

**BRITISH RAILWAYS**

NORTH EASTERN REGION—SOUTHERN SECTION

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

**Saturday, 8th March, 1958  
to Friday, 14th March, 1958 inclusive**

Enginemen and Guards 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 Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

# SIGNALLING RECORD SOCIETY

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## Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORKS REFERRED TO IN SECTION B.

**SUNDAY, 9th MARCH.—SHAFTHOLME.**—The left-hand bracket carrying No. 29 Down Home to Knottingley Branch and No. 26 Down Main Home No. 1 will be renewed 17 yards farther from the Signal Box.

No. 11 Up Home signal, from Knottingley Branch, will be renewed with single arm 18 yards farther from the Signal Box.

**SUNDAY, 9th MARCH.—HUDDERSFIELD No. 1.**—The running Crossover Road (No. 84 points) from No. 8 Platform line to the Down Goods line, situated between 25 miles 66 chains and 25 miles 70 chains, will be removed and replaced by plain line. No. 86 trap points in the Up Goods, situated at 25 miles 70 chains, will be moved approximately 60 yards nearer the Signal Box and No. 62 trap points in the Down Goods line will be dispensed with. No. 111 signal, reading from Platform 8 to the Up and Down Goods Line (5th line), will be dispensed with and No. 112 signal will be renewed at a reduced height of 2 ft. Arm to work in Upper Quadrant.

**MONDAY, 10th MARCH.—ELLAND EAST.**—The two-arm tall Siding signal, reading Down Siding and Down Siding to Down Goods Loop, will be replaced by a ground disc signal with yellow target and light, and will read Down Sidings to Down Goods Loop.

**MONDAY, 10th MARCH.—STEETON STATION.**—Up Siding Ground Frame at Steeton, controlled from Steeton Signal Box, will be dispensed with, and No. 3 Up Main to Down Sidings and No. 7 Up Main to Up Sidings points clipped and scotched in the normal position.

Down Sidings Ground Frame at Steeton, controlled from Steeton Signal Box, will be dispensed with and No. 3 Down Main to Down Lye-by points clipped and scotched in the normal position.

The shunting bell at No. 15 Down Main Home No. 2 signal will be transferred to No. 17 Down Starting signal and be operated from Steeton Signal Box.

**THURSDAY, 13th MARCH.—HUNMANBY.**—No. 10 Shunting Up Siding to Up Main signal will be replaced by disc.

### DETAILS OF WORKS ALREADY CARRIED OUT.

#### \*\*\* CASTLEFORD CENTRAL.

Signals dispensed with.

No. 21 Backing Down Main to Up Main—Disc.

No. 22 Backing Down Main to Down Sidings—Disc.

New Signals.

A new left and right-hand bracket has been erected 22 yards on the North side of the Signal Box, on the Down Platform, and carries the following signals:—

No. 33 Down Main to Up Branch—Left.

No. 38 Down Main to Up Main with No. 8 Castleford Gates Down Main to Up Main Distant signal below—Centre.

No. 30 Down Main to Down Sidings—Right. (6)

**STAMFORD BRIDGE AND FANGFOSS.**—D.9, D.10, U.11 and U.12 aerodrome emergency signals have been brought into use again. (1)

**NEPTUNE STREET.**—No. 21 Up Main Home and No. 22 Up Main to Up Sidings signals have been renewed on same site at reduced height and fitted with miniature arms. (3)

### DETAILS OF WORKS ALREADY CARRIED OUT—continued.

#### ALBERT DOCK.

Signal dispensed with.

No. 4 Up Main Goods Calling-on.

Bracket Signal.

No. 2 Up Main Goods Starting.

No. 4 Up Main Goods Calling-on.

No. 8 Up Main Goods to Up Independent Starting.

has been replaced by a straight post with two miniature arms, on same site.

Top arm No. 8.

Bottom arm No. 2. (3)

**DAIRYCOATES WEST.**—Tee bracket carrying:—

No. 90 Down Branch Home and

No. 81 Down Branch to South Main Home

signal dolls has been replaced as a straight post with right-hand bracket, 2 yards nearer Signal Box. (4)

\*\*\* **WRENTHORPE NORTH AND WEST.**—No. 42 Down Branch Starting signal has been renewed 2 yards farther from Signal Box, with Wrenthorpe West No. 23 Down Branch Inner Distant below.

The former Wrenthorpe West Down Branch Distant below Wrenthorpe North No. 43 Down Branch Home is now Wrenthorpe West Down Branch Outer Distant.

A Track Circuit has been provided and indicator plate fixed at Wrenthorpe North No. 42 Down Branch Starting signal. (6)

**ELLAND EAST.**—The connections from the Down Siding to the Down Loop, along with the Short Spur and Buffer Stop, have been dispensed with and a set of trap points have been installed on the site of the former slip. The Down Siding has been shortened by 74 yards and the Buffer Stop replaced. Signal No. 24, reading Down Siding to Down Main, has been dispensed with.

The Main to Main Crossover from the Up Main to Down Main at a point 140 yards in advance of Elland East Signal Box, has been removed and replaced by plain line. (5)

**CROFTON SOUTH.**—The mechanical route indicator No. 37 Pull, 43 Pull and Push and 46, has been replaced by a Stencil Type Route Indicator.

Four-arm miniature signal from Reception Line has been renewed as single-arm, 2 yards farther from the Signal Box and at approximately same height.

Stencil Route Indicator has been provided reading:—

No. 17 Reception Line—"R".

No. 12 Reception Line to Up Main—"M".

No. 10 Reception Line to Down Branch—"B".

No. 13 Reception Line to East Sidings—"E". (5)

**CUDWORTH STATION.**—A new crossover road has been installed approximately 33 yards from the buffer stop at the North end of No. 3 Up Siding, leading to No. 2 Siding. (3)

**BETWEEN MANNINGHAM, STATION JUNCTION AND BRADFORD, GOODS YARD.**—The connections to the N.E. Gas Board's Private Sidings at Bradford Goods Yard have been removed and replaced by plain line. (4)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

### MISCELLANEOUS NOTICES.

#### MULTIPLE UNIT DIESEL TRAINS.

Multiple Unit Diesel Trains are being used for working certain booked Passenger services on the undermentioned lines:—

Leeds City North, Normanton, Wakefield and Barnsley.  
Methley Junction and Pontefract (Monkhill).  
Castleford (Central) and Cutsyke Junction.  
Goole and Wakefield.  
Wakefield and Huddersfield.

These trains are fitted with two-tone warning horns at each end. The two tones must always be sounded when it is necessary to give a warning.

All concerned must warn men employed under their supervision who may be required to work on the permanent way or cross running lines of the importance of observing the warning and that they must be prepared for the trains to approach quietly and at high speed. Upon hearing the warning the Driver should be given an acknowledgment whenever possible.

It is important that men engaged on permanent way work, etc., shall move promptly to a point of safety upon sighting or receiving audible warning of the approach of a train.

(O.9049) (2)

#### MULTIPLE UNIT DIESEL TRAINS—SPEED LIMITS AND PERMANENT SPEED RESTRICTIONS.

Drivers of Multiple Unit Diesel trains may exceed the Speed Limits and Permanent Speed Restrictions specified in Table A of the Sectional Appendix for the undermentioned lines to the extent of not more than 5 miles per hour, except when conveying tail traffic (when specially authorised), in which case the normal Speed Limits and Permanent Speed Restrictions must be observed:—

Line No. 2—THORNE NORTH and STADDLETHORPE.  
Line No. 6—HULL (WEST PARADE) and WITHERNSEA.  
Line No. 7—WILMINGTON and HORNSEA.  
Line No. 8—HULL (WEST PARADE) and SEAMER WEST.  
Line No. 9—BEVERLEY NORTH and YORK (BOOTHAM).  
Line No. 14—HULL (WEST PARADE) and STADDLETHORPE.

Note—This relaxation does NOT apply to Temporary Speed Restrictions for Permanent Way Works, etc., shown in the Weekly Programme of Permanent Way Operations, etc., or where otherwise imposed. In such cases the Temporary Speed Restrictions must be strictly observed.

(O.9049)

#### CONVEYANCE BY RAIL OF "OCTEL" ANTI-KNOCK COMPOUND CONTAINING LEAD TETRA ETHYL—INSTRUCTIONS FOR HANDLING AND LOADING.

Referring to the instructions on pages 96, 97 and 98 of the General Appendix, headed "Explosives, Inflammable Liquids, Dangerous Chemicals, Combustible Materials, etc.—Fires or Accident", below are provisional instructions which should be carried out in the event of an accident involving a leakage or spillage affecting "OCTEL":—

"Octel" Anti-knock Compound containing Tetra Ethyl Lead.

(2) This traffic is not normally handled by railway staff. The material is neither explosive nor inflammable at ordinary temperatures, but it is poisonous and it may enter the body either by absorption through the skin or by breathing the vapour. The compound is coloured orange or blue so that any leakage can be seen immediately. Further it has a distinctive and rather sweet smell. If it can be smelled there is a dangerous concentration of the compound.

During transport the compound can only get into the body if leakage occurs from the containers. These are either tank wagons or specially constructed steel drums. The drums, which are of great strength, are sealed with an inner and outer bung. Rolling hoops are fitted as an added protection for the shell. The drums weigh approximately 1½ cwt. and 8 cwt. respectively.

Drums must be loaded "gunshot" on their rolling hoops, bungs uppermost and securely chocked. Stowage on ends is not permitted and no other commodity should be loaded in the same wagon. Irrespective of weight, drums must be conveyed through to destination in three plant drop-sided wagons, which must not be sheeted.

### MISCELLANEOUS NOTICES—continued.

#### CONVEYANCE BY RAIL OF "OCTEL" ANTI-KNOCK COMPOUND CONTAINING LEAD TETRA ETHYL—INSTRUCTIONS FOR HANDLING AND LOADING—continued.

The tank wagons are also specially strongly constructed, the inner tank having thick covering of granulated cork with exterior sheeting of thick steel plate. The tank wagons do not have bottom outlet.

Wagons loaded with drums, and tank wagons, containing "Octel" will bear wagon labels indicating the action to be taken in the event of leakage or spillage: the following are the measures which should be taken:—

- (1) Immediately notify and obtain advice from Associated Ethyl Co. Ltd. by telephone (Ellesmere Port 2381) or telegram (Ethylport, Ellesmere Port).
- (2) If the compound can be smelled, it is necessary to keep up wind unless respirator protection is available.
- (3) If the compound gets on the skin, wash immediately with Kerosine; remove clothes if contaminated, then wash skin with soap and water. Contaminated clothes should be burnt.
- (4) Prior notice of forwarding of the traffic must be advised from district to district through which it is to pass. (O.1)

#### HIGH DENSITY (HIGH TEST) HYDROGEN PEROXIDE IN RAIL TANK WAGONS.

(1) The tanks conveying this liquid are identified by a longitudinal band, 8 inches wide, made up of white outer bands 1½ inches wide, with a light Brunswick green central band 5 inches wide, painted on the bottom edge of the cowling (or on an appropriate similar position on the tank where no cowling is fitted) at each side and the words 'CORROSIVE LIQUID' inserted in the band in 4 inches wide letters. The words 'NOT TO BE LOOSE SHUNTED' also are painted on both sides of the tanks. Arrangements are in hand for painting on the tanks additionally the inscription 'H.T.P.' in yellow on a black diamond-shaped background, with an inset yellow border.

(2) Traffic in itself is not inflammable, but can give rise to fires when in contact with combustible material.

(3) Each vehicle will bear the 'DANGEROUS' label.

(4) The tanks pass between Warrington and the following places:—

Amesbury.  
Christchurch.  
\*Westcott, near Aylesbury, Bucks.  
\*U.K.A.E.A. Springfields Works, Salwick, Nr. Preston, Lancs.  
\*A.D.E.B. Vickers Armstrong Ltd., Barrow-in-Furness.  
\*R.N. Depot, Faslane, Garelochhead, Nr. Helensburgh, Dumbartonshire.  
\*R.O.F. Bishopton, Renfrewshire.

The traffic may also pass between any of the depots marked \* and from Bishopton or Salwick to Amesbury or Christchurch.

(5) Routes and services for movement of the traffic must be pre-arranged, intermediate staging being avoided as far as practicable.

(6) Prior notice of forwarding of the traffic must be advised from district to district through which it is to pass.

(7) The vehicles must not be marshalled next to wagons known to contain explosives or inflammable liquids.

(8) LOOSE SHUNTING IS PROHIBITED EITHER WITH THE TANKS CONCERNED OR WITH OTHER VEHICLES AGAINST THEM.

(9) In the event of accident or mishap involving spillage or leakage, water must be used liberally. Ashes or ballast must NOT be used.

(10) The tanks have ONE STAR painted on each side.

#### LONDON MIDLAND LOADS OF FREIGHT TRAINS.

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#### CLASS 'D' FREIGHT TRAINS.

ADD to the paragraph relating to the types of wagons that may be worked on Class 'D' Express Freight trains:—

20 ton Bulk Grain Vans.