

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>HESSLE ROAD TO ALEXANDRA DOCK</b>		
<b>SUNDAY 4 JANUARY</b>		
Hessle Road and Alexandra Dock	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Trackwork between 3m. 25chs. and 1m. 65chs.
<b>MONDAY 5 JANUARY</b>		
Bridges Jn.	All	08 00 to 16 00. Signalling work. (See Section 'C'.)

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## MONDAY 5 JANUARY - HESSLE ROAD - BRIDGES JUNCTION

A new ground position light signal No. 63, with a 2-way stencil type route indicator, will be provided on the Up Alexandra Dock line 80 yards before reaching the junction points-double line to single line and this will apply:-

Route Indication	Application Towards	
"A"	Alexandra Dock Single Line.	
"K"	King George Dock Single Line.	(4)

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* DECOY POINTSMAN

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (1)

## YORK YARD SOUTH - NO.1 DOWN YARD

The hump and hump fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception Lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North end. Buffer stops will be erected at their Southern ends adjacent to the former hump connections. (New item) (2)

## YORK YARD SOUTH

The hand worked connection between the No.1 and No.2 Departure Lines, York Up Yard ('A' and 'B' Lines) has been secured out of use pending removal. (New item) (2)

# SIGNALLING RECORD SOCIETY

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**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK – BRANCHES YARD**

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal. (New item) (2)

**YORK – UP YARD**

The crossover between the Down Mineral Line and the York Line has been secured out of use and the York Line shortened to a point adjacent to the crossover giving a remaining length of 260 yards.  
(New item) (2)

**\*\* YORK STATION NORTH**

No.1 pump house siding at 0m. 13chs. has been abolished. (1)

**\*\* ASKERN COLLIERY**

The hold-up points situated at the Norton end of the Colliery Loaded Sidings have been altered so that the normal lie will be towards the Slip Line/Colliery Running Line. (1)

**FALSGRAVE**

The semaphore arm Goods Siding to Up Main signal, together with the associated right-hand bracket miniature arm signals applying towards the Arrival and Departure lines have been abolished and replaced by a ground position light signal with 3-way stencil type route indicator reading:-

- “U” – Goods Siding to Up Main
- “A” – Goods Siding to Arrival Line
- “D” – Goods Siding to Departure Line.

The Goods Yard to Goods Siding semaphore arm signal has been replaced by a ground position light signal.

The notice board worded, “STOP. AWAIT INSTRUCTIONS”, has been moved 50 yards nearer to the tunnel mouth. (2)

**MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH**

The Frickley Colliery Branch line has been temporarily taken out of use, during which period the following arrangements have been carried out:-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines has been secured out of use in the normal position.

**Signalling Alterations :-**

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals have been disconnected and maintained “ON”.

- Spur to Branch (No.663)
- Branch to Spur/Up Doncaster (No.666)
- Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals have been disconnected. (51/52)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**HORBURY JUNCTION**

The disc signal which formerly applied – Up Slow to Down Fast or to Down Slow situated 150 yards on the West side of the signal box has been abolished.

The miniature arm signal applying – Sidings or Goods Yard to Down Fast or to Down Slow, has been replaced by a ground disc signal on the left-hand side of the line.

The ground disc signal applying – Down Slow to Down Branch or to Sidings has been replaced by a miniature arm signal 13ft. above rail level. A 2-way stencil-type route indicator has been provided applying.

Down Slow to Down Branch – indication 'X' and Down Slow to Sidings – indication 'S'. (3)

**RAVENSTHORPE**

The trailing connection from the Up Main sidings has been secured out of use and the crossover Up Main to Down Main reinstalled. No.1 siding has been abolished. (2)

**WATH ROAD JUNCTION**

The Down Slow Distant signal has been renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines. (3)

**GRIMETHORPE COLLIERY**

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Arrival line, and the Departure line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
 Worded "STOP FOR ORDERS", and situated on the Arrival Line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
 Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Departure/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
 Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS", and situated 100 yards before reaching the trailing crossover.

**BETWEEN WORTLEY JUNCTION AND HORSFORTH**

Up Harrogate line controlled signal No. L6 and Down Harrogate line controlled signal No. L7, will be converted to automatic signals and re-plated accordingly. (2)

**GASCOIGNE WOOD DOWN SIDINGS**

Sidings Nos. 4 to 13 inclusive have been clamped out of use pending remodelling and removal. (2)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****DAIRYCOATES WEST •**

A new Down Main ground position light shunting signal No.14, has been provided 55 yards on the Albert Dock side of the level crossing which applies – set back Down Main to Up Main.

The ground position light signal No.13, applying – Down Main to Up Main or to Tilcon Sidings now additionally applies set back along the Down Main, and a three-way stencil type route indicator is provided with the following indications:–

- M – Down Main to Up Main
- X – Set back along Down Main
- S – Down Main to Tilcon Sidings

Ground position light signal No.41, applying set back Up Main to MPD now has an additional route indication "X" added which applies – set back along the Up Main.

No.6 ground position light signal applying set back – Up Main to Down Main has been repositioned 17 yards further from the signal box and an illuminated "30" marker board provided to indicate the length of the train.

A stencil-type route indicator will be provided 56 yards on the Albert Dock side of No.6 signal and this will exhibit "OFF" when No.6 signal is showing a Proceed aspect.

The subsidiary signal on Down North Branch No.62 signal has been abolished.

The Up Main 1st Home (No.8) 3-aspect colour light signal will not now be capable of exhibiting a Green aspect.

Up Main 2nd Home (No.9) is being maintained at Red.

The main arm of the Up South Branch 2nd Home to Back Road Liner Depot or to Priory Arrival is being maintained in the "ON" position.

Down Main 2-aspect Starting signal No.57 is being maintained at Red.

The Up North Branch 2nd Home to Priory Arrival is being maintained in the "ON" position.

The Down line between DW62 signal and HR24 signal will be worked in accordance with the Track Circuit Block Regulations. (New Item) (3)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ★ ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 232 - 236 (Page 30 ND 50D)

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

## Clause 4 (Tail Traffic)

Delete from 3rd line:- "the guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6)

## MISCELLANEOUS INSTRUCTIONS

## \*\* MARSDEN STATION

A temporary foot crossing in use during reconstruction of station footbridge at 18m 40chs. Drivers to be prepared to stop at marker board provided. (1)

## \*\* BETWEEN DARTON AND BARNSELY STATION JN.

In connection with earthwork between Darton and Barnsley Station Jn. (between 51m. 1chs. and 51m. 8chs.) the Up line has been restored to its original alignment and Down line has been realigned, maintaining the existing reduced six feet way clearance. (1)

MO.45/NS  
York  
19 DECEMBER, 1975F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NS notice is not received by the normal time, advise your superior Officer by telegam as follows :-  
"NILE SIG. NOTICE NS NO :-"



**NS**

**EASTERN REGION**

**2**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 10 JANUARY**

**TO**

**FRIDAY 16 JANUARY 1976**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

– NIL –

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* YORK YARD SOUTH – NO.1 DOWN YARD**

The hump and hump fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception Lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North end. Buffer stops will be erected at their Southern ends adjacent to the former hump connections. (2)

**\*\* YORK YARD SOUTH**

The hand worked connection between the No.1 and No.2 Departure Lines, York Up Yard ('A' and 'B' Lines) has been secured out of use pending removal. (2)

**\*\* YORK – BRANCHES YARD**

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal. (2)

**\*\* YORK – UP YARD**

The crossover between the Down Mineral Line and the York Line has been secured out of use and the York Line shortened to a point adjacent to the crossover giving a remaining length of 260 yards. (2)

**\*\* FALSGRAVE**

The semaphore arm Goods Siding to Up Main signal, together with the associated right-hand bracket miniature arm signals applying towards the Arrival and Departure lines have been abolished and replaced by a ground position light signal with 3-way stencil type route indicator reading:–

“U” – Goods Siding to Up Main

“A” – Goods Siding to Arrival Line

“D” – Goods Siding to Departure Line.

The Goods Yard to Goods Siding semaphore arm signal has been replaced by a ground position light signal.

The notice board worded, “STOP. AWAIT INSTRUCTIONS”, has been moved 50 yards nearer to the tunnel mouth. (2)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH**

The Frickley Colliery Branch line has been temporarily taken out of use, during which period the following arrangements have been carried out:-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines has been secured out of use in the normal position.

**Signalling Alterations :-**

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals have been disconnected and maintained "ON".

Spur to Branch (No.663)

Branch to Spur/Up Doncaster (No.666)

Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals have been disconnected. (2)

**HORBURY JUNCTION**

The disc signal which formerly applied – Up Slow to Down Fast or to Down Slow situated 150 yards on the West side of the signal box has been abolished.

The miniature arm signal applying – Sidings or Goods Yard to Down Fast or to Down Slow, has been replaced by a ground disc signal on the left-hand side of the line.

The ground disc signal applying – Down Slow to Down Branch or to Sidings has been replaced by a miniature arm signal 13ft. above rail level. A 2-way stencil-type route indicator has been provided applying.

Down Slow to Down Branch – indication 'X' and Down Slow to Sidings – indication 'S'. (3)

**\*\* RAVENSTHORPE**

The trailing connection from the Up Main sidings has been secured out of use and the crossover Up Main to Down Main reinstalled. No.1 siding has been abolished. (2)

**WATH ROAD JUNCTION**

The Down Slow Distant signal has been renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines. (3)

**\*\* GRIMETHORPE COLLIERY**

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Arrival line, and the Departure line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival Line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Departure/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS", and situated 100 yards before reaching the trailing crossover.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\*BETWEEN WORTLEY JUNCTION AND HORSFORTH**

Up Harrogate line controlled signal No. L6 and Down Harrogate line controlled signal No. L7, will be converted to automatic signals and re-plated accordingly. (2)

**\*\*GASCOIGNE WOOD DOWN SIDINGS**

Sidings Nos.4 to 13 inclusive have been clamped out of use pending remodelling and removal. (2)

**DAIRYCOATES WEST**

A new Down Main ground position light shunting signal No.14, has been provided 55 yards on the Albert Dock side of the level crossing which applies – set back Down Main to Up Main.

The ground position light signal No.13, applying – Down Main to Up Main or to Tilcon Sidings now additionally applies set back along the Down Main, and a three-way stencil type route indicator is provided with the following indications:-

- M – Down Main to Up Main
- X – Set back along Down Main
- S – Down Main to Tilcon Sidings

Ground position light signal No.41, applying set back Up Main to MPD now has an additional route indication "X" added which applies – set back along the Up Main.

No.6 ground position light signal applying set back – Up Main to Down Main has been repositioned 17 yards further from the signal box and an illuminated "30" marker board provided to indicate the length of the train.

A stencil-type route indicator will be provided 56 yards on the Albert Dock side of No.6 signal and this will exhibit "OFF" when No.6 signal is showing a Proceed aspect.

The subsidiary signal on Down North Branch No.62 signal has been abolished.

The Up Main 1st Home (No.8) 3-aspect colour light signal will not now be capable of exhibiting a Green aspect.

Up Main 2nd Home (No.9) is being maintained at Red.

The main arm of the Up South Branch 2nd Home to Back Road Liner Depot or to Priory Arrival is being maintained in the "ON" position.

Down Main 2-aspect Starting signal No.57 is being maintained at Red.

The Up North Branch 2nd Home to Priory Arrival is being maintained in the "ON" position.

The Down line between DW62 signal and HR24 signal will be worked in accordance with the Track Circuit Block Regulations. (3)

**HESSLE ROAD – BRIDGES JUNCTION**

A new ground position light signal No.63, with a 2-way stencil type route indicator, has been provided on the Up Alexandra Dock line 80 yards before reaching the junction points-double line to single line and this applies:-

Route Indication	Application Towards
"A"	Alexandra Dock Single Line.
"K"	King George Dock Single Line.

(4)

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● *Don't be sorry*

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● *Be careful*

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**NS**

**EASTERN REGION**

**3**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 17 JANUARY**

**TO**

**FRIDAY 23 JANUARY 1976**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## MONDAY 19 JANUARY - WOOLLEY COAL SIDINGS

A marker board worded "30 M.G.R." with bell attached will be provided on the Down Main at a height of 6ft. above rail level and situated 350 yards on the Wakefield side of the ground disc signals which apply Down Main to Up Main or to Colliery Sidings.

The bell push for the above is situated between the Up Main and Colliery Sidings, immediately on the Wakefield side of the signal box.

A marker board worded "30 M.G.R." will be provided on the Up Main at a height of 6ft. above rail level and situated 350 yards on the Barnsley side of the ground disc signal which applies set back Up Main to Down Main. (6)

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* HORBURY JUNCTION

The disc signal which formerly applied - Up Slow to Down Fast or to Down Slow situated 150 yards on the West side of the signal box has been abolished.

The miniature arm signal applying - Sidings or Goods Yard to Down Fast or to Down Slow, has been replaced by a ground disc signal on the left-hand side of the line.

The ground disc signal applying - Down Slow to Down Branch or to Sidings has been replaced by a miniature arm signal 13ft. above rail level. A 2-way stencil-type route indicator has been provided applying.

Down Slow to Down Branch - indication 'X' and Down Slow to Sidings - indication 'S'. (3)

## \*\* WATH ROAD JUNCTION

The Down Slow Distant signal has been renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines. (3)

## GRIMETHORPE COLLIERY

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival Line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (Amended Item) (6)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

**\*\* DAIRYCOATES WEST**

A new Down Main ground position light shunting signal No.14, has been provided 55 yards on the Albert Dock side of the level crossing which applies – set back Down Main to Up Main.

The ground position light signal No.13, applying – Down Main to Up Main or to Tilcon Sidings now additionally applies set back along the Down Main, and a three-way stencil type route indicator is provided with the following indications:-

- M – Down Main to Up Main
- X – Set back along Down Main
- S – Down Main to Tilcon Sidings

Ground position light signal No.41, applying set back Up Main to MPD now has an additional route indication "X" added which applies – set back along the Up Main.

No.6 ground position light signal applying set back – Up Main to Down Main has been repositioned 17 yards further from the signal box and an illuminated "30" marker board provided to indicate the length of the train.

A stencil-type route indicator will be provided 56 yards on the Albert Dock side of No.6 signal and this will exhibit "OFF" when No.6 signal is showing a Proceed aspect.

The subsidiary signal on Down North Branch No.62 signal has been abolished.

The Up Main 1st Home (No.8) 3-aspect colour light signal will not now be capable of exhibiting a Green aspect.

Up Main 2nd Home (No.9) is being maintained at Red.

The main arm of the Up South Branch 2nd Home to Back Road Liner Depot or to Priory Arrival is being maintained in the "ON" position and a miniature arm signal applying towards Priory arrival (route indication 'S') or (indication 'B') towards back road liner depot has been provided below this signal.

Down Main 2-aspect Starting signal No.57 is being maintained at Red.

The Up North Branch 2nd Home to Priory Arrival is being maintained in the "ON" position and a miniature arm signal applying towards Priory arrival has been provided below this signal.

The Up North branch first home signal has been abolished.

The Down line between DW62 signal and HR24 signal will be worked in accordance with the Track Circuit Block Regulations. (Amended Item) (4)

**HESSLE ROAD – BRIDGES JUNCTION**

A new ground position light signal No.63, with a 2-way stencil type route indicator, has been provided on the Up Alexandra Dock line 55 yards on the Hessle Road side of the junction points and this applies:-

Route Indication	Application Towards	
"A"	Alexandra Dock Single Line.	
"K"	King George Dock Single Line.	(Amended Item) (4)

**DON'T  
SHARE  
THE  
FATE  
OF  
A  
CARELESS  
MATE**

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****TUESDAY 27 JANUARY – GUISELEY STATION**

The slip connection leading to the Down Siding will be replaced by a new facing connection leading from the Down Main.

A new disc signal applying – Down Main to Down Siding will be provided below the Down Main Home signal. (7)

**DETAILS OF WORK ALREADY CARRIED OUT****WOOLLEY COAL SIDINGS**

A marker board worded "30 M.G.R." with bell attached has been provided on the Down Main at a height 6ft. above rail level and situated 350 yards on the Wakefield side of the ground disc signals which apply Down Main to Up Main or to Colliery Sidings.

The bell push for the above is situated between the Up Main and Colliery Sidings, immediately on the Wakefield side of the signal box.

A marker board worded "30 M.G.R." has been provided on the Up Main at a height of 6ft. above rail level and situated 350 yards on the Barnsley side of the ground disc signal which applies set back Up Main to Down Main. (6)

**GRIMETHORPE COLLIERY**

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival Line 100 yards before reaching the trailing crossover..
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (6)

**\*\* DAIRYCOATES WEST**

A new Down Main ground position light shunting signal No.14, has been provided 55 yards on the Albert Dock side of the level crossing which applies – set back Down Main to Up Main.

The ground position light signal No.13, applying – Down Main to Up Main or to Tilcon Sidings now additionally applies set back along the Down Main, and a three-way stencil type route indicator is provided with the following indications:-

- M – Down Main to Up Main
- X – Set back along Down Main
- S – Down Main to Tilcon Sidings

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* DAIRYCOATES WEST - continued

Ground position light signal No.41, applying set back Up Main to MPD now has an additional route indication "X" added which applies - set back along the Up Main.

No.6 ground position light signal applying set back - Up Main to Down Main has been repositioned 17 yards further from the signal box and an illuminated "30" marker board provided to indicate the length of the train.

A stencil-type route indicator will be provided 56 yards on the Albert Dock side of No.6 signal and this will exhibit "OFF" when No.6 signal is showing a Proceed aspect.

The subsidiary signal on Down North Branch No.62 signal has been abolished.

The Up Main 1st Home (No.8) 3-aspect colour light signal will not now be capable of exhibiting a Green aspect.

Up Main 2nd Home (No.9) is being maintained at Red.

The main arm of the Up South Branch 2nd Home to Back Road Liner Depot or to Priory Arrival is being maintained in the "ON" position and a miniature arm signal applying towards Priory arrival (route indication 'S') or (indication 'B') towards back road liner depot has been provided below this signal.

Down Main 2-aspect Starting signal No.57 is being maintained at Red.

The Up North Branch 2nd Home to Priory Arrival is being maintained in the "ON" position and a miniature arm signal applying towards Priory arrival has been provided below this signal.

The Up North branch first home signal has been abolished.

The Down line between DW62 signal and HR24 signal will be worked in accordance with the Track Circuit Block Regulations. (4)

## \*\* HESSLE ROAD - BRIDGES JUNCTION

A new ground position light signal No.63, with a 2-way stencil type route indicator, has been provided on the Up Alexandra Dock line 55 yards on the Hessele Road side of the junction points and this applies:-

Route Indication	Application Towards
"A"	Alexandra Dock Single Line.
"K"	King George Dock Single Line.

(4)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 232 - 236 (Page 30 ND 50D)

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

## Clause 4 (Tail Traffic)

Delete from 3rd line:- "the guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6D)

## MISCELLANEOUS INSTRUCTIONS

## ★ HUNSLET EAST O.R.T.

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines will be out of use 25 January until 8 February 1976, in connection with engineering work. (6)

## ★ FOUR DIGIT INDICATORS ON LOCOMOTIVES

The four digit indicators hitherto displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

In the meantime, certain regions are setting the indicators to show four white zero's and such indication must not be regarded as an incorrect Head Code. (6D)

## NEW TYPE TRACK CIRCUIT OPERATING CLIPS PROVIDED WITH HANDLES

A number of the new type track circuit operating clips with handles (Amendment to page 3 of the General Appendix refers) have been found to be defective and must not be relied upon to operate track circuits. It is, therefore, necessary to withdraw all such clips that have been provided in locomotives, multiple units and passenger and freight brake vans as quickly as possible.

The following arrangements must be made:-

1. Drivers must make an entry in the repair book when any new type clips are found in a locomotive/unit cab.
2. Guards must examine the train brake van/s clips and withdraw any of the new type, handing them in on return to their booking on point.
3. When such clips are withdrawn arrangements should be made for the locomotive/unit/brake van to be provided with stamp on type clips as replacements if this is possible. **Stamp on type clips must not however be used as replacements on D.C. electric multiple units.**

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 4 FEBRUARY – APPERLEY JUNCTION

The Up Main Inner Distant signal will be abolished.

(8)

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK, FOSS ISLANDS GOODS YARD

The crossovers between No.2 Dummy siding and No.3 Dock siding and between No.3 Dock siding and No.4 Dock Siding have been secured out of use pending removal. (New Item) (8)

## WOOLLEY COAL SIDINGS

A marker board worded "30 M.G.R." with bell attached has been provided on the Down Main at a height of 6ft. above rail level and situated 350 yards on the Wakefield side of the ground disc signals which apply Down Main to Up Main or to Colliery Sidings.

The bell push for the above is situated between the Up Main and Colliery Sidings, immediately on the Wakefield side of the signal box.

A marker board worded "30 M.G.R." has been provided on the Up Main at a height of 6ft. above rail level and situated 350 yards on the Barnsley side of the ground disc signal which applies set back Up Main to Down Main. (6)

## GRIMETHORPE COLLIERY

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival Line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (6)

## GASCOIGNE WOOD DOWN SIDINGS

The connecting line from the former Reception Sidings to the Hump, has been shortened to a point 40 yds. on the Hump side of the ground signal, giving a length of 110 yards from No.66 points. (New Item) (8)

## GUISELEY STATION

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

A new disc signal applying – Down Main to Down Siding has been provided below the Down Main Home signal. (7)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-age Wag-gons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 94

## WATH ROAD JN. TO BURTON SALMON

Burton Salmon

★ Add:—

30 30 0m. 15chs. to 0m. 55chs.  
w.e.f. 1-2-76 (6D)

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 232 - 236 (Page 30 ND 50D)

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

## Clause 4 (Tail Traffic)

Delete from 3rd line:— "the guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6D)

## MISCELLANEOUS INSTRUCTIONS

## ★ MARSDEN

A temporary crossing at 18m. 54chs. has been removed.

(8)

## ★ HUNSLET EAST O.R.T.

Commencing Sunday 1 February the trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines will be out of use in connection with engineering work.

## FOUR DIGIT INDICATORS ON LOCOMOTIVES

The four digit indicators hitherto displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

In the meantime, certain regions are setting the indicators to show four white zero's and such indication must not be regarded as an incorrect Head Code. (6D)

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 8 FEBRUARY : FERRYBRIDGE POWER STATION**

The points controlling the entrance to the Oil Sidings will become motor operated from the C.E.G.B. Control Room.

A new ground position light signal (No.28) applying set back to Oil Sidings will be provided on the Down C.E.G.B. line adjacent to these points, and on the right-hand side of the line. An adjacent telephone to the Control Room will be provided.

A new ground position light signal co-acting with No.28 signal will be provided on the Down C.E.G.B. line, situated 254 yards before reaching No.28 signal.

The warning bell on the notice board worded "OIL TRAINS" and the associated plunger adjacent to the points - Down C.E.G.B. line/Oil Sidings will be abolished. (9)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK, FOSS ISLANDS GOODS YARD**

The crossovers between No.2 Dummy siding and No.3 Dock siding and between No.3 Dock siding and No.4 Dock Siding have been secured out of use pending removal. (8)

**\*\* WOOLLEY COAL SIDINGS**

A marker board worded "30 M.G.R." with bell attached has been provided on the Down Main at a height of 6ft. above rail level and situated 350 yards on the Wakefield side of the ground disc signals which apply Down Main to Up Main or to Colliery Sidings.

The bell push for the above is situated between the Up Main and Colliery Sidings, immediately on the Wakefield side of the signal box.

A marker board worded "30 M.G.R." has been provided on the Up Main at a height of 6ft. above rail level and situated 350 yards on the Barnsley side of the ground disc signal which applies set back Up Main to Down Main. (6)

**\*\* GRIMETHORPE COLLIERY**

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival Line 100 yards before reaching the trailing crossover..
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (6)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**GASCOIGNE WOOD DOWN SIDINGS**

The connecting line from the former Reception Sidings to the Hump, has been shortened to a point 40 yds. on the Hump side of the ground signal, giving a length of 110 yards from No.66 points. (8)

**APPERLEY JUNCTION**

The Up Main Inner Distant signal has been abolished. (8)

**GUISELEY STATION**

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

A new disc signal applying – Down Main to Down Siding has been provided below the Down Main Home signal. (7)

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

**DETAILS OF WORK ALREADY CARRIED OUT - continued**

**GASCOIGNE WOOD DOWN SIDINGS**

The connecting line from the former Reception Sidings to the Hump, has been shortened to a point 40 yds. on the Hump side of the ground signal, giving a length of 110 yards from No.66 points. (8)

**APPERLEY JUNCTION**

The Up Main Inner Distant signal has been abolished. (8)

**GUISELEY STATION**

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

A new disc signal applying -- Down Main to Down Siding has been provided below the Down Main Home signal. (7)

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NS 7  
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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 15 FEBRUARY – WRESSLE \*

The Down and Up Main Starting signals will be abolished.

(10)

## SUNDAY 15 FEBRUARY – BROUGH EAST \*

The Main to Main trailing crossover will be repositioned 100 yards nearer to the signal box.

The disc signal applying set-back – Down Main to Up Main, will be repositioned at the Down Main point ends of the new crossover and on the cess side of the line.

The disc signal applying – set-back – Up Main to Down Main, will be repositioned 187 yards on the Brough West side of the signal box and positioned between the Up Fast and Up Slow lines.

The facing connection – Up Slow/Goods Yard, and the facing connection – Up Main/Up Slow, will be secured out of use in the normal position pending removal and the associated miniature arm signals on Up Main Home signal gantry will be abolished.

(10)

## THURSDAY 19 FEBRUARY – MANNINGHAM STATION JUNCTION

The Arrival line will be taken out of use, and the associated signalling abolished.

The stencil-type route indicator associated with the miniature arm signal, which formerly read – Down Main to Arrival line, or to Middle line, will be dispensed with, and the signal will now apply towards the Middle line only.

(10)

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK, FOSS ISLANDS GOODS YARD

The crossovers between No.2 Dummy siding and No.3 Dock siding and between No.3 Dock siding and No.4 Dock Siding have been secured out of use pending removal.

(8)

## FERRYBRIDGE POWER STATION

The points controlling the entrance to the Oil Sidings have become motor operated from the C.E.G.B. Control Room.

A new ground position light signal (No.28) applying set back to Oil Sidings has been provided on the Down C.E.G.B. line adjacent to these points, and on the right-hand side of the line. An adjacent telephone to the Control Room has been provided.

A new ground position light signal co-acting with No.28 signal has been provided on the Down C.E.G.B. line, situated 254 yards before reaching No.28 signal.

The warning bell on the notice board worded "OIL TRAINS" and the associated plunger adjacent to the points – Down C.E.G.B. line/Oil Sidings has been abolished.

(9)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**GASCOIGNE WOOD DOWN SIDINGS**

The connecting line from the former Reception Sidings to the Hump, has been shortened to a point 40 yds. on the Hump side of the ground signal, giving a length of 110 yards from No.66 points. (8)

**APPERLEY JUNCTION**

The Up Main Inner Distant signal has been abolished. (8)

**\*\* GUISELEY STATION**

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

A new disc signal applying – Down Main to Down Siding has been provided below the Down Main Home signal. (7)

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**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS**

**MARSDEN**

A temporary crossing at 18m. 54chs. has been removed.

(8)

**HUNSLET EAST O.R.T.**

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines will be out of use in connection with engineering work.

MO.45/NS  
York  
6 FEBRUARY, 1976

F.J. BURGE  
Chief Operating Manager

*Receipt of this notice need not be acknowledged; If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*"NILE SIG. NOTICE NS NO :-"*

**NS****EASTERN REGION****8****TEMPORARY SPEED RESTRICTIONS****PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****SATURDAY 21 FEBRUARY****TO****FRIDAY 27 FEBRUARY 1976****INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 22 FEBRUARY – HORSFORTH

Until Sunday, 29 February, the main to main crossover at 4m. 75chs. will be taken out of use, and until Sunday, 7 March – the trailing connection – Down Main to Down Sidings at 4m. 73chs. will be taken out of use.

## TUESDAY 24 FEBRUARY – BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD

The Down Slow line will in future be worked under the Absolute Block Regulations. (11)

## TUESDAY 24 FEBRUARY – WRESSLE

The Up Main Distant signal will be re-positioned 135 yards further from the signal box, and will then be 1,435 yards before reaching the Home signal. (11)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* YORK, FOSS ISLANDS GOODS YARD**

The crossovers between No.2 Dummy siding and No.3 Dock siding and between No.3 Dock siding and No.4 Dock Siding have been secured out of use pending removal. (8)

## FERRYBRIDGE POWER STATION

The points controlling the entrance to the Oil Sidings have become motor operated from the C.E.G.B. Control Room.

A new ground position light signal (No.28) applying set back to Oil Sidings has been provided on the Down C.E.G.B. line adjacent to these points, and on the right-hand side of the line. An adjacent telephone to the Control Room has been provided.

A new ground position light signal co-acting with No.28 signal has been provided on the Down C.E.G.B. line, situated 254 yards before reaching No.28 signal.

The warning bell on the notice board worded "OIL TRAINS" and the associated plunger adjacent to the points – Down C.E.G.B. line/Oil Sidings has been abolished. (9)

**\*\* GASCOIGNE WOOD DOWN SIDINGS**

The connecting line from the former Reception Sidings to the Hump, has been shortened to a point 40 yds. on the Hump side of the ground signal, giving a length of 110 yards from No.66 points. (8)

**\*\* APPERLEY JUNCTION**

The Up Main Inner Distant signal has been abolished. (8)

## MANNINGHAM STATION JUNCTION – This work has not been carried out

## WRESSLE

The Down and Up Main Starting signals have been abolished. (10)

## BROUGH EAST

The Main to Main trailing crossover has been repositioned 100 yards nearer to the signal box.

The disc signal applying set-back – Down Main to Up Main, has been repositioned at the Down Main point ends of the new crossover and on the cess side of the line.

The disc signal applying – set-back – Up Main to Down Main, has been repositioned 187 yards on the Brough West side of the signal box and positioned between the Up Fast and Up Slow lines.

The facing connection – Up Slow/Goods Yard, and the facing connection – Up Main/Up Slow, has been secured out of use in the normal position pending removal and the associated miniature arm signals on the Up Main Home signal gantry have been abolished. (10)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON)-continued</b>		
<b>SUNDAY 29 FEBRUARY</b>		
Micklefield Station Jn. and Neville Hill East Jn.	Up <b>BLOCKED</b>	00 01 to 09 30. Trackwork between 12m. 30chs. and 17m.p. Possession given up to pass 1A47, 22 20 Newcastle to Kings Cross and 0L53, 01 40 York to Healey Mills. On track machines in use.
Selby South Jn. and Barlby North Jn.	Down and Up Main	04 00 to 13 00. Bridgework at 174m. 33chs.
Selby and Gascoigne Wood	Up	07 30 to 16 30. Trackwork between 5¼ and 6¼m.p. Hambleton and Hagg Lane crossings to be manned.
<b>SUNDAY 29 FEBRUARY to MONDAY 1 MARCH</b>		
Selby West Jn. and Micklefield Station Jn.	Up <b>BLOCKED</b>	23 15 Sun to 06 30 Mon. Trackwork between 4m. 28chs. and 10m. 56chs. On track machines in use.
<b>TUESDAY 2 MARCH</b>		
Brough West	Up Fast	08 30 to 15 30. Signalling work. (See Section 'C').
<b>HULL WEST PARADE TO SEAMER WEST</b>		
<b>MONDAY 1 to FRIDAY 5 MARCH</b>		
Hutton Cranswick	Down and Up Main	08 00 to 16 00. Signalling work.
<b>WEDNESDAY 3 MARCH</b>		
West Parade and Hull Paragon	'E' Line Between Trains	09 15 to 16 00. Trackwork at 0m. 25chs. Trains to travel on alternative lines.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## HORSFORTH

Until Sunday, 29 February, the main to main crossover at 4m. 75chs. will be taken out of use, and until Sunday, 7 March - the trailing connection - Down Main to Down Sidings at 4m. 73chs. will be taken out of use.

## SATURDAY 28 to SUNDAY 29 FEBRUARY - WRESSLE \*

The level crossing gates will be replaced by lifting barriers controlled from the signal box. A new semaphore arm Up 1st. Home signal (arm 16ft. above rail), will be provided 150 yards before reaching the signal box, and 115 yards before reaching the existing Up Home signal now re-named Up Main 2nd Home.

The distance between the Up Distant and the new Up Main 1st Home signal will be 1,320 yards. (12)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****TUESDAY 2 MARCH – BROUGH WEST**

The facing connection – Up Slow/Up Fast, will be temporarily secured out of use.

The points at the Goods Yard end of the connection – Goods Yard to Up Slow, will be secured out of use in the reverse position pending installation of plain line, for through running Goods Yard to Up Slow.

The two adjacent ground disc applying set-back – Up Slow to Up Main, and set back along the Up Fast, will be abolished. (12)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD**

The Down Slow line will in future be worked under the Absolute Block Regulations. (11)

**\*\*FERRYBRIDGE POWER STATION**

The points controlling the entrance to the Oil Sidings have become motor operated from the C.E.G.B. Control Room.

A new ground position light signal (No.28) applying set back to Oil Sidings has been provided on the Down C.E.G.B. line adjacent to these points, and on the right-hand side of the line. An adjacent telephone to the Control Room has been provided.

A new ground position light signal co-acting with No.28 signal has been provided on the Down C.E.G.B. line, situated 254 yards before reaching No.28 signal.

The warning bell on the notice board worded "OIL TRAINS" and the associated plunger adjacent to the points – Down C.E.G.B. line/Oil Sidings has been abolished. (9)

**WRESSLE**

The Down and Up Main Starting signals have been abolished. (10)

**WRESSLE**

The Up Main Distant signal will be re-positioned 135 yards further from the signal box, and will then be 1,435 yards before reaching the Home signal. (11)

**BROUGH EAST**

The Main to Main trailing crossover has been repositioned 100 yards nearer to the signal box.

The disc signal applying set-back – Down Main to Up Main, has been repositioned at the Down Main point ends of the new crossover and on the cess side of the line.

The disc signal applying – set-back – Up Main to Down Main, has been repositioned 187 yards on the Brough West side of the signal box and positioned between the Up Fast and Up Slow lines.

The facing connection – Up Slow/Goods Yard, and the facing connection – Up Main/Up Slow, has been secured out of use in the normal position pending removal and the associated miniature arm signals on the Up Main Home signal gantry have been abolished. (10)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS:

★ HUNSLET EAST O.R.T.

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines has been restored to normal working. (13)

MO.45/NS  
York  
20 FEBRUARY, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****HORSFORTH**

Until **Sunday 7 March** – the trailing connection – Down Main to Down Sidings at 4m. 73chs. will be taken out of use.

**TUESDAY 9 MARCH – CARNABY**

The Down and Up Starting signals will be abolished. (13)

**THURSDAY 11 MARCH – ILKLEY JUNCTION**

The Middle Siding has been taken out of use pending removal.

The disc signal applying Middle Siding to Up Main, will be dispensed with, and the disc signal applying set back from Up Main, will no longer apply towards the Middle Siding. (13)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK – MOTIVE POWER DEPOT**

Notice boards worded "STOP, PROCEED AT CAUTION" have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (New Item) (13)

**BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD**

The Down Slow line is worked under the Absolute Block Regulations. (11)

**WRESSLE**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. A new semaphore arm Up 1st. Home signal (arm 16ft. above rail), has been provided 150 yards before reaching the signal box, and 115 yards before reaching the existing Up Home signal now re-named Up Main 2nd Home.

The distance between the Up Distant and the new Up Main 1st Home signal is 1,320 yards. (12)

**\*\* WRESSLE**

The Down and Up Main Starting signals have been abolished. (10)

**WRESSLE**

The Up Main Distant signal will be re-positioned 135 yards further from the signal box, and will then be 1,435 yards before reaching the Home signal. (11)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BROUGH EAST**

The Main to Main trailing crossover has been repositioned 100 yards nearer to the signal box.

The disc signal applying set-back – Down Main to Up Main, has been repositioned at the Down Main point ends of the new crossover and on the cess side of the line.

The disc signal applying – set-back – Up Main to Down Main, has been repositioned 187 yards on the Brough West side of the signal box and positioned between the Up Fast and Up Slow lines.

The facing connection – Up Slow/Goods Yard, and the facing connection – Up Main/Up Slow, has been secured out of use in the normal position pending removal and the associated miniature arm signals on the Up Main Home signal gantry have been abolished. (10)

**BROUGH WEST**

The facing connection – Up Slow/Up Fast, has been temporarily secured out of use.

The points at the Goods Yard end of the connection – Goods Yard to Up Slow, have been secured out of use in the reverse position pending installation of plain line, for through running Goods Yard to Up Slow.

The two adjacent ground disc applying set-back – Up Slow to Up Main, and set back along the Up Fast, have been abolished. (12)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS****HUNSLET EAST O.R.T.**

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines has been restored to normal working. (13)

**REPAIRS IN MOTIVE POWER DEPOT, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

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

Locations	Nature of Work	Duration	Commencing Date
★ Neville Hill Depot Carriage Sidings	Earthwork, construction work and trackwork. Crane and off track machines in use.	08 00 to 18 00 (Daily)	–

(14D)

MO.45/NS  
York  
27 FEBRUARY, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 14 MARCH – BETWEEN MELTON LANE AND BROUGH EAST \***

The Up Slow line will be abolished between 9¼m.p. (Melton Lane end), and a new Single ended facing connection leading from Up Main to Up Slow, which will be provided 10 yards west of Brough East Level Crossing. The Up Slow between Melton Lane and 9¼m.p. will be retained as an over-run (shunt neck to Earles Siding.)

**Melton Lane**

A new facing connection from the Up Slow to Up Main, will be provided between 8¾m.p. and 8m. 56chs. Earles Siding ground frame will be abolished, and the points leading to Earles Siding from the Shunt Neck will become hand-worked. New trap points will be provided in the Shunt Neck adjacent to the Up Main points ends of the new connection, and a new disc signal will be provided immediately on the Brough East side of these trap points to control movements from the Shunt Neck (Earles Siding) towards Up Slow.

A new semaphore arm Up Slow 2nd Home to Up Main will be provided at the Up Slow point ends of the new crossover (446 yards before reaching the Up Main Starting Signal), with the arm 16ft above rail level. The existing Up Slow Home will be renamed Up Slow 1st Home. A disc signal elevated 4ft. above rail level, will be provided on the post of the new Up Slow 2nd Home to Up Main and this disc will apply towards the Shunt Neck (Earles Siding). (14)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK – MOTIVE POWER DEPOT**

Notice boards worded "STOP, PROCEED AT CAUTION" have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

**\*\* BETWEEN HEBDEN BRIDGE AND MYTHOLMROYD**

The Down Slow line is worked under the Absolute Block Regulations. (11)

**ILKLEY JUNCTION**

The Middle Siding has been taken out of use pending removal.

The disc signal applying Middle Siding to Up Main, has been dispensed with, and the disc signal applying set back from Up Main, no longer applies towards the Middle Siding. (13)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BRADFORD FORSTER SQUARE – WEST CARRIAGE SIDINGS**

No.4 & 5 Sidings which formerly were Through roads to the Dock have been buffered off short of the Dock and are now only accessible for the the North End. (New item) (14)

**BRADFORD VALLEY**

The following sidings have been disconnected and put out of use pending removal:–

Nos.2, 4 and 5 Coal Roads

Back Brunswick Road

Front Brunswick Road

Wallside Road

Old No.4 Road

Empty Line

No.5 East End Road

(New item) (14)

**WRESSLE**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. A new semaphore arm Up 1st. Home signal (arm 16ft. above rail), has been provided 150 yards before reaching the signal box, and 115 yards before reaching the existing Up Home signal now re-named Up Main 2nd Home.

The distance between the Up Distant and the new Up Main 1st Home signal is 1,320 yards. (12)

**\*\* WRESSLE**

The Up Main Distant signal will be re-positioned 135 yards further from the signal box, and will then be 1,435 yards before reaching the Home signal. (11)

**BROUGH WEST**

The facing connection – Up Slow/Up Fast, has been temporarily secured out of use.

The points at the Goods Yard end of the connection – Goods Yard to Up Slow, have been secured out of use in the reverse position pending installation of plain line, for through running Goods Yard to Up Slow.

The two adjacent ground disc applying set-back – Up Slow to Up Main, and set back along the Up Fast, have been abolished. (12)

**CARNABY**

The Down and Up Starting signals have been abolished. (13)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## HUNSLET EAST O.R.T.

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines has been restored to normal working. (13)

## REPAIRS IN MOTIVE POWER DEPOT, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of Work	Duration	Commencing Date
Neville Hill Depot Carriage Sidings	Earthwork, construction work and trackwork. Crane and off track machines in use.	08 00 to 18 00 (Daily)	—

(14D)

MO.45/NS  
York  
5 MARCH, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 21 MARCH – BETWEEN CROFTON EAST JUNCTION AND PONTEFRACT WEST JUNCTION**

The catch points in the Up Goole situated 910 yards before reaching 352 signal will be repositioned 22 yards further from this signal. (15)

**SUNDAY 21 MARCH – BETWEEN MILNER ROYD JUNCTION AND BRADLEY WOOD JUNCTION**

The AWS on the Down and Up L & Y lines will be extended as follows :-

Down L & Y Milner Royd Junction Down Main Starting (MR17) to existing AWS at HL539 signal.

Up L & Y from E538 signal to Greetland Up Main Home (G32) signal. (15)

**MONDAY 22 MARCH – PECKFIELD**

The Colliery Sidings Ground Frame will be abolished, and the trailing connection Down Main to Colliery Sidings will be secured out of use in the normal position pending removal. (15)

**TUESDAY 23 MARCH – KEIGHLEY STATION JUNCTION**

The trailing points leading from the Down Main to Branch Sidings will be secured out of use in the normal position pending removal and the Branch Sidings disc signal applying towards Down Sidings or to Down Main will be abolished.

The disc signal applying set back Down Main to Up Main or to Branch Sidings will now apply only towards the Up Main.

The "Train Approaching" indicator on the Down Platform line, applying to Branch Sidings will be abolished. (15)

**THURSDAY 25 MARCH – PONTEFRACT MONKHILL UP SIDINGS**

The Shunt Spur and the associated exit signal will be removed, but the points leading from Up Sidings to the Shunt Spur will be retained as trap points.

The ground position light signal applying – Up Sidings to Down Goole or to Shunt Spur, will now apply only towards the Down Goole. (15)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK – MOTIVE POWER DEPOT**

Notice boards worded "STOP, PROCEED AT CAUTION" have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

**ILKLEY JUNCTION**

The Middle Siding has been taken out of use pending removal.

The disc signal applying Middle Siding to Up Main, has been dispensed with, and the disc signal applying set back from Up Main, no longer applies towards the Middle Siding. (13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BRADFORD FORSTER SQUARE - WEST CARRIAGE SIDINGS

No.4 & 5 Sidings which formerly were Through roads to the Dock have been buffered off short of the Dock and are now only accessible for the the North End. (14)

BRADFORD VALLEY

The following sidings have been disconnected and put out of use pending removal:-

- Nos.2, 4 and 5 Coal Roads
- Back Brunswick Road
- Front Brunswick Road
- Wallside Road
- Old No.4 Road
- Empty Line
- No.5 East End Road

(14)

\*\* WRESSLE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. A new semaphore arm Up 1st. Home signal (arm 16ft. above rail), has been provided 150 yards before reaching the signal box, and 115 yards before reaching the existing Up Home signal now re-named Up Main 2nd Home.

The distance between the Up Distant and the new Up Main 1st Home signal is 1,320 yards. (12)

\*\* BROUGH WEST

The facing connection - Up Slow/Up Fast, has been temporarily secured out of use.

The points at the Goods Yard end of the connection - Goods Yard to Up Slow, have been secured out of use in the reverse position pending installation of plain line, for through running Goods Yard to Up Slow.

The two adjacent ground disc applying set-back - Up Slow to Up Main, and set back along the Up Fast, have been abolished. (12)

CARNABY

The Down and Up Starting signals have been abolished. (13)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 109 (Page 10 ND 10)

## LEEDS CITY TO HULL (PARAGON)

Brough East

★ Delete:—

— 40 Over connection Up Slow to Up  
Fast 9m. 55chs. to 9m. 61chs.  
(w.e.f. 14 March)

## MISCELLANEOUS INSTRUCTIONS

## HUNSLET EAST O.R.T.

The trailing crossover at Hunslet East O.R.T. between Arrival and Departure lines has been restored to normal working. (13)

## REPAIRS IN MOTIVE POWER DEPOT, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Locations	Nature of Work	Duration	Commencing Date
Neville Hill Depot Carriage Sidings	Earthwork, construction work and trackwork. Crane and off track machines in use.	08 00 to 18 00 (Daily)	—

(14D)

MO.45/NS  
York  
12 MARCH, 1976F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :—

"NILE SIG. NOTICE NS NO :—"



**NS**

**EASTERN REGION**

**13**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 27 MARCH**

**TO**

**FRIDAY 2 APRIL 1976**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 28 MARCH – BETWEEN MELTON LANE AND BROUGH EAST**

The Up Slow line will be abolished between 9¼ m.p. (Melton Lane end), and a new Single ended facing connection leading from Up Main to Up Slow, which will be provided 10 yards west of Brough East Level Crossing. The Up Slow between Melton Lane and 9¼ m.p. will be retained as an over-run (shunt neck to Earles Siding).

**Melton Lane**

A new facing connection from the Up Slow to Up Main. will be provided between 8¾ m.p. and 8m. 56chs.

Earles Siding ground frame will be abolished, and the points leading to Earles Siding from the Shunt Neck will become hand-worked. New trap points will be provided in the Shunt Neck adjacent to the Up Main points ends of the new connection, and a new disc signal will be provided immediately on the Brough East side of these trap points to control movements from the Shunt Neck (Earles Siding) towards Up Slow.

A new semaphore arm Up Slow 2nd Home to Up Main will be provided at the Up Slow point ends of the new crossover (446 yards before reaching the Up Main Starting Signal), with the arm 16ft. above rail level. The existing Up Slow Home will be renamed Up Slow 1st Home. A disc signal elevated 4ft. above rail level, will be provided on the post of the new Up Slow 2nd Home to Up Main and this disc will apply towards the Shunt Neck (Earles Siding). (16)

**SELBY (BRAYTON) TO BARLOW**

The Ministry of Defence Private Siding at Barlow was closed with effect from 29 February, 1976. On Monday, 29 March a stop block will be erected at 6m. 23chs. at the end-on junction between the Private Siding and the branch. A shunt neck 112 yards in length remains behind the points of the run-round loop. (16)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* YORK – MOTIVE POWER DEPOT**

Notice boards worded "STOP, PROCEED AT CAUTION" have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

**STOURTON C & W REPAIRS SHOPS**

A "STOP and AWAIT INSTRUCTIONS" board has been erected at the entrance to Stourton C & W Repair shops. (New item) (16)

**BETWEEN CROFTON EAST JUNCTION AND PONTEFRACT WEST JUNCTION**

The catch points in the Up Goole situated 910 yards before reaching 352 signal have been repositioned 22 yards further from this signal. (15)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****PONTEFRACT MONKHILL UP SIDINGS**

The Shunt Spur and the associated exit signal have been removed, but the points leading from Up Sidings to the Shunt Spur will be retained as trap points.

The ground position light signal applying – Up Sidings to Down Goole or to Shunt Spur, now applies only towards the Down Goole. (15)

**BETWEEN MILNER ROYD JUNCTION AND BRADLEY WOOD JUNCTION**

The AWS on the Down and Up L & Y lines has been extended as follows:–

**Down L & Y** Milner Royd Junction Down Main Starting (MR17) to existing AWS at HL539 signal.

**Up L & Y** from E538 signal to Greetland Up Main Home (G32) signal. (15)

**KEIGHLEY STATION JUNCTION**

The trailing points leading from the Down Main to Branch Sidings have been secured out of use in the normal position pending removal and the Branch Sidings disc signal applying towards Down Sidings or to Down Main have been abolished.

The disc signal applying set back Down Main to Up Main or to Branch Sidings now applies only towards the Up Main.

The "Train Approaching" indicator on the Down Platform line, applying to Branch Sidings has been abolished. (15)

**\*\* ILKLEY JUNCTION**

The Middle Siding has been taken out of use pending removal.

The disc signal applying Middle Siding to Up Main, has been dispensed with, and the disc signal applying set back from Up Main, no longer applies towards the Middle Siding. (13)

**BRADFORD FORSTER SQUARE – WEST CARRIAGE SIDINGS**

No.4 & 5 Sidings which formerly were Through roads to the Dock have been buffered off short of the Dock and are now only accessible for the the North End. (14)

**BRADFORD VALLEY**

The following sidings have been disconnected and put out of use pending removal:–

Nos.2, 4 and 5 Coal Roads

Back Brunswick Road

Front Brunswick Road

Wallside Road

Old No.4 Road

Empty Line

No.5 East End Road (14)

**PECKFIELD**

The Colliery Sidings Ground Frame has been abolished, and the trailing connection Down Main to Colliery Sidings has been secured out of use in the normal position pending removal. (15)

**\*\* CARNABY**

The Down and Up Starting signals have been abolished. (13)

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**NS**

**EASTERN REGION**

**14**

**TEMPORARY SPEED RESTRICTIONS**

**PERMANENT WAY OPERATIONS**

**SIGNAL ALTERATIONS**

**APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 3 APRIL**

**TO**

**FRIDAY 9 APRIL 1976**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 4 APRIL – BETWEEN MILNER ROYD JN. AND DRYCLOUGH JN.**

The catch points situated 1,144 yards before reaching H703 signal in the Down Main (at 30m. 50chs.) will be removed and plain line installed. (18)

**MONDAY 5 APRIL – BETWEEN THORNHILL AND CLECKHEATON**

The Automatic Warning System will be brought into use at the following signals (each track inductor will be positioned 200 yards before reaching the signal concerned)

HM31 Up Bradford Branch

HM29 Up Bradford Branch

† HM25 Up Branch Single line

\* HM28R Down Branch Single line

\* HM28 Down Branch Single line.

† The inductor will be suppressed for trains travelling in the Down direction.

\* The inductor will be suppressed for trains travelling in the Up direction. (18)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK YARD SOUTH AND YORK YARD NORTH**

The hand worked points at the north end of the York line in the Up Yard have been secured in the direction of the Down Mineral pending removal of the York line. (New Item) (18)

**SELBY (BRAYTON) TO BARLOW**

The Ministry of Defence Private Siding at Barlow was closed with effect from 29 February, 1976. A stop block has been erected at 6m. 18chs. at the end-on junction between the Private Siding and the branch. A shunt neck 112 yards in length remains behind the points of the run-round loop. (16)

**STOURTON C & W REPAIRS SHOPS**

A "STOP and AWAIT INSTRUCTIONS" board has been erected at the entrance to Stourton C & W Repair shops. (16)

**BETWEEN CROFTON EAST JUNCTION AND PONTEFRACT WEST JUNCTION**

The catch points in the Up Goole situated 910 yards before reaching 352 signal have been repositioned 22 yards further from this signal. (15)

**PONTEFRACT MONKHILL UP SIDINGS**

The Shunt Spur and the associated exit signal have been removed, but the points leading from Up Sidings to the Shunt Spur have been retained as trap points.

The ground position light signal applying – Up Sidings to Down Goole or to Shunt Spur, now applies only towards the Down Goole. (15)

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 10 APRIL – BROUGH WEST \***

The Main to Main crossover will be secured out of use in the normal position pending removal. (19)

**HORBURY JUNCTION**

From Saturday 10 April, No.7 Siding will be secured out of use pending renewal. (19)

**MONDAY 12 APRIL – KEIGHLEY STATION JN.**

Trap points have been provided in the former Platform 3 line approximately 40 yards north of the station overbridge protected by a "STOP FOR ORDERS" board erected on the signal box side of the points.

An additional board worded "B.R. LOCOS MUST NOT PASS THIS POINT" is positioned immediately beyond the trap points. (19)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK YARD SOUTH AND YORK YARD NORTH**

The hand worked points at the north end of the York line in the Up Yard have been secured in the direction of the Down Mineral pending removal of the York line. (18)

**NORTON STATION (ASKERN BRANCH)**

The five-armed signal controlling entrance to the Colliery Running Line from the Arrival Line has been refitted with a miniature arm with application unaltered. A white marker light has been fitted to the stop Telephone board located in rear of the Ground frame controlling the exit from the Slip Road Siding. (New Item) (19)

**SELBY (BRAYTON) TO BARLOW**

The Ministry of Defence Private Siding at Barlow was closed with effect from 29 February, 1976. A stop block has been erected at 6m. 18chs. at the end-on junction between the Private Siding and the branch. A shunt neck 112 yards in length remains behind the points of the run-round loop. (16)

**STOURTON C & W REPAIRS SHOPS**

A "STOP and AWAIT INSTRUCTIONS" board has been erected at the entrance to Stourton C & W Repair shops. (16)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**\* BETWEEN MILNER ROYD JUNCTION AND BRADLEY WOOD JUNCTION**

The AWS on the Down and Up L & Y lines has been extended as follows :—  
 Down L & Y Milner Royd Junction Down Main Starting (MR17) to existing AWS at HM539 signal.  
 Up L & Y from E538 signal to Greetland Up Main Home (G32) signal. (15)

**BETWEEN MILNER ROYD JN. AND DRYCLOUGH JN.**

The catch points situated 1,144 yards before reaching H703 signal in the Down Main (at 30m. 50chs.) have been removed and plain line installed. (18)

**BETWEEN THORNHILL AND CLECKHEATON**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

- HM31 Up Bradford Branch
- HM29 Up Bradford Branch
- † HM25 Up Branch Single line
- \* HM28R Down Branch Single line
- \* HM28 Down Branch Single line.
- † The inductor has been suppressed for trains travelling in the Down direction.
- \* The inductor has been suppressed for trains travelling in the Up direction. (18)

**\* \* BETWEEN CROFTON EAST JUNCTION AND PONTEFRACT WEST JUNCTION**

The catch points in the Up Goole situated 910 yards before reaching 352 signal have been repositioned 22 yards further from this signal. (15)

**\* \* PONTEFRACT MONKHILL UP SIDINGS**

The Shunt Spur and the associated exit signal have been removed, but the points leading from Up Sidings to the Shunt Spur have been retained as trap points.

The ground position light signal applying – Up Sidings to Down Goole or to Shunt Spur, now applies only towards the Down Goole. (15)

**\* \* KEIGHLEY STATION JUNCTION**

The trailing points leading from the Down Main to Branch Sidings have been secured out of use in the normal position pending removal and the Branch Sidings disc signal applying towards Down Sidings or to Down Main have been abolished.

The disc signal applying set back Down Main to Up Main or to Branch Sidings now applies only towards the Up Main.

The "Train Approaching" indicator on the Down Platform line, applying to Up Main has been abolished. (15)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BRADFORD FORSTER SQUARE**

The turntable road has been shortened and buffer stops erected short of the turntable. (17)

**BRADFORD GOODS YARD SIDINGS GROUND FRAME**

The ground frame and connections worked therefrom, together with the associated signalling have been abolished.

The "Middle" line will in future be worked in the down direction only.

An illuminated "STOP" notice board has been erected on the Middle line 50 yards on the Yard Sidings side of the notice board on the Middle line worded "STOP FOR ORDERS OR TELEPHONE". The new board applies to all Up direction movements from Yard Sidings. (New Item) (19)

**\*\* PECKFIELD**

The Colliery Sidings Ground Frame has been abolished, and the trailing connection Down Main to Colliery Sidings has been secured out of use in the normal position pending removal. (15)

**BETWEEN MELTON LANE AND BROUGH EAST**

The Up Slow line has been abolished between 9¼ m.p. (Melton Lane end), and a new Single ended facing connection leading from Up Main to Up Slow, which has been provided 10 yards west of Brough East Level Crossing. The Up Slow between Melton Lane and 9¼ m.p. has been retained as an over-run (shunt neck to Earles Siding).

**Melton Lane**

A new facing connection from the Up Slow to Up Main has been provided between 8¾ m.p. and 8m. 56chs.

Earles Siding ground frame has been abolished, and the points leading to Earles Siding from the Shunt Neck becomes hand-worked. New trap points have been provided in the Shunt Neck adjacent to the Up Main point ends of the new connection, and a new disc signal has been provided immediately on the Brough East side of these trap points to control movements from the Shunt Neck (Earles Siding) towards Up Slow.

A new semaphore arm Up Slow 2nd Home to Up Main has been provided at the Up Slow point ends of the new crossover (446 yards before reaching the Up Main Starting Signal), with the arm 16ft. above rail level. The existing Up Slow Home has been renamed Up Slow 1st Home. A disc signal elevated 4ft. above rail level, has been provided on the post of the new Up Slow 2nd Home to Up Main and this disc applies towards the Shunt Neck (Earles Siding). (16)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

NIL

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE G

Page 185

LEEDS CITY TO HULL PARAGON

Add:-  
Brough West - Brough East - Slow and Fast -

---

MO.45/NS  
York  
2 APRIL, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO :-"

NS 16/17  
17-30.476

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 21 APRIL – BROUGH WEST

The facing connection – Down Main to Down Slow will be secured out of use and in the normal position, pending removal and replacement by plain line. A section of the Down Slow will be removed East of these points, and a Down Bay Platform will be formed with access at the East end of the station. (20)

## SUNDAY 25 APRIL – SHERBURN NORTH AND SHERBURN SOUTH

The Sherburn North Up Starting signal, together with the Sherburn South Up Inner Distant signal below, will be abolished.

The Sherburn North Up Home 4-aspect colour light signal, will in future function as a 3-aspect signal and as Up Distant (former Outer Distant) for Sherburn South. (20)

## SUNDAY 25 APRIL – BEMPTON GATE BOX

The gate box will be abolished and the level crossing gate will become hand-worked, and released from a new 6-lever ground frame.

All signals will be controlled from the ground frame. (20)

## MONDAY 26 APRIL – CUDWORTH NORTH JUNCTION

The connection between the Up Goods and No.1 Shunting line will be secured out of use in the normal position pending removal and the associated signalling abolished. (20)

## TUESDAY 27 APRIL – BETWEEN MILNER ROYD JUNCTION – GREETLAND AND DRYCLOUGH JUNCTION

A.W.S. will be brought into use as follows:–

**Between Milner Royd Junction and Dryclough Junction.**

Down Branch	MR14 signal to H703 signal inclusive.
Up Branch	MR704 to MR2 signal inclusive.

**Between Greetland and Dryclough Junction**

Down Branch	H705 signal to H707 signal inclusive.
Up Branch	G706 to G17 signal inclusive. (20)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**YORK YARD SOUTH AND YORK YARD NORTH** - This work has not been carried out.

**NORTON STATION (ASKERN BRANCH)**

The five-armed signal controlling entrance to the Colliery Running Line from the Arrival Line has been refitted with a miniature arm with application unaltered. A white marker light has been fitted to the stop Telephone board located in rear of the Ground frame controlling the exit from the Slip Road Siding. (19)

**SELBY (BRAYTON) TO BARLOW**

The Ministry of Defence Private Siding at Barlow was closed with effect from 29 February, 1976. A stop block has been erected at 6m. 18chs. at the end-on junction between the Private Siding and the branch. A shunt neck 112 yards in length remains behind the points of the run-round loop. (16)

**STOURTON C & W REPAIRS SHOPS**

A "STOP and AWAIT INSTRUCTIONS" board has been erected at the entrance to Stourton C & W Repair shops. (16)

**BETWEEN MILNER ROYD JN. AND DRYCLOUGH JN.**

The catch points situated 1,144 yards before reaching H703 signal in the Down Main (at 30m. 50chs.) have been removed and plain line installed. (18)

**BETWEEN THORNHILL AND CLECKHEATON**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

HM31 Up Bradford Branch

HM29 Up Bradford Branch

† HM25 Up Branch Single line

\* HM28R Down Branch Single line

\* HM28 Down Branch Single line.

† The inductor has been suppressed for trains travelling in the Down direction.

\* The inductor has been suppressed for trains travelling in the Up direction. (18)

**HORBURY JUNCTION**

No.7 Siding has been secured out of use pending renewal. (19)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GRIMETHORPE COLLIERY**

Buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (New item) (20)

**KEIGHLEY STATION JN.**

Trap points have been provided in the former Platform 3 line approximately 40 yards north of the station overbridge protected by a "STOP FOR ORDERS" board erected on the signal box side of the points.

An additional board worded "B.R. LOCOS MUST NOT PASS THIS POINT" is positioned immediately beyond the trap points.

The Ground disc at present applying Sidings to Up Main or to Platform 3 line now applies Sidings to Up Main or "STOP FOR ORDERS" notice board. (Amended item) (20)

**\*\* BRADFORD FORSTER SQUARE**

The turntable road has been shortened and buffer stops erected short of the turntable. (17)

**BRADFORD GOODS YARD SIDINGS GROUND FRAME**

The ground frame and connections worked therefrom, together with the associated signalling have been abolished.

The "Middle" line will in future be worked in the down direction only.

An illuminated "STOP" notice board has been erected on the Middle line 50 yards on the Yard Sidings side of the notice board on the Middle line worded "STOP FOR ORDERS OR TELEPHONE". The new board applies to all Up direction movements from Yard Sidings. (19)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★ GARFORTH STATION DOWN PLATFORM

From Monday 26 April, drivers must be prepared to stop where indicated by hand signalman or notice board. Guards and Station staff to advise and conduct passengers as required.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE G

Page 185

## LEEDS CITY TO HULL PARAGON

Add:—  
Brough West — Brough East — Slow and Fast —

---

MO.45/NS  
York  
9 APRIL, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:—

"NILE SIG. NOTICE NS NO:—"

**An open door on a  
moving train invites**

**INJURY**

**DAMAGE**

**DELAY.**

**Close those doors firmly  
before trains depart.**

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 2 MAY – CUTSYKE JUNCTION – PRINCE OF WALES AND CASTLEFORD STATION**

The Automatic Warning System will be brought into use at the following signals (except as otherwise shown, each track inductor will be positioned 200 yards before reaching the signal concerned).

**Up Methley Main**

P2  
P4/CJ1038  
CJ1036  
CJ1024  
CJ1022

**Down Methley Main**

CJ1023R  
CJ1023  
CJ1025

**Up Cutsyke Branch**

Castleford Station Up Starting with Cutsyke Junction colour lights distant below (the track inductor will be positioned 160 yards before reaching this signal)  
CJ1020 (21)

**SUNDAY 2 MAY – BETWEEN WORTLEY JUNCTION AND LEEDS CITY**

The Up Shipley Fast line will be realigned between 196m 3chs and 195m 55chs.

Up Shipley Fast L75 signal will be repositioned 393 yards further from Leeds on the new alignment. (21)

**DETAILS OF WORK ALREADY CARRIED OUT****NORTON STATION (ASKERN BRANCH)**

The full-armed signal controlling entrance to the Colliery Running Line from the Arrival Line has been refitted with a miniature arm with application unaltered. A white marker light has been fitted to the stop Telephone board located in rear of the Ground frame controlling the exit from the Slip Road Siding. (19)

**\*\* BETWEEN MILNER ROYD JN. AND DRYCLOUGH JN.**

The catch points situated 1,144 yards before reaching H703 signal in the Down Main (at 30m. 50chs.) have been removed and plain line installed. (18)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**BETWEEN MILNER ROYD JUNCTION – GREETLAND AND DRYCLOUGH JUNCTION**

A.W.S. has been brought into use as follows:–

**Between Milner Royd Junction and Dryclough Junction.**

Down Branch	MR14 signal to H703 signal inclusive.
Up Branch	MR704 to MR2 signal inclusive.

**Between Greetland and Dryclough Junction**

Down Branch	H705 signal to H707 signal inclusive.	
Up Branch	G706 to G17 signal inclusive.	(20)

**\*\* BETWEEN THORNHILL AND CLECKHEATON**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

- HM31 Up Bradford Branch
- HM29 Up Bradford Branch
- † HM25 Up Branch Single line
- \* HM28R Down Branch Single line
- \* HM28 Down Branch Single line.

† The inductor has been suppressed for trains travelling in the Down direction.

\* The inductor has been suppressed for trains travelling in the Up direction. (18)

**HORBURY JUNCTION**

No.7 Siding has been secured out of use pending renewal. (19)

**CUDWORTH NORTH JUNCTION**

The connection between the Up Goods and No.1 Shunting line has been secured out of use in the normal position pending removal and the associated signalling abolished. (20)

**GRIMETHORPE COLLIERY**

Buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows:–

- (a) Applicable to trains arriving from Cudworth:–  
 Worded "STOP FOR ORDERS", and situated on the Arrival line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line:–  
 Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line:–  
 Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (20)

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****SHERBURN NORTH AND SHERBURN SOUTH**

The Sherburn North Up Starting signal, together with the Sherburn South Up Inner Distant signal below, has been abolished.

The Sherburn North Up Home 4-aspect colour light signal, now functions as a 3-aspect signal and as Up Distant (former Outer Distant) for Sherburn South. (20)

**PRINCE OF WALES**

A marker board worded "30M.G.R." with bell attached has been provided on the Up Methley Main line 350 yards ahead of the trailing ground frame connection to the colliery.

The bell push for the above is situated on the telephone box in the vicinity of the ground frame.

(New Item) (21)

**KEIGHLEY STATION JN.**

Trap points have been provided in the former Platform 3 line approximately 40 yards north of the station overbridge protected by a "STOP FOR ORDERS" board erected on the signal box side of the points.

An additional board worded "B.R. LOCOS MUST NOT PASS THIS POINT" is positioned immediately beyond the trap points.

The Ground disc at present applying Sidings to Up Main or to Platform 3 line now applies Sidings to Up Main or "STOP FOR ORDERS" notice board. (20)

**\*\* BRADFORD GOODS YARD SIDINGS GROUND FRAME**

The ground frame and connections worked therefrom, together with the associated signalling have been abolished.

The "Middle" line will in future be worked in the down direction only.

An illuminated "STOP" notice board has been erected on the Middle line 50 yards on the Yard Sidings side of the notice board on the Middle line worded "STOP FOR ORDERS OR TELEPHONE". The new board applies to all Up direction movements from Yard Sidings. (19)

**\*\* BETWEEN MELTON LANE AND BROUGH EAST**

The Up Slow line has been abolished between 9¼ m.p. (Melton Lane end), and a new Single ended facing connection leading from Up Main to Up Slow, which has been provided 10 yards west of Brough East Level Crossing. The Up Slow between Melton Lane and 9¼ m.p. has been retained as an over-run (shunt neck to Earles Siding).

**Melton Lane**

A new facing connection from the Up Slow to Up Main has been provided between 8¾ m.p. and 8m. 56chs.

Earles Siding ground frame has been abolished, and the points leading to Earles Siding from the Shunt Neck becomes hand-worked. New trap points have been provided in the Shunt Neck adjacent to the Up Main points ends of the new connection, and a new disc signal has been provided immediately on the Brough East side of these trap points to control movements from the Shunt Neck (Earles Siding) towards Up Slow.

A new semaphore arm Up Slow 2nd Home to Up Main has been provided at the Up Slow point ends of the new crossover (446 yards before reaching the Up Main Starting Signal), with the arm 16ft. above rail level. The existing Up Slow Home has been renamed Up Slow 1st Home. A disc signal elevated 4ft. above rail level, has been provided on the post of the new Up Slow 2nd Home to Up Main and this disc applies towards the Shunt Neck (Earles Siding). (18)

**\*\* BROUGH WEST**

The Main to Main crossover has been secured out of use in the normal position pending removal. (19)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**BROUGH WEST**

The facing connection – Down Main to Down Slow has been secured out of use and in the normal position, pending removal and replacement by plain line. A section of the Down Slow has been removed East of these points; and a Down Bay Platform has been formed with access at the East end of the station.

(20)

**BEMPTON GATE BOX**

The gate box has been abolished and the level crossing gates have become hand-worked, and released from a new 6-lever ground frame.

All signals are controlled from the ground frame.

(20)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS NOTICES****GARFORTH STATION DOWN PLATFORM**

From Monday 26 April, drivers must be prepared to stop where indicated by handsignalman or notice board. Guards and Station staff to advise and conduct passengers as required.

**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)****TABLE G**

Page 185

**LEEDS CITY TO HULL PARAGON**

Add:–

Brough West – Brough East – Slow and Fast –

MO.45/NS  
York

23 APRIL, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:–

“NILE SIG. NOTICE NS NO:–”

NS 19  
8-14.5.76

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**WEDNESDAY 12 MAY – YORK YARD NORTH**

The hand-worked points at the north end of the York line in the Up Yard, will be secured for through running to Down Mineral pending removal of the York line.

The York Line outlet signal will be abolished. (22)

**WEDNESDAY 12 MAY – HEBDEN BRIDGE ✓**

The Up Fast Distant signal will be moved to the top of the post 20 feet above rail level. (22)

**TUESDAY 11 MAY – MYTHOLMROYD WEST ✓**

The Down Fast Distant signal, at present on the same post as the Hebden Bridge Up Fast Distant, will be repositioned under the Hebden Bridge Down Fast Starting signal at a height of 24ft. above rail level and 1,382 yards (540 yards further) before reaching the Mytholmroyd West Down Fast Home. (22)

**SUNDAY 9 MAY – HALIFAX**

Until Sunday 16 May the east end, main to main crossover situated at 32m. 32chs. will be removed and replaced by plain line. (22)

**SUNDAY 9 MAY – CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line, worked in accordance with Electric Token Block Regulations, will be formed between Crigglestone Jn. and Woolley Coal Sidings. The present Up Main at the Crigglestone Jn. end will be slued into the present Down Main at Woolley Coal Sidings end at a point approx. 100 yards east of Woolley Coal Sidings Down Main Starting Signal (which will be taken out of use).

A portion of the present Up Main at Woolley Coal Sidings will be taken out of use. A tunnel access siding will be provided at each end of the single line:—

**Woolley Coal Sidings**

A portion of the present Down Main will be used, controlled by a new G.F. known as Haigh G.F., released by Key Token. A telephone connected to both signalboxes will be provided.

**Crigglestone Jn.**

A portion of the present Down Main will be used with trap points, normally in the run-off position, clipped and padlocked (Key Kept in Crigglestone Jn. Box). This may be used only when an Engineering Dept. Person in Charge is present who must authorise and supervise all movements, in and out.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 9 MAY – CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS – continued****Signalling Alterations****Crigglestone Jn.**

The following signals will be abolished:-

Up Main starting (2 aspect C/L)

Disc. Up Main to Down Main

Disc. Down Main to Up Main

The Up Main Home and Down Branch Home will control entry to the single line.

The present Down Colour Light distant will be re-positioned to left of new single line, at same distance from the Down Home Signal.

The present Down Main Home signal will apply to the new single line.

A new "Stop for Orders" board will be provided, immediately in rear of the new trap points in the tunnel access siding.

**Woolley Coal Sidings**

The following signals will be abolished:-

Down Main Starting.

Disc. – Down Main to Up Main and Down Main to Colliery.

The Down Main Home, the ground disc Up Main to Down Main, and the top miniature arm applying from Colliery to Down Main will control entrance to the Single Line. The present Up Distant signal will apply to the Single Line. The disc adjacent to the Up Home applying Up Main to Colliery will apply from the Single Line to Colliery. The present Up Main Home signal will apply to the Single line.

The "30 M.G.R." board and associated bell will be re-positioned 52 yards further from the box.

The present trailing end of the crossover Up to Down Main, will be secured in the reverse position for through running, Single Line to Up Main. (22)

**DETAILS OF WORK ALREADY CARRIED OUT****\* NORTON STATION (ASKERN BRANCH)**

The full-armed signal controlling entrance to the Colliery Running Line from the Arrival Line has been refitted with a miniature arm with application unaltered. A white marker light has been fitted to the stop Telephone board located in rear of the Ground frame controlling the exit from the Slip Road Siding. (19)

**BETWEEN MILNER ROYD JUNCTION – GREETLAND AND DRYCLOUGH JUNCTION**

A.W.S. has been brought into use as follows:-

**Between Milner Royd Junction and Dryclough Junction.**

Down Branch MR14 signal to H703 signal inclusive.

Up Branch MR704 to MR2 signal inclusive.

**Between Greetland and Dryclough Junction**

Down Branch H705 signal to H707 signal inclusive.

Up Branch G706 to G17 signal inclusive. (20)

**THORNHILL JUNCTION**

The Up Sidings have been secured out of use pending renewal. (New Item) (22)

**\* HORBURY JUNCTION**

No.7 Siding has been secured out of use pending renewal. (19)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUDWORTH NORTH JUNCTION**

The connection between the Up Goods and No.1 Shunting line has been secured out of use in the normal position pending removal and the associated signalling abolished. (20)

**GRIMETHORPE COLLIERY**

Buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-  
Worded "STOP FOR ORDERS", and situated on the Arrival line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (20)

**SHERBURN NORTH AND SHERBURN SOUTH**

The Sherburn North Up Starting signal, together with the Sherburn South Up Inner Distant signal below, has been abolished.

The Sherburn North Up Home 4-aspect colour light signal, now functions as a 3-aspect signal and as Up Distant (former Outer Distant) for Sherburn South. (20)

**CUTSYKE JUNCTION – PRINCE OF WALES AND CASTLEFORD STATION**

The Automatic Warning System has been brought into use at the following signals (except as otherwise shown, each track inductor has been positioned 200 yards before reaching the signal concerned).

**Up Methley Main**

P2  
P4  
CJ1036  
CJ1024  
CJ1022

**Down Methley Main**

CJ1023R  
CJ1023  
CJ1025

**Up Cutyske Branch**

Castleford Station Up Starting with Cutyske Junction colour lights distant below (the track inductor has been positioned 160 yards before reaching this signal)

CJ1020

(21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****PRINCE OF WALES**

A marker board worded "30M.G.R." with bell attached has been provided on the Up Methley Main line 350 yards ahead of the trailing ground frame connection to the colliery.

The bell push for the above is situated on the telephone box in the vicinity of the ground frame.

(21)

**BETWEEN WORTLEY JUNCTION AND LEEDS CITY**

The Up Shipley Fast line has been realigned between 196m. 3chs. and 195m. 55chs.

Up Shipley Fast L75 signal has been repositioned 93 yards further from Leeds on the new alignment.  
(Amended) (21)

**KEIGHLEY STATION JN.**

Trap points have been provided in the former Platform 3 line approximately 40 yards north of the station overbridge protected by a "STOP FOR ORDERS" board erected on the signal box side of the points.

An additional board worded "B.R. LOCOS MUST NOT PASS THIS POINT" is positioned immediately beyond the trap points.

The Ground disc at present applying Sidings to Up Main or to Platform 3 line now applies Sidings to Up Main or "STOP FOR ORDERS" notice board.

(20)

**\* \* BRADFORD GOODS YARD SIDINGS GROUND FRAME**

The ground frame and connections worked therefrom, together with the associated signalling have been abolished.

The "Middle" line will in future be worked in the down direction only.

An illuminated "STOP" notice board has been erected on the Middle line 50 yards on the Yard Sidings side of the notice board on the Middle line worded "STOP FOR ORDERS OR TELEPHONE". The new board applies to all Up direction movements from Yard Sidings.

(19)

**\* \* BROUGH WEST**

The Main to Main crossover has been secured out of use in the normal position pending removal. (19)

**BROUGH WEST**

The facing connection – Down Main to Down Slow has been secured out of use and in the normal position, pending removal and replacement by plain line. A section of the Down Slow has been removed East of these points, and a Down Bay Platform has been formed with access at the East end of the station.

(20)

**BEMPTON GATE BOX**

The gate box has been abolished and the level crossing gates have become hand-worked, and released from a new 6-lever ground frame.

All signals are controlled from the ground frame.

(20)

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 16 MAY – BETWEEN CASTLEFORD STATION AND CASTLEFORD GATES**

The catch points in the Up Main, situated 244 yards before reaching Castleford Gates Up Home Signal will be removed and plain line installed. (24)

**SUNDAY 16 MAY – CHURCH FENTON**

Until Sunday 30 May there will be no route from No.3 Platform line to the Up Normanton line. (22)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK YARD NORTH**

The hand-worked points at the north end of the York line in the Up Yard have been secured for through running to Down Mineral pending removal of the York line.  
The York Line outlet signal has been abolished. (22)

**HEBDEN BRIDGE**

The Up Fast Distant signal has been moved to the top of the post 20 feet above rail level. (22)

**MYTHOLMROYD WEST**

The Down Fast Distant signal, at present on the same post as the Hebden Bridge Up Fast Distant has been repositioned under the Hebden Bridge Down Fast Starting signal at a height of 24ft. above rail level and 1,382 yards (540 yards further) before reaching the Mytholmroyd West Down Fast Home. (22)

**\*\* BETWEEN MILNER ROYD JUNCTION – GREETLAND AND DRYCLOUGH JUNCTION**

A.W.S. has been brought into use as follows:–

**Between Milner Royd Junction and Dryclough Junction.**

Down Branch	MR14 signal to H703 signal inclusive.
Up Branch	MR704 to MR2 signal inclusive.

**Between Greetland and Dryclough Junction**

Down Branch	H705 signal to H707 signal inclusive.
Up Branch	G706 to G17 signal inclusive. (20)

**THORNHILL JUNCTION**

The Up Sidings have been secured out of use pending renewal. (22)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HALIFAX**

Until **Sunday 16 May** the east end, main to main crossover situated at 32m. 32chs. will be removed and replaced by plain line. (22)

**CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line, worked in accordance with Electric Token Block Regulations, has been formed between Crigglestone Jn. and Woolley Coal Sidings. The present Up Main at the Crigglestone Jn. end has been slued into the present Down Main at Woolley Coal Sidings end at a point approx. 1000 yards east of Woolley Coal Sidings Down Main Starting Signal (which has been taken out of use.).

A portion of the present Up Main at Woolley Coal Sidings has been taken out of use. A tunnel access siding has been provided at each end of the single line:-

**Woolley Coal Sidings**

A portion of the present Down Main is being used, controlled by a new G.F. known as Haigh G.F., released by Key Token. A telephone connected to both signal boxes is provided.

**Crigglestone Jn.**

A portion of the present Down Main is being used with trap points, normally in the run-off position, clipped and padlocked (Key Kept in Crigglestone Jn. Box). This may be used only when an Engineering Dept. Person in Charge is present who must authorise and supervise all movements, in and out.

**Signalling Alterations****Crigglestone Jn.**

The following signals have been abolished:-

Up Main starting (2 aspect C/L)

Disc. Up Main to Down Main

Disc. Down Main to Up Main

The Up Main Home and Down Branch Home controls entry to the single line.

The present Down Colour light distant has been re-positioned to left of new single line, at same distance from the Down Home Signal.

The present Down Main Home signal applies to the new single line.

A new "Stop for Orders" board has been provided, immediately in rear of the new trap points in the tunnel access siding.

**Woolley Coal Sidings**

The following signals have been abolished:-

Down Main Starting.

Disc. – Down Main to Up Main and Down Main to Colliery.

The Down Main Home, the ground disc Up Main to Down Main, and the top miniature arm applying from Colliery to Down Main controls entrance to the Single Line. The present Up Distant signal applies to the Single Line. The disc adjacent to the Up Home applying Up Main to Colliery applies from the Single Line to Colliery. The present Up Main Home signal applies to the Single line.

The "30 M.G.R." board and associated bell has been re-positioned 52 yards further from the box.

The present trailing end of the crossover Up to Down Main has been secured in the reverse position for through running, Single Line to Up Main. (22)

**\*\* CUDWORTH NORTH JUNCTION**

The connection between the Up Goods and No.1 Shunting line has been secured out of use in the normal position pending removal and the associated signalling abolished. (20)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* GRIMETHORPE COLLIERY**

Buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :—

- (a) Applicable to trains arriving from Cudworth :—  
Worded "STOP FOR ORDERS", and situated on the Arrival line 100 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :—  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards before reaching the trailing crossover.
- (c) Applicable to trains about to leave the single line :—  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (20)

**\*\* SHERBURN NORTH AND SHERBURN SOUTH**

The Sherburn North Up Starting signal, together with the Sherburn South Up Inner Distant signal below, has been abolished.

The Sherburn North Up Home 4-aspect colour light signal, now functions as a 3-aspect signal and as Up Distant (former Outer Distant) for Sherburn South. (20)

**CUTSYKE JUNCTION – PRINCE OF WALES AND CASTLEFORD STATION**

The Automatic Warning System has been brought into use at the following signals (except as otherwise shown, each track inductor has been positioned 200 yards before reaching the signal concerned).

**Up Methley Main**

P2  
P4  
CJ1036  
CJ1024  
CJ1022

**Down Methley Main**

CJ1023R  
CJ1023  
CJ1025

**Up Cutyske Branch**

Castleford Station Up Starting with Cutyske Junction colour lights distant below (the track inductor has been positioned 160 yards before reaching this signal)

CJ1020 (21)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

**PRINCE OF WALES**

A marker board worded "30M.G.R." with bell attached has been provided on the Up Methley Main line 350 yards ahead of the trailing ground frame connection to the colliery.

The bell push for the above is situated on the telephone box in the vicinity of the ground frame.

(21)

**BETWEEN WORTLEY JUNCTION AND LEEDS CITY**

The Up Shipley Fast line has been realigned between 196m. 3chs. and 195m. 55chs.

Up Shipley Fast L75 signal has been repositioned 93 yards further from Leeds on the new alignment.  
(Amended) (21)

**\*\* KEIGHLEY STATION JN.**

Trap points have been provided in the former Platform 3 line approximately 40 yards north of the overbridge protected by a "STOP FOR ORDERS" board erected on the signal box side.

An additional board worded "B.R. LOCOS MUST NOT PASS THIS POINT" is positioned beyond the trap points.

The Ground disc at present applying Sidings to Up Main or to Platform 3 Main or "STOP FOR ORDERS" notice board.

**\*\* BROUGH WEST**

The facing connection - Down Main to Down Slow has been suspended pending removal and replacement by plain line. A section of 100 yards has been formed between these points; and a Down Bay Platform has been formed with a

**\*\* BEMPTON GATE BOX**

The gate box has been abolished and the level crossing gates controlled from a new 6-lever ground frame.

All signals are controlled from the ground frame.

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 23 MAY – CHURCH FENTON**

From Sunday 23 May until Sunday 30 May – there will be no route from the Down Normanton to No.3 Platform line.

**MONDAY 24 MAY – CROSS GATES (BARNBOW ROF SIDINGS)**

The connection between No.1 and No.2 Siding roads will be secured out of use in the normal position pending removal and replacement by plain line. (25)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK YARD NORTH**

The hand-worked points at the north end of the York line in the Up Yard have been secured for through running to Down Mineral pending removal of the York line.  
The York Line outlet signal has been abolished. (22)

**HEBDEN BRIDGE**

The Up Fast Distant signal has been moved to the top of the post 20 feet above rail level. (22)

**MYTHOLMROYD WEST**

The Down Fast Distant signal, at present on the same post as the Hebden Bridge Up Fast Distant has been repositioned under the Hebden Bridge Down Fast Starting signal at a height of 24ft. above rail level and 1,382 yards (540 yards further) before reaching the Mytholmroyd West Down Fast Home. (22)

**THORNHILL JUNCTION**

The Up Sidings have been secured out of use pending renewal. (22)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line, worked in accordance with Electric Token Block Regulations, has been formed between Crigglestone Jn. and Woolley Coal Sidings. The present Up Main at the Crigglestone Jn. end has been slued into the present Down Main at Woolley Coal Sidings end at a point approx. 1000 yards east of Woolley Coal Sidings Down Main Starting Signal (which has been taken out of use.).

A portion of the present Up Main at Woolley Coal Sidings has been taken out of use. A tunnel access siding has been provided at each end of the single line:-

**Woolley Coal Sidings**

A portion of the present Down Main is being used, controlled by a new G.F. known as Haigh G.F., released by Key Token. A telephone connected to both signal boxes is provided.

**Crigglestone Jn.**

A portion of the present Down Main is being used with trap points, normally in the run-off position, clipped and padlocked (Key Kept in Crigglestone Jn. Box). This may be used only when an Engineering Dept. Person in Charge is present who must authorise and supervise all movements, in and out.

**Signalling Alterations****Crigglestone Jn.**

The following signals have been abolished:-

Up Main starting (2 aspect C/L)

Disc. Up Main to Down Main

Disc. Down Main to Up Main

The Up Main Home and Down Branch Home controls entry to the single line.

The present Down Colour light distant has been re-positioned to left of new single line, at same distance from the Down Home Signal.

The present Down Main Home signal applies to the new single line.

A new "Stop for Orders" board has been provided, immediately in rear of the new trap points in the tunnel access siding.

**Woolley Coal Sidings**

The following signals have been abolished:-

Down Main Starting.

Disc. – Down Main to Up Main and Down Main to Colliery.

The Down Main Home, the ground disc Up Main to Down Main, and the top miniature arm applying from Colliery to Down Main controls entrance to the Single Line. The present Up Distant signal applies to the Single Line. The disc adjacent to the Up Home applying Up Main to Colliery applies from the Single Line to Colliery. The present Up Main Home signal applies to the Single line.

The "30 M.G.R." board and associated bell has been re-positioned 52 yards further from the box.

The present trailing end of the crossover Up to Down Main has been secured in the reverse position for through running, Single Line to Up Main. (22)

**BETWEEN CASTLEFORD STATION AND CASTLEFORD GATES**

The catch points in the Up Main, situated 244 yards before reaching Castleford Gates Up Home signal have been removed and plain line installed. (24)

**CHURCH FENTON**

Until Sunday 30 May there will be no route from No.3 Platform line to the Up Normanton line. (22)

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

**\*\* CUTSYKE JUNCTION - PRINCE OF WALES AND CASTLEFORD STATION**

The Automatic Warning System has been brought into use at the following signals (except as otherwise shown, each track inductor has been positioned 200 yards before reaching the signal concerned).

**Up Methley Main**

P2  
 P4  
 CJ1036  
 CJ1024  
 CJ1022

**Down Methley Main**

CJ1023R  
 CJ1023  
 CJ1025

**Up Cutyske Branch**

Castleford Station Up Starting with Cutyske Junction colour lights distant below (the track inductor has been positioned 160 yards before reaching this signal)

CJ1020

(21)

**\*\* PRINCE OF WALES**

A marker board worded "30M.G.R." with bell attached has been provided on the Up Methley Main line 350 yards ahead of the trailing ground frame connection to the colliery.

The bell push for the above is situated on the telephone box in the vicinity of the ground frame.

(21)

**\*\* BETWEEN WORTLEY JUNCTION AND LEEDS CITY**

The Up Shipley Fast line has been realigned between 196m. 3chs. and 195m. 55chs.

Up Shipley Fast L75 signal has been repositioned 93 yards further from Leeds on the new alignment.  
**(Amended) (21)**

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

**\*\* GARFORTH STATION DOWN PLATFORM**

Drivers must be prepared to stop where indicated by handsignalman or notice board. Guards and Station staff to advise and conduct passengers as required. (21)

**CRIGGLESTONE JUNCTION**

A temporary level crossing has been installed across the single line at 46m 400 yds. to be used in connection with relaying work in Wooley Tunnel. (23)

---

MO.45/NS  
York  
14 MAY, 1976

F. J. BURGE  
Chief Operating Manager

*Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*\*\*NILE SIG. NOTICE NS NO.:-*

**British Rail****NS**

EASTERN REGION

**22/23**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 29 MAY**

TO

**FRIDAY 11 JUNE 1976****INCLUSIVE**

---

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 6 JUNE – SHERBURN-IN-ELMET SOUTH**

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, will be replaced 468 yards further from the signal box by a new right-hand bracket post carrying i on the right-hand doll, the Up Main Home to Selby, and on the left-hand doll, the Up Main Home to Normanton direction, with the arms at heights of 26ft. and 24ft. above rail level respectively. Telephone communication will be provided to the signal box.

The re-positioned Home signals will be 1,806 yards from the Outer Distant and 748 yards from the Inner Distant (Sherburn North Up Home No.8 signal). (26)

**TUESDAY 8 JUNE – SNAITH**

The Down Starting signal will be abolished. (26)

**MONDAY 31 MAY – DAIRYCOATES WEST**

The method of signalling the double line to and from Neptune Street Sidings will be altered to "One Train Working Regulations".

Drivers proceeding to the C. & W. Depot or to Neptune Street Sidings, must be in possession of the train staff obtained from Dairycoates West signal box. (26)

**TUESDAY 1 JUNE – DRIFFIELD STATION**

The Up Starting signal will be abolished. (26)

**DETAILS OF WORK ALREADY CARRIED OUT****GRIMETHORPE COLLIERY**

Buffer stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows:-

- (a) Applicable to trains arriving from Cudworth:-  
Wording "STOP FOR ORDERS", and situated on the Arrival line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line:-  
Wording "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line:-  
Wording "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (Amended) (26)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

**\*\* YORK YARD NORTH**

The hand-worked points at the north end of the York line in the Up Yard have been secured for through running to Down Mineral pending removal of the York line.  
The York Line outlet signal has been abolished. (22)

**\*\* HEBDEN BRIDGE**

The Up Fast Distant signal has been moved to the top of the post 20 feet above rail level. (22)

**\*\* MYTHOLMROYD WEST**

The Down Fast Distant signal, at present on the same post as the Hebden Bridge Up Fast Distant has been repositioned under the Hebden Bridge Down Fast Starting signal at a height of 24ft. above rail level and 1,382 yards (540 yards further) before reaching the Mytholmroyd West Down Fast Home. (22)

**\*\* THORNHILL JUNCTION**

The Up Sidings have been secured out of use pending renewal. (22)

**\*\* CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line, worked in accordance with Electric Token Block Regulations, has been formed between Crigglestone Jn. and Woolley Coal Sidings. The present Up Main at the Crigglestone Jn. end has been slued into the present Down Main at Woolley Coal Sidings end at a point approx. 1000 yards east of Woolley Coal Sidings Down Main Starting Signal (which has been taken out of use.).

A portion of the present Up Main at Woolley Coal Sidings has been taken out of use. A tunnel access siding has been provided at each end of the single line:-

**Woolley Coal Sidings**

A portion of the present Down Main is being used, controlled by a new G.F. known as Haigh G.F., released by Key Token. A telephone connected to both signal boxes is provided.

**Crigglestone Jn.**

A portion of the present Down Main is being used with trap points, normally in the run-off position, clipped and padlocked (Key Kept in Crigglestone Jn. Box). This may be used only when an Engineering Dept. Person in Charge is present who must authorise and supervise all movements, in and out.

**Signalling Alterations****Crigglestone Jn.**

The following signals have been abolished:-

Up Main starting (2 aspect C/L)

Disc. Up Main to Down Main

Disc. Down Main to Up Main

The Up Main Home and Down Branch Home controls entry to the single line.

The present Down Colour light distant has been re-positioned to left of new single line, at same distance from the Down Home Signal.

The present Down Main Home signal applies to the new single line.

A new "Stop for Orders" board has been provided, immediately in rear of the new trap points in the tunnel access siding.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* CRIGGLESTONE JUNCTION AND WOOLLEY COAL SIDINGS – continued****Woolley Coal Sidings**

The following signals have been abolished:-

Down Main Starting.

Disc, – Down Main to Up Main and Down Main to Colliery.

The Down Main Home, the ground disc Up Main to Down Main, and the top miniature arm applying from Colliery to Down Main controls entrance to the Single Line. The present Up Distant signal applies to the Single Line. The disc adjacent to the Up Home applying Up Main to Colliery applies from the Single Line to Colliery. The present Up Main Home signal applies to the Single line.

The "30 M.G.R." board and associated bell has been re-positioned 52 yards further from the box.

The present trailing end of the crossover Up to Down Main has been secured in the reverse position for through running, Single Line to Up Main. (22)

**BETWEEN CASTLEFORD STATION AND CASTLEFORD GATES**

The catch points in the Up Main, situated 244 yards before reaching Castleford Gates Up Home signal have been removed and plain line installed. (24)

**\*\* CHURCH FENTON**

Until Sunday 30 May there will be no route from No.3 Platform line to the Up Normanton line nor from the Down Normanton to No.3 Platform line. (22)

**CROSS GATES (BARNBOW ROF SIDINGS)**

The connection between No.1 and No.2 Siding Roads has been secured out of use in the normal position pending removal and replacement by plain line. (25)

---

FRIDAY 11 JUNE 1976

INCLUDE



**British Rail**

**NS**

**EASTERN REGION**

**24**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 12 JUNE**

**TO**

**FRIDAY 18 JUNE 1976**

**INCLUSIVE**

---

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 13 JUNE – BROUGH WEST AND BROUGH EAST

Brough West signal box, together with all points worked therefrom, and all signals excepting those referred to below, will be abolished. The Block section will then be between Crabley Creek (Broomfleet when Crabley Creek is closed) and Brough East.

The Up Slow line through Brough Station will become a Bay Platform with entrance/exit at the East end of the Station, and buffer-stops will be provided. The remainder of the Up Slow line West of the buffer-stops will be removed. The Up Fast line through the station will be redesignated Up Main.

**Signalling Alterations :-**

The Brough West Up Main Home signal will become starting signal for Brough East. A "diamond" sign will be provided on the post of the signal.

The Brough West colour light Down Main Home (No. 8 signal) will become the Brough East Down Main 1st Home signal replated BE.40, and the signal-post telephone will be connected to Brough East signal box. The Brough East Down Main Home signal will be renamed 2nd Home.

The Down Main colour light Down Distant, formerly jointly controlled by Brough West and East signal boxes (1,520 yards before reaching BE.40), will now be the Brough East Down Distant.

The disc signal applying Down Main to Up Main will also apply set back on Down Main line (to new disc signal mentioned below).

**Brough East**

The following new signals will be provided :-

Semaphore arm – 187 yards West of the signal box, with the arm 12ft. above rail level, and applying – Up Bay Starting to Down Main. This signal will be situated between the Up Bay and Up Main lines.

An adjacent ground disc will be provided, applying – set back – Up Main to Down Main.

A new ground disc signal applying towards the Down Bay Platform line, will be provided at the Down Main point ends of the trailing connection – Down Main to Down Bay Platform line. (27)

## MONDAY 14 JUNE – HALIFAX

A.W.S. will be brought into use at the following signals:-

Down line, H709, H715 and H719

Up, H720 to H708 inclusive

(27)

## TUESDAY 15 JUNE – LOW MOOR

A.W.S. will be brought into use at the following signals:-

Down Main LM727 to LM737 inclusive

Up Main LM736 and LM728

Up Branch Starting (to Healey Mills) LM733

Up Branch Single (from Healey Mills) LM732R and LM732

Down Branch Single line Starting to Down Main LM734

(27)

## WEDNESDAY 16 JUNE – BOWLING JUNCTION AND MILL LANE JUNCTION

A.W.S. will be brought into use at the following signals:-

Down, Bowling Junction BJ29 and Mill Lane ML1569

Up, Mill Lane ML1568 and Bowling Junction BJ2 and BJ5

(27)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**GRIMETHORPE COLLIERY**

Buffer stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows:-

- (a) Applicable to trains arriving from Cudworth:-  
Worded "STOP FOR ORDERS", and situated on the Arrival line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line:-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line:-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover. (26)

**SHERBURN-IN-ELMET SOUTH**

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant. (Amended Item) (28)

**\* \* BETWEEN CASTLEFORD STATION AND CASTLEFORD GATES**

The catch points in the Up Main, situated 244 yards before reaching Castleford Gates Up Home signal have been removed and plain line installed. (24)

**CROSS GATES (BARNBOW ROF SIDINGS)**

The connection between No.1 and No.2 Siding Roads has been secured out of use in the normal position pending removal and replacement by plain line. (25)

**SNAITH**

The Down Starting signal has been abolished. (26)

**DAIRYCOATES WEST**

The method of signalling the double line to and from Neptune Street Sidings has been altered to "One Train Working Regulations".

Drivers proceeding to the C. & W. Depot or to Neptune Street Sidings, must be in possession of the train staff obtained from Dairycoates West signal box. (26)

**DRIFFIELD STATION**

The Up Starting signal has been abolished. (26)

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NS 25  
19-25.6.76

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 JUNE: YORK STATION

The following points will be secured in the normal position pending removal:-

No.427 Up Leeds to Down Doncaster

No.428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes will be abolished.

(28)

WEDNESDAY 23 JUNE: HEADINGLEY - HORSFORTH

The Up Main Banner Repeating Signal RU2 will be abolished.

(28)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HALIFAX AND MILL LANE JUNCTION ALSO THE CLECKHEATON BRANCH

A.W.S. has been brought into use at the following signals:-

Down - Halifax H709 to Mill Lane ML1569 inclusive

Up - Mill Lane ML1568 to Halifax H708 inclusive

Low Moor Down Branch single line starting to Down Main LM734

Up Branch Single line from Healey Mills LM732R and LM732

Up Branch Starting to Cleckheaton Branch Single line LM733.

(27)

GRIMETHORPE COLLIERY

Buffer stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows:-

- (a) Applicable to trains arriving from Cudworth:-  
Worded "STOP FOR ORDERS", and situated on the Arrival line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line:-  
Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line:-  
Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover.

(26)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## SHERBURN-IN-ELMET SOUTH

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant. (28)

## \* CROSS GATES (BARNBOW ROF SIDINGS)

The connection between No.1 and No.2 Siding Roads has been secured out of use in the normal position pending removal and replacement by plain line. (25)

## BROUGH WEST AND BROUGH EAST

Brough West signal box, together with all points worked therefrom, and all signals excepting those referred to below, has been abolished. The Block section is now between Crabley Creek (Broomfleet when Crabley Creek is closed) and Brough East.

The Up Slow line through Brough Station has become a Bay Platform with entrance/exit at the East end of the Station, and buffer-stops have been provided. The remainder of the Up Slow line West of the buffer-stops will be removed. The Up Fast line through the station has been redesignated Up Main.

## Signalling Alterations :-

The Brough West Up Main Home signal has become starting signal for Brough East. A "diamond" sign will be provided on the post of the signal.

The Brough West colour light Down Main Home (No.8 signal) has become the Brough East Down Main 1st Home signal replated BE.40 and the signal post telephone has been connected to Brough East signal box. The Brough East Down Main Home signal has been renamed 2nd Home.

The Down Main colour light Down Distant, formerly jointly controlled by Brough West and East signal boxes (1,520 yards before reaching BE.40), is now the Brough East Down Distant).

The disc signal applying Down Main to Up Main also applies set back on Down Main line (to new disc signal mentioned below).

## Brough East

The following new signals have been provided:-

Semaphore are – 187 yards West of the signal box, with the arm 12ft. above rail level, and applying – Up Bay Starting to Down Main. This signal has been situated between the Up Bay and Up Main lines.

An adjacent ground disc has been provided, applying – set back – Up Main to Down Main.

A new ground disc signal applying towards the Down Bay Platform line, has been provided at the Down Main point ends of the trailing connection – Down Main to Down Bay Platform line. (27)

## SNAITH

The Down Starting signal has been abolished. (26)

## DAIRYCOATES WEST

The method of signalling the double line to and from Neptune Street Sidings has been altered to "One Train Working Regulations".

Drivers proceeding to the C. & W. Depot or to Neptune Street Sidings must be in possession of the

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DRIFFIELD STATION

The Up Starting signal has been abolished.

(26)

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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

\*\* WAKEFIELD (KIRKGATE STATION)

No. 1 Platform

Drivers must be prepared to Stop at Indicator Boards on No. 1 Platform or work to Handsignalman's instructions.

---

MO.45/NS  
York  
11 JUNE, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

\*\*NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

**\*\* Items marked thus will not appear in future issues and 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 following points have been secured in the normal position pending removal:-

No.427 Up Leeds to Down Doncaster

No.428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished.

(28)

**BETWEEN HALIFAX AND MILL LANE JUNCTION ALSO THE CLECKHEATON BRANCH**

A.W.S. has been brought into use at the following signals:-

Down - Halifax H709 to Mill Lane ML1569 inclusive

Up - Mill Lane ML1568 to Halifax H708 inclusive

Low Moor Down Branch single line starting to Down Main LM734

Up Branch Single line from Healey Mills LM732R and LM732

Up Branch Starting to Cleckheaton Branch Single line LM733.

(27)

**\*\* GRIMETHORPE COLLIERY**

Buffer stops situated 440 yards after passing the trailing crossover, have been erected on the Departure line, and the Arrival line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows:-

(a) Applicable to trains arriving from Cudworth:-

Worded "STOP FOR ORDERS", and situated on the Arrival line 50 yards before reaching the trailing crossover.

(b) Applicable to trains about to enter the single line:-

Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Arrival/Single line 50 yards after passing the trailing crossover.

(c) Applicable to trains about to leave the single line:-

Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS" and situated 100 yards before reaching the facing crossover.

(26)

**SHERBURN-IN-ELMET SOUTH**

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant.

(28)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HEADINGLEY – HORSFORTH**

The Up Main Banner Repeating Signal RU2 has been abolished.

(28)

**BROUGH WEST AND BROUGH EAST**

Brough West signal box, together with all points worked therefrom, and all signals excepting those referred to below, has been abolished. The Block section is now between Crabley Creek (Broomfleet when Crabley Creek is closed) and Brough East.

The Up Slow line through Brough Station has become a Bay Platform with entrance/exit at the East end of the Station, and buffer-stops have been provided. The remainder of the Up Slow line West of the buffer-stops will be removed. The Up Fast line through the station has been redesignated Up Main.

**Signalling Alterations :-**

The Brough West Up Main Home signal has become starting signal for Brough East. A 'diamond' sign will be provided on the post of the signal.

The Brough West colour light Down Main Home (No. 8 signal) has become the Brough East Down Main 1st Home signal replated BE.40 and the signal post telephone has been connected to Brough East signal box. The Brough East Down Main Home signal has been renamed 2nd Home.

The Down Main colour light Down Distant, formerly jointly controlled by Brough West and East signal boxes (1,520 yards before reaching BE.40), is now the Brough East Down Distant).

The disc signal applying Down Main to Up Main also applies set back on Down Main line (to new disc signal mentioned below).

**Brough East**

The following new signals have been provided:-

Semaphore are - 187 yards West of the signal box, with the arm 12ft. above rail level, and applying - Up Bay Starting to Down Main. This signal has been situated between the Up Bay and Up Main lines.

An adjacent ground disc has been provided, applying - set back - Up Main to Down Main.

A new ground disc signal applying towards the Down Bay Platform line, has been provided at the Down Main point ends of the trailing connection - Down Main to Down Bay Platform line.

(27)

**\*\*SNAITH**

The Down Starting signal has been abolished.

(26)

**\*\*DAIRYCOATES WEST**

The method of signalling the double line to and from Neptune Street Sidings has been altered to "One Train Working Regulations".

Drivers proceeding to the C. & W. Depot or to Neptune Street Sidings, must be in possession of the train staff obtained from Dairycoates West signal box.

(26)

**\*\*DRIFFIELD STATION**

The Up Starting signal has been abolished.

(26)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

Page ND23 (Page 288 – Page 93 Supp. Optg. Insts.)

## YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

★ Delete existing instruction and substitute:—

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (30D)

## MISCELLANEOUS NOTICES

★ GARFORTH AND MICKLEFIELD

Black Pitt's crossing at 12¼m.p. has been removed together with the associated whistle boards. (29)

MO.45/NS  
York  
18 JUNE, 1976

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:—

\*\*NILE SIG. NOTICE NS NO.:—

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****MONDAY 5 JULY – STOURTON JUNCTION**

The connection between the Down Goods and Lie-Bye will be secured out of use in the normal position pending removal and the associated signalling abolished. (30)

**FRIDAY 9 JULY – BENTLEY COLLIERY**

New Rapid Loading facilities will be commissioned and the signalling arrangements will be in accordance with the diagram included in this Notice. (30)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK STATION**

The following points have been secured in the normal position pending removal:—  
No.427 Up Leeds to Down Doncaster

No.428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished. (28)

**\*\* BETWEEN HALIFAX AND MILL LANE JUNCTION ALSO THE CLECKHEATON BRANCH**

A.W.S. has been brought into use at the following signals:—

Down – Halifax H709 to Mill Lane ML1569 inclusive

Up – Mill Lane ML1568 to Halifax H708 inclusive

Low Moor Down Branch single line starting to Down Main LM734

Up Branch Single line from Healey Mills LM732R and LM732

Up Branch Starting to Cleckheaton Branch Single line LM733. (27)

**SHERBURN-IN-ELMET SOUTH**

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant. (28)

**HEADINGLEY – HORSFORTH**

The Up Main Banner Repeating Signal RU2 has been abolished. (28)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \* \* BROUGH WEST AND BROUGH EAST

Brough West signal box, together with all points worked therefrom, and all signals excepting those referred to below, has been abolished. The Block section is now between Crabley Creek (Broomfleet when Crabley Creek is closed) and Brough East.

The Up Slow line through Brough Station has become a Bay Platform with entrance/exit at the East end of the Station, and buffer-stops have been provided. The remainder of the Up Slow line West of the buffer-stops will be removed. The Up Fast line through the station has been redesignated Up Main.

**Signalling Alterations :-**

The Brough West Up Main Home signal has become starting signal for Brough East. A "diamond" sign will be provided on the post of the signal.

The Brough West colour light Down Main Home (No.8 signal) has become the Brough East Down Main 1st Home signal replated BE.40 and the signal post telephone has been connected to Brough East signal box. The Brough East Down Main Home signal has been renamed 2nd Home.

The Down Main colour light Down Distant, formerly jointly controlled by Brough West and East signal boxes (1,520 yards before reaching BE.40), is now the Brough East Down Distant).

The disc signal applying Down Main to Up Main also applies set back on Down Main line (to new disc signal mentioned below).

**Brough East**

The following new signals have been provided:-

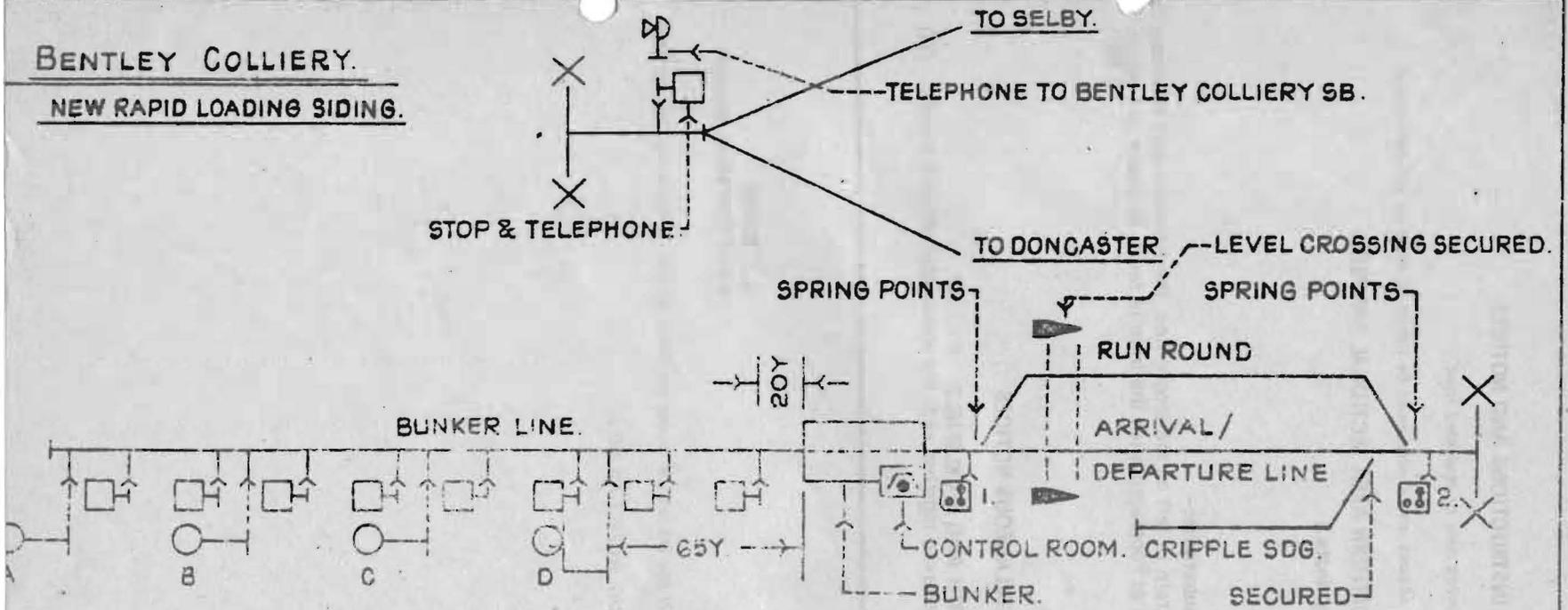
Semaphore are - 187 yards West of the signal box, with the arm 12ft. above rail level, and applying - Up Bay Starting to Down Main. This signal has been situated between the Up Bay and Up Main lines.

An adjacent ground disc has been provided, applying - set back - Up Main to Down Main.

A new ground disc signal applying towards the Down Bay Platform line, has been provided at the Down Main point ends of the trailing connection - Down Main to Down Bay Platform line. (27)

**BENTLEY COLLIERY.**

**NEW RAPID LOADING SIDING.**



**NOTE:** TOTON SIGNALS AT 100Y APART.  
 MARKER BOARDS AT 40Y APART.

- |  |  |   |
|--|--|---|
|  | STOP (OUTSIDE LAMPS RED).                  | } TOTON INDICATIONS<br>WHITE LAMPS UNLESS<br>SHOWN. |
|  | PREPARE TO STOP.                           |   |
|  | MOVE IN LOADING DIRECTION.                 |   |
|  | MOVE IN OPPOSITE DIRECTION.<br>(FLASHING). |   |

**LIST OF SYMBOLS:**

- TOTON SIGNAL.
- MARKER BOARD.
- GROUND SIGNAL.

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

Page ND23 (Page 288 - Page 93 Supp. Optg. Insts.)

YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

**Delete** existing instruction and **substitute:-**

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (30D)

## MISCELLANEOUS NOTICES

## GARFORTH AND MICKLEFIELD

Black Pitt's crossing at 12 $\frac{3}{4}$ m.p. has been removed together with the associated whistle boards. (29)

MO. 45/NS  
York  
25 JUNE, 1976

F. J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :

\*\*NILE SIG. NOTICE NS NO.:-

## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 11 JULY – ALTOFTS JN. AND WHITWOOD**

Altofts Jn. Down Branch semaphore Starting signal, with Whitwood Down Main Distant below, will be replaced by a 4-aspect colour light signal (2nd yellow aspect for future use), situated 160 yards nearer Altofts Jn. signal box. The new signal plated No.AJ983 will also act as Whitwood Down Main Distant, 1,270 yards before reaching Whitwood Down Main 1st. Home signal.

A signal-post telephone connected to Altofts Jn. signal box will be provided. (31)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK STATION**

The following points have been secured in the normal position pending removal:—

No.427 Up Leeds to Down Doncaster

No.428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished. (28)

**SHERBURN-IN-ELMET SOUTH**

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant. (28)

**HEADINGLEY – HORSFORTH**

The Up Main Banner Repeating Signal RU2 has been abolished. (28)

**STOURTON JUNCTION**

The connection between the Down Goods and Lie-Bye has been secured out of use in the normal position pending removal and the associated signalling abolished. (30)

**BENTLEY COLLIERY**

New Rapid Loading facilities have been commissioned and the signalling arrangements are in accordance with the diagram included in this Notice. (30)

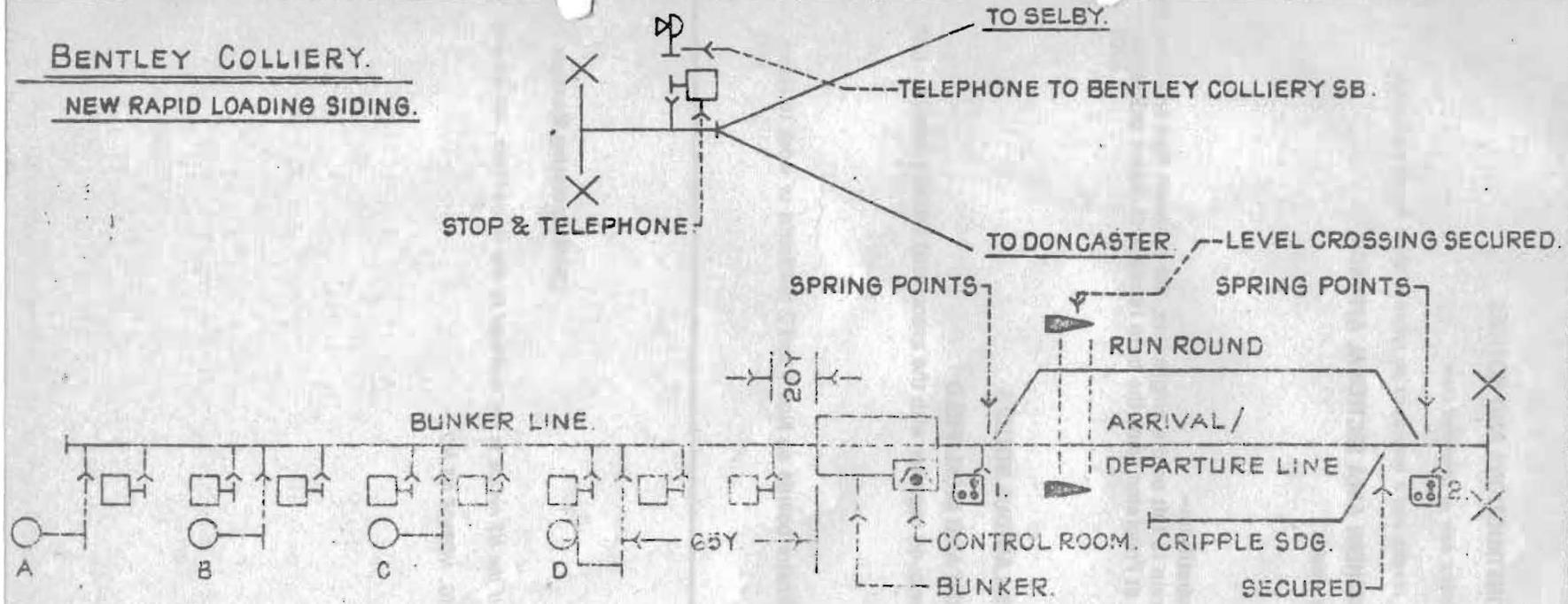
**BOWLING JUNCTION**

An A.W.S. inductor has been installed 200 yards before reaching the Down semaphore Distant from Laisterdyke direction. (New Item) (21)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON) - continued</b>		
<b>MONDAY 12 to WEDNESDAY 14 JULY</b>		
Micklefield Station Jn. and Gascoigne Wood	23 30 Mon and Tue to 05 45 Tue and Wed Down <b>BLOCKED</b> 00 01 to 06 30 Up <b>BLOCKED</b>	23 30 Mon and Tue to 06 30 Tue and Wed. Trackwork between 10½ and 6¼ m. p. <b>Possession given up to pass 1D52, 03 00 Leeds to Hull on the Down and 6L42, 03 20 Lindsey to Leeds O.R.T. (if running) on the Up.</b> On track machines in use.
<b>LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES</b>		
<b>UNTIL FURTHER NOTICE</b>		
Neville Hill West Jn. and Hunslet East	Down and Up	08 00 to 16 00. Bridgework. Scaffolding and ladders in use. (76/11)
<b>SUNDAY 11 JULY</b>		
Neville Hill West Jn. and Hunslet East	Arrival and Departure <b>BLOCKED</b>	06 00 to 16 00. Earthwork and trackwork between 0m. 05chs. and 1m. 30chs. Cranes in use.
<b>MONDAY 12 to TUESDAY 13 JULY</b>		
Neville Hill West Jn. and Hunslet East Jn.	Arrival and Departure <b>BLOCKED</b>	22 00 Mon to 06 00 Tue. Trackwork between 0m.p. and 1m. 5chs. <b>Possession given up to pass trains</b> On track machine in use.

**BENTLEY COLLIERY.**  
**NEW RAPID LOADING SIDING.**



**NOTE:** TOTON SIGNALS AT 100Y APART.  
 MARKER BOARDS AT 40Y APART.

-  STOP (OUTSIDE LAMPS RED).
-  PREPARE TO STOP.
-  MOVE IN LOADING DIRECTION.
-  MOVE IN OPPOSITE DIRECTION (FLASHING).

TOTON INDICATIONS  
 WHITE LAMPS UNLESS  
 SHOWN.

**LIST OF SYMBOLS:**

-  TOTON SIGNAL.
-  MARKER BOARD.
-  GROUND SIGNAL.

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

Page ND23 (Page 288 – Page 93 Supp. Optg. Insts.)

**YORK (SKELTON) TO HARROGATE NORTH  
HESSAY W.D. (G.F.)**
**Delete** existing instruction and **substitute**:-

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (30D)

## MISCELLANEOUS NOTICES

## GARFORTH AND MICKLEFIELD

Black Pitt's crossing at 12 $\frac{3}{4}$ m.p. has been removed together with the associated whistle boards. (29)

**★ WAKEFIELD KIRKGATE STATION  
NO.2 PLATFORM**

Engine Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Hand-signalman's instructions. (31)

MO. 45/NS  
York  
2 JULY, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

“NILE SIG. NOTICE NS NO.:-”

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 19 JULY – SEAMER EAST

The trailing crossover will be secured out of use in the normal position pending removal. (32)

DETAILS OF WORK ALREADY CARRIED OUT

\*\* YORK STATION

The following points have been secured in the normal position pending removal:—  
No.427 Up Leeds to Down Doncaster

No.428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished. (29)

\*\* SHERBURN-IN-ELMET SOUTH

The left-hand bracket post carrying the Up Main Home signals to Selby or Normanton direction, has been replaced 468 yards further from the signal box by a new right-hand bracket post carrying the Up Main Home to Selby on the left-hand doll and the Up Main Home to Normanton on the right-hand doll.

Telephone communication has been provided to the signal box.

The re-positioned home signals are 1,806 yards from the Outer Distant. (29)

ALTOFTS JN. AND WHITWOOD

Altofts Jn. Down Branch semaphore Starting signal, with Whitwood Down Main Distant below, has been replaced by a 4-aspect colour light signal (2nd yellow aspect for future use), situated 160 yards nearer Altofts Jn. signal box. The new signal plated No.AJ983 also acts as Whitwood Down Main Distant, 1,270 yards before reaching Whitwood Down Main 1st. Home signal.

A signal post telephone connected to Altofts Jn. signal box has been provided. (31)

\*\* HEADINGLEY – HORSFORTH

The Up Main Banner Repeating Signal RU2 has been abolished. (29)

STOURTON JUNCTION

The connection between the Down Goods and Lie-Bye has been secured out of use in the normal position pending removal and the associated signalling abolished. (30)

BENTLEY COLLIERY

New Rapid Loading facilities have been commissioned and the signalling arrangements are in accordance with the diagram included in this Notice. (30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BOWLING JUNCTION

An A.W.S. inductor has been installed 200 yards before reaching the Down semaphore Distant from Laisterdyke direction. (New Item) (31)

SHARLSTON WEST (OAKENSHAW)

The trailing crossover between the Down and Up Crofton Branch lines has been repositioned 50 yards nearer Hare Park Jn.

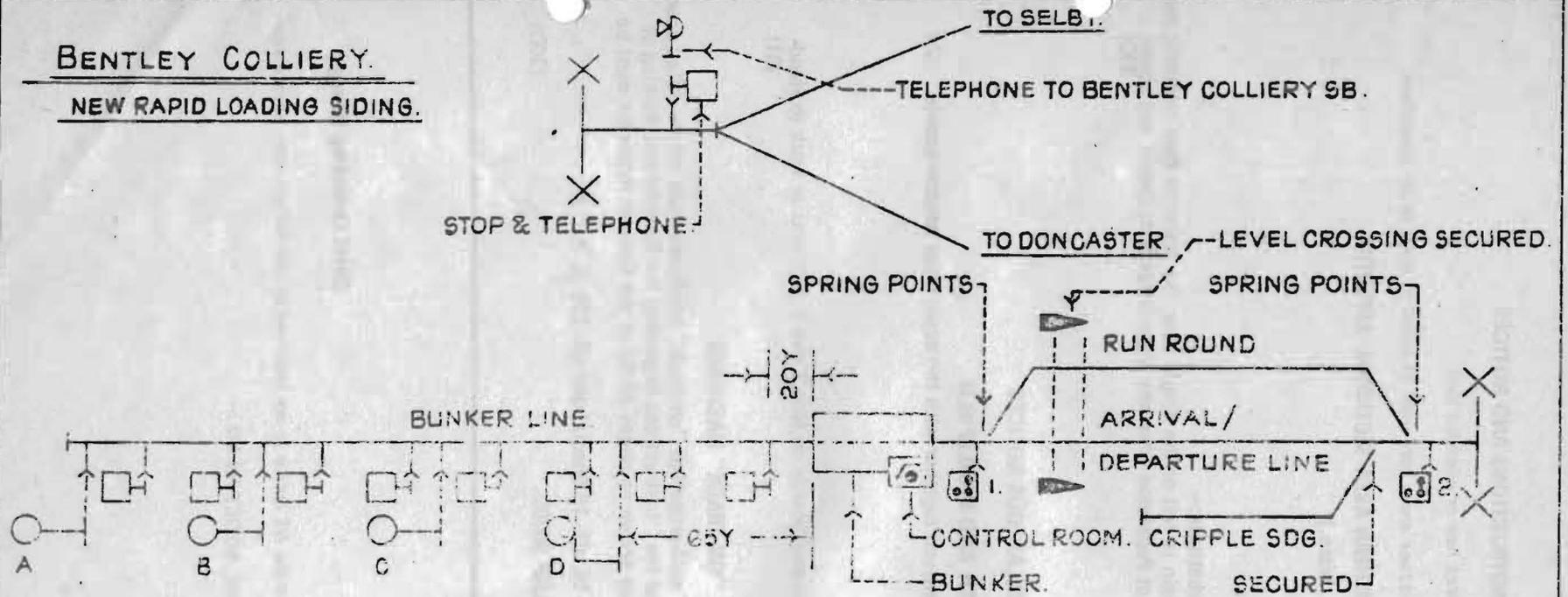
Signalling Alterations:-

Ground position light signal No.O.304 applying set back - Down Crofton Branch to Down Siding has been repositioned 12 yards nearer Crofton West Jn.

Ground position light signal No.O.307 applying set back - Up Crofton Branch to Down Crofton Branch or to Down Sidings has been repositioned 50 yards nearer Hare Park Jn.

The "30 M.G.R." marker board with attached bell, situated alongside the Up Crofton Branch, has been repositioned 50 yards nearer Hare Park Jn. (New Item) (31)

**BENTLEY COLLIERY.**  
**NEW RAPID LOADING SIDING.**



**NOTE:** TOTO SIGNALS AT 100Y APART.  
 MARKER BOARDS AT 40Y APART.

- |  |  |  |
|--|--|--|
|  | STOP (OUTSIDE LAMPS RED).                  | } TOTO INDICATIONS<br>WHITE LAMPS UNLESS<br>SHOWN. |
|  | PREPARE TO STOP.                           |  |
|  | MOVE IN LOADING DIRECTION.                 |  |
|  | MOVE IN OPPOSITE DIRECTION.<br>(FLASHING). |  |

**LIST OF SYMBOLS:**

- TOTO SIGNAL.
- MARKER BOARD.
- GROUND SIGNAL.

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

Page ND23 (Page 288 – Page 93 Supp. Optg. Insts.)

## YORK (SKELTON) TO HARROGATE NORTH

## HESSAY W.D. (G.F.)

**Delete** existing instruction and **substitute**:-

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (30D)

## MISCELLANEOUS NOTICES

## \*\* GARFORTH AND MICKLEFIELD

Black Pitt's crossing at 12¼m.p. has been removed together with the associated whistle boards. (29)

## WAKEFIELD KIRKGATE STATION

## NO.2 PLATFORM

Engine Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Hand-signalman's instructions. (31)

## ENGINEERS' "ON-TRACK" MACHINES

Until further notice the following Engineers' self-propelled "on-track" machines must not be relied upon to operate track circuits and instruction 11 of the "Instructions Regarding the Running and Working of Engineers' Self-propelled 'On-Track' Machines shown on pages 63/64 of the General Appendix must be observed:-

Tamping/lining Machines Type 07-16, 07-16 Special and 07-275 (S. & C.).

Ballast Regulating Machines Type USP 5000C. (30D)

MO.45/NS  
York  
9 JULY, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:-

\*\*NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 24 to SUNDAY 25 JULY – SEAMER EAST**

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (33)

**TUESDAY 27 to THURSDAY 29 JULY (INCLUSIVE) – NAFFERTON \***

The following connections will be secured out of use in the normal position pending removal:-

- Up Main to Up Sidings
- Down Main to Down Sidings
- Down Main to Up Sidings
- Down Main to Up Main (crossover)

All associated ground disc signals will be abolished. (33)

**DETAILS OF WORK ALREADY CARRIED OUT****SEAMER EAST**

The trailing crossover has been secured out of use in the normal position pending removal. (32)

**ALTOFTS JN. AND WHITWOOD**

Altofts Jn. Down Branch semaphore Starting signal, with Whitwood Down Main Distant below, has been replaced by a 4-aspect colour light signal (2nd yellow aspect for future use), situated 160 yards nearer Altofts Jn. signal box. The new signal plated No.AJ983 also acts as Whitwood Down Main Distant, 1,270 yards before reaching Whitwood Down Main 1st. Home signal.

A signal post telephone connected to Altofts Jn. signal box has been provided. (31)

**\*\* STOURTON JUNCTION**

The connection between the Down Goods and Lie-Bye has been secured out of use in the normal position pending removal and the associated signalling abolished. (30)

**\*\* BENTLEY COLLIERY**

New Rapid Loading facilities have been commissioned and the signalling arrangements are in accordance with the diagram included in this Notice. (30)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**BOWLING JUNCTION**

An A.W.S. inductor has been installed 200 yards before reaching the Down semaphore Distant from Laisterdyke direction. (31)

**SHARLSTON WEST (OAKENSHAW)**

The trailing crossover between the Down and Up Crofton Branch lines has been repositioned 50 yards nearer Hare Park Jn.

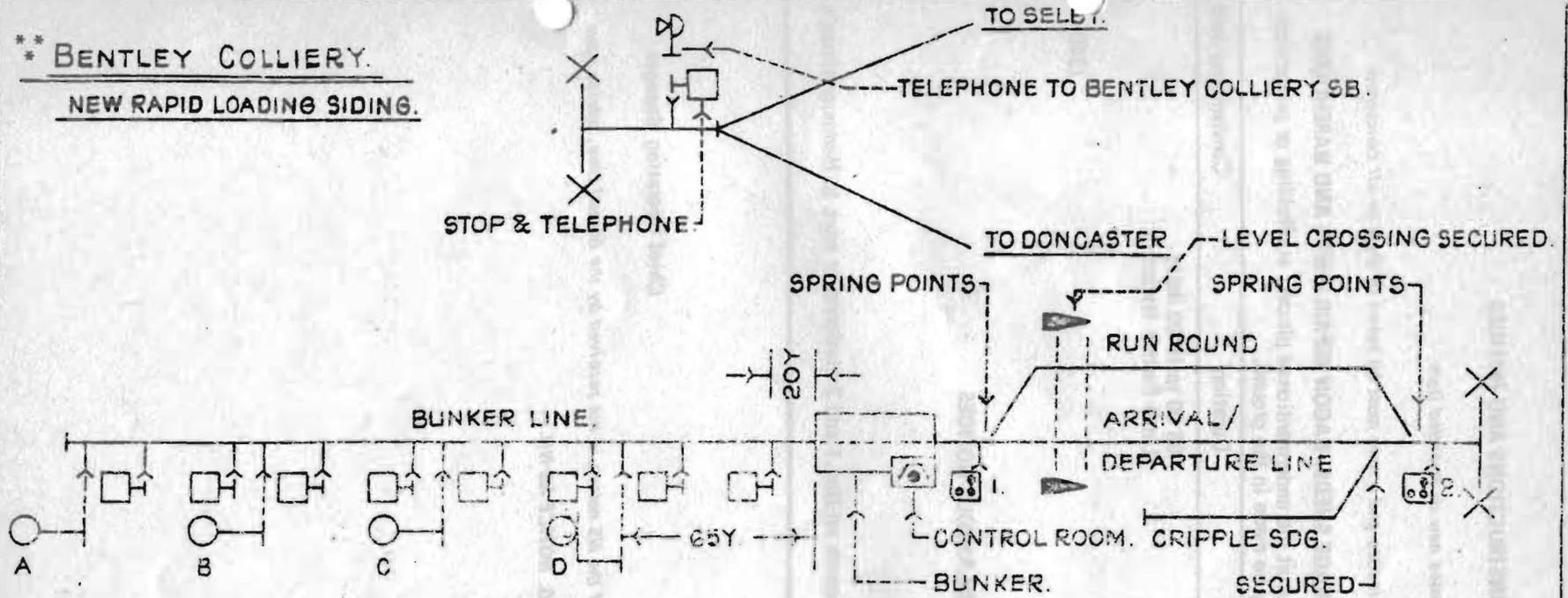
**Signalling Alterations:–**

Ground position light signal No.O.304 applying set back – Down Crofton Branch to Down Siding has been repositioned 12 yards nearer Crofton West Jn.

Ground position light signal No.O.307 applying set back – Up Crofton Branch to Down Crofton Branch or to Down Sidings has been repositioned 50 yards nearer Hare Park Jn.

The "30 M.G.R." marker board with attached bell, situated alongside the Up Crofton Branch, has been repositioned 50 yards nearer Hare Park Jn. (31)

**\*\* BENTLEY COLLIERY.**  
**NEW RAPID LOADING SIDING.**



**NOTE:** TOTON SIGNALS AT 100Y APART.  
 MARKER BOARDS AT 40Y APART.

- |  |  |
|--|--|
|  | STOP (OUTSIDE LAMPS RED).                  |
|  | PREPARE TO STOP.                           |
|  | MOVE IN LOADING DIRECTION.                 |
|  | MOVE IN OPPOSITE DIRECTION.<br>(FLASHING). |

TOTON INDICATIONS  
 WHITE LAMPS UNLESS  
 SHOWN.

**LIST OF SYMBOLS:**

- |  |                |
|--|----------------|
|  | TOTON SIGNAL.  |
|  | MARKER BOARD.  |
|  | GROUND SIGNAL. |

**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

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

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

Locations	Nature of work	Duration	Commencing date
Doncaster R & M Depot 'A' Servicing Bay No. 6 Road <b>BLOCKED</b>	Replacing partition wall at 154m. 77chs.	08 00 to 16 00 daily. Until Further Notice	-

(34D)

**MISCELLANEOUS NOTICES**

**WAKEFIELD KIRKGATE STATION**

**NO.2 PLATFORM**

Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Handsignalman's instructions.

MO. 45/NS  
York  
16 JULY, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

\*\*NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 1 AUGUST – CATTAL AND HAMMERTON STATION**

Cattal semaphore Up Main Starting Signal will be replaced by a 3-aspect colour light signal (C.13) situated 780 yards after passing the signal box (350 yards further than before). A signal-post telephone connected to the Signal box will be provided.

This signal will also act as the Hammerton Station Up Main Distant 1,798 yards before reaching the Home signal. The Hammerton Station Semaphore Up Main Distant Signal will be abolished. (34)

**SUNDAY 1 AUGUST – ILKLEY**

The disc signal applying – set back – Up main to No. 1, 2 or 3 Platform, will have an additional reading to No. 4 platform. (34)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN**

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been re positioned 5 yards further from the signal box. (New Item) (34)

**SEAMER EAST**

The trailing crossover has been secured out of use in the normal position pending removal. (32)

**STEAMER EAST**

The level crossing gates has been replaced by lifting barriers controlled from the signal box. (33)

**\*\* ALTOFTS JN. AND WHITWOOD**

Altofts Jn. Down Branch semaphore Starting signal, with Whitwood Down Main Distant below, has been replaced by a 4-aspect colour light signal (2nd yellow aspect for future use), situated 160 yards nearer Altofts Jn. signal box. The new signal plated No.AJ983 also acts as Whitwood Down Main Distant, 1,270 yards before reaching Whitwood Down Main 1st. Home signal.

A signal post telephone connected to Altofts Jn. signal box has been provided. (31)

**NAFFERTON**

The following connections have been secured out of use in the normal position pending removal:–

- Up Main to Up Sidings
- Down Main to Down Sidings
- Down Main to Up Sidings
- Down Main to Up Main (crossover)

All associated ground disc signals have been abolished. (33)

**\*\* BOWLING JUNCTION**

An A.W.S. inductor has been installed 200 yards before reaching the Down semaphore Distant from Laisterdyke direction. (31)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* SHARLSTON WEST (OAKENSHAW)**

The trailing crossover between the Down and Up Crofton Branch lines has been repositioned 50 yards nearer Hare Park Jn.

**Signalling Alterations:–**

Ground position light signal No.O.304 applying set back – Down Crofton Branch to Down Siding has been repositioned 12 yards nearer Crofton West Jn.

Ground position light signal No.O.307 applying set back – Up Crofton Branch to Down Crofton Branch or to Down Sidings has been repositioned 50 yards nearer Hare Park Jn.

The "30 M.G.R." marker board with attached bell, situated alongside the Up Crofton Branch, has been repositioned 50 yards nearer Hare Park Jn. (31)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

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

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

Locations	Nature of work	Duration	Commencing date
Doncaster R & M Depot 'A' Servicing Bay No. 6 Road BLOCKED	Replacing partition wall at 154m. 77chs.	08 00 to 16 00 daily. Until Further Notice	–

(34D)

**MISCELLANEOUS NOTICES****WAKEFIELD KIRKGATE STATION****NO.2 PLATFORM**

Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Handsignalman's instructions.

**★ WEETON STATION DOWN PLATFORM**

All Down stopping trains must be brought to a stand beyond the indicator board at the Harrogate end of the platform, or work to Handsignalman's instructions.

MO.45/NS

York

23 JULY, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :–

\*\*NILE SIG. NOTICE NS NO.:–

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

*\*\* Items marked thus will not appear in future issues and 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 YORK HOLGATE JUNCTION AND CHALONERS WHIN**

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been re positioned 5 yards further from the signal box. (34)

**CATTAL AND HAMMERTON STATION**

Cattal semaphore Up Main Starting Signal has been replaced by a 3-aspect colour light signal (C.13) situated 780 yards after passing the signal box (350 yards further than before). A signal-post telephone connected to the Signal box has been provided.

This signal also acts as the Hammerton Station Up Main Distant 1,798 yards before reaching the Home signal. The Hammerton Station Semaphore Up Main Distant Signal has been abolished. (34)

**ILKLEY**

The disc signal applying – set back – Up main to No. 1, 2 or 3 Platform, now has an additional reading to No.4 Platform. (34)

**SEAMER EAST**

The trailing crossover has been secured out of in use in the normal position pending removal. (32)

**SEAMER EAST**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (33)

**NAFFERTON**

The following connections have been secured out of use in the normal position pending removal:–

- Up Main to Up Sidings
- Down Main to Down Sidings
- Down Main to Up Sidings
- Down Main to Up Main (crossover)

All associated ground disc signals have been abolished. (33)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

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

Locations	Nature of work	Duration	Commencing date
Doncaster R & M Depot 'A' Servicing Bay No.6 Road <b>BLOCKED</b>	Replacing partition wall at 154m. 77chs.	08 00 to 16 00 daily. Until Further Notice	—

(34D)

**MISCELLANEOUS NOTICES****WAKEFIELD KIRKGATE STATION****NO.2 PLATFORM**

Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Handsignalman's instructions.

**WEETON STATION DOWN PLATFORM**

All Down stopping trains must be brought to a stand beyond the indicator board at the Harrogate end of the platform, or work to Handsignalman's instructions.

MO 45/NS

York

30 JULY, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

\*\*NILE SIG. NOTICE NS NO.:-

## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 15 AUGUST – LEDSTON**

The connections between the Single line and Departure line and Down Sidings and Colliery Sidings have been re-aligned to allow parallel movements for B.R. and N.C.B. workings.

The existing gantry semaphore shunting signals have been dispensed with and replaced by the following:—

A ground disc reading from Departure Loop to Single line.

A shunting semaphore signal reading along Sidings line 50 yards on colliery side of signal box (applicable to N.C.B. movements only).

The ground disc reading single line to sidings has been repositioned at the new connections 30 yards further from the signal box.

The notice board positioned left of the Departure Sidings 80 yards from exit signal now reads:—  
B.R. TRAINS STOP. TELEPHONE SIGNALMEN. EXAMINE HAND POINTS.

The Notice Board positioned left of hand points now reads:—

B.R. LOCOS MUST NOT ENTER SIDINGS.

(37)

**MONDAY 16 AUGUST (or as soon as possible thereafter) YORK NATIONAL RAILWAY MUSEUM**

In connection with the National Railway Museum, a Stop, a Distant and a Calling-on arm of the former somersault type (and associated signal lamps), will be provided on the signal post at the north end of the station (visible from trains approaching York).

These signals have no relevance to normal train working.

(37)

**MONDAY 16 AUGUST – NEWLAY**

The signal box, together with all signals worked therefrom will be abolished. The Block Section will then be between Kirkstall Jn. and Apperley Jn.

(37)

**TUESDAY 17 and THURSDAY 19 AUGUST – BETWEEN HESSLE ROAD AND ALEXANDRA DOCK =**

The facing connection leading from the Down Alexandra Dock to the Wilmington Branch Single line, together with the adjacent trailing crossover between the Down and Up Alexandra Dock lines, will be secured out of use in the normal position pending removal of the points, and of the Wilmington Goods Branch single line.

The ground position light signal applying Up Single line to Up Alexandra Dock and the off-set subsidiary signal on Down Alexandra Dock 3-aspect (No.54) signal will be abolished.

(37)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN**

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been re positioned 5 yards further from the signal box. (34)

**CATTAL AND HAMMERTON STATION**

Cattal semaphore Up Main Starting Signal has been replaced by a 3-aspect colour light signal (C.13) situated 780 yards after passing the signal box (350 yards further than before). A signal-post telephone connected to the Signal box has been provided.

This signal also acts as the Hammerton Station Up Main Distant 1,798 yards before reaching the Home signal. The Hammerton Station Semaphore Up Main Distant Signal has been abolished. (34)

**ILKLEY**

The disc signal applying – set back – Up main to No. 1, 2 or 3 Platform, now has an additional reading to No.4 Platform. (34)

**\*\* SEAMER EAST**

The trailing crossover has been secured out of use in the normal position pending removal. (32)

**\*\* SEAMER EAST**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (33)

**\*\* NAFFERTON**

The following connections have been secured out of use in the normal position pending removal:—

- Up Main to Up Sidings
- Down Main to Down Sidings
- Down Main to Up Sidings
- Down Main to Up Main (crossover)

All associated ground disc signals have been abolished. (33)

**OAKENSHAW – ACKTON HALL COLLIERY**

A notice board worded "30 M.G.R." with loud sounding bell attached, has been erected adjacent to the Up line, 350 yards on the Wakefield side of Up Goole 0.332 ground position light signal.

The plunger for the bell is situated adjacent to the Down line, 6 yards on the Wakefield side of 0.332 signal. (New Item) (37)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

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

Locations	Nature of work	Duration	Commencing date
Doncaster R & M Depot 'A' Servicing Bay No. 6 Road <b>BLOCKED</b>	Replacing partition wall at 154m. 77chs.	08 00 to 16 00 daily. Until Further Notice	-

(34D)

## MISCELLANEOUS NOTICES

**WAKEFIELD KIRKGATE STATION****NO.2 PLATFORM**

Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Handsignalman's instructions.

★ **STAINFORTH (THORNE JN.) TO GILBERDYKE JN.**

Until further notice the Track circuit block working between Goole - Goole Bridge - Saltmarshe signal boxes is suspended forthwith as a result of damage to Goole Swing Bridge. The Down line over the Swing Bridge is blocked and Electric Token Block Working has been introduced over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

Goole Bridge signal box is not a Block Post for the Electric Token Working.

★ **WEETON STATION DOWN PLATFORM**

During platform surface alterations, Drivers of Down stopping trains must ensure that the whole of their train is stopped at the Harrogate end of the platform, clear of the indicator board. (36)

MO.45/NS

York

6 AUGUST, 1976

Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO.:-

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JN.)</b>		
<b>UNTIL FURTHER NOTICE</b>		
Diggle and Marsden	All	00 01 to 24 00. Tunnelwork in Standedge Tunnel. Clearance reduced. Ladders in use. (75/23)
Diggle and Heaton Lodge South Jn.	All	07 00 to 17 00. Bridgework between 15m. 11chs. and 29m.p. Ladders and trestles in use.(76/11)
Huddersfield	All	07 30 to 17 00. Demolition and repairs to roof between 25m. 55chs. and 25m. 75chs. (76/31)
<b>SUNDAY 22 AUGUST</b>		
Hillhouse Jn. and Heaton Lodge South Jn.	Down and Up Main	04 00 to 14 00. Picking up refuse between 26m 30chs and 29m.p.
<b>THORNHILL (LNW JN.) TO LEEDS (HOLBECK EAST JN.)</b>		
<b>SUNDAY 22 AUGUST</b>		
Morley and Holbeck East Jn. (No.L68 Signal)	Down BLOCKED	03 45 to 08 45. Trackwork between 39¼ and 42m.p.
<b>FARNLEY BRANCH</b>		
<b>TUESDAY 24 to THURSDAY 26 AUGUST</b>		
Farnley Branch	All	09 00 to 15 00 daily. Trackwork between ¼ and 1m.p.
<b>LOW MOOR TO THORNHILL JUNCTION</b>		
<b>UNTIL FURTHER NOTICE</b>		
Healey Mills 330 Pts and Low Moor	Single	07 30 to 17 00. Bridgework and building work at 4m. 40chs. Off track machines in use. (76/31)
<b>SUNDAY 22 AUGUST</b>		
Healey Mills No.330 Points and Low Moor	Single BLOCKED	07 00 to 17 00. Demolition of Heckmondwyke Station Platforms at 4½m.p. Off track machines in use.
<b>HEADFIELD BRANCH</b>		
<b>UNTIL FURTHER NOTICE</b>		
Dewsbury Railway Street and Dewsbury East Jn.	All	07 30 to 17 00. Bridgework at 0m. 20chs. Crane and off track machines in use. (76/31)
<b>HORBURY STATION JN. TO CRIGGLESTONE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
Horbury Station Jn. and Crigglestone Jn.	All	07 30 to 17 00. Bridgework between 44m. 19chs. and 45m. 35chs. Ladders and scaffolding in use. (76/9)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON) - continued</b>		
<b>SUNDAY 22 AUGUST - continued</b>		
Micklefield Station Jn. and Gascoigne Wood	00 01 to 05 00 Up <b>BLOCKED</b> 05 00 to 10 00 Down <b>BLOCKED</b>	00 01 to 10 00. Trackwork between 7m.p. and 6m 28chs. On track machine in use.
Gascoigne Wood and Selby West Jn.	Down and Up <b>BLOCKED</b>	00 01 to 13 00. Trackwork and earthwork between 3m 77chs and 1m 76chs. <b>Possession given up to pass 1G52, 02 45 Leeds to Selby over Down line.</b> Crane and on and off track machines in use.
Selby South Jn. and Barlby North Jn.	04 30 to 05 45 Down <b>BLOCKED</b> 05 45 to 08 45 Down and Up <b>BLOCKED</b> 08 45 to 10 30 Up <b>BLOCKED</b>	04 30 to 10 30. Bridgework at 174m 33chs. <b>Possession given up to pass 1A11, 09 10 Hull to Kings Cross on the Up.</b>
Barlby North Jn. and Hemingbrough	00 01 to 08 45 Down and Up <b>BLOCKED</b> 08 45 to 16 00 Down <b>BLOCKED</b>	00 01 to 16 00. Trackwork between 30m 8chs and 29m 56chs. <b>00 01 to 08 45. Possession given up to pass 1D52, 02 45 Leeds to Hull on the Up under Single Line Working arrangements. 08 45 to 16 00. Single Line Working on the Up.</b> Cranes and on and off track machines in use.
Hessle Haven and Hessle Road	All	00 01 to 08 00. Signalling work.
Paragon Yard	All	07 30 to 16 30. Signalling work.
<b>WEDNESDAY 25 AUGUST</b>		
Brough East and Melton Lane	Down Main	08 00 to 16 00. Signalling work. (See Section 'C').
<b>THURSDAY 26 AUGUST</b>		
Broomfleet	All	08 00 to 16 00. Signalling work.
<b>LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES</b>		
<b>UNTIL FURTHER NOTICE</b>		
Neville Hill West Jn. and Hunslet East	Down and Up	08 00 to 16 00. Bridgework. Scaffolding and ladders in use. (76/11)
<b>STAINFORTH (THORNE JN.) TO GILBERDYKE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
Goole and Saltmarshes	Down <b>BLOCKED</b>	 Continuously. Bridgework between 5 and 5¼m.p. Electric Token Block Regulations apply. (See Section 'C'). (76/33)
<b>HESSLE HAVEN TO DAIRYCOATES WEST VIA HULL YARD</b>		
<b>SUNDAY 22 AUGUST</b>		
Dairycoates West	Down and Up Goods <b>BLOCKED</b>	07 00 to 17 00. Bridgework. Scaffold in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON) - continued</b>		
<b>SUNDAY 22 AUGUST - continued</b>		
Micklefield Station Jn. and Gascoigne Wood	00 01 to 05 00 Up <b>BLOCKED</b> 05 00 to 10 00 Down <b>BLOCKED</b>	00 01 to 10 00. Trackwork between 7m.p. and 6m 28chs. On track machine in use.
Gascoigne Wood and Selby West Jn.	Down and Up <b>BLOCKED</b>	00 01 to 13 00. Trackwork and earthwork between 3m 77chs and 1m 76chs. <b>Possession given up to pass 1G52, 02 45 Leeds to Selby over Down line.</b> Crane and on and off track machines in use.
Selby South Jn. and Barby North Jn.	04 30 to 05 45 Down <b>BLOCKED</b> 05 45 to 08 45 Down and Up <b>BLOCKED</b> 08 45 to 10 30 Up <b>BLOCKED</b>	04 30 to 10 30. Bridgework at 174m 33chs. <b>Possession given up to pass 1A11, 09 10 Hull to Kings Cross on the Up.</b>
Barby North Jn. and Hemingbrough	00 01 to 08 45 Down and Up <b>BLOCKED</b> 08 45 to 16 00 Down <b>BLOCKED</b>	00 01 to 16 00. Trackwork between 30m 8chs and 29m 56chs. <b>00 01 to 08 45. Possession given up to pass 1D52, 02 45 Leeds to Hull on the Up under Single Line Working arrangements. 08 45 to 16 00. Single Line Working on the Up.</b> Cranes and on and off track machines in use.
Hessle Haven and Hessle Road	All	00 01 to 08 00. Signalling work.
Paragon Yard	All	07 30 to 16 30. Signalling work.
<b>WEDNESDAY 25 AUGUST</b>		
Brough East and Melton Lane	Down Main	08 00 to 16 00. Signalling work. (See Section 'C').
<b>THURSDAY 26 AUGUST</b>		
Broomfleet	All	08 00 to 16 00. Signalling work.
<b>LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES</b>		
<b>UNTIL FURTHER NOTICE</b>		
Neville Hill West Jn. and Hunslet East	Down and Up	08 00 to 16 00. Bridgework. Scaffolding and ladders in use. (76/11)
<b>STAINFORTH (THORNE JN.) TO GILBERDYKE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
Goole and Saltmarshes	Down <b>BLOCKED</b>	Continuously. Bridgework between 5 and 5¼m.p. Electric Token Block Regulations apply. (See Section 'C'). (76/33)
<b>HESSLE HAVEN TO DAIRYCOATES WEST VIA HULL YARD</b>		
<b>SUNDAY 22 AUGUST</b>		
Dairycoates West	Down and Up Goods <b>BLOCKED</b>	07 00 to 17 00. Bridgework. Scaffold in use.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 25 AUGUST—WELTON GATEBOX \*

A new semaphore Down Main Outer Distant Signal for Welton Gatebox, will be provided below the Brough East Down Main 2nd Home Signal, and the Welton Down Distant will become the Inner Distant. This new Outer Distant will be 1,649 yards before reaching the Welton Down Home Signal. (38)

## DETAILS OF WORK ALREADY CARRIED OUT

## GOOLE AND SALTMARSHE \*

Until further notice, the Track Circuit Block working between Goole – Goole Bridge – Saltmarshe signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarshe signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

The signalman at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signalman's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:—  
Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarshe Down line signal SA.7 will be maintained at Red.

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drags have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drags have been secured for the Sand-Drags.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (New Item) (UFN)

## LEDSTON

The connections between the Single line and Departure line and Down Sidings and Colliery Sidings have been re-aligned to allow parallel movements for B.R. and N.C.B. workings.

The existing gantry semaphore shunting signals have been dispensed with and replaced by the following:—  
A ground disc reading from Departure Loop to Single line.

A shunting semaphore signal reading along Sidings line 50 yards on colliery side of signal box (applicable to N.C.B. movements only).

The ground disc reading single line to sidings has been repositioned at the new connections 30 yards further from the signal box.

The notice board positioned left of the Departure Sidings 80 yards from exit signal now reads:—  
B.R. TRAINS STOP. TELEPHONE SIGNALMEN. EXAMINE HAND POINTS.

The Notice Board positioned left of hand points now reads:—  
B.R. LOCOS MUST NOT ENTER SIDINGS.

(37)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK NATIONAL RAILWAY MUSEUM**

In connection with the National Railway Museum, a Stop, a Distant and a Calling-on arm of the former somersault type (and associated signal lamps), have been provided on the signal post at the north end of the station (visible from trains approaching York).

These signals have no relevance to normal train working. (37)

**NEWLAY**

The signal box, together with all signals worked therefrom has been abolished. The Block Section is now between Kirkstall Jn. and Apperley Jn. (37)

**BETWEEN HESSLE ROAD AND ALEXANDRA DOCK**

The facing connection leading from the Down Alexandra Dock to the Wilmington Branch Single line, together with the adjacent trailing crossover between the Down and Up Alexandra Dock lines, has been secured out of use in the normal position pending removal of the points, and of the Wilmington Goods Branch single line.

The ground position light signal applying Up Single line to Up Alexandra Dock and the off-set subsidiary signal on Down Alexandra Dock 3-aspect (No.54) signal has been abolished. (37)

**\*\* BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN**

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been re positioned 5 yards further from the signal box. (34)

**\*\* CATTAL AND HAMMERTON STATION**

Cattal semaphore Up Main Starting Signal has been replaced by a 3-aspect colour light signal (C.13) situated 780 yards after passing the signal box (350 yards further than before). A signal-post telephone connected to the Signal box has been provided.

This signal also acts as the Hammerton Station Up Main Distant 1,798 yards before reaching the Home signal. The Hammerton Station Semaphore Up Main Distant Signal has been abolished. (34)

**\*\* ILKLEY**

The disc signal applying – set back – Up main to No. 1, 2 or 3 Platform, now has an additional reading to No.4 Platform. (34)

**OAKENSHAW – ACKTON HALL COLLIERY**

A notice board worded "30 M.G.R." with loud sounding bell attached, has been erected adjacent to the Up line, 350 yards on the Wakefield side of Up Goole 0.332 ground position light signal.

The plunger for the bell is situated adjacent to the Down line, 6 yards on the Wakefield side of 0.332 signal. (37)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

\*\*  
\* WAKEFIELD KIRKGATE STATION

NO.2 PLATFORM

Drivers to be prepared to stop at indicator boards on Nos.1 and 2 platforms or work to Handsignalman's instructions. (36)

WEETON STATION DOWN PLATFORM

During platform surface alterations, Drivers of Down stopping trains must ensure that the whole of their train is stopped at the Harrogate end of the platform, clear of the indicator board. (36)

MO. 45/NS  
York  
13 AUGUST, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****TUESDAY 31 AUGUST – YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, will be abolished, and replaced by a miniature arm signal 16 ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, will be replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

**SUNDAY 5 SEPTEMBER – PARAGON YARD**

The trap points in No.2 and No.3 New Sidings will be dispensed with and replaced by plain line. (39)

**DETAILS OF WORK ALREADY CARRIED OUT****WELTON GATEBOX**

A new semaphore Down Main Outer Distant Signal for Welton Gatebox, has been provided below the Brough East Down Main 2nd Home Signal, and the Welton Down Distant has become the Inner Distant.

This new Outer Distant is 1,649 yards before reaching the Welton Down Home Signal. (38)

**GOOLE AND SALTMARSH**

Until further notice, the Track Circuit Block working between Goole – Goole Bridge – Saltmarshe signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarshe signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

The signalman at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signalman's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:—  
Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarshe Down line signal SA.7 will be maintained at Red.

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drags have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drags have been secured for the Sand-Drags.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (UFN)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****LEDSTON**

The connections between the Single line and Departure line and Down Sidings and Colliery Sidings have been re-aligned to allow parallel movements for B.R. and N.C.B. workings.

The existing gantry semaphore shunting signals have been dispensed with and replaced by the following:-  
A ground disc reading from Departure Loop to Single line.

A shunting semaphore signal reading along Sidings line 50 yards on colliery side of signal box (applicable to N.C.B. movements only).

The ground disc reading single line to sidings has been repositioned at the new connections 30 yards further from the signal box.

The notice board positioned left of the Departure Sidings 80 yards from exit signal now reads:-  
B.R. TRAINS STOP. TELEPHONE SIGNALMEN. EXAMINE HAND POINTS.

The Notice Board positioned left of hand points now reads:-

B.R. LOCOS MUST NOT ENTER SIDINGS.

(37)

**YORK NATIONAL RAILWAY MUSEUM**

In connection with the National Railway Museum, a Stop, a Distant and a Calling-on arm of the former somersault type (and associated signal lamps), have been provided on the signal post at the north end of the station (visible from trains approaching York).

These signals have no relevance to normal train working.

(37)

**NEWLAY**

The signal box, together with all signals worked therefrom has been abolished. The Block Section is now between Kirkstall Jn. and Apperley Jn.

(37)

**BETWEEN HESSLE ROAD AND ALEXANDRA DOCK**

The facing connection leading from the Down Alexandra Dock to the Wilmington Branch Single line, together with the adjacent trailing crossover between the Down and Up Alexandra Dock lines, has been secured out of use in the normal position pending removal of the points, and of the Wilmington Goods Branch single line.

The ground position light signal applying Up Single line to Up Alexandra Dock and the off-set subsidiary signal on Down Alexandra Dock 3-aspect (No.54) signal has been abolished.

(37)

**OAKENSHAW – ACKTON HALL COLLIERY**

A notice board worded "30 M.G.R." with loud sounding bell attached, has been erected adjacent to the Up line, 350 yards on the Wakefield side of Up Goole 0.332 ground position light signal.

The plunger for the bell is situated adjacent to the Down line, 6 yards on the Wakefield side of 0.332 signal.

(37)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

\*\*WEETON STATION DOWN PLATFORM

During platform surface alterations, Drivers of Down stopping trains must ensure that the whole of their train is stopped at the Harrogate end of the platform, clear of the indicator board. (36)

MO. 45/NS  
York  
20 AUGUST, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

\*\*NILE SIG. NOTICE NS NO.:-

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

-NIL-

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK YARD NORTH

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, have been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

## PARAGON YARD

The trap points in No. 2 and No. 3 New Sidings have been dispensed with and replaced by plain line. (39)

## HULL - CALVERT LANE COAL DEPOT

The two sidings in the Coal Depot have been shortened by 40 yards. (New item) (40)

## WELTON GATEBOX

A new semaphore Down Main Outer Distant Signal for Welton Gatebox, has been provided below the Brough East Down Main 2nd Home Signal, and the Welton Down Distant has become the Inner Distant. This new Outer Distant is 1,649 yards before reaching the Welton Down Home Signal. (38)

## GOOLE AND SALTMARSH

Until further notice, the Track Circuit Block working between Goole - Goole Bridge - Saltmarsh signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarsh signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarsh signal boxes for DMU trains.

The signalman at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signalman's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:-  
Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarsh Down line signal SA.7 will be maintained at Red.

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

## DETAILS OF WORK ALREADY CARRIED OUT.- continued

**GOOLE AND SALTMARSHE - continued**

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drag have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drag have been secured for the Sand-Drag.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (UFN)

**\*\* LEDSTON**

The connections between the Single line and Departure line and Down Sidings and Colliery Sidings have been re-aligned to allow parallel movements for B.R. and N.C.B. workings.

The existing gantry semaphore shunting signals have been dispensed with and replaced by the following:-  
A ground disc reading from Departure Loop to Single line.

A shunting semaphore signal reading along Sidings line 50 yards on colliery side of signal box (applicable to N.C.B. movements only).

The ground disc reading single line to sidings has been repositioned at the new connections 30 yards further from the signal box.

The notice board positioned left of the Departure Sidings 80 yards from exit signal now reads:-  
B.R. TRAINS STOP. TELEPHONE SIGNALMEN. EXAMINE HAND POINTS.

The Notice Board positioned left of hand points now reads:-  
B.R. LOCOS MUST NOT ENTER SIDINGS. (37)

**\*\* YORK NATIONAL RAILWAY MUSEUM**

In connection with the National Railway Museum, a Stop, a Distant and a Calling-on arm of the former somersault type (and associated signal lamps), have been provided on the signal post at the north end of the station (visible from trains approaching York).

These signals have no relevance to normal train working. (37)

**\*\* NEWLAY**

The signal box, together with all signals worked therefrom has been abolished. The Block Section is now between Kirkstall Jn. and Apperley Jn. (37)

**\*\* BETWEEN HESSLE ROAD AND ALEXANDRA DOCK**

The facing connection leading from the Down Alexandra Dock to the Wilmington Branch Single line, together with the adjacent trailing crossover between the Down and Up Alexandra Dock lines, has been secured out of use in the normal position pending removal of the points, and of the Wilmington Goods Branch single line.

The ground position light signal applying Up Single line to Up Alexandra Dock and the off-set subsidiary signal on Down Alexandra Dock 3-aspect (No.54) signal has been abolished. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\*\* OAKENSHAW - ACKTON HALL COLLIERY

A notice board worded "30 M.G.R." with loud sounding bell attached, has been erected adjacent to the Up line, 350 yards on the Wakefield side of Up Goole 0.332 ground position light signal.

The plunger for the bell is situated adjacent to the Down line, 6 yards on the Wakefield side of 0.332 signal.

(37)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★ BETWEEN MELTON AND HESSLE HAVEN

The temporary level crossing at 5m. 10chs. has been removed.

(40)

## ★ MORLEY STATION - DOWN PLATFORM

Drivers of Down Stopping Trains must stop as directed by indicator boards placed on the platform.

(40)

## ★ LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES

The Shell Mex and O.R.T. shunt neck lines have been permanently shortened by 176 yards and will now terminate in buffer stops.

(40)

MO. 45/NS

York

1 SEPTEMBER, 1976

G. R. H. ORBELL

Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO.:-

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## TUESDAY 21 SEPTEMBER – LOCKES SIDING

The trailing connections up main to Loop and Loop to Colliery (Goosehill Junction side of signal box) will be secured out of use pending removal and associated signalling abolished. (41)

## TUESDAY 21 SEPTEMBER – APPERLEY VIADUCT

The connection – Up Main/Up Sidings will be secured out of use in the normal position pending removal and the associated ground disc signals abolished. (41)

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK YARD NORTH

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, have been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

## PARAGON YARD

The trap points in No. 2 and No. 3 New Sidings have been dispensed with and replaced by plain line. (39)

## HULL – CALVERT LANE COAL DEPOT

The two sidings in the Coal Depot have been shortened by 40 yards. (40)

## \*\* WELTON GATEBOX

A new semaphore Down Main Outer Distant Signal for Welton Gatebox, has been provided below the Brough East Down Main 2nd Home Signal, and the Welton Down Distant has become the Inner Distant. This new Outer Distant is 1,649 yards before reaching the Welton Down Home Signal. (38)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE AND SALTMARSH**

Until further notice, the Track Circuit Block working between Goole – Goole Bridge – Saltmarshe signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarshe signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

The signaller at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signaller's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:—

Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarshe Down line signal SA.7 will be maintained at Red.

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drag have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drag have been secured for the Sand-Drag.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (UFN)

**ROYSTON DRIFT MINE (ROYSTON JUNCTION)**

The following should be read in conjunction with the diagram included in this notice.

New loading facilities, of a temporary nature, with access from the new Drift Mine Single line, have been brought into use. The facilities comprise a Loading Dock (used by N.C.B. mechanical plant) on the main line side of which is located the Empty/Arrival line and the Departure line. Run-back catch points are positioned at the Royston Jn. end of the Empty/Arrival line. A Cripple Siding has also been installed and an Engine line provides refuelling for the N.C.B. Pilot, when loading operations are complete.

The existing signals at Royston Jn., control movements from the Up Goods line to the Drift Mine complex, via a new hand-worked connection at the North end of Monckton Coking Plant Sidings.

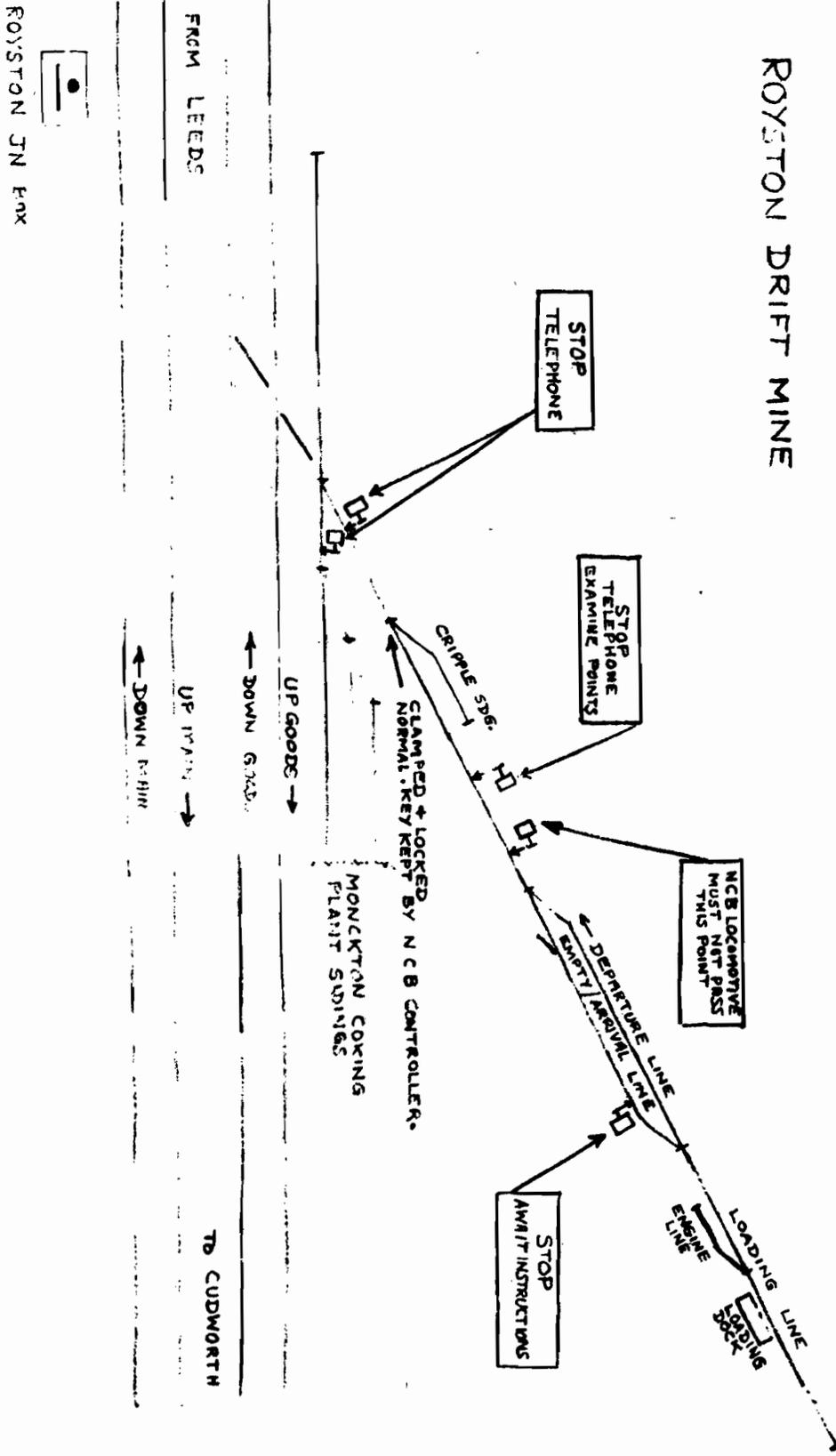
Notice Boards and associated telephones have been provided as under:—

- (a) "STOP TELEPHONE AND EXAMINE POINTS", located on the Drift Mine single line, 100 yards before reaching the hand-worked connection leading to the Empty/Arrival line, with telephone communication to the N.C.B. Control Office.
- (b) "STOP AWAIT INSTRUCTIONS", at the exit from the Empty/Arrival line towards the direction of the Loading line.
- (c) "STOP TELEPHONE", at the exit from the Drift Mine Single line, with telephone communication to the signal box.
- (d) "STOP TELEPHONE", at the exit from Monckton Coking Plant Sidings, with telephone communication to the signal box. (New Item) (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ROYSTON DRIFT MINE (ROYSTON JUNCTION) - continued



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

## WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Page 306

★

Add:-

## ROYSTON JUNCTION - ROYSTON DRIFT MINE

If a crippled wagon is to be detached, the Guard must advise the Signaller and obtain the Key for the cripple siding points from the N.C.B. Control Room. On completion of the work, the points must be re-set and locked for movements towards the Drift Mine and the Key must be returned to the N.C.B. Control Room and the Signaller advised. (40D)

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## MISCELLANEOUS NOTICES

## BETWEEN MELTON AND HESSLE HAVEN

The temporary level crossing at 5m. 10chs. has been removed. (40)

## MORLEY STATION - DOWN PLATFORM

Drivers of Down Stopping Trains must stop as directed by indicator boards placed on the platform. (40)

## LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES

The Shell Mex and O.R.T. shunt neck lines have been permanently shortened by 176 yards and will now terminate in buffer stops. (40)

## \*\*★ WAKEFIELD KIRKGATE

In connection with Engineering work the Down Through to Down Platform crossover will be out of use from 00 45 Sun 19 September until 18 45 Sunday 26 September.

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MO. 45/NS  
York  
8 SEPTEMBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS NO.:-"

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 26 SEPTEMBER – BETWEEN HEADINGLEY AND HORSFORTH**

The catchpoints in the Down line at 2m. 65chs. (1000 yards before reaching D3 signal) will be removed and plain line installed. (43)

**TUESDAY 28 SEPTEMBER – BEVERLEY STATION**

The ground disc starting signal from Down platform to Up Main will be replaced by a full arm semaphore signal 12ft above rail level and 9ft from the rail edge. (43)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, have been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

**\* PARAGON YARD**

The trap points in No. 2 and No. 3 New Sidings have been dispensed with and replaced by plain line. (39)

**LOCKES SIDING**

The trailing connections Up Main to Loop and Loop to Colliery (Goosehill Junction side of signal box) have been secured out of use pending removal and associated signalling abolished. (41)

**APPERLEY VIADUCT**

The connection – Up Main/Up Sidings has been secured out of use in the normal position pending removal and the associated ground disc signals abolished. (41)

**HULL – CALVERT LANE COAL DEPOT**

The two sidings in the Coal Depot have been shortened by 40 yards. (40)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE AND SALTMARSHE**

Until further notice, the Track Circuit Block working between Goole – Goole Bridge – Saltmarshe signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarshe signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

The signalman at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signalman's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:–

Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarshe Down line signal SA.7 will be maintained at Red.

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drags have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drags have been secured for the Sand-Drags.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (UFN)

**ROYSTON DRIFT MINE (ROYSTON JUNCTION)**

The following should be read in conjunction with the diagram included in this notice.

New loading facilities, of a temporary nature, with access from the new Drift Mine Single line, have been brought into use. The facilities comprise a Loading Dock (used by N.C.B. mechanical plant) on the main line side of which is located the Empty/Arrival line and the Departure line. Run-back catch points are positioned at the Royston Jn. end of the Empty/Arrival line. A Cripple Siding has also been installed and an Engine line provides refuging for the N.C.B. Pilot, when loading operations are complete.

The existing signals at Royston Jn., control movements from the Up Goods line to the Drift Mine complex, via a new hand-worked connection at the North end of Monckton Coking Plant Sidings.

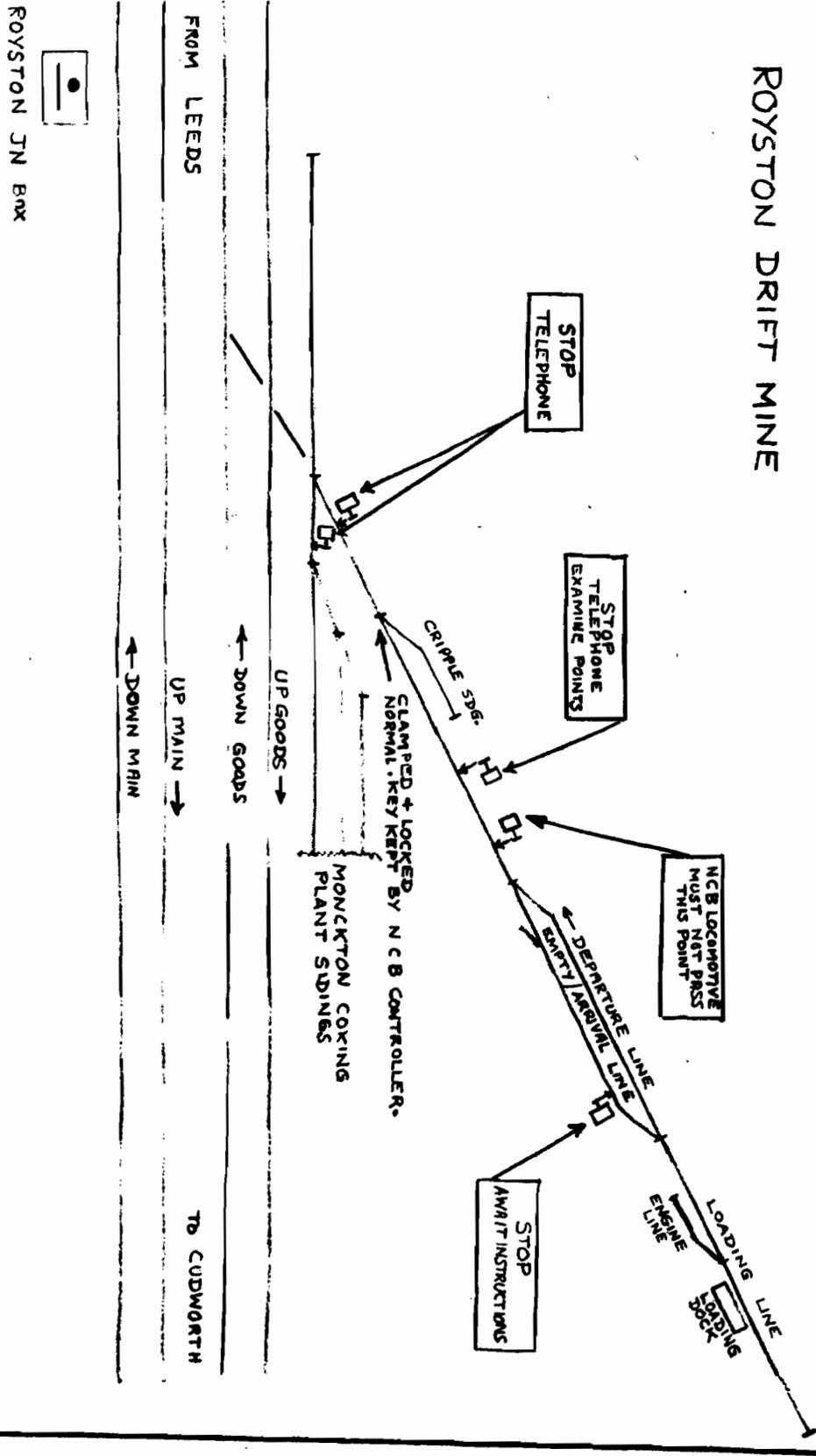
Notice Boards and associated telephones have been provided as under:–

- (a) "STOP TELEPHONE AND EXAMINE POINTS", located on the Drift Mine single line, 100 yards before reaching the hand-worked connection leading to the Empty/Arrival line, with telephone communication to the N.C.B. Control Office.
- (b) "STOP AWAIT INSTRUCTIONS", at the exit from the Empty/Arrival line towards the direction of the Loading line.
- (c) "STOP TELEPHONE", at the exit from the Drift Mine Single line, with telephone communication to the signal box.
- (d) "STOP TELEPHONE", at the exit from Monckton Coking Plant Sidings, with telephone communication to the signal box. (New Item) (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ROYSTON DRIFT MINE (ROYSTON JUNCTION) - continued



## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

## WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Page 306

Add:-

## ROYSTON JUNCTION - ROYSTON DRIFT MINE

If a crippled wagon is to be detached, the Guard must advise the Signaller and obtain the Key for the cripple siding points from the N.C.B. Control Room. On completion of the work, the points must be re-set and locked for movements towards the Drift Mine and the Key must be returned to the N.C.B. Control Room and the Signaller advised. (40D)

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## MISCELLANEOUS NOTICES

## BETWEEN MELTON AND HESSLE HAVEN

The temporary level crossing at 5m. 10chs. has been removed.

(40)

## MORLEY STATION - DOWN PLATFORM

Drivers of Down Stopping Trains must stop as directed by indicator boards placed on the platform.

(40)

## LEEDS (NEVILLE HILL WEST JN.) TO HUNSLET GOODS LINES

The Shell Mex and O.R.T. shunt neck lines have been permanently shortened by 176 yards and will now terminate in buffer stops. (40)

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MO. 45/NS  
York  
15 SEPTEMBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

\*\*NILE SIG. NOTICE NS NO.:-

*and STN*  
*S.J.*



**NS**

EASTERN REGION

✓ **40**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

**SATURDAY 2 OCTOBER  
TO  
FRIDAY 8 OCTOBER 1976  
INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

**\*\*** *Items marked thus will not appear in future issues and 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 HEADINGLEY AND HORSFORTH**

The catch points in the Down line at 2m. 65chs. (1000 yards before reaching D3 signal) have been removed and plain line installed. (43)

**BEVERLEY STATION**

The ground disc starting signal from Down platform to Up Main has been replaced by a full arm semaphore signal 12ft above rail level and 9ft from the rail edge. (43)

**LOCKES SIDING**

The trailing connection Up Main to Loop has been secured out of use pending removal and associated signalling abolished. (Amended) (41)

**APPERLEY VIADUCT**

The connection - Up Main/Up Sidings has been secured out of use in the normal position pending removal and the associated ground disc signals abolished. (41)

**\*\* HULL - CALVERT LANE COAL DEPOT**

The two sidings in the Coal Depot have been shortened by 40 yards. (40)

**★ \*\* WELTON GATEBOX**

A new semaphore Down Main Outer Distant Signal for Welton Gatebox, has been provided below the Brough East Down Main 2nd Home Signal, and the Welton Down Distant has become the Inner Distant. This new Outer Distant is 1,649 yards before reaching the Welton Down Home Signal.

**NOTE : THIS WORK HAS NOT BEEN CARRIED OUT**

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOLE AND SALTMARSH**

**Until further notice**, the Track Circuit Block working between Goole – Goole Bridge – Saltmarshe signal boxes is suspended forthwith. Electric Token Block instruments have been installed at Goole and Saltmarshe signal boxes. The Down line over the Swing Bridge is blocked and Electric Token Block Regulations apply over the Single line (existing Up line) between Goole and Saltmarshe signal boxes for DMU trains.

The signalman at Goole Bridge Box will be known as the "Bridge Operator," but Goole Bridge Box will not be a Block Post for the electric token working. Signalman's Agent will be in attendance at Goole Box to hand/receive the Tablet to/from the Driver.

The following signalling alterations will apply for the duration of the temporary working:—

Goole Up Main 3-aspect Up Platform Starting signal to Down Main, has become the Starting signal to Down single line, and will display Red or Yellow only.

Goole Down Main No.53 signal will display red or yellow only.

All Down line signals will apply to Down direction movements on the Single line.

Down line auto signal D.6 will display Yellow only.

Goole Bridge Down line signal No.GB3 will display Red or Yellow only.

Down line auto signal D.4 will display Yellow only.

Saltmarshe Down line signal SA.7 will be maintained at Red.

Saltmarshe Up Main 4-aspect signal SA.20 will be released by "Tablet out". This signal and SA.19 will display Red or Yellow only.

Up Main U.4 auto signal will display Yellow only.

Goole Bridge Up line signal GB.2, will display Red or Yellow only.

The catch points in the Up Single line and the points in the Up Single line leading to Goole Bridge Sand-Drage have been secured in the reverse position for through running along the single line and the points leading to the Goole Bridge Down Sand-Drage have been secured for the Sand-Drage.

The Down Main point ends of the Saltmarshe trailing crossover have been secured out of use in the reverse position for Down trains to regain the Down Main. (UFN)

**ROYSTON DRIFT MINE (ROYSTON JUNCTION)**

The following should be read in conjunction with the diagram included in this notice.

New loading facilities, of a temporary nature, with access from the new Drift Mine Single line, have been brought into use. The facilities comprise a Loading Dock (used by N.C.B. mechanical plant) on the main line side of which is located the Empty/Arrival line and the Departure line. Run-back catch points are positioned at the Royston Jn. end of the Empty/Arrival line. A Cripple Siding has also been installed and an Engine line provides refuging for the N.C.B. Pilot, when loading operations are complete.

The existing signals at Royston Jn., control movements from the Up Goods line to the Drift Mine complex, via a new hand-worked connection at the North end of Monckton Coking Plant Sidings.

Notice Boards and associated telephones have been provided as under:—

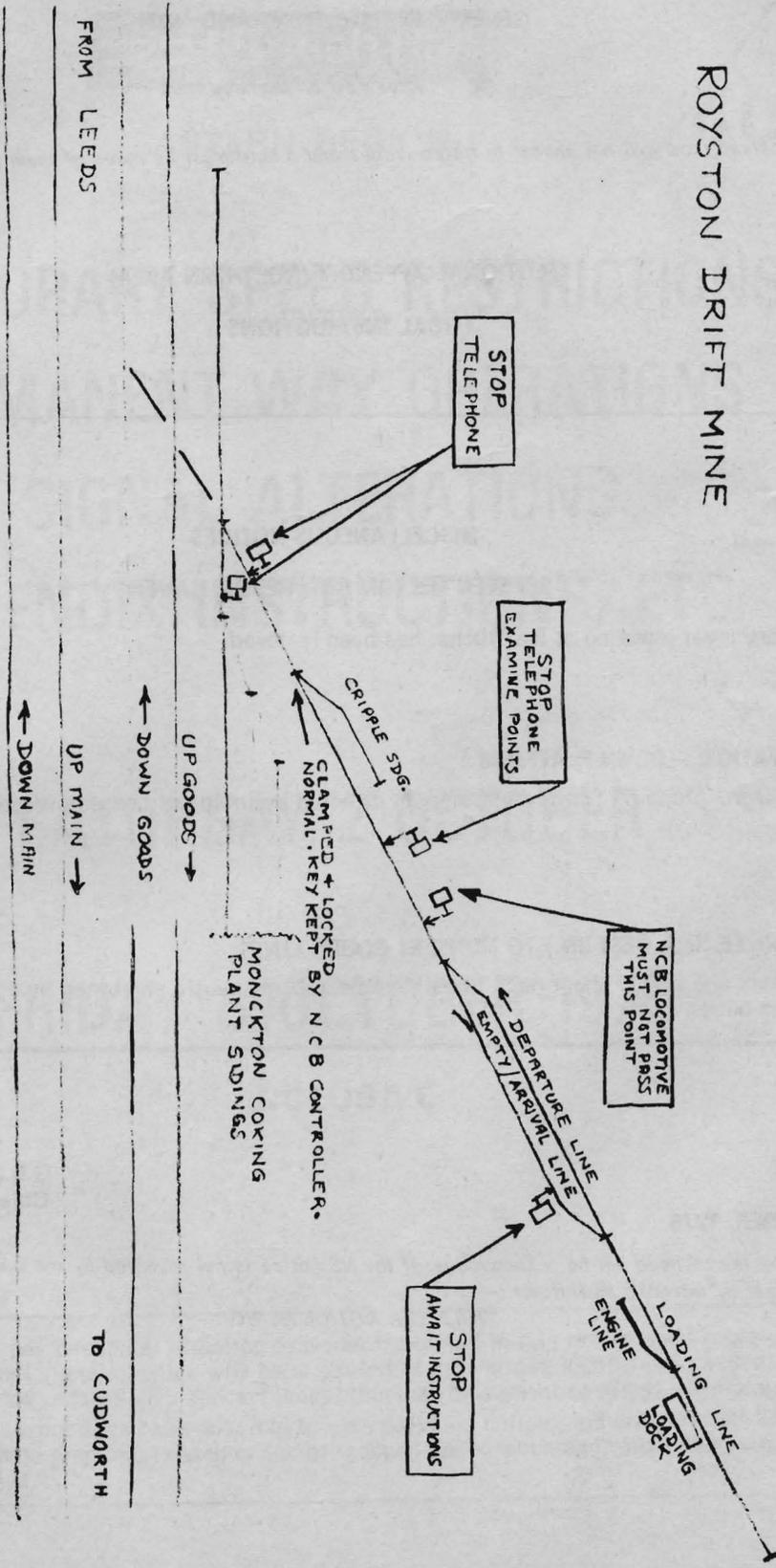
- (a) "STOP TELEPHONE AND EXAMINE POINTS", located on the Drift Mine single line, 100 yards before reaching the hand-worked connection leading to the Empty/Arrival line, with telephone communication to the N.C.B. Control Office.
- (b) "STOP AWAIT INSTRUCTIONS", at the exit from the Empty/Arrival line towards the direction of the Loading line.
- (c) "STOP TELEPHONE", at the exit from the Drift Mine Single line, with telephone communication to the signal box.
- (d) "STOP TELEPHONE", at the exit from Monckton Coking Plant Sidings, with telephone communication to the signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ROYSTON DRIFT MINE (ROYSTON JUNCTION) - continued

ROYSTON JN ENX



ROYSTON DRIFT MINE

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 10 OCTOBER – APPERLEY JUNCTION, APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom will be abolished, and the Block section will then be between Apperley Junction and Thackley Junction.

**Signalling Alterations :-****Apperley Junction**

The Up Main Home, will be repositioned on a straight post (arm 12ft above rail level) 800 yards before reaching the signal box. A signal-post telephone connected to the signal box will be provided.

The Up Main Distant will be repositioned on the post of the former Apperley Viaduct Up Main Home signal 16ft above rail level, and will then be 1,652 yards from the repositioned Up Main Home signal.

**Thackley Junction**

The Down Main Distant signal arm will be moved higher up the signal post to occupy the position of the former Apperley Viaduct Down Main Starting signal. (44)

**TUESDAY 12 OCTOBER – GILBERDYKE •**

Goods Yard ground frame will be abolished and the associated connection – Up Slow to Up Yard will be secured out of use in the normal position pending removal. (44)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN HEADINGLEY AND HORSFORTH**

The catch points in the Down line at 2m. 65chs. (1000 yards before reaching D3 signal) have been removed and plain line installed. (43)

**BEVERLEY STATION**

The ground disc starting signal from Down platform to Up Main has been replaced by a full arm semaphore signal 12ft above rail level and 9ft from the rail edge. (43)

**\*\*LOCKES SIDING**

The trailing connection Up Main to Loop has been secured out of use pending removal and associated signalling abolished. (Amended) (41)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* APPERLEY VIADUCT**

The connection – Up Main/Up Sidings has been secured out of use in the normal position pending removal and the associated ground disc signals abolished. (41)

**GOOLE AND SALTMARSH**

The Down line over Goole Swing Bridge has been re-opened to traffic, and all signalling arrangements have been normalised. (New item) (44)

**\*\* ROYSTON DRIFT MINE (ROYSTON JUNCTION)**

The following should be read in conjunction with the diagram included in this notice.

New loading facilities, of a temporary nature, with access from the new Drift Mine Single line, have been brought into use. The facilities comprise a Loading Dock (used by N.C.B. mechanical plant) on the main line side of which is located the Empty/Arrival line and the Departure line. Run-back catch points are positioned at the Royston Jn. end of the Empty/Arrival line. A Cripple Siding has also been installed and an Engine line provides refuging for the N.C.B. Pilot, when loading operations are complete.

The existing signals at Royston Jn., control movements from the Up Goods line to the Drift Mine complex, via a new hand-worked connection at the North end of Monckton Coking Plant Sidings.

Notice Boards and associated telephones have been provided as under:—

- (a) "STOP TELEPHONE AND EXAMINE POINTS", located on the Drift Mine single line, 100 yards before reaching the hand-worked connection leading to the Empty/Arrival line, with telephone communication to the N.C.B. Control Office.
- (b) "STOP AWAIT INSTRUCTIONS", at the exit from the Empty/Arrival line towards the direction of the Loading line.
- (c) "STOP TELEPHONE", at the exit from the Drift Mine Single line, with telephone communication to the signal box.
- (d) "STOP TELEPHONE", at the exit from Monckton Coking Plant Sidings, with telephone communication to the signal box. (41)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* APPERLEY VIADUCT**

The connection – Up Main/Up Sidings has been secured out of use in the normal position pending removal and the associated ground disc signals abolished. (41)

**GOOLE AND SALTMARSH**

The Down line over Goole Swing Bridge has been re-opened to traffic, and all signalling arrangements have been normalised. (New item) (44)

**\*\* ROYSTON DRIFT MINE (ROYSTON JUNCTION)**

The following should be read in conjunction with the diagram included in this notice.

New loading facilities, of a temporary nature, with access from the new Drift Mine Single line, have been brought into use. The facilities comprise a Loading Dock (used by N.C.B. mechanical plant) on the main line side of which is located the Empty/Arrival line and the Departure line. Run-back catch points are positioned at the Royston Jn. end of the Empty/Arrival line. A Cripple Siding has also been installed and an Engine line provides refuging for the N.C.B. Pilot, when loading operations are complete.

The existing signals at Royston Jn., control movements from the Up Goods line to the Drift Mine complex, via a new hand-worked connection at the North end of Monckton Coking Plant Sidings.

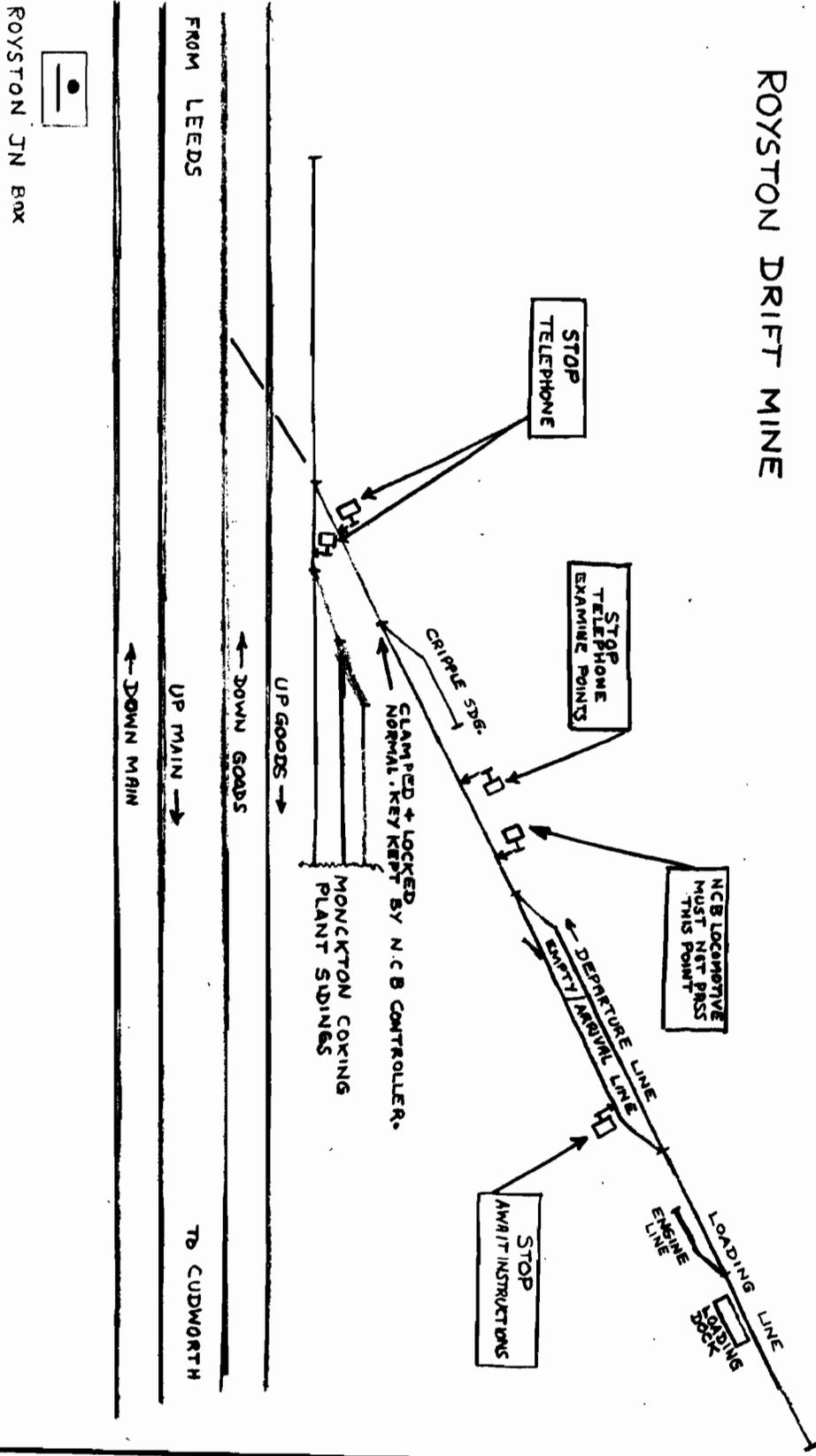
Notice Boards and associated telephones have been provided as under:—

- (a) "STOP TELEPHONE AND EXAMINE POINTS", located on the Drift Mine single line, 100 yards before reaching the hand-worked connection leading to the Empty/Arrival line, with telephone communication to the N.C.B. Control Office.
- (b) "STOP AWAIT INSTRUCTIONS", at the exit from the Empty/Arrival line towards the direction of the Loading line.
- (c) "STOP TELEPHONE", at the exit from the Drift Mine Single line, with telephone communication to the signal box.
- (d) "STOP TELEPHONE", at the exit from Monckton Coking Plant Sidings, with telephone communication to the signal box. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ROYSTON DRIFT MINE (ROYSTON JUNCTION) - continued



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ The following instruction will not appear in future weekly books. All staff concerned should therefore retain this booklet until the General Instructions and Notices booklets No.49D in which this item will be repeated, is received.

## WORKING OF AIR BRAKED SYSTEM SERVICES

Commencing on 4 October, 1976 the Regulations for the working of the Automatic Air Brake on Locomotive Operated trains and other regulations and instructions are modified in respect of Air Braked System Services only as follows :-

1. Air Braked System Services formed with vehicles fitted with fixed "P" distributors and/or vehicles with P/G levers in the "P" position may convey not more than two vehicles fitted with fixed "G" distributors, marshalled in any position on the train. An exception to this instruction is made in respect of the undermentioned services only :-

6S72	14 25 ex	Parkeston Quay – Bathgate (between Parkeston Quay and Leeds (Hunslet) only)
6S74	23 14 SX	Leeds (Hunslet) – Sighthill
6E87	14 27 SX	Sighthill – Parkeston Quay

which may convey not more than six vehicles with fixed "G" distributors marshalled in any position on the train with all other vehicles with fixed "P" distributors and/or vehicles with P/G levers in the "P" position.

2. Air Braked System Services formed with vehicles fitted with fixed "G" distributors and/or vehicles with P/G levers in the "G" position may convey not more than two vehicles fitted with fixed "P" distributors, marshalled in any position on the train.
3. Section C5 of Part 6 Working Manual for Rail Staff is modified to allow loaded heavy axle weight vehicles to be conveyed on Air Braked System Services upon authority of Regional HQ (Operations) under B.R.29973 procedures setting out route to be taken and restrictions applicable over the route, together with instructions that such vehicles must not be "loose or hump shunted".
4. Air Braked System Services authorised to convey loaded Air Braked 45t and 100t GLW steel carrying wagons with unchained steel, must be formed with all vehicles fitted with screw couplings.
5. The Air Braked Systems Service trains for October, 1976 are :-

6M81	22 45 SX	Llandeilo Jn. – West Holytown
6S73	10 50 SX	Dover – Dundee
6M76	16 05 SX	Dundee – Bescot
6O38	21 44 SX	Trafford Park – Dover
6E30	23 00 SX	Bescot – TCFD
6M79	17 00 SX	TCFD – Bescot
6S72	14 25 SX	Parkeston – Bathgate
6E87	14 27 SX	Sighthill – Parkeston
6M62	14 55 SX	Parkeston – Dewsnap
6E65	18 05 SX	Trafford Park – Parkeston
6S74	23 14 SX	Hunslet – Sighthill
6E90	20 03 SX	Carlisle – Hunslet
6E88	21 00 SX	Llandeilo Jn. – Whitemoor
6V86	22 58 SX	Warrington – Margam
6E46	19 35 SX	Swansea – Dagenham Dock
6V30	22 14 SX	Dagenham Dock – Swansea
6E34	21 30 SX	Morris Cowley – Parkeston
6V55	08 25 MSX )	Parkeston C.T. – Morris Cowley (MSX)
	08 21 SO )	Hinksey South (SO)
6O84	23 05 SUN )	Margam – Dover
	22 10 FSX )	
6V88	21 35 SX	Willesden – Severn Tunnel Jn.
6V85	20 53 SX	March Down Yd. – Severn Tunnel Jn.

MO.11/091

## SECTION D - continued

## SECTIONAL APPENDIX (NORTHERN AREA)

## GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 3

★ Add:-  
Cudworth Station M.G.R. trains 306

## TABLE W

## SET BACK SIGNALS - THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
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Page 227

## WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

★ Add:-  
Cudworth Station Up Goods to Up Sidings 306

## LOCAL INSTRUCTIONS

Page 306

## WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

★ Add:-  
CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signaller, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence.

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

## MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

★ Delete:- Heading and instruction.  
(See amendment to General Appendix Pages 62-71)

## GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF  
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

## BALLAST REGULATING MACHINES

★ Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

★ Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16  
SPECIAL, AND 07-275 (S& C)" and instruction 41A.

MISCELLANEOUS NOTICES

CUDWORTH STATION

A 30 M.G.R. Notice Board has been erected 350 yards South of the set back ground signal:--Up Goods to Up Sidings on the left side of line at a height of 11 feet. An "OFF" indication has been provided on the same post, 9 feet above signal. (44)

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MO. 45/NS  
York  
29 SEPTEMBER, 1976

G.R.H.ORBELL  
Chief Operating Manager

*Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*"NILE SIG. NOTICE NS NO.:-*

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 17 OCTOBER – CRIGGLESTONE WEST JUNCTION AND WOOLLEY COAL SIDINGS**

The temporary single line will be withdrawn, and normal double line working will be resumed. All signalling arrangements will be normalised.

The 2-tier ground disc signal reading:-

set back Down Main to Up Main (bottom disc) and set back – Down Main to Sidings (top disc), will be repositioned in the Down Cess. (45)

**TUESDAY 19 OCTOBER – STOURTON JUNCTION**

The following signals will be abolished:-

(The facing connection leading from Up Goods to Up Main between 192m. 60chs. and 192m. 49chs. has already been secured out of use in the normal position pending removal).

Semaphore – Up Goods to Up Main  
Up Through Siding to Up Main

Disc – Set back along Up Main  
Set back Up Main to Up Goods or to Up Through Sidings  
Up Through Sidings to Shunt Spur (45)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN HEADINGLEY AND HORSFORTH**

The catch points in the Down line at 2m. 65chs. (1000 yards before reaching D3 signal) have been removed and plain line installed. (43)

**BEVERLEY STATION**

The ground disc starting signal from Down platform to Up Main has been replaced by a full arm semaphore signal 12ft above rail level and 9ft from the rail edge. (43)

**GOOLE AND SALTMARSH**

The Down line over Goole Swing Bridge has been re-opened to traffic, and all signalling arrangements have been normalised. (44)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (44)

**Signalling Alterations :-**

**Apperley Junction**

The Up Main Home, has been repositioned on a straight post (arm 12ft above rail level ) 800 yards before reaching the signal box. A signal-post telephone connected to the signal box has been provided.

The Up Main Distant has been repositioned on the post of the former Apperley Viaduct Up Main Home signal 16 ft above rail level 1,652 yards from the repositioned Up Main Home signal.

**Thackley Junction**

The Down Main Distant signal arm has been moved higher up the signal post to occupy the position of the former Apperley Viaduct Down Main Starting signal. (44)

**GILBERDYKE**

Goods Yard ground frame has been abolished and the associated connection – Up Slow to Up Yard has been secured out of use in the normal position pending removal. (44)

**CUDWORTH STATION**

A 30 M.G.R. Notice Board has been erected 350 yards South of the set back ground signal:—Up Goods to Up Sidings on the left side of line at a height of 11 feet. An "OFF" indication has been provided on the same post, 9 feet above signal. (New Item) (44)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★ HUDDERSFIELD STATION

Between 09 00 Sat and 24 00 Sun until further notice scaffolding in use may obscure certain signals.  
Drivers to be prepared to work to handsignalmen's instructions.

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

## Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

## Page 70 (Page 20 Supp.Oper.Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

## Page 70 (Page 9 Supp.No.1) (Page 20 Supp.Oper.Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S&amp; C)" and instruction 41A.

(48)

## SECTIONAL APPENDIX (NORTHERN AREA)

## GENERAL AND LOCAL INSTRUCTIONS - INDEX

## Page 3

Add:-

Cudworth Station M.G.R. trains

306

(48)

## TABLE W

## SET BACK SIGNALS - THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
Page 227		
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Add:-		
Cudworth Station	Up Goods to Up Sidings	306

(48)

LOCAL INSTRUCTIONS

Page 306

**WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)**

**Add:-**

**CUDWORTH STATION**

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signalman, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

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MO. 45/NS  
York  
6 OCTOBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

*Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*\*\*NILE SIG. NOTICE NS NO.:-*

# TO THE LOOK-OUT MAN

*Their lives are in*

*your hands*



**ALWAYS REMEMBER THIS**



NS: 43  
23-29.10.76

NS-10

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)</b>		
<b>UNTIL FURTHER NOTICE</b>		
Huddersfield Jn. and Clayton West Jn.	Single	07 30 to 17 00. Bridgework at 10¼m.p. Scaffolding in use. (76/41)
<b>SUNDAY 24 OCTOBER</b>		
Clayton West Jn. and Springwood Jn.	Down and Up <b>BLOCKED</b>	07 30 to 17 00. Tunnelwork between 2m. 60chs. and 2m. 71chs. Scaffolding in use.
<b>THORNHILL (LNW JN.) TO LEEDS CITY (HOLBECK EAST JN.)</b>		
<b>UNTIL FURTHER NOTICE</b>		
Morley	Down	07 30 to 17 00. Platform work. (See Section 'D'). (76/37)
Holbeck East Jn.	Down and Up	07 30 to 17 00. Bridgework and earthwork between 42 m.p. and 42m. 6chs. Cranes and off track machines in use. (76/39)
<b>SUNDAY 24 OCTOBER</b>		
Holbeck West Jn. and Holbeck East Jn.	All	00 01 to 20 00. In connection with trackwork between Gelderd Road Jn. and Holbeck West Jn.
<b>LOW MOOR TO THORNHILL JUNCTION</b>		
<b>UNTIL FURTHER NOTICE</b>		
Healey Mills 330 Pts. and Low Moor	Single	07 30 to 17 00. Bridgework and building work between 0 m.p. and 4m. 74chs., and 0 m.p. and 2m. 20chs. Off track machines in use. (76/31)
<b>SUNDAY 24 OCTOBER</b>		
Healey Mills No.330 Points and Low Moor	Single <b>BLOCKED</b>	X 07 00 to 17 00. Demolition of Heckmondwike station platform at 4½ m.p. Crane and off track machines in use.
<b>HEADFIELD BRANCH</b>		
<b>UNTIL FURTHER NOTICE</b>		
Dewsbury Railway Street and Dewsbury East Jn.	All	07 30 to 17 00. Bridgework at 0m. 20chs. Crane and off track machines in use. (76/31)
<b>HORBURY STATION JN. TO CRIGGLESTONE JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
Horbury Station Jn. and Crigglestone Jn.	All	07 30 to 17 00. Bridgework between 44m. 19chs. and 45m. 35chs. Ladders and scaffolding in use. (76/9)
<b>BARNESLEY STATION JN. TO HORBURY JN.</b>		
<b>UNTIL FURTHER NOTICE</b>		
Crigglestone Jn. and Horbury Jn.	All	07 30 to 17 00. Bridgework between 0m. 43chs. and 0m. 58chs. Ladders and scaffolding in use. (76/9)

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 24 OCTOBER – CRIGGLESTONE WEST JUNCTION AND WOOLLEY COAL SIDINGS**

The temporary single line will be withdrawn, and normal double line working will be resumed. All signalling arrangements will be normalised.

The 2-tier ground disc signal reading:—

set back Down Main to Up Main (bottom disc) and set back – Down Main to Sidings (top disc), will be repositioned in the Down Cess. (45)

**SUNDAY 24 OCTOBER – HUDDERSFIELD**

The ground position light signal (No.138) applying towards No.1 Platform or set back along Up Main towards No.136 signal will be abolished.

**SUNDAY 24 OCTOBER – WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below, will be abolished. The Block section will then be between Wath Road Junction and Wath North.

**Signalling Alterations :—****Down Main/Passenger**

The Wath North Inner Distant will be abolished. The Wath Road Junction 4-aspect Starting signal will be converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North.

**Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) will be converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal will be raised in height to 30 ft. above rail level.

**Down Goods**

The Wath North Distant will be abolished. The Wath North Station Distant will become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal will be raised in height to 30 ft. above rail level.

**SUNDAY 24 OCTOBER – APPERLEY JUNCTION**

The trailing crossover will be secured out of use in the normal position pending removal, and the associated ground disc signals will be abolished.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**  
**DETAILS OF WORK ALREADY CARRIED OUT**

**STOURTON JUNCTION**

The facing connection leading from Up Goods to Up Main between 192m. 60chs. and 192m. 49chs. has been secured out of use in the normal position pending removal, and the following signals have been abolished:-

Semaphore – Up Goods to Up Main  
 Up Through Siding to Up Main

Disc – Set back along Up Main  
 Set back Up Main to Up Goods or to Up Through Sidings  
 Up Through Sidings to Shunt Spur (45)

**\*\* BETWEEN HEADINGLEY AND HORSFORTH**

The catch points in the Down line at 2m. 65chs. (1000 yards before reaching D3 signal) have been removed and plain line installed. (43)

**\*\* BEVERLEY STATION**

The ground disc starting signal from Down platform to Up Main has been replaced by a full arm semaphore signal 12ft above rail level and 9ft from the rail edge. (43)

**GOOLE AND SALTMARSH**

The Down line over Goole Swing Bridge has been re-opened to traffic, and all signalling arrangements have been normalised. (44)

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (44)

**Signalling Alterations :-****Apperley Junction**

The Up Main Home, has been repositioned on a straight post (arm 12ft above rail level ) 800 yards before reaching the signal box. A signal-post telephone connected to the signal box has been provided.

The Up Main Distant has been repositioned on the post of the former Apperley Viaduct Up Main Home signal 16 ft above rail level 1,652 yards from the repositioned Up Main Home signal.

**Thackley Junction**

The Down Main Distant signal arm has been moved higher up the signal post to occupy the position of the former Apperley Viaduct Down Main Starting signal. (44)

**GILBERDYKE**

Goods Yard ground frame has been abolished and the associated connection – Up Slow to Up Yard has been secured out of use in the normal position pending removal. (44)

**CUDWORTH STATION**

A 30 M.G.R. Notice Board has been erected 350 yards South of the set back ground signal:-Up Goods to Up Sidings on the left side of line at a height of 11 feet. An "OFF" indication has been provided on the same post, 9 feet above signal. (44)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★\*\* WORKING MANUAL FOR RAIL STAFF (BR.30054)

**Re-issue of Part 1 (Yellow)**

The whole of Part 1 (Yellow) of the Working Manual for Rail Staff has been re-issued and will be distributed in due course (dated Oct. 76). In the event of non-receipt, after a reasonable length of time has elapsed, staff and offices entitled to receive these pages should contact their normal distribution point.

MS42.094

## HUDDERSFIELD STATION

Between 09 00 Sat and 24 00 Sun until further notice scaffolding in use may obscure certain signals. Drivers to be prepared to work to handsignalmen's instructions.

## ★ KIRKSTALL JN. TO GUISELEY JN.

Commencing Sunday 24 October, the Main/Main Crossover at Apperley Jn. will be out of use.

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

## Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

## Page 70 (Page 20 Supp.Oper.Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

## Page 70 (Page 9 Supp.No.1) (Page 20 Supp.Oper.Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S&amp; C)" and instruction 41A.

(48)

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## SECTIONAL APPENDIX (NORTHERN AREA)

## GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 3

Add:—

Cudworth Station M.G.R. trains 306 (48)

## TABLE W

## SET BACK SIGNALS – THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
<b>Page 227</b>		
<b>WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)</b>		
<b>Add:—</b>		
Cudworth Station	Up Goods to Up Sidings	306 (48)

## LOCAL INSTRUCTIONS

Page 306

**WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)****Add:—****CUDWORTH STATION**

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signalman, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

MO. 45/NS  
York  
13 OCTOBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledge. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:—

\*\*NILE SIG. NOTICE NS NO.:—

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 31 OCTOBER – WAKEFIELD WEST JN.**

In connection with engineering work, the crossover Down Fast to Down Slow at 47½ m.p. will be removed until Sunday 7 November. (48)

**DETAILS OF WORK ALREADY CARRIED OUT****CRIGGLESTONE WEST JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line has been withdrawn, and normal double line working has been resumed. All signalling arrangements have been normalised.

The 2-tier ground disc signal reading:—

set back Down Main to Up Main (bottom disc) and set back – Down Main to Sidings (top disc), have been repositioned in the Down Cess. (46)

**HUDDERSFIELD**

The ground position light signal (No.138) applying towards No. 1 Platform or set back along Up Main towards No.136 signal has been abolished.

**WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below has been abolished. The Block section is now between Wath Road Junction and Wath North. (48)

**Signalling Alterations:—****Down Main/Passenger**

Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North

**Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**Down Goods**

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**APPERLEY JUNCTION**

The trailing crossover has been secured out of use in the normal position pending removal, and the associated ground disc signals have been abolished. (46)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****STOURTON JUNCTION**

The facing connection leading from Up Goods to Up Main between 192m. 60chs. and 192m. 49chs. has been secured out of use in the normal position pending removal, and the following signals have been abolished:-

Semaphore – Up Goods to Up Main  
Up Through Siding to Up Main

Disc – Set back along Up Main  
Set back Up Main to Up Goods or to Up Through Sidings  
Up Through Sidings to Shunt Spur (45)

**\*\* GOOLE AND SALTMARSH**

The Down line over Goole Swing Bridge has been re-opened to traffic, and all signalling arrangements have been normalised. (44)

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (48)

**\*\* Signalling Alterations :-****Apperley Junction**

The Up Main Home, has been repositioned on a straight post (arm 12ft above rail level ) 800 yards before reaching the signal box. A signal-post telephone connected to the signal box has been provided.

The Up Main Distant has been repositioned on the post of the former Apperley Viaduct Up Main Home signal 16 ft above rail level 1,652 yards from the repositioned Up Main Home signal. (44)

**\*\* Thackley Junction**

The Down Main Distant signal arm has been moved higher up the signal post to occupy the position of the former Apperley Viaduct Down Main Starting signal. (44)

**\*\* GILBERDYKE**

Goods Yard ground frame has been abolished and the associated connection – Up Slow to Up Yard has been secured out of use in the normal position pending removal. (44)

**\*\* CUDWORTH STATION**

A 30 M.G.R. Notice Board has been erected 350 yards South of the set back ground signal:-Up Goods to Up Sidings on the left side of line at a height of 11 feet. An "OFF" indication has been provided on the same post, 9 feet above signal. (44)

---

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## HUDDERSFIELD STATION

Between 09 00 Sat and 24 00 Sun until further notice scaffolding in use may obscure certain signals. Drivers to be prepared to work to handsignalmen's instructions.

---

ALTERATIONS TO SUPPLEMENTARY OPERATING  
INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF  
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16  
SPECIAL, AND 07-275 (S& C)" and instruction 41A.

(48)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## SECTIONAL APPENDIX (NORTHERN AREA)

## GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 3

Add:-  
Cudworth Station M.G.R. trains 306 (48)

## TABLE W

## SET BACK SIGNALS - THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
Page 227		
<b>WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)</b>		
Add:-		
Cudworth Station	Up Goods to Up Sidings	306 (48)

## LOCAL INSTRUCTIONS

Page 306

**WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)**  
Add:-  
**CUDWORTH STATION**

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signaller, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

MO.45/NS

York

OCTOBER, 1976

G.R.H. ORBELL

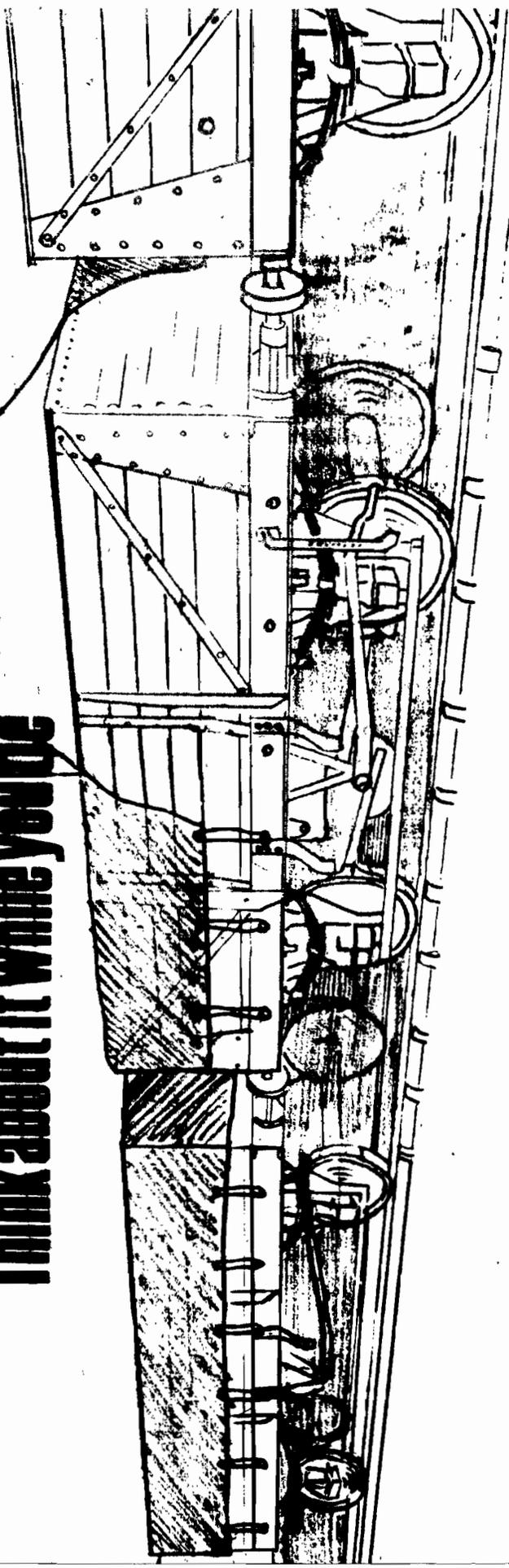
Chief Operating Manager

Receipt of this notice need not be acknowledged; if the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:-

TELE SIG. NOTICE NS NO

**LOOSE SHEETS  
CAN STOP THINGS... DEAD!**

**Think about it while you're**



S. STANLEY

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****WAKEFIELD WEST JN.**

In connection with engineering work, the crossover Down Fast to Down Slow at 47½ m.p. has been removed until Sunday 7 November. (48)

**CRIGGLESTONE WEST JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line has been withdrawn, and normal double line working has been resumed. All signalling arrangements have been normalised.

The 2-tier ground disc signal reading:-

set back Down Main to Up Main (bottom disc) and set back - Down Main to Sidings (top disc), have been repositioned in the Down Cess. (46)

**HUDDERSFIELD**

The ground position light signal (No.138) applying towards No. 1 Platform or set back along Up Main towards No.136 signal has been abolished. (48)

**WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below has been abolished. The Block section is now between Wath Road Junction and Wath North. (48)

**Signalling Alterations :-****Down Main/Passenger**

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North

**Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**Down Goods**

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****APPERLEY JUNCTION**

The trailing crossover has been secured out of use in the normal position pending removal, and the associated ground disc signals have been abolished. (46)

**GILBERDYKE •**

Goods Yard ground frame has been abolished etc. **THIS WORK HAS NOT BEEN CARRIED OUT. •**

**\*\* STOURTON JUNCTION**

The facing connection leading from Up Goods to Up Main between 192m. 60chs. and 192m. 49chs. has been secured out of use in the normal position pending removal, and the following signals have been abolished:—

Semaphore – Up Goods to Up Main  
Up Through Sidings to Up Main

Disc – Set back along Up Main  
Set back Up Main to Up Goods or to Up Through Sidings  
Up Through Sidings to Shunt Spur (45)

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (48)

**BRIDLINGTON, BESSINGBY SIDINGS**

Siding No.1 has been removed south of the crossover connection to Siding No.2.

Siding No.2 has been shortened to a point 100 feet south of the connection with Siding No.1.  
(New-Item) (48)

---

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## HUDDERSFIELD STATION

Between 09 00 Sat and 24 00 Sun until further notice scaffolding in use may obscure certain signals.  
 Drivers to be prepared to work to handsignalmen's instructions. (76/42)

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ALTERATIONS TO SUPPLEMENTARY OPERATING  
INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF  
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

## Page 70 (Page 20 Supp. Oper. Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

## Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16  
SPECIAL, AND 07-275 (S& C)" and instruction 41A.

(48)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## SECTIONAL APPENDIX (NORTHERN AREA)

## GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 3

Add :-  
Cudworth Station M.G.R. trains 306 (48)

## TABLE W

## SET BACK SIGNALS - THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
<b>Page 227</b>		
<b>WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)</b>		
<b>Add:-</b>		
Cudworth Station	Up Goods to Up Sidings	306 (48)

## LOCAL INSTRUCTIONS

Page 306

## WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:-

## CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signalman, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

MO.45/NS

York  
27 OCTOBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledged; if the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:-

"NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 14 NOVEMBER – OAKENSHAW**

The Up Midland Distant signal will be renewed on the left-hand side of the Up Midland line. (49)

**SUNDAY 14 NOVEMBER – APPERLEY JUNCTION**

The double junction will be replaced by a single lead junction and a facing main to main crossover.

**Signalling Alterations :-**

The Up Branch Home signal will be re-positioned on a straight post (arm 22ft. above rail level), situated 736 yards before reaching the signal box. A signal post telephone connected to the signal box will be provided.

The Up Branch Distant will be re-positioned on a straight post (arm 20ft. above rail level) situated 2,070 yards before reaching the Up Branch Home signal.

The Down Main and Down Branch Starting signals will be abolished. (49)

**DETAILS OF WORK ALREADY CARRIED OUT****WAKEFIELD KIRKGATE – CASTLE SIDINGS**

No.2 Cattle Sidings has been secured out of use pending renewal. (New Item) (49)

**CRIGGLESTONE WEST JUNCTION AND WOOLLEY COAL SIDINGS**

A temporary single line has been withdrawn, and normal double line working has been resumed. All signalling arrangements have been normalised.

The 2-tier ground disc signal reading:-

set back Down Main to Up Main (bottom disc) and set back – Down Main to Sidings (top disc), have been repositioned in the Down Cess. (46)

**HUDDERSFIELD**

The ground position light signal (No.138) applying towards No. 1 Platform or set back along Up Main towards No.136 signal has been abolished. (48)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below has been abolished. The Block section is now between Wath Road Junction and Wath North. (48)

**Signalling Alterations :-**

**Down Main/Passenger**

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North

**Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**Down Goods**

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**\*\* APPERLEY JUNCTION**

The trailing crossover has been secured out of use in the normal position pending removal, and the associated ground disc signals have been abolished. (46)

**GILBERDYKE**

Goods Yard ground frame has been abolished etc. **THIS WORK HAS NOT BEEN CARRIED OUT.**

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (48)

**BRIDLINGTON, BESSINGBY SIDINGS**

Siding No.1 has been removed south of the crossover connection to Siding No.2.

Siding No.2 has been shortened to a point 100 feet south of the connection with Siding No.1.

(48)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★ YORK YARDS, HOLGATE JN. AND YORK SKELTON

As from 08 00 hours on Monday 15 November 1976 the Up Warehouse Line will become a siding and part of Leeman Road Storeyard. The Down Warehouse Line will be designated Warehouse Line and used for traffic in both directions to and from the Warehouse.

The Slip connection to the Down Warehouse Line at present worked from the ground frame will be spiked out of use pending removal.

The Crossover at the south end between the Up and Down Warehouse Lines will be dispensed with and a Notice Board "Stop and Telephone" together with a telephone will be erected at this point for Down direction movements. (49)

## ★ MARSDEN STATION

Commencing Monday 15 November a temporary crossing will be in use at 18m. 54chs. as plant access. A crossing keeper will be in attendance during the period when the crossing is in use.

## ★ BINGLEY

Commencing Monday 15 November work will be in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards.

ALTERATIONS TO SUPPLEMENTARY OPERATING  
INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX

Pages 62–71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S& C)" and instruction 41A.

(48)

SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 3

Add :-

Cudworth Station M.G.R. trains

306

(48)

TABLE A – LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 63

EASTWOOD (LMR) TO NORMANTON GOOSE HILL  
Wakefield (Kirkgate)  
Station



Amend:-

10 10 All lines 47m. 54chs. to 48m. 6chs.

Wakefield (Kirkgate)  
East



Amend:-

10 - All lines over Junction towards Calder Bridge 47m. 68chs. to 48m. 15chs. (Manchester to Goole etc.)

TABLE W

SET BACK SIGNALS – THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
------------	----------	----------------------------------

Page 227

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:-

Cudworth Station

Up Goods to Up Sidings

306

(48)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - continued

LOCAL INSTRUCTIONS

Page 306

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:-

CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signaller, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

---

MO.45/NS

York

3 NOVEMBER, 1976

G.R.H. ORBELL

Chief Operating Manager

*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:-*

*"NILE SIG. NOTICE NS NO.:-*

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

**\*\*** *Items marked thus will not appear in future issues and 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 YARDS, HOLGATE JN. AND YORK SKELTON.**

The Up Warehouse Line is now a siding and part of Leeman Road Storeyard. The Down Warehouse Line has been designated Warehouse Line and used for traffic in both directions to and from the Warehouse.

The Slip connection to the Down Warehouse Line formerly worked from the ground frame has been spiked out of use pending removal.

The Crossover at the South end between the Up and Down Warehouse Lines has been dispensed with and a Notice Board "Stop and Telephone" together with a telephone erected at this point for Down direction movements. (49)

**WAKEFIELD KIRKGATE – CATTLE SIDINGS**

No.2 Cattle Sidings has been secured out of use pending renewal. (49)

**HUDDERSFIELD**

The ground position light signal (No.138) applying towards No. 1 Platform or set back along Up Main towards No.136 signal has been abolished. (48)

**SUDFORTH LANE**

Up Goole 4-aspect signal No.444 has been plated as a controlled signal. (New item) (50)

**BETWEEN WAKEFIELD TURNERS LANE AND CALDER BRIDGE**

The connection in the Up East Curve to Exchange Sidings worked from the ground frame controlled by Wakefield Kirkgate East S.B. have been secured out of use and Exchange Sidings Nos.1 & 8 and Carriage sidings Nos.2, 3 and 6 to 14 have been secured out of use. (New item) (50)

**WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below has been abolished. The Block section is now between Wath Road Junction and Wath North.

**Signalling Alterations :-****Down Main/Passenger**

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH – continued****Signalling Alterations – continued****Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**Down Goods**

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level. (48)

**OAKENSHAW**

The Up Midland Distant signal has been renewed on the left-hand side of the Up Midland line. (49)

**APPERLEY JUNCTION**

The double junction has been replaced by a single lead junction and a facing main to main crossover.

**Signalling Alterations :-**

The Up Branch Home signal has been re-positioned on a straight post (arm 22ft. above rail level), situated 736 yards before reaching the signal box. A signal post telephone connected to the signal box has been provided.

The Up Branch Distant has been re-positioned on a straight post (arm 20ft. above rail level) situated 2,070 yards before reaching the Up Branch Home signal.

The Down Main and Down Branch Starting signals have been abolished. (49)

**APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (48)

**BRIDLINGTON, BESSINGBY SIDINGS**

Siding No.1 has been removed south of the crossover connection to Siding No.2.

Siding No. 2 has been shortened to a point 100 feet south of the connection with Siding No. 1. (48)

**DRIFFIELD**

No.3 (Dock) and No.2 Sidings on the Up side at Wansford Crossing have been clamped out of use pending removal.

No.1 siding has been shortened from the North end to give a length of approximately 180 yards from the connection from the Up/Down mains. (New Item) (50)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND  
SIGNALMENS GENERAL INSTRUCTIONSREGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE  
ELECTRIC TOKEN BLOCK SYSTEM

## Page 102 – REGULATION 25. FAILURE OF TOKEN APPARATUS – CLAUSE (c)

Combine the third and fourth paragraphs.

★ Add a new fourth paragraph :—

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form. w.e.f. 4.12.76

## Page 103 –

★ Amend first line of clause (g) to :—

(g) After all the forms have been signed/dictated as laid down in clause (c), trains may ..... w.e.f. 4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES WORKED BY  
THE TOKENLESS BLOCK SYSTEMPAGE 140 – REGULATION 14. LINE OBSTRUCTED BY ACCIDENT, BY DISABLED TRAIN, OR BY  
PORTION OF TRAIN

★ Amend clause (a) (i) to :—

(i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken. w.e.f. 4.12.76

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE  
TOKENLESS BLOCK SYSTEMPage 14C- REGULATION 25. FAILURE OF SIGNALLING EQUIPMENT AND/OR  
TELEPHONES - CLAUSE (b) (ii)

Add new third paragraph:-

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalmen at the opposite end must then complete a Pilotmans form at the direction of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalmen with whom he is speaking and enter this on the Pilotmans form together with the time at which the message is passed. The Signalmen may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalmans form and obtain the Signalmans signature on his form.



Amend first line of clause (b) (iii) to:-

- (iii) After the Pilotmans form has been signed/dictated as laid down in clause (ii) . . . . .  
w.e.f. 4.12.76

## MISCELLANEOUS NOTICES

## MARSDEN STATION

A temporary crossing is in use at 18m. 54chs. as plant access. A crossing keeper will be in attendance during the period when the crossing is in use.

## BINGLEY

Work is in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards.

ALTERATIONS TO SUPPLEMENTARY OPERATING  
INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF  
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16  
SPECIAL, AND 07-275 (S& C)" and instruction 41A.

(48)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 3 Add :- Cudworth Station M.G.R. trains 306 (48)

TABLE A - LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 63 EASTWOOD (LMR) TO NORMANTON GOOSE HILL  
 Wakefield (Kirkgate) Station  
 Amend:- 10 10 All lines 47m. 54chs. to 48m. 6chs.  
 Wakefield (Kirkgate) East  
 Amend:- 10 - All lines over Junction towards Calder Bridge 47m. 68chs. to 48m. 15chs. (Manchester to Goole etc.)

Page 86 WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)  
 Wakefield (Kirkgate) East  
 ★ Amend - 10 All lines 47m. 68chs. to 48m. 15chs.

TABLE W SET BACK SIGNALS - THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
------------	----------	----------------------------------

Page 227 WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)  
 Add:- Cudworth Station Up Goods to Up Sidings 306 (48)

LOCAL INSTRUCTIONS

Page 306 WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)  
 Add:- CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signaller, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence. (48)

MO.45/NS  
 York  
 10 NOVEMBER, 1976

G.R.H. ORBELL  
 Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:-

"NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

\*\* Items marked thus will not appear in future issues and 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 YARDS, HOLGATE JN. AND YORK SKELTON**

The Up Warehouse Line is now a siding and part of Leeman Road Storeyard. The Down Warehouse Line has been designated Warehouse Line and used for traffic in both directions to and from the Warehouse.

The Slip connection to the Down Warehouse Line formerly worked from the ground frame has been spiked out of use pending removal.

The Crossover at the South end between the Up and Down Warehouse Lines has been dispensed with and a Notice Board "Stop and Telephone" together with a telephone erected at this point for Down direction movements. (49)

**WAKEFIELD KIRKGATE - CATTLE SIDINGS**

No.2 Cattle Sidings has been secured out of use pending renewal. (49)

**\*\* HUDDERSFIELD**

The ground position light signal (No.138) applying towards No. 1 Platform or set back along Up Main towards No.136 signal has been abolished. (48)

**SUDFORTH LANE**

Up Goole 4-aspect signal No.444 has been plated as a controlled signal. (50)

**BETWEEN WAKEFIELD TURNERS LANE AND CALDER BRIDGE**

The connection in the Up East Curve to Exchange Sidings worked from the ground frame controlled by Wakefield Kirkgate East S.B. have been secured out of use and Exchange Sidings Nos.1 & 8 and Carriage sidings Nos.2, 3 and 6 to 14 have been secured out of use. (50)

**\*\* WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below has been abolished. The Block section is now between Wath Road Junction and Wath North.

**Signalling Alterations :-****Down Main/Passenger**

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH – continued****Signalling Alterations – continued****Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

**Down Goods**

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

**Up Goods**

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level. (48)

**DONCASTER NORTH AND MARSHGATE GOODS**

The Spur at Marshgate Goods and the Spur Siding on the Up, Doncaster North (Marshgate) have been extended as a Through line between Marshgate Goods and Doncaster North with "STOP" boards provided. (New Item) (51)

**OAKENSHAW**

The Up Midland Distant signal has been renewed on the left-hand side of the Up Midland line. (49)

**APPERLEY JUNCTION**

The double junction has been replaced by a single lead junction and a facing main to main crossover.

**Signalling Alterations :-**

The Up Branch Home signal has been re-positioned on a straight post (arm 22ft. above rail level), situated 736 yards before reaching the signal box. A signal post telephone connected to the signal box has been provided.

The Up Branch Distant has been re-positioned on a straight post (arm 20ft. above rail level) situated 2,070 yards before reaching the Up Branch Home signal.

The Down Main and Down Branch Starting signals have been abolished. (49)

**\*\* APPERLEY JUNCTION , APPERLEY VIADUCT AND THACKLEY JUNCTION**

Apperley Viaduct signal box, together with all signals worked therefrom have been abolished, and the Block section will now be between Apperley Junction and Thackley Junction. (48)

**\*\* BRIDLINGTON, BESSINGBY SIDINGS**

Siding No.1 has been removed south of the crossover connection to Siding No.2.

Siding No. 2 has been shortened to a point 100 feet south of the connection with Siding No. 1. (48)

**DRIFFIELD**

No.3 (Dock) and No.2 Sidings on the Up side at Wansford Crossing have been clamped out of use pending removal.

No.1 siding has been shortened from the North end to give a length of approximately 180 yards from the connection from the Up/Down mains. (50)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

**ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND  
SIGNALMENS GENERAL INSTRUCTIONS**

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE  
ELECTRIC TOKEN BLOCK SYSTEM**

**Page 102 – REGULATION 25. FAILURE OF TOKEN APPARATUS – CLAUSE (c)**

Combine the third and fourth paragraphs.

**Add a new fourth paragraph :-**

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form. w.e.f. 4.12.76

**Page 103 –**

**Amend first line of clause (g) to :-**

- (g) After all the forms have been signed/dictated as laid down in clause (c), trains may ..... w.e.f. 4.12.76

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES WORKED BY  
THE TOKENLESS BLOCK SYSTEM**

**PAGE 140 – REGULATION 14. LINE OBSTRUCTED BY ACCIDENT, BY DISABLED TRAIN, OR BY  
PORTION OF TRAIN**

**Amend clause (a) (i) to :-**

- (i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken. w.e.f. 4.12.76

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE  
TOKENLESS BLOCK SYSTEM**

**Page 146 – REGULATION 25. FAILURE OF SIGNALLING EQUIPMENT AND/OR  
TELEPHONES – CLAUSE (b) (ii)**

**Add new third paragraph:-**

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the direction of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

**Amend first line of clause (b) (iii) to:-**

- (iii) After the Pilotman's form has been signed/dictated as laid down in clause (ii) ..... w.e.f. 4.12.76

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## ★ ENGINE SHED JN. AND WHITEHALL JN.

The underbridge between Engine Shed Jn. and Whitehall Jn. has been renewed and is to be further widened in the near future.

Until the widening work is completed on the 12 December 1976, Trainmen may experience difficulty in walking across the Bridge due to restricted clearance.

In the interim period Drivers undertaking relief of Up trains at L871 Signal, on clearance of the Signal must draw the train forward clear of the Bridge to enable Guards relief to be effected with safety.

## MARSDEN STATION

A temporary crossing is in use at 18m. 54chs. as plant access. A crossing keeper will be in attendance during the period when the crossing is in use.

## BINGLEY

Work is in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards.

ALTERATIONS TO SUPPLEMENTARY OPERATING  
INSTRUCTIONS (NORTHERN AREA)

## Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

## GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF  
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

## Section "C"

## Page 70 (Page 20 Supp. Oper. Insts)

## BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

## Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16  
SPECIAL, AND 07-275 (S& C)" and instruction 41A.

(48)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 3

Add:—  
Cudworth Station M.G.R. trains

306

(48)

TABLE A – LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 63

EASTWOOD (LMR) TO NORMANTON GOOSE HILL

Wakefield (Kirkgate)  
Station

Amend:—

10 10 All lines 47m. 54chs. to 48m. 6chs.

Wakefield (Kirkgate)

East

Amend:—

10 — All lines over Junction towards Calder Bridge 47m. 68chs. to 48m. 15chs. (Manchester to Goole etc.)

Page 86

WAKEFIELD (KIRK GATE) EAST TO GOOLE (GOODS JUNCTION)

Wakefield (Kirkgate)

East

Amend

— 10 All lines 47m. 68chs. to 48m. 15chs.

TABLE W

SET BACK SIGNALS – THE RULE BOOK SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instructions on Page
------------	----------	----------------------------------

Page 227

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:—

Cudworth Station Up Goods to Up Sidings

306

(48)

LOCAL INSTRUCTIONS

Page 306

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:—

CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signaller, the siding into which the train is to be placed and advise him when the necessary points have been set and the set back movement may commence.

(48)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL  
MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

★ Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 - 16, 07 - 275 (S. & C.), Plasser 07 - 16  
Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme  
and Brayton. (UFN)

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MO.45/NS

York

17 NOVEMBER, 1976

G.R.H. ORBELL

Chief Operating Manager

*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your  
Superior Officer by telegram as follows:-*

*"NILE SIG. NOTICE NS NO.:-*

SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

**SUNDAY 5 DECEMBER – CAVE CROSSING GATE BOX**

The Up Home Signal, together with the Broomfleet Up Distant signal below will be replaced on a straight post 22 yards further from the gate box. The Home arm will be 22ft. above rail level.

The distance between the Cave Crossing Up Distant, and the re-positioned Up Home, will be reduced to 1,306 yards. (52)

**MONDAY 6 DECEMBER – BRIDLINGTON SOUTH**

The connection leading from No. 1 Platform line to Down Siding, and the points giving access to the Down Siding at the South end, will be secured out of use in the normal position pending removal of the Down Siding and Coal Sidings.

All associated signalling will be abolished. (52)

**WEDNESDAY 8 DECEMBER – SOWERBY BRIDGE WEST**

The facing connection leading from the Down Main to the Down Siding, will be secured out of use in the normal position pending removal and the associated signals will be abolished.

The "diamond" sign on the ground disc signal applying set back – Down Main to Up Main, will be removed. (52)

**DETAILS OF WORK ALREADY CARRIED OUT**

**\*\* YORK YARDS, HOLGATE JN. AND YORK SKELTON**

The Up Warehouse Line is now a siding and part of Leeman Road Storeyard. The Down Warehouse Line has been designated Warehouse Line and used for traffic in both directions to and from the Warehouse.

The Slip connection to the Down Warehouse Line formerly worked from the ground frame has been spiked out of use pending removal.

The Crossover at the South end between the Up and Down Warehouse Lines has been dispensed with and a Notice Board "Stop and Telephone" together with a telephone erected at this point for Down direction movements. (49)

**\*\* WAKEFIELD KIRKGATE – CATTLE SIDINGS**

No.2 Cattle Sidings has been secured out of use pending renewal. (49)

**SUDFORTH LANE**

Up Goole 4-aspect signal No.444 has been plated as a controlled signal. (50)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN WAKEFIELD TURNERS LANE AND CALDER BRIDGE**

The connection in the Up East Curve to Exchange Sidings worked from the ground frame controlled by Wakefield Kirkgate East S.B. have been secured out of use and Exchange Sidings Nos.1 & 8 and Carriage sidings Nos.2, 3 and 6 to 14 have been secured out of use. (50)

**CUDWORTH STATION**

A signal post telephone has been provided at the Up Goods Home Signal. (New Item) (52)

**HALIFAX SOUTH PARADE NCL SIDINGS**

Nos.5 and 6 Sidings have been removed, points and crossings secured out of use. (New Item) (52)

**DONCASTER NORTH AND MARSHGATE GOODS**

The Spur at Marshgate Goods and the Spur Siding on the Up, Doncaster North (Marshgate) have been extended as a Through line between Marshgate Goods and Doncaster North with "STOP" boards provided. (51)

**\*\* OAKENSHAW**

The Up Midland Distant signal has been renewed on the left-hand side of the Up Midland line. (49)

**\*\* APPERLEY JUNCTION**

The double junction has been replaced by a single lead junction and a facing main to main crossover.

**Signalling Alterations :-**

The Up Branch Home signal has been re-positioned on a straight post (arm 22ft. above rail level), situated 736 yards before reaching the signal box. A signal post telephone connected to the signal box has been provided.

The Up Branch Distant has been re-positioned on a straight post (arm 20ft. above rail level) situated 2,070 yards before reaching the Up Branch Home signal.

The Down Main and Down Branch Starting signals have been abolished. (49)

**DRIFFIELD**

No.3 (Dock) and No.2 Sidings on the Up side at Wansford Crossing have been clamped out of use pending removal.

No.1 siding has been shortened from the North end to give a length of approximately 180 yards from the connection from the Up/Down mains. (50)

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**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**GENERAL APPENDIX****Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES****Section "C"**★ **Page 70 (Page 26 Supplement No.2)****Special Instructions Relating to Particular Machines, Plasser type USP 5000C.**

Delete Heading and instruction 39A.

(UFN)

★ **Page 70 (Page 26 Supplement No.2)****Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).**

Delete heading and item 41A.

(UFN)

**MISCELLANEOUS NOTICES****ENGINE SHED JN. AND WHITEHALL JN.**

The underbridge between Engine Shed Jn. and Whitehall Jn. has been renewed and is to be further widened in the near future.

Until the widening work is completed on the 12 December 1976, Trainmen may experience difficulty in walking across the Bridge due to restricted clearance.

In the interim period Drivers undertaking relief of Up trains at L871 Signal, on clearance of the Signal must draw the train forward clear of the Bridge to enable Guards relief to be effected with safety.(50)

**MARSDEN STATION**

A temporary crossing is in use at 18m. 54chs. as plant access. A crossing keeper will be in attendance during the period when the crossing is in use.

★ **MORLEY STATION**

Commencing Sunday 5 December, realignment of the Up platform will be in operation. Drivers must be prepared to stop as per the instruction on the temporary stop board or as instructed by the handsignalman.

**BINGLEY**

Work is in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL  
MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

## SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 - 16, 07 - 275 (S. & C.), Plasser 07 - 16  
Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme  
and Brayton. (UFN)

## MISCELLANEOUS NOTICES

## REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Location	Nature of Work	Duration	Commencing Date
★ Botanic Gardens Motive Power Depot Fuel Apron line (BLOCKED by arrangement)	Trackwork	07 00 to 16 00	Sunday 5 December only.

MO.45/NS

York

1 NOVEMBER, 1976

G.R.H. ORBELL  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your  
Superior Officer by telegram as follows:-

"NILE SIG. NOTICE NS NO.:-

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 12 DECEMBER – FLOCKTON SIDINGS AND HORBURY JUNCTION****Flockton Sidings**

The Signal box, together with all signals worked therefrom will be abolished.

The block section will then be between Crigglestone Junction and Horbury Junction.

The trailing connection in the Down Branch line will in future be controlled from a new 2-lever ground frame (to be known as Flockton Sidings ground frame) released from Horbury Junction signal box. An adjacent telephone connected to that signal box will be provided.

A "Limit of Shunt" indicator will be provided in the cess of the Down Branch, situated 90 yards on the Crigglestone side of the ground frame worked trailing points.

The notice board situated 350 yards on the Horbury side of the Down Branch trailing points worded "Loco of Propelled Trains Stop Here", will be altered to read "Loco of Propelled Trains Stop Here – Wait For Bell Before Proceeding". An adjacent bell will be provided, the plunger for which will be situated adjacent to the level crossing within the N.C.B. Sidings.

**Horbury Junction**

The Down Branch Inner and Outer Distant signals, will be abolished, and replaced by a new Down Branch Distant (arm 16 ft. above rail level), situated 1,660 yards before reaching the Down Branch 1st Home signal. (2)

**TUESDAY 14 DECEMBER – NAFFERTON \***

The Up Starting signal will be abolished. (2)

**THURSDAY 16 DECEMBER – HARROGATE NORTH**

The Down Main Distant will be replaced by a 2-aspect colour light Distant 700 yards further from the signal box and 1003 yards from the Down Home signal. (2)

**DETAILS OF WORK ALREADY CARRIED OUT****DONCASTER NORTH AND MARSHGATE GOODS**

The Spur at Marshgate Goods and the Spur Siding on the Up, Doncaster North (Marshgate) have been extended as a Through line between Marshgate Goods and Doncaster North with "STOP" boards provided. (51)

**\*\*SUDFORTH LANE**

Up Goole 4-aspect signal No.444 has been plated as a controlled signal. (50)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****SOWERBY BRIDGE WEST**

The facing connection leading from the Down Main to the Down Siding, has been secured out of use in the normal position pending removal and the associated signals abolished.

The "diamond" sign on the ground disc signal applying set back – Down Main to Up Main, has been removed. (52)

**\*\* BETWEEN WAKEFIELD TURNERS LANE AND CALDER BRIDGE**

The connection in the Up East Curve to Exchange Sidings worked from the ground frame controlled by Wakefield Kirkgate East S.B. have been secured out of use and Exchange Sidings Nos.1 & 8 and Carriage sidings Nos.2, 3 and 6 to 14 have been secured out of use. (50)

**CUDWORTH STATION**

A signal post telephone has been provided at the Up Goods Home Signal. (52)

**HALIFAX SOUTH PARADE NCL SIDINGS**

Nos.5 and 6 Sidings have been removed, points and crossings secured out of use. (52)

**CAVE CROSSING GATE BOX**

The Up Home Signal, together with the Broomfleet Up Distant signal below has been replaced on a straight post 22 yards further from the gate box. The Home arm is 22ft. above rail level.

The distance between the Cave Crossing Up Distant, and the re-positioned Up Home, has been reduced to 1,306 yards. (52)

**DRIFFIELD**

No.3 (Dock) and No.2 Sidings on the Up side at Wansford Crossing have been clamped out of use pending removal.

No.1 siding has been shortened from the North end to give a length of approximately 180 yards from the connection from the Up/Down mains. (50)

**BRIDLINGTON SOUTH**

The connection leading from No.1 Platform line to Down Siding, and the points giving access to the Down Siding at the South end, have been secured out of use in the normal position pending removal of the Down Siding and Coal Sidings.

All associated signalling has been abolished. (52)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

**Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES****Section "C"****Page 70 (Page 26 Supplement No.2)****Special Instructions Relating to Particular Machines, Plasser type USP 5000C.**

Delete Heading and instruction 39A.

(UFN)

**Page 70 (Page 26 Supplement No.2)****Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).**

Delete heading and item 41A.

(UFN)

## MISCELLANEOUS NOTICES

**ENGINE SHED JN. AND WHITEHALL JN.**

The underbridge between Engine Shed Jn. and Whitehall Jn. has been renewed and is to be further widened in the near future.

Until the widening work is completed on the 12 December 1976, Trainmen may experience difficulty in walking across the Bridge due to restricted clearance.

In the interim period Drivers undertaking relief of Up trains at L871 Signal, on clearance of the Signal must draw the train forward clear of the Bridge to enable Guards relief to be effected with safety.(50)

**MARSDEN STATION**

The temporary crossing at 18m. 54chs. has been withdrawn.

**BINGLEY**

Work is in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards. (51)

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## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL  
MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280

## YORK STATION

## Propelling Movements

★ Delete instructions and substitute:—

A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

Page 280 (Page 112 – Supplement No.1) (Page 96 – Supp. Optg. Insts.)

## SHAFTHOLME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tamping/Lining Machines Types 07 – 16, 07 – 275 (S. & C.), Plasser 07 – 16  
Special and Ballast Regulator – Plasser USP. 5000C are prohibited from running between Shaftholme  
and Brayton. (UFN)

Page 304

## SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD MILL LANE JN.

## HUDDERSFIELD STATION

## Propelling Movements

★ Delete instruction and substitute:—

A propelling movement must not be made until the signalman at Huddersfield has been advised that a propelling movement is intended.

Page 320

## LEEDS CITY TO SKIPTON (STATION SOUTH)

## LEEDS SIGNAL BOX

## Propelling Movements

★ Delete second paragraph

Page 323

## SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

## BRADFORD FORSTER SQUARE

## BRADFORD FORSTER SQUARE Propelling Movements

★ Delete :- second paragraph

MO.45/NS  
York  
1 DECEMBER, 1976G.R.H. ORBELL  
Chief Operating Manager*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:—**“NILE SIG. NOTICE NS NO.:—*

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY GUISELEY JUNCTION**

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box.

This telephone is located on the left-hand side of the line, 10 yards before reaching the signal.

(New Item) (4)

**SOWERBY BRIDGE WEST**

The facing connection leading from the Down Main to the Down Siding, has been secured out of use in the normal position pending removal and the associated signals abolished.

The "diamond" sign on the ground disc signal applying set back – Down Main to Up Main, has been removed. (52)

**CUDWORTH STATION**

signal post telephone has been provided at the Up Goods Home Signal. (52)

**HALIFAX SOUTH PARADE NCL SIDINGS**

Nos.5 and 6 Sidings have been removed, points and crossings secured out of use. (52)

**HARROGATE NORTH**

The Down Main Distant has been replaced by a 2-aspect colour light Distant 700 yards further from the signal box and 1003 yards from the Down Home signal. (2)

**CAVE CROSSING GATE BOX**

The Up Home Signal, together with the Broomfleet Up Distant signal below has been replaced on a straight post 22 yards further from the gate box. The Home arm is 22ft. above rail level.

The distance between the Cave Crossing Up Distant, and the re-positioned Up Home, has been reduced to 306 yards. (52)

**NAFFERTON**

The Up Starting signal has been abolished. (2)

**BRIDLINGTON SOUTH**

The connection leading from No.1 Platform line to Down Siding, and the points giving access to the Down Siding at the South end, have been secured out of use in the normal position pending removal of the Down Siding and Coal Sidings.

All associated signalling has been abolished. (52)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

**Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES****Section "C"**

**Page 70** (Page 26 Supplement No.2)

**Special Instructions Relating to Particular Machines, Plasser type USP 5000C.**

Delete Heading and instruction 39A.

(UFN)

**Page 70** (Page 26 Supplement No.2)

**Tamping/Lining machines types 07-16, 07-16 Special and 07-275 (S & C).**

Delete heading and item 41A.

(UFN)

## MISCELLANEOUS NOTICES

★ \*\* WORKING MANUAL FOR RAIL STAFF BR.30054 - WHITE PAGES

**Section C : Notes on Special Circumstances**

**C2/6 and C2/7 Delete Instructions referring to these items published in SD49 Page 8 and ND49 Page 8.**

\*\* BINGLEY

Work is in operation affecting the Down Platform. Drivers must be prepared to stop at the temporary stop boards.

(51)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL  
MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

Page 280

## YORK STATION

## Propelling Movements

**Delete** instructions and **substitute**:-

A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

Page 280 (Page 112 - Supplement No.1) (Page 96 - Supp. Optg. Insts.)

## SHAFTHOLME TO SELBY BRAYTON

**UNTIL FURTHER NOTICE** Tamping/Lining Machines Types 07 - 16, 07 - 275 (S. & C.), Plasser 07 - 16 Special and Ballast Regulator - Plasser USP. 5000C are prohibited from running between Shaftholme and Brayton. (UFN)

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## DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)

## HUDDERSFIELD STATION

## Propelling Movements

**Delete** instruction and **substitute**:-

A propelling movement must not be made until the signalman at Huddersfield has been advised that a propelling movement is intended.

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## LEEDS CITY TO SKIPTON (STATION SOUTH)

## LEEDS SIGNAL BOX

## Propelling Movements

**Delete** second paragraph

Page 323

## SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)

## BRADFORD FORSTER SQUARE

## BRADFORD FORSTER SQUARE Propelling Movements

**Delete** :- second paragraph

MO.45/NS  
York

8 DECEMBER, 1976

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Superior Officer by telegram as follows:-

"NILE SIG. NOTICE NS NO.:-

G.R.H. ORBELL  
Chief Operating Manager



**NS**

**EASTERN REGION**

**52/1**

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS, ETC.**

★ **THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS**

**SATURDAY 25 DECEMBER 1976**

**TO**

**FRIDAY 7 JANUARY 1977**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****THURSDAY 30 DECEMBER – HOUGHTON COLLIERY SIDINGS**

The signal box, together with all signals worked therefrom will be abolished.

The Block section will then be between Wath North and Cudworth Station on the Main Lines, and between Cudworth Station and Dearne Valley Colliery Sidings on the Goods lines. (4)

**TUESDAY 4 JANUARY – SKELTON**

The following points will be secured out of use in the normal position pending removal:—

- Up Independent to Up Sidings
- Down Independent to Down Sidings
- Down Independent to Up Sidings

3-Aspect signal (No. 3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. will be abolished.

No. 23 ground position light signal will now apply along the Down Independent only.

No. 15 ground position light signal applying from Down Sidings towards No. 24 ground position light signal, and No. 48 ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton ground frame together with all signals worked therefrom will be abolished, and all points formerly worked therefrom will be secured out of use in the normal position pending removal. (4)

**DETAILS OF WORK ALREADY CARRIED OUT****HILLAM GATE BOX – BURTON SALMON**

The bracket post carrying the Hillam Gate Box Up Main Home and the Burton Salmon Up Main Distant signals to Sheffield and Normanton direction has been re-positioned 11 yards nearer to the level crossing, and the post renewed in modified form with the Home arm, and Distant arm for Normanton direction on the straight post 26ft. and 20ft. above rail level respectively. The Up Distant for Sheffield direction has been renewed on a left-hand bracket 18ft. above rail level. (4)

**BROUGH EAST – WELTON GATE BOX**

The Brough East Down Main second Home Signal has been replaced by a 4-aspect colour light signal plated BE39 situated 9 yards nearer to the signal box with the Red aspect 11ft. above rail level.

This signal now acts as the Down Main Outer Distant for Welton Gate Box positioned 1,649 yards before reaching the Welton Gate Box Down Home Signal. (4)

**APPERLEY JUNCTION**

The Up Main Distant signal has been replaced by a 2-aspect colour light Distant situated 115 yards nearer to the signal box, and 1,537 yards from the Up Main Home signal. (4)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****FLOCKTON SIDINGS AND HORBURY JUNCTION****Flockton Sidings**

The signal box, together with all signals worked therefrom has been abolished.

The block section is now between Crigglestone Junction and Horbury Junction.

The trailing connection in the Down Branch line is now controlled from a new 2-lever ground frame (known as Flockton Sidings ground frame) released from Horbury Junction signal box. An adjacent telephone connected to that signal box has been provided.

A "Limit of Shunt" indicator has been provided in the cress of the Down Branch, situated 90 yards on the Crigglestone side of the ground frame worked trailing points.

The notice board situated 350 yards on the Horbury side of the Down Branch trailing points worded "Loco of Propelled Trains Stop Here", has been altered to read "Loco of Propelled Trains Stop Here – Wait For Bell Before Proceeding." An adjacent bell has been provided, the plunger for which is situated adjacent to the level crossing within the N.C.B. Sidings.

**Horbury Junction**

The Down Branch Inner and Outer Distant signals, have been abolished, and replaced by a new Down Branch Distant (arm 16ft. above rail level), situated 1,660 yards before reaching the Down Branch 1st. Home signal. (2)

**SHIPLEY GUISELEY JUNCTION**

The Up Main 1st. Home signal has been provided with a telephone connected to the signal box.

This telephone is located on the left-hand side of the line, 10 yards before reaching the signal. (4)

**\*\* SOWERBY BRIDGE WEST**

The facing connection leading from the Down Main to the Down Siding, has been secured out of use in the normal position pending removal and the associated signals abolished.

The "diamond" sign on the ground disc signal applying set back – Down Main to Up Main, has been removed. (52)

**\*\* CUDWORTH STATION**

A signal post telephone has been provided at the Up Goods Home Signal. (52)

**\*\* HALIFAX SOUTH PARADE NCL SIDINGS**

Nos.5 and 6 Sidings have been removed, points and crossings secured out of use. (52)

**\*\* CAVE CROSSING GATE BOX**

The Up Home Signal, together with the Broomfleet Up Distant signal below has been replaced on a straight post 22 yards further from the gate box. The Home arm is 22ft. above rail level.

The distance between the Cave Crossing Up Distant, and the re-positioned Up Home, has been reduced to 1,306 yards. (52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NAFFERTON

The Up Starting signal has been abolished.

(2)

\*\*BRIDLINGTON SOUTH

The connection leading from No.1 Platform line to Down Siding, and the points giving access to the Down Siding at the South end, have been secured out of use in the normal position pending removal of the Down Siding and Coal Sidings.

All associated signalling has been abolished.

(52)

MISCELLANEOUS NOTICES

★ WOLLEY STATION

Connecting Sunday 2 January 1975, completion of the 120 Platform will be in progress. It is requested that passengers should be advised to use the 120 Platform and to avoid the 121 Platform. Details of the work are given in the instruction on the signposts and hand signals at the station.

EASTERN REGION - SIGNALS AND SIGNPOSTS

LOCAL INSTRUCTIONS

LEWIS - BRIDLCASTER (BLACK CARR JUNCTION) TO BERRICK MARSHALL  
ROADS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

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WORKSTATION

Propelling Movement

A propelling movement will not be made with the signal at red. It has been advised that a propelling movement is intended. Details of instructions and restrictions are given in the instruction on the signposts and hand signals at the station.

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SHATHOOME TO SELBY BRAYTON

UNTIL FURTHER NOTICE Tampering/Lining Machines Types 02 - 18, 03 - 27, 04 - 31, 05 - 32, 06 - 33, 07 - 34, 08 - 35, 09 - 36, 10 - 37, 11 - 38, 12 - 39, 13 - 40, 14 - 41, 15 - 42, 16 - 43, 17 - 44, 18 - 45, 19 - 46, 20 - 47, 21 - 48, 22 - 49, 23 - 50, 24 - 51, 25 - 52, 26 - 53, 27 - 54, 28 - 55, 29 - 56, 30 - 57, 31 - 58, 32 - 59, 33 - 60, 34 - 61, 35 - 62, 36 - 63, 37 - 64, 38 - 65, 39 - 66, 40 - 67, 41 - 68, 42 - 69, 43 - 70, 44 - 71, 45 - 72, 46 - 73, 47 - 74, 48 - 75, 49 - 76, 50 - 77, 51 - 78, 52 - 79, 53 - 80, 54 - 81, 55 - 82, 56 - 83, 57 - 84, 58 - 85, 59 - 86, 60 - 87, 61 - 88, 62 - 89, 63 - 90, 64 - 91, 65 - 92, 66 - 93, 67 - 94, 68 - 95, 69 - 96, 70 - 97, 71 - 98, 72 - 99, 73 - 100, 74 - 101, 75 - 102, 76 - 103, 77 - 104, 78 - 105, 79 - 106, 80 - 107, 81 - 108, 82 - 109, 83 - 110, 84 - 111, 85 - 112, 86 - 113, 87 - 114, 88 - 115, 89 - 116, 90 - 117, 91 - 118, 92 - 119, 93 - 120, 94 - 121, 95 - 122, 96 - 123, 97 - 124, 98 - 125, 99 - 126, 100 - 127, 101 - 128, 102 - 129, 103 - 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**"WHEN TRAINS RUN LATE.**

**DON'T HESITATE**

**COMMUNICATE**

**Keep Passengers and other Staff**

**well informed"**