

SPECIAL NOTICE

ALL CONCERNED TO NOTE THAT THE LINE HEADINGS IN THIS AND SUBSEQUENT PROGRAMMES CONFORM TO THE LINE HEADINGS WHICH APPEAR IN THE NORTH EASTERN REGION (SOUTHERN SECTION) SECTIONAL APPENDIX DATED 1st OCTOBER 1960

FOR THE INFORMATION OF RAILWAY STAFF ONLY

S-1

NE/S

No. 19

BRITISH RAILWAYS

NORTH EASTERN REGION—SOUTHERN SECTION

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

**Saturday, 13th May, 1961
to Friday, 19th May, 1961 inclusive**

B95

Enginemmen 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 Enginemmen 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

www.s-r-s.org.uk

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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 WORK REFERRED TO IN SECTION B.

SATURDAY and SUNDAY, 13th and 14th MAY.—LEEDS CITY, WEST.—The following points and signals will be replaced, reconnected and brought into use as the work proceeds. Commencing 10-0 pm, Saturday, 13th May.

Points.

- 127 Up Main to South Departure Line.
- 128 South Arrival Line to Down Main.
- 126 Down Main to "A", "C" or "D" line.
- 124 Up Main to "F" or "B" Line.
- 125 Up Main Slip to "C" or "D" Line.
- 121/2/3 Up Main to Turntable Roads.

Signals.

- W.42 Ground Position Light, Up Main to "C" or "D" or "E" or "F" Roads or Turntable Road.

The following points and signals will be reconnected and brought into use as the work proceeds. Commencing 10-0 pm, Saturday, 13th May.

Points.

- 105A Derailer.

Signals.

- W.21 C/Light "F" Road Home.
- W.22 C/Light "D" Road Home.
- W.25A C/Light Up Main to Up Farnley Home.
- W.25B C/Light Up Main to South Departure Home.
- W.37 Ground Position Light, Shunting Carriage Sidings to Up Main.
- W.38 Ground Position Light, Shunting Back Road to Up Main.
- W.39 Ground Position Light, Shunting Turntable Road to Up Main.
- W.40 Ground Position Light, Shunting Front Road to Up Main.
- W.41 Ground Position Light, Shunting Up Main to Carriage Sidings or "C", "D" or "E" Roads.
- W.60C C/Light, Shunting Up Main.
- W.61 C/Light, Down Farnley Home.

The following points and signals will be replaced, reconnected and brought into use as work proceeds. Commencing 10-0 am, Sunday, 14th May.

Points.

- No. 107 "C" Road to No. 2 Carriage Sidings.
- No. 133 No. 9 Platform Line to No. 2 Carriage Sidings.
- No. 137 "A" Road to "B" Road.

Signals.

- W.36 Ground Position Light, Shunting No. 1 Carriage Siding to No. 37 Signal.
- W.49 Ground Position Light, Shunting "B" Road to No. 51 Signal.

The following points and signals will be reconnected and brought into use as work proceeds. Commencing 10-0 am, Sunday, 14th May.

Points.

- No. 135 No. 9 Platform to No. 1 Carriage Sidings.
- No. 106 Carriage Sidings to No. 10 or 11 Platform.
- No. 131 8 Platform to B Line or Carriage Sidings.

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

LEEDS CITY, WEST—continued.

Signals.

- W.13 C/Light with Subsidiary 10 Platform Starting.
- W.14 C/Light with Subsidiary 9 Platform Starting.
- W.15 C/Light with Subsidiary 8 Platform Starting.
- W.16 C/Light with Subsidiary 7 Platform Starting.
- W.23 C/Light "C" Road Home.
- W.24 C/Light "B" Road Home.
- W.32 Ground Position Light, Shunting Middle Siding South or to Carriage Sidings.
- W.33 Ground Position Light, Shunting Middle Siding North to Carriage Siding or "B" Road.
- W.34 Ground Position Light, Shunting Straight Carriage Siding to No. 35 Signal.
- W.35 Ground Position Light, Shunting No. 2 Carriage Siding to No. 37 Signal.
- W.47 Ground Position Light, Shunting No. 2 Carriage Siding to Nos. 7, 8, 9, 10, 11 or 12 Platforms.
- W.48 Ground Position Light, Shunting No. 2 Carriage Siding to Nos. 7, 8 or 9 Platforms.
- W.60B C/Light Down Normanton Distant.
- W.60A C/Light Up Slow Distant.
- W.61 C/Light "A" Route (only).
- W.63 C/Light "C" Road Home.
- W.64 C/Light "A" Road Home.
- W.56 Ground Position Light, Shunting Straight Carriage Siding to Middle Siding South.

SUNDAY, 14th MAY.—OTLEY.—No. 1 Coal Road will be taken out and dispensed with. Trap points will be installed in the Cattle Dock Road and No. 2 Coal Road situated approximately 31 yards from the end of the Cattle Dock Road and 83 yards from the end of No. 2 Coal Road.

DETAILS OF WORKS ALREADY CARRIED OUT.

LEEDS 'A'.—The following points and signals, which had been disconnected in connection with engineering operations, have been reconnected:—

- Nos. 1 and 2 Arrival Homes—Down line.
- Nos. 3/7/40/41 Disc signals.
- Nos. 25/36/39/57/58/59 Platform Starting signals.
- No. 53 points.
- No. 15 points.

(4)

LEEDS CENTRAL, WELLINGTON STREET GOODS YARD.

Signals dispensed with.

- 'A' Down G.N. Starting.
- 'B' Up G.N. Home has been replaced by a notice board situated 22 feet East of Bridge No. 3 abutment and worded "Drivers not to pass this Board without Authority".

(2)

STRENSALL.

Signals dispensed with.

- Strensall No. 1 Gate Box.
- No. 1 Down Main Distant (controlled by Strensall No. 2 Gate Box).
- No. 2 Down Main Home (controlled by Strensall No. 2 Gate Box) and Strensall Station Signal Box No. 5 Down Main Distant below.

New Signals.

- Strensall Signal Box.
- No. 5 Down Main Distant. A 3-aspect colour light signal (displaying Yellow, Double Yellow and Green), situated 2,315 yards from the Signal Box.
- No. 6 Down Main Outer Home. A 3-aspect colour light signal (displaying Red, Yellow or Green), situated 1,054 yards from the Signal Box.

Altered Nomenclatures.

- No. 7 Down Main Home now reads "No. 7 Down Main Inner Home".

Altered Control.

- Strensall Nos. 1 and 2 Gate Boxes are now controlled electrically from Strensall Station Signal Box.

Continuous track circuiting has been provided on the Down Main from a point 200 yards on the approach side of No. 6 Down Main Outer Home to No. 10 Down Main Starting signal.

(4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MALTON, HOULBECKFIELD.—The following signals have been brought into use:—

- No. 1 Down Main Distant.
- No. 2 Down Main Home.
- No. 3 Up Main Home.
- No. 4 Up Main Distant.

(2)

SEAMER, EAST.—No. 13 Up Sidings to Up Main Disc signal has been moved to the left side of No. 12 points.

(2)

LEEDS CITY, WEST AND EAST.—New trap points have been installed in the Jubilee Short Siding at the East end of Bridge No. 5 and have been spiked out of use until further notice.

A new lead has been installed in the Down Goods line approximately 97 yards East of Bridge No. 5 and has been spiked for the Down Goods line.

(3)

LEEDS CITY, EAST.

Alteration to Points.

No. 3 Down Goods trap points have been re-positioned approximately 40 yards further from the Signal Box.

Alteration to Signals.

No. 26 Down Goods to 'C' Road colour light signal has been re-positioned approximately 40 yards further from the Signal Box.

(3)

****HULL, PARAGON YARD.**—'A' Road has been dispensed with and the following points removed.

No. 445A—A Road to Shed Line.

Signal dispensed with.

No. 256—A Road to 250/255 signals.

Altered Nomenclature of Signals.

Old Reading.

- 250 A Road to F Road.
- 251 A Road to E Road.
- 252 A Road to D Road.
- 253 A Road to B Road.
- 254 A Road to B Road Sub.
- 255 A Road to Engine Pit.
- 257 Shed Line to A Road.

New Reading.

- Shed line to F Road.
- Shed line to E Road.
- Shed line to D Road.
- Shed line to B Road.
- Shed line to B Road Sub.
- Shed line to Engine Pit.
- Shed line to 250/255 Signals.

(6)

****HULL, WEST PARADE.**—'A' Road has been dispensed with and the following points removed:—

No. 52 'B' Road to 'A' Road.

No. 75 'B' Road to 'A' Road Crossover.

Altered Nomenclatures.

The following signals no longer read to 'A' Road:—

- No. 24 Up Withernsea Branch—Home.
- No. 26 Up Withernsea Branch—Calling on.
- No. 27 Up Withernsea Branch—Warning.
- No. 30 Up Scarborough Branch—Home.
- No. 32 Up Scarborough Branch—Calling on.
- No. 33 Up Scarborough Branch—Warning.
- No. 36 Shunting Engine Shed line.
- No. 56 Down Main—Home.
- No. 57 Down Main—Calling on.
- No. 58 Down Main—Warning.
- No. 63 Shunting Up Main.

(6)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

ULLESKELF.

Points dispensed with.

No. 21 Up to Down Normanton. Points have been spiked and clamped out of use pending removal.

Signals dispensed with.

No. 13 Up Normanton Starting.

No. 20 Disc Down Normanton to Up Normanton.

No. 22 Disc Up Normanton to Down Normanton.

(3)

BAINTON ROAD LEVEL CROSSING.—No. 6 Up Main Distant signal has been renewed at reduced height 113 yards further from Signal Box.

(3)

****CROWLE, BELTON and EPWORTH.**—Crowle Yard Ground Frame has been dispensed with, the Up Main line recovered, and No. 6 points, Down Main to Yard, converted to hand working.

Signals dispensed with.

No. 8 Down Home.

No. 3 Up Main Starting.

Points dispensed with.

No. 4 Up Main to Down Main.

No. 5 Yard to Down Main.

A notice board has been provided at the hand worked points reading as follows:—

"Traffic not to pass this board without authority".

Epworth Ground Frame has been dispensed with.

Signal dispensed with.

No. 8 Down Home.

The following points are worked by hand levers:—

No. 3 Down Main to Haxey Branch.

No. 4 Down Main to Yard.

No. 5 Up Main to Down Main.

No. 6 Down Main to Hatfield Moor Branch.

Notice boards have been provided on the Down Main and Hatfield Moor Branch reading as follows:—

"Traffic not to pass this board without authority".

Belton Yard Ground Frame has been dispensed with.

Signal dispensed with.

No. 7 Down Home.

The following points are worked by hand levers:—

No. 2 Up Main—Down Main.

No. 4 Up Main to Yard.

No. 6 Down Main—Up Main.

A notice board has been provided near the hand worked points on single line from Crowle, reading as follows:—

"Traffic not to pass this board without authority".

Belton Crossing Ground Frame.

A new 3-lever ground frame has been provided to replace the Crossing G.F. and operate the following signals:—

No. 1 Down Starting.

No. 2 Up Starting.

No. 3 Up Home.

(6)


DETAILS OF WORKS ALREADY CARRIED OUT—continued.

***GILDERSOME, WEST.

Signals dispensed with.

- No. 1 Down Main Distant.
- No. 27 Up Main Starting.
- No. 28 Up Main Home No. 2.

New Signals.

- No. 1 Down Main Distant, 2-aspect colour light, displaying Yellow or Green, erected 64 yards further from Signal Box.
- No. 27 Up Main Starting, 582 yards East of Signal Box and fitted with  sign.
- No. 27R Banner Repeater of Up Main Starting and situated on the left-hand side of Up Main, 5 yards West of Signal Box.

Altered Nomenclature of Signals.

- No. 29 Up Main Home No. 1 now reads Up Main Home. (6)


BRADFORD, HAMMERTON STREET M.P.D.—The By-pass Road has been sluiced over and connected into the Sand Drier Road to form a new By-pass Road. The Sand Drier Road has been dispensed with as a separate road. (5)

BETWEEN CLAYTON AND CULLINGWORTH STATIONS.—All signals and ground discs are being dispensed with between Clayton Station and Cullingworth Station. (18)

*****MIRFIELD, No. 3.**—The scissors crossover between Nos. 1 and 2 Arrival Roads has been taken out and replaced by a single crossover No. 2 to No. 1 Arrival, and an additional crossover No. 1 to No. 2 Arrival has been laid approximately 6 yards in the rear. (6)

SOWERBY BRIDGE, WEST.—The connections to the Warehouse Road, Middle Road and End Loading Dock Road have been taken out and replaced by connections to the Warehouse and End Loading Dock Roads only. The Middle Siding has been taken out and dispensed with. (3)

*****HEALEY MILLS, WEST AND EAST.**—A new connection has been laid in the Up Shunting Neck underneath Storrs Hill Bridge No. 218 to give access to a new Engineer's Siding which is at present being laid. This connection is spiked out of use to all but Engineer's Department trains. (6)

*****HUDDERSFIELD, KIRKBURTON JUNCTION.**—No. 21 Up Slow Home with No. 20 Up Slow Warning below has been renewed as a left-hand bracket signal on same site and fitted with  sign. (6)

BERRY BROW.

Signals dispensed with.

- No. 9 Shunting Down Sidings to Up Main.

Points dispensed with.

- No. 11 Crossover Up to Down Main. } Spiked normal pending removal.
- No. 10 Through Slip Down Sidings to Up Main. {

(2)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

*****LIVERSEDGE SPEN DOWN SIDINGS.**—The two tandem leads which formed the connections of the four sidings previously removed have been taken out and dispensed with. A new tandem lead has been installed in the Dock Road giving access to two new sidings for Messrs. Charringtons which will be laid in alongside the new oil installation. (6)

LOW MOOR No. 5.—Sharpes sidings has been dispensed with, No. 17 points on the Down Fork which originally gave access to Sharpes siding will remain as No. 24 catch points. (2)

*****MANNINGHAM, STATION JUNCTION.**—The Main-to-Main crossover has been taken out and replaced by plain line. (6)

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.

★ Denotes new or amended items.

MISCELLANEOUS NOTICES.

INTER-CITY AND LOCAL MULTIPLE UNIT DIESEL TRAINS— HULL, LEEDS, MANCHESTER AND LIVERPOOL.

Clause 6—Head and Tail Lights and Destination Indicators—of the Instructions "Working of Multiple Unit Mechanical Diesel Trains" on pages 39-43 of the General Appendix is modified as under in respect of the train classification/route indicators on trains with four character indicators.

The trains so fitted must exhibit the following code:—

First character—Class of train

Second character—Destination.

Third and Fourth characters—Individual train number shown in Working Timetable

First character.

Numeral 1 Representing Class A. Block bell code 4 consecutively.

Numeral 2 Representing Class B. Block bell code 3—1.

Numeral 3 Representing Class C. Empty Coaching Stock. Block bell code 2—2—1

Second character.

Letter M—to London Midland Region.

Letter N—to North Eastern Region.

Examples.

9-13 am Hull to Liverpool—Class A:
1 M 5 8.

10-5 am Liverpool to Hull—Class A:
1 N 79.

Trains worked by units which have only two character indicators should exhibit the following:—

Liverpool, Manchester, Leeds via Mirfield and Morley.

Huddersfield and Leeds via Spen Valley Line.

Classification by letter 'A', 'B' or 'C' and with a figure 1 as a route indication.

A Unit with 4-character indicators working a local train between Leeds and Hull must exhibit the 2-character indicator for that portion of line.

Drivers will be responsible for displaying a correct character for the indicators as shown above on the front of trains, and the indicators must be illuminated after sunset, during fog or falling snow, or when passing through tunnels.

Loudaphone communication is provided on Inter-City units—see instructions on page 86. Supplementary Operating Instructions Booklet.

NORTH EASTERN REGION STANDARD SECTIONAL APPENDICES (NORTHERN AND SOUTHERN SECTIONS).

Additional Maximum Permissible Speeds (Speed Limits) and Permanent Speed Restrictions have been included in Table "A" of the Sectional Appendices operative from Saturday, 1st October. Certain former Permanent Speed Restrictions have also been amended and Maximum Permissible Speeds (Speed Limits) have been substituted for these Permanent Speed Restrictions over certain Branches and Loop lines.

Owing to difficulties in obtaining supplies, it has not been possible to erect Speed Restriction Indicator signs immediately in all cases, but they will be provided as soon as they are available. The existing signs where a previous Speed Restriction has become a Maximum Permissible Speed (Speed Limit) for a Branch or a Loop line will be removed as soon as possible.

GASCOIGNE WOOD.

Guards of trains requiring to enter or leave Gascoigne Wood Yards must inform the Signaller at Gascoigne Wood or Hagg Lane, as the case may be, of intended movements before these are made.

(O.6328)

MISCELLANEOUS NOTICES—continued.

LEEDS CITY, SOUTH—RECONSTRUCTION OF CANAL BRIDGE (No. 11)— LEEDS CITY, WEST BOX.

Until 10-0 pm, Saturday, 13th May, the only access to Leeds City South Station via Leeds West Box is by means of a temporary single line connection from the South Departure line at Leeds City Junction (via the points leading to the Turntable Road).

All trains to and from Farnley Junction travel via Copley Hill and Whitehall Junction, with Absolute Block Working in operation on the Up and Down Main lines between Farnley Junction and Copley Hill No. 3 Boxes.

A Pilotman is appointed in connection with the working of trains over the temporary single line between Leeds West and Leeds City Junction and no train or movement must be allowed to enter upon or foul any portion of the single line without the Pilotman being present and riding with the Driver.

Drivers of trains proceeding to Leeds West will be authorised by the Pilotman to pass the Leeds City Junction Home signal at danger. Drivers of trains starting from Leeds City South over the temporary connection will be authorised to pass at danger the Platform Starting signal.

The following signals leading from the temporary connection are worked and must be observed by drivers:—

Leeds West.

Subsidiary W.51—to Platforms 7, 8 and 9.

Subsidiary W.53—to Platforms 11 and 12 and Through Road.

Leeds City Junction.

Ground Disc No. 63—to junction directing signals on South Departure line.

Provision of Conductors for Drivers and Guards.

During the period 23rd April to 14th May certain trains booked to arrive at, or depart from, Leeds City South are being diverted to Leeds City North.

Drivers requiring conductors must bring their trains to a stand at Leeds City Junction Home signals.

GUARDS TO NOTE THAT TRAINS, NORMALLY BOOKED TO OR FROM LEEDS CITY SOUTH, WILL NOT BE PROVIDED WITH A CONDUCTOR IN THE EVENT OF DIVERSION TO OR FROM LEEDS CITY NORTH.

LEEDS CITY SOUTH, EAST END: Nos. 14 AND 15 PLATFORMS.

Until further notice, temporary buffer stops have been erected in Nos. 14 and 15 Platforms. Drivers to avoid contact with these buffer stops.

LEEDS CITY, EAST AND LEEDS CITY, WEST.

In connection with the construction of the new No. 17 Platform the two "F" Sidings have been taken out and dispensed with. The "Long Road Jubilee" Siding has been slewed to connect with the "F" Sidings Outlet and forms the Platform line for the new No. 17 Platform. This line is out of use to traffic other than Engineer's Department trains until further notice.

★HULL, WEST PARADE AND PARAGON: STOCK SIDING.

The stop block has been removed and the Stock Siding shortened by 50 feet.

★HULL, WEST PARADE AND PARAGON: OUTGOING ENGINE LINE.

Until further notice, the Outgoing Engine line is being obstructed periodically by lorries crossing the line. Handsignalmen in attendance.

NORTON STATION.

Until further notice, the platform coping stones will be removed for a distance of 30 yards on the Down side and 60 yards on the Up side. Trainmen to exercise caution.

CARE

IS THE

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PASSWORD

Let

TO

W/C Dept 2-5
Sentry
1-33

SAFETY

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