast Home signal, situated 60 yards on the Rochdale side of the signalbox, has been abolished.

Vitriol Works Up Main Starting signal has been fitted with a signal post plate, VW32.

Vitriol Works Up Loop to Up Main signal has been fitted with a diamond sign.

The top yellow aspect on Vitriol Works Down Main Distant signal has been blanked out and this signal is no longer capable of exhibiting a double yellow aspect. It has been fitted with a signal post plate, VW R55.

Vitriol Works Down Main Home signal, together with Middleton Jn West Down Main Distant signal, situated 60 yards on the Manchester side of the signalbox, has been renewed as a 3-aspect colour light signal, 10 yards further from the signalbox on the left hand side of the line. A diamond sign and a signal post plate, VW55, have been fitted. This signal is 1,805 yards from the next signal, which is Vitriol Works Down Main I.B. Home 1 signal.

Middleton Junction West Down Main Home signal, together with the Down Main I.B. Distant signal, has been abolished.

The control of Middleton Junction West Down Main I.B. Home 1, 2 and 3 signals has been transferred to Vitriol Works and the telephones at these signals altered to communicate with Vitriol Works signalbox.

The set back shunt signal from the Up Main line to siding No.1 or siding No.2 at Vitriol Works has been abolished.

The set back shunt signal from the Down Main line has been fitted with a diamond sign.

(New item)

(1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CHINLEY

A temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

BLEA MOOR

The Down Main Starting signal has been reduced in height to 17 feet above rail level.

(New item)

(1)

SEC

* *
*

SIGNAL

Page 4

42A

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Section

Add :-

7.6

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

REGULATIONS FOR TRAIN SIGNALLING
AND SIGNALMENS' GENERAL INSTRUCTIONS (BR30062)

SIGNALMENS' GENERAL INSTRUCTIONS

Page 42 - Add :-

42A BARROW CROSSINGS - MOVEMENTS OF BRUTES, ETC.

The user will contact the Signaller before BRUTES (or similar trolleys with small wheels which might become trapped) are taken over the crossing, whether or not warning lights are provided. These must be considered as slow moving vehicles and the Signaller must observe the provisions of Instruction 40 (clause 40.2). If, however, the user fails to report when the movement is clear, the Signaller must attempt to contact the user to obtain this assurance. If this cannot be done, he must caution trains as shown in clause 40.2.1.

Each request to use the crossing, whether by telephone or other means, must be recorded in the Train Register as shown in Instruction 40 (clause 40.3).

(4D)

RULE BOOK (BR87109)
RULE BOOK, SECTION A, B & P (BR87110)

Section B, Clause 7

Add :-

1.6 Barrow Crossing - Movements of BRUTES, etc.

Before taking a BRUTE (or similar trolley with small wheels which might become trapped) over a barrow crossing, the employee concerned must obtain the Signaller's permission, whether or not warning lights are provided. He must also tell the Signaller immediately when the BRUTE is clear of the crossing.

(4D)

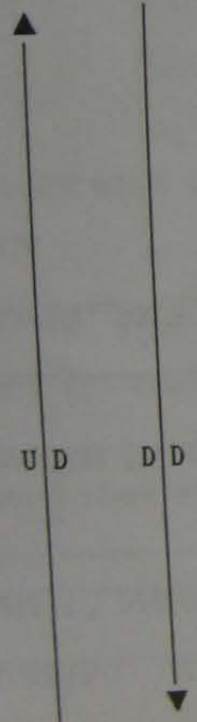
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

TABLE A : DETAILS OF RUNNING LINES

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | At or Between | Remarks |
|---|---|--------|------------------------------|--------------|--|--|
| | | | Down m.p.h. | Up m.p.h. | | |
| <u>Page 5.8</u> | | | | | | |
| <u>HASLAND JN TO GASCOIGNE WOOD VIA SHEFFIELD</u> | | | | | | |
| Between Aldwarke North Jn (Mid) and Dearne Jn | | | | | | |
| Delete all details and <u>Substitute:-</u> | | | | | | |
| | Aldwarke North Jn (Mid) (See page 5.19) | 164 48 | <u>25</u> | <u>25</u> | <u>All connections between Main and Barrow Hill lines.</u> | Aldwarke North Jn (Mid) to Dearne Jn controlled by Sheffield (S) Signal box. |
| | Swinton Jn South (See page 5.19) | 166 56 | | | | |
| | <u>Swinton</u> | 166 59 | | | | |
| | Swinton Jn North (See page 5.19) | 167 00 | <u>50</u> | | <u>To Mexborough line.</u> | |
| | Dearne Jn (See page 5.16) | 168 53 | | <u>15</u> | <u>To Manvers Colliery Branch.</u> | |
| | | | | | | (W.e.f. 05 30 Monday 12 March). |

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | At or Between | Remarks |
|---|-----------------------------------|----------------------|------------------------------|--------------|------------------------------------|---|
| | | | Down m.p.h. | Up m.p.h. | | |
| <p><u>Pages 5.19 and 5.20</u></p> <p><u>Delete all details and Substitute:-</u></p> <p><u>Page 5.19</u></p> <p><u>DONCASTER, SOUTH YORKSHIRE JN TO SWINTON JN NORTH/SOUTH - continued</u></p> | | | | | | |
|  | Conisbrough Tunnel (237 yards) | 19 00 to 18 69 | <u>50</u> | <u>50</u> | <u>19m.p. and 18m. 69chs.</u> | <p><u>Key to Running Lines</u></p> <p>DD = Down Doncaster UD = Up Doncaster</p> |
| | Cadeby | 18 60 | | | | UGL 54 |
| | <u>Conisbrough</u> | 18 13 | | | | C. Up at 17m. 51chs. (800 yards) before reaching signal S.880). |
| | Denaby LC (CCTV) | 17 12 | | | | Lines between Conisbrough and Swinton Jn controlled by Sheffield (S) Signalbox. |
| | | | <u>60</u> | <u>60</u> | <u>15m. 75chs. and 15m. 37chs.</u> | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks | |
|--|------------------------------------|--------|------------------------------|-----------|---|---|
| | | | Down m.p.h. | Up m.p.h. | | |
| <u>Page 5.19 - continued</u> | | | | | | |
| <u>DONCASTER, SOUTH YORKSHIRE JN TO SWINTON JN NORTH/SOUTH - continued</u> | | | | | | |
| | <u>Mexborough</u> | 15 71 | | | | |
| | Mexborough Jn (See page 5.21) | 15 64 | 40 | | <u>Down line to Up line at 15m. 64chs.</u> | |
| | | | 40 | | <u>To Kilnhurst line.</u> | |
| | | | 40 | | <u>15m. 37chs. and 15m.p./167m. 17chs.</u> | |
| | | | 15 00 167 17 | 50 | | <u>15m.p./167m. 17chs. and 166m. 56chs.</u> |
| | Swinton Jn North (See page 5.8) | 167 00 | 50 | | <u>167m. 17chs./15m.p. and 15m. 37chs.</u> | |
| <u>Swinton</u> | 166 59 | | | | | |
| Swinton Jn South (See page 5.8) | 166 56 | | | | | |
| | | | | | <u>Key to Running Lines</u> DD = Down Doncaster UD = Up Doncaster | |
| | | | | | <u>(W.e.f. 05 30 Monday 12 March).</u> | |

C - D12

(4D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

... LINES - continued

Swinton Jn South
(See page 5.8)

166 59

166 56

Key to Running Lines
DD = Down Doncaster
UD = Up Doncaster

(W.e.f. 05 30 Monday 12 March).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

(40)

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. Ch. | Permanent Speed Restrictions | | Remarks |
|--|----------------------------------|--------------|------------------------------|--------------|---|
| | | | Down m.p.h. | Up m.p.h. | |
| <u>Page 5.21</u> | | | | | |
| <u>Add:-</u> | | | | | |
| <u>MEXBOROUGH JN TO WOODBURN JN</u> | | | | | |
| <u>MEXBOROUGH JN AND ALDWARKE NORTH JN</u> | | | | | |
| | | | <u>50</u> | <u>50</u> | MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) TRAINS NOT CONVEYING FOUR WHEELED VEHICLES. |
| | | | <u>50</u> | <u>50</u> | MAXIMUM PERMISSIBLE SPEED FOR CLASS 14X UNITS. |
| | | | <u>40</u> | <u>40</u> | MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) TRAINS NOT CONVEYING FOUR WHEELED VEHICLES. |
| <u>ALDWARKE NORTH JN AND WOODBURN JN</u> | | | | | |
| | | | <u>40</u> | <u>40</u> | MAXIMUM PERMISSIBLE SPEED. |
| | Mexborough Jn (See page 5.19) | <u>15 64</u> | | <u>40</u> | <u>To Mexborough line.</u> |
| | | <u>10 17</u> | | <u>40</u> | <u>10m. 17chs. and 9m. 7lchs.</u> |
| | | | | <u>40</u> | <u>Single to Down line at 9m. 7lchs.</u> |
| | | | <u>9 71</u> | <u>40</u> | <u>9m. 7lchs. and 10m. 17chs.</u> |
| | Kilnhurst | <u>8 50</u> | | | |



Lines between Conisbrough and Rotherham Central Jn controlled by Sheffield (S) Signalbox.

Key to Running Lines

MS - Mexborough Single
DMX - Down Mexborough
UMX - Up Mexborough

UGL 98

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. | Ch. | Permanent Speed Restrictions | | Remarks | |
|--|--|----|-----|------------------------------|----|--|---|
| | | | | Down m.p.h. | Up | | |
| <p>Page 5.21 - continued</p> <p>MEXBOROUGH JN TO WOODBURN JN - continued</p> | | | | | | | |
| | Thrybergh Jn (See below) | 7 | 73 | 25 | | CW. Down at 8m. 48chs. (955 yards before reaching Signal S.719). | |
| | Aldwarke North Jn (G.C.) (See page 5.8) | 7 | 00 | 25 | | Key to Running Lines DMX = Down Mexborough UMX = Up Mexborough | |
| | | | | 25 | | | C. Up at 6m. 09chs. (735 yards before reaching signal SA.25). |
| | Aldwarke South Jn (G.C.) (See page 5.8) | 6 | 69 | 10 | | | |
| | | | 35 | 35 | | | |
| | | | | | | 5m. 53chs. and 5m. 46chs. | |

C - D14

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/5 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 5 - continued

TABLE A : DETAILS OF RUNNING LINES - continued

TABLE A : DETAILS OF RUNNING LINES - continued

| Running Lines and Signalling System | Location | M. | Ch. | Permanent Speed Restrictions | | Remarks | |
|---|---|----|-----------|------------------------------|-----------------------------|--|---|
| | | | | Down m.p.h. | Up m.p.h. | | |
| Page 5.21 - continued | | | | | | | |
| <u>MEXBOROUGH JN TO WOODBURN JN - continued</u> | | | | | | | |
| | <u>Rotherham Central</u> | 4 | 60 | | | | |
| | Rotherham Central Jn (See page 5.15) | 4 | 40 | | | C. Down at 4m. 40chs. | |
| | Tinsley East Jn | 2 | 68 | | | | |
| | Tinsley South Jn (See page 5.14) | 2 | 22 | <u>25</u> | | <u>To Shepcote Lane Jn line.</u> | C. Down at 2m. 15chs. (636 yards before reaching Signal SL.11). |
| | Broughton Lane Jn (See page 5.14) | 1 | 38 | <u>25</u> | | <u>To Shepcote Lane Jn line.</u> | C. Down at 1m. 53chs. (607 yards before reaching Signal SL13). |
| Woodburn Jn (See Section 4) | 0 | 00 | <u>20</u> | <u>20</u> | <u>0m. 28chs. and 0m.p.</u> | C. Down at 0m. 59chs. (512 yards before reaching signal SL21). | |
| <u>(W.e.f. 05 30 Monday 12 March).</u> | | | | | | | |

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR 30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX SECTION NO.6 - continued

LOCAL INSTRUCTIONS

Pages 6.111/6.112

HESSLE ROAD

Freightliner Terminal.

Delete:- above sub-heading and instruction.

Tilcon Depot.

Delete second paragraph and substitute:-

Radio equipment is available for use within the Depot. After signing on duty at Hull Paragon Station, the Guard must obtain two portable radio units from the Traincrew Supervisor's Office, and hand one unit to the Driver and test the radio equipment. The Guard must give instructions over the radio to the Driver in the following manner:-

- Driver draw forward.
- Driver set back.
- Driver prepare to stop.
- Driver stop.
- Driver emergency stop.

Fifth paragraph. Delete final sentence and substitute:-

The Guard must then collect the radio unit from the Driver and hand them back to the Traincrew Supervisor on return to Hull Paragon Station.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

30057/3 - BRITISH RAILWAYS, EASTERN REGION, INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (NORTHERN AREA) - continued

Page 85

TABLE B - SPECIAL WORKING ARRANGEMENTS

| Between | Line(s) | Authorities | Restrictions |
|--|---------|-------------|---|
| Add:- | | | |
| MALOP GOODS JN TO CREWE NORTH JN (CHESTER INDEPENDENT LINES) | | | |
| Malop Goods Jn and Crewe North Jn | Down | F | Coaching stock equal to 30 SLU Freight vehicles equal to 15 SLU M&EE Maintenance train. |
| | | H | - |
| | Up | F | Freight vehicles equal to 25 SLU without brakevan. M&EE Maintenance train. |
| | | H | - |

(4D)

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

Page 26

SHIREOAKS COLLIERY

End :-

A train propelled into the colliery must be stopped when the locomotive is in rear of signal 31 and the Train Preparer must advise the Signaller when the locomotive is ready to run-round. After the run-round movement has been completed, the train must be propelled under the control of the loading signals and stopped in rear of signal B1.

When the train is ready for tare weighing and part loading, signal B1 will be cleared and the train must proceed under the control of the loading signals at 1 mph.

The train must then be propelled for completion of loading and/or gross weighing at a speed not exceeding 1 mph and the train must be stopped in rear of signal B1.

In the event of the emergency ground position light signals commencing to flash and/or the Yodalarm commencing to sound, the Driver must bring the train to a stand immediately.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Page 26 - continued

SHIREOAKS COLLIERY - continued

Amend - continued

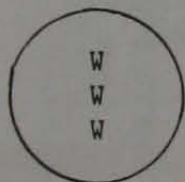
- 5. When a train is to depart in the Sheffield direction, the Train Preparer must advise the Signalman when the locomotive is ready to run-round.
- 6. Before any train is propelled out of the Colliery to either the Up or Down Main lines, the Driver must personally speak to the Signalman at Shireoaks Station from the telephone adjoining signal 31R 3 and obtain confirmation that points 1121 are correctly set and signal 31 has been cleared for the movement. The Signalman must also be advised the destination of the train.

7. Cripples

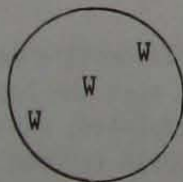
When a wagon is to be shunted into the Cripple siding, the Train Preparer must obtain the key to the padlock for the points from the Bunker Operator and request the release to operate the loading signals from the sub-panel. The Train Preparer must supervise all operations and when completed, advise the Bunker Operator, returning the padlock key.

8. Loading Signals

The interpretations of the first two aspects as shown in the Rule Book Section C, clause 5.5 are amended in respect of this colliery, as follows:-



DRAW TRAIN AT LOW SPEED



(FLASHING LIGHTS)

PROPEL TRAIN AT LOW SPEED

(4D)

Pages 37/38

HIGH MARNHAM POWER STATION

7. Speed Limits

Delete first and second entries and substitute :-

Over inward gross and outward tare weighbridges.....3mph.

(4D)

SECTION D - GE

All Drivers wo
before startin
train preparer

This form (see
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driver.

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manager for hi
the form to hi

An example is

TO BE HANDE

W.T.T. No.

FROM

RULE BOOK
in accord
in order

SIGNED ..

GRADE ...

NOTE: DRI

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

TRAIN PREPARATION CERTIFICATES - DRIVER ONLY OPERATION

All Drivers working trains of coaching stock (including Mark IV/D.V.T. and H.S.T.'s) must before starting a journey with D.O.O. movement be in possession of a signed form from the train preparer that the train has been fully prepared and all necessary tests carried out.

This form (see below) must be handed to the Conductor/Senior Conductor for Mark IV trains when the train enters passenger service and for non-passenger trains be held by the train driver.

Where the Driver of the movement under D.O.O. empty coaching stock is not relieved on arrival prior to the train taking up its working he must hand the form to the Station Manager for him to hand to the forward crew. Where the Driver is relieved he must hand the form to his relief who must hand it to the Conductor/Senior Conductor.

An example is shown below for your information.

DRIVERS SLIP - D.O.O.(NP) PARCELS AND
EMPTY COACHING STOCK TRAINS

TO BE HANDED TO THE DRIVER BEFORE COMMENCEMENT OF JOURNEY.

W.T.T. No. Time Date

FROM TO

NUMBER OF VEHICLES

ACTUAL LOAD TONNES

MAX. TRAIN SPEED M.P.H.

RULE BOOK SECTIONS H.4.1.1., 4.5.1. and 8.3.2. and the DOOR TEST (where applicable) in accordance with G.A. SECT. 3 PAGE 3.6.A. have been carried out and the train is in order to proceed.

(4D) SIGNED DEPOT

GRADE

NOTE: DRIVERS MUST BE INFORMED IF FOUR OR SIX WHEELED VEHICLES ARE BEING CONVEYED.

REGIONAL OPERATIONS MANAGER,
YORK.

**BRITISH RAIL
EASTERN REGION**

C

52

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 17 MARCH
TO
FRIDAY 23 MARCH 1990
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 18 MARCH - BETWEEN HYKEHAM AND WEST HOLMES

Skewbridge Tip LC (A.O.C.R.) at 32m. 18chs.

The existing A.O.C.R. equipment will be removed and new user worked, hand operated, gates will be brought into use.

'Whistle Boards' associated with the crossing will be retained and telephone communication with West Holmes Signal Box will continue.

(2)

SUNDAY 18 MARCH - BETWEEN ALDWARKE SOUTH JN. (MID) AND ALDWARKE NORTH JN (MID)

In preparation for the future rationalisation and remodelling of Aldwarke Junctions, the Up and Down Barrow Hill lines between Aldwarke South Jn (Mid) and Aldwarke North Jn (Mid) will be taken out of use pending removal.

It should be noted that the Up and Down Barrow Hill lines will remain in operational use at this stage between Masborough Station North Jn and Aldwarke South Jn (Mid) for trains to and from the former G.C. line to Mexborough via Thrybergh Jn. (From this date no routes will be available between the Up and Down Main lines and the Up and Down Barrow Hill lines at Aldwarke Jn).

No routes will be available between Rotherham Engineering Steels Private Sidings (11 Inch Mill), at Aldwarke Jn., and the Up and Down Barrow Hill lines.

The following signalled routes will be taken out of use in connection with the above :-

Main Signals

| <u>Signal No.</u> | <u>Line</u> | <u>Aspect</u> | <u>Ind</u> | <u>Application to or towards</u> |
|-------------------|------------------|---------------|------------|---|
| SA 4 | Up Main | Main | Pos.1 | Up Barrow Hill Signal S 442 |
| SA 13 | Down Barrow Hill | P.L. | - | Rotherham Engineering Steels P.S. (11 Inch Mill) |
| " | " | Main | Pos.1 | Down Main Signal S 445 |

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 18 MARCH - BETWEEN ALDWARKE SOUTH JN. (MID) AND ALDWARKE NORTH JN (MID) - continued

L. Shunting Signals

| <u>Signal No.</u> | <u>Line</u> | <u>Aspect</u> | <u>Ind</u> | <u>Application to or towards</u> |
|--|---|---------------|------------|---|
| 53 | Up Barrow Hill | P.L. | Y | Rotherham Engineering Steels P.S. (11 Inch Mill) |
| " | " | P.L. | M | Down Main Signal S 455 |
| (Signal SA 53 will be abolished and removed) | | | | |
| (2) 56 | Rotherham Eng. Steels P.S. (11 Inch Mill) | P.L. | - | Up Barrow Hill Signal S 442 |

WEDNESDAY 18 MARCH - BETWEEN NEW PUDSEY STATION AND MILL LANE JN

ketts LC (at 5m. 68chs.)

above crossing, situated 71 chains to the West of New Pudsey Station, will be equipped with Red/Green miniature warning lights. Existing warning bells will be replaced by 'alarms'.

Telephone communication with Mill Lane Jn. Signal Box will be retained.

WEDNESDAY 18 MARCH - GUISELEY JN

Bradford Home Signal GJ.40 will be moved from the standard clearance of 6ft. 6ins. to 15ft from the rail edge.

WEDNESDAY 18 MARCH - BRADFORD FORSTER SQUARE

Facing connection will be installed in the Down line at approximately 208m. 33chs. and removed out of use until further notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

A Permanent Speed Restriction of 30 mph has been imposed to, over and from the Down Passenger Loop.

(See Section 'D')

(1)

BETWEEN WRAWBY JN AND WICKENBY

North Kelsey L.C. (AHB-X) at 18m. 03chs.

Moortown L.C. (AHB-X) at 19m. 34chs.

Walesby L.C. (AHB-X) at 24m. 46chs.

The X40 m.p.h. wrong direction speed restriction warning boards applying to the above crossings have been covered over until further notice.

(UFN)

BROCKLESBY JN

The former Up Main to Up Main and Up Main to Up Immingham splitting Distant signals have been replaced by a single Distant signal which applies to and is worked for both routes.

(1)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BRIGHTSIDE STATION JN

The connection between the Down Goods line and Down Main line at 160m. 74chs. has been taken out of use until further notice.

(UFN)

ROTHERHAM MASBOROUGH STEEL TERMINAL

A temporary level crossing has been provided across the East Sidings at approximately 160m. 70chs.

Lockable pivot barriers have been provided which must be secured in the lowered position across the road for the passage of trains.

(53)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CONISBROUGH AND KILNHURST

(1) Revised signalling has been brought into use between Conisbrough and Kilnhurst on the Up and Down Mexborough/Doncaster lines. Reference should be made to sheet 2 of the signalling diagram included in this notice, which accompanies the Section C notice for the commissioning of the new Swinton Curve.

Some new signals with new numbers have been brought into use and certain signals have been abolished. Other signals have been retained, and in some cases, renumbered.

Mexborough Down Goods Loop has been taken out of use permanently and the points secured for through Down line running pending removal.

(UFN) Mexborough/Up Doncaster line

Existing signal No. S.860 has been retained as a controlled signal and renumbered S.706.

Existing signal No. S.864, protecting Mexborough Jn, has been abolished.

A new automatic signal, plated S.866, has been brought into use at the Doncaster end of Mexborough Station.

(1) Existing Automatic Signal No. S.870, between Mexborough Station and Denaby Level Crossing has been abolished.

A new Automatic signal, plated S.868, has been brought into use located 209 yards further towards Doncaster than the former signal S.870 which it replaced.

Existing controlled signal No. S.872, protecting Denaby LC, has been retained without change to format, location or number.

(UFN) Down Doncaster/Down Mexborough line

Existing controlled signal No. S.875, protecting Denaby LC, has been retained without change to format or number.

(1) Existing controlled signal No. S.873 has been converted to an automatic signal and replated accordingly, retaining the same number. (In connection with the abolition of the Down Goods Loop, the junction indicator and position light unit have been removed from this signal).

(UFN) Existing signal No. S.869, protecting the entrance to Mexborough Station Down Platform, have been retained without change to format, location or number.

Existing signal No. S.865, at the Sheffield end of Mexborough Station Down Platform has been retained without change to format, location or number. (The position '1' junction indicator on this signal continues to apply for trains proceeding towards Aldwarke Jn via Kilnhurst.

(53)

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

Existing automatic signal No. S.715, between Mexborough and Kilnhurst, has been retained without change to format, location or number.

The revised signalling between Conisbrough and Kilnhurst described above is 4-aspect with AWT provided throughout, and is controlled from Sheffield Signal Box with Track Circuit Block Regulations applicable.

(1)

BETWEEN SWINTON JNS (NORTH AND SOUTH) AND MEXBOROUGH JN - COMMISSIONING OF NEW SWINTON CURVE UP AND DOWN DONCASTER LINES

The new Swinton Curve double line (Up and Down Doncaster lines) have been commissioned for operational use for through train working between Aldwarke Jn and Conisbrough via new geographical junctions at Swinton and Mexborough.

New and revised signalling has been brought into use as shown in the diagrams included in this notice, which illustrate the track layout and the new double line curve between Swinton and Mexborough which is approximately 1,000 yards long between junctions. The new junctions are located as shown on the signalling diagram and have been designated:-

MEXBOROUGH JN
SWINTON JN (NORTH)
SWINTON JN (SOUTH)

Remodelling of the track layout and alignment has taken place immediately West (Sheffield end) of Mexborough Station such that the main through double Up and Down Doncaster lines connect directly onto the new Swinton Curve double line.

The present Up and Down Mexborough main through double line between Mexborough Station and Aldwarke Jn via Thrybergh Jn has been singled for approximately 700 yards round the curve at the Mexborough end and new connections have been brought into use to form the new 'Mexborough Jn' as shown in the signalling diagram. A new single to double line connection has been brought into use at the Thrybergh Jn end of the Up/Down Mexborough single line curve as shown in the signalling diagram.

Down Doncaster signal S.865 at Mexborough Station and Down Main/Pontefract signal S.461 at Swinton new station (not yet open for public use) have been amended for routing as follows:-

| <u>Signal No.</u> | <u>Aspect</u> | <u>Indication</u> | <u>Applying to or towards</u> |
|-------------------|---------------|-------------------|--|
| S.865 | MAIN | POS.1 | DOWN MEXBOROUGH AUTOMATIC SIGNAL S.715 |
| S.865 | MAIN | - | DOWN DONCASTER AUTOMATIC SIGNAL S.861 (SWINTON NEW CURVE) |
| S.461 | MAIN | - | DOWN PONTEFRACT AUTOMATIC SIGNAL S.507 |
| S.461 | MAIN | POS.4 | UP DONCASTER CONTROLLED SIGNAL S.862 (SWINTON NEW CURVE) |

BETWEEN SWINTON JNS (NORTH AND SOUTH) AND MEXBOROUGH JN - COMMISSIONING OF NEW SWINTON CURVE
AND DOWN DONCASTER LINES - continued

New Down Doncaster 4-aspect Automatic signal, plated S.861 and a new Up Doncaster 4-aspect controlled signal, plated S.862, have been brought into full use on the new Swinton Curve.

Down Main 4-aspect signals S.457 and S.459 have been altered to display flashing double yellow and flashing single yellow respectively, when Down Main/Down Pontefract 4-aspect signal S.461 cleared with Position 4 junction indicator for movements from the Down Main line to the Up Doncaster line.

(1)

The new signalling at and between Swinton Junctions and Mexborough Jn, associated with the new Swinton Curve described above, has been equipped with 4-aspect colour light signals and A.W.S. signals as been provided throughout.

The signalling and the new Swinton Curve Up and Down Doncaster lines is controlled from Sheffield Signal Box with Track Circuit Block Regulations applying throughout.

(1)

HOFTS JN

The existing Signal Box structure has been abolished, and the panel transferred to the north end of the relay room situated opposite, on the Up side. This building is now known as Hofts Jn Signal Box and has been appropriately signed.

(53)

WALSLEY

The 'Limit of Shunt' indicator situated on the Down Main line at the Huddersfield end of Walsley station and applying to movements in the Up direction, has been abolished.

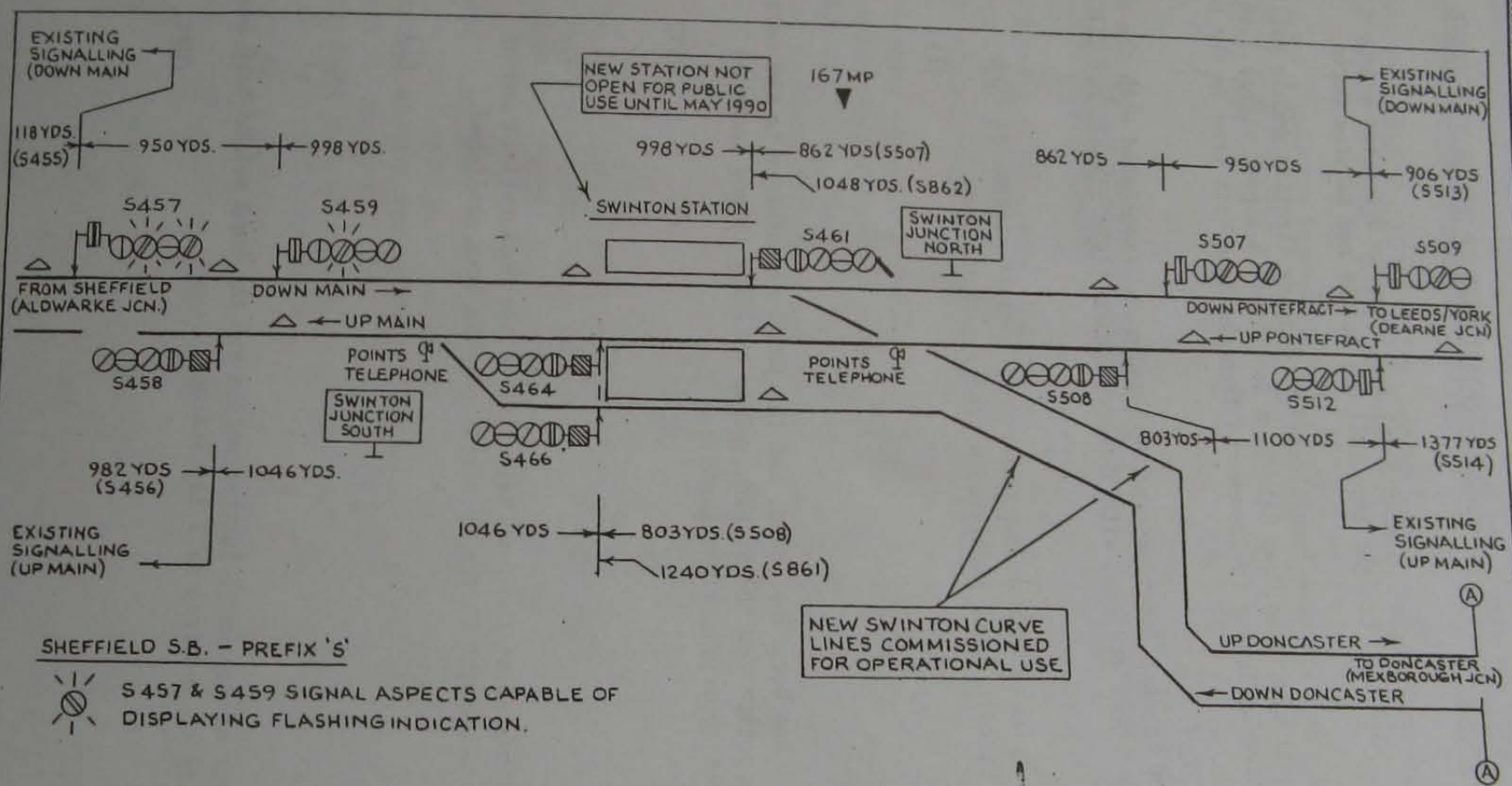
(1)


WALSLEY STATION

No.2 Bay Siding has been taken out of use until further notice and the hand points have been secured out of use set for running to and from No.3 Bay Siding.

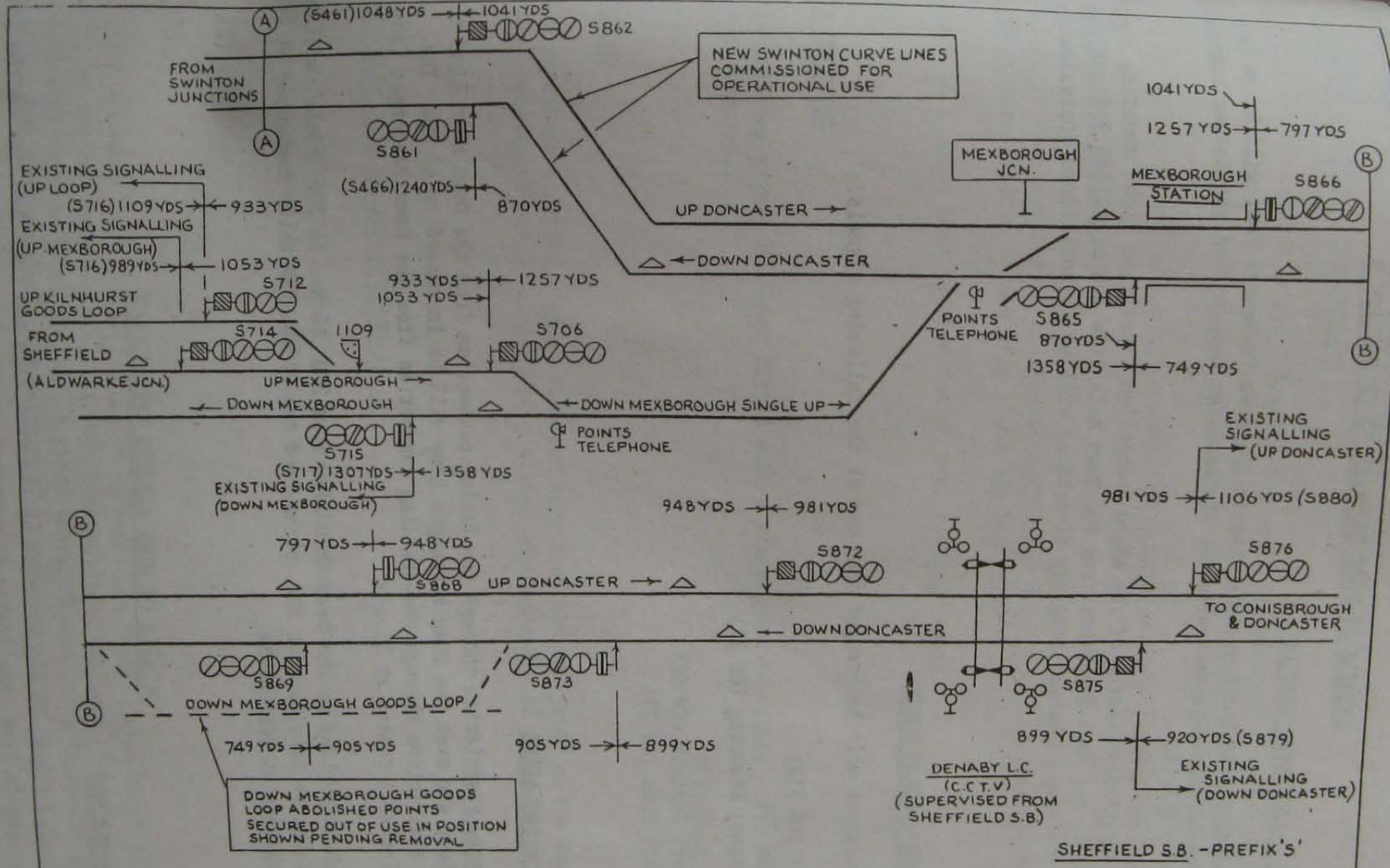
(UFN)

SIGNAL S.715
SIGNAL S.861
SIGNAL S.507
SIGNAL S.862



SHEFFIELD S.B. - PREFIX 'S'
 S 457 & S 459 SIGNAL ASPECTS CAPABLE OF DISPLAYING FLASHING INDICATION.

SHEFFIELD S.B. - NEW SIGNALLING FOR COMMISSIONING OF SWINTON CURVE UP/DOWN DONCASTER LINES BETWEEN SWINTON JUNCTIONS (NORTH AND SOUTH) AND MEXBOROUGH JCN.



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

C - 08

SHEFFIELD S.B. - NEW SIGNALLING FOR COMMISSIONING OF SWINTON CURVE UP/DOWN DONCASTER LINES BETWEEN SWINTON JUNCTIONS (NORTH AND SOUTH) AND MEXBOROUGH JCN.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 18 MARCH - LANCASTER STATION

The facing connection from the Down Main line to the Down Passenger Loop will be re-laid as a single-ended connection, 44 yards nearer the station; the Loop end of the former connection being re-laid as plain line.

As a result of the re-positioning of the above connection, position light shunting signal PN.229, applying to set-back movements from the Down Main line and signal PN.235 applying to movements from the Down Passenger Loop (Up direction) will be re-positioned approximately 30 yards nearer the station.

(2)

THURSDAY 22 MARCH - CORBY NORTH

A.W.S. track equipment will be brought into use at the following signals:-

Down Distant (CN 21R)
Down Home (CN 21)
Down (Passenger) Starting (CN 22)

Up (Passenger) Distant (CN 30)
Up (Passenger) Home (CN 29)

(2)

FRIDAY 23 MARCH - LANCASTER

The permanent speed restriction through the facing connection from the Down Main line to the Down Passenger Loop and over the Down Passenger Loop will be increased to 40 mph. The permanent speed restriction through the trailing connection from the Down Passenger Loop to the Down Main line will remain at 25 mph.

The 85 mph PSR which applies on the Down Main line from 20m. 10chs. to 20m. 60chs. will be extended by 9 chains to terminate at 20m. 69chs. and the 90 mph PSR which commenced at 20m. 60ch will now commence at 20m. 69chs.

(2)

DETAILS OF WORK ALREADY CARRIED OUT** DERBY ENGINE SIDINGS

*

Position Light Ground Signal DY.478 situated at the exit from the Loco Out line on the left hand side of the Loco In line, applicable to movements to the Pilot Siding, has been replaced by an elevated position light signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN THORPES BRIDGE JN AND CASTLETON EAST JN

Middleton Junction West signalbox has been abolished.

Between Middleton Junction West and Vitriol Works, the Up Slow line has been renamed Up Loop and the Up Fast line has been renamed Up Main.

The facing points in the Up Main line at Middleton Junction West leading to the Up Loop have been transferred to the control of Vitriol Works signalbox. A points telephone has been provided, communicating with Vitriol Works signalbox.

Castleton East Junction Up Main I.B. Home 2 signal has become, in addition, Vitriol Works Up Main Distant signal.

Middleton Junction West Up Main Home 1 signal, positioned on the Manchester side of Mills Hill station, has been reduced from a 4-aspect to a 3-aspect colour light signal and has become Vitriol Works Up Main Home 1 signal. It has been fitted with a signal post plate, VW29, and provided with a telephone communicating with Vitriol Works Signalbox. This signal is 1,191 yards from the new Vitriol Works Up Main Home 2 signal.

Middleton Junction West Up Main Home 2 signals, together with Vitriol Works Up Main Distant signals, situated close to the signalbox, have been abolished.

A new Vitriol Works Up Main Home 2 signal has been provided on the left hand side of the line 60 yards on the approach side of the facing points leading to the Up Loop. It is a 3-aspect colour light signal with a position 1 junction indicator for movements to the Up Loop. This signal has been fitted with a signal post plate, VW31, and provided with a telephone, communicating with Vitriol Works signalbox. It is 2,382 yards from Vitriol Works Up Main Starting signal.

The existing Vitriol Works Up Fast Home signal, situated 60 yards on the Rochdale side of the signalbox, has been abolished.

Vitriol Works Up Main Starting signal has been fitted with a signal post plate, VW32.

Vitriol Works Up Loop to Up Main signal has been fitted with a diamond sign.

The top yellow aspect on Vitriol Works Down Main Distant signal has been blanked out and this signal is no longer capable of exhibiting a double yellow aspect. It has been fitted with a signal post plate, VW R55.

Vitriol Works Down Main Home signal, together with Middleton Jn West Down Main Distant signal situated 60 yards on the Manchester side of the signalbox, has been renewed as a 3-aspect colour light signal, 10 yards further from the signalbox on the left hand side of the line. A diamond sign and a signal post plate, VW55, have been fitted. This signal is 1,805 yards from the next signal, which is Vitriol Works Down Main I.B. Home 1 signal.

Middleton Junction West Down Main Home signal, together with the Down Main I.B. Distant signal, has been abolished.

The control of Middleton Junction West Down Main I.B. Home 1, 2 and 3 signals has been transferred to Vitriol Works and the telephones at these signals altered to communicate with Vitriol Works signalbox.

The set back shunt signal from the Up Main line to siding No.1 or siding No.2 at Vitriol Works has been abolished.

The set back shunt signal from the Down Main line has been fitted with a diamond sign.

tion, Vitriol Works Up

WINLEY

chester side of Mills Hill temporary level crossing has been provided over the Down line at 169m. 36chs.

(UFN)

signal and has become
post plate, VW29, and
This signal is 1,191

SEA MOOR

The Down Main Starting signal has been reduced in height to 17 feet above rail level.

(1)

Works Up Main Distant

ft hand side of the line
loop. It is a 3-aspect
to the Up Loop. This
with a telephone,
Vitriol Works Up Main

the Rochdale side of the

st plate, VW32.

sign.

en blanked out and this
has been fitted with a

Down Main Distant signal.
renewed as a 3-aspect
hand side of the line. A
signal is 1,805 yards from

Main I.B. Distant