

BRITISH RAILWAYS

NORTH EASTERN REGION—SOUTHERN SECTION

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

**Saturday, 4th May, 1963 to
Friday, 10th May, 1963 inclusive**

B95

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 B—TEMPORARY ENGINEERING WORKS—*continued*

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At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) DAILY UNTIL FURTHER NOTICE	to LEEDS (CENTRAL)— <i>continued</i> . CE— <i>continued</i> .	
Sandal and Wakefield, Westgate South.	Down and Up Main.	7-0 am to 5-0 pm, reconstructing Bridge No. 57 between 174 m. 23 chs. and 174 m. 33 chs. Road crane in use as required, contractor's workmen on site.
Sandal and Wakefield, Westgate South.	Down and Up Main.	7-30 am to 6-0 pm, repairing arches 29, 36 and 45 Wakefield Viaduct between 174 m. 76 chs. and 175 m. 5 chs. Contractor's workmen on site.
Lofthouse, South and North.	Down and Up Main.	7-30 am to 4-30 pm, demolishing station buildings and platforms. Excavator in use.
Ardley, North and Wortley, South.	Down and Up Main.	8-0 am to 4-30 pm, repairing bridges between 181 m. 19 chs. and 183 m. 54 chs. Ladders in use.
Beeston, Station and Wortley, South.	Down and Up Main.	Reconstructing Bridge No. 32 at 183 m. 33 chs.
SUNDAY, 5th MAY.		
Nostell and Hare Park.	Down and Up Main (BETWEEN TRAINS).	7-0 am to 5-0 pm, adjusting rails between 171 and 172 m.p.
Hare Park and Wakefield (Westgate South).	5-0 am to 9-0 am Down and Up Main (BLOCKED). 9-0 am to 1-0 pm Down and Up Main (BETWEEN TRAINS).	5-0 am to 1-0 pm, unloading and laying track on new Bridge No. 57 at 174 m. 27 chs. Crane in use. 5-0 am to 9-0 am. All traffic diverted. See separate advice for altered train arrangements. Sandal Signal Box open.
Beeston, Station.	Down and Up Main (BETWEEN TRAINS).	7-30 am to 5-0 pm, renewing cross drain between 183 and 183½ m.p. Excavations in progress.
LEEDS to NORTHALLERTON via ARTHINGTON DAILY UNTIL FURTHER NOTICE.		
Leeds City, South.	No. 17 Platform (West End).	7-30 am to 5-0 pm, constructing platform extensions. Mechanical plant in use.

At or between	Lines affected	Remarks
LEEDS to NORTHALLERTON DAILY UNTIL FURTHER NOTI	via ARTHINGTON CE —continued.	—continued.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms and Through Road.	Demolishing station roof. Mechanical plant in use as required. Contractor's workmen on site.
Leeds City, South.	No. 17 Platform, Down Goods and Adjacent Siding (West End).	7-30 am to 4-30 pm, demolishing platelayers' cabin base and salt shed. Mechanical equipment in use.
Leeds City, South.	All.	8-0 am to 5-30 pm demolishing station roof and buildings. Road cranes and mechanical equipment in use as required. Contractor's workmen on site. Drivers to be prepared to stop short on receipt of hand signals.
Leeds City, West.	All.	7-30 am to 5-0 pm, preparing for resignalling and excavating for cables and air pipes.
Wellington Street Goods.	Entrance to California Sidings and Nos. 7 and 8 Sidings, North Yard.	Constructing manholes. Excavations in progress. Contractor's workmen on site.
Worley, North and Horsforth.	Down and Up Main.	8-0 am to 5-0 pm, laying cable between 1 m. 72 chs. and 4 m. 34 chs.
Crimple and Harrogate, South.	Down and Up Main.	7-30 am to 4-30 pm, laying cable ducts.
Melmerby, Station.	Up Main.	7-30 am to 6-0 pm each day, repairs to Up Platform. Contractor's workmen on site.
SATURDAY and SUNDAY, 4th and 5th MAY.		
Crimple and Harrogate, South.	11-30 ipm (Sat.) to 9-0 am (Sun.) Down and Up Main (BLOCKED). 9-0 am to 5-0 pm (Sun.) Up Main (BLOCKED).	11-30 ipm (Sat.) to 5-0 pm (Sun.), continuous welded rail renewal on Up Main between 16 m. 70 chs. and 16 m. 44 chs. Twin jib tracklayer in use. 11-30 pm (Sat.) to 9-0 am (Sun.), All traffic diverted. 9-0 am to 5-0 pm (Sun.), Single Line Working by Pilotman over the Down Main line. Both Signal Boxes open.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.		
DAILY UNTIL FURTHER NOTICE—continued.		
Leeds City, South.	All.	8-0 am to 5-30 pm, demolishing station roof and buildings. Road cranes and mechanical equipment in use as required. Contractor's workmen on site. Drivers to be prepared to stop short on receipt of hand signals.
Marsh Lane and Neville Hill, West.	Nos. 1 and 2 Down Goods.	7-30 am to 4-30 pm, trimming cutting slopes at 19 m. 37 chs. Mechanical excavator in use.
Marsh Lane Goods Yard.	All Coal Drops.	8-0 am to 4-30 pm each day, renewing way-beams and decking. Persons walking over drops to take care at all times.
Cross Gates.	All.	7-0 am to 5-0 pm, preparing for signalling and interlocking alterations.
Cross Gates and Garforth.	Down and Up Main.	7-30 am to 5-0 pm, laying drains between 14 m. 78 chs. and 14 m. 30 chs. Excavations in progress.
Micklefield and South Milford.	Down Main.	7-0 am to 5-0 pm, demolition of Newthorpe Crossing cottage at 9 m. 47 chs. Plant in use. Contractor's workmen on site.
Barlby, North and Hemingbrough.	Down and Up Main.	Contractor's men working overhead on Bridge No. 36 at 28 m. 24 chs.
Melton Lane and Ferriby.	All.	8-0 am to 5-0 pm (except Sat. and Sun.) repairs to steelwork on Bridge No. 17 at 7 m. 0 chs.
Hessle, Station and East.	All.	7-30 am to 5-30 pm (except Sat.), preparing for alterations to interlocking.
Hessle, East and West Parade.	All.	7-30 am to 5-0 pm, preparing for alterations to signalling.
Hessle Haven.	All.	8-0 am to 5-0 pm, renewing point rodding and connections and preparing for alterations to signalling. Commencing Saturday, 4th May.
West Parade and Paragon.	All.	Renewing point connections.
SUNDAY, 5th MAY.		
Leeds City, West.	"A" (BETWEEN TRAINS).	7-0 am to 5-0 pm, rerailling and loading recovered materials between 20 m. 70 chs. and 20 m. 65 chs.
Leeds City, West and East.	Nos. 11, 12, 13 and 17 Platforms and Through Road, Down and Up Goods and Sidings (BETWEEN TRAINS).	6-30 am to 6-0 pm, preparing for signalling alterations and excavating for cables, etc.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

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At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.		
SUNDAY to FRIDAY, 5th to Neville Hill, East and Cross Gates.	10th MAY. All.	7-30 am to 5-0 pm each day, excavating for and laying cable troughs alongside and under track.
MONDAY to FRIDAY, 6th to Micklefield, Station.	10th MAY. Down and Up Main (BETWEEN TRAINS).	8-0 am to 4-0 pm each day, lifting Down and Up Platforms.
Selby, South and North.	Down Platform (BETWEEN TRAINS).	8-30 am to 3-30 pm each day, on track tamping machine in use.
Barlby and Selby, North.	Up Hull (BETWEEN TRAINS).	8-30 am to 3-30 pm each day, on track tamping machine in use.
THURSDAY, 9th MAY.		
Staddlethorpe.	Down and Up Main.	8-0 am to 4-0 pm, alterations to signalling. (See Section C.)
NORMANTON (ALTOFTS) to YORK (CHALONERS WHIN).		
DAILY UNTIL FURTHER NOTICE.		
Altofts Junction.	All.	7-30 am to 5-0 pm (except Sat. and Sun.), providing track circuit feed sets.
Whitwood.	All.	7-30 am to 5-0 pm, re-routing point con- nections.
Fryston, South and North.	All.	7-30 am to 5-0 pm, preparatory work for alterations to signalling and interlocking.
Church Fenton, North.	All.	7-30 am to 5-0 pm, renewing signal and point connections.
Church Fenton, North and Ulleskelf.	Down and Up Leeds	7-30 am to 5-0 pm, demolition of cottage at 9 m. 7½ chs. Excavator in use. Com- mencing Monday, 6th May.
SWINTON (DEARNE JUNCTION) to BURTON SALMON.		
DAILY UNTIL FURTHER NOTICE.		
Frickley.	Down and Up Main.	Thrust boring under track at 13 m. 43 chs.
SUNDAY, 5th MAY.		
Moorthorpe and Pontefract, South.	Down and Up Main (BLOCKED).	6-0 am to 6-0 pm, drainage in Up Cess be- tween 8 m. 73 chs. and 9 m. 57 chs. Excavator in use. All traffic diverted. Both Signal Boxes open.
Brackenhill and Pontefract, South.	Down and Up Main (BETWEEN TRAINS).	7-0 am to 5-0 pm, loading rock between 6½ and 6¾ m.p. Brackenhill Signal Box open.

At or between	Lines affected	Remarks
SHAFTHOLME to FERRYBRIDGE. DAILY UNTIL FURTHER NOTICE. Womersley, Station and Cridding Stubbs.	Down and Up Main.	Thrustboring under tracks at 61 m. 56 chs.
SELBY (BARLBY NORTH) to SUNDAY, 5th MAY. Barlby, North.	DRIFFIELD. All.	7-30 am to 5-0 pm, overhauling interlocking.
YORK (BOOTHAM) to BEVERLEY NORTH. TUESDAY, 7th MAY. Stamford Bridge and Fangfoss.	LEY NORTH. Down Main (BLOCKED).	7-0 am to 5-0 pm, loading sleepers. Single Line Working by Pilotman over the Up Main. All Freight traffic diverted.
HULL (WEST PARADE) to SEAMER WEST. DAILY UNTIL FURTHER NOTICE. Walton Street.	All.	7-0 am to 4-30 pm (except Sat. and Sun.), preparing for alterations to signalling and level crossing gates.
SUNDAY, 5th MAY. West Parade. Bridlington Quay and Flamborough.	Down and Up Scarborough (BLOCKED). Down and Up Main (BLOCKED).	10-0 am to 3-0 pm, strain meter test on Argyle Street Bridge No. 2. No traffic. 6-0 am to 8-0 pm, contractors extracting sheet piles on Bridge No. 21 at 31 m. 51½ chs. No traffic.
HULL (WEST PARADE) to WITHERNSEA. DAILY UNTIL FURTHER NOTICE. Stepney and Wincolmlee.	Down and Up Main.	7-0 am to 5-0 pm (except Sat. and Sun.), repairs to Bridges Nos. 2 and 3. Ladders and trestles in use.
Wilmington, Station. SATURDAY and SUNDAY, 4th Wilmington Swing Bridge.	Down and Up Main. Down and Up Main (BETWEEN TRAINS).	8-0 am to 4-30 pm (except Sat. and Sun.), repairs and alterations to station platforms. (See Section C.) 6-0 pm (Sat.) to 12-1 pm (Sun.), renewing bearer stones under bridge. Wilmington Bridgeman on duty.

At or between	Lines affected	Remarks
SPROTBOROUGH to UPTON DAILY UNTIL FURTHER NOTICE.	and NORTH ELMS	ALL (WRANGBROOK).
Pickburn & Brodsworth, Station and Wrangbrook.	Single.	7-30 am to 5-0 pm, repairing decking, Bridge No. 1 at 0 m. 9 chs.
THORNE NORTH to STADDLE TUESDAY, 7th MAY.	THORPE.	
Boothferry Road.	Down and Up Main.	8-0 am to 4-0 pm, alterations to signalling. (See Section C.)
WAKEFIELD (KIRKGATE) EAST to GOOLE DAILY UNTIL FURTHER NOTICE.	(GO	ODS JUNCTION).
Knottingley, 'A'.	All.	7-30 am to 5-0 pm, renewing signal and point connections.
SUNDAY, 5th MAY.		
Wakefield, East.	All.	7-30 am to 5-0 pm, testing track circuits.
Featherstone, Station.	Down and Up Main (BETWEEN TRAINS).	8-0 am to 5-0 pm, repairing timber paving and track on station level crossing between 53½ and 54 m.p. Gates disconnected as required. Signal Box open.
Featherstone and Tanshelf, Station.	Down and Up Main (BLOCKED).	6-0 am to 8-0 pm, relaying between 54 m. 20 chs. and 55 m. 37 chs. Cranes and an track tamping machine in use. No traffic. Both Signal Boxes open.
Whitley Bridge and Hensall.	Down Main (BLOCKED).	7-0 am to 4-30 pm, excavating bank. Gradall in use. No traffic. Both Signal Boxes open.
Goole, Goods and Mineral Junction.	Sidings (BLOCKED by local arrangement).	6-0 am to 6-0 pm, fixing cable ducts under lines.
MONDAY to FRIDAY, 6th to	10th MAY.	
Knottingley, 'A' and Ponte- fract, Monkhill East.	Up Main (BETWEEN TRAINS).	9-0 am to 3-30 pm each day, on track tamping machine in use between 58 m. 17 chs. and 57 m. 68 chs.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

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At or between	Lines affected	Remarks
<p>NEWMARKET COLLIERY and DAILY UNTIL FURTHER NOTICE. Robin Hood and Newmarket Colliery.</p>	<p>THORPE BRANCHES. Single.</p>	<p>8-0 am to 4-0 pm, recovering pole route. Until Monday, 6th May.</p>
<p>ARDSLEY to ADWALTON JUNCTION DAILY UNTIL FURTHER NOTICE. Morley Top.</p>	<p>ADWALTON JUNCTION (via GILDERSOME). Down and Up Main.</p>	<p>8-0 am to 5-0 pm, demolishing station buildings on Up Side between 182½ and 183 m.p. Mechanical plant in use as required. Contractor's workmen on site.</p>
<p>Gildersome, Station.</p>	<p>Down Platform.</p>	<p>8-0 am to 4-30 pm, demolishing station buildings between 184½ and 184½ m.p.</p>
<p>HOLBECK to BRADFORD (EXCHANGE) DAILY UNTIL FURTHER NOTICE. Adolphus Street Goods Yard.</p>	<p>BRADFORD (EXCHANGE) via STANNINGLEY. Entrance to All Sidings.</p>	<p>7-30 am to 4-15 pm, relaying. Until Monday, 6th May.</p>
<p>Armley Moor.</p>	<p>Down Goods and No. 1 Road.</p>	<p>7-30 am to 4-30 pm, relaying. Commencing Friday, 10th May.</p>
<p>SUNDAY, 5th MAY.</p>	<p>Entrance to All Sidings (BLOCKED).</p>	<p>7-0 am to 5-0 pm, relaying and loading recovered materials.</p>
<p>Adolphus Street Goods Yard.</p>	<p>BRAMLEY to LAISTERDYKE (CUTLERS JUNCTION) DAILY UNTIL FURTHER NOTICE.</p>	<p>7-30 am to 4-30 pm, relaying. Until Wednesday, 8th May.</p>
<p>Cutlers Junction.</p>	<p>Down and Up Main and Entrance to Quarry Gap Yard.</p>	

At or between	Lines affected	Remarks
BRAMLEY to LAISTERDYKE SUNDAY, 5th MAY.	(CUTLERS JUNCTION) —continued. Down and Up Main and Entrance to Quarry Gap Yard (BLOCKED).	6-0 am to 8-0 pm, relaying, renewing point and signalling connections and installing track circuits, alterations to signalling and interlocking. (See Section C.) Cranes in use. No traffic. Signal Box open.
MONDAY and TUESDAY, 6th Cutlers Junction.	and 7th MAY. All.	8-0 am to 4-30 pm each day, renewing point and signal connections and installing track circuits.
LAISTERDYKE QUARRY GAP WEDNESDAY to FRIDAY, 8th Eccleshill.	to SHIPLEY JUNCTION. to 10th MAY. All.	8-0 am to 4-30 pm each day, renewing ground frame connections.
BRADFORD (ST. DUNSTANS) DAILY UNTIL FURTHER NOTICE.	to CULLINGWORTH. Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	Taking down and rebuilding retaining wall between 192 m. 30 chs. and 192 m. 34 chs. Contractor's workmen on site. All trains to travel over Up Main line under Electric Token Block Regulations.
Manchester Road and Horton Park Junction.	Clayton and Queensbury. Single.	Rail centres erected in Clayton Tunnel and side clearance reduced. Enginemmen and others concerned not to put their heads out when passing through.
Cullingworth.	All.	8-0 am to 5-0 pm, demolishing station buildings and signal box between 200 and 200½ m.p. Mechanical plant in use. Contractor's workmen on site.
SOWERBY BRIDGE (MILNER DAILY UNTIL FURTHER NOTICE.	ROYD JUNCTION) to BRADFORD (EXCHANGE). All.	7-30 am to 5-0 pm, excavating for troughs, cables, signals and connections.
Halifax, West and Hipperholme. Hipperholme and Low Moor, No. 1.	Down and Up Main.	7-0 am to 5-0 pm, providing refuges. Hipperholme, Lightcliffe, Wyke and New Furnace Tunnels, between 34 and 37 m.p. Drivers to sound engine whistles or horns on entering tunnels. Until Friday, 10th May.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

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At or between	Lines affected	Remarks
HEBDEN BRIDGE to NORMANTON, GOOSE HILL —continued.		
SUNDAY, 5th MAY —continued.		
Heaton Lodge Junction.	Down and Up Fast and Down and Up Slow (BETWEEN TRAINS).	7-0 am to 4-30 pm, re-aligning points and crossings between 37 m. 4 chs. and 37 m. 24 chs. Signal Box open.
Mirfield, No. 3.	All.	7-0 am to 5-0 pm, testing track circuits.
Mirfield, No. 3 and Thornhill, L.N.W. Junction.	Down and Up Slow (BLOCKED).	6-0 am to 6-0 pm, relaying and tamping between 39 m. 2 chs. and 39 m. 26 chs. Crane and on track tamping machine in use. All traffic to travel over Down and Up Fast lines. Mirfield No. 5 Signal Box open.
Thornhill, L.N.W. Junction and Midland Junction.	12-30 pm to 2-30 pm Down and Up Fast (BLOCKED). 2-30 pm to 6-0 pm Down and Up Slow (BLOCKED). Down and Up Fast (BETWEEN TRAINS).	12-30 pm to 6-0 pm, erecting signal gantry at 43 m. 71 chs. Crane in use. 12-30 pm to 2-30 pm. All traffic to travel over Down and Up Slow lines. 2-30 pm to 6-0 pm. All traffic to travel over Down and Up Fast lines.
Thornhill, Midland Junction and Healey Mills, East.	Engine Line and Down Departure (East End) (BLOCKED).	7-0 am to 5-0 pm, installing new connections between 43 m. 53 chs. and 43 m. 55 chs. (See Section C.) Crane in use.
Healey Mills, East and Horbury & Ossett, Station.	Down Fast and Up Slow (BLOCKED).	6-0 am to 12-0 noon, erecting signal gantry at 41 m. 50 chs. Crane in use. All Down traffic to travel over Down Slow line. All Up traffic to travel over Up Fast line.
Horbury Junction.	All.	7-0 am to 5-0 pm, testing track circuits.
Wakefield, East.	All.	7-30 am to 5-0 pm, testing track circuits.
WEDNESDAY to FRIDAY, 8th to 10th MAY.		
Goose Hill Junction.	All (BETWEEN TRAINS).	7-30 am to 5-0 pm each day, preparing for signalling alterations.
DIGGLE to MIRFIELD (HEATON LODGE JUNCTION).		
DAILY UNTIL FURTHER NOTICE.		
Diggle and Marsden.	Down and Up Slow.	Centering and scaffolding fixed in Standedge Slow Tunnel between 15 and 18½ m.p. Side clearance reduced. Trainmen not to put their heads out.
Diggle and Marsden.	Down and Up Slow.	8-0 am to 5-0 pm (except Sat. and Sun.), repairing Standedge Slow Tunnel between 15 and 18½ m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.

At or between	Lines affected	Remarks
DIGGLE to MIRFIELD (HEATON LODGE JUNCTION)—continued.		
DAILY UNTIL FURTHER NOTICE—continued.		
Marsden and Diggle.	Up Fast.	Centering and scaffolding fixed in Stand-edge Up Fast Tunnel between 18½ and 15 m.p. Side clearance reduced. Trainmen not to put their heads out.
Slaithwaite and Gledholt Junction.	Down and Up Slow.	7-30 am to 4-30 pm, laying drains at Longwood between 23 m. 78 chs. and 24 m. 6 chs. Excavations in progress.
SUNDAY, 5th MAY.		
Diggle and Marsden.	Down and Up Slow (BLOCKED).	7-0 am to 5-0 pm, repairing track and drains, unloading material, picking up rubble and removing rail centres, Stand-edge Slow Tunnel, between 15 and 18½ m.p. Wickham trolley and on track tamping machine in use. All traffic to travel over Down and Up Fast lines.
Marsden and Gledholt Junction.	Down and Up Fast (BLOCKED).	8-0 am to 5-0 pm, unloading cable ducts between 18½ and 21 m.p. Crane in use. All traffic to travel over Down and Up Slow lines. Slaithwaite Signal Box open.
MELTHAM GOODS BRANCH.		
DAILY UNTIL FURTHER NOTICE.		
Meltham, Station.	Platform Line (BLOCKED).	Repairing Bridge No. 21 between 5½ and 5½ m.p.
SPEN VALLEY JUNCTION to FARNLEY JUNCTION (via HECKMONDWIKE).		
DAILY UNTIL FURTHER NOTICE.		
Spen Valley Junction and Heckmondwike Spen Goods.	Down and Up Main.	8-0 am to 4-30 pm, repairing Bridges 6, 9 and 10 between ¼ and 1½ m.p.
Battysford and Heckmondwike, Spen Goods.	Down and Up Main.	7-30 am to 5-0 pm, repairing decking, etc. on Bridge No. 21 between 3½ and 3½ m.p.
MIRFIELD No. 3 to LOW MOOR No. 2 WEST.		
DAILY UNTIL FURTHER NOTICE.		
Heckmondwike Junction and Cleckheaton, North.	Down and Up Main.	8-0 am to 4-30 pm, demolishing former Liversedge Central Signal Box at 4 m 8 chs. Contractor's workmen on site. Mechanical plant in use.
Low Moor, No. 5 and No. 2 West.	Down Loop.	8-0 am to 4-30 pm, excavating for and laying watermain between ¼ and 0 m.p. Mechanical excavator in use. Persons walking in the vicinity after these hours to take care to avoid excavations.

Section C—

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 5th MAY.—HEALEY MILLS EAST.—A facing connection which will be clamped and spiked out of use will be installed in the Down Departure line between 43 m. 53 chs. and 43 m. 55 chs. (21)

SUNDAY, 5th MAY.—CUTLERS JUNCTION.
Signal dispensed with.

36 Up Main Home 2.

Altered nomenclature of signal.

Old

37 Up Main Home 1.

New

37 Up Main Home.

(21)

TUESDAY, 7th MAY.—BOOTHFERRY ROAD.—43 Up Main to Down Main signal will be replaced by a disc situated between the Down and Up Main same distance from Signal Box. (21)

THURSDAY, 9th MAY.—STADDLETHORPE.—31 Shunting Up Main to Down Slow or Down Fast and 32 Shunting Up Main to Horse Dock signals will be replaced by a double disc situated between the Down and Up Main below gantry. Top disc 31. (21)

DETAILS OF WORK ALREADY CARRIED OUT.

UNTIL FURTHER NOTICE.—LEEDS CITY WEST.—Pending completion of platform extension W.58 signal, E Road to No. 12 Platform, has been raised by 2 ft. 6 ins. on same site.

RICCALL SOUTH.

Signal dispensed with.

Up 1 B Distant.

23 Up Main Home has been renewed at reduced height on same site, incorporating the Up 1 B Distant as a two-aspect colour light below, displaying Y or G with semaphore Off. (20)
The Green aspect of the semaphore has been blanked out.

LEEDS CITY, WEST.

Signals dispensed with.

The three-aspect searchlight signals with subsidiary signals below and route indication adjacent:—

W8 11 Platform Line or to Through Road East.

W7 11 Platform Line or to Through Road West.

W6 Through Road or to No. 11 Platform Line East.

W5 Through Road or to No. 11 Platform Line West.

New Signals

Gantry situated approximately 7 yards approach side from Leeds West direction of 101 and 102 points (scissors crossing) carrying:—

W8—three-aspect searchlight signal displaying R, Y or G with subsidiary below and route indicator above, reading:—

11 for 11 Platform Line or

T for 11 Platform Line to Through Road.

LEEDS CITY WEST—continued.

New Signals—continued.

W6—three-aspect searchlight signal displaying R, Y or G with subsidiary below and route indicator above, reading:—

T for Through Road or
11 for Through Road to No. 11 Platform Line.

Gantry situated approximately 9 yards approach side from Leeds East direction of 101 and 102 points (scissors crossing) carrying:—

W5—three-aspect searchlight signal displaying R, Y or G with subsidiary below and route indicator above, reading:—

T for Through Road or
11 for Through Road to No. 11 Platform Line.

W7—three-aspect searchlight signals displaying R, Y or G with subsidiary below and route indicator above, reading:—

11 for 11 Platform Line or
T for 11 Platform Line to Through Road.

(19)

WILMINGTON, STATION.—The platforms are being shortened by 20 feet from the East end and by 176 feet from the West end respectively. (U.F.N.)

HORNSEA.—Down Main Distant signal has been moved 286 yards and positioned below Hornsea Bridge Down Starting signal. (19)

HORNSEA BRIDGE.—'T' bracket carrying 5/4 signals have been replaced by a left-hand bracket on same site reading:—

5 Down Main Starting with Hornsea Down Main Distant below—Main post.

4 Down Main to Goods Yard—Bracket.

(19)

HULL DOCKS—KING GEORGE DOCK.—The following points have been disconnected and clamped normal pending abandonment:—

48 H. & B. Sidings to Down H. & B. Mineral.

50 H. & B. Sidings to Up H. & B. Mineral.

A end of 55 Up N.E. Mineral to Down N.E. Mineral.

53 slip points Down H. & B. Mineral to Down N.E. Mineral have been disconnected and clamped reverse position.

(21)

THORNHILL, MIDLAND JUNCTION AND MIDDLESTOWN JUNCTION.—Two new leads have been installed in the Down Main line between 186 m. 12 chs. and 186 m. 15 chs. and spiked out of use until further notice. (19)

HECKMONDWIKE JUNCTION.

Signals dispensed with.

22 Up Branch Distant.

18 Up Branch Outer Home.

28 Down Branch Starting.

New Signals.

U.O. Up Branch—Two-aspect colour light (showing Y or G), situated 1,447 yards from Signal Box.

18 Up Branch Outer Home—Three-aspect colour light (showing R, Y or G), situated 507 yards from Signal Box.

28 Down Branch Starting—Two-aspect colour light (displaying R or G), situated 610 yards from Signal Box. (20)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

LOW MOOR No. 2 WEST.—Down Siding has been taken out.

Points dispensed with.
16 Down Siding to Down Main.

Signals dispensed with.
15 Down Siding to Down Main.

A "Limit of Shunt" board has been erected 28 yards east of Signal Box between the Down and Up Main and applying to the Down Main. (20)

HEALEY MILLS YARD—EAST END RECEPTION SIDINGS.—The most westerly points in the Up Arrival line to the Reception Sidings have been set and clamped for the Reception Sidings. The Up Arrival line and Return Engine line between these points and Midland Junction ceases to carry Up traffic. (20)

THORNHILL MIDLAND JUNCTION.—All traffic using Healey Mills Reception Yard will run in the Down direction only. The temporary inlet and Return Engine line has been dispensed with, and trains enter the west end Reception Sidings via a new crossover—Reception to Engine line—situated 230 yards west of the old temporary access, thence from the Engine line via permanent slips and scissors connections to the Yard. Points have been clamped and spiked. (20)

HEALEY MILLS EAST.—No. 58 points from the Sidings to the Down Departure line have been repositioned 55 yards nearer to Healey Mills East Signal Box. (20)

Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended item.

MISCELLANEOUS NOTICES.

NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEEL BASE.

RUNNING OF FOUR-WHEELED VEHICLES.

In the interests of safety it has been decided that, for the time being, all vehicles with a wheel base of 10 ft. or less must be subject to a special restriction of 50 m.p.h.

If it is necessary for any of these vehicles to be run on a Passenger, Parcels or Class 4 train, the guard must advise the driver of the fact that such vehicles are on the train and instruct him that the speed of the train is not to be more than 50 m.p.h. at any point on the journey.

Drivers must pay particular regard to this instruction to ensure that in no circumstances is the speed limit exceeded.

**TWO-TIER CAR TRANSPORTERS: T.C.V.s 96286-96299.

Vacuum Isolating Cocks are being fitted to T.C.V.s No. 96286-96299 inclusive to isolate the Vacuum Cylinder and D.A. Valves in an emergency.

The Cocks with handles sealed in the "open" or "through" position are situated in the 2 inch branch pipe between the Vacuum Main Pipe and Direct Admission Valve, and the general location of the Cock is indicated by the words "Vacuum Isolating Cock" painted on the body skirting of the appropriate corners of the vehicles.

If a Carriage and Wagon examiner closes the brake cylinder isolating cock, he must immediately affix "defective brake" labels on the vehicle concerned. If, however, it is necessary for a member of the Operating Department to isolate the brake cylinders, the guard of the train is responsible for notifying the Carriage and Wagon staff at the first stopping place where such staff is in attendance and ensuring that "defective brake" labels are fixed to the vehicle. (18)

FIRES ON PASSENGER TRAINS.

Cases have been reported of fires in brake vans and it has been established that these fires were caused by the loading of mail bags, etc., over electric heaters.

As a matter of urgency protection covers for electric heaters in brake vans and brake compartments are being manufactured and fitted to prevent accidents of this nature occurring.

In the meantime all staff to specially note and see that traffic is not loaded over or around electric heaters until the protection covers have been fitted.

WAGON LABELS.

Some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 and No. 3, as the case may be.

WORTLEY NORTH—ARMLEY GROUND FRAME.

The connection from the Up Main to the North Sidings will be out of use until further notice.

BRODSWORTH COLLIERY LOADED SIDINGS.

Four new Dead-ended Sidings, Nos. 15, 16, 17 and 18 are being constructed South of the existing Colliery Loaded Sidings to be used for H. & B. traffic. The existing Nos. 11, 12, 13 and 14 (H. & B.) roads will be made through roads with a new outlet towards the Castle Hills direction. The Ground Frame on the Castle Hills line is being moved 5 yards further from the Colliery.

MISCELLANEOUS NOTICES—continued.

CLIFF COMMON: MENTHORPE GATE.

Menthorpe Gate has ceased to be a block post and is in charge of a female crossing keeper. Guards of freight trains requiring to attach or detach traffic at Menthorpe Gate should obtain a key to free No. 6 Up Main to Siding points from the person in charge at Bubwith. After shunting operations have been completed No. 6 points should be restored to normal and secured by lever bar, the key being returned to the person in charge at Bubwith on the return journey.

(20)

LEEDS CITY, SOUTH.

Until further notice, in connection with the platform extension, No. 17 Platform will be shortened for platform duties by 140 ft. at the west end. Drivers must ensure their trains do not come to a halt beside portion of platform out of use.

★LEEDS CITY, SOUTH.

On Sunday, 5th May, the buffer stops at present shortening Nos. 14 and 15 platforms will be removed and the platforms re-instated to their former length with buffer stops in the original position.

(21)

BETWEEN GLASSHOUGHTON EAST AND PRINCE OF WALES SIDINGS
WOODMAN LANE ACCOMMODATION CROSSING AT 57 m. 79 chs.

Road vehicles and mechanical equipment are using the above crossing at frequent intervals between 8-0 am and 6-0 pm each day.

Enginemmen must keep a sharp look-out when approaching this crossing.

MOORHOUSE AND SOUTH ELMSALL AND MOORHOUSE JUNCTION.

Until further notice, contractor's plant and vehicles will be crossing the tracks between 164 m. 9 chs. and 164 m. 29 chs. during the hours of daylight. Crossings will normally take place on Sundays only, but drivers should keep a sharp lookout on weekdays also in case emergency movements are required.

★FEATHERSTONE: HALFPENNY LANE LEVEL CROSSING.

The level crossing is situated between Featherstone Station and Tanshelf Signal Boxes and is 700 yards from Featherstone Station and 1 mile 585 yards from Tanshelf Station.

On and from Saturday, 4th May, attendance will be withdrawn from the level crossing.

A telephone communicating with Featherstone Station Signal Box will be provided on either side of the crossing.

THORNHILL MIDLAND JUNCTION.

A new lead has been installed in the Engine Return line at 41 m. 66 chs. and spiked out of use until further notice. The former crossover Down Arrival to Engine Return line has been spiked normal pending removal.

★ELLAND STATION.

Commencing Monday, 6th May, and until further notice, between the hours of 7-30 am and 5-0 pm.

Contractor's plant and vehicles will be using the sleeper crossing over the Up Main and Up Loop at 31 m. 51 chs. Drivers must keep a sharp lookout when approaching this crossing.

THORNHILL (MIDLAND JUNCTION)—HEALEY MILLS EAST.

CONSTRUCTION OF NEW MARSHALLING YARD.

In connection with the above the points listed below are normally clamped and padlocked out of use:—

- (1) Trailing points on the Down Main line in the rear of Thornhill (Midland Junction) signal No. 55.
- (2) Facing points on the Down Main line 400 yards in the rear of D.42 signal.
- (3) Trailing points on the Down Main line 5 yards in the rear of Healey Mills East signal No. 52.
- (4) Facing crossover—Up Main to Down Main in the rear of Healey Mills East No. 52 signal and in advance of Healey Mills East No. 37 signal.
- (5) Trailing points in the Up Main 400 yards in advance of U.42 signal.
- (6) Trailing points on the Up Fast line 22 yards in rear of Thornhill Midland Junction No. 6 Up Fast Starting signal.
- (7) Facing crossover—Down Fast to Up Fast at Thornhill Midland Junction.

These connections may be used, if necessary, but only under the personal supervision of an Operating Inspector or the Yard Master, who must ensure that the connections are safely secured again after use, and give the Signaller an assurance that this has been done.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

THORNHILL MIDLAND JUNCTION—MIDDLESTOWN JUNCTION.

Until further notice, between the hours of 7-30 am and 4-30 pm each day, Contractor's road vehicles and equipment are using a temporary level crossing at 186 m. 27 chs. Drivers to be prepared to stop short on receipt of handsignals.

USE OF TEMPORARY LEVEL CROSSING BETWEEN STOURTON M.P.D. AND THE DOWN GOODS LINE AT WAKEFIELD ROAD.

Road vehicles and mechanical equipment are using a temporary sleeper crossing at the entrance to Stourton M.P.D. between the hours of 7-30 am and 5-0 pm each day. Enginemen must keep a sharp lookout for hand signals when approaching this crossing.

LEEDS CITY, NORTH.

No. 1 Platform and the Parcels Dock have been shortened, and buffer stops have been erected in both lines 126 ft. from the top of the ramp at the entrance to No. 1 Platform. Drivers to exercise extreme caution on entering these lines. ... (19)

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES

Water will not be available as follows:—

Place	Duration	Commencing date
Standedge Tunnel. Up Slow Water Troughs	Until further notice	—
Cudworth H. and B. Middle Yard. Old Shed Tank and water column	Until further notice	—
Grimethorpe—All Columns	Until further notice	—
Selby—All Columns	} Until further notice	—
Ardsley South—Wallside and Goods Line Water Column		
Greetland—Down and Up Water Columns		
River Bridge—Down Loop Water Column.		
Habden Bridge—Down Platform Water Column	} Until further notice	—
Stourton Up Sidings, South End Water Column		
Sowerby Bridge M.P.D.—All loco supplies	7-30 am to 4-30 pm Sunday, 5th May	—

ENGINE TURNTABLES TEMPORARILY OUT OF USE

Place	Duration	Commencing date
Neville Hill M.P.D.—No. 2 Turntable	Until 5-0 pm, Sunday, 26th May	8-0 am Sunday, 5th May

SUPPLEMENTARY OPERATING INSTRUCTIONS (16th MARCH, 1963).

Page 2.

DELETE:—SUDFORTH LANE and WHITLEY BRIDGE item.

Page 3.

DELETE:—CHICKENLEY HEATH BRANCH—SHAW CROSS COLLIERY item

ALTERATIONS TO GENERAL APPENDIX.

Page 17 (Page 162, Supplementary Operating Instructions).

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

5. Conditions of operation.

AMEND second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

INSTRUCTIONS IN THE OPERATION OF "BUCK-EYE" AUTOMATIC COUPLERS AND PULLMAN GANGWAYS.

Page 79.

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only).

Page 80.

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are clasping each other. A test must then be made by a slight pull from the engine. Certain electric and diesel multiple unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

Page 86.

Inter-Cities Diesel Vehicles.

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are clasping each other. Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

Page 95.

INSERT:—

INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS.

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the fireman or second man. If no second man is employed it will be the duty of the guard or shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.

The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendices.

4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the signalman signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

**ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX
(SOUTHERN SECTION)**

TABLE A

PAGE 40

Dewsbury
(Wellington Road)

DELETE:—Additional Up running line between No. 2 and No. 1

DELETE:—	50 Down	50 Up	32m. 44 chs. to 33m. 48chs.
	25 Down	25 Up	33m. 48chs. to 33m. 74chs.
	50 Down	—	33m. 74chs. to 38m. 16chs.
INSERT:—	50 Down	—	32m. 44chs. to 38m. 16chs.

PAGE 41

Farnley Junction

DELETE:—	—	50 Up	40m. 69chs. to 33m. 74chs.
INSERT:—	—	50 Up	40m. 69chs. to 32m. 44chs.

Page 62.

DELETE:—Menthorpe Gate Station.
Bubwith Station.

AMEND:—distance between signal boxes to read 3 miles 247 yards.

Page 77 (Page 87 Supplementary Operating Instructions)

HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX

★**INSERT:—**speed restriction Down 25 m.p.h. at bottom of page opposite
Over junction towards Walton Street (Branch Speed Limit)

Page 97.

Pontefract Monkhill West.

★**INSERT:—**Speed restriction 30 m.p.h. Up 30 m.p.h. Down 56 m. 26 chs. to 56 m. 48 chs.

Page 161.

Methley North.

Sidings.

INSERT:—

Engine Whistle:—IS—2L, Down Main or Fast—Train for Leeds City South.

TABLE F

From	To	Line	Number of Vehicles and Specific Conditions
Page 197 (Page 29 Supplement No. 1) ★ AMEND:— Low Moor	Between All Signal Boxes	All	Coaching stock without brake van leading but during fog or falling snow if more than four vehicles a brake van must be the leading vehicle. In all weathers before a propelling movement is made on the Up Main or Up Passenger lines between Low Moor No. 2 West and Low Moor No. 5, the applicable Home signal at Low Moor No. 5 must be cleared.

TABLE O.

PAGE 231.

AMEND:—

RILLINGTON TO WHITBY TOWN, ETC.

Levisham	Goathland	6 (Vanfits)
Goathland	Whitby	6 (Vanfits)

TABLE P.

PAGE 233.

INSERT:—

GILLING TO KIRBYMOORSIDE.

Nawton Station — Helmsley and Kirbymoorside.

TABLE U

Place	Line	Remarks
Page 239		
DELETE:— Menthorpe Gate	Down	Wagons to be detached

Page 242 (Page 98 Supplement) Operating Instructions)

FOUR—POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM

(iii) Special Number:—

★AMEND:—5Z07 Weed Killing train

★INSERT:—after LOCAL FREIGHT TRIP WORKING paragraph

LIGHT ENGINE MOVEMENTS

Light engines to work trains when preceding from a motive power depot or other point should carry the appropriate train number prefixed by "O". The same method should be adopted for engines which have worked trains and are running light to the local motive power depot. Light engines running to other than the local depot after working trains or running between motive power depots should carry the figure "O" followed by the district letter with a number as shown below:—

York	01	Tyne Dock	30
Hull Dairycoates	02	Consett	31
Hull Botanic Gardens	03	Tyne Yard Depot	32
Goole	04	Holbeck	50
Scarborough	05	Neville Hill	51
Malton	06	Stourton	52
Thornaby	10	Farnley	53
Darlington	11	Royston	54
West Hartlepool	12	Normanton	55
West Auckland	13	Manningham	56
Northallerton	14	Huddersfield	57
Gateshead	20	Wakefield	60
South Gosforth	21	Hammerton Street	61
Heaton	22	Ardsley	62
Blaydon	23	Copley Hill	63
Percy Main	24	Mirfield	64
North Blyth	25	Sowerby Bridge	65
South Blyth	26	Low Moor	66
Tweedmouth	27		
Alnmouth	28		
Sunderland	29		

Inter-Regional, where no number allocated in W.T.T., Figure "O" followed by Regional letter and number "00".

Note 1.—Any local exceptions to this paragraph will be covered by local circular until such time as they are brought into line with other trains.

Note 2.—Certain local trips which just cross a Regional Boundary may be treated as working entirely within the North Eastern Region.

INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS.

Page 255 (Page 39 Supplement No. 1, Page 99, Supplementary Operating Instructions).

DELETE:—
Instructions re working of diesel braking tenders item.ENGINEER'S RAIL MOTORS
BETWEEN

Page 259.

Signal Box	Signal Box
INSERT:— Nostell (Up and Down Main lines only) Tingley (Up and Down Main lines only) Beeston Junction ★AMEND:— Church Fenton North	Hemsworth Ardsley (West) Hunslet East Wetherby South (Main Lines only)

BETWEEN

Page 262.

Signal Box	Signal Box
DELETE:— Nostell <input type="checkbox"/> Tingley Beeston Junction ★DELETE:— Upton & North Elmsall (Wrangbrook) ★DELETE:— Thorp Arch West (Circular Railway including Through line)	Hemsworth Ardsley West Hunslet East Moorhouse & South Elmsall Thorp Arch East

Page 268 (Page 42, Supplement No. 1).

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS.

DELETE:—4A Entering bay platforms paragraph.

Page 268 (Page 175, Supplementary Operating Instructions).

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

AMEND:—In Bradford (Ex.)—Leeds (Cen.) item 24 tons to be 34 tons.LOCAL INSTRUCTIONS.
WAKEFIELD WESTGATE.

Page 285.

INSERT:—

WAKEFIELD WESTGATE STATION—Rule 127 (xx). Drivers of Up and Down passenger trains calling at Wakefield Westgate must be prepared to stop with the locomotive and leading vehicles beyond the platform end when the length of the train exceeds six vehicles. The extent to which this is necessary will be indicated to Drivers by the Station Master or other appointed person; it must NOT be taken as authority to pass a stop signal at danger.

Page 292.

GILLING TO KIRBYMOORSIDE.
RUNNING OF PASSENGER TRAINS.**INSERT:—**Nawton Station to list of crossings.

LOCAL INSTRUCTIONS—continued.

Page 295.

INSERT:—

LEEDS CITY.

WORKING OVER GOODS LINES.

Passenger trains may, if necessary, be worked over the Up and Down Goods lines between Leeds City East and West boxes, and in such circumstances the instruction on pages 92/93 of the General Appendix headed "Working of trains conveying passengers over Goods lines or Goods loops" will not apply but the Absolute Block Regulations must be observed as far as possible in the absence of block instruments.

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET (JUNE 1953)

Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or special remarks
162	Darlington (Albert Hill Junction) to Dinsdale (Oak Tree Junction)	5	ADD:— 17/3, 11/1A, 11/6, 12/1, 12/6	Diesel Code 17/3 prohibited from passing Loading Dock at Fighting Cocks and must not use right hand line in Messrs. Arnott's Yard Fighting Cocks. All locomotives limited to 20 m.p.h. over Bridge 22 at Darlington, Houghton Road.
212	Ferryhill No. 3 Junction to Pelaw Junction	9	—	ADD:— All diesel locomotives of 800 h.p. and above prohibited from using N.C.B. Exchange Sidings at Fencehouses.

ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS BOOKLET DATED 9th JULY, 1962

Page 20

★INSERT:—

LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES

From	To	Length limit standard wagons	Class of Train	Type 2 (1160) (h.p.)	Type 4 (2000) (h.p.)	See Notes
Tyne Yard (via Low Fell Sdgs and Bensham Curve)	K.E.B. Jct.	50(a)	All	Goods 50	Goods 60	(b)
K.E.B. Jct. (via Bensham Curve and Low Fell Sdgs.)	Tyne Yard	50(a)	All	50	60	(c)

- (a) Class 4 and 5 trains not booked to stop in Newcastle Central Yard may convey up to 60 wagons in length.
- (b) Special Braking Instructions apply from Low Fell Station to Low Fell Sdgs. for unfitted trains.
- (c) Special Braking Instructions apply from K.E.B. Jct. to Low Fell Sidings for unfitted trains.



NORTH EASTERN REGION—SOUTHERN SECTION

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

**Saturday, 21st September, 1963 to
Friday, 27th September, 1963 inclusive**

B95

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.

At or between	Lines affected	Remarks
SHAFTHOLME to NORTHALLERTON—continued		
SUNDAY, 22nd SEPTEMBER—continued		
Otterington and Thirsk.	Up Fast (BLOCKED).	6-0 am to 6-0 pm, destressing continuous welded rail between 24 m. 62 chs. and 23 m. 76 chs. All Up traffic to travel over the Up Slow line. Otterington Signal Box open.
MONDAY to FRIDAY, 23rd to 27th SEPTEMBER.		
York, Loco. Sidings.	Sidings as required (BLOCKED by local arrangements).	7-45 am to 4-30 pm each day, resleepering. Crane in use.
WEDNESDAY, 25th SEPTEMBER.		
York, Station.	No. 1 Platform and adjacent Siding (BLOCKED).	8-0 am to 2-0 pm, relaying No. 1 Platform line. Twin jib tracklayer in use. Trains to be replatformed as necessary.
YORK YARDS.		
DAILY UNTIL FURTHER NOTICE.		
York Yard, South.	All.	8-0 am to 8-0 pm, modifications to signalling circuits. Signal Box open.
CARCROFT (CASTLE HILLS) to LEEDS (CENTRAL).		
DAILY UNTIL FURTHER NOTICE.		
Adwick Junction and Moorhouse Junction.	Down and Up Main.	7-0 am to 6-0 pm, thrust boring under tracks at 163½ m.p. Contractor's workmen on site.
South Elmsall and South Kirkby Junction.	Down and Up Main.	Rebuilding abutments, Bridge No. 27, at 165 m. 48 chs. Scaffolding erected. Mechanical equipment in use.
Sandal and Wakefield, Westgate South.	Down and Up Main.	7-0 am to 5-0 pm, reconstructing Bridge No. 57 between 174 m. 23 chs. and 174 m. 33 chs. Road crane in use as required, contractor's workmen on site.
Sandal and Wakefield Westgate, South.	Down and Up Main.	8-0 am to 5-0 pm, repairing Wakefield Viaduct Bridge No. 2A between 175 m. 37 chs. and 175 m. 48 chs.
Lofthouse, South and North.	Down and Up Main.	7-30 am to 4-30 pm, demolishing station buildings and platforms. Excavator in use.
Lofthouse, North.	All.	8-0 am to 6-0 pm, threading cables through ducts at 178 m. 44 chs. Contractor's workmen on site.
Ardsley, Spring Lane and Station.	All.	7-30 am to 5-0 pm, demolition of former Ardsley South Signal Box.
Ardsley, North and Wortley, South.	Down and Up Main.	8-0 am to 4-30 pm, repairing bridges between 181 m. 19 chs. and 183 m. 54 chs. Ladders in use.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS)	to LEEDS (CENTRAL)—continued.	
SUNDAY, 22nd SEPTEMBER.		
Hemsworth, South Junction.	All (BETWEEN TRAINS).	7-0 am to 5-0 pm, repairs to facing point connections. Signal Box open.
Ardley, North and Beeston Junction.	Down and Up Main (BLOCKED).	12-1 am to 6-0 pm, relaying and re-railing long welded rail between 181 m. 39 chs. and 182 m. 31 chs. Crane and on track tamping machine in use. No traffic. Both Signal Boxes open.
SUNDAY to FRIDAY, 22nd to	27th SEPTEMBER.	
Moorhouse Junction and South Kirkby Junction.	All (BETWEEN TRAINS).	7-30 am to 5-0 pm each day, renewing pole route.
LEEDS to NORTHALLERTON	via ARTHINGTON.	
DAILY UNTIL FURTHER NOTICE.		
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms, Through Road, Down Goods and Adjacent Siding.	7-30 am to 4-30 pm, repairing Bridge No. 1, Swinegate.
Leeds City, West and East.	All.	7-30 am to 5-0 pm, repairing decking, Bridge No. 5, Neville Street, at 20 m. 43 chs.
Leeds City, South.	All (BLOCKED as required by local arrangement).	Demolishing old station roof and erecting steelwork. Mobile road cranes in use. Contractor's workmen on site. (See Section D.) Trains to be replatformed as necessary.
Wortley, North and Horsforth.	Down and Up Main.	8-0 am to 5-0 pm, laying cable between 1 m. 72 chs. and 4 m. 34 chs.
Crimple and Harrogate, South.	Down and Up Main.	7-30 am to 4-30 pm, laying cable ducts
Harrogate, Station.	Nos. 6 and 7 Platform Lines (BLOCKED).	Abandonment and alterations to track. Crane in use.
Harrogate, Station.	No. 4 Platform Line (BETWEEN TRAINS).	8-0 am to 4-0 pm, rebuilding No. 4 Platform, North end.
Ripon and Wormald Green.	Up Main.	7-0 am to 6-0 pm, demolition of Lime Kilns between 24 m. 3 chs. and 23 m. 75 chs. Contractor's workmen on site.
Ripon, Station and Littlethorpe.	Up Main.	8-0 am to 4-30 pm, renewing decking on Ripon Viaduct Bridge No. 80.

At or between	Lines affected	Remarks
LEEDS to NORTHALLERTON via ARTHINGTON —continued.		
SATURDAY and SUNDAY, 21st and 22nd SEPTEMBER.		
Harrogate, South.	Down and Up Main and Down Platform (BLOCKED).	11-30 pm (Sat.) to 8-30 am (Sun.), relaying and abandonment. Crane in use. No traffic. Harrogate, South and North Signal Boxes open.
SUNDAY, 22nd SEPTEMBER.		
Leeds City, West and East.	Nos. 13 and 17 Platforms (East End), Down and Up Goods and Jubilee Siding (BLOCKED).	12-1 am to 11-59 pm, repairing Bridge No. 1, Swinegate. Trains to be replatformed as necessary.
Harrogate, South.	Down Main and Down Platform (BETWEEN TRAINS).	7-0 am to 5-0 pm, alterations to signalling. (See Section C.)
SUNDAY to FRIDAY, 22nd to 27th SEPTEMBER.		
Wortley Junction and Wortley, North.	All (BETWEEN TRAINS).	7-30 am to 5-0 pm each day, renewing point and signal connections.
MONDAY to FRIDAY, 23rd to 27th SEPTEMBER.		
Harrogate, Station.	North Down Sidings (BLOCKED by local arrangements).	8-0 am to 4-0 pm each day, abandonment and alterations to track. Crane in use.
RILLINGTON to WHITBY (TO WN).		
DAILY UNTIL FURTHER NOTICE.		
Pickering, Bridge Street.	Down and Up Main.	7-30 am to 4-30 pm, repairs to level crossing.
Sleights and Ruswarp.	Down and Up Main.	8-0 am to 6-0 pm, laying underground cables at Ruswarp Level Crossing. Contractor's workmen on site.
YORK to SCARBOROUGH.		
DAILY UNTIL FURTHER NOTICE.		
Barton Hill.	Down and Up Main.	7-30 am to 5-0 pm, renewal of level crossing.
SUNDAY, 22nd SEPTEMBER.		
Barton Hill and Kirkham Abbey.	Down and Up Main (BETWEEN TRAINS).	1-0 pm to 7-0 pm, lowering overhead cables to inspect and renew if necessary at 12 m. 10 chs. Contractor's workmen on site. Both Signal Boxes open.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-10

At or between	Lines affected	Remarks
FOSS ISLANDS BRANCH.		
DAILY UNTIL FURTHER NOTICE.		
Foss Islands Branch, Bridge No. 2.	Single.	Repairs to Bridge No. 2. Contractor's workmen on site.
SATURDAY and SUNDAY, 21st and 22nd SEPTEMBER.		
Foss Islands Branch.	Single (BETWEEN TRAINS).	7-30 am to 6-0 pm each day, repairs to overhead cables crossing near Layerthorpe Station. Contractor's workmen on site.
YORK (SKELTON) to HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE.		
Cattal and Goldsborough.	Down and Up Main.	7-0 am to 6-0 pm, laying water pipes to Whixley Gate House alongside Up Main and across tracks between 11 m. 8 chs. and 11 m. 20 chs.
Goldsborough and Knaresborough, Goods.	Down and Up Main.	Erecting overhead cables at 15½ m.p. Scaffolding erected. Contractor's workmen on site.
Starbeck, South.	Down and Up Main.	7-0 am to 6-0 pm, laying underground cables at level crossing. Contractor's workmen on site.
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE.		
Farnley Junction and Leeds City, West.	Down and Up Main.	8-0 am to 5-0 pm, repairing Bridge No. 10, Leeds Viaduct, between 41½ and 42½ m.p.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms, Through Road, Down Goods and Adjacent Siding.	7-30 am to 4-30 pm, repairing Bridge No. 1, Swinegate.
Leeds City, West and East.	All	7-30 am to 5-0 pm, repairing decking, Bridge No. 5, Neville Street, at 20 m. 43 chs.
Leeds City, South.	All (BLOCKED as required by local arrangement).	Demolishing old station roof and erecting steelwork. Mobile road cranes in use. Contractor's workmen on site. (See Section D.) Trains to be replatformed as necessary.
Leeds City, East.	All.	7-30 am to 5-0 pm, excavating for cables and locations.
Leeds City, East and Marsh Lane.	Down and Up Main.	7-30 am to 5-0 pm, repairing Marsh Lane Viaducts between 20 m. 28 chs. and 19 m. 52 chs.
Cross Gates.	All.	7-0 am to 5-0 pm, preparing for signalling and interlocking alterations.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.		
DAILY UNTIL FURTHER NOTICE—continued.		
Cross Gates, Station and Garforth.	All.	8-0 am to 6-0 pm, widening Bridge No. 21, Authorpe Lane, at 15 m. 65 chs. Contractor's workmen on site, mechanical plant in use as required.
Cross Gates, Station and Garforth.	Down and Up Main.	7-30 am to 6-0 pm, constructing new road parallel to tracks between 14 m. 5 chs. and 13 m. 45 chs. (See Section D.) Contractor's workmen on site, mechanical equipment in use as required.
Garforth.	All.	7-30 am to 5-0 pm, preparing for signalling and interlocking alterations and provision of relay room to Signal Box.
Garforth and Peckfield.	Down and Up Main.	7-0 am to 6-0 pm, erecting overhead cables at 11 m. 75 chs. Scaffolding erected. Contractor's workmen on site.
Garforth and Selby, South.	Down and Up Main.	7-0 am to 5-0 pm, cleaning and painting S. & T. and lineside work. Ladders and trestles in use.
South Milford and Gascoigne Wood.	Down and Up Main.	7-0 am to 6-0 pm, boring rig at track side at 6 m. 68 chs. and 6 m. 55 chs.
Selby, Canal and North.	All.	8-0 am to 4-30 pm, laying and connecting cables.
Hemingbrough and Brough.	All.	8-0 am to 4-30 pm (except Sat. and Sun.), repairing buildings, platforms and bridges.
Staddlerhorpe, Station.	All.	7-30 am to 5-30 pm (except Sat.), renewing point rodding and connections.
Ferrity, Station.	All.	7-30 am to 5-30 pm (except Sat.), renewing point rodding and connections. (See Section D.)
Hessle, Station and East.	All.	7-30 am to 5-30 pm (except Sat.), preparing for alterations to interlocking.
Hessle, East and West Parade.	All.	7-30 am to 5-0 pm, preparing for alterations to signalling.
Hessle Haven.	All.	8-0 am to 5-0 pm, renewing point rodding and connections and preparing for alterations to signalling.
Anlaby Road Level Crossing.	Down and Up Main.	Contractors excavating adjacent to the Down and Up Main lines.
West Parade and Paragon.	All.	Renewing point connections.

At or between	Lines affected	Remarks
CARCROFT STATION to SKELLOW JUNCTION. SUNDAY to FRIDAY, 22nd to 27th SEPTEMBER. Carcroft, Station and Skellow Junction.	LOW JUNCTION. 27th SEPTEMBER. All (BETWEEN TRAINS).	7-30 am to 5-0 pm each day, jointing cables and erecting locations.
WAKEFIELD (WESTGATE) BAILEY LANE to LAISTERDYKE EAST via DEWSBURY. SUNDAY to FRIDAY, 22nd to 27th SEPTEMBER. Dudley Hill and Laisterdyke, East.	BAILEY LANE to LAISTERDYKE EAST via DEWSBURY. 27th SEPTEMBER. All (BETWEEN TRAINS).	7-30 am to 5-0 pm each day, excavating for and laying cable troughs alongside and under track.
ARDSLEY STATION to ADWALTON JUNCTION. DAILY UNTIL FURTHER NOTICE. Ardsley, West and Tingley. Morley Top and Gildersome, West.	ARDSLEY STATION to ADWALTON JUNCTION. DAILY UNTIL FURTHER NOTICE. All. Down and Up Main.	7-30 am to 5-0 pm, demolition of former Thorpe Lane Signal Box. Reconstructing Bridge No. 10 at 183½ m.p.
HOLBECK to BRADFORD (EXCHANGE) via STANNINGLEY. DAILY UNTIL FURTHER NOTICE. Bramley and Laisterdyke, East.	HOLBECK to BRADFORD (EXCHANGE) via STANNINGLEY. DAILY UNTIL FURTHER NOTICE. All.	7-30 am to 5-0 pm, preparing for re-signalling and excavating for cables.
SUNDAY, 22nd SEPTEMBER. Copley Hill. Wortley, West.	Carriage Sidings and Shunting Neck (BETWEEN TRAINS). All.	7-0 am to 5-0 pm, renewing crossings, switches and timbers. 7-0 am to 5-0 pm, overhauling interlocking. Signal Box open.
Bramley and Laisterdyke, East.	All (BETWEEN TRAINS).	7-30 am to 5-0 pm, laying cables and excavating for location boxes.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-18

At or between	Lines affected	Remarks
<p>WORTLEY SOUTH to WORTLEY WEST. SUNDAY, 22nd SEPTEMBER. Wortley, West.</p>	All.	7-0 am to 5-0 pm, overhauling interlocking Signal Box open.
<p>BRADFORD (ST. DUNSTANS) to CULLINGWORTH. DAILY UNTIL FURTHER NOTICE. Manchester Road and Horton Park Junction.</p>	Down Main.	7-30 am to 6-0 pm, rebuilding retaining wall between 192 m. 30 chs. and 192 m. 34 chs. Contractor's workmen on site.
Clayton and Queensbury.	Single.	Rail centres erected in Clayton Tunnel and side clearance reduced. Enginemen and others concerned not to put their heads out when passing through.
Thornton and Cullingworth.	Single.	7-30 am to 6-0 pm, demolishing station buildings at Thornton, Denholme, Wilsden and Cullingworth between 197 and 200½ m.p. Mechanical plant in use as required. Contractor's workmen on site.
<p>SOWERBY BRIDGE (MILNER ROYD JUNCTION) to BRADFORD (EXCHANGE). DAILY UNTIL FURTHER NOTICE.</p>	All.	7-30 am to 5-0 pm, excavating for troughs, cables, signals and connections.
Halifax, West and Hipperholme.		
Wyke and Low Moor, No. 1.	Down and Up Main.	Centering fixed in Wyke Tunnel between 36 and 37 m.p. Side clearance reduced. Trainmen not to put their heads out.
Mill Lane Junction.	Coal Drops.	7-30 am to 4-30 pm, repairing decking. Persons walking in the vicinity to take care at all times.
Bradford, Exchange Station.	All.	8-0 am to 6-0 pm, scaffolding and painting station roof. Scaffolding, trestles and ladders in use. Contractor's workmen on site.
<p>SUNDAY, 22nd SEPTEMBER. Milner Royd Junction and Halifax, East.</p>	Down and Up Main (BETWEEN TRAINS).	7-0 am to 5-0 pm, unloading chippings and loading spoil and unloading coal for signal boxes between 29 m. 21 chs. and 32 m. 28 chs. Holdsworth Bridge Signal Box open.
Halifax, East.	All (BETWEEN TRAINS).	7-0 am to 6-0 pm, preparing for resignalling.

At or between	Lines affected	Remarks
<p>SOWERBY BRIDGE (MILNER</p> <p>SUNDAY, 22nd SEPTEMBER—</p> <p>Low Moor No. 4 and Bowling Junction.</p> <p>Bradford, Exchange Station.</p>	<p>ROYD JUNCTION) to BRADFORD (EXCHANGE)—continued.</p> <p>continued</p> <p>Down and Up Main (BETWEEN TRAINS).</p> <p>No. 5 Platform (BLOCKED). Nos. 3 and 4 Platforms (BETWEEN TRAINS).</p>	<p>9-30 am to 1-30 pm, examining water main in Bowling Tunnel between 38 and 39½ m.p. Contractor's workmen on site. Drivers to sound engine whistles or horns on entering tunnel.</p> <p>7-0 am to 5-0 pm, repairing Bridge No. 63 at 40 m. 40 chs. Ladders in use. Trains to be replatformed as necessary.</p>
<p>HALIFAX to HALIFAX NORTH</p> <p>SUNDAY, 22nd SEPTEMBER.</p> <p>Halifax, East.</p>	<p>H BRIDGE.</p> <p>All (BETWEEN TRAINS).</p>	<p>7-0 am to 6-0 pm, preparing for resignalling.</p>
<p>HEBDEN BRIDGE to NORMANTON, GOOSE HILL</p> <p>DAILY UNTIL FURTHER NOTICE.</p> <p>Luddendenfoot, West and Sowerby Bridge, West.</p> <p>Brighouse, Station.</p> <p>Elland.</p> <p>Brighouse and Elland.</p> <p>Mirfield, Station.</p> <p>Thornhill, L.N.W. Junction and Horbury Junction.</p> <p>Thornhill, L.N.W. Junction and Horbury Junction.</p>	<p>CE.</p> <p>Down and Up Main.</p> <p>All.</p> <p>Down and Up Main.</p> <p>Up Main.</p> <p>Down and Up Main.</p> <p>All.</p> <p>All.</p>	<p>7-30 am to 5-0 pm, removing former Luddendenfoot water troughs between 27½ and 28 m.p.</p> <p>8-0 am to 4-30 pm (except Sat. and Sun.), laying drains between 34 m. 34 chs. and 34 m. 43 chs. Excavations in progress.</p> <p>7-30 am to 5-0 pm (except Sundays), demolishing station buildings and platform roof between 31 m. 50 chs. and 31 m. 60 chs. Mechanical equipment in use. Contractor's workmen on site.</p> <p>8-0 am to 4-30 pm, taking down and rebuilding retaining wall between 34 m. 14 chs. and 34 m. 9 chs.</p> <p>7-30 am to 4-30 pm, erecting new gutters to station roof between 38½ and 38½ m.p. Ladders and trestles in use.</p> <p>7-30 am to 5-0 pm, constructing new marshalling yard, excavating for cables and installing signalling. Contractor's workmen on site. Crane and mechanical plant in use as required.</p> <p>7-30 am to 6-0 pm, demolishing former Thornhill No. 1, Dewsbury East Junction, Thornhill Midland Junction, Healey Mills East and Horbury (Millfield Road) Station Signal Boxes and loading material between 39½ and 45½ m.p. Contractor's workmen on site.</p>

SECTION B—TEMPORARY ENGINEERING WORKS—continued

5-20

At or between

Lines affected

Remarks

HEBDEN BRIDGE to NORMAN

DAILY UNTIL FURTHER NOTI

Wakefield, Kirkgate Station.

Park Hill and Locke's Sidings.

SATURDAY and SUNDAY, 21st

Hebden Bridge and Luddendenfoot, West.

Mytholmroyd.

SUNDAY, 22nd SEPTEMBER.

Sowerby Bridge, Station and Milner Royd Junction.

Elland and Anchor Pit.

Mirfield, Station.

Thornhill, L.N.W. Junction and Mirfield, No. 5.

TON, GOOSE HIL

CE—continued.

All.

Down and Up Main.

and 22nd SEPTEMBER.

10-0 pm to 11-45 pm (Sat.)

All

(BETWEEN TRAINS).

11-45 pm (Sat.) to 9-30 am (Sun.)

Down and Up Main

(BLOCKED).

9-30 am to 11-0 am (Sun.)

Up Main

(BLOCKED).

11-0 am to 2-0 pm (Sun.)

All

(BETWEEN TRAINS).

11-45 pm (Sat.) to 11-0 am (Sun.)

Up Arrival,

Up Goods Loop and Up Sidings

(BLOCKED).

Down and Up Main

(BETWEEN TRAINS).

All

(BETWEEN TRAINS).

Down Slow

(BETWEEN TRAINS).

Up Fast

(BLOCKED).

L—continued.

7-30 am to 5-0 pm, painting station buildings, etc. Trestles and ladders in use.

Reconstructing Bridge No. 250 between 49½ and 49½ m.p.

10-0 pm (Sat.) to 2-0 pm (Sun.), relaying, renewing connections and alterations to layout, signalling and interlocking at Mytholmroyd West between 24 m. 70 chs. and 25 m. 2 chs. (See Section C.) Cranes in use.

11-45 pm (Sat.) to 9-30 am (Sun.), All traffic diverted except that arrangements made to pass 1X22 Blackpool to Chesterfield and 1X10 Blackpool to Leeds Central over the Down Main line. See separate advice for altered train arrangements.

9-30 am to 11-0 am, Single Line Working by Pilotman over Down Main line.

Mytholmroyd West and Luddendenfoot West Signal Boxes open.

7-0 am to 5-0 pm, unloading chippings and loading spoil and unloading coal for signal boxes between 28 m. 60 chs. and 29 m. 21 chs.

7-0 am to 5-0 pm, laying new drains and loading refuse between 34 m. 30 chs. and 34 m. 50 chs. Both Signal Boxes open.

7-30 am to 5-0 pm, renewing roof gutters at Mirfield Station between 38 and 38½ m.p. Ladders erected on line. Drivers to sound engine whistles or horns and keep a sharp lookout. Mirfield No. 2 Signal Box open.

6-30 am to 5-0 pm, track maintenance. On track tamping machine in use between 39 m. 70 chs. and 39 m. 0 chs. All Up traffic to travel over Up Slow line. Mirfield No. 5 Signal Box open.

Section C—

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B.**SUNDAY, 22nd SEPTEMBER.—HARROGATE SOUTH.**

Points dispensed with.

11B Down Platform to Horse Dock.

Signal dispensed with.

15 Down Platform to Horse Dock.

SUNDAY, 22nd SEPTEMBER.—MYTHOLMROYD WEST.

Signals dispensed with.

57 Up Arrival Loop to Shunt Spur.

62 Up Goods to Shunt Spur.

Signal Alterations.

58 Up Arrival Loop to Up Goods will be fitted with yellow arm and light.

Up Goods Shunt Spur will be dispensed with and 28B points will become Trap points.

DETAILS OF WORK ALREADY CARRIED OUT.**THIRSK.**

Points spiked out of use.

204 Fast lines Crossover.

228 Down Slow to Down Fast.

(40)

THORPE LANE.—Signal Box and all signals have been dispensed with. All point connections disconnected from Signal Box.

Points dispensed with.

25 Up Shunt Spur—Up Goods.

Points clamped and spiked reverse.

18 Siding 7—Siding 4.

19 Siding 7—Siding 5.

20 Siding 7—Siding 6.

28 Siding 8—Siding 9.

29 Siding 8—Siding 10.

30 Siding 8—Siding 11.

Points to be hand-operated.

15 Siding 7—Siding 1.

16 Siding 7—Siding 2.

17 Siding 7—Siding 3.

31 Siding 8—Siding 12.

32 Siding 8—Siding 13.

33 Siding 8—Siding 14.

Points to be hand-operated, padlocked and set for Ardsley West. Key at Tingley Signal Box

21 Siding 7—Up Goods.

35 (Tingley end) Up Goods—8 Siding.

The Up Shunt Spur has been dispensed with and points 35 (Signal Box end) Up Shunt Spur—Up Goods converted to plain line.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HOULBECKFIELD.—All signals have been crossed out of use. (40)

TADCASTER.—Ground Frame and associated signal have been dispensed with and points spiked normal pending removal. (40)

CASTLEFORD, WHELDALE.—The Ground Frame and connection Down Main to N.C.B. Sidings has been dispensed with and replaced by plain line. (39)

CALDER BRIDGE.—No. 14 points, Down Loop to Loco. Sidings, have been spiked out of use pending removal.

****SOWERBY BRIDGE WEST.**—The crossover road (No. 19 points) from the Up Goods to Up Main previously spiked out of use, situated between 28 m. 15 chs. and 28 m. 12 chs., has been removed and replaced by plain line. (38)

****HALIFAX, EAST.**—Bracket signal carrying 43/44/45 Up line Inner Homes has been replaced by one double and one single Disc signal situated side by side on the left-hand side of the Up line 23 yards East of Signal Box.

Double disc 45 Up Inner Home to No. 4 Road (top).

44 Up Inner Home to Up Goods line (bottom).

Single disc 43 Up Inner Home to Goods Yard (controlled by Halifax Goods Yard 2). (38)

****BRIGHOUSE STATION.****Points dispensed with.**

71 Up Main—Up Bay.

31 Down Main—Down Bay.

Signals dispensed with.

66 Shunting Up Main or Up Bay.

72 Up Bay Starting.

30 Shunting Down Main to Down Bay.

4 Down Bay to Down Slow or Down Fast. (38)

16 Down Bay to Down Loop.

****NORMANTON, No. 3.**—The two-arm miniature signal has been replaced by a double disc on same site, reading:—

16 East Sidings to No. 4 Departure (top). (38)

26 East Sidings to No. 2 Departure (bottom).

HUNSLET YARD.—Points leading from Up Main to the Engineers Tip Siding have been abandoned and spiked normal pending removal. (39)

Two-lever ground frame and connection thereto has been dispensed with.

KILDWICK.**Points spiked out of use pending removal.**

No. 12 Down Main to No. 1 Siding. (39)

No. 3 Siding has been dispensed with.

MISCELLANEOUS NOTICES—continued.

THIRSK.

The Down Slow to Down Fast connection, No. 228 points have been spiked out of use pending abandonment. (40)

GARFORTH.

The connection from the Relief Siding to the Front Road has been spiked out of use pending removal of the connection and Siding. (40)

GARFORTH, BARROWBY LANE LEVEL CROSSING.

Until further notice, in connection with the construction of a new road, Contractor's vehicles and mechanical equipment will be using the above Crossing at frequent intervals. Drivers to sound whistles or horns when approaching Crossing and to keep a sharp lookout.

BIRSTALL BRANCH.

During the period of recovering the Birstall Branch, enginemen conveying contractor's wagons must not put their heads out on the left-hand side between Birstall and Carlinghow due to the erection of relay cable poles, side clearances being considerably reduced. (U.F.N.)

LEEDS CITY SOUTH.

Until further notice, Contractor's workmen will be engaged in demolishing the old station roof and erecting a new station roof and barrow-way. Platforms, the Through Road and intervening Sidings will be blocked as required by local arrangement. Drivers must be prepared for re-platforming and the temporary shortening of bay lines, and must keep a sharp look-out for handsignals and temporary buffer stops.

FERRIBY STATION: DOWN SIDE HORSE DOCK.

The Down Side Horse Dock has been spiked out of use pending removal.

ARRAM: ARRAM GREEN LEVEL CROSSING.

This level crossing is situated between Arram Station and Lockington Station Signal Boxes and is 806 yards from Arram Station and 1 mile 478 yards from Lockington Station.

Attendance has been withdrawn from the level crossing. A telephone has been provided at the level crossing giving communication with Lockington Station Signal Box. A whistle board has been provided alongside the railway 400 yards on the South side of the crossing and Drivers of Down trains must sound the engine whistle or warning horn. (39)

BETWEEN GLASSHOUGHTON EAST AND PRINCE OF WALES SIDINGS
WOODMAN LANE ACCOMMODATION CROSSING AT 57 m. 79 chs.

Road vehicles and mechanical equipment are using the above crossing at frequent intervals between 8-0 am and 6-0 pm each day.

Enginemen must keep a sharp look-out when approaching this crossing.

UPTON & NORTH ELMSALL, STATION.

The connections from the Down Main to the Dock Sidings (No. 9 points), from the Up Main to Up Siding (No. 6 points) and from the Down Main to the "Top Shunt" (No. 12 points) have been spiked out of use pending removal of the connections and the Dock and Up Sidings. (39)

WRANGBROOK.

The connections from the Up Main (H. & B.) to the Wath Branch (No. 6 points) and from the Down Loop to the Branch (spring points) have been spiked out of use pending removal of the connections and the Wath Branch. The Down Loop has been buffer stopped 50 yards from the spring points.

The connections from No. 1 to Nos. 2 to 6 Wrangbrook West Sidings have been spiked out of use pending removal of the connections and Nos. 2 to 6 Sidings.

The connections from the Down Main to Down Siding (No. 18 points) have been spiked out of use pending removal of the connections and Siding. (39)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

MOORHOUSE AND SOUTH ELMSALL AND MOORHOUSE JUNCTION.

Until further notice, contractor's plant and vehicles will be crossing the tracks between 164 m. 9 chs. and 164 m. 29 chs. during the hours of daylight. Crossings will normally take place on Sundays only, but drivers should keep a sharp lookout on weekdays also in case emergency movements are required.

KNOTTINGLEY 'B'.

No. 2 Siding, between Signal Box and Askern Branch, has been spiked out of use until further notice. (U.F.N.)

GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

ELLAND STATION.

Until further notice, between the hours of 7-30 am and 5-0 pm, Contractor's plant and vehicles are using the sleeper crossing over the Up Main and Up Loop at 31 m. 51 chs. Drivers must keep a sharp lookout when approaching this crossing.

HEALEY MILLS MARSHALLING YARD.

Until Further Notice, Contractors are using two temporary level crossings over the Up Departure lines adjacent to the Up Arrival Flyover.

Drivers to keep a sharp lookout and sound Engine whistles and horns on approaching these crossings.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES

Water will not be available as follows:—

Place	Duration	Commencing date
Standedge Tunnel. Up Slow Water Troughs	Until further notice	—
Cudworth H. and B. Middle Yard. Old Shed Tank and water column	Until further notice	—
Greetland—Down and Up Water Columns	} Until further notice	—
River Bridge—Down Loop Water Column.		
Hobden Bridge—Down Platform Water Column	} Until further notice	—
Stourton Up Sidings, South End Water Column		
Castleford Central Station Water Columns		
Bradford Ex West—All Supplies	Until further notice	—

ENGINE TURNTABLES TEMPORARILY OUT OF USE

Place	Duration	Commencing date
★Ardsley M.P.D.	Until 5-0 pm, Sunday, 6th October	8-0 am, Sunday, 22nd September
Manningham M.P.D.	Until 5-0 pm, Sunday, 22nd September	—

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 YORK OPERATING INSTRUCTIONS
 TOOL VANS

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
ENGINEER'S RAIL MOTORS
BETWEEN

Page 259.

Signal Box	Signal Box
<p>INSERT:— Nostell (Up and Down Main lines only) Tingley (Up and Down Main lines only) Beeston Junction Hare Park</p> <p>AMEND:— Church Fenton North</p>	<p>Hemsworth Ardsley (West) Hunslet East Crofton West</p> <p>Wetherby South (Main Lines only)</p>

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Signal Box	Signal Box
<p>DELETE:— Nostell Tingley Beeston Junction Upton & North Elmsall (Wrangbrook) Thorp Arch West (Circular Railway including Through Line)</p>	<p>Hemsworth Ardsley West Hunslet East Moorhouse & South Elmsall Thorp Arch East</p>

Page 266.

DELETE:—Bowling Junction, etc.

Page 268 (Page 42, Supplement No. 1).

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS.

DELETE:—4A Entering bay platforms paragraph.

Page 268 (Page 175, Supplementary Operating Instructions).

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

AMEND:—In Bradford (Ex.)—Leeds (Cen.) Item 24 tons to be 34 tons.

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Trains formed entirely of other than Light Weight Units.

GONGS IN TUNNELS.

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
INSERT:— York—Sheffield (Both directions)	4 Cars	600 B.H.P.	1 or 2 vehicles, 34 tons gross.
Bradford Ex-Leeds Central	5 Cars	1320 B.H.P.	1 or 2 vehicles, 34 tons gross.

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TELEPHONES AT SIGNAL BOXES AND LEVEL CROSSINGS FOR USE OF TRAINMEN WHERE CONTINUOUS ATTENDANCE IS NOT PROVIDED.

DELETE from list of places at which telephones will not be available when there is no attendance:—

Sand Lane Level Crossing, Riccall.

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WAKEFIELD WESTGATE.

INSERT:—
WAKEFIELD WESTGATE STATION—Rule 127 (xx). Drivers of Up and Down passenger trains calling at Wakefield Westgate must be prepared to stop with the locomotive and leading vehicles beyond the platform end when the length of the train exceeds six vehicles. The extent to which this is necessary will be indicated to Drivers by the Station Master or other appointed person; it must NOT be taken as authority to pass a stop signal at danger.

Page 292.

RUNNING OF PASSENGER TRAINS. GILLING TO KIRBYMOORSIDE.

INSERT:—Nawton Station to list of crossings.

INSERT:—

LEEDS CITY. WORKING OVER GOODS LINES.

Passenger trains may, if necessary, be worked over the Up and Down Goods lines between Leeds City East and West boxes, and in such circumstances the instruction on pages 92/93 of the General Appendix headed "Working of trains conveying passengers over Goods lines or Goods loops" will not apply but the Absolute Block Regulations must be observed as far as possible in the absence of block instruments.

LOCAL INSTRUCTIONS—continued.

Page 301.
INSERT:—SELBY (BARLBY NORTH) TO DRIFFIELD STATION
CLIFF COMMON: MENTHORPE GATE.

Attaching and Detaching Vehicles. Guards of freight trains requiring to attach or detach traffic at Menthorpe Gate should obtain a key to free No. 6 Up Main to Siding points from the person in charge at Bubwith. After shunting operations have been completed No. 6 points must be restored to normal and secured by lever bar, the key being returned to the person in charge at Bubwith on the return journey.

Page 301.

HULL (WEST PARADE) TO SEAMER WEST, ETC.

BRIDLINGTON.

INSERT:—

Bridlington Quay—Rule 41, clause (a).

When a train is allowed to proceed into Nos. 4 or 5 platform lines under Absolute Block Regulation 5 the train will be brought to a stand at the Up Home signal before lowering it and as the train is approaching the box a green hand signal held steadily will be exhibited to the Driver.

Page 302.

INSERT under heading "HULL YARDS, ETC.":—

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES.

In the circumstances referred to in paragraphs (a), (b) and (c) of the instructions on page 92 of the General Appendix, trains conveying passengers may be worked over the Up and Down lines between Hessle Road, Springbank South and Springbank North boxes.

Clauses A, B and D of the instructions headed "Goods Lines" on pages 92/93 of the General Appendix will not apply, but the Standard Absolute Block Regulations must be observed as far as possible in the absence of block instruments.

Page 314.

ARDSLEY TO ADWALTON JUNCTION (INCLUDING TINGLEY TO WOODKIRK).

INSERT:—

THORPE LANE SIDINGS.

The facing connections in the Up Goods line between Tingley and Ardsley West which lead into the Sidings at Thorpe Lane are secured by padlock, the key being kept at Tingley Signal Box. When it is necessary to use these connections to enter the Sidings, movements on the Up Goods line between Tingley and Ardsley West must only be made on the instructions of the Station Master or District Inspector in charge, who will unlock the points as necessary.

TINGLEY GAS WORKS SIDINGS.

Telephone communication is provided between Tingley Signal Box and the N.E.G.B. Weigh Office. The Signaller will obtain an assurance from the N.E.G.B. staff that no conflicting movement will take place before releasing the Ground Frame.

If the Signaller is unable to speak to the N.E.G.B. staff for any reason he will advise the Guard, who must make sure that no conflicting movement is taking place or about to take place before authorising a movement into the Sidings.

Page 323.

INSERT:—

INGHAMS COLLIERY SIDING.

Before a train is allowed to enter the Colliery Siding the guard must advise the signalman at Healey Mills that no conflicting movement is taking place in the Colliery Sidings.

When the work is completed and the train is on the Up Fast line the signalman must be advised accordingly.

Page 327.

AMEND line heading:—

BARNSELY (EXCHANGE) TO HORBURY JUNCTION (INC. HORBURY STATION
JUNCTION TO CRIGGLESTONE JUNCTION).DELETE:—WORKING BETWEEN STORRS MILL SIGNAL BOX AND GRIMETHORPE
COLLIERY item.

Page 330.

INSERT:—

STRONG CLOSE GROUND FRAME.

KEIGHLEY.

"A train requiring to detach or attach at Strong Close Ground Frame must stop with the brake van immediately in rear of Keighley South Up Home signal, the rear of the train remaining there until the work is completed.

Should it be necessary for the train to set back to Keighley Station Junction, Wrong Line Order Form D, Signalman to Driver, must be used."