



North Eastern Region

SOUTHERN SECTION

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

**Saturday, 8th January, 1966 to
Friday, 14th January, 1966 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.

Enginemen must be on the look-out for hand signals at
Criggleshole Junction
Horbury Junction

HORBURY STATION JUNCTION TO CRIGGLES ONE					
Horbury Station Junction and Criggleshole Junction	Down and Up Main	45 13	45 43	20	Subsidence

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS to NORTHALLERTON DAILY UNTIL FURTHER NOTICE Bilton and Newby Wiske.	via ARTHINGTON—continued. Down and Up Main.	07 00 to 18 00, taking out sidings and removing connections at Littlethorpe, Melmerby North, Sinderby, Pickhill, between 39 and 39½ m.p. and at Newby Wiske. Contractors on site. Plant in use.
SATURDAY and SUNDAY, 8th Pannal and Harrogate, South.	and 9th JANUARY. 23 30 (Sat.) to 08 40 (Sun.) Down and Up Main (BLOCKED). 08 40 to 17 00 (Sun.) Down and Up Main (BETWEEN TRAINS).	23 30 (Sat.) to 17 00 (Sun.), removing connections and realigning track at 15 m. 29 chs. Crane in use. 23 30 (Sat.) to 08 40 (Sun.), No traffic. Both Signal Boxes open.
SUNDAY, 9th JANUARY. Leeds City, West.	"F" Line and No. 12 Platform.	07 00 to 17 00, changing rails and renewing switches at 42¾ m.p.
Arthington, North and Rigton.	Down and Up Main.	08 00 to 16 30, recovering materials. Arthington South and Rigton Signal Boxes open.
YORK to SCARBOROUGH. DAILY UNTIL FURTHER NOTICE. Bootham and Malton.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.), cleaning and painting signals, buildings, etc. Ladders and trestles in use.
Malton, West and Kirkham Abbey.	Up Main.	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. Commencing Monday, 10th January. (2)
Heslerton.	Down and Up Main.	07 30 to 18 00, contractors removing Down and Up Sidings at 29 m. 32 chs. Plant in use. (44)
MONDAY to FRIDAY, 10th to Malton, West and Kirkham Abbey.	14th JANUARY. Up Main.	08 00 to 16 00 each day, resleepering and re-chairing track between 18 and 17½ m.p.
YORK (SKELTON) to HARROGATE (DRAGON). MONDAY to FRIDAY, 10th to Cattal and Goldsborough.	14th JANUARY. Down and Up Main.	07 30 to 17 00 each day, removing connections from sidings at 12 m. 16 chs.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between
THORNHILL (L.N.W.) DAILY UNTIL FURTHER NOTICE. L.N.W. Junction bury, No. 2.
L.N.W. Junction Anne Crossing
Lady Anne Crossing
Leeds City, East
Leeds City, East Lane Junction
Marsh Lane Junction
Marsh Lane Neville Hill
Garforth and
Peckfield.
Micklefield Wood.
Hagg Lane
Howden and
Broomfleet.

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) to BURTON		SALMON—continued.
SUNDAY, 9th JANUARY. Moorthorpe, Station and Pontefract, South.	Down and Up Main.	08 00 to 17 00, unloading material between 11½ and 4½ m.p. and laying out cables from train. Moorthorpe Station and Pontefract South Signal Boxes open.
SHAFTHOLME to FERRYBRIDGE.		
DAILY UNTIL FURTHER NOTICE. Shaftholme and Knottingley "B".	All.	07 30 to 17 30, contractors cleaning and painting Bridges Nos. 7, 12 and 16, Ladders and trestles in use.
Womersley, Station and Cridling Stubbs.	All.	08 00 to 16 30, preparing for signalling alterations and gate connection renewals.
Knottingley South and Cridling Stubbs.	Up Main.	07 30 to 17 00, demolishing cottage at 59 m. 28 chs. Plant in use. (45)
Knottingley "A" and Ferry-bridge.	Down and Up Main.	Constructing new Bridge (No. 0A) at ½ m.p. Plant in use. Contractors on site.
SUNDAY, 9th JANUARY. Womersley.	All.	07 00 to 17 00, alterations to signalling and interlocking. (See Section C.) Signal Box open.
HULL (WEST PARADE) to SEAMER WEST.		
DAILY UNTIL FURTHER NOTICE. Hutton Cranswick and Speeton.	Down and Up Main.	07 30 to 18 00, contractors removing sidings at Hutton Cranswick, Lowthorpe, Burton Agnes, Bempton and Speeton. Plant in use.
HULL (WEST PARADE) to WITHERNSEA.		
DAILY UNTIL FURTHER NOTICE. Stepney and Wilmington	Down and Up Main.	07 00 to 18 00, contractors removing track from Stepney, Temple Street and the Major Oil Co. Sidings between 1½ and 2½ m.p. Plant in use (47)
HULL YARDS.		
DAILY UNTIL FURTHER NOTICE. Neptune Street and Alexandra Dock.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.), painting signals, signal boxes, etc. Ladders and trestles in use.
STAIRFOOT JUNCTION to UP TON and NORTH		ELMSALL (WRANGBROOK).
MONDAY to FRIDAY, 10th to 14th JANUARY. Cudworth Yard, North.	All.	07 30 to 17 00 each day, installing cable and dismantling pole route.

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, 9th JANUARY.—WOMERSLEY.

Signals dispensed with.

- 10 Up Main Home No. 1.
- 12 Up Main Starting.
- 19 Down Main Starting.

(5)

SUNDAY, 9th JANUARY.—BRAMLEY.—Transfer Siding, Bay Siding and No. 1 Down Siding abandoned.

Points spiked normal pending removal.

- 51 Transfer Siding—Up Goods.
- 54 Down Main—Bay Siding.
- 56 Bay Siding—Transfer Siding.
- 60 Up Main—Yard.

Points spiked reverse pending removal.

- 34 (B1 & 2) Transfer Siding—Down Goods.
- 38 (A1 & 2) Up Yard—Transfer Siding.

Altered Points and Nomenclature.

Old

New

38 ('B' End) Up Yard—Transfer Siding.

34 Up Main—Down Goods.

Signals dispensed with.

- 35 Transfer Siding to Down Goods.
- 36 Shunting along Transfer Siding.
- 37 Transfer Siding to Up Main or Up Goods or Up Yard.
- 43 Up Yard to Down Goods.
- 49 Transfer Siding to Up Goods.
- 50 Shunting along Transfer Siding.
- 52 Up Goods to Transfer Siding.
- 53 Down Main to Bay Siding or Transfer Siding.
- 55 Down Siding to Down Main.
- 57 Transfer Siding to Down Main.
- 58 Shunting along Transfer Siding or to Down Goods.
- 59 Yard to Up Main.
- 61 Up Main to Yard or Down Main.

Altered Nomenclature of Signals.

Old

New

- 31 Shunting Down Goods to Down Sidings or to Up Goods or to Transfer Siding or to Up Main or Up Sidings.
- 39 Shunting Down Main to Up Sidings or to Up Main or to Bay Siding or to Transfer Siding.
- 41 Shunting Up Main to Down Goods or to Transfer Siding or to Down Main.
- 44 Shunting Up Sidings to Transfer Siding.

- 31 Shunting Down Goods to Up Siding or to Up Main or to Down Siding.
- 39 Shunting Down Main to Up Sidings or to Up Main.
- 41 Shunting Up Main to Down Goods or to Down Main.
- 43 Shunting Up Sidings to Down Goods. (5)

**BARTON HI
Signal Box.

Signals dispensed w
9 Down Main S
12 Up Main Inn
13 Up Main Star

**PONTEFRA

Points spiked nor
25 Main Crosso
27 Up Main—D

Signals dispensed
23 Shunting U
24 Shunting U
26 Shunting D
28 Shunting D

MYTHOLMRO

Luddendenfoot
Down Sidings

Points spiked
15 Down
'A' Grou

Signals dispe
5 Neck t
10 Down
13 Down
14 Down
22 Up N

Altered sign
23 Up t
yards

Mytholmroyd
Warehouse

Points spik
25 Up
50 Sidin

Signals disp
24 Shu
31 Shu
35 Shu
38 Shu
44 Sid

Altered Si
32 Shu

**GREET
Points spif

49 Up
50 Up
Signals dis
51 Shu

Altered N
41/48
or

****BARTON HILL.**—No. 8 Down Main Home signal renewed at reduced height 20 yards nearer Signal Box.

Signals dispensed with.

- 9 Down Main Starting.
- 12 Up Main Inner Distant.
- 13 Up Main Starting.

(2)

****PONTEFRACT SOUTH.**

Points spiked normal pending removal.

- 25 Main Crossover.
- 27 Up Main—Down Siding.

Signals dispensed with.

- 23 Shunting Up Main to Down Siding.
- 24 Shunting Up to Down Main.
- 26 Shunting Down Main or to Up Main.
- 28 Shunting Down Siding to Up Main.

(2)

MYTHOLMROYD WEST AND LUDDENDENFOOT WEST.

Luddendenfoot West.

Down Sidings and Neck abandoned.

Points spiked normal pending removal.

- 15 Down Sidings—Up Main.
- 'A' Ground Frame and connections dispensed with.

Signals dispensed with.

- 5 Neck to Down Sidings.
- 10 Down Sidings to Up Goods.
- 13 Down Sidings to Up Main.
- 14 Down Sidings to Neck.
- 22 Up Main to Down Sidings (Top signal of a double disc assembly).

Altered signal.

- 23 Up to Down Main (formerly bottom signal of a double disc assembly) repositioned 30 yards nearer to Signal Box.

Mytholmroyd West.

Warehouse Siding, Coal Shoots and Spur abandoned.

Points spiked normal pending removal.

- 25 Up Main—Warehouse Siding.
- 50 Siding—Down Slow.

Signals dispensed with.

- 24 Shunting Coal Shoots to Warehouse Siding.
- 31 Shunting Warehouse Siding to Up Fast.
- 35 Shunting Up Main to Warehouse Siding.
- 38 Shunt from Down Slow.
- 44 Sidings to Down Slow.

Altered Signal.

- 32 Shunting Down Fast to Up Fast repositioned 27 yards nearer to Signal Box.

(3)

****GREETLAND No. 2.**

Points spiked normal pending removal.

- 49 Up Main—Up East Sidings.
- 50 Up East Sidings—Up Main.

Signals dispensed with.

- 51 Shunting Up East Sidings to Up Main.

Altered Nomenclature.

Old

- 41/48 Shunting Up Main to East Sidings or Down Main.

New

- 48 Shunting Up to Down Main (repositioned 30 yards further from Signal Box).

(2)

STORRS MILL.

Points dispensed with.

- 12 Goods Line Crossover.
- 13 Down Goods—Through Siding.
- 14 Down Goods—Sidings.
- 29 Slip line—Through Siding.

Signals dispensed with.

- 9 Shunting from Sidings.
- 11 Shunting from Down Goods to Sidings, Through Siding or Up Goods.
- 15 Sidings to Down Goods.
- 28 Slip Line to Through Siding.
- 31 Through Siding to Slip Line.
- 32 Through Siding to Down Goods.
- 33 Through Siding to Signals 30/32.
- 34 Through Siding to Grimethorpe Colliery.

(3)

**Items marked

NOTICE

UNTIL FURTHER NOTICE
are subject to
If it is necessary
Guard must be
Class 4 or
timetable by
or 60 m.p.h.
indicated to
must instruct

When low points
when uncoupling

Pins must be checked
whether they are

If it is necessary
be used if one is
the dummy coupling

No. 1 points

The Middle Road
re-erected according
No. 9 Platform

The single line
the Signalman at
vans in accordance

No. 2 points

Conveyance of
keep a sharp lookout

SPEN VALLEY JUNCTION TO FARNLEY JUNCTION.

Traffic working has been re-instated over the Down and Up lines between Cleckheaton (Spen) and Farnley Junction. The lines have been re-designated Departure and Arrival lines respectively and are worked under the "No Block" Regulations. All running signals have been retained. The Down and Up lines between Spen Valley Junction and Heckmondwike (Spen) Goods have been broken and partially removed up to the connections at 3 m. 75 chs. at the latter box, which has been abandoned and all sidings and connections removed. A new line which has been laid from a hand operated single lead in the Down Main, formerly part of the main to main crossover, giving access to Oxley's Private Sidings, has been brought into use.

Liversedge (Spen) Signal Box has been closed as a block post. Two new hand operated crossovers have been installed at 5 m. 2 chs. and 5 m. 27 chs., the latter being a facing connection for Up trains. The siding connection at Liversedge (Spen) is now hand operated and the new crossovers have been brought into use.

The two sets of catch points in the Down line between Heckmondwike (Spen) and Cleckheaton (Spen) have been spiked out of use.

Working in accordance with the Regulations for working Single Lines by One Engine in Steam operates between Cleckheaton (Spen) and Heckmondwike (Spen) using the former Up line between Cleckheaton and Liversedge and the former Down line between Liversedge and Heckmondwike as the single line. The opposite running lines are out of use.

★CLECKHEATON, ELLISON'S SIDINGS.

Commencing 08 00, Monday, 10th January, the connections between Nos. 1 and 2 Sidings at the Low Moor End will be spiked out of use and abandoned. (5)

CUDWORTH YARD NORTH.

Contractor's vehicles are travelling over the formation of the former N.C.B. Railway (which led from Wharnccliffe Woodmoor Colliery towards Cudworth Yard North), and thence adjacent to the running line between Royston M.P.D. and Cudworth Yard North in order to gain access to the site of a tower being constructed nearby.

ILKLEY JUNCTION AND EMSBAY STATION.

The line between Ilkley Junction and Embsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platforms, and the lines from Embsay Station to the buffers have been redesignated Siding lines. (3)

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE.

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and **Enginemen are not to put their heads out when passing these locations.**

Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel	Diggle and Marsden	15 and 18½ m.p.
Bridge No. 7	Crigglestone Junction and Horbury Junction	¾ and 1 m.p.
Bridge No. 6	Royston Junction and Crigglestone East	179¾ and 180 m.p.
Bridge No. 9	Royston Junction and Crigglestone East	180½ and 180¾ m.p.

FOR THE INFORMATION OF RAILWAY STAFF ONLY

NE/S

No. 5



British Rail

North Eastern Region

SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,
APPENDIX INSTRUCTIONS, &c.
Saturday, 29th January, 1966 to
Friday, 4th February, 1966 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.

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At or between	Lines affected	Remarks
LEEDS to NORTHALLERTON	via ARTHINGTON	—continued.
DAILY UNTIL FURTHER NOTICE—continued. Harrogate, Station.	All.	Construction of new development block and station offices. Contractors on site. Drivers to keep a sharp lookout.
Bilton and Newby Wiske.	Down and Up Main.	07 00 to 18 00, taking out sidings and removing connections at Littlethorpe, Melmerby North, Sinderby, Pickhill, between 39 and 39½ m.p. and at Newby Wiske. Contractors on site. Plant in use.
SATURDAY and SUNDAY, 29th and 30th JANUARY. Harrogate, South and North.	and 30th JANUARY. No. 5 Platform (BLOCKED).	23 30 (Sat.) to 09 30 (Sun.), demolishing station roof. Crane in use. No traffic. Both Signal Boxes open.
SUNDAY, 30th JANUARY. Leeds City, West.	All.	07 00 to 17 00, changing rails between 42¼ and 42¾ m.p.
YORK to SCARBOROUGH.		
DAILY UNTIL FURTHER NOTICE. Bootham and Strensall.	Down and Up Main.	08 30 to 17 00, contractors laying underground and erecting overhead cables alongside the tracks between 6 and 6¼ m.p., and erecting overhead cables across tracks at 6 m.p. Commencing Monday, 31st January. (5)
Bootham and Malton.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.), cleaning and painting signals, buildings, etc. Ladders and trestles in use.
Malton, West and Kirkham Abbey.	Up Main.	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (2)
Heslerton.	Down and Up Main.	07 30 to 18 00, contractors removing Down and Up Sidings at 29 m. 32 chs. Plant in use. (44)
YORK (SKELTON JUNCTION) to HARROGATE (DRAGON).		
DAILY UNTIL FURTHER NOTICE. Knaresborough.	Down and Up Main.	07 00 to 17 00, removing connections between 16¼ and 16½ m.p. Commencing Monday, 31st January. (5)
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE. L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	Constructing Bridge No. 14A and alterations to superstructure of Bridge No. 15 between 33½ and 33¾ m.p. Crane in use. Contractors on site.
L.N.W. Junction and Lady Anne Crossing.	All.	07 30 to 17 00, excavating for and laying in cable troughs and preparing for alterations to signalling. (51)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL PARAGON via LEEDS CITY SOUTH—continued DAILY UNTIL FURTHER NOTICED Lady Anne Crossing.	ON) to HULL PARAGON via LEEDS CITY SOUTH—continued All.	07 00 to 17 00, constructing new Relay Room at 33 m. 57 chs. (2)
Leeds City, East.	Down Main.	07 00 to 18 00, reconstruction of buildings adjacent to tracks at 20 m. 27 chs. Ladders and scaffolding in use. Contractors on site.
Leeds City, East and Marsh Lane Junction.	Down and Up Main.	07 30 to 17 00, repairing Marsh Lane Viaducts between 20½ and 19½ m.p.
Leeds City, East and Marsh Lane Junction.	Down and Up Main.	Reconstructing Bridges Nos. 51 and 49 between 20½ and 20¼ m.p. Cranes and plant in use. Commencing 08 00, Monday, 31st January. (5)
Marsh Lane Junction.	All.	07 30 to 17 00, constructing bridge deck units alongside tracks at 19 m. 51 chs. Road Crane in use. (52/1)
Marsh Lane Junction and Neville Hill, West.	All.	07 00 to 17 00, repairs to retaining wall between 21 and 20 m.p. Trestles in use. (44)
Garforth and Micklefield.	All.	07 00 to 17 00, constructing new relay room at 11 m. 16 chs. Scaffolding erected. (45)
Garforth and Micklefield.	All.	Preparing for signalling alterations. Commencing Sunday, 30th January. (5)
Peckfield.	Down Main.	07 00 to 17 00, erecting poles and overhead electric wires to Signal Box between 11½ and 11 m.p. Contractors on site. (51)
Micklefield and Gascoigne Wood.	Down and Up Main.	07 00 to 18 00, taking out connections and removing sidings at South Milford. Plant in use.
Hagg Lane and Thorpe Gates.	Down and Up Main.	07 30 to 18 00, removing sidings and connections at Hambleton Station and sidings at Thorpe Gates. Plant in use.
Howden and Eastington.	Down Main.	07 30 to 18 00, contractors removing sidings at Caville Bridge at 21 m. 16 chs. Plant in use.
Broomfleet.	Up Slow.	07 30 to 18 00, contractors removing Up Sidings between 14¼ and 14½ m.p. Plant in use. (48)
SATURDAY and SUNDAY, 29th and 30th JANUARY. Cross Gates and Garforth.	23 30 (Sat.) to 09 00 (Sun.) Down and Up Main (BLOCKED). 09 00 to 14 30 Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	23 30 (Sat.) to 14 30 (Sun.), relaying between 15½ and 14½ m.p. Crane and twin jib tracklayer in use. 23 30 to 09 00 (Sun.), All traffic diverted. See separate advice for altered train arrangements. 09 00 to 14 30 (Sun.), Single Line Working over the Down Main line. Garforth Signal Box open.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.		
SUNDAY, 30th JANUARY. Batley, West.	All.	00 01 to 20 30, alterations to layout and signalling at 35 m. 9 chs. Crane in use. Signal Box open.
Leeds City, West.	All.	07 00 to 17 00, changing rails between 42 $\frac{1}{4}$ and 42 $\frac{3}{4}$ m.p.
Garforth and Micklefield.	Down and Up Main.	08 00 to 17 00, removing overhead cable from above tracks at 12 m. 62 chs. Contractor on site.
Barlby, North and Selby North.	Up Hull and No. 1 Up Goods (BLOCKED). Up Main (BETWEEN TRAINS).	06 00 to 17 00, renewing switches and crossings between 30 $\frac{1}{2}$ and 30 $\frac{3}{4}$ m.p. Crane in use. All Up Hull traffic to travel via the Down Hull/Up Main.
NORMANTON (ALTOFTS) to YORK (CHALONERS WHIN).		
DAILY UNTIL FURTHER NOTICE.		
Castleford, Central Station and Old Station.	Down and Up Main.	Reconstructing Bridge No. 51 at 20 m. 68 chs. Crane and plant in use.
SUNDAY, 30th JANUARY.		
Burton Salmon.	All.	07 00 to 17 00, renewing point connections and detection boxes. Signal Box open.
Church Fenton, North and York Chaloners Whin.	Down and Up Leeds (BLOCKED). Down Normanton (BETWEEN TRAINS).	06 00 to 18 00, rerailing between 3 $\frac{1}{2}$ and 4 m.p. Crane in use. All traffic to travel over the Down and Up Normanton lines.
SWINTON (DEARNE JUNCTION) to BURTON SALMON.		
DAILY UNTIL FURTHER NOTICE.		
Brackenhill and Pontefract.	Down and Up Main.	07 00 to 17 00, rebuilding parapets on Bridge No. 26 at 5 m.p. Ladders and trestles in use.
Moorthorpe Station.	All.	07 00 to 17 00 constructing new Relay Room at 11 m. 28 chs. (2)
Moorthorpe, Station and Pontefract, South.	All.	08 00 to 17 00, preparatory work for signalling alterations. (49)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-17

At or between	Lines affected	Remarks
SPEN VALLEY JUNCTION to FARNLEY JUNCTION via HECKMONDWIKE.		
DAILY UNTIL FURTHER NOTICE. Heckmondwike Spen Goods.	All.	Constructing new line towards Thornhill between $3\frac{1}{2}$ and 4 m.p. Cranes and plant in use. Contractors on site. (2)
MIRFIELD No. 3 to LOW MOOR No. 2 WEST.		
DAILY UNTIL FURTHER NOTICE. Ellison's Sidings.	All.	07 00 to 17 00, erecting fence between $1\frac{1}{2}$ and 2 m.p. Contractor on site. (2)
LOW MOOR No. 5 to No. 1.		
DAILY UNTIL FURTHER NOTICE. Low Moor, No. 5 and No. 1.	All.	07 00 to 17 00, removing abandoned track between 0 and $\frac{1}{2}$ m.p. Contractors on site
HECKMONDWIKE JUNCTION to THORNHILL JUNCTION.		
DAILY UNTIL FURTHER NOTICE. Heckmondwike Junction and Thornhill Junction.	Down Main.	Constructing new line adjacent to tracks between 0 and $\frac{1}{2}$ m.p. (See Sections C and D.) Cranes and plant in use. Contractors on site.
Heckmondwike Junction and Thornhill Junction.	All.	07 30 to 17 00, preparing for signalling alterations. (3)
SUNDAY, 30th JANUARY.		
Heckmondwike Junction and Thornhill Junction.	All.	07 00 to 17 00, preparing for signalling alterations. Heckmondwike Junction Signal Box open.
BARNSELY (EXCHANGE) (Exclusive) to HORBURY JUNCTION.		
DAILY UNTIL FURTHER NOTICE. Barnsley Exchange and Darton.	Down and Up Main.	07 00 to 17 00, removing abandoned track on the former Silkstone Branch at 50 m 34 chs. Contractors on site.
DARFIELD STATION to LEEDS CITY NORTH.		
DAILY UNTIL FURTHER NOTICE. Darfield and Houghton Main Colliery Sidings.	All.	07 30 to 17 00, excavating for cable troughs
Royston Junction and Oakenshaw, North.	Down Main.	07 00 to 17 00, repairing retaining walls adjacent to Bridge No. 199 at 180 m 74 chs. Scaffolding erected. (46)

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, 30th JANUARY.—MOORTHORPE STATION.

Signals dispensed with.

- 6 Up Main Distant.
- 7 Up Main Home with Moorthorpe South Distant below.

New colour light signals.

- M7 Up Main Home sited 868 yards North of Signal Box.
- U9B Up Main Auto. Distant sited 1,620 yards in rear of M7.

(8)

SUNDAY, 30th JANUARY.—BRIGHOUSE.—Up Siding abandoned.

Points dispensed with.

- 25 Down Fast—Up Siding.

Signals dispensed with.

- 20 Shunting Up Siding to Down Fast.
- 21 Shunting Up Siding to Down Loop or to Down Slow.
- 27 Shunting Down Fast to Up Siding.

(8)

SUNDAY, 30th JANUARY.—BATLEY WEST.—The Transfer Siding dispensed with. Up Siding line connected to Up Passenger Loop (renamed Transfer Siding) approximately 20 yards West of Signal Box.

Points dispensed with.

- 21 Up Main—Up Passenger Loop.

Points spiked normal pending removal.

- 12 Up Passenger Loop—Transfer Siding.

Signals dispensed with.

- 36 Up Main to Passenger Loop Home.

Altered Nomenclature of Signals.

- | Old | New |
|---|--------------------------------------|
| 42 Shunting Down Sidings to Up Passenger Loop or Up Main. | 42 Shunting Down Sidings to Up Main. |

(8)

DETAILS OF WORK ALREADY CARRIED OUT.

BIRSTALL JUNCTION.

Points spiked normal pending removal.

- 26 Down Siding to Branch—Down Through Siding.
- 35 Down Main—Down Through Siding.
- 36 Trap Points in Down Through Siding.

Signals dispensed with.

- 5 Down Main to Down Through Siding.
- 7 Shunting Down Siding to Down Through Siding.
- 38 Shunting Down Through Siding to Up Main.
- 39 Shunting Down Through Siding to Down Siding or Warehouse Line.

Altered nomenclature of Signals.

- | Old | New |
|---|-------------------------------------|
| 13/14 Shunting Up Siding to Down Through Siding or Down Main. | 14 Shunting Up Siding to Down Main. |
| 30/31 Shunting Up Main to Down Through Siding or Down Main. | 31 Shunting Up Main to Down Main. |

(6)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT—continued.

LADY ANNE CROSSING.—Down Through Siding between Birstall Junction and Lady Anne Crossing abandoned.

Points dispensed with.

- 6 Down Main—Down Through Siding.
- 12 Mains Crossover.

Signal dispensed with.

- 4 Down Through Siding to Down Main.

(6)

*****WOMERSLEY.**

Signals dispensed with.

- 10 Up Main Home No. 1.
- 12 Up Main Starting.
- 19 Down Main Starting.

(5)

BURTON AGNES.

Points spiked normal pending removal.

- 11 Up Main—Up Siding.
- 14 Mains Crossover.

Signals dispensed with.

- 10 Shunting Up Main or to Up Siding.
- 12 Shunting Up Siding to Up Main.
- 13 Shunting Up Main to Down Main.
- 15 Shunting Down Main to Up Main.

(6)

SALTMARSHE.

Points spiked normal pending removal.

- 14 Up Main—Up Siding.

Signal dispensed with.

- 15 Up Siding to Up Main.

Altered Signal.

- 7 Down Main Home Signal will be moved 70 yards further from Signal Box.

(6)

CHARLESWORTH'S AND METHLEY SOUTH.—Charlesworth's Signal Box and all signals dispensed with.

All points spiked reverse except those to be operated by hand lever.

The Down and Up Main lines between Methley South and Charlesworth's have become Through Sidings with buffer stops provided on each line 600 yards West of Charlesworth's 13B points.

Charlesworth's

Points now hand worked.

- 8A Down Main—Down Siding and Colliery.
- 12B Up Main—Down Siding or Colliery.
- 13 Mains Crossover.

Notice Board.

- Reading "Stop, proceed if line clear" provided on left of Up Through Sidings line 50 yards West of former Signal Box.

(7)

*****BRAMLEY.**—Transfer Siding, Bay Siding and No. 1 Down Siding have been abandoned.

Points spiked normal pending removal.

- 51 Transfer Siding—Up Goods.
- 54 Down Main—Bay Siding.
- 56 Bay Siding—Transfer Siding.
- 60 Up Main—Yard.

SECTION C—SIG

Points spiked reverse

- 34 (B1 & 2) T
- 38 (A1 & 2) U

Altered Points and

- 38 ('B' End)

Signals dispensed

- 35 Transfer Siding
- 36 Shunting a
- 37 Transfer Siding
- 43 Up Yard to
- 49 Transfer Siding
- 50 Shunting a
- 52 Up Goods
- 53 Down Main
- 55 Down Siding
- 57 Transfer Siding
- 58 Shunting a
- 59 Yard to U
- 61 Up Main t

Altered Nomenclature

- 31 Shunting U
- or to Up
- to Up Main

- 39 Shunting D
- Up Main c
- Siding.

- 41 Shunting U
- Transfer S

- 44 Shunting U

MIRFIELD No

Points dispensed

- 22 Down Slo

HEALEY MIL

Signal dispensed

- 174 Engine Li

New Points.

- 447 Situated
- Line to St

New position lig

- 174 At clear
- "Primary S
- 150 Situated a
- Line "P" t

Notice Boards.

- The notice
- "Stop—Teleph
- Down Depart

- A new r
- of the new h
- when line is c

Altered Nomenclature

- 177 Engine li
- Sidings.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Points spiked reverse pending removal.

- 34 (B1 & 2) Transfer Siding—Down Goods.
38 (A1 & 2) Up Yard—Transfer Siding.

Altered Points and Nomenclature.

Old

- 38 ('B' End) Up Yard—Transfer Siding.

New

- 34 Up Main—Down Goods.

(6)

Signals dispensed with.

- 35 Transfer Siding to Down Goods.
36 Shunting along Transfer Siding.
37 Transfer Siding to Up Main or Up Goods or Up Yard.
43 Up Yard to Down Goods.
49 Transfer Siding to Up Goods.
50 Shunting along Transfer Siding.
52 Up Goods to Transfer Siding.
53 Down Main to Bay Siding or Transfer Siding.
55 Down Siding to Down Main.
57 Transfer Siding to Down Main.
58 Shunting along Transfer Siding or to Down Goods.
59 Yard to Up Main.
61 Up Main to Yard or Down Main.

(5)

Altered Nomenclature of Signals.

Old

- 31 Shunting Down Goods to Down Sidings or to Up Goods or to Transfer Siding or to Up Main or Up Sidings.
39 Shunting Down Main to Up Sidings or to Up Main or to Bay Siding or to Transfer Siding.
41 Shunting Up Main to Down Goods or to Transfer Siding or to Down Main.
44 Shunting Up Sidings to Transfer Siding.

(6)

New

- 31 Shunting Down Goods to Up Siding or to Up Main or to Down Siding.
39 Shunting Down Main to Up Sidings or to Up Main.
41 Shunting Up Main to Down Goods or to Down Main.
43 Shunting Up Sidings to Down Goods.
(5)

MIRFIELD No. 3.

Points dispensed with.

- 22 Down Slow—Down Branch.

(6)

HEALEY MILLS YARD.

Signal dispensed with.

- 174 Engine Line "P" to Engine Line "V".

New Points.

- 447 Situated in New Diesel Depot line 55 yards beyond 179 signal reading New Diesel Depot Line to Stop Board—Primary Sorting Sidings.

New position light ground signals.

- 174 At clearance between Motive Power Depot Line and Primary Sorting Sidings reading "Primary Sorting Sidings to Engine Line "V"
150 Situated at clearance between Engine Line "P" and Motive Power Depot, reading "Engine Line "P" to Engine Line "R".

Notice Boards.

The notice board formerly positioned left of No. 1 Down Primary Sorting Siding lettered "Stop—Telephone for instructions to pass" has been re-positioned at clearance point between Down Departure line "A" and No. 1 Down Primary Sorting Siding.

A new notice board has been provided on left of Engine line "U" six feet in advance of the new hand points to the Diesel Depot Sidings lettered "Diesel Depot.—Stop—proceed when line is clear.

Altered Nomenclature of Signals.

Old

- 177 Engine line "V" to Down Staging Sidings.

New

- 177 Engine line "V" to Down Staging Sidings or Engine line "P".

(6)

50 yards
(7)

andoned.

DETAILS OF WORK ALREADY CARRIED OUT—continued

HECKMONDWIKE JUNCTION.—A new line, known as the Heckmondwike Curve, has been connected to the Down line between Heckmondwike Junction and Thornhill Junction, 400 yards on the Thornhill Junction side of Heckmondwike Junction Down Starting Signal, with trap points in the curve. A notice board lettered "STOP, AWAIT INSTRUCTIONS" has been provided 30 yards from the trap points controlling trains from the curve. Until further notice the points will be hand worked and movements will be made under the supervision of a handsignalman. (See Section D.) (6)

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SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

BULLCROFT COLLIERY.

Until further notice, the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemens to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemens to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HEALEY MILLS YARD.

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No. 6 Staging Siding, then run to Horbury Junction and Craggstone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

DUDLEY HILL AND LAISTERDYKE EAST.

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

HECKMONDWIKE CURVE (between Heckmondwike Junction and Liversedge Spen).

In connection with the movement of trains worked by two engines to Liversedge Spen via the Heckmondwike Curve, authority is given for trains to travel over the Up line between Thornhill Junction and Heckmondwike Junction, thence over the Down line and the Heckmondwike Curve, with engine at the leading end and engine in the rear, throughout. Trains comprising not more than six vehicles with brake van leading worked by one engine are authorised to propel over the Down line between Heckmondwike Junction and the new connection.

The single line between the new Down line connection and Liversedge Spen is worked in accordance with the Regulations for working single lines by One Engine in Steam. The train staff lettered "Liversedge Branch" will be handed to the driver at Heckmondwike Junction and in the case of trains with engine in the rear, to the driver of the rearmost engine.

Trains must not proceed on to the Heckmondwike Curve until the driver has been instructed to do so by the handsignalman at the site of the new connection.

When the work has been completed and the return train or engine is at the "STOP. AWAIT INSTRUCTIONS" notice board ready to leave the curve the driver must not proceed until he receives an assurance from the handsignalman that permission has been given for the train to proceed towards Thornhill Junction.

The train staff must be handed to the handsignalman on the train leaving the curve.

At Liversedge Spen a stop block has been erected on the former Up line, 50 yards on the Farnley Junction side of the crossover at 5 m. 27 chs. The Up and Down lines between Liversedge Spen and Farnley Junction and between Spen Valley Junction and Heckmondwike Spen Goods have been taken out of use.

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Bridge No. 6

Bridge No. 9

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Troughs
Leeds City North—
Column
Calder Bridge—Up
Ripon Station—All

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Place

Low Moor M.P.D.

Wakefield M.P.D.

* * Holbeck M.P.D.



British Rail

North Eastern Region

SOUTHERN SECTION

THE ATTENTION OF ALL CONCERNED IS DRAWN TO THE AMENDED NOTICE OF VEHICLE SPEED RESTRICTIONS PRINTED ON PAGE 25 OF THIS PROGRAMME

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,**

APPENDIX INSTRUCTIONS, &c.

**Saturday, 5th February, 1966 to
Friday, 11th February, 1966 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

Section B—TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C.)

Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required. Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME to NORTHALLERTON.		
DAILY UNTIL FURTHER NOTICE.		
Balne.	Up Main.	07 30 to 18 00, contractors removing Up Sidings at 165 m. 73 chs. Plant in use. (46)
Selby, Canal and South.	No. 2 Down Goods (BLOCKED by local arrangements).	07 30 to 17 00, demolishing cabin at 173 m. 58 chs. Plant in use. (5)
York, Station and Northallerton.	All.	07 30 to 17 00, painting structures. Ladders and trestles in use.
Skelton Bridge and Tollerton.	All.	07 00 to 17 00, lifting Bridge No. 17 at 6 m. 37 chs.
Tollerton and Skelton Bridge.	Up Slow.	07 00 to 18 00, contractors removing sidings at 5½ m.p. Plant in use. (2)
Tollerton.	Down and Up Slow.	07 00 to 18 00, contractors removing Down and Up Sidings, at 9 m. 53 chs. Plant in use. (48)
Tollerton and Pilmoor.	All.	07 30 to 17 00, overhauling pole route.
Tollerton and Thirsk.	Down Slow.	07 30 to 18 00, contractors removing Down Sidings between 11 and 11½ m.p. and 18 and 18¼ m.p. Plant in use.
Pilmoor.	All.	08 00 to 17 00, preparing for alterations to signalling. (3)
Thirsk.	All.	07 00 to 17 00, demolition of water tanks and columns. Plant in use. (50)
Thirsk and Northallerton.	All.	07 00 to 17 00, preparing for signalling alterations. (5)
SUNDAY, 6th FEBRUARY.		
Shaftholme Junction and Bentley Colliery.	Up Main.	07 00 to 17 00, setting back rails between 159½ and 158½ m.p. Bentley Colliery Signal Box open.
Brayton and Balne.	Up Main (BLOCKED).	03 30 to 13 00, destressing track between 168¼ and 167¼ m.p. On track tamping machines in use between 168 and 169 m.p. Brayton Signal Box open. All Up traffic diverted. See separate advice for altered train arrangements.
Naburn Bridge.	Down and Up Main.	07 00 to 17 00, repairs to woodwork on Signal Box.
York Station, North End.	Nos. 15 and 16 Platforms (BLOCKED). No. 14 Platform (BETWEEN TRAINS).	07 00 to 17 00, renewing switches and crossings between 0 and ¼ m.p. Crane in use. Points No. 528 affected. Trains to be replatformed as necessary.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
YORK to SCARBOROUGH—continued. DAILY UNTIL FURTHER NOTICE—continued. Bootham and Malton.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.), cleaning and painting structures. Ladders and trestles in use.
Malton, West and Kirkham Abbey.	Up Main.	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (2)
Malton, West and East.	All.	07 30 to 17 00, excavating for and laying cable troughs and preparing for alterations to signalling. Commencing Monday, 7th February. (6)
Heslerton.	Down and Up Main.	07 30 to 18 00, contractors removing Down and Up Sidings at 29 m. 32 chs. Plant in use. (44)
WEDNESDAY, 9th FEBRUARY. Malton, Station and East.	Up Goods and Adjacent Siding (BLOCKED). Up Main (BETWEEN TRAINS).	07 00 to 17 00, renewing track between 21¼ and 21½ m.p. Crane in use. All Up traffic to travel over the Up Main line.
YORK (SKELTON JUNCTION) to HARROGATE (DRAGON). DAILY UNTIL FURTHER NOTICE. Knaresborough.	Down and Up Main.	07 00 to 17 00, removing connections between 16¾ and 16½ m.p. (5)
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY. DAILY UNTIL FURTHER NOTICE. L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	Constructing Bridge No. 14A and alterations to superstructure of Bridge No. 15 between 33½ and 33¾ m.p. Crane in use. Contractors on site.
L.N.W. Junction and Lady Anne Crossing.	All.	07 30 to 17 00, excavating for and laying in cable troughs and preparing for alterations to signalling. (51)
Lady Anne Crossing.	All.	07 00 to 17 00, constructing new Relay Room at 33 m. 57 chs. (2)
Leeds City, East.	Down Main.	07 00 to 18 00, reconstruction of buildings adjacent to tracks at 20 m. 27 chs. Ladders and scaffolding in use. Contractors on site.
Leeds City, East and Marsh Lane Junction.	Down and Up Main.	07 30 to 17 00, repairing Marsh Lane Viaducts between 20½ and 19½ m.p.

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Morley

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) to BURTON SALMON—continued.		
SUNDAY, 6th FEBRUARY. Moorthorpe, Station and Ferrybridge.	Down and Up Main.	06 00 to 18 00, installing catch points, loading rails and building retaining walls between 11½ and 3¼ m.p. Crane in use. Moorthorpe Station, Pontefract South and Ferrybridge Signal Boxes open.
SHAFTHOLME to FERRYBRIDGE.		
DAILY UNTIL FURTHER NOTICE. Shaftholme and Knottingley "B".	All.	07 30 to 17 30, contractors cleaning and painting Bridges Nos. 7, 12 and 16. Ladders and trestles in use.
Womersley, Station and Cridling Stubbs.	All.	08 00 to 16 30, preparing for signalling alterations and gate connection renewals.
Knottingley South and Cridling Stubbs.	Up Main.	07 30 to 17 00, demolishing cottage at 59 m. 28 chs. Plant in use. (45)
Knottingley "A" and Ferrybridge.	Down and Up Main.	Constructing new Bridge (No. 0A) at ½ m.p. Plant in use. Contractors on site.
Knottingley, "A" and South.	Down and Up Main.	07 00 to 17 00, constructing wagon servicing and diesel maintenance depot at Knottingley Station. Contractors on site. Plant in use. (3)
SUNDAY, 6th FEBRUARY. Knottingley, "A" and "B".	Down Askern and Middle Road (BLOCKED).	07 00 to 17 00, contractors demolishing platforms at Knottingley Station. Plant in use. No Down traffic. Both Signal Boxes open.
HULL (WEST PARADE) to SEAMER WEST.		
DAILY UNTIL FURTHER NOTICE. Hutton Cranswick and Speeton.	Down and Up Main.	07 30 to 18 00, contractors removing sidings at Hutton Cranswick, Lowthorpe, Burton Agnes, Bempton and Speeton. Plant in use.
TUESDAY, 8th FEBRUARY. Cottingham, North.	Down Main.	08 00 to 16 00, alterations to signalling (See Section C.)
THURSDAY, 10th FEBRUARY. Hunmanby.	Down and Up Main.	08 00 to 16 00, alterations to signalling. (See Section C.)
HULL (WEST PARADE) to WITHERNSEA.		
DAILY UNTIL FURTHER NOTICE. Stepney and Wilmington	Down and Up Main.	07 00 to 18 00, contractors removing track from Stepney, Temple Street and the Major Oil Co. Sidings between 1½ and 2¼ m.p. Plant in use (47)
SUNDAY, 6th FEBRUARY. Wilmington and Damson Lane.	All (BLOCKED).	07 00 to 16 00, erecting pipe bridges at 2 m. 69 chs. Crane in use. No traffic.

At or between	Lines affected	Remarks
LEEDS CITY NORTH to SKIPTON (SNAYGILL) —continued.		
DAILY UNTIL FURTHER NOTICE. Keighley, Station.	CE—continued. All.	07 00 to 17 00, repairs to station roof, demolition of buildings and filling in abandoned subway. Plant in use. Ladders and scaffolding in use.
Keighley Station Junction and Steeton.	Down and Up Main.	Constructing new Bridge No. 73B at 212½ m.p. Cranes and plant in use as required. Contractors on site.
Kildwick.	All.	07 00 to 17 00, demolishing buildings between 216½ and 216¾ m.p. Plant in use. Contractors on site. Commencing Monday, 7th February. (6)
SUNDAY, 6th FEBRUARY. Shipley, Bingley Junction and Keighley Station Junction.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	04 00 to 14 15, on track tamping machines in use between 205¾ and 212¼ m.p. Single Line Working over the Up Main line.
Cononley and Steeton.	All.	07 30 to 17 00, testing track circuits.
HUNSLET LANE GOODS BRANCH.		
SUNDAY, 6th FEBRUARY. Hunslet Goods Junction and Hunslet Lane Goods Yard.	All (BLOCKED).	07 00 to 18 00, alterations to layout and preparing for signalling alterations. (See Section C.) Crane in use. No traffic. Hunslet Goods Junction Signal Box open.
APPERLEY JUNCTION to EMBAY JUNCTION via ILKLEY.		
DAILY UNTIL FURTHER NOTICE. Apperley Junction and Ilkley.	Down and Up Main.	07 00 to 17 00, painting bridges between 202½ and 211½ m.p. Ladders, trestles and scaffolding in use. Contractors on site.
Burley Junction and Ilkley.	Down and Up Main.	07 00 to 17 00, demolishing signal box and buildings between 210¼ and 211¼ m.p. Plant in use. Contractors on site. Commencing Monday, 7th February. (6)
Menston Junction.	Down and Up Main	07 00 to 17 00, attaching water main to side of Bridge No. 25 at 207 m. 9 chs. Ladders in use. Mobile crane in use as required. Contractors on site (50)
SHIPLEY (LEEDS JUNCTION) to BRADFORD (FORSTER SQUARE) STATION.		
DAILY UNTIL FURTHER NOTICE. Manningham.	All.	07 00 to 17 00, demolishing buildings between 207¾ and 208 m.p. Plant in use. Contractors on site. Commencing Monday, 7th February. (6)
WEDNESDAY, 9th FEBRUARY. Manningham, Station Junction.	All.	08 00 to 16 30, overhauling interlocking.

Section C
SIGNAL

* * * Items made

SUNDAY,
dispensed with
Points spiked
15 Up Main
17 Down M
21 Up Good
31 Engine
33(A1) Up

Signals dispensed
12 Shunting
20 Up Good
22 Shunting
23 Shunting
27 Up Good
29 Shunting
30 Shunting
32 Shunting
36 Up Main
37 Up Main
38 Up Main
50 Shunting

New Signal.
37 Colour
on site
"LIMIT OF
trap points.

Altered Nomenclature
16 Shunting
Up Main
19 Shunting
or Down
34/60 Shunting
or Up S

SUNDAY, 6
Points dispensed
12 Up Loop
Signal dispensed
13 Shunting

SUNDAY, 6
Points dispensed
24 Wallside

Points spiked made
28 Up Good
Signals dispensed
45 Up Good
6 Up Good
21 Ballast Sign

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, 6th FEBRUARY.—ELLAND.—Up and Down Sidings, Shunt and Engine Spur dispensed with.

Points spiked normal pending removal.

- 15 Up Main—Down Goods Loop.
17 Down Main—Up Siding.
21 Up Goods Loop—Up Siding.
31 Engine Spur—Up Sidings.
33(A1) Up Siding—Up Main.

Signals dispensed with.

- 12 Shunting Down Goods Loop or to Up Siding or Up Main or Down Siding.
20 Up Goods Loop to Up Siding.
22 Shunting Up Siding to Down Goods Loop.
23 Shunting Up Siding to Down Main.
27 Up Goods Loop Home.
29 Shunting Up Siding to Engine Spur.
30 Shunting Up Siding to Up Main.
32 Shunting Engine Spur to Up Goods Loop or to Up Siding.
36 Up Main Home 3.
37 Up Main Home 4 with Greetland (No. 2) 34 Up Main Outer Distant below.
38 Up Main Starting with Greetland (No. 2) 33 Up Main Inner Distant below.
50 Shunting Down Goods Loop.

New Signal.

37 Colour Light—Up Main Starting incorporating Greetland (No. 2) R31/32 Up Main Distant on site of former 37 Up Main Home 4.

“LIMIT OF SHUNT” board positioned left of Down Goods Loop 100 yards West of 43 (b) trap points.

Altered Nomenclature of Signals.

Table with 2 columns: Old, New. Contains signal alteration details for ELLAND.

SUNDAY, 6th FEBRUARY.—BATLEY WEST.

Points dispensed with.

- 12 Up Loop—Transfer Siding.

Signal dispensed with.

- 13 Shunting Transfer Siding to Up Main.

SUNDAY, 6th FEBRUARY.—HUNSLET GOODS JUNCTION.

Points dispensed with.

- 24 Wallside Arrival Ballast Sidings.

Points spiked normal pending removal.

- 28 Up Goods—Up Main.

Signals dispensed with.

- 45 Up Goods to Ballast Sidings.
6 Up Goods to Up Main with Hunslet Station Distant below.
21 Ballast Sidings to Main Departure.

DETAILS OF WORK REFERRED TO IN SECTION B—continued

TUESDAY, 8th FEBRUARY.—COTTINGHAM NORTH.—Waterworks ground frame dispensed with and points spiked normal pending removal. (9)

THURSDAY, 10th FEBRUARY.—HUNMANBY.
Points spiked normal pending removal.

8 Mains Crossover.

Signals dispensed with.

- 3 Up Main Home No. 1.
- 7 Shunting Down Main to Up Main.
- 12 Shunting Up Main to Down Main.

Altered Nomenclature of Signal.

Old	New	
4 Up Main Home 2	4 Up Main Home.	(9)

DETAILS OF WORK ALREADY CARRIED OUT.

***BIRSTALL JUNCTION.

Points spiked normal pending removal.

- 26 Down Siding to Branch—Down Through Siding.
- 35 Down Main—Down Through Siding.
- 36 Trap Points in Down Through Siding.

Signals dispensed with.

- 5 Down Main to Down Through Siding.
- 7 Shunting Down Siding to Down Through Siding.
- 38 Shunting Down Through Siding to Up Main.
- 39 Shunting Down Through Siding to Down Siding or Warehouse Line.

Altered Nomenclature of Signals.

Old	New	
13/14 Shunting Up Siding to Down Through Siding or Down Main.	14 Shunting Up Siding to Down Main.	
30/31 Shunting Up Main to Down Through Siding or Down Main.	31 Shunting Up Main to Down Main.	(6)

***LADY ANNE CROSSING.—Down Through Siding between Birstall Junction and Lady Anne Crossing abandoned.

Points dispensed with.

- 6 Down Main—Down Through Siding.
- 12 Mains Crossover.

Signal dispensed with.

- 4 Down Through Siding to Down Main. (6)

BATLEY WEST.—The Transfer Siding dispensed with. Up Siding line connected to Up Passenger Loop (renamed Transfer Siding) approximately 20 yards West of Signal Box.

Points dispensed with.

- 21 Up Main—Up Passenger Loop.

Points spiked normal pending removal.

- 12 Up Passenger Loop—Transfer Siding.

Signals dispensed with.

- 36 Up Main to Passenger Loop Home.

Altered Nomenclature of Signal.

Old	New	
42 Shunting Down Sidings to Up Passenger Loop or Up Main.	42 Shunting Down Sidings to Up Main.	(8)

***BURTON

Points spiked no

- 11 Up Main—
- 14 Mains Cro

Signals dispensed

- 10 Shunting
- 12 Shunting
- 13 Shunting
- 15 Shunting

GOOLE, BOO

Altered Signal.

- 31 Down Mai

***SALTMAR

Points spiked no

- 14 Up Main—

Signal dispensed

- 15 Up Siding

Altered Signal.

- 7 Down Main

SALTMARSH

Altered Signals.

- 6 Down Main
- 25 Up Main

MOORTHOR

Signals dispensed

- 6 Up Main D
- 7 Up Main H

New colour light

- M7 Up Main
- U9B Up Main

CHARLESWO

dispensed with.

- All points spi

The Down ai

Through Sidings

points.

Charlesworth's

Points now hand

- 8A Down Mai
- 12B Up Main—
- 13 Mains Cros

Notice Board.

Reading "Stop

West of fo

BRIGHOUSE.—

Points spiked nor

- 25 Down Fast—

Signals dispensed v

- 20 Shunting Up
- 21 Shunting Up
- 27 Shunting Do

DETAILS OF WORK ALREADY CARRIED OUT—continued.

***BURTON AGNES.

Points spiked normal pending removal.

- 11 Up Main—Up Siding.
- 14 Mains Crossover.

Signals dispensed with.

- 10 Shunting Up Main or to Up Siding.
- 12 Shunting Up Siding to Up Main.
- 13 Shunting Up Main to Down Main.
- 15 Shunting Down Main to Up Main.

(6)

GOOLE, BOOTHFERRY ROAD.

Altered Signal.

- 31 Down Main Starting has been converted to automatic and renumbered D6.

(8)

***SALTMARSHE.

Points spiked normal pending removal.

- 14 Up Main—Up Siding.

Signal dispensed with.

- 15 Up Siding to Up Main.

Altered Signal.

- 7 Down Main Home Signal will be moved 70 yards further from Signal Box.

(6)

SALTMARSHE.

Altered Signals.

- 6 Down Main Strating has been converted to automatic and re-numbered D4.
- 25 Up Main Starting has been converted to automatic and renumbered U4.

(8)

MOORTHORPE STATION.

Signals dispensed with.

- 6 Up Main Distant.
- 7 Up Main Home with Moorthorpe South Distant below.

New colour light signals.

- M7 Up Main Home sited 868 yards North of Signal Box.
- U9B Up Main Auto. Distant sited 1,620 yards in rear of M7.

(8)

CHARLESWORTH'S AND METHLEY SOUTH.—Charlesworth's Signal Box and all signals dispensed with.

All points spiked reverse except those to be operated by hand lever.

The Down and Up Main lines between Methley South and Charlesworth's have become Through Sidings with buffer stops provided on each line 600 yards West of Charlesworth's 13B points.

Charlesworth's

Points now hand worked.

- 8A Down Main—Down Siding and Colliery.
- 12B Up Main—Down Siding or Colliery.
- 13 Mains Crossover.

Notice Board.

- Reading "Stop, proceed if line clear" provided on left of Up Through Sidings line 50 yards West of former Signal Box.

(7)

BRIGHOUSE.—Up Siding abandoned.

Points spiked normal pending removal.

- 25 Down Fast—Up Siding.

Signals dispensed with.

- 20 Shunting Up Siding to Down Fast.
- 21 Shunting Up Siding to Down Loop or to Down Slow.
- 27 Shunting Down Fast to Up Siding.

(8)

DETAILS OF WORK ALREADY CARRIED OUT—continued

***Items ma

MIRFIELD No. 3.

Points dispensed with.

22 Down Slow—Down Branch.

(7)

***HEALEY MILLS YARD.

Signal dispensed with.

174 Engine Line "P" to Engine Line "V".

New Points.

447 Situated in New Diesel Depot line 55 yards beyond 179 signal reading New Diesel Depot Line to Stop Board—Primary Sorting Sidings.

New position light ground signals.

174 At clearance between Motive Power Depot Line and Primary Sorting Sidings reading "Primary Sorting Sidings to Engine Line "V"

150 Situated at clearance between Engine Line "P" and Motive Power Depot, reading "Engine Line "P" to Engine Line "R".

Notice Boards.

The notice board formerly positioned left of No. 1 Down Primary Sorting Siding lettered "Stop—Telephone for instructions to pass" has been re-positioned at clearance point between Down Departure line "A" and No. 1 Down Primary Sorting Siding.

A new notice board has been provided on left of Engine line "U" six feet in advance of the new hand points to the Diesel Depot Sidings lettered "Diesel Depot.—Stop—proceed when line is clear.

Altered Nomenclature of Signals.

Old

177 Engine line "V" to Down Staging Sidings.

New

177 Engine line "V" to Down Staging Sidings or Engine line "P".

(6)

***HECKMONDWIKE JUNCTION.—A new line, known as the Heckmondwike Curve, has been connected to the Down line between Heckmondwike Junction and Thornhill Junction, 400 yards on the Thornhill Junction side of Heckmondwike Junction Down Starting Signal, with trap points in the curve. A notice board lettered "STOP, AWAIT INSTRUCTIONS" has been provided 30 yards from the trap points controlling trains from the curve. Until further notice the points will be hand worked and movements will be made under the supervision of a hand signalman. (See Section D.)

(6)

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VACUUM HOSE COUPLING—FREIGHT STOCK.

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

★BATLEY WEST.

Commencing Sunday, 6th February, catch points will be installed in the Down Main at 35 m. 15 chs. and spiked out of use until further notice. (9)

★HILLHOUSE.

Commencing 08 00, Monday, 31st January, the connections from No. 2 Down Through Siding to Nos. 8 and 10 Sidings will be spiked out of use, and the "STOP AND AWAIT INSTRUCTIONS" board applying to No. 2 Down Through Siding will be repositioned 50 yds. on the approach side of the connections from No. 2 Down Through Siding to Nos. 4, 5 and 7 Sidings, and will in future apply to those sidings. (9)

LEEDS CITY.

SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

★NOSTELL

Commencing 08 00 Monday, 7th February, No. 1 Down Siding will be spiked out of use pending removal. (9)

SCARBOROUGH, FALSGRAVE AND GALLOWS CLOSE.

The single line between Falsgrave Signal Box and Gallows Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole. Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

BULLCROFT COLLIERY.

Until further notice, the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemmen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SECTION D—GENE

Two Turntable 200 yards further end of the table has stop has been erected

Until further notice which terminate at to which they are b

Engines of inward perform loco. duties Junction to turn. C

The Turntable R thereto spiked out o

Commencing 08 0 will be spiked out of

Commencing 08 0 Yard will be tempora

A temporary level Yard, and Contractor and 17 00 each day, ru

HECKMONDWI

In connection with the Heckmondwike C Thornhill Junction and wike Curve, with engine not more than six vehi over the Down line b

The single line bet accordance with the R staff lettered "Liversed in the case of trains w

Trains must not pro to do so by the handsig

When the work has INSTRUCTIONS" notice receives an assurance fr proceed towards Thornh

The train staff must

At Liversedge Spen a Farnley Junction side of t Spen and Farnley Junctio have been taken out of u

Commencing 08 00, M be spiked out of use pend Steeton end.

Commencing 08 00 Mon Sidings will be spiked out. No. 2 Timber Siding will b

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

5-27

MISCELLANEOUS NOTICES—continued.

HEALEY MILLS YARD.

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No. 6 Staging Siding, then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

★MYTHOLMROYD WEST.

Commencing 08 00 Monday, 7th February, the trailing lead in the Up Goods to the Up Sidings will be spiked out of use pending removal of the sidings. (9)

★GREETLAND No. 2.

Commencing 08 00 Monday, 7th February, the trailing lead in the Down Main to the Goods Yard will be temporarily spiked out of use until further notice. (9)

DUDLEY HILL AND LAISTERDYKE EAST.

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

HECKMONDWIKE CURVE (between Heckmondwike Junction and Liversedge Spen).

In connection with the movement of trains worked by two engines to Liversedge Spen via the Heckmondwike Curve, authority is given for trains to travel over the Up line between Thornhill Junction and Heckmondwike Junction, thence over the Down line and the Heckmondwike Curve, with engine at the leading end and engine in the rear, throughout. Trains comprising not more than six vehicles with brake van leading worked by one engine are authorised to propel over the Down line between Heckmondwike Junction and the new connection.

The single line between the new Down line connection and Liversedge Spen is worked in accordance with the Regulations for working single lines by One Engine in Steam. The train staff lettered "Liversedge Branch" will be handed to the driver at Heckmondwike Junction and in the case of trains with engine in the rear, to the driver of the rearmost engine.

Trains must not proceed on to the Heckmondwike Curve until the driver has been instructed to do so by the handsignalman at the site of the new connection.

When the work has been completed and the return train or engine is at the "STOP, AWAIT INSTRUCTIONS" notice board ready to leave the curve the driver must not proceed until he receives an assurance from the handsignalman that permission has been given for the train to proceed towards Thornhill Junction.

The train staff must be handed to the handsignalman on the train leaving the curve.

At Liversedge Spen a stop block has been erected on the former Up line, 50 yards on the Farnley Junction side of the crossover at 5 m. 27 chs. The Up and Down lines between Liversedge Spen and Farnley Junction and between Spen Valley Junction and Heckmondwike Spen Goods have been taken out of use.

★KEIGHLEY.

Commencing 08 00, Monday, 7th February, the Scrap Sidings and Bradford Street Sidings will be spiked out of use pending removal, and the Shunt Neck will be shortened by 130 yards at the Steeton end. (9)

★MANNINGHAM.

Commencing 08 00 Monday, 7th February, the connections to the Anglo-American Oil Private Sidings will be spiked out of use pending removal, No. 1 Timber Siding will be abandoned and No. 2 Timber Siding will be shortened by 100 yards. (9)

ILKLEY JUNCTION AND EMSBAY STATION.

The line between Ilkley Junction and Emsbay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platforms, and the lines from Emsbay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE.

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

★GRASSINGTON.

Commencing 08 00 Monday, 7th February, No. 1 Up Siding will be spiked out of use pending removal. (9)

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and **Enginemen are not to put their heads out when passing these locations.**

Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel Bridge No. 7	Diggle and Marsden	15 and 18½ m.p.
Bridge No. 6	Crigglistone Junction and Horbury Junction	¾ and 1 m.p.
Bridge No. 9	Royston Junction and Crigglistone East	179¾ and 180 m.p.
	Royston Junction and Crigglistone East	180½ and 180¾ m.p.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Stourton Up Sidings, South End Water Column	Until further notice	—
Castleford Central Station Water Column	Until further notice	—
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Standedge Slow Tunnel — Down and Up Slow Troughs	Until further notice	—
Leeds City North—South Carriage Sidings Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	—
Wakefield M.P.D.	Repairs to shed roof and windows. Ladders in use	07 30 to 17 00 Daily until further notice	—

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962).

RULE 189 (Page 12 Supp. No. 1) Clause 3.1.7.

AMEND to read:—

3.1.7 Arrange for an Emergency Crossing Keeper to operate any automatic half barrier level crossings on the single line, in accordance with the special instructions for emergency working applicable to them, and also arrange for any crossings equipped with miniature red/green warning lights, on the single line, to be manned.

PAGE 4
GENERAL REG
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British Rail

North Eastern Region

SOUTHERN SECTION

THE ATTENTION OF ALL CONCERNED IS DRAWN TO THE AMENDED NOTICE OF VEHICLE SPEED RESTRICTIONS PRINTED ON PAGE 26 OF THIS PROGRAMME

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,**

APPENDIX INSTRUCTIONS, &c.

**Saturday, 12th February, 1966 to
Friday, 18th February, 1966 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

SECTION A—TEMPORARY SPEED RESTRICTIONS—continued

Location of Work at or between	Lines Affected	Mileage At or between		Speed Re- strictions m.p.h.	Remarks
		m. chs.	m. chs.		
SHAFTHOLME TO FERRYBRIDGE Knottingley 'A' and Ferrybridge	Down and Up Main	0 18	0 22	15	Constructing Bridge No. OA
THORNE NORTH TO STADDLETHORPE Boothferry Road and Saltmarshe	Down Main	5 55	5 16	20	Renewing sand drag. Comencing 07 00, Sunday, 13th February Renewals.
Staddlethorpe and Saltmarshe	Up Main	1 40	2 7	20	
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GO ODS JUNCTION) Crofton East and Sharlston Station	Down Main	50 18	50 51	20	Subsidence.
Sharlston Station and Crofton East	Up Main	51 60	50 18	20	Subsidence and reballasting.
Pontefract East and Knottingley "A"	Down and Up Main	58 0	58 5	20	Constructing new Bridge No. 38A.
CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS) Houghton and Goldthorpe	Down Main	61 49	61 60	20	Flooding.
BEESTON JUNCTION TO HUNSLLET EAST Parkside and Beeston Junction	Up Main	185 20	182 59	10	Condition of track
HOLBECK TO BRADFORD (EXCHANGE) VIA STANNINGLEY Stanningley and Laisterdyke East	Down Main	5 43	5 60	20	Relaying. Until 16 00, Wednesday, 16th February
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE Low Moor No. 1 and Lightcliffe	Up Main	35 40	35 38	20	Embankment Slip
LAISTERDYKE WEST TO BOWLING JUNCTION Bowling Junction and Hall Lane	Up Main	192 21	192 6	20	Relaying. Commencing 08 00, Wednesday, 16th February
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION) Slaithwaite and Marsden	Up Fast	19 16	18 72	20	Condition of track.
Linshwaite and Slaithwaite	Up Fast	22 21	22 0	20	Condition of track.
BARNSLEY (EXCHANGE) TO HORBURY JUNCTION †Barnsley Exchange and Darton	Down and Up Main	50 32	50 28	40	Condition of Bridge No. 28.
Haigh and Crigglestone Junction	Down and Up Main	46 29	46 9	20	Subsidence.
Crigglestone Junction and Horbury Junction	Down and Up Main	1 47	0 67	20	Subsidence.
HORBURY STATION JUNCTION TO CRIGGLESTONE Horbury Station Junction and Crigglestone Junction	Down and Up Main	45 13	45 43	20	Subsidence

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.		
SATURDAY and SUNDAY, 12th and 13th FEBRUARY. Leeds City, East and Neville Hill, West.	23 10 (Sat.) to 05 00 (Sun.) and 16 30 to 21 30 (Sun.) Up Main (BLOCKED). Down Main (BETWEEN TRAINS). 05 00 to 16 30 (Sun.) Down and Up Main (BLOCKED).	23 10 (Sat.) to 21 30 (Sun.), reconstructing Bridge No. 49 between 20½ and 20¼ m.p. Cranes in use. 23 10 (Sat.) to 05 00 (Sun.) and 16 30 to 21 30 (Sun.), Single Line Working over the Down Main line. 05 00 to 16 30 (Sun.), All traffic diverted. See separate advice for altered train arrangements.
Ferriby and Hessle.	All.	08 30 to 16 30 each day, contractors removing wires and poles between 5¼ and 5 m.p.
SUNDAY, 13th FEBRUARY. Dewsbury, No. 2 and Morley Low.	06 30 to 07 45 All (BETWEEN TRAINS). 07 45 to 10 30 Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	06 30 to 10 30 and 11 15 to 17 00, alterations to signalling at Batley West and removing abandoned connections between 35 and 35¼ m.p. (See Section C.) Crane in use. 07 45 to 10 30, Single Line Working over the Down Main line. 11 15 to 17 00, Single Line Working over the Up Main line. Batley West and Birstall Junction Signal Boxes open.
Dewsbury, No. 2 and Birstall Junction.	11 15 to 17 00 Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	
Lady Anne Crossing and Morley Low.	Down and Up Main.	08 00 to 17 30, testing rails in Morley Tunnel between 36¼ and 38¼ m.p.
Hagg Lane and Selby, West.	Down and Up Main.	06 00 to 18 00, lifting and ballasting track, and removing and refixing decking at Thorpe Gates level crossing at 2 m. 27 chs.
Hessle Haven and Hessle Road.	Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	06 00 to 17 00, renewing switches and crossings at 4 m. 27 chs. Crane in use. All Up traffic diverted. See separate advice for altered train arrangements. Dairycoates West Signal Box open.
MONDAY to FRIDAY, 14th to Leeds City, West.	18th FEBRUARY. Turntable Road.	07 30 to 17 00 each day, installing crossing and cable troughs.
WEDNESDAY and THURSDAY, Farnley Junction and L.N.W. Junction.	16th and 17th FEBRUARY. Up Main (BLOCKED).	00 01 to 06 00 each day, on track ramping machine in use between 41 and 32 m.p. All Up traffic diverted except that arrangements will be made to pass 3L12 04 36 Leeds City to Huddersfield over the Up Main line.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between
MICKLEFIELD to CHALONERS
SUNDAY, 13th FEBRUARY. Micklefield and Chalton, North.
NORMANTON (ALTON) to FURTH
DAILY UNTIL FURTHER NOTICE. Milford, South.
SUNDAY, 13th FEBRUARY. Church Fenton, North. York Chalons
SWINTON (DEARNE) to FURTH
DAILY UNTIL FURTHER NOTICE. Brackenhill and Pooleton, North.
Moorthorpe Station.
Moorthorpe, Station. Pontefract, South.
SUNDAY, 13th FEBRUARY. Moorthorpe Station. Pontefract, South.
Ferrybridge and Pontefract, South.
SHAFTHOLME to FERRISBY
DAILY UNTIL FURTHER NOTICE. Shaftholme and Knottingley, North.
Womersley, Station. Gridling Stubbs.
Knottingley South and Knottingley, North.
Knottingley "A" and Knottingley, North.
Knottingley, "A" and Knottingley, North.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-12

At or between	Lines affected	Remarks
SHAFTHOLME to FERRYBRIDGE E—continued.		
SUNDAY, 13th FEBRUARY. Norton.	All.	07 30 to 17 00, cleaning out ducts etc. Signal Box open.
Knottingley, "B" and "A".	Down Askern Middle Road and No. 1 Siding. (BLOCKED).	07 00 to 16 00, contractors demolishing platforms and walls at Knottingley Station. Plant in use. No Down traffic. Both Signal Boxes open.
Knottingley 'A' and Ferry- bridge.	Down and Up Main.	07 00 to 17 00, aligning and tamping track between 3 and 2½ m.p. On track tamping machine in use. Knottingley "A" Signal Box open.
HULL (WEST PARADE) to SEAMER WEST.		
DAILY UNTIL FURTHER NOTICE.		
Cottingham, North.	Down Main.	07 30 to 17 00, removing connections to Waterworks Sidings at 4 m. 50 chs. Plant in use. Commencing Monday, 14th February. (7)
Beverley Station.	Down Main.	07 30 to 17 00, removing connections at 8 m. 12 chs. Plant in use. Commencing Monday, 14th February. (7)
Burton Agnes Station.	Down and Up Main.	07 30 to 17 00, removing connections at 25½ m.p. Plant in use. Commencing Monday, 14th February. (7)
Hunmanby Station.	Down and Up Main.	07 30 to 17 00, removing connections at 41 m. 62 chs. Plant in use. Commencing Monday, 14th February. (7)
SUNDAY, 13th FEBRUARY.		
Bridlington, South and Quay.	No. 5 Platform and Goods Yard (BLOCKED).	07 00 to 17 00, changing crossings and timbers at Bridlington Station. No traffic. Bridlington Quay Signal Box open.
HULL (WEST PARADE) to WITHERNSEA.		
DAILY UNTIL FURTHER NOTICE.		
Stepney and Wilmington	Down and Up Main.	07 00 to 18 00, contractors removing track from Stepney. Temple Street and the Major Oil Co. Sidings between 1½ and 2½ m.p. Plant in use (47)
HULL YARDS.		
DAILY UNTIL FURTHER NOTICE.		
Neptune Street and Alexandra Dock.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.

SECTION B—

At or

STAIRFOOT J

DAILY UNTIL
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DAILY UNTIL
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WAKEFIELD (

DAILY UNTIL
Wakefield, E
Bridge.

Streethouse, V

At or between	Lines affected	Remarks
STAIRFOOT JUNCTION to UPTON and NORTH DENABY 'A' to UPTON and NORTH ELMSALL (WRANGBROOK). DAILY UNTIL FURTHER NOTICE. Brierley and Hemsworth, East.	TON and NORTH Down and Up Main.	ELMSALL (WRANGBROOK). 08 00 to 17 00, repairs to Bridge No. 143 between 48 $\frac{1}{4}$ and 48 $\frac{1}{2}$ m.p. Scaffolding and ladders in use. (6)
DENABY 'A' to UPTON and NORTH ELMSALL (WRANGBROOK). DAILY UNTIL FURTHER NOTICE. Pickburn & Brodsworth.	NORTH ELMSALL (WRANGBROOK). Single.	08 00 to 16 30, constructing retaining wall in Pickburn Cutting.
THORNE NORTH to STADDLETHORPE. DAILY UNTIL FURTHER NOTICE. Boothferry Road and Staddlethorpe, Station.	THORPE. All.	07 30 to 16 30, laying cables and preparing for alterations to signalling and interlocking.
Goole, Station.	Down Main.	07 00 to 18 00, contractors removing two Down Sidings. Plant in use. (44)
SUNDAY, 13th FEBRUARY. Thorne Colliery and Marshlands.	Down and Up Main.	07 00 to 17 00, on track tamping machines in use between 10 $\frac{3}{4}$ and 9 $\frac{1}{2}$ m.p. Both Signal Boxes open.
Boothferry Road.	Down and Up Main.	07 00 to 17 00, preparing for installation of lifting barriers. Alterations to signalling. (See Section C.)
Boothferry Road and Staddlethorpe.	05 30 to 17 00 Up Main (BLOCKED). 06 45 to 16 30 Down Main (BLOCKED).	05 30 to 17 00, renewing track between 1 $\frac{1}{2}$ and 2 $\frac{1}{4}$ m.p. Twin jib tracklayer in use also removing Down Side Sand Drag between 5 $\frac{1}{4}$ and 5 $\frac{1}{2}$ m.p. 05 30 to 06 45, No Up traffic. 06 45 to 16 30, All traffic Diverted. 16 30 to 17 00, No Up traffic.
Saltmarshe and Staddlethorpe.	Down and Up Main.	02 00 to 17 00, removing and replacing decking at Green Oak Goit Level Crossing at 1 $\frac{1}{2}$ m.p.
WAKEFIELD (KIRKGATE) EAST to GOOLE (GOODS JUNCTION). DAILY UNTIL FURTHER NOTICE. Wakefield, East and Calder Bridge.	EAST to GOOLE (GOODS JUNCTION). Down and Up Main.	07 00 to 18 00, repairs to Bridge No. 4 between 48 $\frac{1}{4}$ and 49 $\frac{1}{4}$ m.p. Crane and plant in use as required. Scaffolding erected. Contractors on site.
Streethouse, West.	Down and Up Main.	07 00 to 17 00, demolition of gate house at Whinney Lane level crossing between 52 and 52 $\frac{1}{4}$ m.p. Plant in use. Contractors on site. (50)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST to GOOLE (GO ODS JUNCTION)—continued DAILY UNTIL FURTHER NOTICE Streethouse, West.	Down and Up Main.	07 00 to 17 00, installing main under tracks at 52 m. 11 chs. Contractors on site. Commencing Sunday, 13th February. (7)
Pontefract Monkhill, West and Sudforth Lane.	All.	07 30 to 17 30, cleaning and painting structures between 56½ and 60½ m.p. Contractors on site. Ladders and trestles in use.
Pontefract, West and Knottingley, "A".	Down and Up Main.	07 00 to 17 00, excavating for and laying gas main adjacent to tracks between 56½ and 57½ m.p., also under tracks at 57 m. 42 chs. Contractors on site. (3)
Pontefract, East.	All.	08 00 to 17 00, preparatory work for alterations to signalling and interlocking.
Pontefract, East and Knottingley "A"	Down and Up Main.	Constructing new Bridge No. 39A at 58 m.p. Plant in use. Contractors on site.
Knottingley, 'A' and West.	Down and Up Main.	07 00 to 17 00, constructing wagon servicing and diesel maintenance depot at Knottingley Station. Contractors on site. Plant in use. (3)
Knottingley 'A' and Rawcliffe.	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.), painting structures. Ladders and trestles in use.
SUNDAY, 13th FEBRUARY. Rawcliffe Bridge.	All.	08 00 to 17 00, alterations to track circuits and controls. Signal Box open.
SUNDAY to FRIDAY, 13th to 18th FEBRUARY. Wakefield, East.	All.	07 30 to 16 30 each day, preparing for signalling alterations.
KNOTTINGLEY DEPOT WEST to SOUTH. DAILY UNTIL FURTHER NOTICE. Knottingley, South to Depot, West.	Down and Up Main.	07 00 to 17 00, constructing wagon servicing and diesel maintenance depot at Knottingley Station. Contractors on site. Plant in use. (3)
CROFTON WEST to GRIMETHORPE (DENABY SIDINGS). SUNDAY, 13th FEBRUARY. Grimethorpe, South and Hickleton.	Down and Up Main (BLOCKED).	07 00 to 17 00, removing connections between 58½ and 59 m.p. Crane in use. No traffic. Both Signal Boxes open.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between

HARE PARK to CROFTON

SUNDAY, 13th FEBRUARY.
Hare Park and West.

ARDSLEY to LAISLEY

DAILY UNTIL FURTHER NOTICE.
Birkenshaw and

HOLBECK to BRAMLEY

SUNDAY, 13th FEBRUARY.
Bramley and East.

Hammerton Street

MONDAY and TUESDAY.
Laisterdyke, East and Beck.

SOWERBY BRIDGE

DAILY UNTIL FURTHER NOTICE.
Lightcliffe and No. 1.

SUNDAY, 13th FEBRUARY.
Halifax, East and Holme.

WEDNESDAY and THURSDAY.
Low Moor No. 1.

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, 13th FEBRUARY.—TOLLERTON.—Down Slow Ground Frame dispensed with. Points spiked normal pending removal. (10)

SUNDAY, 13th FEBRUARY.—BATLEY WEST.

Points dispensed with.

31 Up Main—Down Sidings.

Signals dispensed with.

42 Shunting Down Sidings to Up Main.

43 Shunting Up Main to Down Sidings.

Altered Nomenclature of Signal.

Old

New

8 Shunting Up Main to Up Passenger Loop or Transfer Siding. 8 Shunting Up Main to New Transfer Siding. (10)

SUNDAY, 13th FEBRUARY.—BOOTHFERRY ROAD.

Disc signals replaced by position light signals.

5 Down Main or to Up Main or Up Siding.

7 Up to Down Main.

9 Up Siding to Down Main.

12 Down Main or to Down Siding.

15 Down Siding to Down Main.

18 Up Siding to Up Main.

20 Up Main or to Up Siding.

41 Down to Up Main.

MONDAY 14th FEBRUARY.—MALTON STATION.

Points spiked normal pending removal.

4 Down Main—Whitby Dock.

6 Down Siding—Standage Sidings.

25 Up Goods—Up Sidings.

27 Up Goods—Up Main.

Signals dispensed with.

3 Down Main—Whitby Dock.

7 Whitby Dock Starting.

8 From Standage Siding and Whitby Dock.

9 From Standage Siding.

17 Up Goods to Up Siding Home.

19 Up Goods to Up Main Home.

26 Up Siding to Up Goods.

TUESDAY, 15th FEBRUARY.—MALTON WEST.—Up Goods line between Malton Station and Malton West will temporarily become Up Siding.

Points Spiked normal pending removal.

9 Down Siding—Up Main or Up Goods.

11 Down Main—Up Main.

12 Down Main—Up Goods.

14 Up Siding—Up Goods.

16 Down Siding—Down Main.

18 Up Goods—Up Main.

Signals dispensed with

3 Up Goods Ho

4 Up Goods—L

8 Down Siding—

13 Up Siding—U

15 Up Goods—D

17 Down Siding

TUESDAY, 15th

Points spiked normal

37 Up Main—U

Signals dispensed with

35 Shunting Up

36 Shunting Up

38 Shunting Up

39 Shunting Go

BATLEY WEST

Passenger Loop (

Points dispensed with

21 Up Main—L

Points spiked normal

12 Up Passeng

Signals dispensed with

36 Up Main to

Altered Nomenclature

42 Shunting D

Loop or U

BATLEY WEST

Points dispensed with

12 Up Loop—

Signal dispensed with

13 Shunting T

COTTINGHAM

normal pending removal

HUNMANBY.

Points spiked normal

8 Mains Cross

Signals dispensed with

3 Up Main Ho

7 Shunting Do

12 Shunting Up

Altered Nomenclature

4 Up Main Ho

GOOLE, BOOTH

Altered Signal.

31 Down Main

DETAILS OF WORK REFERRED TO IN SECTION B—continued

Signals dispensed with.

- 3 Up Goods Home.
- 4 Up Goods—Up Main.
- 8 Down Siding—Up Main or Up Goods.
- 13 Up Siding—Up Goods.
- 15 Up Goods—Down Main or Down Siding.
- 17 Down Siding—Down Main.

TUESDAY, 15th FEBRUARY.—BINGLEY STATION.

Points spiked normal pending removal.

- 37 Up Main—Up Siding.

Signals dispensed with.

- 35 Shunting Up Siding to Goods Yard.
- 36 Shunting Up Siding to Up Main.
- 38 Shunting Up Main to Up Siding.
- 39 Shunting Goods Yard to Up Siding.

DETAILS OF WORK ALREADY CARRIED OUT.

BATLEY WEST.—The Transfer Siding dispensed with. Up Siding line connected to Up Passenger Loop (renamed Transfer Siding) approximately 20 yards West of Signal Box.

Points dispensed with.

- 21 Up Main—Up Passenger Loop.

Points spiked normal pending removal.

- 12 Up Passenger Loop—Transfer Siding.

Signals dispensed with.

- 36 Up Main to Passenger Loop Home.

Altered Nomenclature of Signal.

- | Old | New |
|---|--------------------------------------|
| 42 Shunting Down Sidings to Up Passenger Loop or Up Main. | 42 Shunting Down Sidings to Up Main. |

(8)

BATLEY WEST.

Points dispensed with.

- 12 Up Loop—Transfer Siding.

Signal dispensed with.

- 13 Shunting Transfer Siding to Up Main.

(9)

COTTINGHAM NORTH.—Waterworks ground frame dispensed with and points spiked normal pending removal. (9)

HUNMANBY.

Points spiked normal pending removal.

- 8 Mains Crossover.

Signals dispensed with.

- 3 Up Main Home No. 1.
- 7 Shunting Down Main to Up Main.
- 12 Shunting Up Main to Down Main.

Altered Nomenclature of Signal.

- | Old | New |
|------------------|-----------------|
| 4 Up Main Home 2 | 4 Up Main Home. |

(9)

GOOLE, BOOTHFERRY ROAD.

Altered Signal.

- 31 Down Main Starting has been converted to automatic and renumbered D6.

(8)

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

SALTMARSHE.

Altered Signals.

- 6 Down Main Starting has been converted to automatic and re-numbered D4.
- 25 Up Main Starting has been converted to automatic and renumbered U4.

(8)

MOORTHORPE STATION.

Signals dispensed with.

- 6 Up Main Distant.
- 7 Up Main Home with Moorthorpe South Distant below.

New colour light signals.

- M7 Up Main Home sited 868 yards North of Signal Box.
- U9B Up Main Auto. Distant sited 1,620 yards in rear of M7.

(8)

ELLAND.—Up and Down Sidings, Shunt and Engine Spur dispensed with.

Points spiked normal pending removal.

- 15 Up Main—Down Goods Loop.
- 17 Down Main—Up Siding.
- 21 Up Goods Loop—Up Siding.
- 31 Engine Spur—Up Sidings.
- 33(A1) Up Siding—Up Main.

Signals dispensed with.

- 12 Shunting Down Goods Loop or to Up Siding or Up Main or Down Siding.
- 20 Up Goods Loop to Up Siding.
- 22 Shunting Up Siding to Down Goods Loop.
- 23 Shunting Up Siding to Down Main.
- 27 Up Goods Loop Home.
- 29 Shunting Up Siding to Engine Spur.
- 30 Shunting Up Siding to Up Main.
- 32 Shunting Engine Spur to Up Goods Loop or to Up Siding.
- 36 Up Main Home 3.
- 37 Up Main Home 4 with Greetland (No. 2) 34 Up Main Outer Distant below.
- 38 Up Main Starting with Greetland (No. 2) 33 Up Main Inner Distant below.
- 50 Shunting Down Goods Loop.

New Signal.

- 37 Colour Light—Up Main Starting incorporating Greetland (No. 2) R31/32 Up Main Distant on site of former 37 Up Main Home 4.

"LIMIT OF SHUNT" board positioned left of Down Goods Loop 100 yards West of 43 (b) trap points.

Altered Nomenclature of Signals.

Old

- 16 Shunting Down Main or to Up Siding or Up Main.
- 19 Shunting Up Main to Down Goods Loop or Down Main.
- 34/60 Shunting Up Main to Up Goods Loop or Up Siding.

New

- 16 Shunting Down to Up Main (repositioned 30 yards nearer Signal Box.)
- 19 Shunting Up to Down Main.
- 34 Shunting Up Main or to Up Goods Loop

(9)

*** CHARLESWORTH'S AND METHLEY SOUTH.—Charlesworth's Signal Box and all signals dispensed with.**

All points spiked reverse except those to be operated by hand lever.

The Down and Up Main lines between Methley South and Charlesworth's have become Through Sidings with buffer stops provided on each line 600 yards West of Charlesworth's 13B points.

Charlesworth's

Points now hand worked.

- 8A Down Main—Down Siding and Colliery.
- 12B Up Main—Down Siding or Colliery.
- 13 Mains Crossover.

Notice Board.

Reading "Stop, proceed if line clear" provided on left of Up Through Sidings line 50 yards West of former Signal Box.

(7)

BRIGHOUSE.—U

- Points spiked normal
- 25 Down Fast—
- Signals dispensed with
- 20 Shunting Up
- 21 Shunting Up
- 27 Shunting Down

*** MIRFIELD N**

- Points dispensed with
- 22 Down Slow

HUNSLET GO

- Points dispensed with
- 24 Wallside A
- Points spiked normal
- 28 Up Goods
- Signals dispensed with
- 45 Up Goods
- 6 Up Goods
- 21 Ballast Sid

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

BRIGHOUSE.—Up Siding abandoned.

Points spiked normal pending removal.

25 Down Fast—Up Siding.

Signals dispensed with.

20 Shunting Up Siding to Down Fast.

21 Shunting Up Siding to Down Loop or to Down Slow.

27 Shunting Down Fast to Up Siding.

(8)

(8)

MIRFIELD No. 3.

Points dispensed with.

22 Down Slow—Down Branch.

(8)

(7)

HUNSLET GOODS JUNCTION.

Points dispensed with.

24 Wallside Arrival Ballast Sidings.

Points spiked normal pending removal.

28 Up Goods—Up Main.

Signals dispensed with.

45 Up Goods to Ballast Sidings.

6 Up Goods to Up Main with Hunslet Station Distant below.

21 Ballast Sidings to Main Departure.

(9)

Distant,

f 43 (b)

ositioned

ds Loop
(9)

l signals

become
th's 13B

50 yards
(7)

PAGE 302 (Page 110, Supp. No. 3).

AMEND:—

HULL PRIORY YARD

The hold up points in the Up South main line, are laid towards the Empty Mineral Sidings and all Drivers must stop at the "Stop Board" and obtain the permission of the Yard Inspector on the telephone provided before proceeding towards the Loaded or Empty Mineral Sidings.

PAGE 314 (Page 112, Supp. No. 3).

ADD:—the word INSERT before the **TINGLEY GAS WORKS SIDINGS** item.

PAGE 315.

DELETE:—

CLAYTON & SONS PEPPER ROAD SIDING BETWEEN PARKSIDE AND HUNSLET heading and item.

PAGE 319 (Page 113, Supp. No. 3).

HALIFAX

DELETE:—North Bridge Line.

Vehicles must not be on either line of rails between Halifax and North Bridge without a locomotive, brake van or brake carriage at the Halifax end except in the case of vehicle attached outside the rear brake van of passenger trains.

★PAGE 324.

AMEND line heading:—**PENISTONE HUDDERSFIELD JUNCTION (EXCL) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH)**

PAGE 325.

DELETE:—

HECKMONDWIKE (SPEN) heading and both items.

PAGE 325 (Page 115 Supp. No. 3.)

DELETE:—

LIVERSEDGE (SPEN).

OIL TANK TRAINS TO AND FROM ELLESMERE PORT heading and item.

PAGE 330.

★**LEEDS CITY NORTH TO SKIPTON (SNAYGILL). KIRKSTALL.**

DETACHED IN SIDING LEADING TO ELECTRICITY WORKS.

ADD to item:—

In addition the following instructions apply to fuel oil trains:—

1. Guards will be advised by the signaller whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signaller will inform the Guard in which siding the tank require to be positioned
3. In all cases fuel oil trains must be drawn into the Oil Storage Sidings.

CONONLEY

DELETE:—Heading and item.

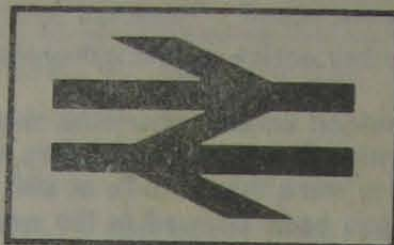
INDEX

PAGES 332

ADD:—Headfield Branch—local instructions 323

DELETE:—Cononley—local instructions 330

NE/S



No. 8

BRITISH RAILWAYS

NORTH EASTERN REGION

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

**SATURDAY 19 FEBRUARY
TO
FRIDAY 25 FEBRUARY 1966**

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C.)

Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME TO NORTHALLERTON		
DAILY UNTIL FURTHER NOTICE		
Balne	Up Main	07 30 to 18 00, contractors removing Up Sidings at 165 m. 73 chs. Plant in use. (46)
Selby, Canal and South	No. 2 Down Goods (BLOCKED by local arrangements)	07 30 to 17 00, demolishing cabin at 173m. 58chs. Plant in use. (5)
York, Station and Northallerton	All	07 30 to 17 00, painting structures. Ladders and trestles in use
Skelton Bridge and Tollerton	All	07 00 to 17 00, lifting Bridge No. 17 at 6 m. 37 chs.
Tollerton and Skelton Bridge	Up Slow	07 00 to 18 00, contractors removing sidings at 5½ m.p. Plant in use. (2)
Tollerton	Down and Up Slow	07 00 to 18 00, contractors removing Down and Up sidings at 9 m. 53 chs. Plant in use. (48)
Tollerton	Down and Up Slow	07 30 to 17 00 demolishing platforms and buildings between 9½ and 10 mp. Plant in use. (7)
Tollerton and Pilmoor	All	07 30 to 17 00, overhauling pole route.
Tollerton and Thirsk	Down Slow	07 30 to 18 00, contractors removing Down Sidings between 11 and 11½ m.p. and 18 and 18¼ m.p. Plant in use.
Pilmoor	All	08 00 to 17 00, preparing for alterations to signalling. (3)
Thirsk	All	07 00 to 17 00, demolishing water tanks and columns. Plant in use (50)
Thirsk and Northallerton	All	07 00 to 17 00, preparing for signalling alterations. (5)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

SECTION B - TEM

At or between	Lines affected	Remarks
YORK TO SCARBOROUGH.		
DAILY UNTIL FURTHER NOTICE		
Bootham and Strensall	Down and Up Main	08 30 to 17 00, contractors laying underground and erecting overhead cables alongside the tracks between 6 and 6¼m.p. and erecting overhead cables across tracks at 6m.p. (5)
Bootham and Malton	Down and Up Main	07 00 to 17 00 (except Sat. and Sun.), cleaning and painting structures. Ladders and trestles in use.
Malton West and Kirkham Abbey	Up Main	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (2)
Malton, West and East	All	07 30 to 17 00, excavating for and laying cable troughs and preparing for alterations to signalling. (6)
Heslerton	Down and Up Main	07 30 to 18 00, contractors removing Down and Up Sidings at 29 m. 32 chs. Plant in use. (44)
SUNDAY 20th FEBRUARY		
Seamer West and Weaverthorpe	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 16 00, rerailing between 39 and 38m.p. Crane in use. Single Line Working over the Down Main line.
Scarborough	All	07 30 to 17 00, changing relays and testing circuits. Signal Box open.
THURSDAY 24th FEBRUARY		
Bootham and Strensall	Down and Up Main	08 00 to 12 00, overhauling interlocking at Haxby Gate Box.
Bootham and Strensall	Down and Up Main	13 00 to 16 00, overhauling interlocking at Haxby Road Gate Box.
YORK (SKELTON JUNCTION) TO HARROGATE (DRAGON).		
DAILY UNTIL FURTHER NOTICE.		
Knaresborough	Down and Up Main	07 00 to 17 00, removing connections between 16¾ and 16½m.p. (5)

At or between

THORNHILL (L.N.W.)

DAILY UNTIL FURTHER NOTICE

L.N.W. Junction a Dewsbury, No. 2

L.N.W. Junction a Lady Anne Cross

Lady Anne Cross

Leeds City East

Leeds City East Marsh Lane J

Leeds City, East Marsh Lane J

Marsh Lane J

Garforth and Micklefield.

Micklefield and Gascoigne W

Hagg Lane and Thorpe Gate

Howden and Eastrington

Broomfleet

Hessle Road

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)-continued.		
DAILY UNTIL FURTHER NOTICE-continued.		
Streethouse, West	Down and Up Main	07 00 to 17 00, installing main under tracks at 52m. 11chs. Contractors on site. (7)
Pontefract Monkhill, West and Sudforth Lane	All	07 30 to 17 30, cleaning and painting structures between 56¼ and 60¾m.p. Contractors on site. Ladders and trestles in use.
Pontefract West and Knottingley "A".	Down and Up Main	07 00 to 17 00, excavating for and laying gas main adjacent to tracks between 56½ and 57¾ m.p. also under tracks at 57 m. 42 chs. Contractor on site. (3)
Pontefract East	All	08 00 to 17 00, preparatory work for alterations to signalling and interlocking.
Pontefract East and Knottingley "A".	Down and Up Main	Constructing new Bridge No. 39A at 58 m.p. Plant in use. Contractors on site.
Knottingley "A" and West.	Down and Up Main	07 00 to 17 00, constructing wagon servicing and diesel maintenance depot at Knottingley Station. Contractors on site. Plant in use. (3)
Knottingley "A" and Rawcliffe	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.

SUNDAY, 20th FEBRUARY

Knottingley 'A' and Depot West	All (BLOCKED)	07 00 to 17 00, contractors laying drain under track at 58m. 64chs. No traffic.
Sudforth Lane and Whitley Bridge	Down and Up Main	07 00 to 17 00, renewing switches between 61 and 62¾m.p.

SUNDAY to FRIDAY, 20th to 25th FEBRUARY.

Wakefield, East	All	07 30 to 16 30 each day, preparing for signalling and interlocking alterations.
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SUNDAY to SUNDAY, 20th to 27th FEBRUARY

Knottingley Depot West and "B"	Up Goods (BLOCKED)	07 00 (Sun. 20th Feb.) to 17 00 (Sun. 27th Feb.), contractors working under and beside track between 59 and 58¼m.p. All traffic to travel over the Up Main line.
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MONDAY, 21st FEBRUARY

Hensall Junction and Snaith West	Down and Up Main	09 00 to 10 30, contractors erecting wires at 66m. 66c.
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WAKEFIELD (TURNER'S LANE) TO CALDER BRIDGE

DAILY UNTIL FURTHER NOTICE.

Turner's Lane and Calder Bridge	All	07 30 to 17 00, demolishing signal box at 48m. 11c. Commencing Monday, 21st February. (8)
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SECTION B
At or between
KNOTTINGLEY
DAILY UNTIL FURTHER NOTICE
Knottingley Depot West
CROFTON
DAILY UNTIL FURTHER NOTICE
Grimethorpe and Huddersfield Colliery
LOFTHOUSE
MONDAY
Lofthouse Robin Hood
ARDSLEY
DAILY UNTIL FURTHER NOTICE
Birkenshaw Dudley
HOLBURN
SUNDAY
Bramley Laisthorpe Mill Laisthorpe Bradford
WEDNESDAY
Laisthorpe East
SOWERBY
DAILY UNTIL FURTHER NOTICE
Lightcliffe Low
SUNDAY
Halifax Mill Laisthorpe Bradford
TUESDAY
Lightcliffe

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Slow	08 00 to 17 00 (except Sat. and Sun.) repairing Standedge Slow Tunnel between 15 and 18¼ m.p. Enginemmen to control the emission of smoke and steam and sound horns or whistles in tunnel.
SUNDAY, 20th FEBRUARY		
Diggle and Marsden	Down and Up Fast (BLOCKED)	07 00 to 17 00. track maintenance in Standedge Fast Tunnels between 15 and 18¼ m.p. Rail Motor in use. All traffic to travel over the Down and Up Slow lines.
KIRKBURTON BRANCH		
DAILY UNTIL FURTHER NOTICE		
Deighton and I.C.I. Sidings	Single	08 00 to 18 00, excavating for and laying gas main alongside tracks between 0 and ¾ m.p. Contractors on site. Plant in use as required.
PENISTONE NORTH (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Clayton West Junction and Brockholes Junction	Down and Up Main	08 00 to 17 00 (except Sat. and Sun.) repairs to No. 2 ventilating shaft in Thurstonland Tunnel between 5¾ and 4¼ m.p.
SUNDAY, 20th FEBRUARY		
Brockholes and Lockwood	Down and Up Main (BLOCKED)	06 00 to 16 00, re-railing and loading rails between 2 and 1¾ m.p. Crane in use. All traffic diverted. See separate advice for altered train arrangements. Both Signal Boxes open.
SPEN VALLEY JUNCTION TO FARNLEY JUNCTION VIA HECKMONDWIKE		
DAILY UNTIL FURTHER NOTICE		
Heckmondwike Spen Goods	All	Constructing new line towards Thornhill between 3½ and 4 m.p. Cranes and plant in use. Contractors on site. (2)
MIRFIELD NO.3 TO LOW MOOR NO.2 WEST		
DAILY UNTIL FURTHER NOTICE		
Ellison's Sidings	All	07 00 to 17 00 erecting fence between 1½ and 2 m.p. Contractor on site. (2)

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, 20th FEBRUARY—DEWSBURY No.2.

Up Sidings and Up Loading Dock abandoned.

Points dispensed with.

4 Down Main—Up Siding No.1
20 Up Main—Up Sidings

Signals dispensed with

6 Shunting Up Siding No.1 to Down Main.
19 Shunting Up Sidings to Up Main.
23 Shunting Up Main or to Up Sidings.

Altered Nomenclature of Signal.

Old	New	
1 Shunting Down Main to Main or Up Siding.	1 Shunting Down to Up Main.	(11)

DETAILS OF WORK ALREADY CARRIED OUT

TOLLERTON—Down Slow Ground Frame dispensed with.

Points spiked normal pending removal. (10)

**** BATLEY WEST**—The Transfer Siding dispensed with. Up Siding line connected to Up Passenger Loop (renamed Transfer Siding) approximately 20 yards West of Signal Box.

Points dispensed with.

21 Up Main—Up Passenger Loop.

Points spiked normal pending removal.

12 Up Passenger Loop—Transfer Siding.

Signals dispensed with.

36 Up Main to Passenger Loop Home.

Altered Nomenclature of Signal.

Old	New	
42 Shunting Down Sidings to Up Passenger Loop or Up Main.	42 Shunting Down Sidings to Up Main	(8)

BATLEY WEST**Points dispensed with.**

12 Up Loop—Transfer Siding.

Signal dispensed with.

13 Shunting Transfer Siding to Up Main. (9)

BATLEY WEST.**Points dispensed with.**

31 Up Main—Down Sidings.

Signals dispensed with.

42 Shunting Down Sidings to Up Main.
43 Shunting Up Main to Down Sidings.

Altered Nomenclature of Signal.

Old	New	
8 Shunting Up Main to Up Passenger Loop or Transfer Siding.	8 Shunting Up Main to New Transfer Siding.	(10).

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

MALTON WEST—Up Goods line between Malton Station and Malton West has temporarily become Up Siding.

Points Spiked normal pending removal.

- 9 Down Siding—Up Main or Up Goods.
- 11 Down Main—Up Main.
- 12 Down Main—Up Goods.
- 14 Up Siding—Up Goods.
- 16 Down Siding—Down Main.
- 18 Up Goods—Up Main.

Signals dispensed with.

- 3 Up Goods Home.
- 4 Up Goods—Up Main.
- 8 Down Siding—Up Main or Up Goods.
- 13 Up Siding—Up Goods.
- 15 Up Goods—Down Main or Down Siding.
- 17 Down Siding—Down Main.

(10)

MALTON STATION.

Points spiked normal pending removal.

- 4 Down Main—Whitby Dock.
- 6 Down Siding—Standage Sidings.
- 25 Up Goods—Up Sidings.
- 27 Up Goods—Up Main.

Signals dispensed with.

- 3 Down Main—Whitby Dock.
- 7 Whitby Dock Starting.
- 8 From Standage Siding and Whitby Dock.
- 9 From Standage Siding.
- 17 Up Goods to Up Siding Home.
- 19 Up Goods to Up Main Home.
- 26 Up Siding to Up Goods

(10)

COTTINGHAM NORTH—Waterworks ground frame dispensed with and points spiked normal pending removal.

(9)

HUNMANBY

Points spiked normal pending removal.

- 8 Mains Crossover.

Signals dispensed with.

- 3 Up Main Home No. 1.
- 7 Shunting Down Main to Up Main.
- 12 Shunting Up Main to Down Main.

Altered Nomenclature of Signal.

Old
4 Up Main Home 2

New
4 Up Main Home

(9)

GOOLE, BOOTHFERRY ROAD.

Altered Signal.

31 Down Main Starting has been converted to automatic and renumbered D6.

(8)

SECTION C-

DETAILS OF

BO
Disc si
5
7
9
12
15
18
20
41

SA
Altered
6
25

MC
Signals
6
7
New co
M7
U5

E
Points
15
17
21
31
33

Signals
12
20
22
23
27
29
30
32
36
37

New Sig
37

“L
trap poi
Altered

16

19

34/

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BOOTHFERRY ROAD**Disc signals replaced by position light signals.**

- 5 Down Main or to Up Main or Up Siding.
- 7 Up to Down Main.
- 9 Up Siding to Down Main.
- 12 Down Main or to Down Siding.
- 15 Down Siding to Down Main.
- 18 Up Siding to Up Main.
- 20 Up Main or to Up Siding.
- 41 Down to Up Main.

(10)

SALTMARSHE*** **Altered Signals.**

- 6 Down Main Starting has been converted to automatic and re-numbered D4.
- 25 Up Main starting has been converted to automatic and renumbered U4.

(8)

MOORTHORPE STATION*** **Signals dispensed with.**

- 6 Up Main Distant.
- 7 Up Main Home with Moorthorpe South Distant below.

New colour light signals.

- M7 Up Main Home sited 868 yards North of Signal Box.
- U9B Up Main Auto. Distant sited 1,620 yards in rear of M7.

(8)

ELLAND—Up and Down Sidings, Shunt and Engine Spur dispensed with.**Points spiked normal pending removal.**

- 15 Up Main—Down Goods Loop.
- 17 Down Main—Up Siding.
- 21 Up Goods Loop—Up Siding.
- 31 Engine Spur—Up Sidings.
- 33(A1) Up Siding—Up Main.

Signals dispensed with.

- 12 Shunting Down Goods Loop or to Up Siding or Up Main or Down Siding.
- 20 Up Goods Loop to Up Siding.
- 22 Shunting Up Siding to Down Goods Loop.
- 23 Shunting Up Siding to Down Main.
- 27 Up Goods Loop Home.
- 29 Shunting Up Siding to Engine Spur.
- 30 Shunting Up Siding to Up Main.
- 32 Shunting Engine Spur to Up Goods Loop or to Up Siding.
- 36 Up Main Home 3.
- 37 Up Main Home 4 with Greetland (No.2) 34 Up Main Outer Distant below.
- 38 Up Main Starting with Greetland (No.2) 33 Up Main Inner Distant below.
- 50 Shunting Down Goods Loop.

New Signal.

- 37 Colour Light—Up Main Starting incorporating Greetland (No.2) R31/32 Up Main Distant on site of former 37 Up Main Home 4.

“LIMIT OF SHUNT” board positioned left of Down Goods Loop 100 yards West of 43 (b) trap points.

Altered Nomenclature of Signals.

Old	New
16 Shunting Down Main or to Up Siding or Up Main.	16 Shunting Down to Up Main (repositioned 30 yards nearer Signal Box).
19 Shunting Up Main to Down Goods Loop or Down Main.	19 Shunting Up to Down Main.
34/60 Shunting Up Main to Up Goods Loop or Up Siding.	34 Shunting Up Main or to Up Goods Loop.

(9)

(8)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

*** BRIGHOUSE—Up Siding abandoned.

Points spiked normal pending removal.
25 Down Fast—Up Siding.

Signals dispensed with.
20 Shunting Up Siding to Down Fast.
21 Shunting Up Siding to Down Loop or to Down Slow.
27 Shunting Down Fast to Up Siding.

(8)

HUNSLET GOODS JUNCTION

Points dispensed with.
24 Wallside Arrival Ballast Sidings.

Points spiked normal pending removal.
28 Up Goods—Up Main.

Signals dispensed with.
45 Up Goods to Ballast Sidings.
6 Up Goods to Up Main with Hunslet Station Distant below.
21 Ballast Sidings to Main Departure.

(9)

BINGLEY STATION.

Points spiked normal pending removal.
37 Up Main—Up Siding.

Signals dispensed with.
35 Shunting Up Siding to Goods Yard.
36 Shunting Up Siding to Up Main.
38 Shunting Up Main to Up Siding.
39 Shunting Goods Yard to Up Siding.

(10)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines Absolute Block and otherwise shown blocks indicate Block Posts	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow			
		M	Yds	Up	Down	Description	Stand- age Angons E. & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up	For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

Page 18 Beeston Station

DELETE:-Signal Box and all relevant details

Leeds Central
Wortley South

AMEND:- 2 209

Page 19 WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST

Wakefield (K)
West

AMEND:-

C-Up Line, 100
203 yards
before
reaching
Starting
Signal.

LEEDS CITY WEST AND LEEDS CENTRAL "B" TO NORTHALLERTON, ETC.

Page 22 Weeton Station

DELETE:-Signal Box and all relevant details.

Rigton
Amend:- 3 665

Page 29 YORK (WATERWORKS JUNCTION) TO SCARBROUGH ETC.

Haxby Station

DELETE:-Signal Box and all relevant details.

Strensall Station
AMEND:- 5 8

★ YORK (WATERWORKS JUNCTION) TO SCARBOROUGH, ETC.

Page 30 (Page 8. Supp. No.3)

Malton

DELETE:-Additional Up Goods line between Malton West and Station

Station
ADD:- Block post dot to the additional Up Goods line.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Note indicates Block Units)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points	Engine Whistles Long Short Cootow		
		M	Yds	Up	Down	Description	Stand- age Wagons C. & V	Down	Up		Down		For
											Main or Fast	Slow or Goods	Main or Fast

Midland Junction

AMEND:—

CW-Up 120
Line, 412
yds. before
reaching
Middlestown
Junction
Home Signal

Pages 158/159 (Page 51 Supp. No.3).

AMEND:—Additional Down Goods line to terminate at *Oakenshaw South Junction* and recommence at *Oakenshaw North*.

LEEDS CITY NORTH TO SKIPTON, SNAYGILL

Pages 167/168

Keighley

Station Junction

2L IC

Settle not
stopping
Skipton

INSERT:—

1L IS

Fast line
at Snay-
gill and
going to
Colne

5S

Slow
line at
Snaygill

AMEND:—Between Keighley Station and Cononley Station boxes:—Description of Block Signalling on Down and Up Main lines to read T.C.B.

Kildwick

Station

DELETE:—All engine whistles.

Page 168 (Page 54 Supp. No.3).

WOMBWELL WEST (MONK SPRING JUNCTION) TO CUDWORTH STATION.

DELETE:—Heading and table.

APPERLEY JUNCTION TO EMSAY JUNCTION (VIA ILKLEY)

Page 171 Ben Rhydding

Station

DELETE:—Signal Box and all relevant details.

Ilkley

Junction

AMEND:— 3 396

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

PAGE 302 (Page 110, Supp. No.3)

AMEND:—

HULL PRIORY YARD

The hold up points in the Up South main line, are laid towards the Empty Mineral Sidings and all Drivers must stop at the "Stop Board" and obtain the permission of the Yard Inspector on the telephone provided before proceeding towards the Loaded or Empty Mineral Sidings.

PAGE 314 (Page 112, Sup. No.3)

ADD:—the work INSERT before the **TINGLEY GAS WORKS SIDINGS** item.

PAGE 315

DELETE:—

CLAYTON & SONS PEPPER ROAD SIDING BETWEEN PARKSIDE AND HUNSLET heading and item

PAGE 319 (Page 113 Supp. No.3)

HALIFAX

DELETE:—North Bridge Line

Vehicles must not be on either line of rails between Halifax and North Bridge without a locomotive, brake van or brake carriage at the Halifax end except in the case of vehicle attached outside the rear brake van of passenger trains.

PAGE 320 (Page 113, Supp. No.3)

SOWERBY BRIDGE

AMEND:—

Coupling up of Passenger Trains—The provisions of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform end and conduct it to the rear of the train in front.

PAGE 324

AMEND line heading:—**PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).**

PAGE 325

DELETE:—

HECKMONDWIKE (SPEN) heading and both items.

PAGE 325 (Page 115 Supp. No.3)

DELETE:—

LIVERSEDGE (SPEN)

OIL TANK TRAINS TO AND FROM ELLESMERE PORT heading and item

PAGE 329 (Page 115, Supp. No.3)

NORMANTON.

AMEND:—

STATION:—Referring to Rule 44B(b); the calling on signal provided at Normanton Station North Signal Box below the Up Platform line starting signal, may be taken off before the train has been brought to a stand at it and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B(a).

PAGE 330

LEEDS CITY NORTH TO SKIPTON (SNAYGILL).**KIRKSTALL.****DETACHING IN SIDING LEADING TO ELECTRICITY WORKS.**

ADD to item:—

In addition the following instructions apply to fuel oil trains:—

1. Guards will be advised by the signalman whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signalman will inform the Guard in which siding the tanks require to be positioned.
3. In all cases fuel oil trains must be drawn from the Main line into the Oil Storage Sidings.

CONONLEY

DELETE:—Heading and item.

PAGE 332

INDEX

ADD:—Headfield Branch—local instructions

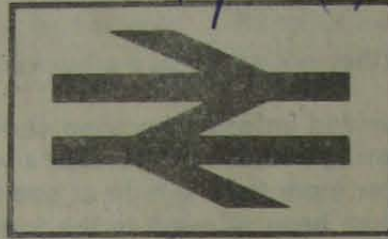
DELETE:—Cononley—local instructions

323

330

Apperley J. G. Steen

NE/S



No. 9

BRITISH RAILWAYS

NORTH EASTERN REGION

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

**SATURDAY 26 FEBRUARY
TO
FRIDAY 4 MARCH 1966
(INCLUSIVE)**

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME TO NORTHALLERTON		
DAILY UNTIL FURTHER NOTICE		
Balne	Up Main	07 30 to 18 00, contractors removing sidings at 165 m. 73 chs. Plant in use. (46)
Selby, Canal and South	No. 2 Down Goods (BLOCKED by local arrangements).	07 30 to 17 00, demolishing cabin at 173m. 58chs. Plant in use. (5)
York Station	Fruit Dock Line between Sub-Signals 88 and 139 (BLOCKED) Engine Line (BETWEEN TRAINS)	07 30 to 18 00, contractor demolishing Fruit Dock. Crane in use. (8)
York, Station and Northallerton	All	07 30 to 17 00, painting structures. Ladders and trestles in use.
Skelton Bridge and Tollerton	All	07 00 to 17 00, lifting bridge at 6m. 37chs.
Tollerton and Skelton Bridge	Up Slow	07 00 to 18 00, contractors removing sidings at 5½ m.p. Plant in use. (2)
Tollerton	Down and Up Slow	07 00 to 18 00, contractors removing sidings at 9m. 53chs. Plant in use. (48)
Tollerton	Down and Up Slow	07 30 to 17 00 demolishing platforms and buildings between 9½ and 10 mp. Plant in use. (7)
Tollerton and Pilmoor	All	07 30 to 17 00, overhauling pole route.
Tollerton and Thirsk	Down Slow	07 30 to 18 00, contractors removing sidings between 11 and 11½ m.p. and 18 and 18¼ m.p. Plant in use.
Pilmoor	All	08 00 to 17 00, preparing for alterations to signalling. (3)
Thirsk	All	07 00 to 17 00, demolishing tanks and columns. Plant in use. (50)
Thirsk and Northallerton	All	07 00 to 17 00, preparing for signalling alterations. (5)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Dewsbury, No.2	Down and Up Main	Contractors constructing and altering bridges between 33½ and 33¾m.p. Crane in use.
L.N.W. Junction and Lady Anne Crossing	All	07 30 to 17 00, excavating and laying troughs and preparing for alterations to signalling. (51)
Lady Anne Crossing	All	07 00 to 17 00, constructing relay room at 33m 57chs. (2)
Leeds City East	Down Main	07 00 to 18 00, contractors working on buildings at 20m. 27 chs. Ladders and scaffolding in use.
Leeds City East and Marsh Lane Junction	Down and Up Main	07 30 to 17 00, repairing viaducts between 20½ and 19½m.p.
Leeds City East and Marsh Lane Junction	Down and Up Main	Reconstructing bridges between 20½ and 20¼m.p. Cranes and plant in use.
Marsh Lane Junction	All	07 30 to 17 00, constructing deck units at 19m. 51chs. Road crane in use. (52/1)
Garforth and Micklefield	All	Preparing for signalling and interlocking alterations. (5)
Micklefield and Gascoigne Wood	Down and Up Main	07 00 to 18 00, taking out connections and removing sidings at South Milford. Plant in use.
Hagg Lane and Thorpe Gates	Down and Up Main	07 30 to 18 00, removing sidings and connections at Hambleton Station and sidings at Thorpe Gates. Plant in use.
Howden and Eastrington	Down Main	07 30 to 17 00 contractors removing connections at 21 m. 16 chs. Plant in use. (7)
Broomfleet	Up Slow	07 30 to 18 00, contractors removing sidings between 14¼ and 14½ m.p. Plant in use. (48)
Hessle Road	All	07 00 to 17 00, contractors boring at 1 m. 70chs. (4)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)-continued.		
DAILY UNTIL FURTHER NOTICE-continued.		
Streethouse, West	Down and Up Main	07 00 to 17 00, contractors installing main at 52m. 11chs. (7)
Pontefract Monkhill, West and Sudforth Lane	All	07 30 to 17 30, contractors cleaning and painting structures between 56¼ and 60¾ m.p.. Ladders and trestles in use.
Pontefract West and Knottingley, "A"	Down and Up Main	07 00 to 17 00, contractor excavating and laying main between 56½ and 57¾ m.p. (3)
Pontefract East and Knottingley "A"	Down and Up Main	Contractors constructing bridge at 58 m.p. Plant in use
Knottingley "A" and West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
Knottingley "A" and Rawcliffe	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.

SUNDAY 27th FEBRUARY

Calder Bridge	All	08 00 to 16 30, repairs to signal box and leverframe. Ladders in use.
Oakenshaw Junction	All	07 00 to 17 00, lifting connections. Signal Box open.
Streethouse West	Down and Up Main (BLOCKED)	00 01 to 23 59, contractor excavating and installing main at 52m. 11c. No traffic. Signal Box open.
Crofton East and Sharlston	Down and Up Main	07 00 to 17 00, on track tamping machine in use. Both Signal Boxes open.
Knottingley 'A' and Depot West	All (BLOCKED)	07 00 to 17 00, contractors laying drain at 58m. 64c.

SUNDAY TO FRIDAY, 27th FEBRUARY TO 4th MARCH

Wakefield East	All	07 30 to 16 30 each day, preparing for signalling alterations.
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WAKEFIELD (TURNER'S LANE) TO CALDER BRIDGE

DAILY UNTIL FURTHER NOTICE.

Turner's Lane and Calder Bridge	All	07 30 to 17 00, demolishing signal box at 48m. 11c. (8)
---------------------------------	-----	---

SUNDAY, 27th FEBRUARY

Calder Bridge	All	08 00 to 16 30, repairs to signal box and frame. Ladders in use.
---------------	-----	--

OAKENSHAW SOUTH TO OAKENSHAW JUNCTION

SUNDAY 27th FEBRUARY

Oakenshaw North, South Junction and Oakenshaw Junction	Down and Up Main (BLOCKED)	07 00 to 17 00, removing connections at 182m. 3c. Crane in use. Lifting connections at Oakenshaw Junction. No traffic. Oakenshaw Junction Signal Box open.
--	----------------------------	---

SECTION B-TEN

At or between

KNOTTINGLEY

DAILY UNTIL F

Knottingley Sou Depot West

CROFTON WEST

DAILY UNTIL FU

Grimethorpe North and Hickleton Colliery Sidings

ARDSLEY TO LA

DAILY UNTIL F

Birkenshaw and Dudley Hill

HOLBECK TO B

SUNDAY 27th FE

Laisterdyke, East and West

SOWERBY BRIDGE

DAILY UNTIL FU

Lightcliffe and Low Moor No.1.

SUNDAY 27th FEB

Milner Royd Junction

Low Moor No.4 and Bowling Junction

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 27th FEBRUARY—GANTON

Signal Box will become a Gate Box.

Signal dispensed with
15 Down Main Starting

(12)

SUNDAY 27th FEBRUARY—HEALEY MILLS AND HECKMONDWIKE JUNCTION

Altered Nomenclature of Line

Existing Down Branch from clearance point of junction with Down Slow at Thornhill to new connection at 9 chains to the Heckmondwike Curve will be renamed:—
Down and Up Branch.

HEALEY MILLS

New Points

Points previously hand worked at 9 chains on Down Branch leading to and from Heckmondwike Curve will be operated from Healey Mills and will read:—
330 Down and Up Branch—Heckmondwike Curve.

New Signals

HM.27 Heckmondwike Curve to HM.32 signal, Colour Light sited 35 yards north of Bridge 24.
HM.30 Down and Up Branch to Liversedge Oil Depot, Colour Light sited opposite Healey Mills 31 Signal.
53 Shunting Down Slow to 52 signal. Position Light ground signal sited at clearance between Down Slow and Down Slow to Down Fast Crossover at Thornhill.
Down Branch Distant for HM.28 signal fitted below Heckmondwike Junction Up Main Home.

Altered Signal

A three way route indicator provided on the following position light ground signal reading:—

52	Down Slow	'D'
or to	Branch	'B'
or to	Siding	'S'

HECKMONDWIKE CENTRAL JUNCTION

Transferred signal

HE.28—Down Branch Starting will be controlled by Healey Mills reading:—
HM.28—Down Branch to HM.32 Signal.

(12)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT

TOLLERTON-Down Slow Ground Frame dispensed with.
Points spiked normal pending removal. (10)

DEWSBURY No.2

Up Sidings and Up Loading Dock abandoned.

Points dispensed with.

- 4 Down Main-Up Siding No.1
- 20 Up Main-Up Sidings

Signals dispensed with

- 6 Shunting Up Siding No.1 to Down Main.
- 19 Shunting Up Sidings to Up Main.
- 23 Shunting Up Main or to Up Sidings.

Altered Nomenclature of Signal.

Old

- 1 Shunting Down Main to Main or Up Siding.

New

- 1 Shunting Down to Up Main. (11)

**

BATLEY WEST

Points dispensed with.

- 12 Up Loop-Transfer Siding.

Signal dispensed with.

- 13 Shunting Transfer Siding to Up Main.

BATLEY WEST.

Points dispensed with.

- 31 Up Main-Down Sidings.

Signals dispensed with.

- 42 Shunting Down Sidings to Up Main.
- 43 Shunting Up Main to Down Sidings.

Altered Nomenclature of Signal.

Old

- 8 Shunting Up Main to Up Passenger Loop or Transfer Siding.

New

- 8 Shunting Up Main to New Transfer Siding. (10).

MALTON WEST-Up Goods line between Malton Station and Malton West has temporarily become Up Siding.

Points Spiked normal pending removal.

- 9 Down Siding-Up Main or Up Goods.
- 11 Down Main-Up Main.
- 12 Down Main-Up Goods.
- 14 Up Siding-Up Goods.
- 16 Down Siding-Down Main.
- 18 Up Goods-Up Main.

Signals dispensed with.

- 3 Up Goods Home.
- 4 Up Goods-Up Main.
- 8 Down Siding-Up Main or Up Goods.
- 13 Up Siding-Up Goods.
- 15 Up Goods-Down Main or Down Siding.
- 17 Down Siding-Down Main. (10)

SECTION C-SIGNALLING

DETAILS OF WORK AL

MALTON STA

Points spiked norm

- 4 Down Main
- 6 Down Sidin
- 25 Up Goods-
- 27 Up Goods-

Signals dispensed

- 3 Down Main
- 7 Whitby Do
- 8 From Stan
- 9 From Stan
- 17 Up Goods
- 19 Up Goods
- 26 Up Siding

COTTINGH

pending removal

HUNMANB

Points spiked n

- 8 Mains Cr

Signals dispens

- 3 Up Main
- 7 Shuntin
- 12 Shuntin

Altered Nomencl

- 4 Up Main

BOOTHFE

Disc signals re

- 5 Down M
- 7 Up to B
- 9 Up Sid
- 12 Down M
- 15 Down S
- 18 Up Sid
- 20 Up Mai
- 41 Down t

GREETLA

New Signal

- Up Goods

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

MALTON STATION.**Points spiked normal pending removal.**

- 4 Down Main—Whitby Dock.
- 6 Down Siding—Standage Sidings.
- 25 Up Goods—Up Sidings.
- 27 Up Goods—Up Main.

Signals dispensed with.

- 3 Down Main—Whitby Dock.
- 7 Whitby Dock Starting.
- 8 From Standage Siding and Whitby Dock.
- 9 From Standage Siding.
- 17 Up Goods to Up Siding Home.
- 19 Up Goods to Up Main Home.
- 26 Up Siding to Up Goods

(10)

COTTINGHAM NORTH—Waterworks ground frame dispensed with and points spiked normal pending removal.

(9)

HUNMANBY**Points spiked normal pending removal.**

- 8 Mains Crossover.

Signals dispensed with.

- 3 Up Main Home No. 1.
- 7 Shunting Down Main to Up Main.
- 12 Shunting Up Main to Down Main.

Altered Nomenclature of Signal.

Old

4 Up Main Home 2

New

4 Up Main Home

(9)

BOOTHFERRY ROAD**Disc signals replaced by position light signals.**

- 5 Down Main or to Up Main or Up Siding.
- 7 Up to Down Main.
- 9 Up Siding to Down Main.
- 12 Down Main or to Down Siding.
- 15 Down Siding to Down Main.
- 18 Up Siding to Up Main.
- 20 Up Main or to Up Siding.
- 41 Down to Up Main.

(10)

GREETLAND No. 2**New Signal**

Up Goods Loop to Up Main Distant below Elland Up Goods Loop to Up Main Starting.

(11)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

** Items marked thus

** ELLAND—Up and Down Sidings, Shunt and Engine Spur dispensed with.

Points spiked normal pending removal.

- 15 Up Main—Down Goods Loop.
- 17 Down Main—Up Siding.
- 21 Up Goods Loop—Up Siding.
- 31 Engine Spur—Up Sidings.
- 33(A) Up Siding—Up Main.

Signals dispensed with.

- 12 Shunting Down Goods Loop or to Up Siding or Up Main or Down Siding.
- 20 Up Goods Loop to Up Siding.
- 22 Shunting Up Siding to Down Goods Loop.
- 23 Shunting Up Siding to Down Main.
- 27 Up Goods Loop Home.
- 29 Shunting Up Siding to Engine Spur.
- 30 Shunting Up Siding to Up Main.
- 32 Shunting Engine Spur to Up Goods Loop or to Up Siding.
- 36 Up Main Home 3.
- 37 Up Main Home 4 with Greetland (No.2) 34 Up Main Outer Distant below.
- 38 Up Main Starting with Greetland (No.2) 33 Up Main Inner Distant below.
- 50 Shunting Down Goods Loop.

New Signal.

- 37 Colour Light—Up Main Starting incorporating Greetland (No.2) R31/32 Up Main Distant on site of former 37 Up Main Home 4.
- “LIMIT OF SHUNT” board positioned left of Down Goods Loop 100 yards West of 43 (b) trap points.

Altered Nomenclature of Signals.

Old	New
16 Shunting Down Main or to Up Siding or Up Main.	16 Shunting Down to Up Main (repositioned 30 yards nearer Signal Box).
19 Shunting Up Main to Down Goods Loop or Down Main.	19 Shunting Up to Down Main.
34/60 Shunting Up Main to Up Goods Loop or Up Siding.	34 Shunting Up Main or to Up Goods Loop. (9)

** HUNSLET GOODS JUNCTION

Points dispensed with.

- 24 Wallside Arrival Ballast Sidings.

Points spiked normal pending removal.

- 28 Up Goods—Up Main.

Signals dispensed with.

- 45 Up Goods to Ballast Sidings.
- 6 Up Goods to Up Main with Hunslet Station Distant below.
- 21 Ballast Sidings to Main Departure.

BINGLEY STATION.

Points spiked normal pending removal.

- 37 Up Main—Up Siding.

Signals dispensed with.

- 35 Shunting Up Siding to Goods Yard.
- 36 Shunting Up Siding to Up Main.
- 38 Shunting Up Main to Up Siding.
- 39 Shunting Goods Yard to Up Siding.

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(10)

Section D

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

★ **YORK STATION**

Commencing Monday, 28th February—The following points will be spiked out of use as indicated until further notice.

Points Spiked Normal

503 Up Scarborough—Up Reception.

Points Spiked Reverse.

463 Engine Line—Fruit Dock (12)

★★ **HILLHOUSE**

The connections from No. 2 Down Through Siding to Nos. 8 and 10 Sidings have been spiked out of use, and the "STOP AND AWAIT INSTRUCTIONS" board applying to No. 2 Down Through Siding has been repositioned 50 yds. on the approach side of the connections from No. 2 Down Through Siding to Nos. 4, 5 and 7 Sidings, and applies to those sidings. (9)

★ **L.N.W. JUNCTION AND DEWSBURY No.2**

Commencing Sunday 27th February—catch points will be installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
32	76
33	40

(12)

BATLEY WEST

Catch points have been installed in the Down Main line at 35m. 15chs. and spiked out of use until further notice. (10)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

★★ **NOSTELL**

No. 1 Down Siding has been spiked out of use pending removal. (9)

SCARBOROUGH, FALS GRAVE AND GALLOW'S CLOSE.

The single line between Falsgrave Signal Box and Gallow's Close Sidings is now controlled by the Signalman at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

SECTION D—GENERAL

BULLCROFT CO

Until further r
extensively by roa
horns on approach

BEESTON JUNC

The Down
to all through tra
the Hunslet East
Clayton's Works
ground frame is s
frame is to be us
The key must be

BRODSWORTH

Lorries are
a sharp lookout

HEALEY MILL

Two Turnt
yards further E
table has also
been erected

Until furth
which terminat
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Engines o
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Junction to tur
The Turnt
thereto spiked

★★ **MYTHOLMRO**

The traili
removal of the

★★ **GREETLAND**

The trail
use until furth

**KIRKBURTON**

Commenc
abandoned and

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemens to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

(12)

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemens to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

been spiked
 Down Through
 No. 2 Down
 (9)

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding, Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

(12)

ked out of use
 (10)

**** MYTHOLMROYD WEST**

The trailing lead in the Up Goods to the Up Sidings has been spiked out of use pending removal of the sidings. (9)

(9)

**** GREETLAND No. 2**

The trailing lead in the Down Main to the Goods Yard has been temporarily spiked out of use until further notice. (9)

controlled
 eight brake



KIRKBURTON BRANCH

Commencing 08 00 Monday 28th February—the line between Deighton and Kirkburton will be abandoned and buffer stops will be erected at 0 m. 50 chs. (12)

om Goole,
 (5/66)

MIKE AND

vers must

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

★ BETWEEN COPLEY HILL NO. 1 AND FARNLEY JUNCTION.

Catch points have been installed as follows and spiked out of use until further notice.

Up Main
41M 27CHS

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

** HECKMONDWIKE CURVE (between Heckmondwike Junction and Liversedge Spen.)

Until Sunday 27th February a new line known as the Heckmondwike Curve, has been connected to the Down line between Heckmondwike Junction and Thornhill Junction, 400 yards on the Thornhill Junction side of Heckmondwike Junction Down Starting Signal with trap points in the curve. A notice board lettered "STOP AWAIT INSTRUCTIONS" has been provided 30 yards from the trap points controlling trains from the curve. Until further notice the points will be hand worked and movements will be made under the supervision of a handsignalman.

In connection with the movement of trains worked by two engines to Liversedge Spen via the Heckmondwike Curve, authority is given for trains to travel over the Up line between Thornhill Junction and Heckmondwike Junction, thence over the Down line and the Heckmondwike Curve, with engine at the leading end and engine in the rear, throughout. Trains comprising not more than six vehicles with brake van leading worked by one engine are authorised to propel over the Down line between Heckmondwike Junction and the new connection.

The single line between the new Down line connection and Liversedge Spen is worked in accordance with the Regulations for working single lines by One Engine in Steam. The train staff lettered "Liversedge Branch" will be handed to the driver at Heckmondwike Junction and in the case of trains with engine in the rear, to the driver of the rearmost engine.

Trains must not proceed on to the Heckmondwike Curve until the driver has been instructed to do so by the handsignalman at the site of the new connection.

When the work has been completed and the return train or engine is at the "STOP AWAIT INSTRUCTIONS" notice board ready to leave the curve the driver must not proceed until he receives an assurance from the handsignalman that permission has been given for the train to proceed towards Thornhill Junction.

The train staff must be handed to the handsignalman on the train leaving the curve.

At Liversedge Spen a stop block has been erected on the former Up line, 50 yards on the Farnley Junction side of the crossover at 5 m. 27 chs. The Up and Down lines between Liversedge Spen and Farnley Junction and between Spen Valley Junction and Heckmondwike Spen Goods have been taken out of use.

** KEIGHLEY

The Scrap Sidings and Bradford Street Sidings have been spiked out of use pending removal, and the Shunt Neck shortened by 130 yards at the Steeton end.

** MANNINGHAM

The connections to the Anglo-American Oil Private Sidings have been spiked out of use pending removal, No. 1 Timber Siding has been abandoned and No. 2 Timber Siding shortened by 100 yards.

SECTION D—GENERAL

ILKLEY JUNCTION

The line between Ilkley and Leeds has been erected on both sides of the main line, 1,700 yds. facing west and the lines from Leeds to Ilkley facing east.

MILNERWOOD JUNCTION

The above branch between Milnerwood and Arthington via Thaxby is authorised by special permission.

** GRASSINGTON

No. 1 Up Siding

RESTRICTED CLEARANCES

Clearances at the following places heads out when passing

Place	Locality
Standedge Slow Tunnels	Up Fast Tunnel
Bridge No. 7	
Bridge No. 6	
Bridge No. 9	

SHUTTING OFF WATER

Water will not be supplied to the following places

Thwaites Jct. Down
Standedge Slow Tunnels
Troughs
Calder Bridge—Up
Ripon Station—All

LOCOMOTIVE WATER

Locality
Stourton Up Siding
Leeds City North, Siding
Column

★ CASTLEFORD CENTRAL

REPAIRS AT MOTTON

In connection with the repairs at Motton projections may be present at the following places

Place
Low Moor M.P.D. Road
Wakefield M.P.D. Road

TABLE A.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			Fre
													L—long S—short C—chime			
													Down	Up	Fre	
Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	Down	Up	Description	Stand- age Wagons E. & V.	Down	Up	M	Yds	Up	Down	

Page 153 (Page 49 Supp. No.3)

HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION.

DELETE:—Existing table and SUBSTITUTE:—

HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION (INCLUDING HECKMONDWIKE CURVE).
HECKMONDWIKE JUNCTION AND THORNHILL JUNCTION MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Heckmondwike

Junction

(See page 150 for Mirfield No.3 to Low Moor No.2 West)

330 points Down Branch to Heckmondwike Curve controlled from Healey Mills Box

(See below for Heckmondwike Curve)

Thornhill 2 331

Junction (controlled by Healey Mills Signal Box).

(See page 133 for Hebden Bridge to Normanton Goose Hill)

— 30 0m. 20 chs. to 0m. 0chs.

C—Up line, 705 yds. before reaching Outer Home Signal

15 — Over Junction to and from Heckmondwike Curve (Branch speed limit).

20 — 2m. 23chs. to 2m. 27chs. Drivers must whistle when approaching "Bottoms" level crossing.

TCB

† The Down Branch line between Thornhill Junction and the connection to Heckmondwike Curve is worked in both directions for trains proceeding to and from Liversedge via the curve.

HECKMONDWIKE CURVE.

HECKMONDWIKE CURVE.

15 15 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

C.W.—clear of fouling point with Down Branch line.

One Engine in Steam (No Staff)

Liversedge 1 500

ROYSTON JUNCTION TO MIDLAND JUNCTION

Page 155 (Page 50 Supp. No.3)

Crigglestone East

Middlestown Junction

DELETE:—

C—Up Line, 120
626 yds. before reaching Home Signal

Midland Junction
AMEND:—
Pages 158/159 (Page
AMEND:—Ad
LEEDS CIT
Pages 167/168
Keighley
Station Ju
INSERT:—
AMEND:—
Kildwick
Station
DELETE
Page 168 (Page 5
WOMBWE
DELETE
APPERL
Page 171 Ben Rhy
Station
DELETE
Ilkley
Junctio
AMEND

TABLE M.

Signal Box	Line	Remarks
PAGE 228 AMEND:—line heading PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION), ETC.		

TABLE N

Tunnel	Between	Length	
		Miles	Yards
PAGE 229 (Page 73, Supp. No.3) SHAWCROSS COLLIERY BRANCH DELETE:—Heading and Item			
PAGE 230 (Page 73 Supp. No.3) AMEND:—line heading PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JN.), ETC. AMEND:—			
Wellhouse	Penistone, Huddersfield Junction and Denby Dale	—	415
Thurstonland	Clayton West Junction and Lockwood	—	1631
Robin Hood	Clayton West Junction and Lockwood	—	228
★ SPEN VALLEY JUNCTION TO FARNLEY JUNCTION (VIA HECKMONDWIKE), ETC. DELETE:—heading and items.			

TABLE P

Name of Crossing	Situated at or between	Remarks
PAGE 233 ADD:— HULL (WEST PARADE) TO WITHERNSEA ETC. Preston Gates Marfleet and Hedon		

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

SOWERBY BRIDGE-continued.

PAGE 323 - continued.

ADD - HECKMONDWIKE CURVE - continued.

Failure of track circuits and signals.

In the event of a failure of the signalling equipment or of a train on the single line a competent man will take charge of the connection to the Heckmondwike Curve under the instructions of the Signalman at Healey Mills box. No movements from or to the curve must be made until the driver has been instructed to do so by the man in charge on site. When these arrangements are in operation drivers will be so informed by the Healey Mills Signalman by means of the telephone at Signals HM.27 and 30. Drivers must arrange for the guard and driver of any assisting engine to be informed and the guard of each train or Fireman in the case of a light engine returning from the curve must advise the Signalman at Healey Mills, by telephone, when the train complete with tail lamp has passed signal HM.32.

PAGE 324

AMEND line heading:-PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).

PAGE 325

DELETE:-

HECKMONDWIKE (SPEN) heading and both items.

PAGE 325 (Page 115 Supp. No.3)

DELETE:-

LIVERSEDGE (SPEN)

OIL TANK TRAINS TO AND FROM ELLESMERE PORT heading and item

PAGE 329 (Page 115, Supp. No.3)

NORMANTON.

AMEND:-

STATION:-Referring to Rule 44B(b); the calling on signal provided at Normanton Station North Signal Box below the Up Platform line starting signal, may be taken off before the train has been brought to a stand at it and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B(a).

PAGE 330

LEEDS CITY NORTH TO SKIPTON (SNAYGILL).

KIRKSTALL.

DETACHING IN SIDING LEADING TO ELECTRICITY WORKS.

ADD to item:-

In addition the following instructions apply to fuel oil trains:-

1. Guards will be advised by the signalman whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signalman will inform the Guard in which siding the tanks require to be positioned.
3. In all cases fuel oil trains must be drawn from the Main line into the Oil Storage Sidings.

CONONLEY

DELETE:-Heading and item.

INDEX

PAGE 332

ADD:-Headfield Branch-local instructions

DELETE:-Cononley-local instructions

323
330

SECTION D-GE

Load Class of L

From/To

Alterations to I

SECTION B

PAGE 12

AMEND

Healey Mills/
/Huddersfield
/Hillhouse
Huddersfield/
/Healey Mills
Hillhouse/

All Sections

Page 6 Cla

COND
Classi
Delete
"Two
Bogie
speed
Amend
"

SECTION B

PAGE 23

ADD:-

Stourton/Tinsley
Normanton Yard
Carlton
Tinsley/Carlton
/Normanton
/Stourton

PAGE 26

ADD:-

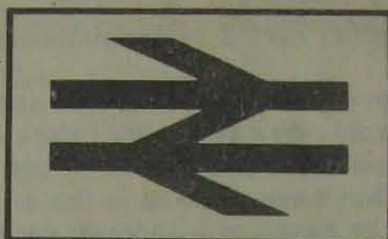
Healey/Tinsley
Mills / Yard
via Oakenshaw J

ADD:-

Tinsley/Healey
Yard / Mills
via Middletown

NE/S

Signature



Remarks

No. 10

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 5 MARCH

TO

FRIDAY 11 MARCH 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
KNOTTINGLEY DEPOT WEST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Knottingley South to Depot West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS)		
DAILY UNTIL FURTHER NOTICE		
Grimethorpe North and Hickleton Colliery Sidings	Down and Up Main	Contractors plant working between 58 and 59 m.p. (8)
METHLEY JUNCTION TO PONTEFRACT WEST		
SUNDAY, 6th MARCH		
Prince of Wales	All	07 30 to 17 00, overhauling barriers and controls Signal Box open
ARDSLEY TO LAISTERDYKE EAST		
DAILY UNTIL FURTHER NOTICE		
Birkenshaw and Dudley Hill	Down and Up Main	07 00 to 17 00, contractors excavating and installing main at 188m. 15chs. (7)
HOLBECK TO BRADFORD (EXCHANGE) VIA STANNINGLEY		
SUNDAY 6th MARCH		
Laisterdyke East	All	07 00 to 17 00, re-instating stake route Signal Box open
Laisterdyke, East and West	Nos. 1 and 2 Down and Up Main (BLOCKED)	07 00 to 17 00, relaying between 190 $\frac{1}{4}$ and 190 $\frac{1}{2}$ m.p. Crane and on track tamping machine in use. No traffic. Both Signal Boxes open.
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)		
DAILY UNTIL FURTHER NOTICE		
Lightcliffe and Low Moor No. 1.	All	07 00 to 17 00 lowering cess and clearing spoil between 35 $\frac{1}{2}$ and 36 m.p. Plant in use. (2)
SUNDAY 6th MARCH		
Milner Royd Junction	All	07 30 to 17 00, testing controls
Low Moor No. 2 West and No. 3	Down Loop (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 17 00, lifting and recanting between 37 $\frac{1}{2}$ and 37 $\frac{3}{4}$ m.p. All Down traffic to travel over the Down Main line.
Low Moor No. 4 and Bowling	Down and Up Main	09 30 to 12 30, contractors examining main in tunnel between 38 and 39 $\frac{1}{2}$ m.p.

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Mytholmroyd West	All	07 00 to 17 00, contractors demolishing warehouse between 24¼ and 25m.p. Plant in use.
Brighouse and Elland	Down and Up Main	07 00 to 17 00, contractors excavating at 32m. 27c.
Elland	Up Main and Up Loop	07 00 to 17 00, contractors drilling between 32 and 31½ m.p. Plant in use.
Mirfield, No.2 and L.N.W. Junction	All	08 00 to 17 00, repairs to station roof between 38 and 38½m.p.
Healey Mills Yard	Engine Line "P" and Turntable Road (BLOCKED by local arrangement) Connections to Up Sorting Sidings Nos.1 to 5 at East end of Engine Line "U" (BETWEEN TRAINS)	Loading and unloading material and construction of new depot. Scaffolding erected. Plant and crane use.
Healey Mills Yard	All	07 00 to 17 00, preparing for signalling alterations. (52/1)
SATURDAY AND SUNDAY, 5th AND 6th MARCH		
Elland	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 00 (Sat.) to 08 00 (Sun.) contractors excavating and installing cables at 32m. 27c. Single Line Working over the Down Main Line, between Elland Station and C.E.G.S. Sidings Elland Signal Box open
SUNDAY, 6th MARCH		
Milner Royd Junction	All	07 30 to 17 00, testing controls.
Greetland No. 2 and Elland	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 17 00, removing connections between 31 and 31¼m.p. Single Line Working over the Down Main line. Elland Signal Box open.
Mirfield No. 1 and No. 2	All	07 30 to 17 00, welding crossings between 38 and 38½m.p. Mirfield No. 2 Signal Box open.
Healey Mills Yard	Primary Sidings	07 00 to 17 00, lifting and packing "A" Fan.
Horbury Junction	All	07 00 to 17 00, overhauling locks.
Wakefield West Junction	All	07 00 to 17 00, overhauling locks.
SUNDAY TO FRIDAY, 6th TO 11th MARCH		
Anchor Pit	All	07 30 to 17 00 each day, renewing connections and alterations to signalling and interlocking. (See Section 'C') Signal Box open on Sunday
Wakefield East	All	07 30 to 16 30 each day, preparing for signalling alterations.

At or between	Remarks
SECTION B - TEMPORARY ENGINEERING WORKS	
HEBDEN BRIDGE TO TUESDAY 8th MARCH	
Brighouse	
DIGGLE TO MIRFIELD	
DAILY UNTIL FURTHER NOTICE	
Diggle and Marsden	
SUNDAY 6th MARCH	
Diggle and Marsden	
Gledholt Junction and Huddersfield	
MONDAY, 7th MARCH	
Spennings Valley Junction	
PENISTONE HUDDERSFIELD	
DAILY UNTIL FURTHER NOTICE	
Clayton West Junction and Brockholes Jn.	
SUNDAY, 6th MARCH	
Brockholes and Lockwood	
FARNLEY JUNCTION	
SUNDAY 6th MARCH	
Copley Hill No 3	

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 6th MARCH-ANCHOR PIT

Down Sidings abandoned

Points spiked normal pending removal

57 Down Arrival Down Sidings

Signals dispensed with

52 Shunting Down Slow to Down Sidings

58 Shunting Down Sidings to Down Fast

59 Shunting Down Sidings to Down Slow

60 Shunting Down Sidings to Down Goods

(13)

TUESDAY, 8th MARCH-BRIGHOUSE

Brigthouse Exchange "B" Ground Frame dispensed with.
All points hand worked.

(13)

DETAILS OF WORK ALREADY CARRIED OUT

* * * TOLLERTON-Down Slow Ground Frame dispensed with.
Points spiked normal pending removal.

(10)

GANTON

Signal Box has become a Gate Box.

Signal dispensed with

15 Down Main Starting

(12)

DEWSBURY No.2

Up Sidings and Up Loading Dock abandoned.

Points dispensed with.

4 Down Main-Up Siding No.1

20 Up Main-Up Sidings

Signals dispensed with

6 Shunting Up Siding No.1 to Down Main.

19 Shunting Up Sidings to Up Main.

23 Shunting Up Main or to Up Sidings.

Altered Nomenclature of Signal.

Old

1 Shunting Down Main to Main or
Up Siding.

New

1 Shunting Down to Up Main.

(11)

* * * BATLEY WEST

Points dispensed with.

31 Up Main-Down Sidings.

Signals dispensed with.

42 Shunting Down Sidings to Up Main.

43 Shunting Up Main to Down Sidings.

Altered Nomenclature of Signal.

Old

8 Shunting Up Main to Up Passenger Loop
or Transfer Siding.

New

8 Shunting Up Main to New Transfer
Siding.

(10)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

*** MALTON WEST—Up Goods line between Malton Station and Malton West has temporarily become Up Siding.

Points Spiked normal pending removal.

- 9 Down Siding—Up Main or Up Goods.
- 11 Down Main—Up Main.
- 12 Down Main—Up Goods.
- 14 Up Siding—Up Goods.
- 16 Down Siding—Down Main.
- 18 Up Goods—Up Main.

Signals dispensed with.

- 3 Up Goods Home.
- 4 Up Goods—Up Main.
- 8 Down Siding—Up Main or Up Goods.
- 13 Up Siding—Up Goods.
- 15 Up Goods—Down Main or Down Siding.
- 17 Down Siding—Down Main.

MALTON STATION.

Points spiked normal pending removal.

- 4 Down Main—Whitby Dock.
- 6 Down Siding—Standage Sidings.
- 25 Up Goods—Up Sidings.
- 27 Up Goods—Up Main.

Signals dispensed with.

- 3 Down Main—Whitby Dock.
- 7 Whitby Dock Starting.
- 8 From Standage Siding and Whitby Dock.
- 9 From Standage Siding.
- 17 Up Goods to Up Siding Home.
- 19 Up Goods to Up Main Home.
- 26 Up Siding to Up Goods

BOOTHFERRY ROAD

Disc signals replaced by position light signals.

- 5 Down Main or to Up Main or Up Siding.
- 7 Up to Down Main.
- 9 Up Siding to Down Main.
- 12 Down Main or to Down Siding.
- 15 Down Siding to Down Main.
- 18 Up Siding to Up Main.
- 20 Up Main or to Up Siding.
- 41 Down to Up Main.

GREETLAND No.2

New Signal

Up Goods Loop to Up Main Distant below Elland Up Goods Loop to Up Main Starting.

SECTION C—SIGNALLING

DETAILS OF WORK ALRE

HEALEY MILLS

Altered Nomenclature

Existing Down
connection a

HEALEY MILL

New Points

Points previous
Curve are o

New Signals

HM.27 Heckm
HM.30 Down a
31 Signal.
53 Shunting D
Down Slow
Down Branch

Altered Signal

A three way
reading:—

HECKMOND

Transferred sign

HE.28—Dow

BINGLEY S

Points spiked no

37 Up Main-

Signals dispens

35 Shunting
36 Shunting
38 Shunting
39 Shunting

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HEALEY MILLS AND HECKMONDWIKE JUNCTION**Altered Nomenclature of Line**

Existing Down Branch from clearance point of junction with Down Slow at Thornhill to new connection at 9 chains to the Heckmondwike Curve has been renamed:—
Down and Up Branch.

HEALEY MILLS**New Points**

Points previously hand worked at 9 chains on Down Branch leading to and from Heckmondwike Curve are operated from Healey Mills and read:—
330 Down and Up Branch—Heckmondwike Curve.

New Signals

HM.27 Heckmondwike Curve to HM.32 signal, Colour Light sited 35 yards north of Bridge 24.
HM.30 Down and Up Branch to Liversedge Oil Depot, Colour Light sited opposite Healey Mills 31 Signal.
53 Shunting Down Slow to 52 signal. Position Light ground signal sited at clearance between Down Slow and Down Slow to Down Fast Crossover at Thornhill.
Down Branch Distant for HM.28 signal fitted below Heckmondwike Junction Up Main Home.

Altered Signal

A three way route indicator provided on the following position light ground signal reading:—

52	Down Slow	'D'
or to	Branch	'B'
or to	Siding	'S'

HECKMONDWIKE CENTRAL JUNCTION**Transferred signal**

HE.28—Down Branch Starting controlled by Healey Mills reading:—
HM.28—Down Branch to HM.32 Signal.

***** BINGLEY STATION.**

Points spiked normal pending removal.
37 Up Main—Up Siding.

Signals dispensed with.

35 Shunting Up Siding to Goods Yard.
36 Shunting Up Siding to Up Main.
38 Shunting Up Main to Up Siding.
39 Shunting Goods Yard to Up Siding.

Section D

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

YORK STATION

The following points have been spiked out of use as indicated until further notice.

Points Spiked Normal

503 Up Scarborough—Up Reception.

Points Spiked Reverse.

463 Engine Line—Fruit Dock

(12)

**DEWSBURY NO.2 AND BATLEY WEST.**

Commencing Sunday, 6th March—Catch points will be installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
34	10
34	46

(13)

L.N.W. JUNCTION AND DEWSBURY No.2

Catch points have been installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
32	76
33	40

(12)

*** **BATLEY WEST**

Catch points have been installed in the Down Main line at 35m. 15chs. and spiked out of use until further notice. (10)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH, FALSgrave AND GALLOWES CLOSE.

The single line between Falsgrave Signal Box and Gallowes Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemmen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding. Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

KIRKBURTON BRANCH

The line between Deighton and Kirkburton has been abandoned and buffer stops have been erected at 0m. 50chs. (12)

SECTION D—GENERAL

BETWEEN COPL

Catch points

DUDLEY HILL

A temporary Yard, and Contr 17 00 each day,

★ EMBAY

Commenci crossing across

ILKLEY JUN

The line been erected 1,700 yds. fa and the lines

MILNERWOOD

The abo and Arthingto authorised by

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BETWEEN COPLEY HILL NO. 1 AND FARNLEY JUNCTION.

Catch points have been installed as follows and spiked out of use until further notice.

Up Main
41M 27CHS

(12)

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

★ **EMBSAY**

Commencing Saturday 5th March—Contractors vehicles will be using a temporary sleeper crossing across the sidings between the goods yard and Skipton Rock Quarries

(14)

ILKLEY JUNCTION AND EMBAY STATION.

The line between Ilkley Junction and Embsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platforms, and the lines from Embsay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

(12)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

TABLE A.

of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow			
			M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up	For
													Main or Fast	Slow or Goods	Main or Fast	

Page 153 (Page 49 Supp. No.3)

HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION.

★ **DELETE:—Existing table and SUBSTITUTE:—**

HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION (INCLUDING HECKMONDWIKE CURVE).

HECKMONDWIKE JUNCTION AND THORNHILL JUNCTION. Heckmondwike

Junction — 30 0m. 20 chs. to 0m. 0chs.
(See page 150 for Mirfield No.3 to Low Moor No.2 West)
C—Up line, 155
705 yds. before reaching Outer Home Signal

330 points Down Branch to Heckmondwike Curve controlled from Healey Mills Box
15 — Over Junction to and from Heckmondwike Curve (Branch speed limit).

Thornhill Junction 2 331 20 — 2m. 23chs. to 2m. 27chs. Drivers must whistle when approaching "Bottoms" level crossing.

(controlled by Healey Mills Signal Box).

(See page 133 for Hebden Bridge to Normanton Goose Hill)

† The Down Branch line between Thornhill Junction and the connection to Heckmondwike Curve is worked in both directions for trains proceeding to and from Liversedge via the curve.

HECKMONDWIKE CURVE.

HECKMONDWIKE CURVE.

One Engine in Steam (No Staff) 330 points Controlled from Healey Mills Signal Box).
15 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. (Both directions) C.W.—clear of fouling point with Down Branch line.
Liversedge 1 500

ROYSTON JUNCTION TO MIDLAND JUNCTION

Page 155 (Page 50 Supp. No.3)

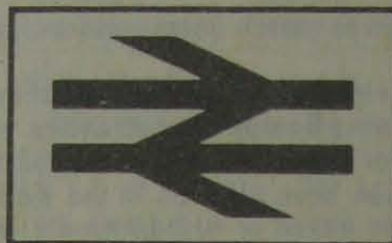
Crigglestone East

Middlestown Junction

DELETE:—

C—Up Line, 120
626 yds.
before reaching Home Signal

NE/S



No. 11

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 12 MARCH

TO

FRIDAY 18 MARCH 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
DENABY 'A' TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
SUNDAY, 13th MARCH		
Pickburn	All	07 00 to 17 00. repositioning connections. Signal Box open.
THORNE NORTH TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Boothferry Road and Staddlethorpe Station	All	07 30 to 16 30 laying cables and preparing for alterations to signalling and interlocking.
Goole Station	Down Main	07 00 to 18 00 contractors removing sidings. Plant in use. (44)
SUNDAY, 13th MARCH		
Saltmarshe and Boothferry Road	Up Main (BLOCKED)	07 30 to 16 30, repairing troughs on swing bridge. Single Line Working over the Down Main line.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield, East and Calder Bridge	Down and Up Main	07 00 to 18 00 contractors repairing bridge and demolishing signal box between 48 and 48½ m.p. Crane and plant in use. Scaffolding erected.
Streethouse West	Down and Up Main	07 00 to 17 00 contractors demolishing house between 52 and 52¼ m.p. Plant in use. (50)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) - continued.		
DAILY UNTIL FURTHER NOTICE - continued		
Streethouse, West	Down and Up Main	07 00 to 17 00, contractors installing main at 52m. 11chs.
Pontefract Monkhill, West and Sudforth Lane	All	07 30 to 17 30, contractors cleaning and painting structures between 56¼ and 60¾ m.p.. Ladders and trestles in use.
Pontefract West and Knottingley, "A"	Down and Up Main	07 00 to 17 00, contractor excavating and laying between 56½ and 57¾ m.p.
Pontefract East and Knottingley "A"	Down and Up Main	Contractors constructing bridge at 58 m.p. Plant in use
Knottingley "A" and West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use.
Knottingley "A" and Rawcliffe	Down and Up Main.	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.
SUNDAY, 13th MARCH.		
Crofton East and Sharlston	Down Main	07 00 to 17 00, lifting and reballasting between 50 and 51¾ m.p. On track tamping machine in use. Both Signal Boxes open.
Streethouse West	Down and Up Main	08 00 to 16 30, repairs to level crossing at 52m. 11c.
Knottingley 'A' and Pontefract East	Down and Up Main (BLOCKED)	07 00 to 17 00, relaying. No traffic. Crane in use. Both Signal Boxes open.
Knottingley 'A' and Depot West	All (BLOCKED)	07 00 to 17 00, contractors draining at 58m. 64c. No traffic.
MONDAY, 14th MARCH.		
Whitley Bridge	Up Goods	08 00 to 16 00, alterations to signalling. (See Section 'C').
WAKEFIELD (TURNER'S LANE) TO CALDER BRIDGE		
DAILY UNTIL FURTHER NOTICE		
Turner's Lane and Calder Bridge	All	07 30 to 17 00, demolishing signal box at 48m. 11c. (8)
OAKENSHAW SOUTH TO OAKENSHAW JUNCTION		
DAILY UNTIL FURTHER NOTICE.		
Oakenshaw North, South Junction	All	07 00 to 17 00, contractors demolishing signal box at 49m.p. Commencing Monday, 14th March. (11)
KNOTTINGLEY DEPOT WEST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Knottingley South to Depot West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)

SECTION B - TEMPORARY ENGINEERING WORKS

At or between	Lines affected	Remarks
CROFTON WEST TO GRIMETHORPE NORTH		
DAILY UNTIL FURTHER NOTICE		
Grimethorpe North and Hickleton Colliery Sidings	Down Main	
CHARLESWORTH'S TO CALDER BRIDGE		
SUNDAY 13th MARCH		
Charlesworth's and Methley South	All	
MONDAY TO FRIDAY 14th MARCH		
Methley South	All	
HARE PARK TO CROFTON EAST		
SUNDAY, 13th MARCH		
Hare Park and Sharlston West	All	
ARDSLEY TO LAISTON		
DAILY UNTIL FURTHER NOTICE		
Birkenshaw and Dudley Hill	All	
HOLBECK TO BRADFORD EXCHANGE		
SUNDAY 13th MARCH		
Bradford Exchange	All	
SOWERBY BRIDGE TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Lightcliffe and Low Moor No. 1.	All	
SUNDAY 13th MARCH		
Lightcliffe and Low Moor No. 1	All	
LOW MOOR NO. 4 AND BOWLING JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Low Moor No. 4 and Bowling Junction	All	
BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Bradford Exchange	All	

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks.
DARFIELD STATION TO LEEDS CITY NORTH		
DAILY UNTIL FURTHER NOTICE		
Darfield and Houghton Main Colliery Sidings	All	07 30 to 17 00 excavating
Houghton Colliery Sidings and Storrs Mill Jn.	Down and Up Main	Contractors plant working between 172 ³ / ₄ and 173 m.p. (8)
Royston Junction and Oakenshaw North	All	07 00 to 1700, contractors demolishing signal boxes between 181 ¹ / ₄ and 182 ¹ / ₄ m.p. Commencing Monday, 14th March. (11)
Royston Jn. and Snydale	All	07 00 to 17 00, repairs to bridges between 181 ³ / ₄ and 183m.p. (4)
Normanton Station North and North Junction	All	07 30 to 17 00, repairs to bridge at 185m. 26c. Scaffolding erected. (8)
Stourton Junction and Hunslet South Junction	All	07 30 to 17 00, excavating and laying drain between 193 and 193 ¹ / ₂ m.p.
Stourton Up Sidings	No. 1 Reception (North End) (BLOCKED) Nos. 2 and 3 Receptions (BLOCKED) as required by local arrangement). Down and Up Main Down and Up Goods (BETWEEN TRAINS).	Contractors excavating and boring at 193m. 3chs. Mobile crane and plant in use. Trains to use other Reception lines.
Stourton Junction and Wakefield Road.		
Wakefield Road and Hunslet South Junction	All	Contractors constructing bridge at 193 ¹ / ₄ m.p. Cranes and plant in use.
Hunslet Station Junction and Goods Junction	All	07 00 to 17 00, contractor installing cable between 194 and 194 ¹ / ₂ m.p. (10)
Hunslet Goods Junction and Engine Shed Junction	All	07 30 to 17 00, excavating and laying troughs and cables and preparing for alterations to signalling.

SECTION B - T

At or between
DARFIELD STA
SATURDAY AN Hunslet Goods
SUNDAY 13th Royston Juncti Oakenshaw No South Junction
Oakenshaw No Goose Hill
Snydale
Hunslet Down
Engine Shed J and Leeds C
MONDAY TO Normanton Sta North
LEEDS CITY DAILY UNTIL Bingley Statio Thwaites Ju
Keighley Stati Junction and
Kildwick
SUNDAY TO I Bingley

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 13th MARCH—DEWSBURY Nos.1 AND 2**Redesignation of lines**

Down Main will be abandoned and Down Platform line will become Down Main. Buffer Stops will be erected in the former Down Main line approximately 340 yards west of No.2 Signal Box to form the Down Siding.

Dewsbury No.1

Signal Box and all points and signals dispensed with except that No.1† Down Main to Down Platform Home signal will be retained as Dewsbury No.2 Down Home No.1 and the Down Distant retained as Down Distant for Dewsbury No.2.

Dewsbury No.2**Signals dispensed with.**

35 Down Main Distant

New Points

28(b) Trap points in Down Siding 25 yards East of signal box.

Altered nomenclature of points

Old	New
28 Down Main from Down Platform	28A Down Main - Down Siding

Altered Nomenclature of Signals.

Old	New
37 Down Main Home (MAIN ARM)	39 Shunting Down Siding to Down Main (MINIATURE ARM)
1 Shunting Down to Up Main	1 Shunting Down to Up Main or Down Sidings
39 Down Platforms to Down Main Home No.2	37 Down Main Home No.2
40 Down Main to Down Platform Home No.1	40 Down Main Home No.1

(14)

SUNDAY 13th MARCH—WELTON GATE BOX**Altered Signals**

14 Down Main Home (with Melton Lane Down Main Distant below) will be
9 Down Slow Home (with Melton Lane Down Slow Distant below) replaced by a 12 ft. right hand bracket with two dolls on the same site.

(14)

SUNDAY 13th MARCH—HUNSLET GOODS JUNCTION**Altered Points**

30 Up Goods—Engine Works, will be operated by a ground frame positioned adjacent to the Engine Works. 80 yards south of the Signal Box released from Hunslet Goods Junction Signal Box.

Signals dispensed with.

29 Engine Works to Up Goods.

Altered Signal

31 Shunting Up Goods to Main Arrival moved 23 yards nearer Signal Box.

(14)

MONDAY 14th MARCH—WHITLEY BRIDGE

Up Goods Ground Frame dispensed with, signal removed and points spiked normal pending removal.

(14)

TUESDAY 15th MARCH—PONTEFRAC SOUTH**Renewed Signal**

36 Bay Platform - Up Main renewed as a straight post at reduced height to left of line.

(14)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK REFERRED TO IN SECTION B.—continued.

WEDNESDAY 16th MARCH—METHLEY SOUTH

Altered nomenclature of points

Old	New
10 Main - Crossover	10 Through Siding-Crossover
13 Down Main and Down Branch - Down Main	13 Down Through Siding and Down Branch - Down Main
18 Up Branch and Up Main - Up Main.	18 Up Branch and Up Main - Up Through Siding.

Signals dispensed with.

- 2 Down Main to Down Branch Distant
- 21 Up Main Starting

Altered Signals

- 22 Up Main Home
 - 23 Up Branch Home
- } Fitted with miniature arms.

Altered nomenclature of signals

Old	New
1 Down Main to Down Branch Home	1 Down Through Siding to Down Branch Home.
3 Down Main Home	3 Down Through Siding to Down Main Home
9 Shunting Up Main to Down Branch or Down Main	9 Shunting Up Through Siding to Down Branch or Down Main
11 Shunting Down to Up Main	11 Shunting Down to Up Through Siding (14)

DETAILS OF WORK ALREADY CARRIED OUT

GANTON

Signal Box has become a Gate Box.

Signal dispensed with

- 15 Down Main Starting

(12)

DEWSBURY No.2

Up Sidings and Up Loading Dock abandoned.

Points dispensed with.

- 4 Down Main-Up Siding No.1
- 20 Up Main-Up Sidings

Signals dispensed with

- 6 Shunting Up Siding No.1 to Down Main.
- 19 Shunting Up Sidings to Up Main.
- 23 Shunting Up Main or to Up Sidings.

Altered Nomenclature of Signal.

Old	New
1 Shunting Down Main to Main or Up Siding.	1 Shunting Down to Up Main.

(11)

ANCHOR PIT

Down Sidings abandoned

Points spiked normal pending removal

- 57 Down Arrival Down Sidings

Signals dispensed with

- 52 Shunting Down Slow to Down Sidings
- 58 Shunting Down Sidings to Down Fast
- 59 Shunting Down Sidings to Down Slow
- 60 Shunting Down Sidings to Down Goods

(13)

SECTION C—SIGNALLING

DETAILS OF WORK ALR

BRIGHOUSE

Brighthouse Exch
All points hand

GREETLAND

New Signal
Up Goods Loo

HEALEY MIL

Altered Nomenclat
Existing Dow
connection

HEALEY MIL

New Points
Points prev
Curve are

New Signals

- HM.27 Hecker
- HM.30 Down
- 31 Signal
- 53 Shunting
Down Slo
- Down Branch

Altered Signal

A three way
reading:-

HECKMOND

Transferred sign
HE.28-Dow

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BRIGHOUSE

Brighouse Exchange "B" Ground Frame dispensed with.
All points hand worked.

(13)

**
GREETLAND No.2**New Signal**

Up Goods Loop to Up Main Distant below Elland Up Goods Loop to Up Main Starting.

(11)

HEALEY MILLS AND HECKMONDWIKE JUNCTION**Altered Nomenclature of Line**

Existing Down Branch from clearance point of junction with Down Slow at Thornhill to new connection at 9 chains to the Heckmondwike Curve has been renamed:—
Down and Up Branch.

HEALEY MILLS**New Points**

Points previously hand worked at 9 chains on Down Branch leading to and from Heckmondwike Curve are operated from Healey Mills and read:—
330 Down and Up Branch—Heckmondwike Curve.

New Signals

HM.27 Heckmondwike Curve to HM.32 signal, Colour Light sited 35 yards north of Bridge 24.
HM.30 Down and Up Branch to Liversedge Oil Depot, Colour Light sited opposite Healey Mills
31 Signal.
53 Shunting Down Slow to 52 signal. Position Light ground signal sited at clearance between
Down Slow and Down Slow to Down Fast Crossover at Thornhill.
Down Branch Distant for HM.28 signal fitted below Heckmondwike Junction Up Main Home.

Altered Signal

A three way route indicator provided on the following position light ground signal
reading:—

52	Down Slow	'D'
or to	Branch	'B'
or to	Siding	'S'

HECKMONDWIKE CENTRAL JUNCTION**Transferred signal**

HE.28—Down Branch Starting controlled by Healey Mills reading:—
HM.28—Down Branch to HM.32 Signal.

(12)

★ **WORKING OF 7* TRAINS.**

A new train classification, Class 7* — Freight train with fitted head — maximum speed 35 m.p.h., will be introduced from 18th April, 1966.

The trains will be signalled by the "Is line clear" signal 3-2.
Vehicles of the following types **MUST NOT** be used to form the fitted head:—

- Empty Conflats
- Empty Lowfits
- Empty Medfits
- Empty Hyfits
- Empty Match Wagons
- Wagons acting as "runners"
- Wagons with wooden frames

The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books. 11/66

YORK STATION

The following points have been spiked out of use as indicated until further notice.

Points Spiked Normal

503 Up Scarborough—Up Reception.

Points Spiked Reverse.

463 Engine Line—Fruit Dock (12)

★ **BILTON AND NIDD BRIDGE.**

A whistle board has been provided on the Down Main at 19½ m.p. (13)

DEWSBURY NO.2 AND BATLEY WEST.

Catch points have been installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
34	10
34	46

(13)

L.N.W. JUNCTION AND DEWSBURY No.2.

Catch points have been installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
32	76
33	40

(12)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.
No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH

The signal by the Signal vans in accor

GOOLE SWIN

Author Boothferry R

USER OF THE RAVENSTHO

Conveya keep a sharp

FERRYBRID

Two mar on the approa trains of 30 d

BULLCROFT

Until fur extensively b horns on app

BEESTON J

The Dow to all through the Hunslet E Clayton's Wo ground frame frame is to b The key must

BRODSWORT

Lorries a a sharp looko

HEALEY MIL

Two Turn yards further E table has also been erected a

Until fur which terminat which they are Engines o perform loco. d Junction to tur

The Turnt thereto spiked

SCARBOROUGH, FALSGRAVE AND GALLOWS CLOSE.

The single line between Falsgrave Signal Box and Gallows Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE--PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

FERRYBRIDGE POWER STATION.

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F.40 and F.41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 38 wagons respectively are clear of the empty weighbridge.

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS--Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding. Then run to Horbury Junction and Craggstone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

SECTION D--GENERAL INSTRUCTIONS AND NOTICES--continued

BETWEEN COPLEY HILL NO. 1 AND FARNLEY JUNCTION.

Catch points have been installed as follows and spiked out of use until further notice.

Up Main
41M 27CHS

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

EMBSAY

Contractors vehicles are using a temporary sleeper crossing across the sidings between the goods yard and Skipton Rock Quarries.

ILKLEY JUNCTION AND EMBSAY STATION.

The line between Ilkley Junction and Embsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platform and the lines from Embsay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

SECTION D--GENERAL INSTRUCTIONS

RESTRICTED CLEARANCES

Clearances at the heads out when passing

Location
Standedge Slow Tunnel Up Fast Tunnel
Bridge No.7
Bridge No.6
Bridge No.9

SHUTTING OFF LOCATIONS

Water will not be

Thwaites Jct. Down
Standedge Slow Tunnel Troughs
Calder Bridge--Up Line
Ripon Station--All C

LOCOMOTIVE WATER

Location
Castleford Central

REPAIRS AT MOTORS

In connection with
projections may be

Place
Low Moor M.P.D.

RULE 189 (Page 13)
AMEND to read

3.1.7 Arrange for all
crossings on
working appli
red/green war

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

PAGE 302 (Page 110, Supp. No.3)

AMEND:—

HULL PRIORY YARD

The hold up points in the Up South main line, are laid towards the Empty Mineral Sidings and all Drivers must stop at the "Stop Board" and obtain the permission of the Yard Inspector on the telephone provided before proceeding towards the Loaded or Empty Mineral Sidings.

PAGE 311.

GOOLE

ADD:—

Bridge Street Level Crossing:—Drivers requiring to work trains over this crossing must not foul the crossing until instructed to do so by the Shunter accompanying the movement. The Shunter must obtain an assurance from the Crossing Keeper that the crossing is clear and the gates have been secured across the road before instructing a Driver to proceed over the crossing.

PAGE 314 (Page 112, Sup. No.3)

ADD:—the work INSERT before the TINGLEY GAS WORKS SIDINGS item.

PAGE 315

DELETE:—

CLAYTON & SONS PEPPER ROAD SIDING BETWEEN PARKSIDE AND HUNSLET heading and item.

PAGE 319 (Page 113 Supp. No.3)

HALIFAX

DELETE:—North Bridge Line

Vehicles must not be on either line of rails between Halifax and North Bridge without a locomotive, brake van or brake carriage at the Halifax end except in the case of vehicle attached outside the rear brake van of passenger trains.

PAGE 320 (Page 113, Supp. No.3)

SOWERBY BRIDGE

AMEND:—

Coupling up of Passenger Trains—The provisions of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform end and conduct it to the rear of the train in front.

PAGE 326.

ADD:—

HECKMONDWIKE CURVE.

The signals controlling movements to and from the Heckmondwike Curve are electrically controlled to prevent more than one train or engine being on the single line at the same time.

The line is worked under the Regulations for working Single lines by One Engine in Steam (subject to the modifications herein) so far as this is applicable but no train staff is provided.

Trains may be worked with an engine at each end. When a train is worked by two engines to Liversedge both engines must return with the train.

Section Obstructed.

If a train, proceeding to or from the curve, becomes disabled on the line between the connection to the curve and Thornhill Junction the instructions in the General Appendix "Wrong Direction Movements where track circuit block is in operation" will apply, subject to the provisions of the following paragraph:—

If the disabled train was proceeding to the curve, protection in accordance with Rule 179 must be carried out in the direction of Heckmondwike Junction by the Fireman. If assistance is required and it is to be provided from Thornhill Junction paragraph (b) of the instructions referred to above will apply, except that the protection 300 yards from the disabled train must be carried out in the direction of Thornhill Junction by the guard.

When the services of a Fireman are not available, the guard (or the driver in the case of trains or engines, the driving cabs of which are single manned) must carry out the duties laid down for the fireman.

Should the failure occur on the single line the guard must place three detonators, 10 yards apart, not less than 300 yards from the train on the Thornhill Junction side or at the trap points protecting the main line if within that distance, and advise the Healey Mills Signalman of the circumstances from the nearest signal post telephone.

The guard must exhibit a hand danger signal at the detonators and conduct the assisting engine to the disabled train.

SECTION D—GENERAL

SOWERBY BRIDGE

PAGE 323 — conti

ADD — HECKMON

Failure of track c

In the event c

competent man wi

ions of the Signal

until the driver h

ments are in ope

telephone at Sign

engine to be info

returning from th

train complete w

PAGE 324

AMEND lin

(SPRI

PAGE 325

DELETE:—

HECKMON

PAGE 325 (Pa

DELETE:—

OIL TANK

PAGE 329 (P

AMEND:—

STATION

North Signal E

been brought t

laid down in

PAGE 330

LEEDS

KIRKST

DETACH

ADD to

In a

DELE

★ PAGE 332

ADD

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ADD

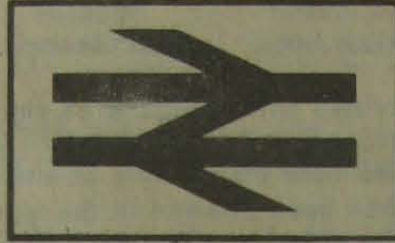
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★ PAGE

ADD

Sta

NE/S



No. 12

BRITISH RAILWAYS

NORTH EASTERN REGION

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

*5.55
Sutton
17 JAY*

SATURDAY 19 MARCH

TO

FRIDAY 25 MARCH 1966

(INCLUSIVE)

*17 JAY
5.55*

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.

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated).

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than $\frac{3}{4}$ mile at one time.

In the case of items marked † time has been allowed in the working timetable for these restrictions.

Temporary speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore, be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and they must work to such speed.

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs.		
SHAFTHOLME TO NORTHALLERTON					
Chalonsers Whin and Holgate Jn.	Down and Up Don- caster	186 56	187 20	20	Loading ballast. Commencing 07 00 Sun., 20th March
Skelton Jn. and Skelton Bridge	Down Goods	2 20	2 25	20	Relaying. Until 15 00 Mon., 21st March
*Longlands Junction and Thirsk	Up Fast	26 57	25 19	20	Relaying.
CARCROFT (CASTLE HILLS) TO LEEDS CENTRAL					
Wrenthorpe, North and Lofthouse, North	Down and Up Main	177 10	177 24	40	Subsidence.
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY					
Dewsbury No.2 and Batley West	Down and Up Main	35 1	35 18	20	Installing connections. Until 16 00 Thurs., 24th March
Leeds City East and Marsh Lane Junction	Down and Up Main	20 25	20 16	10	Reconstructing bridge.
Thorpe Gates and Selby West	Down Main	2 27	2 4	20	Relaying. Commencing 08 00 Thurs., 24th March
Ferriby and Brough East	Up Fast	8 79	10 48	20	Relaying.
Hessle Station and Ferriby Station	Up Slow	4 70	5 40	15	Condition of track.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
Brackenhill and Pontefract South	Down and Up Main	6 77	6 50	40	Subsidence.
SHAFTHOLME TO FERRYBRIDGE					
Knottingley 'A' and Ferrybridge	Down and Up Main	0 18	0 22	15	Constructing bridge.
Cridling Stubbs and Womersley	Up Askern	60 50	61 2	20	Relaying. Until 15 00 Wed., 23rd March

SECTION A - T

Location of work
at or between

WAKEFIELD (

*Crofton East and
Sharlston Stati
Sharlston Statio
Crofton EastFeatherstone St
and PontefractPontefract East
Knottingley "

CROFTON WES

Houghton and
Goldthorpe

HARE PARK T

Hare Park and
ton West

BEESTON JUN

Parkside and
Beeston Junc

SOWERBY BR

*Lightcliffe and
Moor No.1

Low Moor No.1

Lightcliffe

HEBDEN BRID

Elland and Brig

DIGGLE TO MI

Slaithwaite and
MarsdenLinthwaite and
Slaithwaite

PENISTONE NO

Brockholes and
Lockwood

BARNSELY (EX

†Barnsley Exch
and DartonHaigh and
Crigglestone JCrigglestone Jun
and Horbury Jun

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL)—continued.		
SUNDAY, 20th MARCH		
Leeds Central 'B' and Holbeck Junction	Up Main and Up Goods (BLOCKED)	07 00 to 18 00, loading sections. Crane in use. Holbeck Junction and Leeds Central 'B' Signal Boxes open.
MONDAY TO FRIDAY, 21st TO 25th MARCH		
Carcroft and Moorhouse Junction	All	07 30 to 17 00 each day, overhauling pole route.
FRIDAY 25th MARCH		
Ardsley Station	Down and Up Main and Down Sidings	07 30 to 16 30, repositioning connections.
LEEDS TO NORTHALLERTON VIA ARTHINGTON.		
DAILY UNTIL FURTHER NOTICE		
Wortley, North and Headingley	Down and Up Main	07 30 to 17 00, repairs to viaduct at 0m. 68chs. Plant in use. (6)
Wortley North and Headingley	Down and Up Main and Castleton Sidings	08 00 to 17 00, loading spoil between 0 and 2 m.p. Plant in use. Until Friday, 25th March
Harrogate, South and Dragon	All	07 30 to 17 00, installing cables and locations.
Harrogate Station	All	Contractors constructing offices. Drivers to keep a sharp lookout.
Bilton and Newby Wiske	Down and Up Main	07 00 to 18 00, contractors taking out sidings and removing connections between 26 ¹ / ₄ and 39 ¹ / ₂ m.p. Plant in use.
SUNDAY, 20th MARCH		
Geldard Junction	All (BLOCKED)	07 30 to 17 00, repairs to gantry at 195m. 72C. Ladders erected. No traffic Signal Box open.
Pannal and Harrogate South	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	06 00 to 18 00, examination of viaduct. Inspection Unit in use. Single Line Working over the Down Main Line. Both Signal Boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO WITHERNSEA		
DAILY UNTIL FURTHER NOTICE		
Stepney and Wilmington	Down and Up Main	07 00 to 18 00 contractors removing track between 1 1/4 and 2 1/4 m.p. Plant in use. (47)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Neptune Street and Alexandra Dock	Down and Up Main	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.
SUNDAY 20th MARCH		
Manor House	Sidings (BLOCKED by local arrangement)	07 00 to 17 00, sluing between 0 and 1/4 m.p. No traffic. Crane and on track tamping machine in use.
STAIRFOOT JUNCTION TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
DAILY UNTIL FURTHER NOTICE		
Brierley and Hemsworth East	Down and Up Main	08 00 to 17 00 repairs to bridge between 48 1/4 and 48 1/2 m.p. Scaffolding and ladders in use. (6)
DENABY 'A' AND UPTON AND NORTH ELMSALL (WRANGBROOK)		
SUNDAY 20th MARCH		
Pickburn	All	07 00 to 17 00, re-positioning connections. Signal Box open.
THORNE NORTH TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Boothferry Road and Staddlethorpe Station	All	07 30 to 16 30 laying cables and preparing for alterations to signalling and interlocking.
Goole Station	Down Main	07 00 to 18 00 contractors removing sidings. Plant in use.

SECTION B - TEMPORARY

At or between
WAKEFIELD (KIRKGATE)
DAILY UNTIL FURTHER NOTICE
Wakefield, East and Calder Bridge
Streethouse West
Pontefract Monkhill West and Sudforth Lane
Pontefract West and Knottingley "A"
Pontefract East and Knottingley "A"
Knottingley "A" and West
Knottingley "A" and Rawcliffe
SUNDAY, 20th MARCH.
Wakefield East and Oakenshaw Jn.
Calder Bridge
Knottingley Depot East and Sudforth Lane
FRIDAY, 25th MARCH.
Hensall Junction
WAKEFIELD (TURNER'S LANE)
DAILY UNTIL FURTHER NOTICE
Turner's Lane and Calder Bridge
OAKENSHAW SOUTH TO OAKENSHAW NORTH
DAILY UNTIL FURTHER NOTICE
Oakenshaw North, South Junction

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
APPERLEY JUNCTION TO EMSAY JUNCTION VIA ILKLEY		
DAILY UNTIL FURTHER NOTICE		
Apperley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors painting bridges between 202½ and 211¼ m.p. Ladders, trestles and scaffolding in use.
Esholt Junction and Menston Junction	Down and Up Main	07 00 to 17 00, contractors excavating and installing cables at 206m.p. Commencing Sunday 20th March. (12)
Burley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors demolishing signal box and buildings between 210¼ and 211¼ m.p. Plant in use. (6)
SUNDAY, 20th MARCH.		
Esholt Junction and Menston Junction	Down and Up Main (BLOCKED)	07 30 to 19 00, contractors excavating and installing cables at 206 m.p. No traffic.
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Junction and Esholt Junction	Down and Up Main	Boring at 2m. 31chs. (9)
SUNDAY, 20th MARCH.		
Guiseley Junction	All	07 30 to 17 00, changing relays and testing track circuits. Signal Box open. (6)
SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION.		
DAILY UNTIL FURTHER NOTICE.		
Manningham	All	07 00 to 17 00 contractors demolishing buildings between 207¾ and 208 m.p. Plant in use. (6)
SUNDAY, 20th MARCH.		
Leeds Junction	All	07 30 to 17 00, testing controls.
Bradford Forster Square	All	07 30 to 17 00, overhauling interlocking.
TUESDAY AND WEDNESDAY, 22nd and 23rd MARCH.		
Manningham Station Junction	All	08 15 to 16 00 each day, overhauling interlocking.

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 20th MARCH—NORMANTON No.3 GOODS AND NORMANTON NORTH JUNCTION

Normanton No.3 Goods

Signal Box and all signals dispensed with except 24 Down Goods or Down Reception to Down Sidings which will be controlled by Normanton North Junction. All points converted to hand operation.

Normanton North Junction

Points spiked normal pending removal.

48 No. 1 Down Goods - Down Sidings

Signal dispensed with.

50 Shunting No. 1 Down Goods to Down Sidings

New Signal.

46 Shunting Down Sidings to No.2 Down Goods, situated between No. 1 Departure Siding and Shunting Neck and fitted with YELLOW TARGET

Notice Boards

3 Illuminated Notice Boards lettered "STOP AND AWAIT INSTRUCTIONS" will be provided as follows:-

(1) Left of Shunting Neck 60 yards North of Signal Box.

(2) Left of each Shunting Line (10 Up and 11 Up) 110 yards South of Signal Box. (15)

DETAILS OF WORK ALREADY CARRIED OUT

GANTON

Signal Box has become a Gate Box.

Signal dispensed with

15 Down Main Starting (12)

DEWSBURY NOS. 1 AND 2

Redesignation of lines

Down Main has been abandoned and former Down Platform line has become Down Main. Buffer Stops have been erected in the former Down Main line approximately 340 yards west of No.2 Signal Box to form the Down Siding.

Dewsbury No. 1

Signal Box and all points and signals dispensed with except that former No. 11 Down Main to Down Platform Home signal has been retained as Dewsbury No.2 Down Home No. 1 and the former Down Distant retained as Down Distant for Dewsbury No.2.

Dewsbury No.2

Signals dispensed with.

35 Down Main Distant

New Points

28(b) Trap points in Down Siding 25 yards East of signal box.

Altered nomenclature of points

Old

28 Down Main from Down Platform

New

28A Down Main - Down Siding

Altered Nomenclature of Signals.

Old

37 Down Main Home
(MAIN ARM)

New

39 Shunting Down Siding to Down Main
(MINIATURE ARM)

1 Shunting Down to Up Main

39 Down Platforms to Down Main Home No.2

40 Down Main to Down Platform Home No.1

1 Shunting Down to Up Main or Down Sidings

37 Down Main Home No.2

40 Down Main Home No.1 (14)

SECTION C—SIGNA

DETAILS OF WORK

WELTON

Altered Signal
14 Down
9 Down
replaced b

PONTEF

Renewed Sign
36 Bay P

WHITLE

Up Good
removal.

METHLE

Altered nome

10 Main

13 Down

Down

18 Up B

Main.

Signals dispe

2 Down

21 Up M

Altered Signa

22 Up M

23 Up B

Altered nome

1 Down

3 Down

9 Shunt

or Dc

11 Shunt

ANCHO

Down Si

Points spike

57 Down

Signals disp

52 Shunt

58 Shunt

59 Shunt

60 Shunt

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

WELTON GATE BOX

Altered Signals

- 14 Down Fast Home (with Melton Lane Down Fast Distant below) will be
- 9 Down Slow Home (with Melton Lane Down Slow Distant below) replaced by a 12 ft. right hand bracket with two dolls on the same site. (14)

PONTEFRAC T SOUTH

Renewed Signal

- 36 Bay Platform - Up Main renewed as a straight post at reduced height to left of line. (14)

WHITLEY BRIDGE

- Up Goods Ground Frame dispensed with, signal removed and points spiked normal pending removal. (14)

METHLEY SOUTH

Altered nomenclature of points

Old

- 10 Main - Crossover
- 13 Down Main and Down Branch - Down Main
- 18 Up Branch and Up Main - Up Main.
- 10 Through Siding-Crossover
- 13 Down Through Siding and Down Branch - Down Main
- 18 Up Branch and Up Main - Up Through Siding.

New

Signals dispensed with.

- 2 Down Main to Down Branch Distant
- 21 Up Main Starting

Altered Signals

- 22 Up Main Home
 - 23 Up Branch Home
- } Fitted with miniature arms.

Altered nomenclature of signals

Old

- 1 Down Main to Down Branch Home
- 3 Down Main Home
- 9 Shunting Up Main to Down Branch or Down Main
- 11 Shunting Down to Up Main
- 1 Down Through Siding to Down Branch Home.
- 3 Down Through Siding to Down Main Home
- 9 Shunting Up Through Siding to Down Branch or Down Main
- 11 Shunting Down to Up Through Siding (14)

ANCHOR PIT

Down Sidings abandoned

Points spiked normal pending removal

- 57 Down Arrival Down Sidings

Signals dispensed with

- 52 Shunting Down Slow to Down Sidings
- 58 Shunting Down Sidings to Down Fast
- 59 Shunting Down Sidings to Down Slow
- 60 Shunting Down Sidings to Down Goods

11 concerned.

ACTION

ception to Down to hand

e Siding and

be provided

(15)

(12)

Main. Buffer of No.2 Signal

own Main to d the former

n Main

Down Sidings

(14)

(13)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BRIGHOUSE

Brighthouse Exchange "B" Ground Frame dispensed with.
All points hand worked.

(13)

HEALEY MILLS AND HECKMONDWIKE JUNCTION**Altered Nomenclature of Line**

Existing Down Branch from clearance point of junction with Down Slow at Thornhill to new connection at 9 chains to the Heckmondwike Curve has been renamed:—
Down and Up Branch.

HEALEY MILLS**New Points**

Points previously hand worked at 9 chains on Down Branch leading to and from Heckmondwike Curve are operated from Healey Mills and read:—
330 Down and Up Branch—Heckmondwike Curve.

New Signals

HM.27 Heckmondwike Curve to HM.32 signal, Colour Light sited 35 yards north of Bridge 24.
HM.30 Down and Up Branch to Liversedge Oil Depot, Colour Light sited opposite Healey Mills 31 Signal.
53 Shunting Down Slow to 52 signal. Position Light ground signal sited at clearance between Down Slow and Down Slow to Down Fast Crossover at Thornhill.
Down Branch Distant for HM.28 signal fitted below Heckmondwike Junction Up Main Home.

Altered Signal

A three way route indicator provided on the following position light ground signal reading:—

52	Down Slow	'D'
or to	Branch	'B'
or to	Siding	'S'

HECKMONDWIKE CENTRAL JUNCTION**Transferred signal**

HE.28—Down Branch Starting controlled by Healey Mills reading:—
HM.28—Down Branch to HM.32 Signal.

(12)

HUNSLET GOODS JUNCTION**Altered Points**

30 Up Goods—Engine Works, are operated by a ground frame positioned adjacent to the Engine Works, 80 yards south of the Signal Box released from Hunslet Goods Junction Signal Box.

Signals dispensed with.

29 Engine Works to Up Goods.

Altered Signal

31 Shunting Up Goods to Main Arrival moved 23 yards nearer Signal Box.

(14)

SECTION D

*** Items marked

Sunday, 2
hour at 02 00
Trains sta
booked times.
Trains sta
Special Traffi

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 item.

(13)

MISCELLANEOUS NOTICES.

★ SUMMER TIME 1966.

Sunday, 20th March:—British Summer time will operate and all clocks must be put forward one hour at 02 00 on this day.

Trains starting their journey before 02 00 will, after this time, run one hour later than their booked times.

Trains starting their journey after 02 00 will with certain exceptions, which are shown in the Special Traffic Notice, leave as booked British Summer Time.

NOTICE TO STAFF OF THE
 LIMITATION IN SPEED TO
 45 M.P.H. OF ALL
 FOUR-WHEELED VEHICLES
 WITH A WHEEL BASE OF
 10-FT OR LESS

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 speed limit of 45 m.p.h. Unless a wheelbase of more than 10 ft is clearly shown on a vehicle, it must be assumed that the wheelbase is of 10-ft. or less.

If it is necessary for any of these vehicles to be run on a passenger, parcels or a Class 4 or 5 freight 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 exceed 45 m.p.h. at any point on the journey.

Drivers must strictly observe this instruction and ensure that in NO circumstances is the speed limit exceeded.

(6/66)

(12)

(14)

SIX WHEEL MILK TANKS

Until further notice, six wheel milk tanks must be restricted to a maximum speed of 60 m.p.h. when loaded and 50 m.p.h. when empty.

The Guard must advise the Driver when six wheel milk tanks are placed in the train and, instruct him that the speed of the train is not to exceed 60 m.p.h., or 50 m.p.h., as appropriate, at any point on the journey.

11/66

WORKING OF 7* TRAINS.

A new train classification, Class 7* — Freight train with fitted head — maximum speed 35 m.p.h., will be introduced from 18th April, 1966.

The trains will be signalled by the "Is line clear" signal 3-2.

Vehicles of the following types **MUST NOT** be used to form the fitted head:—

- Empty Conflats
- Empty Lowfits
- Empty Medfits
- Empty Hyfits
- Empty Match Wagons
- Wagons acting as "runners"
- Wagons with wooden frames

The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

11/66

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.



YORK STATION—Commencing Monday, 21st March.—At South View Nos. 1, 2 and 3 Sidings, South View Van Siding and Motive Power Nos. 2 and 3 Group Sidings wheel chocks have now been erected preventing through access from York Yard South Box, shortening the sidings by approximately 100 yards.

(15)

*** YORK STATION

The following points
Points Spiked Normal
503 Up Scarborough
Points Spiked Reverse
463 Engine Line

BILTON AND NIDD BRIDGE
A whistle board has been

DEWSBURY NO. 2 AND 3
Catch points have been



BATLEY WEST
Main lines at 35 m.p.h.
to the new connecting
of use until further notice

L.N.W. JUNCTION AND
Catch points have been

LEEDS CITY SOUTH
The Middle Road
re-erected according to
No. 9 Platform

SCARBOROUGH
The single line
by the Signalman
vans in accordance with

GOOLE SWING BRIDGE
Authority is
Boothferry Road

USER OF THE BRIDGE
RAVENSTHORPE
Conveyance
keep a sharp look out

FERRYBRIDGE
Two marker
on the approach
trains of 30 or 35

BULLCROFT
Until further
extensively by
horns on approach

Section D

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

** YORK STATION

The following points have been spiked out of use as indicated until further notice.

Points Spiked Normal

503 Up Scarborough—Up Reception.

Points Spiked Reverse.

463 Engine Line—Fruit Dock

(12)

BILTON AND NIDD BRIDGE.

A whistle board has been provided on the Down Main at 19½ m.p.

DEWSBURY NO.2 AND BATLEY WEST.

Catch points have been installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
34	10
34	46

(13)

★

BATLEY WEST—Commencing, Sunday, 20th March—A facing crossover has been laid in the Main lines at 35 m.p. and a new lead has been laid in the former Up Loop which gives access to the new connecting line towards Shaw Cross Colliery. These connections will be spiked out of use until further notice.

(15)

L.N.W. JUNCTION AND DEWSBURY No.2.

** Catch points have been installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
32	76
33	40

(12)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH, FALS GRAVE AND GALLOW'S CLOSE.

The single line between Falsgrave Signal Box and Gallows Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

FERRYBRIDGE POWER STATION.

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F 40 and F 41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 33 wagons respectively are clear of the empty weighbridge

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

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(15)

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding. Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

***** BETWEEN COPLEY HILL NO. 1 AND FARNLEY JUNCTION.**

Catch points have been installed as follows and spiked out of use until further notice.

Up Main
41M 27CHS

(12)

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

EMBSAY

Contractors vehicles are using a temporary sleeper crossing across the sidings between the goods yard and Skipton Rock Quarries. (14)

ILKLEY JUNCTION AND EMBSAY STATION.

The line between Ilkley Junction and Embsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platforms and the lines from Embsay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

RESTRICTED CLEARANCES

Clearances at the heads out when passing

Location
Standedge Slow Turn
Up Fast Tunnel

Bridge No.7

Bridge No.6

Bridge No.9

SHUTTING OFF LINES

Water will not be supplied to

Thwaites Jct. Down
Standedge Slow Turn
Troughs

Calder Bridge—Up

Ripon Station—All

LOCOMOTIVE WATERING

*** Castleford Centre

REPAIRS AT M.P.D.

In connection with repairs projections may be placed

Place
Low Moor M.P.D.

Low Moor M.P.D.

RULE 189 (Page 1)

AMEND to Rule 3.1.7 Arrange for crossings working a red/green

NE/S

London



No. 13

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 26 MARCH

TO

FRIDAY 1 APRIL 1966

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AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN
 AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED
 LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK
 OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT
 BE ABLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-
 OUT FOR HAND SIGNALS AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND
 SIGNALS ARE EXHIBITED.

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SPECIAL NOTICE

All concerned to note that on and from 23rd April next (Programme No. 17), Section 'D' of this booklet will be issued as a separate publication each four weeks.

The first booklet will cover the period Saturday 23rd April to Friday 20th May.

Any urgent Section 'D' items will continue to be printed in the weekly booklet and, in addition the following items will continue to be shown weekly:-

Shutting off of Loco Water Supplies.

Turntables out of use.

Repairs at Motive Power Depots, etc.

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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 27th MARCH – YORK

Up Reception line will be slued into the connection leading from Shunting Neck to Reception line with hand worked points adjacent to 40 signal.

New Signal

40 Up Reception line or to Down Doncaster Main, ground position light situated to left of Reception lines 55 yards north of Dringhouses Up Yard Control Tower. (temporarily retained at 'ON' position). (16)

SUNDAY 27th MARCH – ARDSLEY STATION

Points spiked normal pending removal.

3 Mains Crossover

Altered nomenclature of signals

Old	New
2/33 Shunting Up Main or to Down Main	33 Shunting Up Main
4/14 Shunting, Down to Up Main or Down Through Siding, Nos. 1 or 2 or Transfer Line or West Yorks. Yard.	14 Shunting Down Main to Down Through Sidings, 1 or 2 or Transfer Line or West Yorks. Yard. (16)

SUNDAY 27th MARCH – STORRS MILL

Signal Box and signals dispensed with. Points spiked normal pending removal. (16)

SUNDAY 27th MARCH – COPLEY HILL No.3 AND LEEDS CENTRAL 'B' SIGNAL BOX

From 07 00 the Down and Up branch lines between Copley Hill No.3 and Leeds Central 'B' will be dispensed with. Connections will be spiked out of use, pending removal, as shown below:—

COPLEY HILL No.3**Points clipped normal**

31 Down Main – Down Branch

Signals dispensed with.

11 Shunting Up Sidings to Down Branch
 15 Up and Down Goods to Down Branch
 23 Shunting Down Branch
 28 Down Main to Down Branch Home
 33 Up Branch to Up and Down Goods
 34 Up Branch to Up Sidings 2 or 3 or Up Siding 1
 45 Up Branch to Up Main Home

LEEDS 'B'

A stop block will be provided on the Hoist line 40 yards East of 56 (B end) points Up Goods – Departure line.

Points dispensed with.

56 Up Goods – LM Departure line

Points spiked normal pending removal.

59 R.M. Departure Line – Arrival Line

Signals dispensed with

40 Up Main to Departure Line
 60 Arrival Line to Down Main
 61 Arrival Line to Hoist Line

SECTION C

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 27th MARCH—HOLBECK

Points dispensed with.
28 Up Goods — Up Main

Altered Points
26 (A end) will become trap points

Signals dispensed with
11 Up Goods Home with Wortley South distant below
13 Up Goods to Arrival Line

Holbeck No.2 ground frame and associated points dispensed with.

(16)

TUESDAY 29th MARCH — DUTCH RIVER

Points spiked normal pending removal.

Signals dispensed with
16 Up Main to Down Main
20 Down Main to Up Main

(16)

DETAILS OF WORK ALREADY CARRIED OUT

DEWSBURY NOS.1 AND 2

Redesignation of lines

Down Main has been abandoned and former Down Platform line has become Down Main. Buffer Stops have been erected in the former Down Main line approximately 340 yards west of No.2 Signal Box to form the Down Siding.

Dewsbury No.1

Signal Box and all points and signals dispensed with except that former No.11 Down Main to Down Platform Home signal has been retained as Dewsbury No.2 Down Home No.1 and the former Down Distant retained as Down Distant for Dewsbury No.2.

Dewsbury No.2

Signals dispensed with.
35 Down Main Distant

New Points

28(b) Trap points in Down Siding 25 yards East of signal box.

Altered nomenclature of points

Old
28 Down Main from Down Platform

New
28A Down Main — Down Siding

Altered Nomenclature of Signals.

Old
37 Down Main Home
(MAIN ARM)
1 Shunting Down to Up Main
39 Down Platforms to Down Main Home No.2
40 Down Main to Down Platform Home No.1

New
39 Shunting Down Siding to Down Main
(MINIATURE ARM)
1 Shunting Down to Up Main or Down Siding
37 Down Main Home No.2
40 Down Main Home No.1

(1)

SECTION C—SIGNALLING

DETAILS OF WORK ALREADY CARRIED OUT

WELTON GATE

Altered Signals
14 Down Fast Home
9 Down Slow Home
replaced by a 12

PONTEFRAC

Renewed Signal
36 Bay Platform

WHITLEY BR

Up Goods Gro
removal.

METHLEY S

Altered nomenclature

10 Main — C
13 Down Ma
Down Ma
18 Up Branc
Main.

Signals dispensed

2 Down M
21 Up Main

Altered Signals

22 Up Main
23 Up Bra

Altered nomenclature

1 Down
3 Down
9 Shunti
or Dow
11 Shunti

ANCHOR

Down Si
Points spike
57 Dow

Signals dispensed

52 Shu
58 Shu
59 Shu
60 Shu

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued

WELTON GATE BOX

Altered Signals

14 Down Fast Home (with Melton Lane Down Fast Distant below)
 9 Down Slow Home (with Melton Lane Down Slow Distant below) will be
 replaced by a 12 ft. right hand bracket with two dolls on the same site. (14)

PONTEFRACT SOUTH

Renewed Signal

36 Bay Platform - Up Main renewed as a straight post at reduced height to left of line. (14)

WHITLEY BRIDGE

Up Goods Ground Frame dispensed with, signal removed and points spiked normal pending removal. (14)

METHLEY SOUTH

Altered nomenclature of points

Old	New
10 Main - Crossover	10 Through Siding-Crossover
13 Down Main and Down Branch - Down Main	13 Down Through Siding and Down Branch - Down Main
18 Up Branch and Up Main - Up Main.	18 Up Branch and Up Main - Up Through Siding.

Signals dispensed with.

2 Down Main to Down Branch Distant
 21 Up Main Starting

Altered Signals

22 Up Main Home)
 23 Up Branch Home) Fitted with miniature arms.

Altered nomenclature of signals

Old	New
1 Down Main to Down Branch Home	1 Down Through Siding to Down Branch Home.
3 Down Main Home	3 Down Through Siding to Down Main Home
9 Shunting Up Main to Down Branch or Down Main	9 Shunting Up Through Siding to Down Branch or Down Main
11 Shunting Down to Up Main	11 Shunting Down to Up Through Siding (14)

ANCHOR PIT

Down Sidings abandoned

Points spiked normal pending removal

57 Down Arrival Down Sidings

Signals dispensed with

52 Shunting Down Slow to Down Sidings
 58 Shunting Down Sidings to Down Fast
 59 Shunting Down Sidings to Down Slow
 60 Shunting Down Sidings to Down Goods (13)

DETAILS OF WORK ALREADY CARRIED OUT—continued

**

BRIGHOUSE

Brighthouse Exchange "B" Ground Frame dispensed with.
All points hand worked.

NORMANTON No.3 GOODS AND NORMANTON NORTH JUNCTION

Normanton No.3 Goods

Signal Box and all signals dispensed with except 24 Down Goods or Down Reception to Down Sidings which is controlled by Normanton North Junction. All points converted to hand operation.

Normanton North Junction

Points spiked normal pending removal.

48 No. 1 Down Goods — Down Sidings

Signal dispensed with.

50 Shunting No. 1 Down Goods to Down Sidings

New Signal.

46 Shunting Down Sidings to No. 2 Down Goods, situated between No. 1 Departure Siding and Shunting Neck and fitted with YELLOW TARGET

Notice Boards

3 Illuminated Notice Boards lettered "STOP AND AWAIT INSTRUCTIONS" will be provided as follows:—

(1) Left of Shunting Neck 60 yards North of Signal Box.

(2) Left of each Shunting Line (10 Up and 11 Up) 110 yards South of Signal Box.

HUNSLET GOODS JUNCTION

Altered Points

30 Up Goods—Engine Works, are operated by a ground frame positioned adjacent to the Engine Works, 80 yards south of the Signal Box released from Hunslet Goods Junction Signal Box.

Signals dispensed with.

29 Engine Works to Up Goods.

Altered Signal

31 Shunting Up Goods to Main Arrival moved 23 yards nearer Signal Box.

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Section D

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

***BILTON AND NIDD BRIDGE.**

A whistle board has been provided on the Down Main at 19½ m.p.

(13)

★ **DEWSBURY NO.2 AND BATLEY WEST.**

Catch points have been installed as follows and will be brought into use on the 4th April 1966.

DOWN MAIN

M.	Chs.
34	46

(16)

BATLEY WEST—A facing crossover has been laid in the Main lines at 35 m.p. and a new lead has been laid in the former Up Loop which gives access to the new connecting line towards Shaw Cross Colliery. These connections will be spiked out of use until further notice. (15)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH, FALS GRAVE AND GALLOWS CLOSE.

The single line between Falsgrave Signal Box and Gallows Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

FERRYBRIDGE POWER STATION.

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F.40 and F.41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 38 wagons respectively are clear of the empty weighbridge.

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemens to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs.

Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

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(15)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemmen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

★ **GREETLAND NO. 2**—Commencing 08 00 Monday, 28th March.—Until further notice, contractors vehicles will be using temporary level crossings over the Main Lines at 30m, 70ch. and over the Branch Lines at m.p. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching these crossings. (13/66)

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding, Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

★ **WORTLEY SOUTH AND BEESTON JUNCTION**—Commencing Sunday, 27th March—catch points will be installed as follows, and spiked out of use until further notice.

Up Main

184m. 20c.

183m. 66c.

183m. 8c. (16)

EMBSAY

Contractors vehicles are using a temporary sleeper crossing across the sidings between the goods yard and Skipton Rock Quarries. (14)

ILKLEY JUNCTION AND EMBSAY STATION.

The line between Ilkley Junction and Embsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platform and the lines from Embsay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

SECTION D—GENERAL IN

RESTRICTED CLEARANCES

Clearances at the heads out when passing

Location
Standedge Slow Turn
Up Fast Tunnel

Bridge No.7

Bridge No.6

Bridge No.9

SHUTTING OFF L

Water will not

Thwaites Jct. Do
Standedge Slow T
Troughs

Calder Bridge—Up

Ripon Station—Al

REPAIRS AT MO

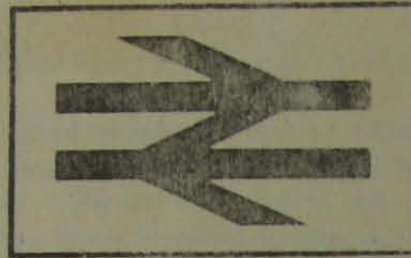
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Place

Low Moor M.P.D.

RULE 189 (Page**AMEND to r**

3.1.7 Arrange for crossings to be working as red/green

NE/S**No. 14****BRITISH RAILWAYS****NORTH EASTERN REGION**

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

SATURDAY 2 APRIL

TO

FRIDAY 8 APRIL 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
SHAFTHOLME TO NORTHALLERTON - continued		
SUNDAY, 3rd APRIL		
Riccall South and North	Down Main	07 00 to 17 00 adjusting rails.
Chaloners Whin and Holgate Junction	Down and Up Doncaster Up Reception and Dringhouses Up Receptions (BLOCKED) Up Leeds (BETWEEN TRAINS)	06 00 to 18 00, alterations to S & C between 187¼ and 186½ m.p. (See Section D) Cranes in use. All traffic to travel over the Down and Up Leeds lines.
York Station	07 30 to 10 00 No. 9 Platform and Down Main (BLOCKED) 07 30 to 10 00 Up Main (BETWEEN TRAINS) 10 00 to 16 30 Down and Up Main (BLOCKED) Nos. 8 and 9 Platforms (BETWEEN TRAINS)	07 30 to 16 30 changing S and C. Points Nos. 497B, 498A, 498B, 499B affected. Crane in use. Traffic to be replatformed.
Skelton Bridge and Skelton Junction	Down Goods and access to and from Skelton New Sidings (BLOCKED)	07 00 to 16 00, relaying. Crane in use.
Tollerton and Skelton Bridge	Up Slow (BLOCKED)	06 00 to 18 00, reballasting lifting and tamping between 7½ and 6¼ m.p. Ballast drag and on track tamper in use. All Up traffic to travel over the Up Fast Line.
Thirsk and Longlands Junction	Down Fast (BLOCKED) Down Slow (BETWEEN TRAINS)	04 00 to 16 00 rerailing and destressing between 25 and 26¾ m.p. Crane in use. All traffic to travel over the Down and Up Slow Lines.
Northallerton and Thirsk	Up Fast (BLOCKED) Up Slow (BETWEEN TRAINS)	
Northallerton and Thirsk	Up Slow	07 00 to 17 00, laying cable ducts between 26½ and 25 m.p.
MONDAY 4th APRIL		
Tollerton and Skelton Bridge	Up Slow (BLOCKED)	06 00 to 14 00, reballasting lifting and tamping. Ballast drag and on track tamping machine in use. between 7½ and 6¼ m.p. All Up traffic to travel over the Up Fast Line.
YORK YARDS		
SUNDAY 3rd APRIL		
York Yard North	Down and Up Goods	07 00 to 17 00, repairs to gantry. Signal Box open.
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL).		
DAILY UNTIL FURTHER NOTICE		
Nostell	All	07 00 to 17 00, contractors demolishing house between 170¼ and 170½ m.p. Plant in use (6)
Wrenthorpe North and Lofthouse North	All	07 00 to 17 00, contractors demolishing signal box at 178m. 16c. Commencing Monday 4th April. (14)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
DENABY 'A' TO UPTON AND NORTH ELMSALL (WRANGBROOK).		
MONDAY TO THURSDAY 4th TO 7th APRIL.		
Pickburn	All	08 00 to 16 00 each day, renewing connections.
STAIRFOOT JUNCTION TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
DAILY UNTIL FURTHER NOTICE		
Cudworth Yard North and Brierley	Down and Up Main	08 00 to 18 00, contractors erecting and dismantling scaffolding, and erecting cables between 51½ and 51¾m.p. Monckton Empty Sidings Signal Box open as required. (13)
Brierley and Hemsworth East	Down and Up Main	08 00 to 17 00 repairs to bridge between 48¼ and 48½ m.p. Scaffolding and ladders in use. (6)
THORNE NORTH TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Boothferry Road and Staddlethorpe Station	All	07 30 to 16 30 laying cables and preparing for alterations to signalling and interlocking.
MONDAY, 4th APRIL.		
Marshland	All	08 00 to 16 30, alterations to signalling. (See Section 'C').
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield, East and Calder Bridge	Down and Up Main	07 00 to 18 00 contractors repairing bridge and demolishing signal box between 48 and 48½m.p. Crane and plant in use. Scaffolding erected.
Pontefract Monkhill West and Sudforth Lane	All	07 30 to 17 30, contractors cleaning and painting structures between 56¼ and 60¾m.p. Ladders and trestles in use.
Pontefract West and Knottingley "A"	Down and Up Main	07 00 to 17 00, contractor excavating and laying main between 56½ and 57¾m.p. (3)
Pontefract East and Knottingley "A"	Down and Up Main	Contractors constructing bridge at 58m.p. Plant in use.
Knottingley "A" and West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
Knottingley "A" and Rawcliffe	Down and Up Main	07 00 to 17 00 (except Sat. and Sun.) painting structures. Ladders and trestles in use.
Hensall and Snaith West	Down and Up Main	08 00 to 17 00 each day, contractors erecting wires at 66m. 66c. Commencing Wednesday, 6th April (14)
SUNDAY 3rd APRIL		
Snydale East	All	07 00 to 17 00, renewing connections. Signal box open.
Knottingley Depot East and West	Down and Up Main (BLOCKED)	07 00 to 17 00, laying crossover. No traffic.
Knottingley Depot East and Sudforth Lane	Down and Up Main (BLOCKED)	07 00 to 17 00, loading spoil and reconstructing bridge between 59½ and 60m.p. No traffic. Plant in use. Both Signal Boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Slow	08 00 to 17 00 (except Sat. and Sun.) repairing Standedge Slow Tunnel between 15 and 18¼ m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.
SUNDAY 3rd APRIL		
Diggle and Marsden	Down and Up Slow (BLOCKED)	07 00 to 17 00, track maintenance, moving rail centres and unloading material in Standedge Slow Tunnel between 15 and 18¼ m.p. All traffic to travel over the Down and Up Fast lines.
Marsden and Gledholt Junction	Down and Up Fast (BLOCKED)	06 00 to 18 00, rerailling between 18¾ and 22½ m.p. Crane in use. All traffic to travel over the Down and Up Slow lines. Slaithwaite Signal Box open.
Kirkburton Junction	All	07 30 to 17 00, overhauling interlocking. Signal Box open.
MONDAY 4th APRIL		
Spennithorne Junction	All	10 00 to 14 00, testing points. Signal Box open.
PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Clayton West Junction and Brockholes In.	Down and Up Main	08 00 to 17 00 (except Sat. and Sun.) repairs to ventilating shaft between 5¾ and 4¼ m.p.
HECKMONDWIKE CURVE		
WEDNESDAY, 6th APRIL		
Heckmondwike Curve	Single (BLOCKED)	07 00 to 19 00, sluing and recovering track between 3½ and 5 m.p. Tracklayer in use. No traffic.
FARNLEY JUNCTION TO WHITEHALL JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Copley Hill No.3 and Whitehall Junction	All	07 00 to 18 00, contractors dismantling girder
Copley Hill No.3 and Whitehall Jn.	All	07 00 to 17 00, removing track. Cranes in use. Until Thursday 7th April
Copley Hill No.3 and Whitehall Jn.	All	Contractors constructing curve. Cranes and plant in use. Commencing 08 00 Monday 4th April (14)
COPLEY HILL NO.3 TO LEEDS CENTRAL 'B'		
DAILY UNTIL FURTHER NOTICE		
Copley Hill No.3 and Leeds Central 'B'	Arrival and Departure	07 00 to 18 00, contractors demolishing girder
BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Crigglistone Jn. and Horbury Junction	All	Contractors reconstructing bridge and casting units between 0 and ¼ m.p. Crane and plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
APPERLEY JUNCTION TO EMSAY JUNCTION VIA ILKLEY		
DAILY UNTIL FURTHER NOTICE		
Apperley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors painting bridges between 202½ and 211¼ m.p. Ladders, trestles and scaffolding in use.
Esholt Jn. and Guiseley Station	Down and Up Main	07 00 to 17 00, contractors demolishing signal box at 204m. 65c. Commencing Monday 4th April. (14)
Esholt Junction and Menston Junction	Down and Up Main	07 00 to 17 00, contractors excavating and installing cables at 206m.p. (12)
Burley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors demolishing signal box and buildings between 210¼ and 211¼ m.p. Plant in use. (6)

SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)**DAILY UNTIL FURTHER NOTICE**

Guiseley Junction and Esholt Junction	Down and Up Main	Boring at 2m. 31chs. (9)
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SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION.**DAILY UNTIL FURTHER NOTICE.**

Manningham	All	07 00 to 17 00 contractors demolishing buildings between 207¾ and 208 m.p. Plant in use. (6)
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SHIPLEY (BRADFORD JN.) TO SHIPLEY (BINGLEY JN.)**SUNDAY TO THURSDAY 3rd TO 7th APRIL.**

Bingley Junction	All	07 30 to 16 30 each day, preparing for alterations to signalling.
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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 2nd AND 3rd APRIL—FERRYBRIDGE—PONTEFRACT SOUTH—BRACKENHILL—MOORTHORPE

Between 00 01 and 18 00 hours Sunday, certain signals between Moorthorpe and Ferrybridge will be replaced by automatic colour light signals.

During the above times, aspect testing will take place and colour light signals may display incorrect aspects. Drivers must ignore aspects and work to instructions. Handsignalling will be in operation.

BRACKENHILL

Signal box and all signals dispensed with.

MOORTHORPE STATION

Altered Signals

35 Down Starting signal will have a 2 aspect, colour light signal fixed below. (The green aspect of the semaphore signal will be blanked out).

U9B Up Main Auto will also display red aspect.

PONTEFRACT SOUTH

Signals dispensed with

- 1 Down Main Home 1
- 2 Down Main Home 2
- 3 Down Main Starting
- 4 Down Main to Branch Starting
- 5 Down Main Distant
- 22 West Dock to Branch Starting
- 32 Down Branch to West Dock Home
- 33 Down Branch to Up Main Home

New Signal

P1 Down Main Home, colour light sited 1215 yards in rear of D4.

Altered Signals

13 Shunting Down Sidings to Up Main resited 56 yards nearer Signal Box. Bracket carrying 36/39 signals replaced by colour light and straight post as follows:

36 Bay to Up Main Starting, semaphore on straight post with new distant arm for U5 Signal below sited opposite 39 signal.

39 Up Main Home 2. Colour light on same site and re-numbered P39.

P40 Up Main Home 1 resited 1210 yards in rear of P39.

R40 Up Main Distant will become a 3 aspect Automatic re-numbered U3.

New Automatic Colour Lights.

Down Direction

- D4 Sited 1550 yards in rear of D3
- D5 Sited 1360 yards in rear of P1
- D6 Sited 1360 yards in rear of D5
- D7 Sited 1360 yards in rear of D6
- D8 Sited 1450 yards in rear of D7
- D9B Sited 1450 yards in rear of D8
- D9 Sited 1450 yards in rear of D9B
- D10 Sited 1450 yards in rear of D9

Up Direction

- U5 Sited 1620 yards in rear of U6
- U6 Sited 1620 yards in rear of U7
- U7 Sited 1620 yards in rear of U8
- U8 Sited 1620 yards in rear of U9
- U9 Sited 1620 yards in rear of U9B

MONDAY 4th APRIL—MARSHLAND

Signal Box and signals dispensed with.

Points spiked normal pending removal.

TUESDAY 5th APRIL—DRIFFIELD

Points spiked normal pending removal

- 9 Mains Crossover
- 20 Up Main — Up Branch
- 22 Down Main — Down Branch

SECTION C—SI

DETAILS OF V

Signals di
8 Sh
12 Sh
18 Up
24 Up
28 Do

WEDNESD

Points Spi

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17 Do
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Signals di

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24 Up
25 Up
27 Up

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33 Up

34 Up

45 Up

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Points disp

56 Up

Points spi

59 R.N

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK REFERRED TO IN SECTION B—continued****Signals dispensed with**

- 8 Shunting Down to Up Main
- 12 Shunting Up to Down Main
- 18 Up Main to Up Branch with Drifffield West Distant below.
- 24 Down Branch Distant
- 28 Down Branch Home with Mansford Road Distant below

(17)

WEDNESDAY 6th APRIL—HOWDEN**Points spiked normal pending removal**

- 11 Down Main — Down Siding
- 17 Down Main — Warehouse Siding
- 23 Up Main — Up Siding (nearest Signal box)
- 26 Up Main — Up Siding

Signals dispensed with

- 10 Down Siding to Down Main
- 12 Down Main to Down Siding
- 16 Warehouse Siding to Down Main
- 18 Down Main to Warehouse Siding
- 22 Up Main or to Up Siding
- 24 Up Siding to Up Main
- 25 Up Main to Up Siding
- 27 Up Siding or to Up Main

(17)

DETAILS OF WORK ALREADY CARRIED OUT**YORK**

Up Reception line slued into the connection leading from Shunting Neck to Reception line with hand worked points adjacent to 40 signal.

New Signal

40 Up Reception line or to Down Doncaster Main, ground position light situated to left of Reception lines 55 yards north of Dringhouses Up Yard Control Tower. (temporarily retained at 'ON' position).

(16)

ARDSLEY STATION**Points spiked normal pending removal.**

- 3 Mains Crossover

Altered nomenclature of signals**Old**

- 2/33 Shunting Up Main or to Down Main
- 4/14 Shunting, Down to Up Main or Down Through Siding, Nos. 1 or 2 or Transfer Line or West Yorks. Yard.

New

- 33 Shunting Up Main
- 14 Shunting Down Main to Down Through Sidings, 1 or 2 or Transfer Line or West Yorks. Yard.

(16)

COPLEY HILL No.3 AND LEEDS CENTRAL 'B' SIGNAL BOX

Down and Up branch lines between Copley Hill No.3 and Leeds Central 'B' dispensed with. Connections spiked out of use, pending removal, as shown below:—

COPLEY HILL No.3**Points clipped normal**

- 31 Down Main — Down Branch

Signals dispensed with.

- 11 Shunting Up Sidings to Down Branch
- 15 Up and Down Goods to Down Branch
- 23 Shunting Down Branch
- 28 Down Main to Down Branch Home
- 33 Up Branch to Up and Down Goods
- 34 Up Branch to Up Sidings 2 or 3 or Up Siding 1
- 45 Up Branch to Up Main Home

LEEDS 'B'

Stop block provided on the Hoist line 40 yards East of 56 (B end) points Up Goods — Departure line.

Points dispensed with.

- 56 Up Goods — LM Departure line

Points spiked normal pending removal.

- 59 R.M. Departure Line — Arrival Line

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
DETAILS OF WORK ALREADY CARRIED OUT—continued

Signals dispensed with

- 40 Up Main to Departure Line
- 60 Arrival Line to Down Main
- 61 Arrival Line to Hoist Line

**** DEWSBURY NOS. 1 AND 2**

Redesignation of lines

Down Main has been abandoned and former Down Platform line has become Down Main. Buffer Stops have been erected in the former Down Main line approximately 340 yards west of No. 2 Signal Box to form the Down Siding.

Dewsbury No. 1

Signal Box and all points and signals dispensed with except that former No. 11 Down Main to Down Platform Home signal has been retained as Dewsbury No. 2 Down Home No. 1 and the former Down Distant retained as Down Distant for Dewsbury No. 2.

Dewsbury No. 2

Signals dispensed with.

- 35 Down Main Distant

New Points

28(b) Trap points in Down Siding 25 yards East of signal box.

Altered nomenclature of points

Old

- 28 Down Main from Down Platform

New

- 28A Down Main - Down Siding

Altered Nomenclature of Signals.

Old

- 37 Down Main Home
(MAIN ARM)
- 1 Shunting Down to Up Main
- 39 Down Platforms to Down Main Home No. 2
- 40 Down Main to Down Platform Home No. 1

New

- 39 Shunting Down Siding to Down Main
(MINIATURE ARM)
- 1 Shunting Down to Up Main or Down Sidings
- 37 Down Main Home No. 2
- 40 Down Main Home No. 1

**** WELTON GATE BOX**

Altered Signals

- 14 Down Fast Home (with Melton Lane Down Fast Distant below)
- 9 Down Slow Home (with Melton Lane Down Slow Distant below) will be replaced by a 12 ft. right hand bracket with two dolls on the same site.

**** PONTEFRACT SOUTH**

Renewed Signal

- 36 Bay Platform - Up Main renewed as a straight post at reduced height to left of line. (14)

**** WHITLEY BRIDGE**

Up Goods Ground Frame dispensed with, signal removed and points spiked normal pending removal. (14)

**** METHLEY SOUTH**

Altered nomenclature of points

Old

- 10 Main - Crossover
- 13 Down Main and Down Branch -
Down Main
- 18 Up Branch and Up Main - Up
Main.

New

- 10 Through Siding - Crossover
- 13 Down Through Siding and Down Branch -
Down Main
- 18 Up Branch and Up Main - Up
Through Siding.

Signals dispensed with.

- 2 Down Main to Down Branch Distant
- 21 Up Main Starting

Altered Signals

- 22 Up Main Home
 - 23 Up Branch Home
- } Fitted with miniature arms.

Altered nomenclature of signals

Old

- 1 Down Main to Down Branch Home
- 3 Down Main Home
- 9 Shunting Up Main to Down Branch
or Down Main
- 11 Shunting Down to Up Main

New

- 1 Down Through Siding to Down Branch Home.
- 3 Down Through Siding to Down Main Home
- 9 Shunting Up Through Siding to Down
Branch or Down Main
- 11 Shunting Down to Up Through Siding (14)

**SECTION C—SIGNALLING AND
 DETAILS OF WORK ALREADY**

DUTCH RIVER

Points spiked normal pend
 Signals dispensed with
 16 Up Main to Down
 20 Down Main to Up

STORRS MILL

Signal Box and signa

NORMANTON No. 3

Normanton No. 3 Goods
 Signal Box and all
 Down Sidings which is
 operation.

Normanton North Junction

Points spiked normal p
 48 No. 1 Down Good
 Signal dispensed with.
 50 Shunting No. 1

New Signal.

46 Shunting Down
 Shunting Neck

Notice Boards

3 Illuminated Not
 as follows:-

- (1) Left of Shunt
- (2) Left of each

**** HUNSLET GOO**

Altered Points

30 Up Goods-E
 Works, 80 ya

Signals dispensed w
 29 Engine Work

Altered Signal

31 Shunting Up

HOLBECK

Points dispensed w
 28 Up Goods -

Altered Points

26 (A end) bec

Signals dispensed

11 Up Goods H

13 Up Goods t

Holbeck No. 2

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

(16)

DUTCH RIVER

Points spiked normal pending removal.

Signals dispensed with

16 Up Main to Down Main

20 Down Main to Up Main

(16)

Main. Buffer
No.2 Signaln Main to
the former**STORRS MILL**

Signal Box and signals dispensed with. Points spiked normal pending removal.

(16)

NORMANTON No.3 GOODS AND NORMANTON NORTH JUNCTION**Normanton No.3 Goods**

Signal Box and all signals dispensed with except 24 Down Goods or Down Reception to Down Sidings which is controlled by Normanton North Junction. All points converted to hand operation.

Normanton North Junction

Points spiked normal pending removal.

48 No.1 Down Goods - Down Sidings

Signal dispensed with.

50 Shunting No.1 Down Goods to Down Sidings

New Signal.

46 Shunting Down Sidings to No.2 Down Goods, situated between No.1 Departure Siding and Shunting Neck and fitted with YELLOW TARGET

Notice Boards

3 Illuminated Notice Boards lettered "STOP AND AWAIT INSTRUCTIONS" will be provided as follows:—

(1) Left of Shunting Neck 60 yards North of Signal Box.

(2) Left of each Shunting Line (10 Up and 11 Up) 110 yards South of Signal Box.

(15)

in

Sidings

(14)

(14)

**** HUNSLET GOODS JUNCTION****Altered Points**

30 Up Goods—Engine Works, are operated by a ground frame positioned adjacent to the Engine Works, 80 yards south of the Signal Box released from Hunslet Goods Junction Signal Box.

Signals dispensed with.

29 Engine Works to Up Goods.

Altered Signal

31 Shunting Up Goods to Main Arrival moved 23 yards nearer Signal Box. (14)

ng

(14)

nch -

HOLBECK

Points dispensed with.

28 Up Goods - Up Main

Altered Points

26 (A end) become trap points.

Signals dispensed with

11 Up Goods Home with Wortley South distant below

13 Up Goods to Arrival Line

Holbeck No.2 ground frame and associated points dispensed with.

(16)

ch Home.
Home

SIX WHEEL MILK TANKS

Until further notice, six wheel milk tanks must be restricted to a maximum speed of 60 m.p.h. when loaded and 50 m.p.h. when empty.

The Guard must advise the Driver when six wheel milk tanks are placed in the train and, instruct him that the speed of the train is not to exceed 60 m.p.h., or 50 m.p.h., as appropriate, at any point on the journey.

11/66

WORKING OF 7* TRAINS.

A new train classification, Class 7* — Freight train with fitted head — maximum speed 35 m.p.h., will be introduced from 18th April, 1966.

The trains will be signalled by the "Is line clear" signal 3-2.

Vehicles of the following types **MUST NOT** be used to form the fitted head:—

- Empty Conflats
- Empty Lowfits
- Empty Medfits
- Empty Hyfits
- Empty Match Wagons
- Wagons acting as "runners"
- Wagons with wooden frames
- Disc braked wagons.

The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

11/66

WAGONS WITH DISC BRAKES

WAGONS equipped with disc brakes may only be operated as fitted vehicles when running in a fully fitted train. They must **NOT** be conveyed on Class 4 services where the load has pipe only wagons included. Disc brake wagons, when conveyed on Class 5, 6 or 7* trains, must be marshalled in the unfitted portion.

(13/66)

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

★ YORK HOLGATE JUNCTION AND CHALONERS WHIN.

Commencing Sunday, 3rd April—New connection installed from Down Doncaster Main to South End of Dringhouses Up Yard reception at 186m. 57chs. and spiked out of use until further notice.

(17)

★ YORK CHALONERS WHIN AND HOLGATE JUNCTION.

New connection installed at 187¼ m.p. From north end of Dringhouses Up receptions to Down Doncaster main and spiked out of use until further notice.

(16)

YORK STATION—At South View Nos. 1, 2 and 3 Sidings, South View Van Siding and Motive Power Nos. 2 and 3 Group Sidings wheel chocks have been erected preventing through access from York Yard South Box, shortening the sidings by approximately 100 yards.

(15)

DEWSBURY NO. 2 AND BATLEY WEST.

Catch points installed as follows and will be brought into use on Sunday, 3rd April, 1966.

DOWN MAIN

M.	Chs.
34	46

(17)

Section D

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

BATLEY WEST-A facing crossover has been laid in the Main lines at 35 m.p. and a new lead has been laid in the former Up Loop which gives access to the new connecting line towards Shaw Cross Colliery. These connections will be spiked out of use until further notice. (15)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH, FALSGRAVE AND GALLOWS CLOSE.

The single line between Falsgrave Signal Box and Gallows Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE-PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

BETWEEN FERRYBRIDGE AND MOORTHORPE.

Catch points spiked out of use.

DOWN MAIN	
M.	Chs.
10	0

UP MAIN	
M.	Chs.
3	55

Catch points at present spiked out of use brought into use.

DOWN MAIN	
M.	Chs.
7	10
10	42
11	15

UP MAIN	
M.	Chs.
2	65
3	31
3	70
8	20
9	74

(17)

FERRYBRIDGE POWER STATION.

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F.40 and F.41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 33 wagons respectively are clear of the empty weighbridge. (15)

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

BRODSWORTH COLLIERY SIDINGS-Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemmen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

GREETLAND NO.2

Until further notice, contractors vehicles using temporary level crossings over the Main Lines at 39 m. 70chs. and over the Branch Lines at 1 m.p. Enginemmen to keep a sharp lookout and sound engine whistles or horns on approaching these crossings. (13/66)

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

SECTION D-GEN

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SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding, Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

KNOTTINGLEY DEPOT, EAST AND WEST.

SUNDAY, 3rd APRIL.-A facing crossover will be laid in the Down and Up Main lines at 59¼ m.p., and spiked out of use until further notice. (17)

DUDLEY HILL AND LAISTERDYKE EAST

A temporary level crossing has been laid over the Arrival/Departure line to Cutlers Coal Yard, and Contractor's vehicles are travelling from the former Pudsey Branch, between 08 00 and 17 00 each day, running alongside the Up Main, then over the crossing and into the Coal Yard.

WORTLEY SOUTH AND BEESTON JUNCTION.

Catch points installed as follows, and spiked out of use until further notice.

Up Main	
184m. 20c.	
183m. 66c.	
183m. 8c.	(16)

**** EMB SAY**

Until Thursday, 7th April.-Contractors vehicles are using a temporary sleeper crossing across the sidings between the goods yard and Skipton Rock Quarries. (14)

ILKLEY JUNCTION AND EMB SAY STATION.

The line between Ilkley Junction and Emsay Station has been closed and buffer stops have been erected on both lines, at 211 m. 493 yds. facing Ilkley, and temporary buffer stops at 219 m. 1,700 yds. facing Skipton. The lines from Ilkley Junction to the buffers have become Bay Platforms, and the lines from Emsay Station to the buffers have been redesignated Siding lines.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and **Enginemen are not to put their heads out when passing these locations.**

Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel	Diggle and Marsden	15 and 18¼m.p.
Bridge No.7	Crigglestone Junction and Horbury Junction	¾ and 1m.p.
Bridge No.6	Royston Junction and Crigglestone East	179¾ and 180m.p.
Bridge No.9	Royston Junction and Crigglestone East	180½ and 180¾m.p.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:-

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	-
Standedge Slow Tunnel-Down and Up Slow Troughs	Until further notice	-
Calder Bridge-Up Loop Water Column	Until further notice	-
Ripon Station-All Columns	Until further notice	-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

Engine Whistles L-long S-short C-crow		
	Up	
Slow or Goods	Main or Fast	Slow or Goods

Description of Block Station on Main Line Block Signal Siding Signal Siding Signal Siding	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points	Engine Whistles L-long S-short C-crow				
	M Yds		Up	Down	Description Type Wagon P. & V		Down	Up		Down		Up		For
											Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
Stations and signal boxes									Position	Gradient (Rising unless otherwise shown) 1 in.				

THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.

Page 40 (Page 10 Supp. No.3).

Thornhill LNW Junction.

AMEND:-

Dewsbury

(Wellington

Road)

No.1

45 32m. 23chs. to 32m. 18 chs.

DELETE:- All details (DO NOT DELETE SPEED RESTRICTION).

DELETE:- Down additional line between Dewsbury (Wellington Road) No.1 and No.2.

No.2

ADD:-

DRS 40

AMEND 1 1123

Page 41 (Page 11 Supp. No.3).

Batley

West

DELETE:-

UPL 28

CW-Up 138
Passr Loop (falling)
clear of
fouling point
with Up
Main

DELETE:-Additional Down running line between Birstall Junction and Lady Anne Crossing.

Page 41 Batley

Lady Anne Crossing



AMEND:-

C-Down, 138
501 yards
before
reaching
Starting
Signal

C-Down, 119
805 Yards
before
reaching
Home
signal

(From 4th April 1966)

Farnley Junction.

DELETE:-Note (See Page 147 for Farnley Junction to Spen Valley Junction).

AMEND:-Speed restriction

25 25 Farnley Junction over all connections 40m. 69chs.
to 41m. 3chs.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

SECTION D-G

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. Block Posts indicate Block Posts.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points				Grades Direction			
										Down		Up		Down		Up	
		M	Yds	Up	Down	Description	Stands- age Wagons E. & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Feet	Slow or Grade	Main or Feet	Slow or Grade		

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. Block Posts indicate Block Posts.

★ SWINTON (DEARNE JUNCTION) TO BURTON SALMON ETC.
 Pages 58/59 AMEND:-Between Moorthorpe Station and Burton Salmon Station. Description of signalling to read (Page 17 Supp. No.3) T.C.B. on Up and Down Lines.

★ Pages 58/59- ADD:-

Moorthorpe Station
 ADD:-

- C-Down line, 326
907 yards before reaching D10 signal.
- C-Down line 151
1237 yards before reaching D.9 signal.
- C-Down line 186
1090 yards before reaching D.6 signal.
- C-Up line 150
1377 yards before reaching U9 signal.
- C-Up line 160
1363 yards before reaching U9B signal.

Pontefract (Baghill)
 Brackenhill
 DELETE:-all details.

South
 AMEND:- 6 1441
 DELETE:-

- C-Up line 122
690 yards before reaching Up Colour light Distant signal.
- C-694 yards 152
before reaching Pontefract South No. 40 Up Home Colour Light Signal.
- C-Up line, 122
667 yards before reaching U.3 Signal.
- C-Up line, 152
754 yards before reaching Pontefract South No. 40 Signal.

ADD:-

HUL
 Page 70 Bot
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 DE

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Page 98 Kn
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Page 100
 A

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines Adjustive Block unless otherwise shown (Note indicate Block Posts)	Distance between signal boxes		Additional running times		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
											L-long S-short C-crow		For	
											Down	Up		
Stations and Signal Boxes	M	Yds	Up	Down	Description	Stand- age wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

★ Pages 58/59-continued
ADD:-continued

C-Up line, 152
947 yards
before reach-
ing Pontefract
South No.39
Signal. (From 3rd April, 1966)

HULL (WEST PARADE) TO WITHERNSEA, ETC

Page 70 Botanic Gardens

Station

DELETE:-

IS 2L

Goods
Line at
Stepney

DELETE:-Additional two-way N.B. line between Stepney Station and Wilmington Wincolmllee.
THORNE NORTH TO STADDLETHORPE ETC.

Page 91 Saltmarshe
Station

DELETE:-

URS 62

★ WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.

Page 95.

AMEND:-Sub - heading.

WAKEFIELD (KIRKGATE) EAST AND GOOLE (GOODS JUNCTION)

50 50 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Wakefield Kirkgate

Calder Bridge

ADD:-

40 40 48m. 56chs. to 49m. 0chs.

Oakenshaw
Junction

AMEND:-

35 35 49m. 32chs. to 50m. 16chs.

Page 97. Knottingley "A"

AMEND:-

Knottingley "B"

ADD:-

30 20 58m. 16chs. to 58m. 27chs.

40 40 58m. 27chs. to 59m. 4chs.

Page 98 Knottingley

Depot East

DELETE:-

Whitley Bridge

Sudforth Lane

DELETE:-

60 60 60m. 20chs. to 61m. 20chs.

55 55 62m. 41chs. to 62m. 63chs.

Page 100 (Page 30 Supp. No.3).

AMEND:-Description of Block Signalling on Main lines between Royston Oakenshaw North and Crofton East to read T.C.B. (G).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes				Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
		M		Yds		Up	Down	Description	Stand- age Wagons E. & V	Down	Up	Down		Up		For			
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)

Stations and Signal Boxes

Page 106 (Page 32 Supp. No. 3).

CHARLESWORTH'S TO CASTLEFORD (WHITWOOD) ETC.

Castleford
Charlesworth's

DELETE:-Dot denoting block post and
DRS 29 (DO NOT DELETE SPEED RESTRICTION)

INSERT:-In first column between Charlesworth's and Methley South "Down and Up Through Sidings".

LOFTHOUSE NORTH TO STOURTON

Page 116 Lofthouse
North

DELETE:- DRS 45

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.

Page 129 Halifax
Goods Yard

DELETE:-Dot denoting Block Post on Main line.

HEBDEN BRIDGE TO NORMANTON GOOSEHILL

Page 133 (Page 41 Supp. No.3).

Todmorden

DELETE:-
Dover Bridge
(London Midland Region)

ADD:-
Eastwood
(London Midland Region)

AMEND:-between Todmorden Eastwood and Hebden Bridge Station Up 1B S 820 yards from Hebden Bridge Station Box.

ADD:-
Down IBS 1345 yards from Eastwood Box).
UGL No.1 C-Up Main 182 880 yards before reaching IBS Signal.
UGL No.2 C-Up Main 182 652 yards before reaching home 2 signal.
C-Up Main 109 1639 yards before reaching home 1 signal.

Hebden Bridge Station
AMEND:- 2 501

Page 136 (Page 42 Supp. No.3).
Thornhill LNW Junction

AMEND:-
ADD:-
45 45 Slow lines 39 m. 71 chs. to 40 m. 2 chs.
45 - Slow line over junction towards Leeds City 32 m. 18 chs. to 32 m. 23 chs. (Manchester to Leeds City mileage).
30 30 All connections Fast or Slow and Slow and Fast 39 m. 68 chs. to 39 m. 75 chs.

DIGGLE TO M
Page 140 (Page
Diggle
Junction
London M
DELETE
INSERT:

Golcar
Linthwaite
AMEND:

Page 141
AMEND

Pages 142/3.
Huddersf
Spenn
DELETE
DELETE

Page 143 KIRK
DELETE

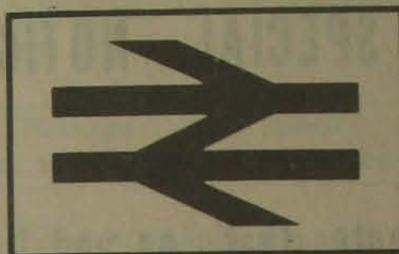
Page 144 (Page
PENISTONE
AMEND
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AMEND

Pages 147/8 (Pa
DELETE

SPECIAL NOTICE

This programme includes notices for the
TWO WEEKS ending FRIDAY 22 APRIL, 1966.

NE/S



No. 15/16

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 9 APRIL

TO

FRIDAY 22 APRIL 1966

(INCLUSIVE)

1

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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL).		
DAILY UNTIL FURTHER NOTICE		
Nostell	All	07 00 to 17 00, contractors demolishing house between 170¼ and 170½ m.p. Plant in use
Wrenthorpe North and Lofthouse North	All	07 00 to 17 00, contractors demolishing signal box at 178m. 16c.
Lofthouse North and Spring Lane	All	06 00 to 18 00, contractors constructing bridges between 179 and 179¼ m.p. Cranes and plant in use.
Beetston Junction and Wortley South	Down and Up Main	07 00 to 17 00 contractors demolishing signal box at 183m. 16chs. Commencing Tuesday, 12th April (15/16)
Wortley, South and Leeds "B"	All	07 00 to 18 00, demolishing walls between 184½ and 185½ m.p. Plant in use.
Wortley South and Leeds 'B'	All	Contractors constructing curve. Cranes and plant in use.
SUNDAY 10th APRIL		
Lofthouse North and Spring Lane	All	07 30 to 16 30, contractors shuttering between 179 and 179¼m.p. Ladders and scaffolding in use. Both Signal Boxes open.
SUNDAY, 17th APRIL		
Ardsley, Spring Lane and Station	Down and Up Main (BLOCKED)	06 00 to 20 00, relaying between 179½ and 180¼ m.p. Twin Jib Tracklayer, crane and on track tamping machine in use. No traffic. Both Signal Boxes open.
Beeston Junction and Holbeck	Down and Up Main (BLOCKED)	06 00 to 18 00, destressing between 182½ and 183 m.p. Also installing catch points. (See Section D). Crane in use, and demolishing wall between 184½ and 185 m.p. Excavator in use. No traffic. Beeston Junction, Wortley South and Holbeck Signal Boxes open.
Leeds 'A'	All	07 30 to 17 00, testing controls, Signal Box open.
LEEDS TO NORTHALLERTON VIA ARTHINGTON.		
DAILY UNTIL FURTHER NOTICE		
Wortley, North and Headingley	Down and Up Main	07 30 to 17 00, repairs to viaduct at 0m. 68chs. Plant in use.
Harrogate, South and Dragon	All	07 30 to 17 00, installing cables and locations.
Harrogate Station	All	Contractors constructing offices. Drivers to keep a sharp lookout.
Bilton and Newby Wiske	Down and Up Main	07 00 to 18 00, contractors taking out sidings and removing connections between 26¾ and 39¼m.p. Plant in use.
SATURDAY and SUNDAY, 9th and 10th APRIL		
Pannal and Harrogate South	Down Main (BLOCKED)	23 30 (Sat) to 09 00 (Sun), adjusting rails. No traffic. Pannal Signal Box open.
SUNDAY, 17th APRIL		
Arthington North and Pannal	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	06 00 to 18 00, examination of viaduct between 8½ and 9¼ m.p. Inspection Unit in use. Single line Working over the Up Main Line. Both signal boxes open.

SECTION B - TEM

At or between	
YORK TO SCARBO	
DAILY UNTIL FU	
Bootham and Strensall	
Bootham and Malton	
Malton West and Kirkham Abbey	
Malton, West and E	
Malton, West and E	
Malton, West and E	
Malton East and Weaverthorpe	
Heslerton	
SUNDAY 17th APR	
Malton Station and Kirkham Abbey	
YORK (SKELTON) T	
DAILY UNTIL FUR	
Poppleton	
Knaresborough	
TUESDAY and WEDM	
Starbeck North and Dragon	
TUESDAY and WEDM	
Starbeck North and Dragon	
CHURCH FENTON N	
DAILY UNTIL FURT	
Church Fenton North and Tadcaster	
THORNHILL (L.N.W.	
DAILY UNTIL FURT	
L.N.W. Junction and Dewsbury, No.2	
L.N.W. Junction and Lady Anne Crossing	

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
YORK TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Bootham and Strensall	Down and Up Main	08 30 to 17 00, contractors laying and erecting cables between 6 and 6¼ m.p. (5)
Bootham and Malton	Down and Up Main	07 00 to 17 00 (except Sat. and Sun.), cleaning and painting structures. Ladders and trestles in use.
Malton West and Kirkham Abbey	Up Main	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (2)
Malton, West and East	All	07 30 to 17 00, excavating and laying troughs and preparing for alterations to signalling. (6)
Malton, West and East	Down and Up Main	07 30 to 18 00, contractors removing redundant track. Plant in use (11)
Malton, West and East	Up Main	07 30 to 18 00, contractors demolishing structures. (13)
Malton East and Weaverthorpe	Down and Up Main	08 30 to 16 00, demolishing platforms. Plant in use. (14)
Heslerton	Down and Up Main	07 30 to 18 00, contractors removing sidings at 29 m. 32 chs. Plant in use. (44)
SUNDAY 17th APRIL.		
Malton Station and Kirkham Abbey	Up Main (BLOCKED)	07 00 to 16 00 renewing waybeams on bridge at 18m. 38c. Single Line Working by Pilotman over the Down Main line. Both Signal Boxes open.
YORK (SKELTON) TO HARROGATE (DRAGON).		
DAILY UNTIL FURTHER NOTICE.		
Poppleton	All	08 00 to 16 00, renewing connections. (10)
Knaresborough	Down and Up Main	07 00 to 17 00, removing connections between 16¾ and 16½ m.p. (5)
TUESDAY and WEDNESDAY, 12th and 13th APRIL.		
Starbeck North and Dragon	Harrowgate Goods Branch Down and Up York Branch	08 00 to 16 00 each day, laying connection. Crane in use.
TUESDAY and WEDNESDAY, 19th and 20th APRIL		
Starbeck North and Dragon	Harrowgate Goods Branch Down and Up York Branch	08 00 to 16 00 each day, laying connection. Crane in use
CHURCH FENTON NORTH TO WETHERBY (GOODS)		
DAILY UNTIL FURTHER NOTICE		
Church Fenton North and Tadcaster	Single	07 00 to 17 00, demolishing signal box between 0 and ½ m.p. Plant in use. (14)
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Dewsbury, No.2	Down and Up Main	Contractors constructing and altering bridges between 33½ and 33¾ m.p. Crane in use.
L.N.W. Junction and Lady Anne Crossing	All	07 30 to 17 00, excavating and laying troughs and preparing for alterations to signalling. (51)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY—continued.		
SUNDAY 17th APRIL		
Farnley Jn.	All	07 00 to 17 00, overhauling locks.
Garforth and Peckfield	Down and Up Main	05 00 to 17 00, installing catch points. (See Section 'D'). Crane in use. Both Signal boxes open.
Selby West and Thorpe Gates	Up Main	07 00 to 17 00, turning rails between 2 and 2½ m.p. Both Signal boxes open.
Hemingbrough and Staddlethorpe	Down and Up Main	07 30 to 14 30, replenishing bins.
Hessle Haven and Hessle Stn.	Down and Up Fast (BLOCKED) Down and Up Slow (BETWEEN TRAINS)	00 01 to 17 00, renewing switches and crossings between 4½ and 4¾ m.p. Cranes in use. All traffic to travel over the Down and Up Slow lines.
Hessle Road and West Parade	Down and Up Main	08 00 to 16 00, overhauling interlocking at Chalk Lane Gate Box.
MONDAY TO FRIDAY 18th TO 22nd APRIL		
Melton Lane and Brough West	Up Fast	08 00 to 16 00 each day, on track tamping machine in use between 9 and 10¾ m.p.
TUESDAY TO THURSDAY 19th TO 22nd APRIL		
Staddlethorpe and Eastrington	Down and Up Main	09 00 to 17 00, erecting wires.
MICKLEFIELD TO CHURCH FENTON SOUTH		
SUNDAY 17th APRIL		
Micklefield and Church Fenton North	Down and Up Main	07 30 to 16 30, repairs to bridge at 13m. 71chs.
CASTLEFORD OLD STATION TO GARFORTH		
DAILY UNTIL FURTHER NOTICE		
Castleford Old Station and Ledston	All	07 00 to 17 30 contractors erecting and dismantling scaffolding and erecting cables at 4m. 58c. (14)
SATURDAY TO FRIDAY, 16th TO 22nd APRIL.		
Castleford, Old Station and Ledston	All	07 00 to 17 30, contractors erecting and dismantling scaffolding and erecting cables at 4m. 58chs.
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN).		
DAILY UNTIL FURTHER NOTICE		
Milford, South	All	07 00 to 17 00, overhauling combined locks and circuit breakers. (6)
Church Fenton North and Copmanthorpe	Down and Up Normanton	07 00 to 15 00 demolishing platforms between 7½ and 7¾m.p. Plant in use. (14)
SUNDAY, 17th APRIL		
Altofts Jn. and Burton Salmon	01 00 to 07 45 08 15 to 12 15 Down Main (BLOCKED)	01 00 to 12 15, on track tamping. Machine in use between 23½ and 18¼m.p. Arrangements made to pass 7B09 02 15 Healey Mills to York. No other Down traffic.
Copmanthorpe	Down and Up Leeds	06 00 to 18 00, Laying drain at 4m. 14chs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
APPERLEY JUNCTION TO EMSAY JUNCTION VIA ILKLEY		
DAILY UNTIL FURTHER NOTICE		
Apperley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors painting bridges between 202½ and 211¼ m.p. Ladders, trestles and scaffolding in use.
Esholt Jn. and Guiseley Station	Down and Up Main	07 00 to 17 00, contractors demolishing signal box at 204m. 65c. (14)
Esholt Junction and Menston Junction	Down and Up Main	07 00 to 17 00, contractors excavating and installing cables at 206m.o. (12)
Burley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors demolishing signal box and buildings between 210¼ and 211¼ m.p. Plant in use. (6)
SUNDAY 17th APRIL		
Apperley Jn.	All	07 30 to 17 00, testing controls.
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Junction and Esholt Junction	Down and Up Main	Boring at 2m. 31chs. (9)
SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION.		
DAILY UNTIL FURTHER NOTICE.		
Manningham	All	07 00 to 17 00 contractors demolishing buildings between 207¾ and 208 m.p. Plant in use. (6)
THURSDAY TO TUESDAY 14th TO 19th APRIL		
ShIPLEY Goods Yard	Front Road Siding	07 30 to 16 30, relaying. Siding to be left clear of traffic.
SUNDAY 17th APRIL		
ShIPLEY Goods Yard	Front Road No.1 Road (BLOCKED)	Relaying between 206¼ and 206½ m.p. Crane in use. Sidings to be left clear of traffic. ShIPLEY Goods box open.
Bradford Forster Sq.	West Departure and West Carriage Sidings.	08 00 to 16 30, erecting cables at 208½ m.p.
SHIPLEY (BRADFORD JN) TO SHIPLEY (BINGLEY JN)		
TUESDAY TO FRIDAY 12th TO 15th APRIL		
Bingley Jn.	All	07 30 to 16 30 each day, preparing for signalling alterations.
SUNDAY 17th APRIL		
Bingley Jn.	All	07 00 to 18 00, alterations to signalling and interlocking. (See Section 'C').

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 16th AND 17th APRIL - MIRFIELD No.3 TO MORLEY LOW

In connection with the Batley resignalling and introduction of colour light signals between Mirfield No.3 and Morley Low; the following signalling alterations will be made.

MIRFIELD No.3

Altered nomenclature of signal

Old	New
112 Down Main Starting	D.32 Down Main Auto

DEWSBURY No.2 AND BATLEY WEST

Signal Boxes and all signals dispensed with.

BIRSTALL JUNCTION

Signal Box and all points and signals dispensed with.

LADY ANNE CROSSING

Signal Box renamed Batley.

All semaphore signals dispensed with.

New Points

22 Up Siding - Shawcross Loop (at present spiked out of use) immediately in rear of B.6

23 Up Main - Up Siding (formerly worked by Batley West) sited opposite B.6

23 Mains Crossover (at present spiked out of use) sited opposite B.12.

New Ground Frame, sited at Dewsbury controlled from Batley Signal Box, left of Down Main working Mains Crossover and Down Refuge Siding - Down Main points formerly worked by Dewsbury No.2 provided.

CATCH POINTS in Down Main at

M.	Chs.	will be brought into use
32	76	
33	40	
34	10	

New colour light signals.

B.1 Up Main Distant, left of line (in Morley Tunnel) 2,924 yards after Morley 19 Up Main Starting.

B.2 Up Main to B.3 left of line 1,170 yards after B.1

B.3 Up Main, left of line 1,189 yards after B.2.

B.6 Up Sidings or Shawcross Loop to Up Main B.8 left of Up Siding 1,236 yards from B.8

B.8 Up Main to U.33 left of line 1,587 yards after B.3

B.15 Down Main left of line 1,100 yards after D.32

B.14 Down Main right of line 880 yards after B.15.

B.13 Down Main left of line 1,017 yards after B.14

B.12 Left-hand bracket, with offset subsidiary, to left of Down Main 970 yards after B.13.
Down Main to B.11 (Main Signal)

Down Main to Up Siding or Shawcross Loop (Sub Signal)

B.11 Down Main to B.10 left of line 1,018 yards after B.12.

New position light ground signals.

4 Shawcross Loop to 6 Signal, left of Loop Line 50 yards on approach side of B.6

5 Up Siding to 6 Signal, left of Up Siding approximately 50 yards on approach side of B.6

7 Shunting Up Main to Up Siding or Shawcross Loop left of Up Main opposite B.12.
An illuminated "Limit of Shunt" sited right of Down Main (in wrong direction) 225 yards Mirfield Side of B.14.

Notice Boards provided as follows:-

(A) On Up Siding approaching the connections to Through Sidings reading:-
'STOP proceed at caution'

(B) On left of Shawcross Loop approaching connections to Coal Sidings reading on one side:-
'STOP proceed at caution'
and on the other:-

(C) On Shawcross Branch 260 yards Colliery side of connections reading on one side:-
'STOP obtain permission to pass'
'One Engine in Steam Working Ahead'

and on the other:-
'Engines must not pass this Board until permission has been given by Shunter'.

SECTION C-SIGNALLING

DETAILS OF WORK REFERRED TO IN SECTION B.

SATURDAY TO THURSDAY

Points dispensed

34 Mains Crossing

36 Down Main

Signals dispensed

33 Shunting Down

35 Shunting Up

37 Shunting Crossing

Altered nomenclature

32 Shunting Down

Down Reception

SUNDAY 17th APRIL

New Points

411 Down Doncaster

417 Reception

433 Reception

434 Reception Tower.

Altered Points

431 Reception

432 Reception at present location

Altered Signal

8 Down Doncaster

reading:-

8 (Sub)

40 Up Reception

brought into use

New Position light ground signals

33 Shunt Spur to

signal.

39A From Reception

39B From Reception

39C From Reception

39D From Reception

Altered nomenclature

Old

1 Shunt Spur to

9B Up Doncaster

Lines or Up Siding

New Notice Boards

3 and 4 left of the respective

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SATURDAY TO THURSDAY 16th TO 21st APRIL—FRICKLEY COLLIERY

Points dispensed with

- 34 Mains Crossover
- 36 Down Main - Colliery

Signals dispensed with

- 33 Shunting Down Main to Colliery
- 35 Shunting Up to Down Main
- 37 Shunting Colliery to Down Main

Altered nomenclature of signal

- | | |
|---|--|
| Old | |
| 32 Shunting Down Main to Nos. 1 or 2
Down Reception. | |

- | | |
|--|------|
| New | |
| 32 Shunting Down Main to Nos. 1 or 2 Down
Reception or Running line on Down Siding. | (19) |

SUNDAY 17th APRIL—YORK, CHALONERS WHIN AND HOLGATE JUNCTION

New Points

- 411 Down Doncaster Main - Reception Lines sited adjacent to 414 Points.
- 417 Reception Lines - Up Doncaster Main sited 10 yards North of Y10 signal
- 433 Reception Line 3 - Reception Line 4
- 434 Reception Lines - Down Doncaster Main 56 yards North of Dringhouses Up Yard Control Tower.

Altered Points

- 431 Receptions 1 and 2 - Receptions 3 and 4
- 432 Reception 1 - Reception 2
at present hand worked, to be worked from Signal Box.

Altered Signal

- 8 Down Doncaster Main fitted with new subsidiary fixed on right of main colour light reading:-
8 (Sub) Down Doncaster to Reception 1, 2, 3 or 4.
- 40 Up Reception line to Down Doncaster Main (temporarily retained in "ON" position) brought into use.

New Position light ground signals.

- 33 Shunt Spur to 1, 2, 3 or 4 Receptions - sited left of line 41 yards North of Y.10 signal.
- 39A From Reception 1) sited left of
- 39B From Reception 2) respective lines
- 39C From Reception 3) 170 yards North
- 39D From Reception 4) of Y.10 signal.

Altered nomenclature of signals

- | | | |
|--|--|---|
| Old | | New |
| 1 Shunt Spur to Up Sidings | | 1 Shunt Spur to 33 signal or Sorting Sidings. |
| 9B Up Doncaster Main to Up Reception Lines or Up Sidings | | 9 Up Doncaster Main to 1, 2, 3 or 4 Receptions or 33 signal or Sorting Sidings. |

- New Notice Boards** reading "STOP. Telephone for instructions" installed on Receptions 1, 2, 3 and 4 left of the respective lines, 55 yards South of Dringhouses Up Yard Control Tower.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

SUNDAY 17th APRIL—BINGLEY JUNCTION

13 Down to Up Main or Angle Sidings or Up Bradford will be replaced by a double disc on same site reading:—

- 13 (Top Arm) Down to Up Main, Angle Sidings or Up Bradford
2 (Bottom Arm) Down Main to Down Bradford

(19)

DETAILS OF WORK ALREADY CARRIED OUT

** YORK

Up Reception line slued into the connection leading from Shunting Neck to Reception line with hand worked points adjacent to 40 signal.

New Signal

40 Up Reception line or to Down Doncaster Main, ground position light situated to left of Reception lines 55 yards north of Dringhouses Up Yard Control Tower. (temporarily retained at 'ON' position).

(16)

** ARDSLEY STATION

Points spiked normal pending removal.

3 Mains Crossover

Altered nomenclature of signals

Old	New
2/33 Shunting Up Main or to Down Main	33 Shunting Up Main
4/14 Shunting, Down to Up Main or Down Through Siding, Nos. 1 or 2 or Transfer Line or West Yorks. Yard.	14 Shunting Down Main to Down Through Sidings, 1 or 2 or Transfer Line or West Yorks. Yard.

(16)

** COPLEY HILL No.3 AND LEEDS CENTRAL 'B' SIGNAL BOX

Down and Up branch lines between Copley Hill No.3 and Leeds Central 'B' dispensed with. Connections spiked out of use, pending removal, as shown below:—

COPLEY HILL No.3

Points clipped normal

31 Down Main — Down Branch

Signals dispensed with.

11 Shunting Up Sidings to Down Branch
15 Up and Down Goods to Down Branch
23 Shunting Down Branch
28 Down Main to Down Branch Home
33 Up Branch to Up and Down Goods
34 Up Branch to Up Sidings 2 or 3 or Up Siding 1
45 Up Branch to Up Main Home

SECTION C—SIGNALLING
DETAILS OF WORK ALRE

LEEDS 'B'

Stop block provide
line.

Points dispensed with
56 Up Goods — L

Points spiked normal p
59 R.M. Departure

Signals dispensed with
40 Up Main to Dep

60 Arrival Line to

61 Arrival Line to

FERRYBRIDGE—
BRACKENHILL

Signal box and all

MOORTHORPE ST

Altered Signals
35 Down Starting

phore signal blanked o
U9B Up Main Auto

PONTEFRACT S

Signals dispensed with
1 Down Main Hor

2 Down Main Hor

3 Down Main Sta

4 Down Main to B

5 Down Main Dis

22 West Dock to B

32 Down Branch t

33 Down Branch t

New Signal

PI Down Main Ho

Altered Signals

13 Shunting Down
36/39 signal

36 Bay to Up Main
below sited c

39 Up Main Home

P40 Up Main Hom

R40 Up Main Dist

New Automatic Colour

Down Direction

D4 Sited 1550 yard

D5 Sited 1360 yard

D6 Sited 1360 yard

D7 Sited 1360 yard

D8 Sited 1450 yard

D9B Sited 1450 ya

D9 Sited 1450 yard

D10 Sited 1450 yar

Up Direction

U5 Sited 1620 yard

U6 Sited 1620 yard

U7 Sited 1620 yard

U8 Sited 1620 yard

U9 Sited 1620 yard

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

LEEDS 'B'

Stop block provided on the Hoist line 40 yards East of 56 (B end) points Up Goods — Departure line.

Points dispensed with.

56 Up Goods — LM Departure line

Points spiked normal pending removal.

59 R.M. Departure Line — Arrival Line

Signals dispensed with

40 Up Main to Departure Line

60 Arrival Line to Down Main

61 Arrival Line to Hoist Line

(16)

**FERRYBRIDGE—PONTEFRACT SOUTH—BRACKENHILL—MOORTHORPE
BRACKENHILL**

Signal box and all signals dispensed with.

MOORTHORPE STATION**Altered Signals**

35 Down Starting signal has 2 aspect, colour light signal fixed below. (Green aspect of semaphore signal blanked out).

U9B Up Main Auto will also display red aspect.

PONTEFRACT SOUTH**Signals dispensed with**

1 Down Main Home 1

2 Down Main Home 2

3 Down Main Starting

4 Down Main to Branch Starting

5 Down Main Distant

22 West Dock to Branch Starting

32 Down Branch to West Dock Home

33 Down Branch to Up Main Home

New Signal

P1 Down Main Home, colour light sited 1215 yards in rear of D4.

Altered Signals

13 Shunting Down Sidings to Up Main resited 56 yards nearer Signal Box. Bracket carrying 36/39 signals replaced by colour light and straight post as follows:

36 Bay to Up Main Starting, semaphore on straight post with new distant arm for U5 Signal below sited opposite 39 signal.

39 Up Main Home 2. Colour light on same site and re-numbered P39.

P40 Up Main Home 1 resited 1210 yards in rear of P39.

R40 Up Main Distant become 3 aspect Automatic re-numbered U3.

New Automatic Colour Lights.**Down Direction**

D4 Sited 1550 yards in rear of D3

D5 Sited 1360 yards in rear of P1

D6 Sited 1360 yards in rear of D5

D7 Sited 1360 yards in rear of D6

D8 Sited 1450 yards in rear of D7

D9B Sited 1450 yards in rear of D8

D9 Sited 1450 yards in rear of D9B

D10 Sited 1450 yards in rear of D9

Up Direction

U5 Sited 1620 yards in rear of U6

U6 Sited 1620 yards in rear of U7

U7 Sited 1620 yards in rear of U8

U8 Sited 1620 yards in rear of U9

U9 Sited 1620 yards in rear of U9B

(17)

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

DRIFFFIELD

- Points spiked normal pending removal
 - 9 Mains Crossover
 - 20 Up Main - Up Branch
 - 22 Down Main - Down Branch

- Signals dispensed with
 - 8 Shunting Down to Up Main
 - 12 Shunting Up to Down Main
 - 18 Up Main to Up Branch with Drifffield West Distant below.
 - 24 Down Branch Distant
 - 28 Down Branch Home with Wansford Road Distant below

HOWDEN

- Points Spiked normal pending removal
 - 11 Down Main - Down Siding
 - 17 Down Main - Warehouse Siding
 - 23 Up Main - Up Siding (nearest Signal box)
 - 26 Up Main - Up Siding

- Signals dispensed with
 - 10 Down Siding to Down Main
 - 12 Down Main to Down Siding
 - 16 Warehouse Siding to Down Main
 - 18 Down Main to Warehouse Siding
 - 22 Up Main or to Up Siding
 - 24 Up Siding to Up Main
 - 25 Up Main to Up Siding
 - 27 Up Siding or to Up Main

**** DUTCH RIVER**

- Points spiked normal pending removal.
- Signals dispensed with
 - 16 Up Main to Down Main
 - 20 Down Main to Up Main

**** STORRS MILL**

- Signal Box and signals dispensed with, Points spiked normal pending removal.

SECTION C-SIGNALLING
DETAILS OF WORK

**** NORMANTON**

- Normanton No.3
Signal Box
Down Sidings
operation.

Normanton North

- (17) Points spiked normal pending removal
48 No. 1 Do

- Signal dispensed with
50 Shunting

- New Signal.
46 Shunting
Shunting

- Notice Boards
3 Illuminated
as follows:-

- (1) Left of Siding
- (2) Left of end

**** HOLBECK**

- Points dispensed with
28 Up Goods

- (17) Altered Points
26 (A end) be

- Signals dispensed with
11 Up Goods
13 Up Goods
Holbeck No.2

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

*** NORMANTON No.3 GOODS AND NORMANTON NORTH JUNCTION

Normanton No.3 Goods

Signal Box and all signals dispensed with except 24 Down Goods or Down Reception to Down Sidings which is controlled by Normanton North Junction. All points converted to hand operation.

Normanton North Junction**Points spiked normal pending removal.**

48 No. 1 Down Goods – Down Sidings

Signal dispensed with.

50 Shunting No. 1 Down Goods to Down Sidings

New Signal.

46 Shunting Down Sidings to No.2 Down Goods, situated between No. 1 Departure Siding and Shunting Neck and fitted with YELLOW TARGET

Notice Boards

3 Illuminated Notice Boards lettered "STOP AND AWAIT INSTRUCTIONS" will be provided as follows:—

- (1) Left of Shunting Neck 60 yards North of Signal Box.
- (2) Left of each Shunting Line (10 Up and 11 Up) 110 yards South of Signal Box.

*** HOLBECK

Points dispensed with.

28 Up Goods – Up Main

Altered Points

26 (A end) become trap points.

Signals dispensed with

11 Up Goods Home with Wortley South distant below
13 Up Goods to Arrival Line

Holbeck No.2 ground frame and associated points dispensed with.

(16)

(16)

(16)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

YORK HOLGATE JUNCTION AND CHALONERS WHIN.

New connection installed from Down Doncaster Main to South End of Dringhouses Up Yard reception at 186m. 57chs. and spiked out of use until further notice. (17)

**** YORK CHALONERS WHIN AND HOLGATE JUNCTION.**

New connection installed at 187 $\frac{1}{4}$ m.p. from north end of Dringhouses Up Receptions to Down Doncaster Main and spiked out of use until further notice (16)

**** YORK STATION**—At South View Nos. 1, 2 and 3 Sidings, South View Van Siding and Motive Power Nos. 2 and 3 Group Sidings wheel chocks have been erected preventing through access from York Yard South Box, shortening the sidings by approximately 100 yards. (15)

DEWSBURY NO.2 AND BATLEY WEST.

Catch points brought into use as follows.

DOWN MAIN

M.	Chs.
34	46

(17)

★ HOLBECK AND WORTLEY SOUTH

Sunday, 17th April. Catchpoints installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
184	75
184	20

(19)

★ HOLBECK AND WORTLEY WEST

Sunday, 17th April. Catchpoints installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
0	12

(19)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

**** BATLEY WEST**—A facing crossover has been laid in the Main lines at 35 m.p. and a new lead has been laid in the former Up Loop which gives access to the new connecting line towards Shaw Cross Colliery. These connections will be spiked out of use until further notice. (15)

★ **GARFORTH AND PECKFIELD**
 Sunday, 17th April, catch points installed as follows and spiked out of use until further notice.

UP MAIN	
M.	Chs.
11	38
12	13

(19)

LEEDS CITY SOUTH.

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

SCARBOROUGH, FALS GRAVE AND GALLOW'S CLOSE.

The single line between Falsgrave Signal Box and Gallow's Close Sidings is now controlled by the Signalman at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

BETWEEN FERRYBRIDGE AND MOORTHORPE.

Catch points spiked out of use.

DOWN MAIN	
M.	Chs.
10	0

UP MAIN	
M.	Chs.
3	55

Catch points at present spiked out of use brought into use.

DOWN MAIN	
M.	Chs.
7	10
10	42
11	15

UP MAIN	
M.	Chs.
2	65
3	31
3	70
8	20
9	74

(17)

**** FERRYBRIDGE POWER STATION.**

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F.40 and F.41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 33 wagons respectively are clear of the empty weighbridge. (15)

BULLCROFT COLLIERY.

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles. Enginemens to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs. Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signalman at that box. The key must be handed back to the Signalman immediately the work is completed.

SECTION D—GENERAL

BRODSWORTH CO

Lorries are c
 a sharp lookout ar

GREETLAND NO.

Until further r
 at 39 m. 70chs. an
 engine whistles or

HEALEY MILLS Y

Two Turntable
 yards further East,
 table has also been
 been erected at the

Until further n
 which terminate at
 which they are bo
 Engines of inv
 perform loco. duties
 Junction to turn. C
 The Turntable
 thereto spiked out o

**** KNOTTINGLEY DE**

SUNDAY, 10th
 spiked out of use u

DUDLEY HILL AND

A temporary lev
 Yard, and Contractor
 17 00 each day, runn

**** WORTLEY SOUTH A**

Catch points inst

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
			M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up	
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

SECTION D - GENERAL INSTRUCTIONS

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes	
	M	Yds	Up	Down

Page 29 YORK (WATERWORKS JUNCTION) TO SCARBROUGH ETC.

Haxby Station
 DELETE: - Signal Box and all relevant details.
 Strensall Station
 AMEND: - 5 8

Page 30 YORK (WATERWORKS JUNCTION) TO SCARBROUGH, ETC.

Malton Station
 DELETE: - Additional Up Goods line between Malton West and Station
 ADD: - Block post dot to the additional Up Goods line.

Page 31 (Page 9. Supp. No.3)

Ganton Station
 DELETE: - all details
 Seamer West
 AMEND 5 1656

Pages 40, 41 (Page 10/11 Supp. No.3) THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.

★ AMEND: - Between Mirfield (Thornhill LNW Jn.) and Lady Anne Crossing (renamed **Batley**) - Description of Block Signalling to read: - TCB on Up and Down Main line. (Applies 17th April)
 Thornhill LNW Junction.
 AMEND: -
 Dewsbury (Wellington Road) No.1
 45 32m. 23chs. to 32m. 18 chs.
 DELETE: - All details (DO NOT DELETE SPEED RESTRICTION).
 DELETE: - Down additional line between Dewsbury (Wellington Road) No.1 and No.2.
 ADD: -
 AMEND 1 1123

Dewsbury (Wellington Rd.)
 DELETE: - No.2 - Signal
 Batley West
 AMEND to read Batley V
 DELETE: - Block post dot
 AMEND: - 2 1653

DELETE: -

AMEND: -

Birstall Jn.
 DELETE: - All details

DELETE: - Additional
 ADD: -

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise stated. (Data indicate Block Points)	Stations and Signal Boxes	Distance between signal boxes				Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow			
		M		Yds		Up	Down	Description	Stand- age Wagons K. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up	For
														Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

Dewsbury
(Wellington Rd.)

DELETE:-No.2-Signalbox, Block post dot and mileage
Batley West (Applies from 17th April)

AMEND to read Batley West (Controlled by Batley)
DELETE:-Block post dot and catch points (Applies from 17th April)

AMEND:- 2 1653 C-Down 485 yards 119 (Applies from 17th April)

before
reaching
Home
signal

(Applies from 17th April)

DELETE:- UPL 28 CW-Up 138
Passr Loop (falling)

clear of
fouling point
with Up
Main

AMEND:- C-Down, 805 Yards 119

before
reaching
Home
signal

(Applies from 17th April)

Birstall Jn.

DELETE:-All details including catch points CW-Down 138
415 yds etc. (Applies from 17th April)

DELETE:-Additional Down running line between Birstall Junction and Lady Anne Crossing.

ADD:- C-Down 700 yards Level

before
reaching
Batley 15
Signal

C-Down 630 yards 143

before
reaching
Batley 14
Signal

(Applies from 17th April)

C-Down 530 yards 119

before
reaching
Batley 13
Signal

C-Down 720 yards 119

before
reaching
Batley 12
Signal

April)

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
													Down		Up	
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
	M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.						

Lady Anne Crossing

SECTION D-GENERAL IN

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes	
		M	Yds

SWINTON (DEARNE J

Pages 58/59 AMEND:-Between
(Page 17 Supp. No.3) T.C.B

Moorthorpe
Station
ADD:-



RENAMED
Batley
AMEND:-

C-Down, 138
501 yards
before
reaching
Starting
Signal

(Applies from 17th April)



AMEND:- 0 949
DELETE:-

CW-Down 138
501 yards
before
reaching
Starting
Signal

ADD:-

C-Down 138
595 yards
before
reaching
Batley 11
Signal

(Applies from 17th April)

C-Down 138
840 yards
before
reaching
Batley 10
Signal

Pontefract
(Baghill)
Brackenhill
DELETE:-all detail

South
AMEND:- 6 144
DELETE:-

Farnley Junction.

DELETE:-Note (See Page 147 for Farnley Junction to Spen Valley Junction).

AMEND:-Speed restriction

25 25 Farnley Junction over all connections 40m. 69chs.
to 41m. 3chs.

ADD:-

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Data indicates Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuges Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow				
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

SWINTON (DEARNE JUNCTION) TO BURTON SALMON ETC.

Pages 58/59 AMEND:-Between Moorthorpe Station and Burton Salmon Station. Description of signalling to read (Page 17 Supp. No.3) T.C.B. on Up and Down Lines.

Moorthorpe
Station

ADD:-

- C-Down line, 326
907 yards
before reaching
D10 signal.
- C-Down line 151
1237 yards
before reach-
ing D.9 signal.
- C-Down line 186
1090 yards
before
reaching D.6
signal.
- C-Up line 150
1377 yards
before reaching
U9 signal.
- C-Up line 160
1363 yards
before reaching
U9B signal.

Pontefract
(Baghill)

Brackenhill

DELETE:-all details.

South

AMEND:- 6 1441

DELETE:-

- C-Up line 122
690 yards
before
reaching Up
Colour light
Distant signal.
- C-694 yards 152
before
reaching
Pontefract
South No.40
Up Home
Colour Light
Signal.
- C-Up line, 122
667 yards
before reach-
ing U.3 Signal.
- C-Up line, 152
754 yards
before reach-
ing Pontefract
South No.40
Signal.

ADD:-

PAGE 324

AMEND line heading:—PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).

PAGE 325

DELETE:—

HECKMONDWIKE (SPEN) heading and both items.

AMEND:—FARNLEY JUNCTION TO WHITEHALL JN.(INCLUDING FARNLEY BRANCH).

PAGE 325 (Page 115 Supp. No.3)

DELETE:—

LIVERSEDGE (SPEN)

OIL TANK TRAINS TO AND FROM ELLESMERE PORT heading and item

PAGE 326.

DELETE:—

COPLEY HILL.

TRAINS FROM COPLEY HILL TO LEEDS (WELL ST.) GOODS UP SIDE HIGH LEVEL heading and item.

PAGE 329 (Page 115, Supp. No.3)

NORMANTON.

AMEND:—

STATION:—Referring to Rule 44B(b); the calling on signal provided at Normanton Station North Signal Box below the Up Platform line starting signal, may be taken off before the train has been brought to a stand at it and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B(a).

PAGE 330

LEEDS CITY NORTH TO SKIPTON (SNAYGILL).

KIRKSTALL.

DETACHING IN SIDING LEADING TO ELECTRICITY WORKS.

ADD to item:—

In addition the following instructions apply to fuel oil trains:—

1. Guards will be advised by the signalman whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signalman will inform the Guard in which siding the tanks require to be positioned.
3. In all cases fuel oil trains must be drawn from the Main line into the Oil Storage Sidings.

CONONLEY

DELETE:—Heading and item.

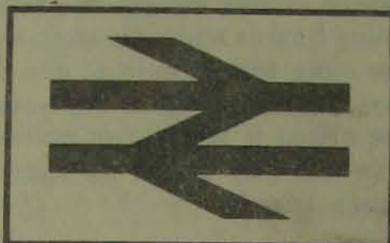
★ PAGE 331 (Page 116 Supp. No.3)

SHIPLEY

ADD as second paragraph:—

Passenger trains (other than diesel multiple units will tail traffic) and parcels trains may be propelled, at Bingley Junction, from the Down Main Line to Platform No.1. In the case of parcels trains consisting of diesel multiple units with tail traffic the Guard must ride in the leading driving compartment and the movement must be supervised by the person in charge of Shipley station.

NE/S



No. 17

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 23 APRIL

TO

FRIDAY 29 APRIL 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
YORK TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Malton West and Kirkham Abbey	Up Main	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (12)
Malton, West and East	Down and Up Main	07 30 to 18 00, contractors removing redundant track. Plant in use (11)
Malton East and Weaverthorpe	Down and Up Main	08 30 to 16 00, demolishing platforms. Plant in use. (14)
Heslerton	Down and Up Main	07 30 to 18 00, contractors removing sidings at 29 m. 32 chs. Plant in use. (4-)
SATURDAY and SUNDAY 23rd and 24th APRIL.		
Malton East	Down and Up Main.	23.00 (Sat) to 09.00 (Sun), cleaning ducts and overhauling connections. Signal Box open.

YORK (SKELTON) TO HARROGATE (DRAGON).

TUESDAY and WEDNESDAY, 26th and 27th APRIL.

Starbeck North and Dragon	Harrogate Goods Branch Down and Up York Branch	08 00 to 16 00, each day, laying connection. Crane in use.
---------------------------	--	--

CHURCH FENTON NORTH TO WETHERBY (GOODS)

DAILY UNTIL FURTHER NOTICE

Church Fenton North and Tadcaster	Single	07 00 to 17 00, demolishing signal box between 0 and 1/2 m.p. Plant in use. (14)
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THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY.

DAILY UNTIL FURTHER NOTICE

L.N.W. Junction and Dewsbury, No.2	Down and Up Main	Contractors constructing and altering bridges between 33 1/2 and 33 3/4 m.p. Crane in use.
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SECTION B - TEMPORARY

At or between

THORNHILL (L.N.W. JUNCTION)

DAILY UNTIL FURTHER NOTICE

Leeds City East and Marsh Lane Junction

Micklefield and Gascoigne Wood

Hagg Lane and Thorpe Gates

Howden and Eastington

Broomfleet

SATURDAY TO MONDAY

Killingbeck and Crossgates

SUNDAY, 24th APRIL

Batley and L.N.W. Junction

Farnley Junction

Leeds City East and Marsh Lane Junction

Neville Hill West

Melton Lane and Brough West

Hessle Haven and Hessle Road

Hessle Road and West Parade

MONDAY, 25th APRIL

Ferriby

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Cottingham North	Down Main	07 30 to 17 00 removing connections at 4m. 50chs. Plant in use. (7)
Beverley Station	Down Main	07 30 to 17 00, removing sidings between 8 and 8¼ m.p. Plant in use. (14)
Hutton Cranswick and Burton Agnes	Down and Up Main	07 30 to 18 00 Contractors removing sidings, plant in use.
Hunmanby Station.	Down and Up Main	07 30 to 17 00, removing connections at 41 m. 62 chs. Plant in use. (7)
SUNDAY, 24th APRIL		
Cottingham North and Beverley Parks	Down Main	07 00 to 17 00, recovering sidings between 4¼ and 4½m.p. Both Signal Boxes open.
TUESDAY, 26th APRIL		
Beverley	Up Main and Up Goods	08 00 to 16 30, alterations to signalling (See Section 'C')
Cherry Tree	Up Goods	08 00 to 16 30, alterations to signalling (See Section 'C')
Beverley North	Up Main and Down Branch	08 00 to 16 30, alterations to signalling. (See Section 'C')
WEDNESDAY, 27th APRIL		
Bridlington Quay	Up Main and Up Siding	08 00 to 16 00, alterations to signalling. (See Section 'C')
THURSDAY, 28th APRIL		
Bempton	Down and Up Main	08 00 to 16 00, alterations to signalling. (See Section 'C')
HULL YARDS		
SUNDAY, 24th APRIL		
Dairycoates West and St. Andrews Dock	Down and Up Goods (BLOCKED)	07 00 to 17 00, relaying. Crane in use. No traffic. Both Signal Boxes open.
THORNE NORTH TO STADDLETHORPE		
SUNDAY, 24th APRIL		
Saltmarshe and Boothferry Road	Up Main (BLOCKED)	07 30 to 17 00, repairing girders on swing bridge. Single Line Working over the Down Main line.

NE/S - 13

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
SOVERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)		
DAILY UNTIL FURTHER NOTICE		
Halifax Goods Yard	No.1 Wallside Siding (BLOCKED as required)	Repairs to wall. Scaffolding erected. (13)
Halifax, East	Short Shunt Neck (BLOCKED)	Contractors excavating. (13)
Lightcliffe and Low Moor No.1.	Sidings (BETWEEN TRAINS)	
	All	07 00 to 17 00 lowering cess and clearing spoil between 35¾ and 36 m.p. Plant in use. (2)
SUNDAY 24th APRIL		
Low Moor No.4 and Bowling Junction	Down and Up Main	00 01 to 09 00 maintenance in tunnel between 38 and 39¼m.p. Both Signal Boxes open.
Bradford Exchange	All	07 00 to 17 00, renewing connections and overhauling interlocking.
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Mytholmroyd West	All	07 00 to 17 00, contractors demolishing warehouse between 24¾ and 25m.p. Plant in use. (6)
Healey Mills Yard	Engine Line 'P' and Turntable Road (BLOCKED by local arrangement)	Loading and unloading material and construction of new depot. Scaffolding erected. Plant and crane in use.
	Connections to Up Sortings Sidings Nos. 1 to 5 at East end of Engine Line 'U' (BETWEEN TRAINS)	
Thornhill Junction	Nos. 1 and 2 Tranship Sidings (BLOCKED)	08 00 to 17 30, contractors demolishing sheds at 40½ m.p. Crane in use. (15/16)
SUNDAY 24th APRIL		
Elland and Elland C.E.G.B.	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 17 00, adjusting rails between 31¾ and 32½m.p. Single line working over the Down Main. Signal Box open and C.E.G.B. Ground frame manned.
Mirfield No.1	All	07 00 to 17 00, overhauling locks.
Healey Mills Yard	Primary Sidings	07 00 to 17 00, lifting and packing.
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Slow	08 00 to 17 00, (except Sat. and Sun.) repairing Standedge Slow Tunnel between 15 and 18¼ m.p. Enginemmen to control the emission of smoke and steam and sound horns or whistles in tunnel.
SUNDAY 24th APRIL		
Diggle and Marsden	Down and Up Fast (BLOCKED)	07 00 to 17 00, repairs in Fast Tunnels between 15 and 18¼m.p. All traffic to travel over the Down and Up Slow lines
Huddersfield and Gledholt Junction	Down and Up Slow (BLOCKED)	06 00 to 18 00 opening out in tunnel between 25 and 25¾m.p. All traffic to travel over the Down and Up Fast lines

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 23rd AND 24th APRIL, 1966-ENGINE SHED JUNCTION, WHITEHALL JUNCTION AND LEEDS CITY JUNCTION.

ENGINE SHED JUNCTION

Signals dispensed with.

Bracket carrying

- 59 Up Main Home from Leeds City Junction
- 52 Up Main to Up Goods from Leeds City Junction
- 33 Up Main to Up Goods 'Calling On' from Leeds City Junction.

Bracket carrying

- 62 Up Main Home from Whitehall Junction
- 54 Up Main to Up Goods from Whitehall Junction
- 45 Up Main to Up Goods 'Calling On' from Whitehall Junction

Limit of Shunt Board on the Up Main Line from Whitehall Junction dispensed with.

New Signals

Colour light, with offset subsidiary and left-hand Route Indicator situated left of Up Main from Whitehall Junction 188 yards North of Signal Box reading:-

(Main) 54 Up Main Home from Whitehall Junction to Up Main or Up Goods with Junction Indicator.

(Sub) Up Main to Up Goods.

Colour light with offset subsidiary and left-hand Route Indicator situated left of the Up Main from Leeds City Junction 188 yards North of Signal Box reading:-

(Main) 59 Up Main Home from Leeds City Junction to Up Main or Up Goods with Junction Indicator.

(Sub) Up Main to Up Goods.

Altered Signals

34/35 Treble Disc replaced by position light ground signal with route indicator above to left of Up Main reading:-

35 Up Main to Shunting Line 'S' or Down Leeds Line 'L'.

36 Double Disc replaced by a position light ground signal with route indicator above to left of Up Goods reading:-

36 Up Goods to Shunting Line 'S' or Down Leeds Line 'L'

Altered nomenclature of signals

Old

New

Up Main Outer Distant from Whitehall

Up Main Distant from Whitehall

Up Main Outer Distant from Leeds City Jn.

Up Main Distant from Leeds City Junction

WHITEHALL JUNCTION

Signals dispensed with.

30 Up Main Starting with Engine Shed Junction intermediate distant below.

31 Up Main Advance Starting with Engine Shed Junction Inner distant below

Monkbridge Sidings Ground Frame and Associated Points Dispensed with.

LEEDS CITY JUNCTION

Signals dispensed with

48 Up Main Starting with Engine Shed Junction Inner distant below. (20)

SUNDAY 24th APRIL-SPRING LODGE GATE BOX

Gate box and associated signals dispensed with.

Level Crossing gates replaced by auto half barriers. Whistle boards installed at 88 yds. and 154 yards on approach side of the Crossing in both directions. (20)

SUNDAY 24th APRIL-WOODLESFORD

Points dispensed with.

11 Down Main - Down Siding

Signals dispensed with

14 Down Siding to Down Main

15 Down Main to Down Siding (20)

MONDAY 25th APRIL-FERRIBY

Signals dispensed with.

42 Up Goods Loop to Down Fast (20)

TUESDAY 26th APRIL-BEVERLEY STATION

Points spiked pending removal

13A Up Goods traps (normal)

15B Up Goods - Loading Dock (reverse).

Signals dispensed with

1 Up Goods Home (20)

SECTION C
 DETAILS OF
 TUESD
 Signal
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 TUESD
 Points
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 Signal
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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued. NE/S—17
 DETAILS OF WORK REFERRED TO IN SECTION B—continued

TUESDAY 26th APRIL—CHERRY TREE

Signal dispensed with.
 8 Up Goods Home

(20)

TUESDAY 26th APRIL—BEVERLEY NORTH

Points spiked normal pending removal.
 18 Up Main — Up Goods

Signals dispensed with
 7 Down Branch to Up Goods
 8 Up Main to Up Goods

Altered nomenclature of signals
 Old

14 Down Main or to Up Main or Up Goods

New
 14 Down Main or to Up Main

(20)

WEDNESDAY 27th APRIL—BRIDLINGTON QUAY

Points spiked normal pending removal.
 25 Up Siding — Up Main

Signals dispensed with
 24 Up Main to Up Siding
 26 Up Siding to Up Main

(20)

THURSDAY 28th APRIL—BEN TON

Points spiked normal pending removal.
 6 Mains crossover

Signals dispensed with
 5 Down to Up Main
 7 Up to Down Main

(20)

DETAILS OF WORK ALREADY CARRIED OUT

YORK, CHALONERS WHIN AND HOLGATE JUNCTION

New Points

- 411 Down Doncaster Main — Reception Lines sited adjacent to 414 Points.
- 417 Reception Lines — Up Doncaster Main sited 10 yards North of 410 signal
- 433 Reception Line 3 — Reception Line 4
- 434 Reception Lines — Down Doncaster Main 56 yards North of Dringhouses Up Yard Control Tower.

Altered Points

- 431 Receptions 1 and 2 — Receptions 3 and 4
- 432 Reception 1 — Reception 2

Altered Signal

8 Down Doncaster Main fitted with new subsidiary fixed on right of main colour light reading:—

8 (Sub) Down Doncaster to Reception 1, 2, 3 or 4.

40 Up Reception line to Down Doncaster Main (temporarily retained in "ON" position) brought into use.

New Position light ground signals.

33 Shunt Spur to 1, 2, 3 or 4 Receptions — sited left of line 41 yards North of Y.10 signal.

39A From Reception 1)	sited left of
39B From Reception 2)	respective lines
39C From Reception 3)	170 yards North
39D From Reception 4)	of Y.10 signal.

Altered nomenclature of signals

Old
 1 Shunt Spur to Up Sidings

New
 1 Shunt Spur to 33 signal or Sorting Sidings.

9B Up Doncaster Main to Up Reception Lines or Up Sidings

9 Up Doncaster Main to 1, 2, 3 or 4 Receptions or 33 signal or Sorting Sidings.

New Notice Boards reading "STOP. Telephone for instructions" installed on Receptions 1, 2, 3 and 4 left of the respective lines, 55 yards South of Dringhouses Up Yard Control Tower.

(19)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

MIRFIELD No.3 TO MORLEY LOW

MIRFIELD No.3

Altered nomenclature of signal
 Old

112 Down Main Starting

New

D.32 Down Main Auto

DEWSBURY No.2 AND BATLEY WEST

Signal Boxes and all signals dispensed with.

BIRSTALL JUNCTION

Signal Box and all points and signals dispensed with.

LADY ANNE CROSSING

Signal Box renamed Batley.

All semaphore signals dispensed with.

New Points

22 Up Siding - Shawcross Loop (at present spiked out of use) immediately in rear of B.6

23 Up Main - Up Siding (formerly worked by Batley West) sited opposite B.6

23 Mains Crossover (at present spiked out of use) sited opposite B.12.

New Ground Frame, sited at Dewsbury controlled from Batley Signal Box, left of Down Main working Mains Crossover and Down Refuge Siding - Down Main points formerly worked by Dewsbury No.2 provided.

CATCH POINTS in Down Main at

M.	Chs.
32	76
33	40
34	10
35	15

will be brought into use

New colour light signals.

B.1 Up Main Distant, left of line (in Morley Tunnel) 2,924 yards after Morley 19 Up Main Starting.

B.2 Up Main to B.3 left of line 1,170 yards after B.1

B.3 Up Main, left of line 1,189 yards after B.2.

B.6 Up Sidings or Shawcross Loop to Up Main B.8 left of Up Siding 1,236 yards from B.8

B.8 Up Main to U.33 left of line 1,587 yards after B.3

B.15 Down Main left of line 1,100 yards after D.32

B.14 Down Main right of line 880 yards after B.15.

B.13 Down Main left of line 1,017 yards after B.14

B.12 Left-hand bracket, with offset subsidiary, to left of Down Main 970 yards after B.13.
Down Main to B.11 (Main Signal)

Down Main to Up Siding or Shawcross Loop (Sub Signal)

B.11 Down Main to B.10 left of line 1,018 yards after B.12.

New position light ground signals.

4 Shawcross Loop to 6 Signal, left of Loop Line 50 yards on approach side of B.6

5 Up Siding to 6 Signal, left of Up Siding approximately 50 yards on approach side of B.6

7 Shunting Up Main to Up Siding or Shawcross Loop left of Up Main opposite B.12.

An illuminated "Limit of Shunt" sited right of Down Main (in wrong direction) 225 yards Mirfield Side of B.14.

Notice Boards provided as follows:—

(A) On Up Siding approaching the connections to Through Sidings reading:—

'STOP proceed at caution'

(B) On left of Shawcross Loop approaching connections to Coal Sidings reading on one side:—

'STOP proceed at caution'

and on the other:—

'STOP obtain permission to pass'

(C) On Shawcross Branch 260 yards Colliery side of connections reading on one side:—

'One Engine in Steam Working Ahead'

and on the other:—

'Engines must not pass this Board until permission has been given by Shunter'.

*** HOWDE

Points Spiked
 11 Down
 17 Down
 23 Up
 26 Up

Signals dispensed
 10 Down
 12 Down
 16 Down
 18 Down
 22 Up
 24 Up
 25 Up
 27 Up

FRI

Points dispensed
 34
 36

Signals
 33
 35
 37

Altered
 32

*** FRI
 BF
 Sig

M
 Altered
 35
 phore s
 US

*** HOWDEN

- Points Spiked normal pending removal
11 Down Main — Down Siding
17 Down Main — Warehouse Siding
23 Up Main — Up Siding (nearest Signal box)
26 Up Main — Up Siding

- Signals dispensed with
10 Down Siding to Down Main
12 Down Main to Down Siding
16 Warehouse Siding to Down Main
18 Down Main to Warehouse Siding
22 Up Main or to Up Siding
24 Up Siding to Up Main
25 Up Main to Up Siding
27 Up Siding or to Up Main

(17)

FRICKLEY COLLIERY

- Points dispensed with
34 Mains Crossover
36 Down Main — Colliery

- Signals dispensed with
33 Shunting Down Main to Colliery
35 Shunting Up to Down Main
37 Shunting Colliery to Down Main

Altered nomenclature of signal
Old

- 32 Shunting Down Main to Nos. 1 or 2
Down Reception.

New

- 32 Shunting Down Main to Nos. 1 or 2 Down
Reception or Running line on Down Siding.
(19)

*** FERRYBRIDGE—PONTEFRACT SOUTH—BRACKENHILL—MOORTHORPE
BRACKENHILL

Signal box and all signals dispensed with.

MOORTHORPE STATION

- Altered Signals
35 Down Starting signal has 2 aspect, colour light signal fixed below. (Green aspect of semaphore signal blanked out).
U9B Up Main Auto will also display red aspect.

(19)

PONTEFRACT SOUTH

Signals dispensed with

- 1 Down Main Home 1
- 2 Down Main Home 2
- 3 Down Main Starting
- 4 Down Main to Branch Starting
- 5 Down Main Distant
- 22 West Dock to Branch Starting
- 32 Down Branch to West Dock Home
- 33 Down Branch to Up Main Home

New Signal

P1 Down Main Home, colour light sited 1215 yards in rear of D4.

Altered Signals

- 13 Shunting Down Sidings to Up Main resited 56 yards nearer Signal Box. Bracket carrying 36/39 signals replaced by colour light and straight post as follows:
- 36 Bay to Up Main Starting, semaphore on straight post with new distant arm for U5 Signal below sited opposite 39 signal.
- 39 Up Main Home 2. Colour light on same site and re-numbered P39.
- P40 Up Main Home 1 resited 1210 yards in rear of P39.
- R40 Up Main Distant become 3 aspect Automatic re-numbered U3.

New Automatic Colour Lights.

Down Direction

- D4 Sited 1550 yards in rear of D3
- D5 Sited 1360 yards in rear of P1
- D6 Sited 1360 yards in rear of D5
- D7 Sited 1360 yards in rear of D6
- D8 Sited 1450 yards in rear of D7
- D9B Sited 1450 yards in rear of D8
- D9 Sited 1450 yards in rear of D9B
- D10 Sited 1450 yards in rear of D9

Up Direction

- U5 Sited 1620 yards in rear of U6
- U6 Sited 1620 yards in rear of U7
- U7 Sited 1620 yards in rear of U8
- U8 Sited 1620 yards in rear of U9
- U9 Sited 1620 yards in rear of U9B

(17)

**** DRIFFIELD**

Points spiked normal pending removal

- 9 Mains Crossover
- 20 Up Main — Up Branch
- 22 Down Main — Down Branch

Signals dispensed with

- 8 Shunting Down to Up Main
- 12 Shunting Up to Down Main
- 18 Up Main to Up Branch with Driffield West Distant below.
- 24 Down Branch Distant
- 28 Down Branch Home with Wansford Road Distant below

(17)

BINGLEY JUNCTION

13 Down to Up Main or Angle Sidings or Up Bradford will be replaced by a double disc on same site reading:-

- 13 (Up Main) Down to Up Main, Angle Sidings or Up Bradford
- 13 (Down Main) Down Main to Down Bradford

** Items marked

issued

20th

in the
contin

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 item.

MISCELLANEOUS NOTICES

* * * **SPECIAL NOTICE** * * *

All concerned to note that Section 'D' of this booklet is now issued as a separate publication each four weeks.

The first issue covers the period Saturday 23rd April to Friday 20th May, and is numbered NE/S 17D

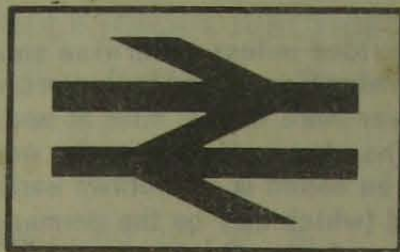
Any urgent Section 'D' items will continue to be printed in the weekly booklet and, in addition the following items will continue to be shown weekly:-

Shutting off of Loco Water Supplies.

Turntables out of use.

Repairs at Motive Power Depots, etc.

NE/S



No. 18

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 30 APRIL

TO

FRIDAY 6 MAY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated).

Warning Boards and Indicators provided unless otherwise shown.
 In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than ¼ mile at one time.
 In the case of items marked † time has been allowed in the working timetable for these restrictions.
 Temporary speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore, be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and they must work to such speed.

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs.		
SHAFTHOLME TO NORTHALLERTON					
*Naburn Bridge and York Holgate Jn.	Down Main/ Down Doncaster	185 52	186 47	20	Ballast cleaning.
Chaloners Whin and Holgate Junction	Down and Up Doncaster	186 61	186 63	20	Relaying. Commencing 08 00 Wed., 4th May.
*Northallerton and Thirsk	Up Slow	28 38	26 50.	20	Renewals.
CARCROFT (CASTLE HILLS) TO LEEDS CENTRAL					
Wrenthorpe, North and Lofthouse, North	Down and Up Main	177 10	177 24	40	Subsidence.
LEEDS TO NORTHALLERTON VIA ARTHINGTON					
Wortley North and Headingley	Down Main	0 65	0 70	20	Repairs to viaduct. Commencing 08 00 Mon., 2nd May
YORK TO SCARBOROUGH					
Malton Station and East	Down and Up Main	21 14	21 25	20	Providing crossover. Until 15 00 Mon., 2nd May
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY					
Garforth and Cross Gates	Up Main	13 48	13 53	40	Slip.
Garforth and Cross Gates	Up Main	13 18	13 19	20	Relaying. Commencing 08 00 Thurs., 5th May
Hessle Station and Ferriby Station	Up Slow	4 70	5 40	15	Condition of track.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
Brackenhill and Pontefract South	Down and Up Main	6 77	6 50	40	Subsidence.
SHAFTHOLME TO FERRYBRIDGE					
Knottingley 'A' and Ferrybridge	Down and Up Main	0 18	0 22	15	Constructing bridge.

SECTION A -

Location of work at or between

WAKEFIELD

*Crofton East
 Sharlston Sta
 Sharlston Sta
 Crofton Ea
 Sharlston Sta
 Streethouse
 Featherston
 and Ponte
 Pontefract
 Knottingl
 Knottingley
 and Sudfo
 *Sudforth La
 Knottingl

BEESTON

Parkside a
 Beeston

SOWERBY

Lightcliffe
 Moor No.

HEBDEN

Elland and

Elland and

MIRFIELD N

Heaton L

DIGGLE

Gledholt J
 Longwoo

Linthwaite
 Slaithwa

Springwood
 Huddersf

BARNLEY

†Barnley
 and Dar

Haigh and
 Criggles

Crigglesto
 and Hort

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued.

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
HORBURY STATION JUNCTION TO CRIGGLESTONE					
Horbury Station Junction and Crigglestone Junction	Down and Up Main	45 13	45 43	20	Subsidence.
ROYSTON JUNCTION TO THORNHILL (MIDLAND JUNCTION)					
Royston Junction and Crigglestone East	Down and Up Main	178 27	178 40	30	Subsidence.
Royston Junction and Crigglestone East	Down and Up Main	180 45	181 13	20	Subsidence.
Crigglestone Jn. and Middlestown	Down Main	182 62	183 05	15	Subsidence.
DARFIELD STATION TO LEEDS CITY NORTH					
Cudworth Station and Houghton Main Colliery Sidings	Up Main	174 38	172 64	20	Excavating. Commencing 06 00 and until 18 00, Sun., 1st May
Cudworth North Junction and Royston Station	Down and Up Fast and Down and Up Slow	176 17	176 67	30	Subsidence.
Royston Station and Oakenshaw North, South Junction	Down and Up Fast and Down and Up Slow	178 14	178 40	20	Subsidence.
Oakenshaw North, South Junction and Goose Hill	Down and Up Main and Down and Up Goods	182 42	184 10	20	Subsidence.
Altofts Junction and Methley North Sidings	Down and Up Main	187 40	187 66	20	Subsidence.
Methley North Sidings and Woodlesford	Down and Up Main	188 50	189 0	20	Subsidence
LEEDS CITY NORTH TO SKIPTON (SNAY GILL)					
Kirkstall and Newlay	Down Slow	199 35	199 40	20	Remodelling. Until 15 00 Tues., 3rd May
Apperley Viaduct and Thackley Junction	Down Slow	204 55	204 62	20	Relaying. Commencing 08 00 Wed., 4th May
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)					
Guiseley Junction and Esholt Junction	Down and Up Main	2 30	2 32	20	Boring.

(For

Where any work
line during renewal
in accordance with

Material may be

Unless otherwise

At or between

SHAFTHOLME TO

DAILY UNTIL FU
Selby, Canal and
South

Dringhouses Up Y

York

York

Tollerton and
Skelton Bridge

Tollerton

Tollerton

Tollerton and
Thirsk

Thirsk

NE/S - 7

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL).		
DAILY UNTIL FURTHER NOTICE		
Lofthouse North and Spring Lane	All	06 00 to 18 00, contractors constructing bridges between 179 and 179¼ m.p. Cranes and plant in use.
Wortley South and Leeds 'B'	All	Contractors constructing curve. Cranes and plant in use. (14)

LEEDS TO NORTHALLERTON VIA ARTHINGTON.

DAILY UNTIL FURTHER NOTICE		
Wortley, North and Headingley	Down and Up Main	07 30 to 17 00, repairs to viaduct at 0m. 68chs. Plant in use. (6)
Bilton and Newby Wiske	Down and Up Main	07 00 to 18 00, contractors taking out sidings and removing connections between 26¾ and 39½m.p. Plant in use.

SUNDAY, 1st MAY.

Arthington North and Pannal	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	05 00 to 12 00, examining viaduct between 8½ and 9¼m.p. Inspection unit in use. Single Line Working over the Down Main. Both Signal Boxes open.
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MONDAY, 2nd MAY.

Melmerby South	Down and Up Main	Signalling alterations (See Section 'C'). Signal Box open.
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NE/S-9
SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY— continued		
DAILY UNTIL FURTHER NOTICE—continued		
Hagg Lane and Thorpe Gates	Down and Up Main	07 30 to 18 00, removing sidings and connections. Plant in use
Howden and Eastrington	Down Main	07 30 to 17 00 contractors removing connections at 21 m. 16 chs. Plant in use. (7)
Broomfleet	Up Slow	07 30 to 18 00, contractors removing sidings between 14¼ and 14½ m.p. Plant in use. (48)
SATURDAY AND SUNDAY 30th APRIL AND 1st MAY		
Leeds City East and Neville Hill West	23 10 (Sat.) to 05 00 (Sun.) Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 05 00 to 16 30 (Sun.) Down and Up Main (BLOCKED) 16 30 to 21 30 (Sun.) Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 21 30 to 23 00 (Sun.) All (BETWEEN TRAINS)	23 10 (Sat.) to 23 00 (Sun.) reconstructing bridge between 20½ and 20¼m.p. Cranes in use. 23 10 (Sat.) to 05 00 (Sun.) and 16 30 to 21 30 (Sun.) Single line working over the Down Main 05 00 to 16 30 (Sun.) all traffic diverted. See separate advice
SUNDAY, 1st MAY		
Batley and Morley Low	Down and Up Main	07 00 to 17 00, maintenance in tunnel between 36¼ and 38¼m.p.
Farnley Junction and Leeds City West	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	07 30 to 16 30 adjusting between 42 and 41½m.p. All Up traffic diverted.
Neville Hill West	All	07 30 to 17 00, testing controls.
Killingbeck and Cross, Gates	Down and Up Fast (BLOCKED)	00 01 to 23 59 contractors laying drain between 16½ and 16m.p. Plant in use. All traffic to travel over the Down and Up Slow. Killingbeck Signal Box open
Cross Gates and Garforth	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	06 00 to 18 00, re-railing and loading between 16 and 15¼m.p. Single Line Working over the Down Main. Garforth Signal Box open.
Garforth	All	00 01 to 18 00, alterations to signalling. (See Section 'C').
Peckfield and Micklefield	Down Main	06 00 to 18 00, laying troughs. Peckfield Signal Box open.
Thorpe Gates and Selby West	Up Main	06 00 to 16 00, repairs to Thorpe Gates level crossing. Both Signal Boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Cottingham North	Down Main	07 30 to 17 00 removing connections at 4m. 50chs. Plant in use. (7)
Beverley Station	Down Main	07 30 to 17 00, removing sidings between 8 and 8¼ m.p. Plant in use. (14)
Beverley Station	Up Main	08 00 to 17 00, removing connections at 8¼m.p. Plant in use. Commencing Monday 2nd May. (18)
Hutton Cranswick and Burton Agnes	Down and Up Main	07 30 to 18 00 Contractors removing sidings, plant in use. (18)
Bridlington Quay	Down and Up Main	08 00 to 17 00 each day, removing connections between 31 and 31¼m.p. Plant in use. Commencing Monday 2nd May. (18)
Bempton	Down and Up Main	08 00 to 17 00, removing crossover between 34½ and 34¾m.p. Plant in use. Commencing Monday 2nd May. (18)
Hunmanby Station.	Down and Up Main	07 30 to 17 00, removing connections at 41 m. 62 chs. Plant in use. (7)
SUNDAY, 1st MAY		
Nafferton and Lowthorpe	Down and Up Main (BLOCKED)	23 00 to 16 00, renewing culvert. No traffic. Both Signal Boxes open.
Driffield Station	Down and Up Main	00 01 to 18 00, installing barriers. Signal Box open.
HULL YARDS		
SUNDAY, 1st MAY		
Albert Dock and Neptune Street	Sidings (BLOCKED by local arrangement)	07 00 to 17 00, retimbering. No traffic.
HULL DOCKS		
SATURDAY and SUNDAY, 30th APRIL and 1st MAY		
Alexandra Dock and Holderness Drain South	Down and Up Main (BLOCKED)	07 30 to 17 00 each day, relaying. No traffic.
DENABY 'A' TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
MONDAY to FRIDAY, 2nd to 6th MAY		
Pickburn	All	08 00 to 16 00 each day, renewing connections.
WEDNESDAY, 4th MAY		
Pickburn	All	08 00 to 16 00, alterations to signalling and interlocking. (See Section 'C').

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL-continued		
(13) SUNDAY, 1st MAY Mirfield No.3	All	07 00 to 17 00, overhauling locks.
(13) WEDNESDAY TO FRIDAY, 4th TO 6th MAY Elland	All	08 00 to 16 30 each day, re-positioning connections and cables.
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
(2) Diggle and Marsden	Down and Up Slow	08 00 to 17 00, (except Sat. and Sun.) repairing Standedge Slow Tunnel between 15 and 18¼ m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.
SUNDAY, 1st MAY		
Diggle and Marsden	Down and Up Slow (BLOCKED)	07 00 to 17 00, maintenance and moving rail centres in Standedge Slow Tunnel between 15 and 18¼ m.p. All traffic to travel over the Down and Up Fast.
Gledholt Junction	All	07 30 to 17 00, painting gantries. Ladders in use.
Gledholt Junction and Huddersfield	Down and Up Slow (BLOCKED)	06 00 to 20 00, tracklayer and on track tamping machine in use between 25 and 25¾ m.p. All traffic to travel over the Down and Up Fast.
Kirkburton Junction	All	07 00 to 17 00, overhauling interlocking. Signal Box open.
FARNLEY JUNCTION TO WHITEHALL JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Copley Hill No.3 and Whitehall Jn.	All	Contractors constructing curve. Cranes and plant in use. (14)
SUNDAY, 1st MAY		
Copley Hill No. 3 and Whitehall Junction	Down and Up Branch	06 30 to 18 00, installing ducts.
MIRFIELD NO.3 TO LOW MOOR NO.2 WEST		
SUNDAY, 1st MAY		
Low Moor No.2 West and Low Moor No. 1	Up Main	07 00 to 17 00, rewiring signals. Signal Boxes open.
BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggstone Jn. and Horbury Junction	All	Contractors reconstructing bridge and casting units between 0 and ¼ m.p. Crane and plant in use. (9)

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 1st MAY - YORK

Points dispensed with.

- 463 Loco Sidings - Fruit Dock Sidings.
- 503 Up Scarborough Goods - Up Reception Line

New Points

- 490 Trap Points in No.1 Platform Line.

Signals dispensed with

- 87 Fruit Dock Sidings to Loco Sidings.
- 138 Up Reception to 143 Signal.

Signal Routes dispensed with

- 34 Route 29 Down Doncaster Main to No.1 Platform
- 86 Route 1 Loco Sidings to Fruit Dock Sidings
- 142 Route 2 Up Scarborough Goods to Up Reception Line

Alteration to Signal Route Nomenclature

Old

New

- | | |
|-----------------------------------|---------------------------------|
| 70 (Route 2) to Engine Shed Lines | to Engine Shed Lines or Siding |
| 85 (Route 1) to Fruit Dock | to Sidings |
| 86 (Route 2) to Fruit Dock | to Sidings |
| 108 (Route 4) to Sidings | to Car Loading Dock 2 or Siding |
| 110 (Route 3) to Sidings | to Car Loading Dock 2 or Siding |
| 112 (Route 2) to No.1 Platform | to Car Loading Dock 1 |

Altered Nomenclature of Lines.

- The Fruit Dock replaced by Sidings.
- No.1 Platform line replaced by Car Loading Docks 1 & 2 and siding. (21)

SUNDAY 1st MAY - GARFORTH

Signals dispensed with

- 29 Down Main Starting with 32 Down I.B. Distant below.
- 33 Down Main to Up Branch Home.
- 45 Up Main Distant
- 49 Up Main Home
- 50 Up Main Outer Home

Altered Signal

- 5 Up Relief Sidings to Up Main replaced by colour light on same site.
- 46 Up Main Starting. Semaphore arm replaced by a 4th Aspect to the present colour light below, which becomes a semi-automatic.

New Signals

- G.29 Down Main "Semi-Auto" colour light with right hand junction indicator sited 232 yards West of Signal Box reading:-
Down Main Home 2 or with Junction Indicator to Up Branch
- R.50 Up Main Distant - colour light sited 1943 yards East of Signal Box.
- G.50 Up Main Home 1 - Semi-Auto colour light sited 553 yards East of Signal Box.

Altered nomenclature of signal.

Old

New

- | | |
|--|--------------------------------------|
| 27 Down Main Home | 27 Down Main Home 1 (Semi-Automatic) |
| "Take Siding" Board Up Main to Up Relief Sidings dispensed with. | (21) |

MONDAY 2nd MAY - MELMERBY SOUTH

Points spiked normal pending removal.

- 19 Mains Crossover

Signals dispensed with

- 23 Down Main to South curve.
- 16 South curve to Down Main

(21)

WEDNESDAY 4th MAY - PICKBURN

Altered Points

- 5 Single Line from Denaby to Up or Down Main converted to spring points, worked by hand lever and normally laid for Down Main. (21)

SECTION C-S

YORK

- New Point
- 411
- 417
- 433
- 434 R
- T

- Altered P
- 431 P
- 432 P

- Altered S
- 8 D
- rea

- 40 U
- b

- New Posi
- 33 S
- si
- 39A
- 39B
- 39C
- 39D

- Altered n
- 1 Sh
- 9B Up
- Li

- New M
- 3 and 4 lef

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT

YORK. CHALONERS WHIN AND HOLGATE JUNCTION

New Points

- 411 Down Doncaster Main — Reception Lines sited adjacent to 414 Points.
- 417 Reception Lines — Up Doncaster Main sited 10 yards North of Y10 signal
- 433 Reception Line 3 — Reception Line 4
- 434 Reception Lines — Down Doncaster Main 56 yards North of Dringhouses Up Yard Control Tower.

Altered Points

- 431 Receptions 1 and 2 — Receptions 3 and 4
- 432 Reception 1 — Reception 2

Altered Signal

- 8 Down Doncaster Main fitted with new subsidiary fixed on right of main colour light reading:—
 - 8 (Sub) Down Doncaster to Reception 1, 2, 3 or 4.
- 40 Up Reception line to Down Doncaster Main (temporarily retained in "ON" position) brought into use.

New Position light ground signals.

- 33 Shunt Spur to 1, 2, 3 or 4 Receptions — sited left of line 41 yards North of Y.10 signal.
- 39A From Reception 1) sited left of
- 39B From Reception 2) respective lines
- 39C From Reception 3) 170 yards North
- 39D From Reception 4) of Y.10 signal.

Altered nomenclature of signals

Old
1 Shunt Spur to Up Sidings

9B Up Doncaster Main to Up Reception Lines or Up Sidings

New
1 Shunt Spur to 33 signal or Sorting Sidings.
9 Up Doncaster Main to 1, 2, 3 or 4 Receptions or 33 signal or Sorting Sidings.

New Notice Boards reading "STOP. Telephone for instructions" installed on Receptions 1, 2, 3 and 4 left of the respective lines, 55 yards South of Dringhouses Up Yard Control Tower.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

MIRFIELD No.3 TO MORLEY LOW

MIRFIELD No.3

Altered nomenclature of signal

Old
112 Down Main Starting

New

D.32 Down Main Auto

DEWSBURY No.2 AND BATLEY WEST

Signal Boxes and all signals dispensed with.

BIRSTALL JUNCTION

Signal Box and all points and signals dispensed with.

LADY ANNE CROSSING

Signal Box renamed Batley.

All semaphore signals dispensed with.

New Points

22 Up Siding — Shawcross Loop (at present spiked out of use) immediately in rear of B.6

23 Up Main — Up Siding (formerly worked by Batley West) sited opposite B.6

24 Mains Crossover (at present spiked out of use) sited opposite B.12.

New Ground Frame, sited at Dewsbury controlled from Batley Signal Box, left of Down Main working Mains Crossover and Down Refuge Siding — Down Main points formerly worked by Dewsbury No.2 provided.

CATCH POINTS in Down Main at	M.	Chs.	will be brought into use
	32	76	
	33	40	
	34	10	
	35	15	

New colour light signals.

B.1 Up Main Distant, left of line (in Morley Tunnel) 2,924 yards after Morley 19 Up Main Starting.

B.2 Up Main to B.3 left of line 1,170 yards after B.1

B.3 Up Main, left of line 1,189 yards after B.2.

B.6 Up Sidings or Shawcross Loop to Up Main B.8 left of Up Siding 1,236 yards from B.8

B.8 Up Main to U.33 left of line 1,587 yards after B.3

B.15 Down Main left of line 1,100 yards after D.32

B.14 Down Main right of line 880 yards after B.15.

B.13 Down Main left of line 1,017 yards after B.14

B.12 Left-hand bracket, with offset subsidiary, to left of Down Main 970 yards after B.13.

Down Main to B.11 (Main Signal)

Down Main to Up Siding or Shawcross Loop (Sub Signal)

B.11 Down Main to B.10 left of line 1,018 yards after B.12.

New position light ground signals.

4 Shawcross Loop to 6 Signal, left of Loop Line 50 yards on approach side of B.6

5 Up Siding to 6 Signal, left of Up Siding approximately 50 yards on approach side of B.6

7 Shunting Up Main to Up Siding or Shawcross Loop left of Up Main opposite B.12.

An illuminated "Limit of Shunt" sited right of Down Main (in wrong direction) 225 yards Mirfield Side of B.14.

Notice Boards provided as follows:—

(A) On Up Siding approaching the connections to Through Sidings reading:—

'STOP proceed at caution'

(B) On left of Shawcross Loop approaching connections to Coal Sidings reading on one side:—

'STOP proceed at caution'

and on the other:—

'STOP obtain permission to pass'

(C) On Shawcross Branch 260 yards Colliery side of connections reading on one side:—

'One Engine in Steam Working Ahead'

and on the other:—

'Engines must not pass this Board until permission has been given by Shunter'.

SECTION C—SI

DETAILS OF V

Gate
Level
15Signals d
42 UFRI
Points d
34
36Signals
33
35
37Altered
32Points
25
Signals
24
26Points
6 M
Signals
5 D
7 UPoints d
11 D
Signals
14
15

DETAILS OF WORK ALREADY CARRIED OUT—continued

SPRING LODGE GATE BOX

Gate box and associated signals dispensed with.

Level Crossing gates replaced by auto half barriers. Whistle boards installed at 88 yds. and 154 yards on approach side of the Crossing in both directions. (20)

FERRIBY

Signals dispensed with.

42 Up Goods Loop to Down Fast

(20)

FRICKLEY COLLIERY

Points dispensed with

34 Mains Crossover

36 Down Main — Colliery

Signals dispensed with

33 Shunting Down Main to Colliery

35 Shunting Up to Down Main

37 Shunting Colliery to Down Main

Altered nomenclature of signal

Old

32 Shunting Down Main to Nos. 1 or 2
Down Reception.

New

32 Shunting Down Main to Nos. 1 or 2 Down
Reception or Running line on Down Siding.
(19)

BRIDLINGTON QUAY

Points spiked normal pending removal.

25 Up Siding — Up Main

Signals dispensed with

24 Up Main to Up Siding

26 Up Siding to Up Main

(20)

BEMPTON

Points spiked normal pending removal.

6 Mains crossover

Signals dispensed with

5 Down to Up Main

7 Up to Down Main

(20)

WOODLESFORD

Points dispensed with.

11 Down Main — Down Siding

Signals dispensed with

14 Down Siding to Down Main

15 Down Main to Down Siding

(20)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

ENGINE SHED JUNCTION, WHITEHALL JUNCTION AND LEEDS CITY JUNCTION

ENGINE SHED JUNCTION

Signals dispensed with.

Bracket carrying

- 59 Up Main Home from Leeds City Junction
- 52 Up Main to Up Goods from Leeds City Junction
- 33 Up Main to Up Goods 'Calling On' from Leeds City Junction.

Bracket carrying

- 62 Up Main Home from Whitehall Junction
- 54 Up Main to Up Goods from Whitehall Junction
- 45 Up Main to Up Goods 'Calling On' from Whitehall Junction
- Limit of Shunt Board on the Up Main Line from Whitehall Junction dispensed with.

New Signals

- Colour light, with offset subsidiary and left-hand Route Indicator situated left of Up Main from Whitehall Junction 188 yards North of Signal Box reading:—
- (Main) 54 Up Main Home from Whitehall Junction to Up Main or Up Goods with Junction Indicator.
- (Sub) Up Main to Up Goods.
- Colour light with offset subsidiary and left-hand Route Indicator situated left of the Up Main from Leeds City Junction 188 yards North of Signal Box reading:—
- (Main) 59 Up Main Home from Leeds City Junction to Up Main or Up Goods with Junction Indicator.
- (Sub) Up Main to Up Goods.

Altered Signals

- 34/35 Treble Disc replaced by position light ground signal with route indicator above to left of Up Main reading:—
- 35 Up Main to Shunting Line 'S' or Down Leeds Line 'L'.
- 36 Double Disc replaced by a position light ground signal with route indicator above to left of Up Goods reading:—
- 36 Up Goods to Shunting Line 'S' or Down Leeds Line 'L'

Altered nomenclature of signals

Old	New
Up Main Outer Distant from Whitehall	Up Main Distant from Whitehall
Up Main Outer Distant from Leeds City Jn.	Up Main Distant from Leeds City Junction

WHITEHALL JUNCTION

Signals dispensed with.

- 30 Up Main Starting with Engine Shed Junction intermediate distant below.
- 31 Up Main Advance Starting with Engine Shed Junction Inner distant below
- Monkbridge Sidings Ground Frame and Associated Points Dispensed with.

LEEDS CITY JUNCTION

Signals dispensed with

- 48 Up Main Starting with Engine Shed Junction Inner distant below. (20)

BINGLEY JUNCTION

- 13 Down to Up Main or Angle Sidings or Up Bradford will be replaced by a double disc on same site reading:—

- 13 (Top Arm) Down to Up Main, Angle Sidings or Up Bradford
- 2 (Bottom Arm) Down Main to Down Bradford (19)

***Items m

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cont

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 item.

MISCELLANEOUS NOTICES

SPECIAL NOTICE

All concerned to note that Section 'D' of this booklet is now issued as a separate publication each four weeks.

The first issue covers the period Saturday 23rd April to Friday 20th May, and is numbered NE/S 17D

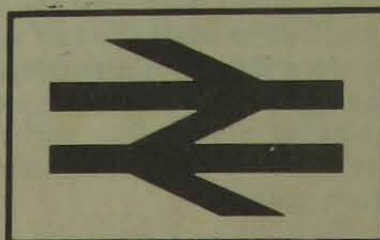
Any urgent Section 'D' items will continue to be printed in the weekly booklet and, in addition the following items will continue to be shown weekly:-

Shutting off of Loco Water Supplies.

Turntables out of use.

Repairs at Motive Power Depots, etc.

NE/S



No. 19

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 7 MAY

TO

FRIDAY 13 MAY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

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 8th MAY - CRIDLING STUBBS

Signal Box and points and signals dispensed with. Gates replaced by auto-half barriers.
Whistle Board installed at 88 yds. and 154 yds. on approach side of crossing in both directions. (22)

Signal dispensed with

- 8 Shunting Middle Sidings to Up Branch
- 10 Shunting Up Branch to Middle Siding
- 11 Shunting Up Main or to Up Sidings
- 13 Shunting Up Sidings to Up Main
- 14 Shunting No.1 Sidings to Up Branch
- 16 Shunting Up Branch or to Up Siding
- 18 Shunting No.2 Siding to Up Main
- 19 Shunting Up to Down Main
- 21 Shunting Down to Up Main
- 22 Shunting Down Goods Yard to Down Goods
- 23 Shunting Down Goods Yard to Down Main
- 25 Shunting Down Main or to Down Goods Yard (22)

SUNDAY 8th MAY - LOCKE'S SIDINGS

Points dispensed with

- 32 Down Loop - Down Main

Signal dispensed with

- 15 Down Loop - Down Main (22)

SUNDAY 8th MAY - KNOTTINGLEY DEPOT EAST

Crossover brought into use and operated from ground frame released from Signal Box. (22)

SUNDAY 8th MAY - KNOTTINGLEY 'B'

Points spiked normal pending removal.

- 9 Up Branch Middle sidings
- 12 No.1 Siding - Up Main
- 15 Up Branch - Up Siding
- 17 No.2 Siding - Up Main
- 20 Mains Crossover
- 24 Goods Yard - Down Main

DETAILS OF WORK ALREADY CARRIED OUT

** YORK, CHALONERS WHIN AND HOLGATE JUNCTION

New Points

- 411 Down Doncaster Main - Reception Lines sited adjacent to 414 Points.
- 417 Reception Lines - Up Doncaster Main sited 10 yards North of Y10 signal
- 433 Reception Line 3 - Reception Line 4
- 434 Reception Lines - Down Doncaster Main 56 yards North of Dringhouses Up Yard Control Tower.

Altered Points

- 431 Receptions 1 and 2 - Receptions 3 and 4
- 432 Reception 1 - Reception 2

Altered Signal

- 8 Down Doncaster Main fitted with new subsidiary fixed on right of main colour light reading:-
8 (Sub) Down Doncaster to Reception 1, 2, 3 or 4.
- 40 Up Reception line to Down Doncaster Main (temporarily retained in "ON" position) brought into use.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
DETAILS OF WORK ALREADY CARRIED OUT—continued.

New Position light ground signals.

33 Shunt Spur to 1, 2, 3 or 4 Receptions — sited left of line 41 yards North of Y.10 signal.

39A From Reception 1)	sited left of
39B From Reception 2)	respective lines
39C From Reception 3)	170 yards North
39D From Reception 4)	of Y.10 signal.

Altered nomenclature of signals

Old	New
1 Shunt Spur to Up Sidings	1 Shunt Spur to 33 signal or Sorting Sidings.
9B Up Doncaster Main to Up Reception Lines or Up Sidings	9 Up Doncaster Main to 1, 2, 3 or 4 Receptions or 33 signal or Sorting Sidings.

New Notice Boards reading "STOP. Telephone for instructions" installed on Receptions 1, 2, 3 and 4 left of the respective lines, 55 yards South of Dringhouses Up Yard Control Tower. (19)

YORK**Points dispensed with.**

463 Loco Sidings — Fruit Dock Sidings.
 503 Up Scarborough Goods — Up Reception Line

New Points

490 Trap Points in No.1 Platform Line.

Signals dispensed with

87 Fruit Dock Sidings to Loco Sidings.
 138 Up Reception to 143 Signal.

Signal Routes dispensed with

34 Route 29 Down Doncaster Main to No.1 Platform
 86 Route 1 Loco Sidings to Fruit Dock Sidings
 142 Route 2 Up Scarborough Goods to Up Reception Line

Alteration to Signal Route Nomenclature

Old	New
70 (Route 2) to Engine Shed Lines	to Engine Shed Lines or Siding
85 (Route 1) to Fruit Dock	to Sidings
86 (Route 2) to Fruit Dock	to Sidings
108 (Route 4) to Sidings	to Car Loading Dock 2 or Siding
110 (Route 3) to Sidings	to Car Loading Dock 2 or Siding
112 (Route 2) to No.1 Platform	to Car Loading Dock 1

Altered Nomenclature of Lines.

The Fruit Dock replaced by Sidings.
 No.1 Platform line replaced by Car Loading Docks 1 & 2 and siding. (21)

MIRFIELD No.3 TO MORLEY LOW**MIRFIELD No.3****Altered nomenclature of signal**

Old	New
112 Down Main Starting	D.32 Down Main Auto

DEWSBURY No.2 AND BATLEY WEST

Signal Boxes and all signals dispensed with.

BIRSTALL JUNCTION

Signal Box and all points and signals dispensed with.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
DETAILS OF WORK ALREADY CARRIED OUT—continued.

LADY A
 Signal Box
 All semaphores

New Points

22 Up Siding

23 Up Siding

24 Main

New Goods

working Main

No.2 provided

CATCH

New colour

B.1 Up

St

B.2 U

B.3 U

B.6 U

B.8 U

B.15

B.14

B.13

B.12

B.11

New position

4 Siding

5 U

7 Siding

An ill

Mirfield Siding

Notice Board

(A) C

(B) C

(C) C

a

(C) C

a

(C) C

a

(C) C

a

(C) C

a

(C) C

a

(C) C

a

(C) C

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(C) C

a

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 NE/S—17
 DETAILS OF WORK ALREADY CARRIED OUT—continued

LADY ANNE CROSSING

Signal Box renamed Batley.
 All semaphore signals dispensed with.

New Points

- 22 Up Siding — Shawcross Loop (at present spiked out of use) immediately in rear of B.6
- 23 Up Main — Up Siding (formerly worked by Batley West) sited opposite B.6
- 24 Mains Crossover (at present spiked out of use) sited opposite B.12.
- New Ground Frame, sited at Dewsbury controlled from Batley Signal Box, left of Down Main working Mains Crossover and Down Refuge Siding — Down Main points formerly worked by Dewsbury No.2 provided.

CATCH POINTS in Down Main at

M.	Chs.	will be brought into use
32	76	
33	40	
34	10	
35	15	

New colour light signals.

- B.1 Up Main Distant, left of line (in Morley Tunnel) 2,924 yards after Morley 19 Up Main Starting.
- B.2 Up Main to B.3 left of line 1,170 yards after B.1
- B.3 Up Main, left of line 1,189 yards after B.2.
- B.6 Up Sidings or Shawcross Loop to Up Main B.8 left of Up Siding 1,236 yards from B.8
- B.8 Up Main to U.33 left of line 1,587 yards after B.3
- B.15 Down Main left of line 1,100 yards after D.32
- B.14 Down Main right of line 880 yards after B.15.
- B.13 Down Main left of line 1,017 yards after B.14
- B.12 Left-hand bracket, with offset subsidiary, to left of Down Main 970 yards after B.13.
 Down Main to B.11 (Main Signal)
 Down Main to Up Siding or Shawcross Loop (Sub Signal)
- B.11 Down Main to B.10 left of line 1,018 yards after B.12.

New position light ground signals.

- 4 Shawcross Loop to 6 Signal, left of Loop Line 50 yards on approach side of B.6
- 5 Up Siding to 6 Signal, left of Up Siding approximately 50 yards on approach side of B.6
- 7 Shunting Up Main to Up Siding or Shawcross Loop left of Up Main opposite B.12.
- An illuminated "Limit of Shunt" sited right of Down Main (in wrong direction) 225 yards Mirfield Side of B.14.

Notice Boards provided as follows:—

- (A) On Up Siding approaching the connections to Through Sidings reading:—
 'STOP proceed at caution'
- (B) On left of Shawcross Loop approaching connections to Coal Sidings reading on one side:—
 'STOP proceed at caution'
 and on the other:—
 'STOP obtain permission to pass'
- (C) On Shawcross Branch 260 yards Colliery side of connections reading on one side:—
 'One Engine in Steam Working Ahead'
 and on the other:—
 'Engines must not pass this Board until permission has been given by Shunter'.

(19)

GARFORTH

Signals dispensed with

- 29 Down Main Starting with 32 Down I.B. Distant below.
- 33 Down Main to Up Branch Home.
- 45 Up Main Distant
- 49 Up Main Home
- 50 Up Main Outer Home

Altered Signal

- 5 Up Relief Sidings to Up Main replaced by colour light on same site.
- 46 Up Main Starting. Semaphore arm replaced by a 4th Aspect to the present colour light below, which becomes a semi-automatic.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

New Signals

- G.29 Down Main "Semi-Auto" colour light with right hand junction indicator sited 232 yards West of Signal Box reading:—
 Down Main Home 2 or with Junction Indicator to Up Branch
 R.50 Up Main Distant — colour light sited 1943 yards East of Signal Box.
 G.50 Up Main Home 1 — Semi-Auto colour light sited 553 yards East of Signal Box.

Altered nomenclature of signal.

Old	New	
27 Down Main Home	27 Down Main Home 1 (Semi-Automatic)	(21)
"Take Siding" Board Up Main to Up Relief Sidings	dispensed with.	

MELMERBY SOUTH

Points spiked normal pending removal.
 19 Mains Crossover

Signals dispensed with

- 23 Down Main to South curve. (21)
 16 South curve to Down Main

PICKBURN

Altered Points

- 5 Single Line from Denaby to Up or Down Main converted to spring points, worked by hand lever and normally laid for Down Main. (21)

SPRING LODGE GATE BOX

- Gate box and associated signals dispensed with.
 Level Crossing gates replaced by auto half barriers. Whistle boards installed at 88 yds. and 154 yards on approach side of the Crossing in both directions. (20)

FERRIBY

Signals dispensed with.

- 42 Up Goods Loop to Down Fast (20)

*** FRICKLEY COLLIERY

Points dispensed with

- 34 Mains Crossover
 36 Down Main — Colliery

Signals dispensed with

- 33 Shunting Down Main to Colliery
 35 Shunting Up to Down Main
 37 Shunting Colliery to Down Main

Altered nomenclature of signal

Old	New	
32 Shunting Down Main to Nos.1 or 2 Down Reception.	32 Shunting Down Main to Nos.1 or 2 Down Reception or Running line on Down Siding.	(19)

BRIDLINGTON QUAY

Points spiked normal pending removal.

- 25 Up Siding — Up Main

Signals dispensed with

- 24 Up Main to Up Siding
 26 Up Siding to Up Main (20)

BEMPTON

Points spiked normal pending removal.

- 6 Mains crossover

Signals dispensed with

- 5 Down to Up Main
 7 Up to Down Main (20)

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NE/S - 19

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
DETAILS OF WORK ALREADY CARRIED OUT—continued

WOODLESFORD

Points dispensed with.
 11 Down Main - Down Siding

Signals dispensed with
 14 Down Siding to Down Main
 15 Down Main to Down Siding

ENGINE SHED JUNCTION, WHITEHALL JUNCTION AND LEEDS CITY JUNCTION

(20)

ENGINE SHED JUNCTION

Signals dispensed with.

Bracket carrying

59 Up Main Home from Leeds City Junction
 52 Up Main to Up Goods from Leeds City Junction
 33 Up Main to Up Goods 'Calling On' from Leeds City Junction.

Bracket carrying

62 Up Main Home from Whitehall Junction
 54 Up Main to Up Goods from Whitehall Junction
 45 Up Main to Up Goods 'Calling On' from Whitehall Junction
 Limit of Shunt Board on the Up Main Line from Whitehall Junction dispensed with.

New Signals

Colour light, with offset subsidiary and left-hand Route Indicator situated left of Up Main from Whitehall Junction 188 yards North of Signal Box reading:—
 (Main) 54 Up Main Home from Whitehall Junction to Up Main or Up Goods with Junction Indicator.
 (Sub) Up Main to Up Goods.
 Colour light with offset subsidiary and left-hand Route Indicator situated left of the Up Main from Leeds City Junction 188 yards North of Signal Box reading:—
 (Main) 59 Up Main Home from Leeds City Junction to Up Main or Up Goods with Junction Indicator.
 (Sub) Up Main to Up Goods.

Altered Signals

34/35 Treble Disc replaced by position light ground signal with route indicator above to left of Up Main reading:—
 35 Up Main to Shunting Line 'S' or Down Leeds Line 'L'.
 36 Double Disc replaced by a position light ground signal with route indicator above to left of Up Goods reading:—
 36 Up Goods to Shunting Line 'S' or Down Leeds Line 'L'

Altered nomenclature of signals

Old	New
Up Main Outer Distant from Whitehall	Up Main Distant from Whitehall
Up Main Outer Distant from Leeds City Jn.	Up Main Distant from Leeds City Junction

WHITEHALL JUNCTION

Signals dispensed with.

30 Up Main Starting with Engine Shed Junction intermediate distant below.
 31 Up Main Advance Starting with Engine Shed Junction Inner distant below
 Monkbridge Sidings Ground Frame and Associated Points Dispensed with.

LEEDS CITY JUNCTION

Signals dispensed with

48 Up Main Starting with Engine Shed Junction Inner distant below.

(20)

BINGLEY JUNCTION

13 Down to Up Main or Angle Sidings or Up Bradford will be replaced by a double disc on same site reading:—

13 (Top Arm) Down to Up Main, Angle Sidings or Up Bradford
 2 (Bottom Arm) Down Main to Down Bradford

(19)

★ **HEALEY MILLS NEW MOTIVE POWER DEPOT.**

Commencing 08 00 Monday, 9th May, and until further notice—Access to the new Diesel Depot must be obtained by proceeding to the East end of Engine Line "P" and travelling westwards over that line to the temporary trailing connection immediately East of the Loco Washing Plant site. These temporary points are fitted with a two-way hand lever which must be operated by the enginemmen to allow the engine to set back into the Depot.

★ **HORTON PARK JUNCTION.**

Horton Park Junction Signal Box has been closed but is operated as a ground frame under the direct supervision of the Yard Foreman or Head Shunter from City Road Goods Yard. The Down and Up lines from St. Dunstans to Horton Park Junction are worked as Arrival and Departure lines in accordance with the instructions on pages 22/23 of the General Appendix, headed "Regulation for Working Trains over Goods Lines not worked on any Block System (No Block Regulations)".

Movements to and from the coal sidings at Horton Park can only be made when no other train is on the Arrival line between St. Dunstans and Horton Park Junction.

During shunting, the provisions of Rule 111(b) apply to the operation of all points worked from Horton Park ground frame, even though fixed signals are provided.

**TEMPORARY RESTRICTION IN LENGTH OF FREIGHT TRAINS
 BETWEEN WAKEFIELD AND GOOLE**

Until Sunday 29 May: Because of engineering work between Knottingley Depot East and Sudforth Lane Signal Boxes freight trains from Healey Mills, Stourton, Carlton, etc. to Goole and Hull must not exceed equal to 60 in length. (22)

RESTRICTED CLEARANCES.

Clearances at the undermentioned locations are restricted and Enginemmen are not to put their heads out when passing these locations.

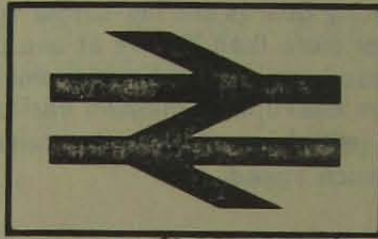
Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel	Diggle and Marsden	15 and 18¼ m.p.
Bridge No.7	Crigglestone Junction and Horbury Junction	¾ and 1 m.p.
Bridge No.6	Royston Junction and Crigglestone East	179¾ and 180 m.p.
Bridge No.9	Royston Junction and Crigglestone East	180½ and 180¾ m.p.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—

NE/S



No. 20

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 14 MAY

TO

FRIDAY 20 MAY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)-continued		
SUNDAY 15th MAY-continued		
Bradford Exchange	All	07 30 to 17 00, examining bridge between 40¼ and 40½m.p. Ladders erected.
Bradford Exchange	All	07 30 to 17 00, overhauling interlocking.
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Mytholmroyd West	All	07 00 to 17 00, contractors demolishing warehouse between 24¾ and 25m.p. Plant in use. (6)
Healey Mills Yard	Engine Line 'P' and Turntable Road (BLOCKED by local arrangement) Connections to Up Sortings Sidings Nos. 1 to 5 at East end of Engine Line 'U' (BETWEEN TRAINS)	Loading and unloading material and construction of new depot. Scaffolding erected. Plant and crane in use.
Thornhill Junction	Nos. 2 and 3 Tranship Sidings (BLOCKED)	08 00 to 17 00, contractors demolishing sheds at 40½m.p. Crane in use. (18)
SUNDAY 15 MAY		
Anchor Pit and Heaton Lodge Jn.	Down Slow (BLOCKED)	07 00 to 17 00, changing switches, crossings and timbers between 35½ and 35¾ m.p. Down traffic to travel over Down Fast. Anchor Pit, Bradley Wood Junction and Heaton Lodge Junction Signal Boxes open.
Heaton Lodge Jn. and Mirfield No. 3	Down and Up Fast (BLOCKED)	06 00 to 20 00, re-railing and loading rails between 37¼ and 38¼ m.p. Crane in use. Traffic to travel over Down and Up Slow. Heaton Lodge Junction and Mirfield No. 2 Signal Boxes open.
Healey Mills Yard	Sidings	07 00 to 17 00, Gradall loading spillage.
SUNDAY TO FRIDAY 15th TO 20th MAY		
Mytholmroyd West	All	07 30 to 16 30 each day, preparing for signalling alterations. Signal Box open on Sunday.
Elland	All	07 30 to 16 30 each day, repositioning connections etc. Signal Box open on Sunday.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
DARFIELD STATION TO LEEDS CITY NORTH — continued		
SUNDAY, 15 MAY		
Cudworth Station Houghton Main Colliery Sidings	Up Goods (BLOCKED)	08 00 to 16 30, laying cables. Up traffic to travel over Up Fast Houghton Main Colliery Sidings Signal Box open.
Normanton Station North and Normanton North Junction	All	07 00 to 18 00, alterations to signalling and interlocking. (See Section 'C') Normanton North Jn. Signal Box open.
Altofts Junction	All	07 30 to 17 00, overhauling locks.
Stourton Up Sidings	No. 1 and 2 Up Goods (BLOCKED)	07 30 to 17 00, changing switches and timbers. Up Traffic to travel over Up Main. Signal Box open.
SUNDAY TO FRIDAY, 15th TO 20th MAY		
Altofts Junction and Methley North Junction	All	07 30 to 16 30 each day, installing cables.
WEDNESDAY 18th MAY		
Cudworth Station and Houghton Main Colliery Sidings	Up Goods	07 30 to 17 00, preparing for re-signalling and trolleying materials.
LEEDS CITY NORTH TO SKIPTON (SNAYGILL)		
DAILY UNTIL FURTHER NOTICE		
Steeton	Down and Up Main	07 30 to 17 00, converting gates to barriers. (1.)
Kildwick	All	07 00 to 17 00, contractors demolishing buildings between 216½ and 216¾ m.p. Plant in use. (6)
SUNDAY 15th MAY		
Guiseley Junction	Up Slow	07 00 to 17 00, changing crossings at 205½ m.p. Signal Box open.
Hirstwood and Bingley Station	05 00 to 10 00 Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 10 00 to 18 00 Up Lay Bye (BLOCKED) Down and Up Main (BETWEEN TRAINS)	05 00 to 18 00, crane in use between 207¼ and 209¼. 05 00 to 10 00. No Up traffic. Hirstwood Signal Box open.
SUNDAY TO FRIDAY, 15th TO 20th MAY		
Hirstwood and Thwaites Junction	All	07 30 to 16 30 each day, installing cables and dismantling pole route.

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 15th MAY—CLOSING OF MICKLEFIELD SIGNAL BOX AND EXTENSION OF COLOUR LIGHT SIGNALLING.**

Micklefield Signal Box closed and colour light signalling introduced between Garforth and Peckfield.

GARFORTH

Signal dispensed with.

31 Down Intermediate Block Home.

Altered Signal

R.50 Up Main Distant becomes 4 Aspect Automatic numbered U.11.

MICKLEFIELD

Signal Box, mains crossover and all signals except those to be operated by Peckfield dispensed with.

PECKFIELD

Points formerly operated from Micklefield.

19 Down Main – Down Branch

20 Up Branch – Up Main

New ground frame

Electrically released from Signal Box sited on left of Down Main midway between and controlling connection Down Main – Colliery Siding.

Signals dispensed with

1 Up Main Distant

3 Up Main Home

4 Up Main Starting

8 Up Main to Siding No.1

13 Shunting Sidings No.1 to Colliery Siding or Siding No.2

18 Down Main Home

20 Down Main Distant

Signals transferred from Micklefield

R1 Up Main Distant

P1 Up Main Home

R2 Up Branch Distant

P2 Up Branch Home

Altered nomenclature of signals**Old**

11 Shunting Sidings No.1 to Up Main

17 Shunting Up Main or to Colliery Sidings or Sidings No.2

New

11 Shunting Sidings No.1 to Up Main or Sidings No.2.

14 Shunting Up Main or to Sidings No.2.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK REFERRED TO IN SECTION B—continued.****New Colour Light Signals**

P3 Up Main with offset left hand subsidiary sited 335 yards East of Signal Box reading:—

Main aspect — Up Main Home 2 to U11.
Sub — Up Main to Sidings, No.1.

P17 Down Main Home 2 with left hand and right hand junction indicators sited 475 yards East reading:—

Down Main with right hand junction indicator or to Down Branch with left hand junction indicator.

P18 Down Main Home 1 sited 765 yards West of Signal Box.

D12 Down Main Auto sited 1240 yards in rear of P18.

P21 Down Main Starting sited 1240 yards ahead of P17.

P22 Down Branch Starting sited 1240 yards ahead of P17.

The following catch points at present spiked will be brought into use:—

M.	Ch.
11	38
12	13

SUNDAY 15th MAY—NORMANTON NORTH JUNCTION**Signals dispensed with.****Gantry Carrying**

24 Up Main Passenger Warning

25 Up Main Passenger Home

37 2nd Up Goods to Up Goods

38 2nd Up Goods to Up Passenger

39 2nd Up Goods to Through Siding

40 2nd Up Goods to Engine line

Normanton Station North's 47 Up Platform Distant.

Normanton Station North's 54 Up Through Distant.

New Signals (on site of gantry)

25 Up Passenger Home with Normanton Station North 47 Up Passenger Distant below and 24 Up Passenger Warning in bottom position, sited between 2nd Up Goods and Up Passenger line (straight post).

37/38 Right Hand Bracket sited between Turntable line and Engine line reading:—

37 2nd Up Goods to Up Goods (right-hand signal)

38 2nd Up Goods to Up Passenger (left-hand signal)

40/39 Double Disc sited between Engine line and 2nd Up Goods reading:—

40 2nd Up Goods to Engine line (top)

39 2nd Up Goods to Through Siding (bottom)

(23)

SUNDAY 15th MAY—HOLBECK**Points spiked normal pending removal.**

3 Mains Crossover

Signals dispensed with

1/2 Down to Up Main or Down Bradford Main

4 Up to Down Main

(23)

SECTION C—

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT

YORK**Points dispensed with.**

- 463 Loco Sidings — Fruit Dock Sidings.
- 503 Up Scarborough Goods — Up Reception Line

New Points

- 490 Trap Points in No.1 Platform Line.

Signals dispensed with

- 87 Fruit Dock Sidings to Loco Sidings.
- 138 Up Reception to 143 Signal.

Signal Routes dispensed with

- 34 Route 29 Down Doncaster Main to No.1 Platform
- 86 Route 1 Loco Sidings to Fruit Dock Sidings
- 142 Route 2 Up Scarborough Goods to Up Reception Line

Alteration to Signal Route Nomenclature**Old**

- 70 (Route 2) to Engine Shed Lines
- 85 (Route 1) to Fruit Dock
- 86 (Route 2) to Fruit Dock
- 108 (Route 4) to Sidings
- 110 (Route 3) to Sidings
- 112 (Route 2) to No.1 Platform

New

- to Engine Shed Lines or Siding to Sidings
- to Sidings
- to Car Loading Dock 2 or Siding
- to Car Loading Dock 2 or Siding
- to Car Loading Dock 1

Altered Nomenclature of Lines.

The Fruit Dock replaced by Sidings.

No.1 Platform line replaced by Car Loading Docks 1 & 2 and siding.

(21)

GARFORTH**Signals dispensed with**

- 29 Down Main Starting with 32 Down I.B. Distant below.
- 33 Down Main to Up Branch Home.
- 45 Up Main Distant
- 49 Up Main Home
- 50 Up Main Outer Home

Altered Signal

- 5 Up Relief Sidings to Up Main replaced by colour light on same site.
- 46 Up Main Starting. Semaphore arm replaced by a 4th Aspect to the present colour light below, which becomes a semi-automatic.

New Signals

- G.29 Down Main "Semi-Auto." colour light with right hand junction indicator sited 232 yards West of Signal Box reading:—
 Down Main Home 2 or with Junction Indicator to Up Branch
- R.50 Up Main Distant — colour light sited 1943 yards East of Signal Box.
- G.50 Up Main Home 1 — Semi-Auto colour light sited 553 yards East of Signal Box.

Altered nomenclature of signal.**Old**

- 27 Down Main Home
- "Take Siding" Board Up Main to Up Relief Sidings dispensed with.

New

27 Down Main Home 1 (Semi-Automatic)

(21)

MELMERBY SOUTH**Points spiked normal pending removal.**

- 19 Mains Crossover

Signals dispensed with

- 23 Down Main to South curve.
- 16 South curve to Down Main

(21)

PICKBURN**Altered Points**

- 5 Single Line from Denaby to Up or Down Main converted to spring points, worked by hand lever and normally laid for Down Main.

(21)

**** SPRING LODGE GATE BOX**

- Gate box and associated signals dispensed with.
- Level Crossing gates replaced by auto half barriers. Whistle boards installed at 88 yds. and 154 yards on approach side of the Crossing in both directions.

(20)

ox reading:—

1 475 yards East

h left hand

ow and 24 Up
senger line

(23)

(23)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

*** FERRIBY

Signals dispensed with.

42 Up Goods Loop to Down Fast

(20)

CRIDLING STUBBS

Signal Box and points and signals dispensed with. Gates replaced by auto-half barriers. Whistle Board installed at 88 yds. and 154 yds. on approach side of crossing in both directions.

(22)

*** BRIDLINGTON QUAY

Points spiked normal pending removal.

25 Up Siding — Up Main

Signals dispensed with

24 Up Main to Up Siding

26 Up Siding to Up Main

(20)

*** BEMPTON

Points spiked normal pending removal.

6 Mains crossover

Signals dispensed with

5 Down to Up Main

7 Up to Down Main

(20)

LOCKE'S SIDINGS

Points dispensed with

32 Down Loop — Down Main

Signal dispensed with

15 Down Loop — Down Main

(22)

KNOTTINGLEY DEPOT EAST

Crossover brought into use and operated from ground frame released from Signal Box.

(22)

KNOTTINGLEY 'B'

Points spiked normal pending removal.

9 Up Branch Middle sidings

12 No.1 Siding — Up Main

15 Up Branch — Up Siding

17 No.2 Siding — Up Main

20 Mains Crossover

24 Goods Yard — Down Main

Signal dispensed with

8 Shunting Middle Sidings to Up Branch

10 Shunting Up Branch to Middle Siding

11 Shunting Up Main or to Up Sidings

13 Shunting Up Sidings to Up Main

14 Shunting No.1 Sidings to Up Branch

16 Shunting Up Branch or to Up Siding

18 Shunting No.2 Siding to Up Main

19 Shunting Up to Down Main

21 Shunting Down to Up Main

22 Shunting Down Goods Yard to Down Goods

23 Shunting Down Goods Yard to Down Main

25 Shunting Down Main or to Down Goods Yard

(22)

*** WOODLESFORD

Points dispensed with.

11 Down Main — Down Siding

Signals dispensed with

14 Down Siding to Down Main

15 Down Main to Down Siding

(20)

SECTION C—SI
DETAILS OF W*** ENGINE S
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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

*** ENGINE SHED JUNCTION, WHITEHALL JUNCTION AND LEEDS CITY JUNCTION
ENGINE SHED JUNCTION

(20)

Signals dispensed with.

Bracket carrying

- 59 Up Main Home from Leeds City Junction
- 52 Up Main to Up Goods from Leeds City Junction
- 33 Up Main to Up Goods 'Calling On' from Leeds City Junction.

ers.
directions.

(22)

Bracket carrying

- 62 Up Main Home from Whitehall Junction
- 54 Up Main to Up Goods from Whitehall Junction
- 45 Up Main to Up Goods 'Calling On' from Whitehall Junction
- Limit of Shunt Board on the Up Main Line from Whitehall Junction dispensed with.

(20)

New Signals

Colour light, with offset subsidiary and left-hand Route Indicator situated left of Up Main from Whitehall Junction 188 yards North of Signal Box reading:—

- (Main) 54 Up Main Home from Whitehall Junction to Up Main or Up Goods with Junction Indicator.
- (Sub) Up Main to Up Goods.

(20)

Colour light with offset subsidiary and left-hand Route Indicator situated left of the Up Main from Leeds City Junction 188 yards North of Signal Box reading:—

- (Main) 59 Up Main Home from Leeds City Junction to Up Main or Up Goods with Junction Indicator.
- (Sub) Up Main to Up Goods.

Altered Signals

34/35 Treble Disc replaced by position light ground signal with route indicator above to left of Up Main reading:—

(22)

35 Up Main to Shunting Line 'S' or Down Leeds Line 'L'.

36 Double Disc replaced by a position light ground signal with route indicator above to left of Up Goods reading:—

(22)

36 Up Goods to Shunting Line 'S' or Down Leeds Line 'L'

Altered nomenclature of signals

Old
 Up Main Outer Distant from Whitehall
 Up Main Outer Distant from Leeds City Jn.

New
 Up Main Distant from Whitehall
 Up Main Distant from Leeds City Junction

WHITEHALL JUNCTION

Signals dispensed with.

- 30 Up Main Starting with Engine Shed Junction intermediate distant below.
- 31 Up Main Advance Starting with Engine Shed Junction Inner distant below
- Monkbridge Sidings Ground Frame and Associated Points Dispensed with.

(22)

LEEDS CITY JUNCTION

Signals dispensed with

- 48 Up Main Starting with Engine Shed Junction Inner distant below.

(20)

(20)

★ GENERAL INSTRUCTIONS AND NOTICES
PROGRAMME NE/S No. 17D

AMENDMENT

PAGE S-D2

AMEND

First item to read:-

SPECIAL NOTICE

Certain locomotive-hauled coaching vehicles have been marked "100 m.p.h." or "100 m.p.h. SM" and guards working trains timed in excess of 90 miles an hour, which will be indicated in the W.T.T. by a 'Plus' sign (+), must if the train is not entirely formed of vehicles marked 100 m.p.h. or 100 m.p.h. SM instruct the driver not to exceed 90 m.p.h.

Trains not indicated by a 'Plus' sign (+) in the Time-table must not exceed 90 m.p.h. unless they are wholly composed of vehicles marked '100 m.p.h.' or '100 m.p.h. SM' in which case the driver must be so advised by the guard.

HEALEY MILLS NEW MOTIVE POWER DEPOT.

Until further notice—Access to the new Diesel Depot must be obtained by proceeding to the East end of Engine Line "P" and travelling westwards over that line to the temporary trailing connection immediately East of the Loco Washing Plant site. These temporary points are fitted with a two-way hand lever which must be operated by the enginemmen to allow the engine to set back into the Depot.

HORTON PARK JUNCTION.

Horton Park Junction Signal Box has been closed but is operated as a ground frame under the direct supervision of the Yard Foreman or Head Shunter from City Road Goods Yard. The Down and Up lines from St. Dunstons to Horton Park Junction are worked as Arrival and Departure lines in accordance with the instructions on pages 22/23 of the General Appendix, headed "Regulation for Working Trains over Goods Lines not worked on any Block System (No Block Regulations)".

Movements to and from the coal sidings at Horton Park can only be made when no other train is on the Arrival line between St. Dunstons and Horton Park Junction.

During shunting, the provisions of Rule III(b) apply to the operation of all points worked from Horton Park ground frame, even though fixed signals are provided.

TEMPORARY RESTRICTION IN LENGTH OF FREIGHT TRAINS
BETWEEN WAKEFIELD AND GOOLE

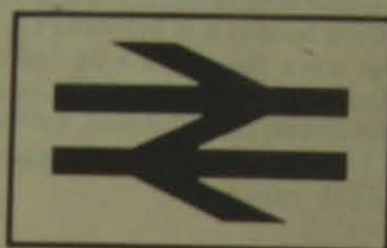
Until Sunday 29 May: Because of engineering work between Knottingley Depot East and Sudforth Lane Signal Boxes freight trains from Healey Mills, Stourton, Carlton, etc. to Goole and Hull must not exceed equal to 60 in length. (22)

RESTRICTED CLEARANCES.

Clearances at the undermentioned locations are restricted and Enginemmen are not to put their heads out when passing these locations.

Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel	Diggle and Marsden	15 and 18¼ m.p.
Bridge No.7	Crigglestone Junction and Horbury Junction	¾ and 1 m.p.
Bridge No.6	Royston Junction and Crigglestone East	179¾ and 180 m.p.
Bridge No.9	Royston Junction and Crigglestone East	180½ and 180¾ m.p.

NE/S



No. 21

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 21 MAY

TO

FRIDAY 27 MAY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

NE/5 - 7

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
SHAFTHOLME TO NORTHALLERTON - continued		
THURSDAY, 26th MAY		
Thirsk and Pilmoor	Up Slow (BLOCKED)	10 30 to 12 30, recording. Up traffic to travel over Up Fast.
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL).		
DAILY UNTIL FURTHER NOTICE		
Lofthouse North and Spring Lane	All	06 00 to 18 00, contractors constructing bridges between 179 and 179¼ m.p. Cranes and plant in use.
Wortley South and Leeds 'B'	All	Contractors constructing curve. Cranes and plant in use. (14)
LEEDS TO NORTHALLERTON VIA ARTHINGTON.		
DAILY UNTIL FURTHER NOTICE		
Wortley, North and Headingley	Down and Up Main	07 30 to 17 00, repairs to viaduct at 0m. 68chs. Plant in use. (6)
Bilton and Newby Wiske	Down and Up Main	07 00 to 18 00, contractors taking out sidings and removing connections between 26¾ and 39½m.p. Plant in use.
SATURDAY AND SUNDAY, 21st AND 22nd MAY		
Wellington St.	Nos. 1 and 2 Sidings and Shed Road (BLOCKED)	12 00 (Sat) to 17 00 (Sun) removing turntable. Sidings to be left clear
Pannal and Harrogate South	23 30 (Sat.) to 09 30 (Sun.) Down and Up Main (BLOCKED) 09 30 to 12 00 (Sun.) Down Main (BLOCKED) Up Main (BETWEEN TRAINS) 12 00 to 16 00 (Sun.) All (BETWEEN TRAINS)	23 30 (Sat.) to 16 00 (Sun.) crane and tamping machine in use between 17¼ and 18½ m.p. 23 30 (Sat.) to 09 30 (Sun.) No traffic. 09 30 (Sun.) to 12 00 (Sun.) Single Line Working over Up Main. Both Signal Boxes open.

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 MAY—MALTON WEST, STATION AND EAST

As from 10 00hrs. Malton Station and Malton West Signal Boxes closed and all points and signals dispensed with. The Up Goods line between Malton East and West boxes redesignated Through Siding and two-way working will operate over the Down Platform line. The mechanical signalling at Malton East (renamed Malton) replaced by colour light signals and power operated points as detailed below:—

New Points

- 7 Up Main – Through Siding
- 9 Up Main – Down Main (West of Station)
- 11 Down Main – Down Siding
- 15 Down Main – Up Main (East of Station)
- 17 Up Main – Through Siding

New Signals**Down Direction**

- 1. Down Main distant, 1677 yards from 2 signal (formerly Malton West Down Main distant)
- 2. Down Main home 1, 876 yards from 4 signal (formerly Malton West Down Main home)
- 4. Down Main home 2, 483 yards from 14 signal (formerly Malton Station Down Main home)
- 14. Down Main home 3, 1652 yards from 22 signal with off-set sub-reading Platform to Up Main
- 22. Down Main starting, 1652 yards ahead of 14 signal

Up Direction

- 23. Up Main distant, 1680 yards from 21 signal (on site of existing Malton East Up Main distant signal)
- 21. Up Main home 1, with right hand junction indicator and left hand off-set sub, 818 yards from 13 signal reading:— Main aspect – to 13 signal, Main aspect and junction indicator – to platform, Sub – Up Main to Through Siding.
- 13. Up Main home 2, 1000 yards from 3 signal
- 12. Platform to Up Main starting, 1000 yards from 3 signal with sub below reading Platform to Down Siding or to Down Main
- 3. Up Main starting, 1000 yards ahead of 13 signal

Position Light Ground Signals

- 5. Up Main or to Platform line or to Through Siding (sited between Down and Up Main adjacent to 7A points)
- 6. From Shunt Spur (sited between Shunt Spur and Up Main)
- 8. Sited left of Shunt Spur at 7B points with 2-way route indicator reading:—
M – Up Main
S – Shunt Spur
- 10. From Down Siding (sited left of Down Siding at 11A points)
- 16. Up Main or to Platform line (sited between Through Siding and Up Main at 15B points)
An illuminated "Limit of Shunt" sited left of Up Main (in wrong direction) 50 yards East of No.16 position light signal.

An illuminated "Trap Points" board provided at the Through Siding end of 17A points

The connection from the Through Siding to the Up siding (previously worked by Malton Station Box) will be hand worked.

The connection at the East end of the station from the Down Main to the Down Siding (previously worked by Malton East Box) has been clipped and padlocked in the normal position and will be used under special arrangements.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued.

SUNDAY 22nd MAY—MYTHOLMROYD WEST

Up Arrival Siding and Shunting Spur abandoned

Points Spiked Normal Pending Removal

30. Up Arrival Siding - Shunting Spur

Signals Dispensed With

33. Shunting Up Main to Up Arrival Siding (bottom signal of a double disc assembly)

58. Up Arrival Siding to Up Main (24)

DETAILS OF WORK ALREADY CARRIED OUT

YORK

Points dispensed with.

463 Loco Sidings - Fruit Dock Sidings.

503 Up Scarborough Goods - Up Reception Line

New Points

490 Trap Points in No.1 Platform Line.

Signals dispensed with

87 Fruit Dock Sidings to Loco Sidings.

138 Up Reception to 143 Signal.

Signal Routes dispensed with

34 Route 29 Down Doncaster Main to No.1 Platform

86 Route 1 Loco Sidings to Fruit Dock Sidings

142 Route 2 Up Scarborough Goods to Up Reception Line

Alteration to Signal Route Nomenclature

Old

70 (Route 2) to Engine Shed Lines

85 (Route 1) to Fruit Dock

86 (Route 2) to Fruit Dock

108 (Route 4) to Sidings

110 (Route 3) to Sidings

112 (Route 2) to No.1 Platform

New

to Engine Shed Lines or Siding

to Sidings

to Sidings

to Car Loading Dock 2 or Siding

to Car Loading Dock 2 or Siding

to Car Loading Dock 1

Altered Nomenclature of Lines.

The Fruit Dock replaced by Sidings.

No.1 Platform line replaced by Car Loading Docks 1 & 2 and siding. (21)

CLOSING OF MICKLEFIELD SIGNAL BOX AND EXTENSION OF COLOUR LIGHT SIGNALLING.

Micklefield Signal Box closed and colour light signalling introduced between Garforth and Peckfield.

GARFORTH

Signal dispensed with.

31 Down Intermediate Block Home.

Altered Signal

R.50 Up Main Distant becomes 4 Aspect Automatic numbered U.11.

MICKLEFIELD

Signal Box, mains crossover and all signals except those now operated by Peckfield dispensed with.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

PECKFIELD

Points formerly operated from Micklefield.

- 19 Down Main — Down Branch
- 20 Up Branch — Up Main

New ground frame

Electrically released from Signal Box sited on left of Down Main midway between and controlling connection Down Main — Colliery Siding.

Signals dispensed with

- 1 Up Main Distant
- 3 Up Main Home
- 4 Up Main Starting
- 8 Up Main to Siding No.1
- 13 Shunting Sidings No.1 to Colliery Siding or Siding No.2
- 18 Down Main Home
- 20 Down Main Distant

Signals transferred from Micklefield

- R1 Up Main Distant
- P1 Up Main Home
- R2 Up Branch Distant
- P2 Up Branch Home

Altered nomenclature of signals

Old

- 11 Shunting Sidings No.1 to Up Main
- 17 Shunting Up Main or to Colliery Sidings or Sidings No.2

New

- 11 Shunting Sidings No.1 to Up Main or Sidings No.2.
- 14 Shunting Up Main or to Sidings No.2.

New Colour Light Signals

P3 Up Main with offset left hand subsidiary sited 335 yards East of Signal Box reading:—

Main aspect — Up Main Home 2 to U11.

Sub — Up Main to Sidings, No.1.

P17 Down Main Home 2 with left hand and right hand junction indicators sited 475 yards East reading:—

Down Main with right hand junction indicator or to Down Branch with left hand junction indicator.

P18 Down Main Home 1 sited 765 yards West of Signal Box.

D12 Down Main Auto sited 1240 yards in rear of P18.

P21 Down Main Starting sited 1240 yards ahead of P17.

P22 Down Branch Starting sited 1240 yards ahead of P17.

The following catch points at present spiked will be brought into use:—

M.	Ch.
11	38
12	13

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

** GARFORTH

Signals dispensed with

- 29 Down Main Starting with 32 Down I.B. Distant below.
- 33 Down Main to Up Branch Home.
- 45 Up Main Distant
- 49 Up Main Home
- 50 Up Main Outer Home

Altered Signal

- 5 Up Relief Sidings to Up Main replaced by colour light on same site.
- 46 Up Main Starting. Semaphore arm replaced by a 4th Aspect to the present colour light below, which becomes a semi-automatic.

New Signals

- G.29 Down Main "Semi-Auto" colour light with right hand junction indicator sited 232 yards West of Signal Box reading:—
Down Main Home 2 or with Junction Indicator to Up Branch
- R.50 Up Main Distant — colour light sited 1943 yards East of Signal Box.
- G.50 Up Main Home 1 — Semi-Auto colour light sited 553 yards East of Signal Box.

Altered nomenclature of signal.

- | Old | New | |
|--|--------------------------------------|------|
| 27 Down Main Home | 27 Down Main Home 1 (Semi-Automatic) | |
| "Take Siding" Board Up Main to Up Relief Sidings dispensed with. | | (21) |

** MELMERBY SOUTH

Points spiked normal pending removal.

- 19 Mains Crossover

Signals dispensed with

- 23 Down Main to South curve.
- 16 South curve to Down Main

(21)

** PICKBURN

Altered Points

- 5 Single Line from Denaby to Up or Down Main converted to spring points, worked by hand lever and normally laid for Down Main.

(21)

CRIDLING STUBBS

- Signal Box and points and signals dispensed with. Gates replaced by auto-half barriers.
- Whistle Board installed at 88 yds. and 154 yds. on approach side of crossing in both directions.

(22)

LOCKE'S SIDINGS

Points dispensed with

- 32 Down Loop — Down Main

Signal dispensed with

- 15 Down Loop — Down Main

(22)

KNOTTINGLEY DEPOT EAST

- Crossover brought into use and operated from ground frame released from Signal Box.

(22)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

KNOTTINGLEY 'B'**Points spiked normal pending removal.**

- 9 Up Branch Middle sidings
- 12 No.1 Siding — Up Main
- 15 Up Branch — Up Siding
- 17 No.2 Siding — Up Main
- 20 Mains Crossover
- 24 Goods Yard — Down Main

Signal dispensed with

- 8 Shunting Middle Sidings to Up Branch
- 10 Shunting Up Branch to Middle Siding
- 11 Shunting Up Main or to Up Sidings
- 13 Shunting Up Sidings to Up Main
- 14 Shunting No.1 Sidings to Up Branch
- 16 Shunting Up Branch or to Up Siding
- 18 Shunting No.2 Siding to Up Main
- 19 Shunting Up to Down Main
- 21 Shunting Down to Up Main
- 22 Shunting Down Goods Yard to Down Goods
- 23 Shunting Down Goods Yard to Down Main
- 25 Shunting Down Main or to Down Goods Yard

(22)

NORMANTON NORTH JUNCTION**Signals dispensed with.****Gantry Carrying**

- 24 Up Main Passenger Warning
- 25 Up Main Passenger Home
- 37 2nd Up Goods to Up Goods
- 38 2nd Up Goods to Up Passenger
- 39 2nd Up Goods to Through Siding
- 40 2nd Up Goods to Engine line
- Normanton Station North's 47 Up Platform Distant.
- Normanton Station North's 54 Up Through Distant.

New Signals (on site of gantry)

- 25 Up Passenger Home with Normanton Station North 47 Up Passenger Distant below and 24 Up Passenger Warning in bottom position, sited between 2nd Up Goods and Up Passenger line (straight post).
- 37/38 Right Hand Bracket sited between Turntable line and Engine line reading:—
 - 37 2nd Up Goods to Up Goods (right-hand signal)
 - 38 2nd Up Goods to Up Passenger (left-hand signal)
- 40/39 Double Disc sited between Engine line and 2nd Up Goods reading:—
 - 40 2nd Up Goods to Engine line (top)
 - 39 2nd Up Goods to Through Siding (bottom)

(23)

HOLBECK**Points spiked normal pending removal.**

- 3 Mains Crossover

Signals dispensed with

- 1/2 Down to Up Main or Down Bradford Main
- 4 Up to Down Main

(23)

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 item.

MISCELLANEOUS NOTICES

* All concerned to note that Section 'D' of this booklet is now issued as a separate publication each four weeks.

Urgent Section 'D' items will be printed in the weekly booklet and the following items will continue to be shown weekly:—

- Shutting off of Loco Water Supplies
- Turntables out of use
- Repairs at Motive Power Depots, etc.

★ GOOLE SWING BRIDGE

Sunday 22nd May—Down side sand drag at Goole Swing Bridge temporarily removed.

TEMPORARY RESTRICTION IN LENGTH OF FREIGHT TRAINS
BETWEEN WAKEFIELD AND GOOLE

Until Sunday 29 May: Because of engineering work between Knottingley Depot East and Sudforth Lane Signal Boxes freight trains from Healey Mills, Stourton, Carlton, etc. to Goole and Hull must not exceed equal to 60 in length. (22)

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	—

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York,
13th May, 1966

M.54/1383/NE/S No. 21

J.R. SAMPSON
Movements Operations Manager.

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

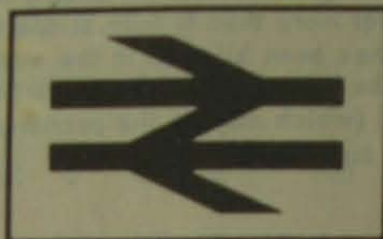
NILE SIG. PROG. NE/S No. -

att. for

SPECIAL NOTICE

This programme includes notices for the
TWO WEEKS ending FRIDAY, 10 JUNE, 1966

NE/S



No. ²²/₂₃

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 28 MAY

TO

FRIDAY 10 JUNE 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
ARDSLEY TO LAISTERDYKE EAST -continued TUESDAY TO FRIDAY, 31st MAY TO 3rd JUNE Tingley	All	07 30 to 16 00 each day, preparing for signalling alterations.
SUNDAY AND MONDAY, 5th AND 6th JUNE Tingley	All	07 30 to 17 00 each day, signalling alterations. (See Section 'C'). Signal Box open.
BEESTON JUNCTION TO HUNSLET EAST SUNDAY, 5th JUNE Hunslet East Yard	All (BLOCKED)	07 00 to 17 00, signalling alterations. (See Section 'C').
HOLBECK TO BRADFORD (EXCHANGE) VIA STANNINGLEY SUNDAY, 5th JUNE Bradford Exchange	No.4 and 5 Platforms (BLOCKED)	07 00 to 17 00, reballasting. Trains replatformed as necessary.
Bradford Exchange	All	07 30 to 17 00, overhauling locks.
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) DAILY UNTIL FURTHER NOTICE Halifax Goods Yard	No.1 Wallside Siding (BLOCKED as required)	Repairs to wall. Scaffolding erected. (13)
Halifax, East	Short Shunt Neck (BLOCKED) Sidings (BETWEEN TRAINS)	Contractors excavating. (13)
Lightcliffe and Low Moor No.1.	All	07 00 to 17 00 lowering cess and clearing spoil between 35½ and 36 m.p. Plant in use. (2)
TUESDAY TO FRIDAY, 31st MAY TO 3rd JUNE Milner Royd Junction and Dryclough Jn.	All	07 30 to 16 30 each day, excavating and laying troughs.
Dryclough Junction	All	07 30 to 17 00, renewing locations.
Lightcliffe and Low Moor No.1	Down and Up Main (BLOCKED)	00 01 to 09 30, relaying between 34½ and 35m.p. Crane in use. Single Line Working to pass 1N75. 01 30 Manchester to Bradford Exchange and 0M00. 04 00 Bradford to Newton Heath over Up Main. No other traffic. Both Signal Boxes open.
Bradford Exchange	No.4 and 5 Platforms (BLOCKED)	07 00 to 17 00, reballasting. Trains replatformed as necessary.
Bradford Exchange	All	07 30 to 17 00, overhauling locks.
SUNDAY TO FRIDAY, 5th TO 10th JUNE Milner Royd Junction and Dryclough Junction	All	07 30 to 16 30 each day, excavating and laying troughs.

SECTION B-T

At or between

GREETLAND

TUESDAY TO
Milner Royd
and Dryclough
JunctionSUNDAY TO F
Greetland No.2
Dryclough JuHEBDEN BRID
DAILY UNTIL
Mytholmroyd W

Healey Mills

Thornhill Junc

SUNDAY 5th JU
Hebden Bridge a
Eastwood

Mirfield No.2

Mirfield No.3

Healey Mills

Horbury Station
Junction and
Horbury JunctioWakefield East a
West

Wakefield East

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Slow	08 00 to 17 00, (except Sat. and Sun.) repairing Standedge Slow Tunnel between 15 and 18¼ m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.
SUNDAY 29th MAY		
Gledholt Junction and Huddersfield	Down and Up Slow (BLOCKED)	07 00 to 17 00, opening out in tunnel between 25 and 25¼ m.p. Traffic to travel over Down and Up Fast.
SUNDAY 5th JUNE		
Diggle and Marsden	Down and Up Fast (BLOCKED)	07 00 to 17 00, maintenance in Fast tunnels between 15 and 18¼ m.p. Traffic to travel over Down and Up Slow.
Gledholt Junction and Huddersfield	Down and Up Slow (BLOCKED)	07 00 to 17 00, relaying in tunnel between 25 and 25¼ m.p. Tracklayer and tamping machine in use. Traffic to travel over Down and Up Fast.
Huddersfield	All	07 30 to 17 00, cable repairs.
THURSDAY AND FRIDAY 9th AND 10th JUNE		
Huddersfield	Down Goods	08 00 to 16 00, each day, renewing connections.
MIRFIELD NO.3 TO LOW MOOR NO.2 WEST		
TUESDAY TO FRIDAY, 31st MAY TO 3rd JUNE		
Cleckheaton South and North	All	08 00 to 16 00 each day, preparing for signalling alterations.
SUNDAY 5th JUNE		
Cleckheaton South and North	All	07 30 to 17 00, alterations to signalling and interlocking. Both Signal Boxes open. (See Section 'C')
MONDAY TO THURSDAY 6th TO 9th JUNE		
Cleckheaton South	All	08 00 to 16 00, recovering material.
HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION		
TUESDAY AND WEDNESDAY 7th AND 8th JUNE		
Heckmondwike Junction	All	07 30 to 16 00 each day, signalling alterations. (See Section 'C')
FARNLEY JUNCTION TO WHITEHALL JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Copley Hill No.3 and Whitehall Jn.	All	Contractors constructing curve. Cranes and plant in use.

SECTION
At or betw
BARNSL
DAILY UN
Crigglest
HorburySATURD
Crigglest
and HorDARFIE
DAILY U
Carlton M

Methley

Stourton

Stourton
WakefieWakefield
Hunslet
JunctionSUNDAY
Hunslet C
EngineEngine S
HunsletTHURSDA
Oakensha
Goose HFRIDAY 3
Royston J
Oakensh
South Jn.

NE/S-17

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DARFIELD STATION TO LEEDS CITY NORTH—continued		
WEDNESDAY AND THURSDAY 8th AND 9th JUNE		
Royston Junction and Cudworth Station	Up Fast (BLOCKED)	23 30 (Wed) to 06 30 (Thurs) tamping machines in use between 178¼ and 176¼ m.p. Up traffic to travel over Up Slow except that arrangements made to pass 1M98, 21 25 Glasgow to St. Pancras, 1M82, 21 56 Edinburgh to St. Pancras and 1M38, 03 00 Leeds City to Derby over Up Fast.
THURSDAY AND FRIDAY 9th AND 10th JUNE		
Oakenshaw North, South Junction and Royston Junction	Up Main (BLOCKED)	23 30 (Thurs) to 06 30 (Fri) tamping machine in use between 180 and 178¼ m.p. Up traffic to travel over Up Goods except that arrangements made to pass 1M98, 21 25 Glasgow to St. Pancras and 1M82 21 56 Edinburgh to St. Pancras and 1M38, 03 00 Leeds City to Derby over Up Main.
LEEDS CITY NORTH TO SKIPTON (SNAYGILL) DAILY UNTIL FURTHER NOTICE		
Kildwick	Down and Up Main	07 30 to 17 00, converting gates to barriers. (22/23)
Kildwick	All	07 00 to 17 00, contractors demolishing buildings between 216½ and 216¼ m.p. Plant in use. (6)
TUESDAY TO FRIDAY, 31st MAY TO 3rd JUNE		
Hirstwood and Thwaites	All	07 30 to 16 30 each day, dismantling pole route.
SUNDAY, 5th JUNE		
Keighley Station Junction and Steeton	05 00 to 13 00 Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 13 00 to 17 00 No. 3 Platform (BLOCKED) Down and Up Main (BETWEEN TRAINS)	05 00 to 17 00, removing track between 212 and 212¼ m.p. Crane in use. 05 00 to 13 00 Single Line Working over Down Main.
SUNDAY TO FRIDAY, 5th TO 10th JUNE		
Hirstwood and Thwaites	All	07 30 to 16 30 each day, dismantling pole route.
APPERLEY JUNCTION TO EMBAY JUNCTION VIA ILKLEY DAILY UNTIL FURTHER NOTICE		
Burley Junction and Ilkley	Down and Up Main	07 00 to 17 00 contractors demolishing signal box and buildings between 210¼ and 211¼ m.p. Plant in use. (6)
TUESDAY TO FRIDAY, 31st MAY TO 3rd JUNE		
Ilkley Jn. and Embay Station	All	07 30 to 16 00 each day, alterations to signalling. (See Section 'C').
SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION. DAILY UNTIL FURTHER NOTICE.		
Manningham	All	07 00 to 17 00 contractors demolishing buildings between 207¼ and 208 m.p. Plant in use. (6)

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

TUESDAY 31st MAY—ILKLEY JUNCTION AND EMSAY STATION

ILKLEY JUNCTION

Points spiked normal pending removal

39 Up Main – Up Siding

Signals dispensed with

12 Up Main Distant

13 Up Main Outer Home

26 Down Main Starting

38 Up Siding to Up Main

Altered nomenclature of signal

Old

New

14 Up Main Inner Home

14 No.4 Platform to Up Main

EMSAY STATION

Signals dispensed with

4 Up Main Starting

13 Down Main Home with Embsay Junction Distant below Down Main Distant.

(25)

SUNDAY 5th JUNE—BATLEY

Tunnel Gong situated on approach side of Up Main Distant dispensed with.

(25)

SUNDAY 5th JUNE—TINGLEY AND WOODKIRK

TINGLEY

Points spiked normal pending removal

28 Down Sidings – Down Goods

40 Down Sidings – Branch

48 Branch – Up Main

62 Up Main – Up Goods

Signals dispensed with

27 Down Goods Home

32 Shunting Down Sidings

39 Down Sidings to Branch

55 Branch to Up Main

56 Branch to Down Sidings

64 Up Main to Up Goods Home 2

Branch Distant

Down Goods Distant

Altered nomenclature of signal

Old

New

60 Shunting Down to Up Goods or to Up Main.

60 Shunting Goods Yard to Up Main.

WOODKIRK

Ground Frames dispensed with

(25)

SUNDAY 5th JUNE—CLECKHEATON SOUTH

Signal Box and all signals dispensed with. All points spiked normal pending removal.

Up Through Siding Ground Frame released from Cleckheaton North Signal Box.

(25)

SUNDAY 5th JUNE—HUNSLET EAST YARD

Signal Box and all signals dispensed with. All points with the exception of No.17 Mains Cross-over (which will be hand operated) dispensed with.

MONDAY 6th JUNE—KNOTTINGLEY 'B' AND DEPOT EAST

31 Down (Fork) Home to Down Main with Depot East Distant below moved 60 yards further from Signal Box.

(25)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

TUESDAY 7th JUNE—HECKMONDWIKE JUNCTION

Points spiked normal pending removal

- 8 Down Main – Up Branch
- 9 Up Main – Down Branch

Signals dispensed with

- 17 Down Main Home
- 21 Down Main Distant
- 30 Up Main Starting
- 31 Up Main Home

Altered Signal

- 11 Ground Disc repositioned immediately in rear of Up Main to Up Sidings connection.

Re-designation of lines

- Up Branch renamed Up Main.
- Down Branch renamed Down Main
- Up Branch Sidings renamed Up Sidings
- Down Branch Sidings renamed Down Sidings.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

MALTON WEST, STATION AND EAST

Malton Station and Malton West Signal Boxes closed and points and signals dispensed with. Up Goods line between Malton East and West Boxes redesignated Through Siding and two-way working operates over Down Platform line. Mechanical signalling at Malton East (renamed Malton) replaced by colour light signals and power operated points as detailed below:—

New Points

- 7 Up Main – Through Siding
- 9 Up Main – Down Main (West of Station)
- 11 Down Main – Down Siding
- 15 Down Main – Up Main (East of Station)
- 17 Up Main – Through Siding

New Signals

Down Direction

1. Down Main distant, 1677 yards from 2 signal (formerly Malton West Down Main distant)
2. Down Main home 1, 876 yards from 4 signal (formerly Malton West Down Main home)
4. Down Main home 2, 483 yards from 14 signal (formerly Malton Station Down Main home)
14. Down Main home 3, 1652 yards from 22 signal with off-set sub-reading Platform to Up Main
22. Down Main starting, 1652 yards ahead of 14 signal

Up Direction

23. Up Main distant, 1680 yards from 21 signal (on site of existing Malton East Up Main distant signal)
21. Up Main home 1, with right hand junction indicator and left hand off-set sub, 818 yards from 13 signal reading:— Main aspect – to 13 signal, Main aspect and junction indicator – to platform, Sub – Up Main to Through Siding.
13. Up Main home 2, 1000 yards from 3 signal
12. Platform to Up Main starting, 1000 yards from 3 signal with sub below reading Platform to Down Siding or to Down Main
3. Up Main starting, 1000 yards ahead of 13 signal

(25)

(25)

(25)

(25)

(25)

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

Position Light Ground Signals

5. Up Main or to Platform line or to Through Siding (sited between Down and Up Main adjacent to 7A points)
 6. From Shunt Spur (sited between Shunt Spur and Up Main)
 8. Sited left of Shunt Spur at 7B points with 2-way route indicator reading:--
 M - Up Main
 S - Shunt Spur
 10. From Down Siding (sited left of Down Siding at 11A points)
 16. Up Main or to Platform line (sited between Through Siding and Up Main at 15B points)
- Illuminated "Limit of Shunt" sited left of Up Main (in wrong direction) 50 yards East of No.16 position light signal.
 Illuminated "Trap Points" board provided at the Through Siding end of 17A points.
 Connection from Through Siding to Up siding (previously worked by Malton Station Box) hand worked.
 Connection at East end of station from Down Main to Down Siding (previously worked by Malton East Box) clipped and padlocked normal and will be used under special arrangements.

(24)

**** CLOSING OF MICKLEFIELD SIGNAL BOX AND EXTENSION OF COLOUR LIGHT SIGNALLING BETWEEN GARFORTH AND PECKFIELD GARFORTH**

Signal dispensed with.

31 Down Intermediate Block Home.

Altered Signal

R.50 Up Main Distant becomes 4 Aspect Automatic numbered U.11.

MICKLEFIELD

Signal Box, mains crossover and all signals except those now operated by Peckfield dispensed with.

PECKFIELD

Points formerly operated from Micklefield.

19 Down Main - Down Branch
 20 Up Branch - Up Main

New ground frame

Electrically released from Signal Box sited on left of Down Main midway between and controlling connection Down Main - Colliery Siding.

Signals dispensed with

1 Up Main Distant
 3 Up Main Home
 4 Up Main Starting
 8 Up Main to Siding No.1
 13 Shunting Sidings No.1 to Colliery Siding or Siding No.2
 18 Down Main Home
 20 Down Main Distant

Signals transferred from Micklefield

R1 Up Main Distant
 P1 Up Main Home
 R2 Up Branch Distant
 P2 Up Branch Home

NE/S-21

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

Altered nomenclature of signals

Old

New

11 Shunting Sidings No.1 to Up Main

11 Shunting Sidings No.1 to Up Main
or Sidings No.2.

17 Shunting Up Main or to Colliery
Sidings or Sidings No.2

14 Shunting Up Main or to Sidings No.2.

New Colour Light Signals

P3 Up Main with offset left hand subsidiary sited 335 yards East of Signal Box reading:—

Main aspect — Up Main Home 2 to U11.

Sub — Up Main to Sidings, No.1.

P17 Down Main Home 2 with left hand and right hand junction indicators sited 475 yards East reading:—

Down Main with right hand junction indicator or to Down Branch with left hand junction indicator.

P18 Down Main Home 1 sited 765 yards West of Signal Box.

D12 Down Main Auto sited 1240 yards in rear of P18.

P21 Down Main Starting sited 1240 yards ahead of P17.

P22 Down Branch Starting sited 1240 yards ahead of P17.

Catch points brought into use:—

M.	Ch.
11	38
12	13

(23)

*** **CRIDLING STUBBS**

Signal Box and points and signals dispensed with. Gates replaced by auto-half barriers. Whistle Board installed at 88 yds. and 154 yds. on approach side of crossing in both directions. (22)

*** **LOCKE'S SIDINGS**

Points dispensed with

32 Down Loop — Down Main

Signal dispensed with

15 Down Loop — Down Main (22)

*** **KNOTTINGLEY DEPOT EAST**

Crossover brought into use and operated from ground frame released from Signal Box. (22)

*** **KNOTTINGLEY 'B'**

Points spiked normal pending removal.

9 Up Branch Middle sidings

12 No.1 Siding — Up Main

15 Up Branch — Up Siding

17 No.2 Siding — Up Main

20 Mains Crossover

24 Goods Yard — Down Main

Signal dispensed with

8 Shunting Middle Sidings to Up Branch

10 Shunting Up Branch to Middle Siding

11 Shunting Up Main or to Up Sidings

13 Shunting Up Sidings to Up Main

14 Shunting No.1 Sidings to Up Branch

16 Shunting Up Branch or to Up Siding

18 Shunting No.2 Siding to Up Main

19 Shunting Up to Down Main

21 Shunting Down to Up Main

22 Shunting Down Goods Yard to Down Goods

23 Shunting Down Goods Yard to Down Main

25 Shunting Down Main or to Down Goods Yard (22)

DETAILS OF WORK ALREADY CARRIED OUT—continued

MYTHOLMROYD WEST

Up Arrival Siding and Shunting Spur abandoned

Points Spiked Normal Pending Removal

30. Up Arrival Siding - Shunting Spur

Signals Dispensed With

33. Shunting Up Main to Up Arrival Siding (bottom signal of a double disc assembly)

58. Up Arrival Siding to Up Main (24)

* * * NORMANTON NORTH JUNCTION

Signals dispensed with.

Gantry Carrying

24 Up Main Passenger Warning

25 Up Main Passenger Home

37 2nd Up Goods to Up Goods

38 2nd Up Goods to Up Passenger

39 2nd Up Goods to Through Siding

40 2nd Up Goods to Engine line

Normanton Station North's 47 Up Platform Distant.

Normanton Station North's 54 Up Through Distant.

New Signals (on site of gantry)

25 Up Passenger Home with Normanton Station North 47 Up Passenger Distant below and 24 Up Passenger Warning in bottom position, sited between 2nd Up Goods and Up Passenger line (straight post).

37/38 Right Hand Bracket sited between Turntable line and Engine line reading:—

37 2nd Up Goods to Up Goods (right-hand signal)

38 2nd Up Goods to Up Passenger (left-hand signal)

40/39 Double Disc sited between Engine line and 2nd Up Goods reading:—

40 2nd Up Goods to Engine line (top)

39 2nd Up Goods to Through Siding (bottom) (23)

* * * HOLBECK

Points spiked normal pending removal.

3 Mains Crossover

Signals dispensed with

1/2 Down to Up Main or Down Bradford Main

4 Up to Down Main (23)

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 item.

MISCELLANEOUS NOTICES

★ YORK : OLD STATION SIDINGS

Sunday 6th June—Sidings removed with exception of Car Sleeper Loading Siding. (25)

★ YORK : STATION CARRIAGE SIDINGS

Monday 30th May—Four dead end sidings in former Fruit Dock area brought into use. (25)

★ HUNSLET EAST

Ex G.N. Sidings to East of Warehouse Roads, Exchange Sidings and adjacent ex N.E. Sidings spiked out of use and abandoned.

Commencing 08 00 Monday 6th June, all sidings in former G.N. yard excluding three Shell Mex sidings removed. (25)

HEMSWORTH SOUTH

Commencing 08 00 Tuesday 31st May, Front Road temporarily shortened by 80 yards and buffer stops erected. (25)

GOOLE SWING BRIDGE

Down sand drag temporarily removed.

* TEMPORARY RESTRICTION IN LENGTH OF FREIGHT TRAINS
BETWEEN WAKEFIELD AND GOOLE

Until Sunday 29 May: Because of engineering work between Knottingley Depot East and Sudforth Lane Signal Boxes freight trains from Healey Mills, Stourton, Carlton, etc. to Goole and Hull must not exceed equal to 60 in length. (22)

SECTION D.

GENERAL INSTRUCTIONS AND NOTICES—continued.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	—

★ TURNTABLES OUT OF USE

Location	Duration	Commencing
Normanton New Zealand Sidings	Until further notice	08 00 Sunday June 5th

★ WATER COLUMNS PERMANENTLY ABANDONED

Location	Columns	Abandoned From
Leeds City	Platform 10 L2 14 L8 15/16 L9 9 West L1	Tuesday 31 May

(25)

★ ALTERATIONS TO N.E.R. SECTIONAL APPENDIX — SOUTHERN SECTION

LOCAL AND GENERAL INSTRUCTIONS—INDEX

PAGE 334

ADD:—

SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED.

Page 276

(See item printed on page S-D43 of NE/S21D, General Instructions and Notices Programme)

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York,
20th May, 1966

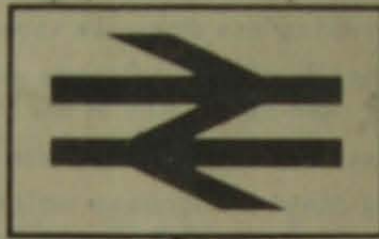
M.54/1383/NE/S No.22/23

J.R. SAMPSON
Movements Operations Manager.

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

NILE SIG. PROG. NE/S No. .

NE/S



No. 24

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 11 JUNE

TO

FRIDAY 17 JUNE 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SIGNALLING 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 12th JUNE-KNOTTINGLY B

Down Main and Down Goods No.35 Points with No.34 facing point lock will be controlled from a new two lever ground frame situated on the left of the Down Goods line adjacent to No.3 signal and released by annetts key from Knottingly B Signal Box. No.37 Trap Points will be dispensed with and spiked reverse.

Signals dispensed with

No.4 Down Main to Down Goods starting signal with depot.

Distant Signal below

No.36 Shunting Down Goods to Down Main

No.38 Shunting Down Goods

(27)

DETAILS OF WORK ALREADY CARRIED OUT

*. MALTON WEST, STATION AND EAST

Malton Station and Malton West Signal Boxes closed and points and signals dispensed with. Up Goods line between Malton East and West Boxes redesignated Through Siding and two-way working operates over Down Platform line. Mechanical signalling at Malton East (renamed Malton) replaced by colour light signals and power operated points as detailed below:-

New Points

7 Up Main - Through Siding

9 Up Main - Down Main (West of Station)

11 Down Main - Down Siding

15 Down Main - Up Main (East of Station)

17 Up Main - Through Siding

New Signals

Down Direction

1. Down Main distant, 1677 yards from 2 signal (formerly Malton West Down Main distant)
2. Down Main home 1, 876 yards from 4 signal (formerly Malton West Down Main home)
4. Down Main home 2, 483 yards from 14 signal (formerly Malton Station Down Main home)
14. Down Main home 3, 1652 yards from 22 signal with off-set sub-reading Platform to Up Main
22. Down Main starting, 1652 yards ahead of 14 signal

Up Direction

23. Up Main distant, 1680 yards from 21 signal (on site of existing Malton East Up Main distant signal)
21. Up Main home 1, with right hand junction indicator and left hand off-set sub, 818 yards from 13 signal reading:- Main aspect - to 13 signal, Main aspect and junction indicator - to platform, Sub - Up Main to Through Siding.
13. Up Main home 2, 1000 yards from 3 signal
12. Platform to Up Main starting, 1000 yards from 3 signal with sub below reading Platform to Down Siding or to Down Main
3. Up Main starting, 1000 yards ahead of 13 signal

Position Light Ground Signals

5. Up Main or to Platform line or to Through Siding (sited between Down and Up Main adjacent to 7A points)
6. From Shunt Spur (sited between Shunt Spur and Up Main)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

8. Sited left of Shunt Spur at 7B points with 2-way route indicator reading:—

M — Up Main
S — Shunt Spur

10. From Down Siding (sited left of Down Siding at 11A points)

16. Up Main or to Platform line (sited between Through Siding and Up Main at 15B points)

Illuminated "Limit of Shunt" sited left of Up Main (in wrong direction) 50 yards East of No.16 position light signal.

Illuminated "Trap Points" board provided at the Through Siding end of 17A points.

Connection from Through Siding to Up siding (previously worked by Malton Station Box) hand worked.

Connection at East end of station from Down Main to Down Siding (previously worked by Malton East Box) clipped and padlocked normal and will be used under special arrangements. (24)

HEDON

Signal box dispensed with. Points hand worked. Goods yard ground frame abandoned. Points hand worked. New crossover (hand worked) provided to give running round facilities.

BATLEY

Tunnel Gong situated on approach side of Up Main Distant dispensed with. (25)

HUNSLET EAST YARD

Signal Box and all signals dispensed with. All points with the exception of No.17 Mains Crossover (now hand operated) dispensed with.

MYTHOLMROYD WEST

Up Arrival Siding and Shunting Spur abandoned

Points Spiked Normal Pending Removal

30. Up Arrival Siding — Shunting Spur

Signals Dispensed With

33. Shunting Up Main to Up Arrival Siding (bottom signal of a double disc assembly)

58. Up Arrival Siding to Up Main (24)

KNOTTINGLEY 'B' AND DEPOT EAST

31 Down (Fork) Home to Down Main with Depot East Distant below moved 60 yards further from Signal Box. (25)

TINGLEY AND WOODKIRK**TINGLEY****Points spiked normal pending removal**

28 Down Sidings — Down Goods

40 Down Sidings — Branch

48 Branch — Up Main

62 Up Main — Up Goods

Signals dispensed with

27 Down Goods Home

32 Shunting Down Sidings

39 Down Sidings to Branch

55 Branch to Up Main

56 Branch to Down Sidings

64 Up Main to Up Goods Home 2

Branch Distant

Down Goods Distant

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

Altered nomenclature of signal

Old	New	
60 Shunting Down to Up Goods or to Up Main.	60 Shunting Goods Yard to Up Main.	
WOODKIRK		
Ground Frames dispensed with		(25)

CLECKHEATON SOUTH

Signal Box and all signals dispensed with. All points spiked normal pending removal.
 Up Through Siding Ground Frame released from Cleckheaton North Signal Box. (25)

HECKMONDWIKE JUNCTION

Points spiked normal pending removal

8 Down Main – Up Branch
 9 Up Main – Down Branch

Signals dispensed with

17 Down Main Home
 21 Down Main Distant
 30 Up Main Starting
 31 Up Main Home

Altered Signal

11 Ground Disc repositioned immediately in rear of Up Main to Up Sidings connection.

Re-designation of lines

Up Branch renamed Up Main.
 Down Branch renamed Down Main
 Up Branch Sidings renamed Up Sidings
 Down Branch Sidings renamed Down Sidings. (25)

ILKLEY JUNCTION AND EMSAY STATION

ILKLEY JUNCTION

Points spiked normal pending removal

39 Up Main – Up Siding

Signals dispensed with

12 Up Main Distant
 13 Up Main Outer Home
 26 Down Main Starting
 38 Up Siding to Up Main

Altered nomenclature of signal

Old	New
14 Up Main Inner Home	14 No.4 Platform to Up Main

EMSAY STATION

Signals dispensed with

4 Up Main Starting
 13 Down Main Home with Embsay Junction Distant below.
 Down Main Distant

(25)

GENERAL INSTRUCTIONS AND NOTICES

These notices shall not be subject to future revision and it shall be the duty of those to whom they are concerned to keep them up to date.

MISCELLANEOUS NOTICES

TRAINS CARRYING FOUR-WHEELED COACHING VEHICLES OF 120 WHEELBASE OR OVER.

Until further notice, four-wheeled coaching vehicles having a wheelbase of 120, or over must be restricted to a maximum speed of 75 m.p.h. In every case where these vehicles are marshalled in the train the Guard must advise the driver before starting that the speed of 75 m.p.h. must not be exceeded at any point on the journey.

The instructions on page 85 of the General Appendix under the heading of "Consequence of Four-Wheeled Non-Passenger Carrying Coaching Stock and Braked Freight Stock in Passenger Trains" is amended accordingly.

NOTE—The above instruction also applies to ex L.N.E.R. horse boxes with 14 feet wheelbase which are allowed "Way run at speeds exceeding 40 m.p.h. on former L.N.E.R. lines only" and at present authorized to exceed 40 m.p.h. when travelling over the North Eastern, Eastern and Southern Regions.

YORK : OLD STATION SIDINGS

Sidings removed with exception of Car Slinger Loading Siding. (25)

YORK : STATION CARRIAGE SIDINGS

Four dead end sidings in former Fruit Dock area brought into use. (25)

HILL OUTWARD YARD.

Commencing Monday 5th June, the above yard will be closed.

HUNGLET EAST

Ex G.N. Sidings to East of Warehouse Road, Exchange Sidings and adjacent ex N.E. Sidings taken out of use and abandoned.

All sidings in former G.N. yard excluding three Shell Box sidings removed. (25)

NEWCASTLE SOUTH

Front Road temporarily shortened by 80 yards and buffer stops erected. (25)

SOYLE SWING BRIDGE.

Swing, 13 June—Down road flag replaced.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows—

Place	Duration	Commencing
Thameside 200, Over Gaults Long Water Column	Until further notice	—
Canter Bridge—100 Long Water Column	Until further notice	—
Waver Station—All Columns	Until further notice	—
Leeds City—South Side Treatable columns	Until further notice	10.30 Monday, 23 May

REPAIRS
In case
provisions
Plan
Low Water

Location
Remarks

Location
Lands C

From
LEEDS
PAGE 3
ACT
Y/Caravan

LOCAL AND GENERAL INSTRUCTIONS-INDEX

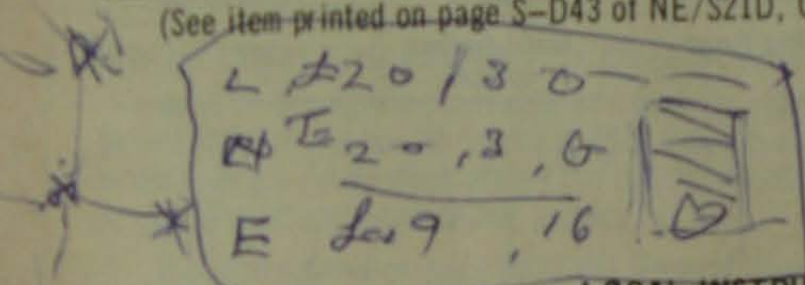
PAGE 334

ADD:-

SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED.

Page 276

(See item printed on page S-D43 of NE/S21D, General Instructions and Notices Programme)



LOCAL INSTRUCTIONS

PAGE 302/303 (Page 110 Supp.No.3).

HULL INWARD GOODS YARD

Nos.1 and 2 Down North Main Lines and Nos.1,2,3, and 4 Departure Lines.

ADD as last paragraph.

In order to avoid delay, main line trains must be "rung out" to Dairycoates West Signal Box by the Inward Yard East end Staff.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York,

M.54/1383/NE/S No. 24

J.R. SAMPSON
Movements Operations Manager.

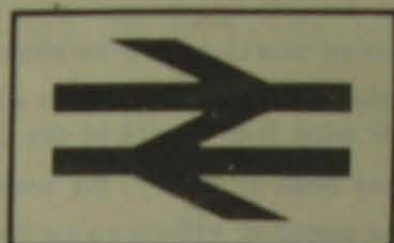
3 June, 1966.

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

NILE SIG. PROG. NE/S No. -

BR/31262/1

NE/S



No. 25

BRITISH RAILWAYS

NORTH EASTERN REGION

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

SATURDAY 18 JUNE

TO

FRIDAY 24 JUNE 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)-continued		
SUNDAY AND MONDAY 19 AND 20 JUNE		
Pontefract East and Knottingley 'A'	Down and Up Main	00 01 (Sun) to 05 00 (Mon) filling arch.
OAKENSHAW JUNCTION TO OAKENSHAW NORTH		
SUNDAY 19 JUNE		
Oakenshaw Junction	All	07 30 to 17 00, overhauling locks. Signal Box open.
KNOTTINGLEY DEPOT WEST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Knottingley South to Depot West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
SUNDAY 19 JUNE		
Knottingley Depot West and South	Down and Up Goods (BLOCKED)	06 00 to 18 00, relaying. Crane in use. No traffic.
CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS)		
DAILY UNTIL FURTHER NOTICE		
Grimethorpe South and Hickleton	Down and Up Main (BLOCKED)	Alterations to layout (See Section 'D'). Traffic diverted. Commencing 08 00. Friday 24 June. (25)
ARDSLEY STATION TO LAISTERDYKE EAST		
DAILY UNTIL FURTHER NOTICE		
Tingley	All	Contractors excavating at 181m. 53c. Mobile crane in use. (20)
HOLBECK TO BRADFORD (EXCHANGE) VIA STANNINGLEY		
SUNDAY 19 JUNE		
Bramley and Laisterdyke East	All	07 00 to 20 00, signalling alterations. (See Section 'C')
Mill Lane	All	07 30 to 17 00, overhauling interlocking.

SECTION

At or bet

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SUNDAY

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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

SUNDAY 19th JUNE—KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

New connection laid between Down Branch Goods and former Down Goods, clipped, spiked, and padlocked reverse for traffic from Knottingley South to Depot West. New single slip laid in Up Main clipped, spiked and padlocked out of use until further notice.

Up Goods between Knottingley Depot West and Knottingley 'B' out of use. Facing connection in Up Goods to Up Branch Goods clipped, spiked, and padlocked normal for traffic from Knottingley Depot West to Knottingley South.

Existing connection from Down Branch Goods to Down Main removed. (28)

SUNDAY 19th JUNE—BRAMLEY TO LAISTERDYKE EAST

Altered Signals

U.5 signal re-numbered U.4 and moved 178 yards nearer Bramley.

D.5 signal moved 42 yards nearer Laisterdyke East (28)

SUNDAY 19th JUNE—WORTLEY SOUTH AND HOLBECK

WORTLEY SOUTH

Points spiked normal pending removal.

6A Up Branch - Carriage Sidings

9 Branch Crossover

31 Down Main - Down Goods

32 Trap Points in Down Goods

53 Up Main - Up Sidings

Points spiked reverse pending removal.

6B Traps in Carriage Sidings

Signals dispensed with

4 Carriage Sidings to Up Branch

5 Shunting Up Branch to Carriage Sidings

7 Shunting Down to Up Branch

8 Shunting Up to Down Branch

43 Down Main Home to Goods with Distant below

52 Up Sidings to Up Main

54 Shunting Up Main to Up Sidings

Signal routes dispensed with

58U Up Main to No.8 disc

59G Up Main to Down Goods

60S Up Main to No.54 disc

Short shunt spur provided at Wortley South end of Carriage Sidings to enable engines to run round.

HOLBECK

Points Spiked normal pending removal.

53 Down Goods - Down Main

Signals dispensed with

55 Down Goods Home

(28)

SECTION C-
DETAILS OF

SUNDAY

INTRO

CUD

Signals d

C.11

C.5

Altered S

C.49

C.59

New Colo

UG.1

UG.1

C.

New Sign

C.

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DG.1

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Signal dis

28 Up

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
 DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 19th JUNE—CUDWORTH STATION AND HOUGHTON MAIN COLLIERY SIDINGS—
 INTRODUCTION OF COLOUR LIGHT SIGNALLING ON DOWN AND UP GOODS LINES:—
 CUDWORTH STATION

Signals dispensed with

- C.11 Down Goods distant
- C.58 Up Slow to Up Goods Calling-on

Altered Signals

- C.49 Up Fast starting repositioned 481 yards further from signal box.
- C.59 Up Slow to Up Goods home fitted with 2 aspect auto colour light distant below (green aspect of the semaphore arm blanked out).

New Colour Light Signals (Up direction)

- UG.174 auto, left of Up Goods 1,180 yards in advance of C.59
- UG.173 auto, left of Up Goods 1,235 yards in advance of UG.174
- C. 91 incorporating Houghton Main Colliery Sidings 28 Up Goods distant fitted with theatre type route indicator and left hand off set subsidiary, sited left of Up Goods, 1,180 yards in advance of UG.173 read:—

- Main aspect with no route indication — Up Goods
 - Main aspect or sub with indication N — Up Branch North
 - Main aspect or sub with indication S — Up Branch South
- (subsidiary signal and route indicator brought into use on 3rd July, with new connecting lines to Deame Valley Branch)

New Signals (Down Direction)

- C. 90 Down Goods distant fitted below Houghton Colliery Sidings 5 Down Goods home.
- C. 89 Colour light, sited left of Down Goods, 445 yards in advance of C.90.
- DG.173 auto, sited left of Down Goods, 1505 yards in advance of C.89.
- DG.174 auto, sited left of Down Goods, 1250 yards in advance of DG.173.

HOUGHTON MAIN COLLIERY SIDINGS

Signal dispensed with.

- 28 Up Goods distant

(28)

DETAILS OF WORK ALREADY CARRIED OUT

MARFLEET AND HEDON

Down Main abandoned and Up Main used as single line worked in accordance with 'One Engine in Steam' Regulations.

MARFLEET

Down Main 690 yards East of signal box slewed to form trailing spring points connection with Up Main (single line).

Notice boards provided left of single line 50 yards East of trailing connection. One board facing towards Marfleet reading 'TRAIN MUST NOT PROCEED WITHOUT STAFF' and the other facing towards Hedon reading 'STOP AND TELEPHONE FOR INSTRUCTIONS'. Telephone communication provided at notice board to Marfleet signal box.

Signal dispensed with

- 1 Up Main distant

HEDON

Signal box closed, signals and Goods Yard ground frame dispensed with. All points hand operated. Buffer stop erected in single line West of level crossing.

New hand worked connection provided East of Preston Lane level crossing to give running round facilities.

(28)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
 DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 19th JUNE—CUDWORTH STATION AND HOUGHTON MAIN COLLIERY SIDINGS—
 INTRODUCTION OF COLOUR LIGHT SIGNALLING ON DOWN AND UP GOODS LINES:—
 CUDWORTH STATION

Signals dispensed with

- C.11 Down Goods distant
- C.58 Up Slow to Up Goods Calling-on

Altered Signals

- C.49 Up Fast starting repositioned 481 yards further from signal box.
- C.59 Up Slow to Up Goods home fitted with 2 aspect auto colour light distant below (green aspect of the semaphore arm blanked out).

New Colour Light Signals (Up direction)

- UG.174 auto, left of Up Goods 1,180 yards in advance of C.59
- UG.173 auto, left of Up Goods 1,235 yards in advance of UG.174
- C. 91 incorporating Houghton Main Colliery Sidings 28 Up Goods distant fitted with theatre type route indicator and left hand off set subsidiary, sited left of Up Goods, 1,180 yards in advance of UG.173 read:—

- Main aspect with no route indication — Up Goods
 - Main aspect or sub with indication N — Up Branch North
 - Main aspect or sub with indication S — Up Branch South
- (subsidiary signal and route indicator brought into use on 3rd July, with new connecting lines to Deame Valley Branch)

New Signals (Down Direction)

- C. 90 Down Goods distant fitted below Houghton Colliery Sidings 5 Down Goods home.
- C. 89 Colour light, sited left of Down Goods, 445 yards in advance of C.90.
- DG.173 auto, sited left of Down Goods, 1505 yards in advance of C.89.
- DG.174 auto, sited left of Down Goods, 1250 yards in advance of DG.173.

HOUGHTON MAIN COLLIERY SIDINGS

Signal dispensed with.

- 28 Up Goods distant

(28)

DETAILS OF WORK ALREADY CARRIED OUT

MARFLEET AND HEDON

Down Main abandoned and Up Main used as single line worked in accordance with 'One Engine in Steam' Regulations.

MARFLEET

Down Main 690 yards East of signal box slewed to form trailing spring points connection with Up Main (single line).

Notice boards provided left of single line 50 yards East of trailing connection. One board facing towards Marfleet reading 'TRAIN MUST NOT PROCEED WITHOUT STAFF' and the other facing towards Hedon reading 'STOP AND TELEPHONE FOR INSTRUCTIONS'. Telephone communication provided at notice board to Marfleet signal box.

Signal dispensed with

- 1 Up Main distant

HEDON

Signal box closed, signals and Goods Yard ground frame dispensed with. All points hand operated. Buffer stop erected in single line West of level crossing.

New hand worked connection provided East of Preston Lane level crossing to give running round facilities.

(28)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

Down Goods between Knottingley 'B' and Depot West dispensed with as through running line. Sleeper chock erected 100 yards from trailing end of 35 points (Knottingley 'B') converting line to Down Siding from Knottingley 'B'.

Facing crossover laid in Down and Up Main at 58 m. 52 ch. and facing connection laid in Up Main at 58½ m.p. Both connections clipped, spiked and padlocked out of use until further notice. (27)

KNOTTINGLEY B

Down Main and Down Goods No.35 Points with No.34 facing point lock controlled from new two lever ground frame situated on left of Down Goods adjacent to No.3 signal and released by Annets key from Knottingley B Signal Box No.37 Trap Points dispensed with and spiked reverse.

Signals dispensed with

4 Down Main to Down Goods starting signal with Depot distant signal below.
36 Shunting Down Goods to Down Main
38 Shunting Down Goods (27)

KNOTTINGLEY DEPOT WEST AND SOUTH

Facing connection Up Branch Goods to Wagon Servicing Depot laid in and secured out of use until further notice. (26)

KNOTTINGLEY 'B' AND DEPOT EAST

31 Down (Fork) Home to Down Main with Depot East Distant below moved 60 yards further from Signal Box. (25)

KNOTTINGLEY AND WOODKIRK**KNOTTINGLEY****Points spiked normal pending removal**

28 Down Sidings – Down Goods
40 Down Sidings – Branch
48 Branch – Up Main
62 Up Main – Up Goods

Signals dispensed with

27 Down Goods Home
32 Shunting Down Sidings
39 Down Sidings to Branch
55 Branch to Up Main
56 Branch to Down Sidings
64 Up Main to Up Goods Home 2
Branch Distant
Down Goods Distant

Altered nomenclature of signal

Old	New
60 Shunting Down to Up Goods or to Up Main.	60 Shunting Goods Yard to Up Main.

WOODKIRK

Ground Frames dispensed with (25)

CLECKHEATON SOUTH

Signal Box and all signals dispensed with. All points spiked normal pending removal.
Up Through Siding Ground Frame released from Cleckheaton North Signal Box. (25)

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

•• HECKMONDWIKE JUNCTION

Points spiked normal pending removal

8 Down Main - Up Branch

9 Up Main - Down Branch

Signals dispensed with

17 Down Main Home

21 Down Main Distant

30 Up Main Starting

31 Up Main Home

Altered Signal

11 Ground Disc repositioned immediately in rear of Up Main to Up Sidings connection.

Re-designation of lines

Up Branch renamed Up Main.

Down Branch renamed Down Main

Up Branch Sidings renamed Up Sidings

Down Branch Sidings renamed Down Sidings.

(25)

•• ILKLEY JUNCTION AND EMBAY STATION

ILKLEY JUNCTION

Points spiked normal pending removal

39 Up Main - Up Siding

Signals dispensed with

12 Up Main Distant

13 Up Main Outer Home

26 Down Main Starting

38 Up Siding to Up Main

Altered nomenclature of signal

Old

14 Up Main Inner Home

New

14 No.4 Platform to Up Main

EMBAY STATION

Signals dispensed with

4 Up Main Starting

13 Down Main Home with Embsay Junction Distant below.

Down Main Distant

(25)

BRITISH RAIL

NE/S



No. 26

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 25 JUNE

TO

FRIDAY 1 JULY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL)—continued		
DAILY UNTIL FURTHER NOTICE - continued		
Wortley South and Leeds 'B'	All	Contractors constructing curve. Cranes and plant in use. (14)
SATURDAY AND SUNDAY, 25 AND 26 JUNE		
Westgate North and South	Up Platform (BLOCKED)	23 15 (Sat.) to 07 30 (Sun.), repairing arch. Up traffic to travel over Up Through. Trains to be replatformed as necessary.
SUNDAY, 26 JUNE		
Castle Hills	Nos. 1, 2 & 3 Sidings (BLOCKED)	06 30 to 17 00, crane relaying. Sidings to be left clear of traffic. Signal Box open.
Moorhouse Jn. and South Elmsall	Down and Up Main (BLOCKED)	00 01 to 10 00, crane demolishing bridge at 162 $\frac{3}{4}$ mp. Traffic diverted except that arrangements made to pass 1N01 22 45 King's Cross to Bradford over Down Main and 1E02, 07 12 Bradford Exchange to King's Cross, 1F50, 08 45 Wakefield to Cleethorpes and 1F51. Bradford Exchange to Cleethorpes over Up Main. Both Signal Boxes open.
South Kirkby Jn.	All	07 30 to 17 00, altering power. Signal Box open.
Hare Park and Sandal	Down Main	07 00 to 17 00, adjusting rails between 172 $\frac{3}{4}$ and 174m.p. Sandal Signal Box open.
Lofthouse North and Beeston Jn.	All	06 30 to 20 00, signalling alterations. (See Section 'C') All Signal Boxes open.
Leeds Central	Platforms (BLOCKED as required)	07 30 to 17 00, Hoist examining roof. Trains replatformed.
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST		
DAILY UNTIL FURTHER NOTICE		
Wakefield Westgate South	All	06 30 to 17 00, preparing for signalling alterations. (22/23)
LEEDS TO NORTHALLERTON VIA ARTHINGTON.		
DAILY UNTIL FURTHER NOTICE		
Wortley, North and Headingley	Down and Up Main	07 30 to 17 00, repairs to viaduct at 0m. 68chs. Plant in use. (6)
Horsforth and Arthington South	Down and Up Main (BLOCKED)	23 30 each night (Mon. to Fri.) to 06 15 each following morning (Tues. to Sat.), repairs in Tunnel between 5 $\frac{1}{2}$ and 8 m.p. Ladders and trestles in use. Arrangements made to pass 1B75, 04 10 Leeds to Ripon over Down Main. No other traffic. Both Signal Boxes open. (25)
SATURDAY AND SUNDAY, 25 AND 26 JUNE		
Pannal and Harrogate South	23 30 (Sat) to 09 30 (Sun) Down and Up Main (BLOCKED) 09 30 to 17 00 (Sun) Down and Up Main (BETWEEN TRAINS)	23 30 (Sat) to 17 00 (Sun), crane removing connections and realigning 23 30 (Sat) to 09 30 (Sun) No traffic. Both Signal Boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
YORK TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Malton West and Kirkham Abbey	Up Main	07 00 to 18 00, contractors removing sidings at 16 m. 15 chs. Plant in use. (2)
Malton	All	Completion of work on signalling alterations. (17)
Malton East and Weaverthorpe	Down and Up Main	08 30 to 16 00, demolishing platforms. Plant in use. (14)
Heslerton	Down and Up Main	07 30 to 18 00, contractors removing sidings at 29 m. 32 chs. Plant in use. (44)
SUNDAY 26 JUNE		
Seamer East and Washbeck	All	00 01 to 08 00, crane removing gantry at 41m. 12c. Washbeck Signal Box open.
TUESDAY 28 JUNE		
Barton Hill and Kirkham Abbey	Down Main	08 00 to 16 00, signalling alterations at Howsham Gate Box (See Section 'C').
YORK (SKELTON) TO HARROGATE (DRAGON)		
SUNDAY 26 JUNE		
Goldsborough	Down and Up Main	00 01 to 17 00 repairing crossing, and renewing connections. Signal Box open from 07 00.
Dragon	All	07 00 to 17 00, signalling alterations. (See Section 'C').
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Dewsbury,	Down and Up Main	Contractors constructing and altering bridges between 33½ and 33¾m.p. Crane in use.
Leeds City East and Marsh Lane Junction	Down and Up Main	Reconstructing bridges between 20½ and 20¾ m.p. Cranes and plant in use.
Leeds City East and Micklefield	All	07 00 to 17 00, contractors painting bridges between 20½ and 12m.p. Ladders, Scaffolding and trestles in use. (24)
Garforth and Peckfield	All	Completion of work on signalling alterations. (17)
Micklefield and Gascoigne Wood	Down and Up Main	07 00 to 18 00, taking out connections and removing sidings. Plant in use.
Hagg Lane and Thorpe Gates	Down and Up Main	07 30 to 18 00, removing sidings and connections. Plant in use
Howden and Eastrington	Down Main	07 30 to 17 00 contractors removing connections at 21 m. 16 chs. Plant in use. (7)
Broomfleet	Up Slow	07 30 to 18 00, contractors removing sidings between 14¼ and 14½ m.p. Plant in use. (48)
Hessle Road and West Parade	Down and Up Main	08 00 to 18 00, contractors laying cables. (25)

SECTION

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SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)-continued		
DAILY UNTIL FURTHER NOTICE-continued		
Pontefract East and Knottingley 'A'	Down and Up Main	Laying cables. Commencing Saturday 25 June. (26)
Knottingley "A" and West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
Knottingley Depot East and Sudforth Lane	Down and Up Main	07 00 to 17 00, contractors piping Commencing Sunday, 26th June.
SUNDAY 26 JUNE		
Sharlston Station and Streethouse West	Down and Up Main (BLOCKED)	06 30 to 17 00, tracklayer and tamping machine relaying between 51¼ and 52¼m.p. No traffic. Both Signal Boxes open.
Knottingley 'B' and Depot East	Down and Up Main (BLOCKED)	} 06 00 to 18 00, cranes relaying between 58½ and 59¼m.p.
Knottingley 'B' and Depot West	Down Goods (BLOCKED)	
Knottingley 'B' and Depot west	All	06 00 to 18 00, signalling alterations. (See Section 'C'). Knottingley 'B' and Depot west Signal Boxes open.
Knottingley Depot West	All	06 00 to 18 00, signalling alterations. (See Section 'C').
Knottingley Depot East and Sudforth Lane	Down and Up Main (BLOCKED)	05 30 to 18 00, reconstructing bridge at 60m. 53c. and trencher in use between 59½ and 60m.p. No traffic. Both Signal Boxes open.
Whitley Bridge and Hensall	Down and Up Main (BLOCKED)	07 00 to 17 00, Gradall trimming between 63 and 63m.p. No traffic. Both Signal Boxes open.
SUNDAY AND MONDAY 26 AND 27 JUNE		
Knottingley Depot East and Sudforth Lane	Down and Up Main (BLOCKED)	00 01 (Sun.) to 05 00 (Mon.) contractors laying pipeline. No traffic. Both Signal Boxes open.
KNOTTINGLEY DEPOT WEST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Knottingley South to Depot West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
SUNDAY 26 JUNE		
Knottingley Depot West and South	Down and Up Goods (BLOCKED)	06 00 to 18 00, relaying. Crane in use. No traffic.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks.	
CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS)			
DAILY UNTIL FURTHER NOTICE			
Grimethorpe South and Hickleton	Down and Up Main (BLOCKED)	Alterations to layout (See Section 'D'). Traffic diverted.	(25)
ARDSLEY STATION TO LAISTERDYKE EAST			
DAILY UNTIL FURTHER NOTICE			
Tingley	All	Contractors excavating at 181m. 53c. Mobile crane in use.	(20)
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)			
DAILY UNTIL FURTHER NOTICE			
Lightcliffe	All	07 00 to 17 00, contractors demolishing station. Crane and plant in use. Commencing Monday 27th June.	(26)
Halifax Goods Yard	No.1 Wallside Siding (BLOCKED as required)	Repairs to wall. Scaffolding erected.	(13)
Halifax, East	Short Shunt Neck (BLOCKED) Sidings (BETWEEN TRAINS)	Contractors excavating.	(13)
SUNDAY 26 JUNE			
Low Moor No.4 and Bowling Junction	Down and Up Main	00 01 to 09 00, maintenance in tunnel between 38 and 39m.p. Both Signal Boxes open.	
SUNDAY TO FRIDAY, 26 JUNE TO 1 JULY			
Milner Royd Jn. and Dryclough Jn.	All	07 30 to 16 30 each day, installing cables.	
GREETLAND NO.2 TO DRYCLOUGH JUNCTION			
SUNDAY TO FRIDAY 26 JUNE TO 1 JULY			
Greetland No.2 and Dryclough Jn.	All	07 30 to 16 30 each day, installing cables.	

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 26 JUNE—LOFTHOUSE NORTH AND BEESTON JUNCTION

Abandonment of Siding and closing of Spring Lane and Ardsley North Signal Boxes.

LOFTHOUSE NORTH TO ARDSLEY STATION

Redesignation of lines

Down Goods renamed Down Through Siding and worked under "No Block" Regulations. Notice Board erected opposite site of former Down Main Ground Frame reading "STOP AND AWAIT INSTRUCTIONS"

Down Siding shortened and buffer stop erected at 178½ m.p.

Up Goods renamed Up Spur and buffer stop erected approximately 850 yards from Lofthouse North No.12 points Up Goods to Up Main.

LOFTHOUSE NORTH

Signals dispensed with.

74 Down Goods starting

1 Up Main Distant (under Spring Lane Up Starting)

Altered Signals

7 Up Goods Home to miniature arm

79 Down Main to Down Goods to miniature arm

New Signal

1 Up Main Distant left of Up Main 1,270 yards in rear of Up Main Home.

SPRING LANE

Signal Box dispensed with points spiked normal pending removal and signals dispensed with Ground Frames dispensed with

Ardsley Up Yard Ground Frame Points and signals dispensed with.

Ardsley Down Yard Ground Frame points hand-worked, Ground Frame and Signals dispensed with

ARDSLEY STATION

Points Spiked Normal Pending Removal

55 No.2 Up Through Siding to No.3 Siding

57 No.2 Up Through Siding to No.1 Up Through Siding

66 Up Main to Up Goods or Up Sidings

69 Up Goods to Up Sidings

Signals Dispensed With

62 Up Sidings to Up Goods

61 Up Goods to No.1 Up Through Siding

60 Up Goods to No.2 Up Through Sidings

59 Up Goods to No.3 Siding

65 Up Main to Up Goods or Sidings

64 Up Sidings to Up Goods

68 Up Sidings to Up Main

71 Up Goods to Up Main Home

72 Up Goods Home

New Signal

44 Colour light Up Main Home situated 770 yards North of Signal Box left hand side of Up Main

ARDSLEY NORTH

Signal Box dispensed with

All points spiked normal pending removal

All signals dispensed with except following redesignated:—

8 Down Main Starting to become D.18 Auto

9 Down Main I.B. Home to become Ardsley Station 22 I.B. Home

Between Beeston Junction and Ardsley Station existing Up Main Autos re-numbered U.181B and U.181

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B —continued

SUNDAY 26 JUNE—DRAGON

Altered Signals

New connection from Goods line to Shell Mex Depot sidings brought into use

- 1 Up Goods Outer Home signal converted to miniature arm and renamed Up Goods Home
- 2 Up Goods Inner Home signal replaced by disc signal on left of Up Goods 8 yards nearer Signal Box and renamed Shunting Up Goods to Up Branch.

New Signals

- 15 Shunting Up Goods to Sidings situated below No.2 signal
- 18 Shunting Sidings to Up Goods situated on left of siding line 142 yards east of Signal Box.

New Points

- 16 Traps Down Goods 91 yards east of Signal Box
- 17 " Sidings 140 yards east of Signal Box.

(29)

SUNDAY 26 JUNE—CUDWORTH STATION SIGNAL BOX

Abandonment of Down Sidings and Up Shunt spur

Points Spiked Normal Pending Removal

- 18 Catch in Down Sidings
- 62 Down Fast—Down Sidings

Altered Points

- 17A become Catch in Up Branch
- 38 Up Through Siding—Up Goods become traps in Up Through Siding

Points to be Handworked

- 43 No.1 Siding—No.2 and 3 Sidings

Signals Dispensed With

- 19 Down Sidings to Up Branch
- 29 Shunting Up Through Siding to Spur
- 39 Shunting Up Through Siding to Up Goods
- 42 Shunting No.1 Siding
- 44 Shunting No.2 and 3 Siding to No.1
- 61 Down Sidings to Down Fast
- 63 Down Fast to Up Branch or Down Sidings

Altered Nomenclature of Signals

Old

- 15 Shunting Up Branch to Down Sidings or Down Fast or Down Slow
- 34 Shunting No.1 Siding
- 53 Shunting Up Through Siding

New

- 15 Shunting Up Branch to Down Fast or Down Slow
- 34 Shunting Up Sidings to Up Goods
- 53 Shunting Up Through Siding to Up Goods (29)

SECTION C—S
DETAILS OF

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
 DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 26 JUNE—KNOTTINGLEY DEPOT WEST

New trailing connection laid in Down Branch Goods giving access to new depot and clipped, padlocked and spiked out of use. New connection also laid in Up Main at 58 m. 69 ch. to carry Up traffic from Up Main to Up Branch Goods. Existing connection to Up Branch Goods from Up Goods removed. Buffer stop erected at 58 m. 70 ch. on end of severed Up Goods.

Signals Dispensed With

15 Up Goods Home with Knottingley 'B' Distant below.

Points Dispensed With

29 Traps in Down Branch
 13 Up Goods—Up Branch Goods

New Points

29 Down Branch—Down Goods (at present spiked reverse)
 13 Up Main—Up Branch Goods

Altered Signals

14 Up Main to Up Goods Home fitted with small arm Knottingley 'B' Up Goods Distant below dispensed with.

Altered Nomenclature of Signals

Old	New
16 Up Goods to Up Goods Branch Starting	16 Up Main to Up Goods Branch Starting (29)

TUESDAY 28 JUNE—HOWSHAM G.B.

4 Down Main Distant signal renewed at reduced height 200 yards further from Gate Box and situated to left of Down Main

DETAILS OF WORK ALREADY CARRIED OUT

MARFLEET AND HEDON

Down Main abandoned and Up Main used as single line worked in accordance with 'One Engine in Steam' Regulations.

MARFLEET

Down Main 690 yards East of signal box slewed to form trailing spring points connection with Up Main (single line).

Notice boards provided left of single line 50 yards East of trailing connection. One board facing towards Marfleet reading 'TRAIN MUST NOT PROCEED WITHOUT STAFF' and the other facing towards Hedon reading 'STOP AND TELEPHONE FOR INSTRUCTIONS'. Telephone communication provided at notice board to Marfleet signal box.

Signal dispensed with

1 Up Main distant

HEDON

Signal box closed, signals and Goods Yard ground frame dispensed with. All points hand operated. Buffer stop erected in single line West of level crossing.

New hand worked connection provided East of Preston Lane level crossing to give running round facilities. (27)

KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

Down Goods between Knottingley 'B' and Depot West dispensed with as through running line. Sleeper chock erected 100 yards from trailing end of 35 points (Knottingley 'B') converting line to Down Siding from Knottingley 'B'.

Facing crossover laid in Down and Up Main at 58 m. 52 ch. and facing connection laid in Up Main at 58½ m.p. Both connections clipped, spiked and padlocked out of use until further notice. (27)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

KNOTTINGLEY B

Down Main and Down Goods No.35 Points with No.34 facing point lock controlled from new two lever ground frame situated on left of Down Goods adjacent to No.3 signal and released by Annets key from Knottingley B Signal Box No.37 Trap Points dispensed with and spiked reverse.

Signals dispensed with

- 4 Down Main to Down Goods starting signal with Depot distant signal below.
- 36 Shunting Down Goods to Down Main
- 38 Shunting Down Goods

(27)

KNOTTINGLEY DEPOT WEST AND SOUTH

Facing connection Up Branch Goods to Wagon Servicing Depot laid in and clipped and padlocked out of use until further notice, except that it is available for use as required by Engineer's Ballast trains in connection with the construction of the new Wagon Servicing Depot

(26)

KNOTTINGLEY DEPOT WEST AND KNOTTINGLY 'B'

New single slip laid in Up Main clipped, spiked and padlocked out of use until further notice. Up Goods between Knottingley Depot West and Knottingley 'B' out of use.

(28)

**WORTLEY SOUTH AND HOLBECK
WORTLEY SOUTH****Points spiked normal pending removal.**

- 6A Up Branch - Carriage Sidings
- 9 Branch Crossover
- 31 Down Main - Down Goods
- 32 Trap Points in Down Goods
- 53 Up Main - Up Sidings

Points spiked reverse pending removal.

- 6B Traps in Carriage Sidings

Signals dispensed with

- 4 Carriage Sidings to Up Branch
- 5 Shunting Up Branch to Carriage Sidings
- 7 Shunting Down to Up Branch
- 8 Shunting Up to Down Branch
- 43 Down Main Home to Goods with Distant below
- 52 Up Sidings to Up Main
- 54 Shunting Up Main to Up Sidings

Signal routes dispensed with

- 58U Up Main to No.8 disc
- 59G Up Main to Down Goods
- 60S Up Main to No.54 disc

Short shunt spur provided at Wortley South end of Carriage Sidings to enable engines to run round.

SECTION C-S
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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HOLBECK

Points Spiked normal pending removal.

53 Down Goods – Down Main

Signals dispensed with

55 Down Goods Home

(28)

**CUDWORTH STATION AND HOUGHTON MAIN COLLIERY SIDINGS
INTRODUCTION OF COLOUR LIGHT SIGNALLING ON DOWN AND UP GOODS LINES:—
CUDWORTH STATION**

Signals dispensed with

C.11 Down Goods distant

C.58 Up Slow to Up Goods Calling-on

Altered Signals

C.49 Up Fast starting repositioned 481 yards further from signal box.

C.59 Up Slow to Up Goods home fitted with 2 aspect auto colour light distant below
(green aspect of the semaphore arm blanked out).**New Colour Light Signals (Up direction)**

UG.174 auto, left of Up Goods 1,180 yards in advance of C.59

UG.173 auto, left of Up Goods 1,235 yards in advance of UG.174

C. 91 incorporating Houghton Main Colliery Sidings 28 Up Goods distant fitted with
theatre type route indicator and left hand off set subsidiary, sited left of Up
Goods, 1,180 yards in advance of UG.173 read:—

Main aspect with no route indication – Up Goods

Main aspect or sub with indication N – Up Branch North

Main aspect or sub with indication S – Up Branch South

(subsidiary signal and route indicator brought into use on
3rd July, with new connecting lines to Deame Valley Branch)**New Signals (Down Direction)**

C. 90 Down Goods distant fitted below Houghton Colliery Sidings 5 Down Goods home.

C. 89 Colour light, sited left of Down Goods, 445 yards in advance of C.90.

DG.173 auto, sited left of Down Goods, 1505 yards in advance of C.89.

DG.174 auto, sited left of Down Goods, 1250 yards in advance of DG.173.

HOUGHTON MAIN COLLIERY SIDINGS

Signal dispensed with.

28 Up Goods distant

(28)

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 item.

MISCELLANEOUS NOTICES

ACCIDENT PREVENTION : FLASHING HEADLIGHTS ON
DIESEL MAIN LINE LOCOMOTIVES

With the object of minimising accidents to personnel on the permanent way, trials have commenced with Blue Flashing Headlights fitted to six Diesel Main Line Locomotives allocated to Stratford Depot.

The trials will continue for an indefinite period, and the numbers of the locomotives fitted with this equipment are:-

E. E. Type 3

D 6720
D 6721
D 6722

Brush Type 2

D 5553
D 5556
D 5620

The actual warning lights consist of two Xenon Arc Flash tube lights fitted at both ends of a locomotive.

They are situated 4ft. 6 inches from rail level, just above each buffer.

The flash recurrence rate is 6 times per second, each light 35 watts (during daylight hours) and 3.5 watts (during night hours).

The control of the equipment is such that only the lights at the forward end of the locomotive operate at one time, according to the direction of travel.

The lights, therefore, operate when the locomotive is running in reverse, such as during shunting operations.

The flashing lights do not operate when the locomotive is stationary, but commence flashing immediately the locomotive moves.

The six locomotives will not work selected trains, but will haul any type of train, and over any permitted route.

★ KNOTTINGLEY STATION

SUNDAY 26 JUNE—Down Platform permanently shortened by 162ft. at East end. (29)

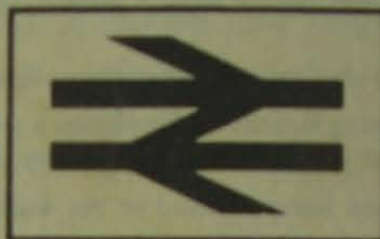
SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:-

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—
Leeds City : South Side Turntable column	Until further notice	—

8
NE/S

BRITISH RAIL



No. 27

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 2 JULY

TO

FRIDAY 8 JULY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued.

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
HORBURY STATION JUNCTION TO CRIGGLESTONE					
Horbury Station Junction and Crigglestone Junction	Down and Up Main	45 13	45 43	20	Subsidence.
ROYSTON JUNCTION TO THORNHILL (MIDLAND JUNCTION)					
Royston Junction and Crigglestone East	Down and Up Main	178 27	178 40	30	Subsidence.
Royston Junction and Crigglestone East	Down and Up Main	180 45	181 13	20	Subsidence.
Crigglestone Jn. and Middlestown	Down Main	182 62	183 05	15	Subsidence.
DARFIELD STATION TO LEEDS CITY NORTH					
Cudworth North Junction and Royston Station	Down and Up Fast and Down and Up Slow	176 17	176 67	40	Subsidence.
Royston Station and Oakenshaw North South Jn.	Down and Up Fast	178 14	178 40	30	Subsidence.
Royston Station and Oakenshaw North South Jn.	Down and Up Slow	178 14	178 40	20	Subsidence.
Oakenshaw North, South Junction and Goose Hill	Down and Up Main and Down and Up Goods	182 42	184 10	20	Subsidence.
Altofts Junction and Methley North Sidings	Down and Up Main	187 40	187 66	20	Subsidence.
Methley North Sidings and Woodlesford	Down and Up Main	188 50	189 0	20	Subsidence.
LEEDS CITY NORTH TO SKIPTON (SNAYGILL)					
Apperley Station and Apperley Junction	Up Fast	202 46	202 43	20	Abandonments. Commencing 08 00 Thurs., 7 July.
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)					
Guiseley Junction and Esholt Junction	Down and Up Main	2 30	2 32	20	Boring.

SECTION B

(F)
Where any work is done on the line during renewal in accordance with the Material may be used unless otherwise stated.

At or between

SHAFTHOLME TO
DAILY UNTIL F
Chalonsers Whin a
Holgate Junction

Dringhouses Up

York

York and Toller

Tollerton

Thirsk and Northallerton

SUNDAY 3 JUL

Shaftolme

Chalonsers Whin and Naburn

SECTION B

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME TO NORTHALLERTON		
DAILY UNTIL FURTHER NOTICE		
Chaloners Whin and Holgate Junction	All	Contractors boring at 187m. 13c. (24)
Dringhouses Up Yard	Hump Line	07 00 to 18 00, contractors working. Plant in use. (18)
York	Old Station	06 00 to 22 00, contractor removing sidings. (22/23)
York and Tollerton	All	07 30 to 16 30 (Mon to Fri) painting bridges. Ladders and trestles in use. (25)
Tollerton	Down and Up Slow	07 30 to 17 00 demolishing platforms and buildings between 9 $\frac{1}{2}$ and 10 mp. Plant in use. (7)
Thirsk and Northallerton	All	Preparing for signalling alterations. (17)
SUNDAY 3 JULY		
Shaftolme	All	07 00 to 17 00, renewing cables
Chaloners Whin and Naburn	03 00 to 12 30 Up Main (BLOCKED) 04 00 to 12 30 Down Main (BLOCKED)	03 00 to 12 30, crane rerailing between 185 $\frac{3}{4}$ and 184 $\frac{1}{4}$ m p Traffic diverted

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY — continued.		
SATURDAY AND SUNDAY 2 AND 3 JULY		
Dewsbury and Morley Low	23 30 (Sat) to 10 30 (Sun) Down and Up Main (BLOCKED) 10 30 to 14 00 (Sun) Down Main (BLOCKED) Up Main (BETWEEN TRAINS) 14 00 to 17 00 (Sun) Down and Up Main (BETWEEN TRAINS)	23 30 (Sat) to 17 00 (Sun) crane and tamping machine relaying between 34 $\frac{3}{4}$ and 35 $\frac{1}{4}$ m.p. Also maintenance in tunnel between 36 $\frac{1}{4}$ and 38 $\frac{1}{4}$ m.p. 23 30 (Sat) to 10 30 (Sun) Traffic diverted. 10 30 to 14 00 Single Line Working over Up Main.
SUNDAY 3 JULY		
Leeds West	No.17 platform	06 30 to 18 00, alterations to signalling. (See Section 'C')
Leeds City East	All	07 30 to 17 00 changing rails.
Leeds City East	'D' Line and Up Goods (BLOCKED) Down Goods (BETWEEN TRAINS)	06 00 to 16 00, recovering main.
Neville Hill East	All	07 00 to 17 00, renewing connections.
Cross Gates and Garforth	Down and Up Main	04 00 to 13 00, crane turning rails between 13 $\frac{3}{4}$ and 13 $\frac{1}{4}$ m.p. Garforth Signal Box open.
CASTLEFORD TO GARFORTH		
TUESDAY AND WEDNESDAY 5 AND 6 JULY		
Ledston	All	08 00 to 16 00 each day, overhauling interlocking. Signal Box open.
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN).		
DAILY UNTIL FURTHER NOTICE		
Whitwood	All	Preparatory signalling work. Commencing Sunday 3 July. (27)
Church Fenton North and Copmanthorpe	Down and Up Normanton	07 00 to 15 00 demolishing platforms between 7 $\frac{1}{2}$ and 7 $\frac{3}{4}$ m.p. Plant in use. (14)
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
Moorthorpe Station and Pontefract South	Down and Up Main	07 00 to 17 00, building walls between 7 and 6 $\frac{1}{4}$ m.p. Ladders and trestles in use. (24)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 JULY—KNOTTINGLEY 'B' AND DEPOT WEST

Down Main slewed into Down Siding at Knottingley 'B' and temporary chock removed. Down Goods slewed into Down Main at Knottingley Depot West. Existing Down Main out of use and all traffic to travel over Down Siding/Down Goods redesignated Down Main. Up Goods dispensed with at 'B' and Depot West.

KNOTTINGLEY 'B'

Ground frame on left of former Down Siding adjacent 3 signal dispensed with and associated points spiked normal

New Down Sidings Ground Frame

Released by key from Knottingley 'B' sited on left and midway between and controlling new connections Down Sidings to (new) Down Main.

Signals Dispensed With

41 Up Goods Home with 'A' Distant below

Altered Signal

2 Down Main Home with Depot West Distant below re-sited to left of new Down Main same distance from Signal Box.

Points Spiked Normal

39 Up Goods—Up Main

Altered Reading

3 Old Down Main Starter with Depot West Distant below to apply to new Down Main

KNOTTINGLEY DEPOT WEST

Signals Dispensed With

- 1 Shunting Down to Up Main
- 3 " Up to Down Main
- 6 " Up Goods to Up Main
- 7 (top arm) shunting Up Sidings to Up Goods
- 10 Shunting Up Goods to Up Sidings
- 14 Up Main to Up Goods
- 23 Down Main Starting with Depot East Distant below.

Points Spiked Normal

- 2 Down Main—Up Main
- 5 Up Main—Up Goods

Points Dispensed With

- 33 Down Goods—Down Main

Altered nomenclature of signal

Old

- 35 Down Goods Starting

New

- 23 Down Main Starting

Altered Reading

- 24 Old Down Main Home with Depot East Distant below to apply to new Down Main (30)

SUNDAY 3 JULY—BROCKHOLES

- Signal Box and signals dispensed with. All points spiked out of use pending removal (30)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B —continued

SUNDAY 3 JULY—CUDWORTH STATION TO HOUGHTON MAIN COLLIERY SIDINGS CROFTON WEST TO GRIMETHORPE DENABY SIDINGS

New lines worked under "No Block" Regulations brought into use to connect Dearne Valley line with double junction in Down and Up Goods between Houghton Main Colliery Sidings and Cudworth Station at 172¼ m.p.

New Junction, named Dearne Valley North Junction, controlled from Cudworth Station Box, gives access to Grimethorpe Colliery via new connection named Dearne Valley North Curve.

Junction from North Curve, 250 yards ahead of Dearne Valley North Junction gives access to Goldthorpe Colliery via new line named Dearne Valley South Curve. This Junction, named Dearne Valley South Junction, is controlled from Cudworth Station Box and is **UNTIL FURTHER NOTICE** spiked reverse giving access only to Goldthorpe Colliery

Dearne Valley between connections from Dearne Valley North and South Curves, together with lines between Goldthorpe Colliery and Denaby Sidings (ER) abandoned.

Layout of lines and signalling indicated on drawing shown on pages 19, 20 and 21.

CUDWORTH STATION**New Points**

81 Dearne Valley North Curve Dearne Valley South Curve.

83 Up Goods Dearne Valley North Curve.

New Signals

C87 Colour light, sited left of Down Branch South, reading to Down Goods, 2163 yards in rear of DG.173 signal.

'B' Colour light, distant with subsidiary below, left of Down Branch South, 4687 yards in rear of C87 reading:—

Main aspect to C87

Subsidiary to Down Branch South

Altered Signalling

Left hand off-set subsidiary signal and theatic type route indicator fitted to C.91 signal brought into use reading:—

Main aspect—no indication—Up Goods

Main aspect or sub-indication N.—Up Branch North

Main aspect or sub-indication S.—Up Branch South

Main aspect with route 'N' or 'S' indicates that the Up Branch South line is clear to illuminated "STOP PROCEED AT CAUTION" board.

New Illuminated Notice Boards

1. Left of Up Branch South, 1555 yards from Goldthorpe Colliery worded "STOP. PROCEED AT CAUTION".
2. Left of Up Branch South, in rear of connections to Goldthorpe Colliery worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED, IF NO REPLY PROCEED WITH CAUTION".
3. Left of Down Branch South Line, 1555 yards in rear of 'B' Signal worded "ADVISE SIGNALMAN OF DESTINATION THEN PROCEED AT CAUTION".

HICKLETON COLLIERY SIGNAL BOX

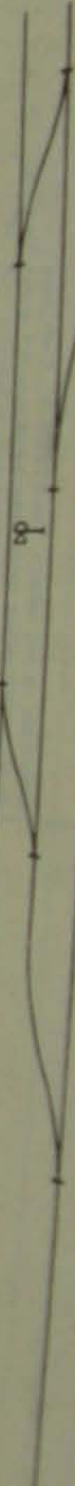
Signal Box and all signals dispensed with.

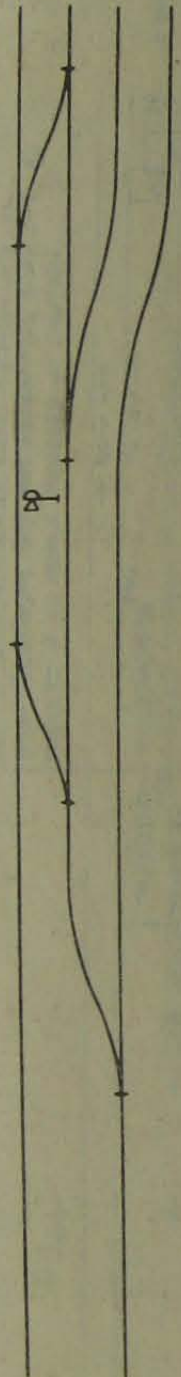
All points spiked normal pending removal.

GOLDTHORPE COLLIERY SIGNAL BOX

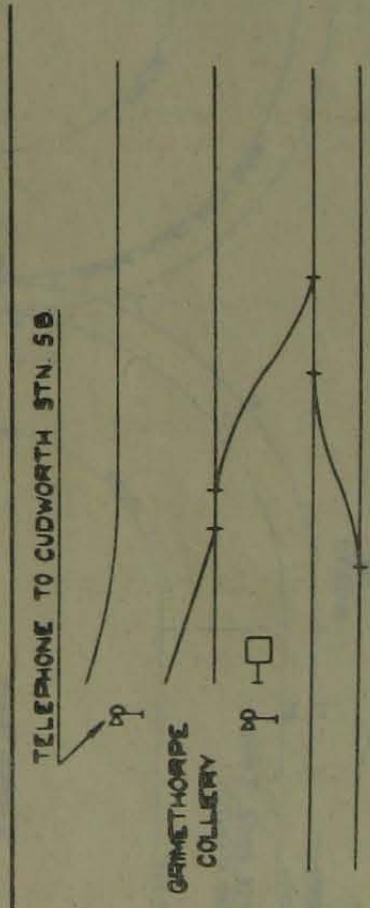
Signal Box and all signals dispensed with.

All points handworked.

SECTION C — SIGN
DETAILS OF WORK



(GRIMETHORPE NORTH)



TELEPHONE TO CUDWORTH STN. 50

GRIMETHORPE
COLLIERY

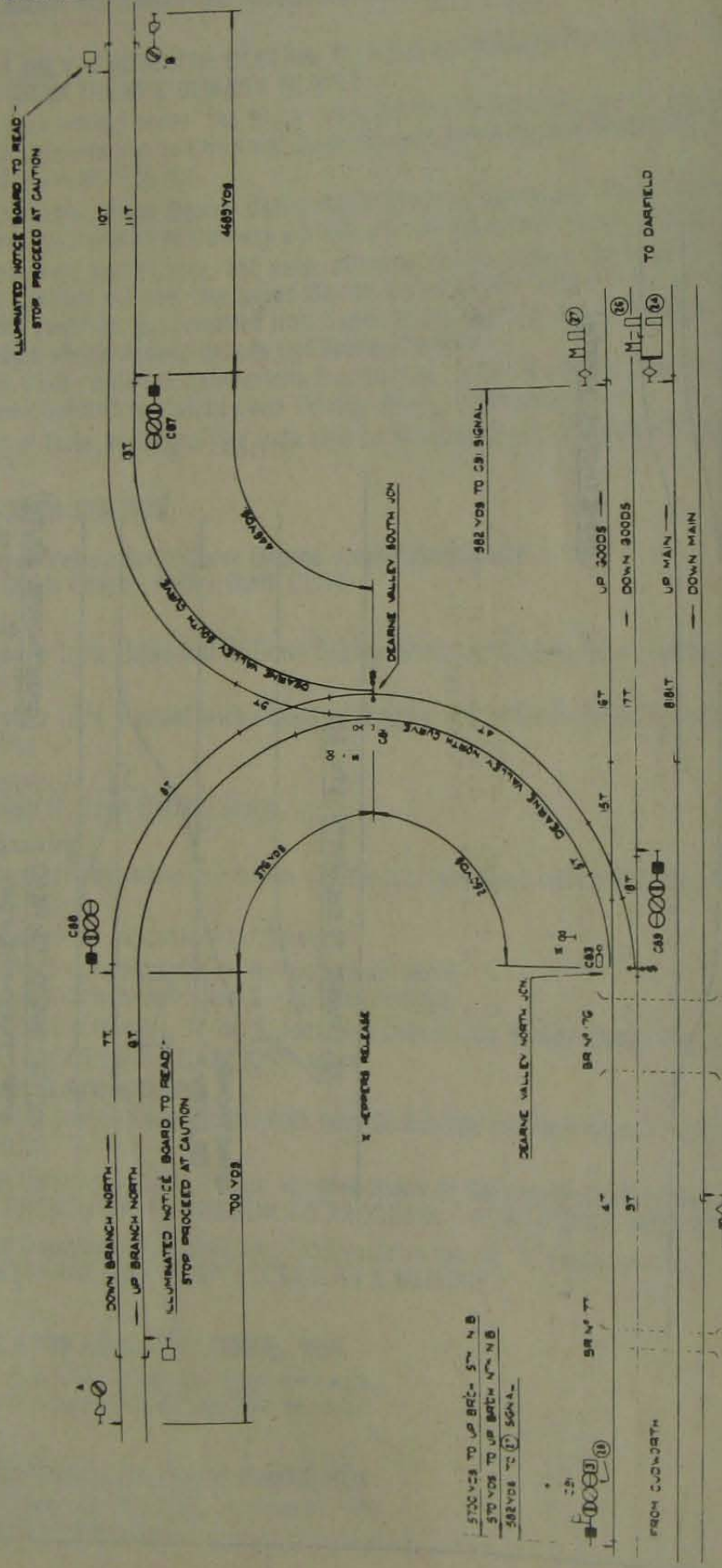
(GRIMETHORPE SOUTH)

NOTICE BOARD TO READ:-
STOP TELEPHONE FOR
PERMISSION TO PROCEED

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS- continued.
 DETAILS OF WORK REFERRED TO IN SECTION B-continued

NE/S-20

(2)

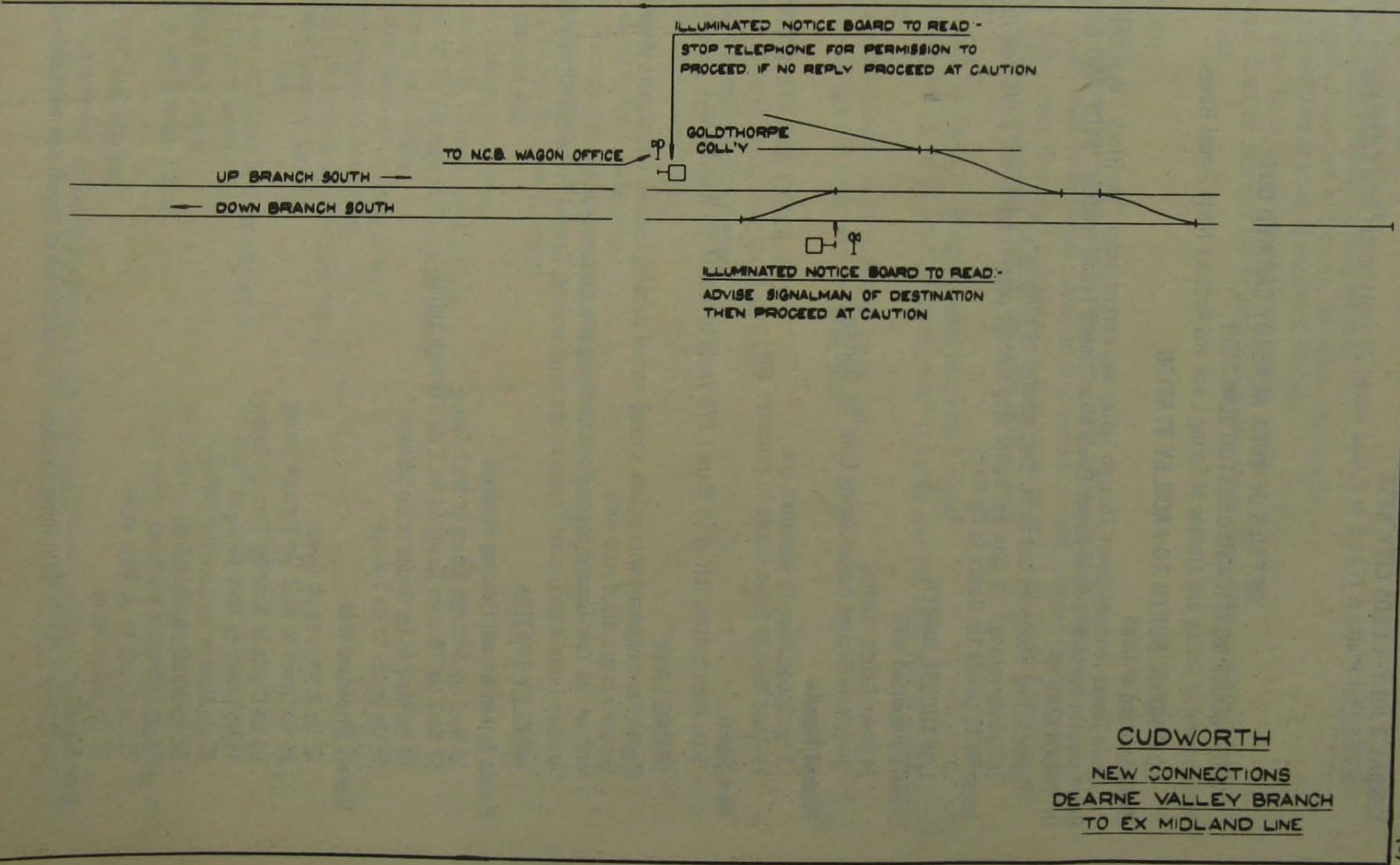


HOUGHTON COLLY SDDS SB SIGNAL NOS SHOWN THUS - (8)
 CUDWORTH STN SB SIGNAL NOS SHOWN THUS - (2)

570 YDS TO UP BRCH STN N/B
 570 YDS TO UP BRCH N/B
 582 YDS TO (2) SIGNAL

ILLUMINATED NOTICE BOARD TO READ -

SECTION C - SIG
 DETAILS OF WOR



SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK REFERRED TO IN SECTION B—continued**SUNDAY 3 JULY—LEEDS CITY WEST**

W.28 Signal Platform 17 to E or F road moved 20 yards further from Signal Box.

(30)

DETAILS OF WORK ALREADY CARRIED OUT**LOFTHOUSE NORTH AND BEESTON JUNCTION**

Abandonment of Siding and closing of Spring Lane and Ardsley North Signal Boxes.

LOFTHOUSE NORTH TO ARDSLEY STATION**Redesignation of lines**

Down Goods renamed Down Through Siding and worked under "No Block" Regulations. Notice Board erected opposite site of former Down Main Ground Frame reading "STOP AND AWAIT INSTRUCTIONS"

Down Siding shortened and buffer stop erected at 178½ m.p.

Up Goods renamed Up Spur and buffer stop erected approximately 850 yards from Lofthouse North No.12 points Up Goods to Up Main.

LOFTHOUSE NORTH**Signals dispensed with.**

74 Down Goods starting

1 Up Main Distant (under Spring Lane Up Starting)

Altered Signals

7 Up Goods Home to miniature arm

79 Down Main to Down Goods to miniature arm

New Signal

1 Up Main Distant left of Up Main 1,270 yards in rear of Up Main Home.

SPRING LANE

Signal Box dispensed with points spiked normal pending removal and signals dispensed with Ground Frames dispensed with

Ardsley Up Yard Ground Frame Points and signals dispensed with.

Ardsley Down Yard Ground Frame points hand-worked, Ground Frame and Signals dispensed with

ARDSLEY STATION**Points Spiked Normal Pending Removal**

55 No.2 Up Through Siding to No.3 Siding

57 No.2 Up Through Siding to No.1 Up Through Siding

66 Up Main to Up Goods or Up Sidings

69 Up Goods to Up Sidings

Signals Dispensed With

62 Up Sidings to Up Goods

61 Up Goods to No.1 Up Through Siding

60 Up Goods to No.2 Up Through Sidings

59 Up Goods to No.3 Siding

65 Up Main to Up Goods or Sidings

64 Up Sidings to Up Goods

68 Up Sidings to Up Main

71 Up Goods to Up Main Home

72 Up Goods Home

New Signal

44 Colour light Up Main Home situated 770 yards North of Signal Box left hand side of Up Main

SECTION C—SI
DETAILS OF W

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Signal

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9 D

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and U.1

DRAGON

Altered Signa

New con

1 Up Go

2 Up Go

Signal

New Signals

15 Shuntin

18 Shuntin

New Points

16 Traps D

17 " S

CUDWORT

Abandonment of

Points Spiked N

18 Catch in

62 Down Fa

Altered Points

17A become

38 Up Thro

Points to be Hand

43 No.1 Sidin

Signals Dispense

19 Down Sidin

29 Shunting U

39 Shunting U

42 Shunting No

44 Shunting No

61 Down Siding

63 Down Fast t

Altered Nomenclatur

Old

15 Shunting Up E

Down Fast or

34 Shunting No.1

53 Shunting Up Th

MARFLEET AN

Down Ma

in Steam

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

ARDSLEY NORTH

Signal Box dispensed with

All points spiked normal pending removal

All signals dispensed with except following redesignated:-

8 Down Main Starting to become D.18 Auto

9 Down Main I.B. Home to become Ardsley Station 22 I.B. Home

Between Beeston Junction and Ardsley Station existing Up Main Autos re-numbered U.181B and U.181 (29)

DRAGON**Altered Signals**

New connection from Goods line to Shell Mex Depot sidings brought into use

1 Up Goods Outer Home signal converted to miniature arm and renamed Up Goods Home

2 Up Goods Inner Home signal replaced by disc signal on left of Up Goods 8 yards nearer Signal Box and renamed Shunting Up Goods to Up Branch.

New Signals

15 Shunting Up Goods to Sidings situated below No.2 signal

18 Shunting Sidings to Up Goods situated on left of siding line 142 yards east of Signal Box.

New Points

16 Traps Down Goods 91 yards east of Signal Box

17 " Sidings 140 yards east of Signal Box. (29)

CUDWORTH STATION SIGNAL BOX

Abandonment of Down Sidings and Up Shunt spur

Points Spiked Normal Pending Removal

18 Catch in Down Sidings

62 Down Fast-Down Sidings

Altered Points

17A become Catch in Up Branch

38 Up Through Siding-Up Goods become traps in Up Through Siding

Points to be Handworked

43 No.1 Siding-No.2 and 3 Sidings

Signals Dispensed With

19 Down Sidings to Up Branch

29 Shunting Up Through Siding to Spur

39 Shunting Up Through Siding to Up Goods

42 Shunting No.1 Siding

44 Shunting No.2 and 3 Siding to No.1

61 Down Sidings to Down Fast

63 Down Fast to Up Branch or Down Sidings

Altered Nomenclature of Signals**Old**

15 Shunting Up Branch to Down Sidings or Down Fast or Down Slow

34 Shunting No.1 Siding

53 Shunting Up Through Siding

New

15 Shunting Up Branch to Down Fast or Down Slow

34 Shunting Up Sidings to Up Goods

53 Shunting Up Through Siding to Up Goods (29)

MARFLEET AND HEDON

Down Main abandoned and Up Main used as single line worked in accordance with 'One Engine in Steam' Regulations.

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

MARFLEET

Down Main 690 yards East of signal box slewed to form trailing spring points connection with Up Main (single line).

Notice boards provided left of single line 50 yards East of trailing connection. One board facing towards Marfleet reading 'TRAIN MUST NOT PROCEED WITHOUT STAFF' and the other facing towards Hedon reading 'STOP AND TELEPHONE FOR INSTRUCTIONS'. Telephone communication provided at notice board to Marfleet signal box.

Signal Dispensed With

1 Up Main distant

HEDON

Signal box closed, signals and Goods Yard ground frame dispensed with. All points hand operated. Buffer stop erected in single line West of level crossing.

New hand worked connection provided East of Preston Lane level crossing to give running round facilities. (27)

KNOTTINGLEY DEPOT WEST

New trailing connection laid in Down Branch Goods giving access to new depot and clipped, padlocked and spiked out of use. New connection also laid in Up Main at 58 m. 69 ch. to carry Up traffic from Up Main to Up Branch Goods. Existing connection to Up Branch Goods from Up Goods removed. Buffer stop erected at 58 m. 70 ch. on end of severed Up Goods.

Signals Dispensed With

15 Up Goods Home with Knottingley 'B' Distant below.

Points Dispensed With

29 Traps in Down Branch
 13 Up Goods—Up Branch Goods

New Points

29 Down Branch—Down Goods (at present spiked reverse)
 13 Up Main—Up Branch Goods

Altered Signals

14 Up Main to Up Goods Home fitted with small arm Knottingley 'B' Up Goods Distant below dispensed with.

Altered Nomenclature of Signals

Old	New	
16 Up Goods to Up Goods Branch Starting	16 Up Main to Up Goods Branch Starting	(29)

HOWSHAM G.B.

4 Down Main Distant sign renewed at reduced height 200 yards further from Gate Box and situated to left of Down Main

SECTION C—
DETAILS OF

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Signals

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38 S

KNOT

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Down

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Points spike

6A Up

9 Bra

31 Dov

32 Tra

53 Up l

Points spiked

6B Traps

Signals dispen

4 Carria

5 Shuntin

7 Shuntin

8 Shuntin

43 Down M

52 Up Sidin

54 Shunting

Signal routes dis

58U Up Mai

59G Up Mai

60S U

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

KNOTTINGLEY B

Down Main and Down Goods No.35 Points with No.34 facing point lock controlled from new two lever ground frame situated on left of Down Goods adjacent to No.3 signal and released by Annets key from Knottingley B Signal Box No.37 Trap Points dispensed with and spiked reverse.

Signals dispensed with

- 4 Down Main to Down Goods starting signal with Depot distant signal below.
- 36 Shunting Down Goods to Down Main
- 38 Shunting Down Goods

(27)

KNOTTINGLEY DEPOT WEST AND KNOTTINGLY 'B'

New single slip laid in Up Main clipped, spiked and padlocked out of use until further notice. Up Goods between Knottingley Depot West and Knottingley 'B' out of use. (28)

Down Goods between Knottingley 'B' and Depot West dispensed with as through running line.

Sleeper chock erected 100 yards from trailing end of 35 points (Knottingley 'B') converting line to Down Siding from Knottingley 'B'.

Facing crossover laid in Down and Up Main at 58 m. 52 ch. and facing connection laid in Up Main at 58 $\frac{3}{4}$ m.p. Both connections clipped, spiked and padlocked out of use until further notice. (27)

WORTLEY SOUTH AND HOLBECK**WORTLEY SOUTH****Points spiked normal pending removal.**

- 6A Up Branch — Carriage Sidings
- 9 Branch Crossover
- 31 Down Main — Down Goods
- 32 Trap Points in Down Goods
- 53 Up Main — Up Sidings

Points spiked reverse pending removal.

- 6B Traps in Carriage Sidings

Signals dispensed with

- 4 Carriage Sidings to Up Branch
- 5 Shunting Up Branch to Carriage Sidings
- 7 Shunting Down to Up Branch
- 8 Shunting Up to Down Branch
- 43 Down Main Home to Goods with Distant below
- 52 Up Sidings to Up Main
- 54 Shunting Up Main to Up Sidings

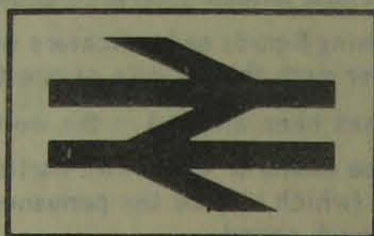
Signal routes dispensed with

- 58U Up Main to No.8 disc
- 59G Up Main to Down Goods
- 60S Up Main to No.54 disc

Short shunt spur provided at Wortley South end of Carriage Sidings to enable engines to run round.

BRITISH RAIL

NE/S



No. 28

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 9 JULY

TO

FRIDAY 15 JULY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
STAIRFOOT JUNCTION TO UPTON AND NORTH ELMSALL (WRANGBROOK).		
SUNDAY 10 JULY		
Brierley Junction	All	08 00 to 17 00, alterations to signalling. (See Section 'C'). Signal Box open.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East and Knottingley 'A'	All	07 00 to 17 00, contractors painting bridges between 48¾ and 57m.p. Ladders, scaffolding and trestles in use. (25)
Pontefract East and Knottingley "A"	Down and Up Main	Contractors constructing bridge at 58m.p. Plant in use.
Pontefract East and Knottingley 'A'	Down and Up Main	Laying cables. (26)
Knottingley "A" and West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)
Knottingley Depot East and Sudforth Lane	Down and Up Main	07 00 to 17 00, contractors piping
SUNDAY 10 JULY		
Wakefield East	All	07 00 to 17 00, renewing connections.
Featherstone Station and Pontefract West	Down and Up Main (BLOCKED)	07 00 to 17 00 tamping machine in use between 54 and 54½ m.p. No traffic. Both Signal Boxes open.
Pontefract East and Knottingley 'A'.	Down and Up Main (BLOCKED)	06 00 to 18 00, reconstructing bridge. Both Signal Boxes open.
Knottingley 'B' and Depot West	All (BLOCKED)	06 00 to 18 00, crane altering layout and signalling (See Section 'C'). Both Signal Boxes open.
Knottingley Depot East and Sudforth Lane	Down and Up Main (BLOCKED)	05 00 to 20 00, tipping spoil. Both Signal Boxes open.
KNOTTINGLEY DEPOT WEST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Knottingley South to Depot West	Down and Up Main	07 00 to 17 00, contractors constructing depot. Plant in use. (3)

SECTION B-

At or between

CROFTON V

DAILY UNT

Grimethorpe
and Hickl

SUNDAY 10

Grimethorpe
and Dearn
North Jn.

HARE PAR

SUNDAY 1

Hare Park
Sharlston

ARDSLEY S

DAILY UNT

Tingley

HOLBECK

SUNDAY 10

Bradford Ex

SOWERBY B

DAILY UNT

Low Moor No

No.2 East

Lightcliffe

Halifax Good

Halifax, East

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 10 JULY—CLOSING OF DEARNE VALLEY BRANCH AND COMMISSIONING OF DEARNE VALLEY CURVES AT CUDWORTH

CUDWORTH STATION

Points Brought into Use.

81 Dearne Valley North Curve—Dearne Valley South Curve (Up Direction)

New Signals

C.88 Colour light sited left of Down Branch North Reading to Down Goods 2056 yards in rear of DG.173 Signal.

'A' Colour light Distant with subsidiary below, left of Down Branch North 700 yards in rear of C.88 signal, reading:—

Main aspect to C.88 signal

Subsidiary to Down Branch North

New Illuminated Notice Boards

(1) Left of Up Branch North approximately 1,570 yards in advance of C.91 Signal, reading "STOP, PROCEED AT CAUTION".

(2) Left of Down Branch North in rear of connections to Grimethorpe Colliery Loaded Sidings, reading, "STOP, TELEPHONE FOR PERMISSION TO PROCEED".

GRIMETHORPE SOUTH

Signal Box and all signals dispensed with. All points, with exception of 13 Mains Crossover and 14 Up Main to Sidings (now hand operated), dispensed with.

GRIMETHORPE NORTH

Signal Box and signals dispensed with. All points, with exception of 10 Empty Sidings to Empire Line, 11 Up Main to Empty Sidings, and 16 Mains Crossover (now hand operated), dispensed with.

BRIERLEY JUNCTION, SHAFTON JUNCTION, CROFTON HALL SIDINGS AND CROFTON SOUTH.

Signal Boxes and points and signals dispensed with.

(31)

SUNDAY 10 JULY—KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

Up Main slewed into former Down Main at Depot West and former Down Main slewed into Up Main at Knottingley 'B'. Line re-designated Up Main.

New facing connection laid in Up Main at Depot West at 59m. 4ch., and former Up Main slewed and connected to new connection to form new Up Goods Loop, into use as far as junction to Knottingley South. Trains from Depot West to Knottingley South to travel via new Up Goods Loop thence to Up Goods Branch.

SECTION C—SIGNALLING
DETAILS OF WORK REFERRED TO IN SECTION B

KNOTTINGLEY DEPOT WEST

New Points
5 Up Main—Up Goods

New Signal
14 Up Main to Up Goods

Signals dispensed with
16 Up Main to Up Goods

Altered nomenclature of
Old
20 Up Main Starting
Inner Distant be

Altered nomenclature of
Old
13 Up Main—Up Goods

New catch points worked
CW Up Goods Loop

KNOTTINGLEY 'B'

Signal dispensed with
43 Up Main Inner D

Points dispensed with
20 Up Main—Down
24 Goods Yard—Do
39 Up Goods—Up M

Altered nomenclature of
Old
44 Up Main Outer D
West 19 Up Main

Altered signal
42 Up Main Home w
Up Main same di

SUNDAY 10 JULY—LEE

Connection from 17
New connection from

New Points
140 Trap in Up Goods
141 Trap in Down Goods

Signals dispensed with
W.57 'F' Line to 17 P

Altered Reading of 108 P
Old
17 Platform—'F' Line
Altered Signal
W.23 Down Goods

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

KNOTTINGLEY DEPOT WEST

New Points

5 Up Main-Up Goods Loop

New Signal

14 Up Main to Up Goods Loop situated on same gantry and to left of 19 signal

Signals dispensed with

16 Up Main to Up Goods Branch with Knottingley South Junction Distant below

Altered nomenclature of signal

Old

20 Up Main Starting with Knottingley 'B' Inner Distant below.

New

16 Up Goods Loop to Up Goods Branch with Knottingley South Junction Distant below

Altered nomenclature of points

Old

13 Up Main-Up Goods Branch

New

13 Up Goods Loop-Up Goods Branch (spiked reverse).

New catch points worked from signal box

CW Up Goods Loop clear of fouling point with new Up Main.

KNOTTINGLEY 'B'

Signal dispensed with

43 Up Main Inner Distant (below Depot West 20 Up Main Starter).

Points dispensed with

20 Up Main-Down Main

24 Goods Yard-Down Main

39 Up Goods-Up Main

Altered nomenclature of signal

Old

44 Up Main Outer Distant (below Depot West 19 Up Main Home)

New

43 Up Main Distant

Altered signal

42 Up Main Home with Knottingley 'A' Distant below renewed as straight post on left of (new) Up Main same distance from signal box. (31)

SUNDAY 10 JULY-LEEDS WEST

Connection from 17 Platform to 'F' Line severed at West End of 17 Platform. New connection from Down and Up Goods installed leading to 17 Platform.

New Points

140 Trap in Up Goods 130 yards from Signal Box

141 Trap in Down Goods 110 yards from Signal Box

Signals dispensed with

W.57 'F' Line to 17 Platform or 13 Platform

Altered Reading of 108 Points

Old

17 Platform-'F' Line

New

17 Platform-Up or Down Goods

Altered Signal

W.29 Down Goods to Engine Sidings or 'E' Line moved 40 yards further from Signal Box. (31)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

LOFTHOUSE NORTH AND BEESTON JUNCTION

Abandonment of Siding and closing of Spring Lane and Ardsley North Signal Boxes.

LOFTHOUSE NORTH TO ARDSLEY STATION**Redesignation of lines**

Down Goods renamed Down Through Siding and worked under "No Block" Regulations. Notice Board erected opposite site of former Down Main Ground Frame reading "STOP AND AWAIT INSTRUCTIONS"

Down Siding shortened and buffer stop erected at 178½ m.p.

Up Goods renamed Up Spur and buffer stop erected approximately 850 yards from Lofthouse North No.12 points Up Goods to Up Main.

LOFTHOUSE NORTH**Signals dispensed with.**

74 Down Goods starting

1 Up Main Distant (under Spring Lane Up Starting)

Altered Signals

7 Up Goods Home to miniature arm

79 Down Main to Down Goods to miniature arm

New Signal

1 Up Main Distant left of Up Main 1,270 yards in rear of Up Main Home.

SPRING LANE

Signal Box dispensed with points spiked normal pending removal and signals dispensed with Ground Frames dispensed with

Ardsley Up Yard Ground Frame Points and signals dispensed with.

Ardsley Down Yard Ground Frame points hand-worked, Ground Frame and Signals dispensed with

ARDSLEY STATION**Points Spiked Normal Pending Removal**

55 No.2 Up Through Siding to No.3 Siding

57 No.2 Up Through Siding to No.1 Up Through Siding

66 Up Main to Up Goods or Up Sidings

69 Up Goods to Up Sidings

Signals Dispensed With

62 Up Sidings to Up Goods

61 Up Goods to No.1 Up Through Siding

60 Up Goods to No.2 Up Through Sidings

59 Up Goods to No.3 Siding

65 Up Main to Up Goods or Sidings

64 Up Sidings to Up Goods

68 Up Sidings to Up Main

71 Up Goods to Up Main Home

72 Up Goods Home

New Signal

44 Colour light Up Main Home situated 770 yards North of Signal Box left hand side of Up Main

ARDSLEY NORTH

Signal Box dispensed with

All points spiked normal pending removal

All signals dispensed with except following redesignated:—

8 Down Main Starting to become D.18 Auto

9 Down Main I.B. Home to become Ardsley Station 22 I.B. Home

Between Beeston Junction and Ardsley Station existing Up Main Autos re-numbered U.181B and U.181

** WORTL

WORTL

Points spike

6A Up

9 Br

31 Dov

32 Tra

53 Up

Points spike

6B Traps

Signals dispe

4 Carri

5 Shunt

7 Shunt

8 Shunti

43 Down

52 Up Sid

54 Shunti

Signal routes

58U Up M

59G Up M

60S Up M

Short shu

round.

HOLBECK

Points Spiked

53 Down C

Signals dispens

55 Down G

DRAGON

Altered Signals

New conne

1 Up Good

2 Up Good

Signal B

New Signals

15 Shunting

18 Shunting

New Points

16 Traps Do

17 " Sid

KNOTTINGL

New single s

Up Goods bel

Facing cross

Main at 58¼ m.p. E

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** WORTLEY SOUTH AND HOLBECK

WORTLEY SOUTH

Points spiked normal pending removal.

- 6A Up Branch — Carriage Sidings
- 9 Branch Crossover
- 31 Down Main — Down Goods
- 32 Trap Points in Down Goods
- 53 Up Main — Up Sidings

Points spiked reverse pending removal.

- 6B Traps in Carriage Sidings

Signals dispensed with

- 4 Carriage Sidings to Up Branch
- 5 Shunting Up Branch to Carriage Sidings
- 7 Shunting Down to Up Branch
- 8 Shunting Up to Down Branch
- 43 Down Main Home to Goods with Distant below
- 52 Up Sidings to Up Main
- 54 Shunting Up Main to Up Sidings

Signal routes dispensed with

- 58U Up Main to No.8 disc
- 59G Up Main to Down Goods
- 60S Up Main to No.54 disc

Short shunt spur provided at Wortley South end of Carriage Sidings to enable engines to run round.

HOLBECK

Points Spiked normal pending removal.

- 53 Down Goods — Down Main

Signals dispensed with

- 55 Down Goods Home

(28)

DRAGON

Altered Signals

- New connection from Goods line to Shell Mex Depot sidings brought into use
- 1 Up Goods Outer Home signal converted to miniature arm and renamed Up Goods Home
- 2 Up Goods Inner Home signal replaced by disc signal on left of Up Goods 8 yards nearer Signal Box and renamed Shunting Up Goods to Up Branch.

New Signals

- 15 Shunting Up Goods to Sidings situated below No.2 signal
- 18 Shunting Sidings to Up Goods situated on left of siding line 142 yards east of Signal Box.

New Points

- 16 Traps Down Goods 91 yards east of Signal Box
- 17 " Sidings 140 yards east of Signal Box.

(29)

KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

- New single slip laid in Up Main clipped, spiked and padlocked out of use until further notice.
- Up Goods between Knottingley Depot West and Knottingley 'B' out of use.
- Facing crossover laid in Down and Up Main at 58 m. 52 ch. and facing connection laid in Up Main at 58 $\frac{3}{4}$ m.p. Both connections clipped, spiked and padlocked out of use until further notice. (28)

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

KNOTTINGLEY DEPOT WEST

New trailing connection laid in Down Branch Goods giving access to new depot and clipped, padlocked and spiked out of use. New connection also laid in Up Main at 58 m. 69 ch. to carry Up traffic from Up Main to Up Branch Goods. Existing connection to Up Branch Goods from Up Goods removed. Buffer stop erected at 58 m. 70 ch. on end of severed Up Goods.

Signals Dispensed With

15 Up Goods Home with Knottingley 'B' Distant below.

Points Dispensed With

29 Traps in Down Branch
 13 Up Goods-Up Branch Goods

New Points

29 Down Branch-Down Goods (at present spiked reverse)
 13 Up Main-Up Branch Goods

Altered Signals

14 Up Main to Up Goods Home fitted with small arm Knottingley 'B' Up Goods Distant below dispensed with.

Altered Nomenclature of Signals

Old	New	
16 Up Goods to Up Goods Branch Starting	16 Up Main to Up Goods Branch Starting	(29)

KNOTTINGLEY 'B' AND DEPOT WEST

Down Main slewed into Down Siding at Knottingley 'B' and temporary chock removed. Down Goods slewed into Down Main at Knottingley Depot West. Existing Down Main out of use and all traffic to travel over Down Siding/Down Goods redesignated Down Main. Up Goods dispensed with at 'B' and Depot West.

KNOTTINGLEY 'B'

Ground frame on left of former Down Siding adjacent 3 signal dispensed with and associated points spiked normal

New Down Sidings Ground Frame

Released by key from Knottingley 'B' sited on left and midway between and controlling new connections Down Sidings to (new) Down Main.

Signals Dispensed With

41 Up Goods Home with 'A' Distant below

Altered Signal

2 Down Main Home with Depot West Distant below re-sited to left of new Down Main same distance from Signal Box.

Points Spiked Normal

39 Up Goods-Up Main

Altered Reading

3 Old Down Main Starter with Depot West Distant below to apply to new Down Main

SECTION C-SIGNALLING
DETAILS OF WORK ALREADY CARRIED OUT

KNOTTINGLEY

Signals Dispensed With

1 Shunting Down
 3 " Up
 6 " " "
 7 (top arm) S
 10 Shunting Up
 14 Up Main to
 23 Down Main

Points Spiked Normal

2 Down Main-
 5 Up Main-Up

Points Dispensed With

33 Down Goods

Altered nomenclature

35 Down Goods

Altered Reading

24 Old Down Main

BROCKHOLES

Signal Box and

CUDWORTH STATION

Abandonment of Down

Points Spiked Normal

18 Catch in Down
 62 Down Fast-D

Altered Points

17A become Catch
 38 Up Through S

Points to be Handwork

43 No.1 Siding-N

Signals Dispensed With

19 Down Sidings t
 29 Shunting Up Th
 39 Shunting Up Th
 42 Shunting No.1 S
 44 Shunting No.2 a

61 Down Sidings to
 63 Down Fast to Up

Altered Nomenclature of

15 Shunting Up Bran
 Down Fast

34 Shunt
 53

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

KNOTTINGLEY DEPOT WEST**Signals Dispensed With**

- 1 Shunting Down to Up Main
- 3 " Up to Down Main
- 6 " Up Goods to Up Main
- 7 (top arm) shunting Up Sidings to Up Goods
- 10 Shunting Up Goods to Up Sidings
- 14 Up Main to Up Goods
- 23 Down Main Starting with Depot East Distant below.

Points Spiked Normal

- 2 Down Main—Up Main
- 5 Up Main—Up Goods

Points Dispensed With

- 33 Down Goods—Down Main

Altered nomenclature of signal**Old**

- 35 Down Goods Starting

New

- 23 Down Main Starting

Altered Reading

- 24 Old Down Main Home with Depot East Distant below to apply to new Down Main (30)

BROCKHOLES

- Signal Box and signals dispensed with. All points spiked out of use pending removal (30)

CUDWORTH STATION SIGNAL BOX

Abandonment of Down Sidings and Up Shunt spur

Points Spiked Normal Pending Removal

- 18 Catch in Down Sidings
- 62 Down Fast—Down Sidings

Altered Points

- 17A become Catch in Up Branch
- 38 Up Through Siding—Up Goods become traps in Up Through Siding

Points to be Handworked

- 43 No.1 Siding—No.2 and 3 Sidings

Signals Dispensed With

- 19 Down Sidings to Up Branch
- 29 Shunting Up Through Siding to Spur
- 39 Shunting Up Through Siding to Up Goods
- 42 Shunting No.1 Siding
- 44 Shunting No.2 and 3 Siding to No.1
- 61 Down Sidings to Down Fast
- 63 Down Fast to Up Branch or Down Sidings

Altered Nomenclature of Signals**Old**

- 15 Shunting Up Branch to Down Sidings or Down Fast or Down Slow
- 34 Shunting No.1 Siding
- 53 Shunting Up Through Siding

New

- 15 Shunting Up Branch to Down Fast or Down Slow
- 34 Shunting Up Sidings to Up Goods
- 53 Shunting Up Through Siding to Up Goods (29)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued

** CUDWORTH STATION AND HOUGHTON MAIN COLLIERY SIDINGS
 INTRODUCTION OF COLOUR LIGHT SIGNALLING ON DOWN AND UP GOODS LINES:—
 CUDWORTH STATION

Signals dispensed with

- C.11 Down Goods distant
- C.58 Up Slow to Up Goods Calling-on

Altered Signals

- C.49 Up Fast starting repositioned 481 yards further from signal box.
- C.59 Up Slow to Up Goods home fitted with 2 aspect auto colour light distant below (green aspect of the semaphore arm blanked out).

New Colour Light Signals (Up direction)

- UG.174 auto, left of Up Goods 1,180 yards in advance of C.59
- UG.173 auto, left of Up Goods 1,235 yards in advance of UG.174
- C. 91 incorporating Houghton Main Colliery Sidings 28 Up Goods distant fitted with theatre type route indicator and left hand off set subsidiary, sited left of Up Goods, 1,180 yards in advance of UG.173

New Signals (Down Direction)

- C. 90 Down Goods distant fitted below Houghton Colliery Sidings 5 Down Goods home.
- C. 89 Colour light, sited left of Down Goods, 445 yards in advance of C.90.
- DG.173 auto, sited left of Down Goods, 1505 yards in advance of C.89.
- DG.174 auto, sited left of Down Goods, 1250 yards in advance of DG.173.

HOUGHTON MAIN COLLIERY SIDINGS

Signal dispensed with.

- 28 Up Goods distant

(28)

CUDWORTH STATION TO HOUGHTON MAIN COLLIERY SIDINGS CROFTON WEST TO GRIMETHORPE DENABY SIDINGS.

New lines worked under "No Block" Regulations brought into use to connect Dearne Valley line with double junction in Down and Up Goods between Houghton Main Colliery Sidings and Cudworth Station at 172 $\frac{3}{4}$ m.p.

New Junction, named Dearne Valley North Junction, controlled from Cudworth Station Box, gives access to Grimethorpe Colliery via new connection named Dearne Valley North Curve.

Junction from North Curve, 250 yards ahead of Dearne Valley North Junction gives access to Goldthorpe Colliery via new line named Dearne Valley South Curve. This Junction, named Dearne Valley South Junction, is controlled from Cudworth Station Box and is UNTIL FURTHER NOTICE spiked reverse giving access only to Goldthorpe Colliery

Dearne Valley between connections from Dearne Valley North and South Curves, together with lines between Goldthorpe Colliery and Denaby Sidings (ER) abandoned.

Layout of lines and signalling indicated on drawing shown on following pages.

SECTION C—S
 DETAILS OF V

CUDW
 New Point
 81 De
 83 Up

New Signa
 C87 C
 of DG.173

'B' C
 of C87 rea

Main
 Subsidi

Altered S

Left
 into use r

Main

Main

Main

Main

illun

New Illun

1. Left

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GOLDTHO

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W.28 S

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
 DETAILS OF WORK ALREADY CARRIED OUT.—continued

CUDWORTH STATION**New Points**

- 81 Dearne Valley North Curve—Dearne Valley South Curve.
 83 Up Goods—Dearne Valley North Curve.

New Signals

- C87 Colour light, sited left of Down Branch South, reading to Down Goods, 2163 yards in rear of DG.173 signal.
 'B' Colour light, distant with subsidiary below, left of Down Branch South, 4687 yards in rear of C87 reading:—

Main aspect to C87
 Subsidiary to Down Branch South

Altered Signalling

Left hand off-set subsidiary signal and theatre type route indicator fitted to C.91 signal brought into use reading:—

Main aspect—no indication—Up Goods

Main aspect or sub-indication N.—Up Branch North

Main aspect or sub-indication S.—Up Branch South

Main aspect with route 'N' or 'S' indicates that the Up Branch North or South line is clear to illuminated "STOP PROCEED AT CAUTION" board.

New Illuminated Notice Boards

1. Left of Up Branch South, 1555 yards from Goldthorpe Colliery worded "STOP. PROCEED AT CAUTION".
2. Left of Up Branch South, in rear of connections to Goldthorpe Colliery worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED, IF NO REPLY PROCEED WITH CAUTION".
3. Left of Down Branch South Line, 1555 yards in rear of 'B' Signal worded "ADVISE SIGNALMAN OF DESTINATION THEN PROCEED AT CAUTION".

HICKLETON COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points spiked normal pending removal.

GOLDTHORPE COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points handworked.

(30)

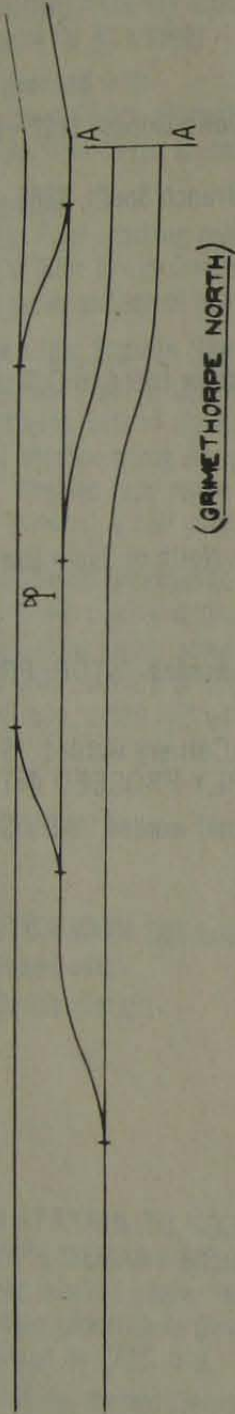
LEEDS CITY WEST

W.28 Signal Platform 17 to E or F road moved 20 yards further from Signal Box.

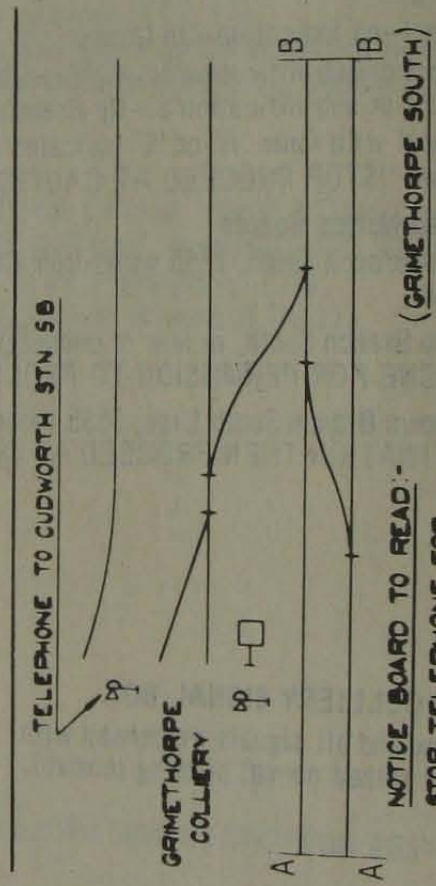
(30)

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

(1)



(GRIMETHORPE NORTH)



TELEPHONE TO CUDWORTH STN SB

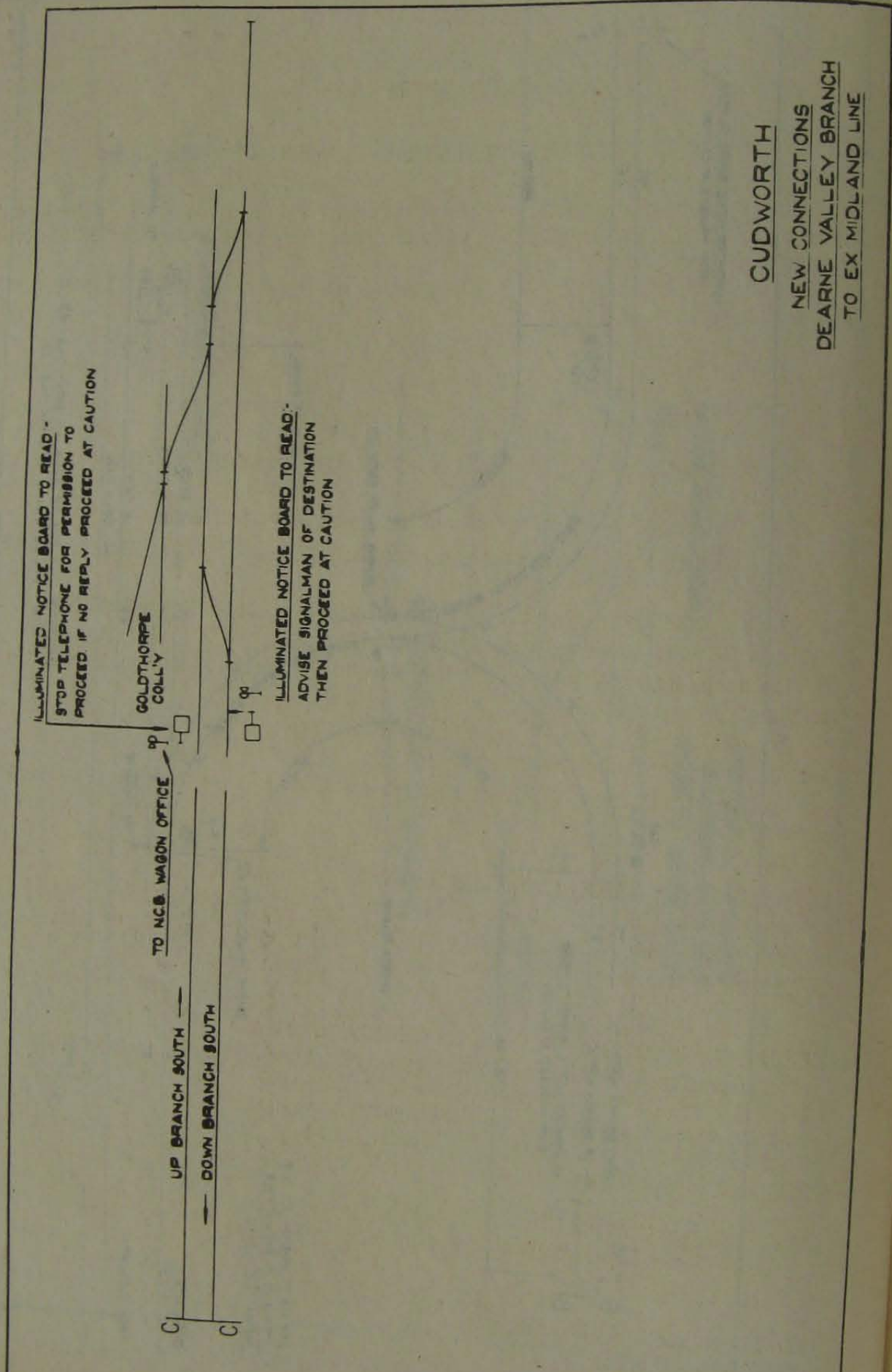
GRIMETHORPE
COLLIERY

NOTICE BOARD TO READ:-
STOP TELEPHONE FOR
PERMISSION TO PROCEED

(GRIMETHORPE SOUTH)

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

(3)



SECTION

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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 item.

MISCELLANEOUS NOTICES

ACCIDENT PREVENTION : FLASHING HEADLIGHTS ON
DIESEL MAIN LINE LOCOMOTIVES

With the object of minimising accidents to personnel on the permanent way, trials have commenced with Blue Flashing Headlights fitted to six Diesel Main Line Locomotives allocated to Stratford Depot.

The trials will continue for an indefinite period, and the numbers of the locomotives fitted with this equipment are:-

E.E. Type 3

- D 6720
- D 6721
- D 6722

Brush Type 2

- D 5553
- D 5556
- D 5620

The actual warning lights consist of two Xenon Arc Flash tube lights fitted at both ends of a locomotive.

They are situated 4ft. 6 inches from rail level, just above each buffer.

The flash recurrence rate is 6 times per second, each light 35 watts (during daylight hours) and 3.5 watts (during night hours).

The control of the equipment is such that only the lights at the forward end of the locomotive operate at one time, according to the direction of travel.

The lights, therefore, operate when the locomotive is running in reverse, such as during shunting operations.

The flashing lights do not operate when the locomotive is stationary, but commence flashing immediately the locomotive moves.

The six locomotives will not work selected trains, but will haul any type of train, and over any permitted route.

★ DEARNE VALLEY NORTH AND SOUTH CURVES

Until further notice, contractors vehicles will be using temporary sleeper crossing over lines between Dearne Valley North Jn. and Dearne Valley South Jn. Drivers to keep a sharp lookout and be prepared to stop short of any obstruction.

★ LEEDS CITY JUNCTION TO LEEDS CITY NORTH STATION.

Commencing 08 00 Monday, 11 July, work will commence upon remodelling of the entire layout at Leeds City North involving constructing a new parcels area and it will be necessary as work progresses to disconnect points and signals as required.

Drivers must be prepared to work to handsignals and local instructions from shunters or other persons in authority.

KNOTTINGLEY STATION

Down Platform permanently shortened by 162ft. at East end.

(29)

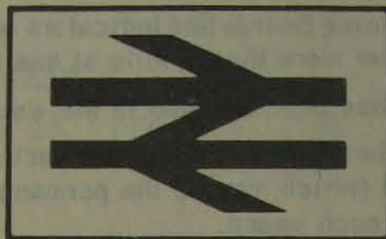
STOURTON M.P.D. TURNTABLE.

Temporarily out of use.

Until 17 00 Sunday,
17 July, 1966.

BRITISH RAIL

NE/S



No. 29

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 16 JULY

TO

FRIDAY 22 JULY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SECTION B-TEMPORARY ENGINEERING WORKS-continued.

At or between	Lines affected	Remarks
HOLBECK TO BRADFORD		
SUNDAY 17 JULY		
Bramley and Laisterdyke East	Down and Up Main	07 30 to 17 00, repairing bridge between 4 and 4 $\frac{1}{4}$ mp
Bradford Exchange	Nos 6 and 7 Platforms (BLOCKED)	07 00 to 17 00, reballasting Trains re-platformed

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)**DAILY UNTIL FURTHER NOTICE**

Low Moor No.1 and No.2 East	All	07 00 to 17 00, road cranes and excavators demolishing buildings and platforms. (27)
Lightcliffe	All	07 00 to 17 00, contractors demolishing station. Crane and plant in use. (26)
Halifax Goods Yard	No.1 Wallside Siding (BLOCKED as required)	Repairs to wall. Scaffolding erected. (13)
Halifax, East	Short Shunt Neck (BLOCKED) Sidings (BETWEEN TRAINS)	Contractors excavating. (13)

SUNDAY 17 JULY

Hipperholme and Low Moor No.1	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	04 00 to 14 00 contractors excavator demolishing station Single Line working over Up Main Hipperholme Lightcliffe and Low Moor No.1. Signal Boxes open.
Bradford Exchange	No.6 and 7 Platforms (BLOCKED) (BETWEEN TRAINS)	07 00 to 17 00 re-ballasting Trains re-platformed

SECTION B - TEMP

At or between

HEBDEN BRIDGE T
DAILY UNTIL FUR
Thornhill L.N.W.
Junction and
Turners Lane
Healey Mills Yard

SUNDAY 17 JULY
Elland and Greetla
No.2

Horbury Station
and Horbury Junc

Wakefield East

Turner's Lane

Park Hill and
Lockes Siding

Lockes Siding and
Goose Hill

SUNDAY TO FRI
Greetland No.2 a
Brighouse

TURNERS LANE
SUNDAY 17 JULY
Turners Lane

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks.
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Thornhill L.N.W. Junction and Turners Lane	All	07 00 to 17 00, contractors painting bridges between 40 and 48 ³ / ₄ m.p. Ladders, scaffolding and trestles in use.
Healey Mills Yard	Engine Line 'P' and Turntable Road (BLOCKED by local arrangement) Connections to Up Sortings Sidings Nos. 1 to 5 at East end of Engine Line 'U' (BETWEEN TRAINS)	Loading and unloading material and construction of new depot. Scaffolding erected. Plant and crane in use
SUNDAY 17 JULY		
Elland and Greetland No.2	Elland Down Loop (BLOCKED) Down and Up Main (BETWEEN TRAINS)	07 00 to 17 00, crane removing track between 31 ¹ / ₂ and 32m.p. Down traffic to travel over Down Main Elland Signal Box open
Horbury Station Jn. and Horbury Junction	06 00 to 07 00 and 17 00 to 18 00 All (BETWEEN TRAINS) 07 00 to 17 00 Up slow (BLOCKED)	06 00 to 18 00, gradall and trancher working between 44 ¹ / ₂ and 45m.p. 07 00 to 17 00 Up traffic to travel over Up Fast.
Wakefield East	All	07 30 to 17 00, renewing connections.
Turner's Lane	All	07 00 to 17 00, excavating between 48 and 48 ¹ / ₄ m.p.
Park Hill and Lockes Siding	Down Main (BLOCKED)	} 06 00 to 16 00 crane removing track and altering locking between 50 and 50 ¹ / ₄ m.p. Single Line working over Up Main. Park Hill and Locke's Siding Signal Boxes open
Lockes Siding and Goose Hill	Down Main and Down Goods (BLOCKED)	
SUNDAY TO FRIDAY 17 TO 22 JULY		
Greetland No.2 and Brighouse	All	07 30 to 16 30 each day, installing troughs. Elland Signal Box open,
TURNERS LANE TO CALDER BRIDGE		
SUNDAY 17 JULY.		
Turners Lane	All	07 00 to 17 00 excavating between 0 and ¹ / ₄ m.p.

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 17 JULY - CUDWORTH NORTH JUNCTION AND MONK BRETTON

Re-designation of lines

Arrival line slewed into Departure at Monk Bretton and becomes "Up and Down" Through siding. Remainder of Departure line dispensed with.

"Up and Down" Through Siding worked under Regulations for Working Single lines by One Engine in Steam so far as this is applicable but no train staff is provided.

Signals controlling movements to and from "Up and Down" Through Siding are electrically controlled to prevent more than one train or engine being on "Up and Down" Through Siding at same time.

CUDWORTH NORTH JUNCTION

Points dispensed with

- 12 Down Fast - Departure Line
- 26 Fast Line Crossover.

Signals dispensed with

- 27 Shunting Down Fast to Arrival Line
- 30 Shunting Down Fast to Up Fast
- Departure Line Distant from Monk Bretton.

New Points

- 11A Trap Points "Up and Down" Through Siding to Down or Up Fast (Former Spring Catch Points in Arrival Line)
- 11B Down Fast - "Up and Down" Through Siding
- 13A "Up and Down" Through Siding-Down or Up Fast.

New Signal

- 12 Shunting Down Fast to "Up and Down" Through Siding sited between Fast Lines opposite Signal Box.

Altered nomenclature

	Old	New
3	Departure Line to Down Fast	3 Fitted with miniature arm reading "Up and Down" Through Siding to Down Fast or Up Fast. Lower arm, Carlton Main Colliery Sidings Down Fast Distant dispensed with.
22A	Reception Line to Arrival Line	22A Reception Line to "Up and Down" Through Siding.
35	Up Fast to Arrival Line	35 Up Fast to "Up and Down" Through Siding.

MONK BRETTON GROUND FRAME

Notice Board
"STOP AND AWAIT INSTRUCTIONS" adjacent to arrival line dispensed with.

ALTERED POINTS

2 points lie normally to "Up and Down" Through Siding.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

MONDAY 18 JULY - WHITLEY BRIDGE AND EGGBOROUGH POWER STATION.

In connection with commissioning of Down and Up C.E.G.B. lines between Whitley Bridge and Eggborough Power Station, following signalling alterations will take place:- (see signalling drawing included with this notice).

New points

- 3 Down C.E.G.B. line - Bypass line.
- 4 Down C.E.G.B. line - No.2 line.
- 11 Bypass line - Cripple Loop
- 12 Up C.E.G.B. line - No.2 line.
- 13 Up C.E.G.B. line - Bypass line.

New Colour Light signals (telephone communication provided with Power Station control room).

- P1 Down C.E.G.B. line to P.2 signal (with subsidiary below) sited 924 yards from Whitley Bridge 29 signal.
- P2 Down C.E.G.B. line with two aspect stencil type route indicator, and left hand off-set subsidiary, sited 565 yards from P1 signal, reading,
Main aspect and No.1 stencil - Down C.E.G.B. line to No.1 line.
Main aspect and No.2 stencil - Down C.E.G.B. line to No.2 line.
Subsidiary - Down C.E.G.B. line to By-pass line.
- P5 No.2 line to Hopper House sited 460 yards from P2 signal.
- P6 No.1 line to Hopper House sited 460 yards from P2 signal.
- P8 Bypass line to Up C.E.G.B. line (with subsidiary below) sited 1085 yards from P2 signal.
- P9 No.1 line to Up C.E.G.B. line (with subsidiary below) sited 660 yards from P6 signal.
- P10 No.2 line to Up C.E.G.B. line (with subsidiary below) sited 660 yards from P.5 signal.

New Position Light Ground signals

- P7 Cripples Siding or Cripples Loop to Bypass line.
- P14 Up C.E.G.B. line, left of 13 points, with 4 way route indicator reading.
1 - No.1 line
2 - No.2 line
B - Bypass line
C - Cripples Siding

New Toton signals

Displaying the following aspects

	Meaning
R W R	Stop
W W W	Proceed at slow speed

R = Flashing red light.
W = Steady white light.

and sited as follows:-

No.1 line

- A1 250 yards ahead of P6
- A2 110 yards ahead of A1
- A3 110 yards ahead of A2
- A4 110 yards ahead of A3

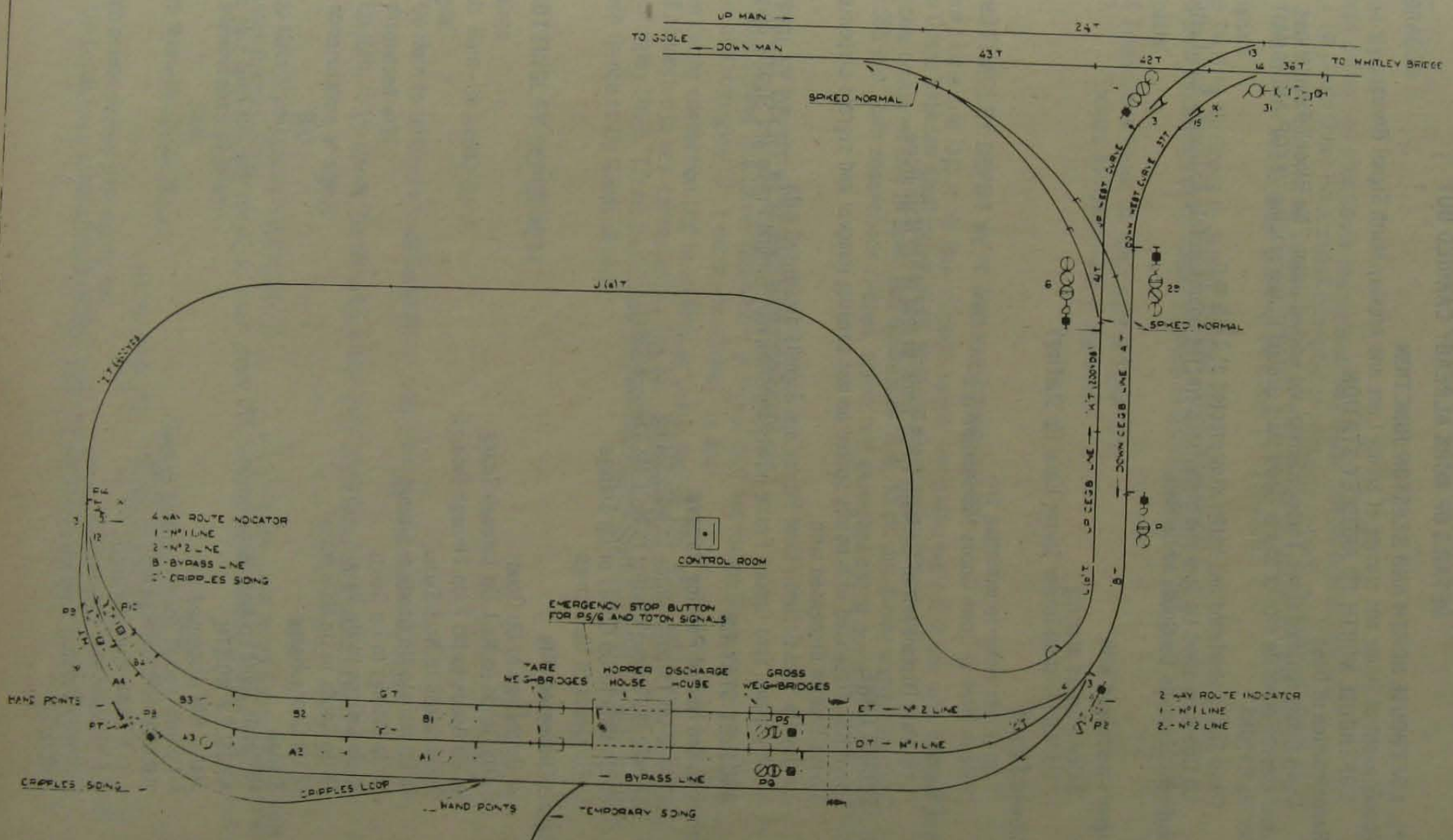
No.2 line

- B1 250 yards ahead of P5
- B2 110 yards ahead of B1
- B3 110 yards ahead of B2
- B4 110 yards ahead of B3

EGGBOROUGH POWER STATION
INTERNAL SIGNALLING ARRANGEMENT

UP MAIN
TO JOOLE
DOWN MAIN

EGGBOROUGH POWER STATION INTERNAL SIGNALLING ARRANGEMENT



4 WAY ROUTE INDICATOR
 1 - N°1 LINE
 2 - N°2 LINE
 B - BYPASS LINE
 C - CRIPPLES SIDING

2 WAY ROUTE INDICATOR
 1 - N°1 LINE
 2 - N°2 LINE

NE/S-19
 SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued
 DETAILS OF WORK REFERRED TO IN SECTION B-continued

Bridge and
 Milling
 room).
 Whitley
 f-set

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

*** LOTHOUSE NORTH AND BEESTON JUNCTION**

Abandonment of Siding and closing of Spring Lane and Ardsley North Signal Boxes.

LOTHOUSE NORTH TO ARDSLEY STATION**Redesignation of lines**

Down Goods renamed Down Through Siding and worked under "No Block" Regulations. Notice Board erected opposite site of former Down Main Ground Frame reading "STOP AND AWAIT INSTRUCTIONS"

Down Siding shortened and buffer stop erected at 178½ m.p.

Up Goods renamed Up Spur and buffer stop erected approximately 850 yards from Lofthouse North No.12 points Up Goods to Up Main.

Signals dispensed with.

- 74 Down Goods starting
- 1 Up Main Distant (under Spring Lane Up Starting)

Altered Signals

- 7 Up Goods Home to miniature arm
- 79 Down Main to Down Goods to miniature arm

New Signal

- 1 Up Main Distant left of Up Main 1,270 yards in rear of Up Main Home.

SPRING LANE

Signal Box dispensed with points spiked normal pending removal and signals dispensed with Ground Frames dispensed with

Ardsley Up Yard Ground Frame Points and signals dispensed with.

Ardsley Down Yard Ground Frame points hand-worked, Ground Frame and Signals dispensed with

ARDSLEY STATION**Points Spiked Normal Pending Removal**

- 55 No.2 Up Through Siding to No.3 Siding
- 57 No.2 Up Through Siding to No.1 Up Through Siding
- 66 Up Main to Up Goods or Up Sidings
- 69 Up Goods to Up Sidings

Signals Dispensed With

- 62 Up Sidings to Up Goods
- 61 Up Goods to No.1 Up Through Siding
- 60 Up Goods to No.2 Up Through Sidings
- 59 Up Goods to No.3 Siding
- 65 Up Main to Up Goods or Sidings
- 64 Up Sidings to Up Goods
- 68 Up Sidings to Up Main
- 71 Up Goods to Up Main Home
- 72 Up Goods Home

New Signal

- 44 Colour light Up Main Home situated 770 yards North of Signal Box left hand side of Up Main

ARDSLEY NORTH

Signal Box dispensed with

All points spiked normal pending removal

All signals dispensed with except following redesignated.—

- 8 Down Main Starting to become D. Auto

- 9 Down Main I.B. Home to become Ardsley Station 22 I.B. Home

Between Beeston Junction and Ardsley Station existing Main Autos re-named U 181B

and U 181

SECTION C—SIGNAL
DETAILS OF WORK

**** DRAGON**

Altered Signals
New connect
1 Up Goods
2 Up Goods
Signal Bo

New Signals
15 Shunting U
18 Shunting S

New Points
16 Traps Dow
17 " Sidi

**** KNOTTINGLE**

New single sli
Up Goods betw
Facing crossov
Main at 58¾ m.p. Bo

KNOTTINGLEY DEF

Up Main slewed
Main at Knotting
New facing conn
and connected to
Knottingley South
Loop thence to L

KNOTTINGLEY D

New Points
5 Up Main—Up Go

New Signal
14 Up Main to Up C
Signals dispensed with
16 Up Main to Up G

Altered nomenclature of
Old

20 Up Main Starting v
Inner Distant belo

Altered nomenclature of p
Old
13 Up Main—Up Goods

New catch points worked fr
CW Up Goods Loop

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
 DETAILS OF WORK ALREADY CARRIED OUT—continued.

** DRAGON

Altered Signals

- New connection from Goods line to Shell Mex Depot sidings brought into use
 1 Up Goods Outer Home signal converted to miniature arm and renamed Up Goods Home
 2 Up Goods Inner Home signal replaced by disc signal on left of Up Goods 8 yards nearer Signal Box and renamed Shunting Up Goods to Up Branch.

New Signals

- 15 Shunting Up Goods to Sidings situated below No.2 signal
 18 Shunting Sidings to Up Goods situated on left of siding line 142 yards east of Signal Box.

New Points

- 16 Traps Down Goods 91 yards east of Signal Box
 17 " Sidings 140 yards east of Signal Box.

(29)

** KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

- New single slip laid in Up Main clipped, spiked and padlocked out of use until further notice.
 Up Goods between Knottingley Depot West and Knottingley 'B' out of use.
 Facing crossover laid in Down and Up Main at 58 m. 52 ch. and facing connection laid in Up Main at 58 $\frac{3}{4}$ m.p. Both connections clipped, spiked and padlocked out of use until further notice. (29)

KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'

Up Main slewed into former Down Main at Depot West and former Down Main slewed into Up Main at Knottingley 'B'. Line re-designated Up Main.

New facing connection laid in Up Main at Depot West at 59m. 4ch., and former Up Main slewed and connected to new connection to form new Up Goods Loop, into use as far as junction to Knottingley South. Trains from Depot West to Knottingley South to travel via new Up Goods Loop thence to Up Goods Branch.

KNOTTINGLEY DEPOT WEST**New Points**

- 5 Up Main—Up Goods Loop

New Signal

- 14 Up Main to Up Goods Loop situated on same gantry and to left of 19 signal

Signals dispensed with

- 16 Up Main to Up Goods Branch with Knottingley South Junction Distant below

Altered nomenclature of signal

Old	New
20 Up Main Starting with Knottingley 'B' Inner Distant below.	16 Up Goods Loop to Up Goods Branch with Knottingley South Junction Distant below

Altered nomenclature of points

Old	New
13 Up Main—Up Goods Branch	13 Up Goods Loop—Up Goods Branch (spiked reverse).

New catch points worked from signal box

- CW Up Goods Loop clear of fouling point with new Up Main.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

KNOTTINGLEY 'B'**Signal dispensed with**

43 Up Main Inner Distant (below Depot West 20 Up Main Starter).

Points dispensed with

20 Up Main—Down Main
 24 Goods Yard—Down Main
 39 Up Goods—Up Main

Altered nomenclature of signal

Old	New
44 Up Main Outer Distant (below Depot West 19 Up Main Home)	43 Up Main Distant

Altered signal

42 Up Main Home with Knottingley 'A' Distant below renewed as straight post on left of (new) Up Main same distance from signal box. (31)

*** KNOTTINGLEY DEPOT WEST**

New trailing connection laid in Down Branch Goods giving access to new depot and clipped, padlocked and spiked out of use.

Signals Dispensed With

15 Up Goods Home with Knottingley 'B' Distant below.

Points Dispensed With

29 Traps in Down Branch
 13 Up Goods—Up Branch Goods

New Points

29 Down Branch—Down Goods (at present spiked reverse)
 13 Up Main—Up Branch Goods

Altered Signals

14 Up Main to Up Goods Home fitted with small arm Knottingley 'B' Up Goods Distant below dispensed with.

Altered Nomenclature of Signals

Old	New
16 Up Goods to Up Goods Branch Starting	16 Up Main to Up Goods Branch Starting (29)

KNOTTINGLEY 'B' AND DEPOT WEST

Down Main slewed into Down Siding at Knottingley 'B'. Down Goods slewed into Down Main at Knottingley Depot West. Existing Down Main out of use and all traffic to travel over Down Siding/Down Goods redesignated Down Main. Up Goods dispensed with at 'B' and Depot West.

KNOTTINGLEY 'B'

Ground frame on left of former Down Siding adjacent 3 signal dispensed with and associated points spiked normal

New Down Sidings Ground Frame

Released by key from Knottingley 'B' sited on left and midway between and controlling new connections Down Sidings to (new) Down Main.

SECTION C—S

DETAILS OF W

Signals Di

41 Up

Altered Sig

2 Down

distance fro

Points Spik

39 Up

Altered Rea

3 Old D

KNOTT

Signals Dis

1 Shur

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6

7 (top

10 Shur

14 Up M

23 Dow

Points Spike

2 Down

5 Up Ma

Points Dispe

33 Down

Altered nome

35 Down

Altered Read

24 Old D

BROCKH

Signal Bo

CLOSING OF D

AT CUDWORTH

CUDWORTH

Points Brought

81 Dearne

New Signals

C.88 Colour

of DG

'A' Colour

of C.8

Main a

Sub

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT.—continued

Signals Dispensed With

41 Up Goods Home with 'A' Distant below

Altered Signal

2 Down Main Home with Depot West Distant below re-sited to left of new Down Main same distance from Signal Box.

Points Spiked Normal

39 Up Goods—Up Main

Altered Reading

3 Old Down Main Starter with Depot West Distant below to apply to new Down Main

KNOTTINGLEY DEPOT WEST**Signals Dispensed With**

1 Shunting Down to Up Main

3 " Up to Down Main

6 " Up Goods to Up Main

7 (top arm) shunting Up Sidings to Up Goods

10 Shunting Up Goods to Up Sidings

14 Up Main to Up Goods

23 Down Main Starting with Depot East Distant below.

Points Spiked Normal

2 Down Main—Up Main

5 Up Main—Up Goods

Points Dispensed With

33 Down Goods—Down Main

Altered nomenclature of signal**Old**

35 Down Goods Starting

New

23 Down Main Starting

Altered Reading

24 Old Down Main Home with Depot East Distant below to apply to new Down Main (30)

BROCKHOLES

Signal Box and signals dispensed with. All points spiked out of use pending removal (30)

CLOSING OF DEARNE VALLEY BRANCH AND COMMISSIONING OF DEARNE VALLEY CURVES AT CUDWORTH.**CUDWORTH STATION****Points Brought into Use.**

81 Dearne Valley North Curve—Dearne Valley South Curve (Up Direction)

New Signals

C.88 Colour light sited left of Down Branch North Reading to Down Goods 2056 yards in rear of DG.173 Signal.

'A' Colour light Distant with subsidiary below, left of Down Branch North 700 yards in rear of C.88 signal, reading:—

Main aspect to C.88 signal

Subsidiary to Down Branch North

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

New Illuminated Notice Boards

- (1) Left of Up Branch North approximately 1,570 yards in advance of C.91 Signal, reading "STOP, PROCEED AT CAUTION".
- (2) Left of Down Branch North in rear of connections to Grimethorpe Colliery Loaded Sidings, reading, "STOP, TELEPHONE FOR PERMISSION TO PROCEED".

GRIMETHORPE SOUTH

Signal Box and all signals dispensed with. All points, with exception of 13 Mains Crossover and 14 Up Main to Sidings (now hand operated), dispensed with.

GRIMETHORPE NORTH

Signal Box and signals dispensed with. All points, with exception of 10 Empty Sidings to Empire Line, 11 Up Main to Empty Sidings, and 16 Mains Crossover (now hand operated), dispensed with.

BRIERLEY JUNCTION, SHAFTON JUNCTION, CROFTON HALL SIDINGS AND CROFTON SOUTH.

Signal Boxes and points and signals dispensed with.

(31)

* * * CUDWORTH STATION SIGNAL BOX

Abandonment of Down Sidings and Up Shunt spur

Points Spiked Normal Pending Removal

- 18 Catch in Down Sidings
- 62 Down Fast—Down Sidings

Altered Points

- 17A become Catch in Up Branch
- 38 Up Through Siding—Up Goods become traps in Up Through Siding

Points to be Handworked

- 43 No.1 Siding—No.2 and 3 Sidings

Signals Dispensed With

- 19 Down Sidings to Up Branch
- 29 Shunting Up Through Siding to Spur
- 39 Shunting Up Through Siding to Up Goods
- 42 Shunting No.1 Siding
- 44 Shunting No.2 and 3 Siding to No.1
- 61 Down Sidings to Down Fast
- 63 Down Fast to Up Branch or Down Sidings

Altered Nomenclature of Signals

Old

- 15 Shunting Up Branch to Down Sidings or Down Fast or Down Slow
- 34 Shunting No.1 Siding
- 53 Shunting Up Through Siding

New

- 15 Shunting Up Branch to Down Fast or Down Slow
- 34 Shunting Up Sidings to Up Goods
- 53 Shunting Up Through Siding to Up Goods (29)

CUDWORTH STATION TO HOUGHTON MAIN COLLIERY SIDINGS CROFTON WEST TO GRIMETHORPE DENABY SIDINGS.

New lines worked under "No Block" Regulations brought into use to connect Dearne Valley line with double junction in Down and Up Goods between Houghton Main Colliery Sidings and Cudworth Station at 172 $\frac{3}{4}$ m.p.

New Junction, named Dearne Valley North Junction, controlled from Cudworth Station Box, gives access to Grimethorpe Colliery via new connection named Dearne Valley North Curve.

Junction from North Curve, 250 yards ahead of Dearne Valley North Junction gives access to Goldthorpe Colliery via new line named Dearne Valley South Curve. This Junction, named Dearne Valley South Junction, is controlled from Cudworth Station Box and is **UNTIL FURTHER NOTICE** spiked reverse giving access only to Goldthorpe Colliery

Dearne Valley between connections from Dearne Valley North and South Curves, together with lines between Goldthorpe Colliery and Denaby Sidings (ER) abandoned.

Layout of lines and signalling indicated on drawing shown on following pages.

SECTION C—S
DETAILS OF WCUDW
New Point
81 De
83 UpNew Signa
C87 C
of DG.173'B' C
of C87 reaMain
SubsiAltered S
Left

into use re

Main

Main

Main

Main

illum

New Illum

1. Left

CAU

2. Left

TEL

3. Left

OF D

HICKLE

Signa

All p

GOLDTH

Signa

All p

LEEDS C

W.28

W.64

LEEDS W

Conn

New c

New Point

140 T

141 C

Signals di

W.57

Altered R

17 Pla

Altered S

W.29

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

CUDWORTH STATION**New Points**

- 81 Dearne Valley North Curve—Dearne Valley South Curve.
 83 Up Goods—Dearne Valley North Curve.

New Signals

C87 Colour light, sited left of Down Branch South, reading to Down Goods, 2163 yards in rear of DG.173 signal.

'B' Colour light, distant with subsidiary below, left of Down Branch South, 4687 yards in rear of C87 reading:—

Main aspect to C87
 Subsidiary to Down Branch South

Altered Signalling

Left hand off-set subsidiary signal and theatre type route indicator fitted to C.91 signal brought into use reading:—

Main aspect—no indication—Up Goods

Main aspect or sub-indication N.—Up Branch North

Main aspect or sub-indication S.—Up Branch South

Main aspect with route 'N' or 'S' indicates that the Up Branch North or South line is clear to illuminated "STOP PROCEED AT CAUTION" board.

New Illuminated Notice Boards

1. Left of Up Branch South, 1555 yards from Goldthorpe Colliery worded "STOP. PROCEED AT CAUTION".
2. Left of Up Branch South, in rear of connections to Goldthorpe Colliery worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED, IF NO REPLY PROCEED WITH CAUTION".
3. Left of Down Branch South Line, 1555 yards in rear of 'B' Signal worded "ADVISE SIGNALMAN OF DESTINATION THEN PROCEED AT CAUTION".

HICKLETON COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points spiked normal pending removal.

GOLDTHORPE COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points handworked.

(30)

LEEDS CITY WEST

W.28 Signal Platform 17 to E or F road moved 20 yards further from Signal Box. (30)

W.64 signal 'A' line to 7,8 and 9 platforms renewed on same site at ground level. (32)

LEEDS WEST

Connection from 17 Platform to 'F' Line severed at West End of 17 Platform.
 New connection from Down and Up Goods installed leading to 17 Platform.

New Points

- 140 Traps in Up Goods 130 yards from Signal Box.
 141 Catch in Down Goods 110 yards from Signal Box.

Signals dispensed with

W.57 'F' Line to 17 Platform or 13 Platform

Altered Reading of 108 Points**Old**

17 Platform—'F' Line

New

17 Platform—Up or Down Goods

Altered Signal

W.29 Down Goods to Engine Sidings or 'E' Line moved 40 yards further from Signal Box. (31)

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 item.

MISCELLANEOUS NOTICES

★ DEARNE VALLEY BRANCHES

Two sleeper crossings installed between Dearne Valley North Junction and South Junction and at 0m. 27chs. between North Junction and Grimethorpe. Contractors vehicles using these crossings. Drivers to keep sharp lookout and sound whistles and horns. (29)

★ LEEDS CITY NORTH.

Nos.5, 6 and 7 South Carriage Sidings removed. (31)

★ LEEDS CITY RECONSTRUCTION

Leeds City North; remodelling of layout and construction of parcels area has started and it may be necessary to disconnect points and signals (See Section 'C' for signalling and track alterations).

Drivers must be prepared to work to handsignals and instructions from persons in charge.

Leeds City South; all platforms are being reconstructed and drivers must be prepared to work to hand-signals. (29)

**STOURTON M.P.D. TURNTABLE.

Temporarily out of use.

Until 17 00 Sunday,
17 July, 1966.

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:-

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	-
Calder Bridge-Up Loop Water Column	Until further notice	-
Ripon Station-All Columns	Until further notice	-
Knottingley Station; Down Platform	Until further notice	-

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	-

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
8 July, 1966

M.54/1383/NE/S No. 29

J.R. SAMPSON
Movements Operations Manager.

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

BRITISH RAIL

NE/S



No. 30

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 23 JULY

TO

FRIDAY 29 JULY 1966

(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

SIGNALLING 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 24 JULY—KNOTTINGLEY DEPOT WEST

Up Siding Line cut and slewed into original Up Sidings West of England Lane.

Points dispensed with

- 8 Up Sidings Shunt Spur
- 9A (old) Up Sidings—Up Goods Loop

Signals dispensed with

- 7 Shunting (old) Up Sidings to Up Goods Loop
- 11 " Up Goods Loop to (old) Up Sidings or Up Goods
- 27 " Coal Sidings to (old) Up Sidings
- 28 " (old) Up Sidings to Coal Sidings

New Ground Frame (Up Sidings).

Released by key from Knottingley Depot West and sited on left, midway between and controlling new points Up Sidings to Old points Up Goods Loop (9B formerly worked from Knottingley Depot West.)

Limit of shunt board situated to left of Up Goods Loop 4 yards West of 5B catch points. (33)

**SUNDAY 24 JULY—MENSTON JUNCTION AND BURLEY JUNCTION
MENSTON JUNCTION**

Signal Box and signals dispensed with.

Points spiked normal pending removal

BURLEY JUNCTION

Points spiked normal pending removal

Signals dispensed with except

- Down Main Distant (re-numbered 8)
- Down Main Home (re-numbered 10)
- Down Main Starting (re-numbered 9)
- Up Main Distant (re-numbered 2)
- Up Main Home (re-numbered 1)

(33)

MONDAY 25 JULY—COPLEY HILL NO.3 AND WHITEHALL JUNCTION

Hand worked trailing lead installed in Up Main immediately in rear of existing connections to Whitehall Road Goods. Down Main broken at this point, and slewed across into lead to give direct access to Whitehall Junction.

COPLEY HILL NO.1

24 Main to Main Crossover and all points to and from Up Sidings together with associated signals dispensed with.

COPLEY HILL NO.3

Signal Box dispensed with

All points (except those controlled by Whitehall Road Goods Yard Ground Frame) spiked out of use pending removal and all signals dispensed with.

WHITEHALL JUNCTION

54 Down Slow to Branch Home 2 signal converted to miniature arm.

(33)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK REFERRED TO IN SECTION B—continued

TUESDAY 26 JULY—BEVERLEY, CHERRY TREE AND BEVERLEY NORTH

Abandoning of Up Goods

Beverley**Points spiked pending removal**

13A Up Goods traps (normal)

15B Up Goods—Loading Dock (reverse)

Altered reading of points**Old**

13B Up Main—Up Goods

New

15B Up Main—Loading Dock

Cherry Tree**Signal dispensed with**

8 Up Goods Home

Beverley North**Points spiked normal pending removal**

18 Up Main—Up Goods

Signals dispensed with

7 Down Branch to Up Goods

8 Up Main to Up Goods

(33)

TUESDAY 26 JULY—WRANGBROOK JUNCTION AND MOORHOUSE & SOUTH ELMSALL

Branch all Sidings and relevant signals dispensed with

WRANGBROOK JUNCTION**Signal dispensed with**

5 Down Main Starting

(33)

DETAILS OF WORK ALREADY CARRIED OUT**KNOTTINGLEY DEPOT WEST AND KNOTTINGLEY 'B'**

Up Main slewed into former Down Main at Depot West and former Down Main slewed into Up Main at Knottingley 'B'. Line re-designated Up Main.

New facing connection laid in Up Main at Depot West at 59m. 4ch., and former Up Main slewed and connected to new connection to form new Up Goods Loop, into use as far as junction to Knottingley South. Trains from Depot West to Knottingley South to travel via new Up Goods Loop thence to Up Goods Branch.

KNOTTINGLEY DEPOT WEST**New Points**

5 Up Main—Up Goods Loop

New Signal

14 Up Main to Up Goods Loop situated on same gantry and to left of 19 signal

Signals dispensed with

16 Up Main to Up Goods Branch with Knottingley South Junction Distant below

Altered nomenclature of signal**Old**20 Up Main Starting with Knottingley 'B'
Inner Distant below.**New**16 Up Goods Loop to Up Goods Branch with
Knottingley South Junction Distant below

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT.—continued

Altered nomenclature of points

Old	New
13 Up Main—Up Goods Branch	13 Up Goods Loop—Up Goods Branch (spiked reverse).

New catch points worked from signal box

CW Up Goods Loop clear of fouling point with new Up Main.

KNOTTINGLEY 'B'**Signal dispensed with**

43 Up Main Inner Distant (below Depot West 20 Up Main Starter).

Points dispensed with

20 Up Main—Down Main
24 Goods Yard—Down Main
39 Up Goods—Up Main

Altered nomenclature of signal

Old	New
44 Up Main Outer Distant (below Depot West 19 Up Main Home)	43 Up Main Distant

Altered signal

42 Up Main Home with Knottingley 'A' Distant below renewed as straight post on left of (new) Up Main same distance from signal box. (31)

**

KNOTTINGLEY 'B' AND DEPOT WEST

Down Main slewed into Down Siding at Knottingley 'B'. Down Goods slewed into Down Main at Knottingley Depot West. Existing Down Main out of use and all traffic to travel over Down Siding/Down Goods redesignated Down Main. Up Goods dispensed with at 'B' and Depot West.

KNOTTINGLEY 'B'

Ground frame on left of former Down Siding adjacent 3 signal dispensed with and associated points spiked normal

New Down Sidings Ground Frame

Released by key from Knottingley 'B' sited on left and midway between and controlling new connections Down Sidings to (new) Down Main.

Signals Dispensed With

41 Up Goods Home with 'A' Distant below

Altered Signal

2 Down Main Home with Depot West Distant below re-sited to left of new Down Main same distance from Signal Box.

Points Spiked Normal

39 Up Goods—Up Main

Altered Reading

3 Old Down Main Starter with Depot West Distant below to apply to new Down Main

KNOTTINGLEY DEPOT WEST**Signals Dispensed With**

1 Shunting Down to Up Main
3 " Up to Down Main
6 " Up Goods to Up Main
7 (top arm) shunting Up Sidings to Up Goods
10 Shunting Up Goods to Up Sidings
14 Up Main to Up Goods
23 Down Main Starting with Depot East Distant below.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****Points Spiked Normal**

- 2 Down Main—Up Main
- 5 Up Main—Up Goods

Points Dispensed With

- 33 Down Goods—Down Main

Altered nomenclature of signal

Old	New
35 Down Goods Starting	23 Down Main Starting

Altered Reading

- 24 Old Down Main Home with Depot East Distant below to apply to new Down Main (30)

CLOSING OF DEARNE VALLEY BRANCH AND COMMISSIONING OF DEARNE VALLEY CURVES AT CUDWORTH.**CUDWORTH STATION****Points Brought into Use.**

- 81 Dearne Valley North Curve—Dearne Valley South Curve (Up Direction)

New Signals

- C.88 Colour light sited left of Down Branch North Reading to Down Goods 2056 yards in rear of DG.173 Signal.
- 'A' Colour light Distant with subsidiary below, left of Down Branch North 700 yards in rear of C.88 signal, reading:—
 - Main aspect to C.88 signal
 - Subsidiary to Down Branch North

New Illuminated Notice Boards

- (1) Left of Up Branch North approximately 1,570 yards in advance of C.91 Signal, reading "STOP, PROCEED AT CAUTION".
- (2) Left of Down Branch North in rear of connections to Grimethorpe Colliery Loaded Sidings, reading, "STOP, TELEPHONE FOR PERMISSION TO PROCEED".

GRIMETHORPE SOUTH

Signal Box and all signals dispensed with. All points, with exception of 13 Mains Crossover and 14 Up Main to Sidings (now hand operated), dispensed with.

GRIMETHORPE NORTH

Signal Box and signals dispensed with. All points, with exception of 10 Empty Sidings to Empire Line, 11 Up Main to Empty Sidings, and 16 Mains Crossover (now hand operated), dispensed with.

BRIERLEY JUNCTION, SHAFTON JUNCTION, CROFTON HALL SIDINGS AND CROFTON SOUTH.

Signal Boxes and points and signals dispensed with. (31)

**** CUDWORTH STATION TO HOUGHTON MAIN COLLIERY SIDINGS CROFTON WEST TO GRIMETHORPE DENABY SIDINGS.**

New lines worked under "No Block" Regulations brought into use to connect Dearne Valley line with double junction in Down and Up Goods between Houghton Main Colliery Sidings and Cudworth Station at 172¼ m.p.

New Junction, named Dearne Valley North Junction, controlled from Cudworth Station Box, gives access to Grimethorpe Colliery via new connection named Dearne Valley North Curve.

Junction from North Curve, 250 yards ahead of Dearne Valley North Junction gives access to Goldthorpe Colliery via new line named Dearne Valley South Curve. This Junction, named Dearne Valley South Junction, is controlled from Cudworth Station Box.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT—continued.

Dearne Valley between connections from Dearne Valley North and South Curves, together with lines between Goldthorpe Colliery and Denaby Sidings (ER) abandoned.

Layout of lines and signalling indicated on drawing shown on following pages.

CUDWORTH STATION

New Points

- 81 Dearne Valley North Curve—Dearne Valley South Curve.
- 83 Up Goods—Dearne Valley North Curve.

New Signals

C87 Colour light, sited left of Down Branch South, reading to Down Goods, 2163 yards in rear of DG.173 signal.

'B' Colour light, distant with subsidiary below, left of Down Branch South, 4687 yards in rear of C87 reading:—

- Main aspect to C87
- Subsidiary to Down Branch South

Altered Signalling

Left hand off-set subsidiary signal and theatre type route indicator fitted to C.91 signal brought into use reading:—

Main aspect—no indication—Up Goods

Main aspect or sub-indication N.—Up Branch North

Main aspect or sub-indication S.—Up Branch South

Main aspect with route 'N' or 'S' indicates that the Up Branch North or South line is clear to illuminated "STOP PROCEED AT CAUTION" board.

New Illuminated Notice Boards

1. Left of Up Branch South, 1555 yards from Goldthorpe Colliery worded "STOP. PROCEED AT CAUTION".
2. Left of Up Branch South, in rear of connections to Goldthorpe Colliery worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED, IF NO REPLY PROCEED WITH CAUTION".
3. Left of Down Branch South Line, 1555 yards in rear of 'B' Signal worded "ADVISE SIGNALMAN OF DESTINATION THEN PROCEED AT CAUTION".

HICKLETON COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points spiked normal pending removal.

GOLDTHORPE COLLIERY SIGNAL BOX

Signal Box and all signals dispensed with.
 All points handworked.

(30)

LEEDS CITY WEST

W.28 Signal Platform 17 to E or F road moved 20 yards further from Signal Box.

(30)

W.64 signal 'A' line to 7,8 and 9 platforms renewed on same site at ground level.

(32)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

LEEDS WEST

Connection from 17 Platform to 'F' Line severed at West End of 17 Platform.
New connection from Down and Up Goods installed leading to 17 Platform.

New Points

- 140 Traps in Up Goods 130 yards from Signal Box.
- 141 Catch in Down Goods 110 yards from Signal Box.

Signals dispensed with

W.57 'F' Line to 17 Platform or 13 Platform

Altered Reading of 108 Points

Old	New
17 Platform-'F' Line	17 Platform-Up or Down Goods

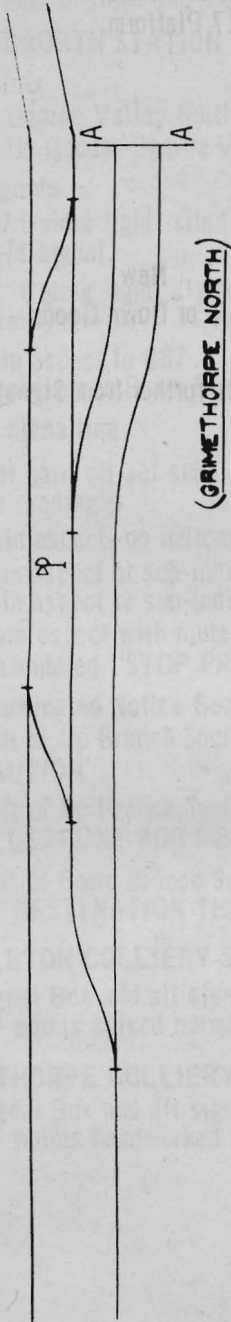
Altered Signal

W.29 Down Goods to Engine Sidings or 'E' Line moved 40 yards further from Signal Box. (31)

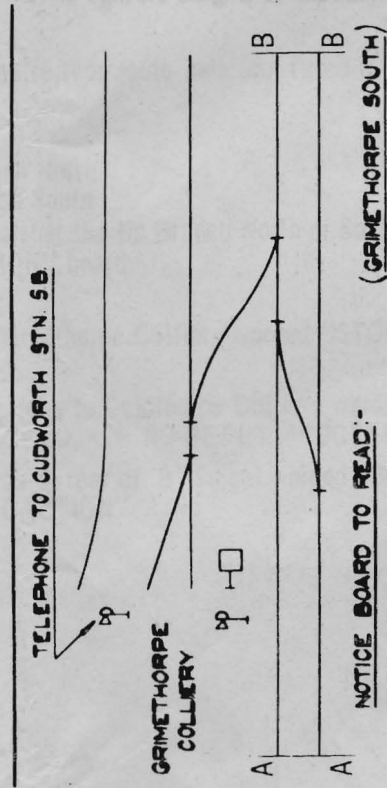
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

(1)



(GRIMETHORPE NORTH)



TELEPHONE TO CUDWORTH STN. SB.

GRIMETHORPE
COLLIERY

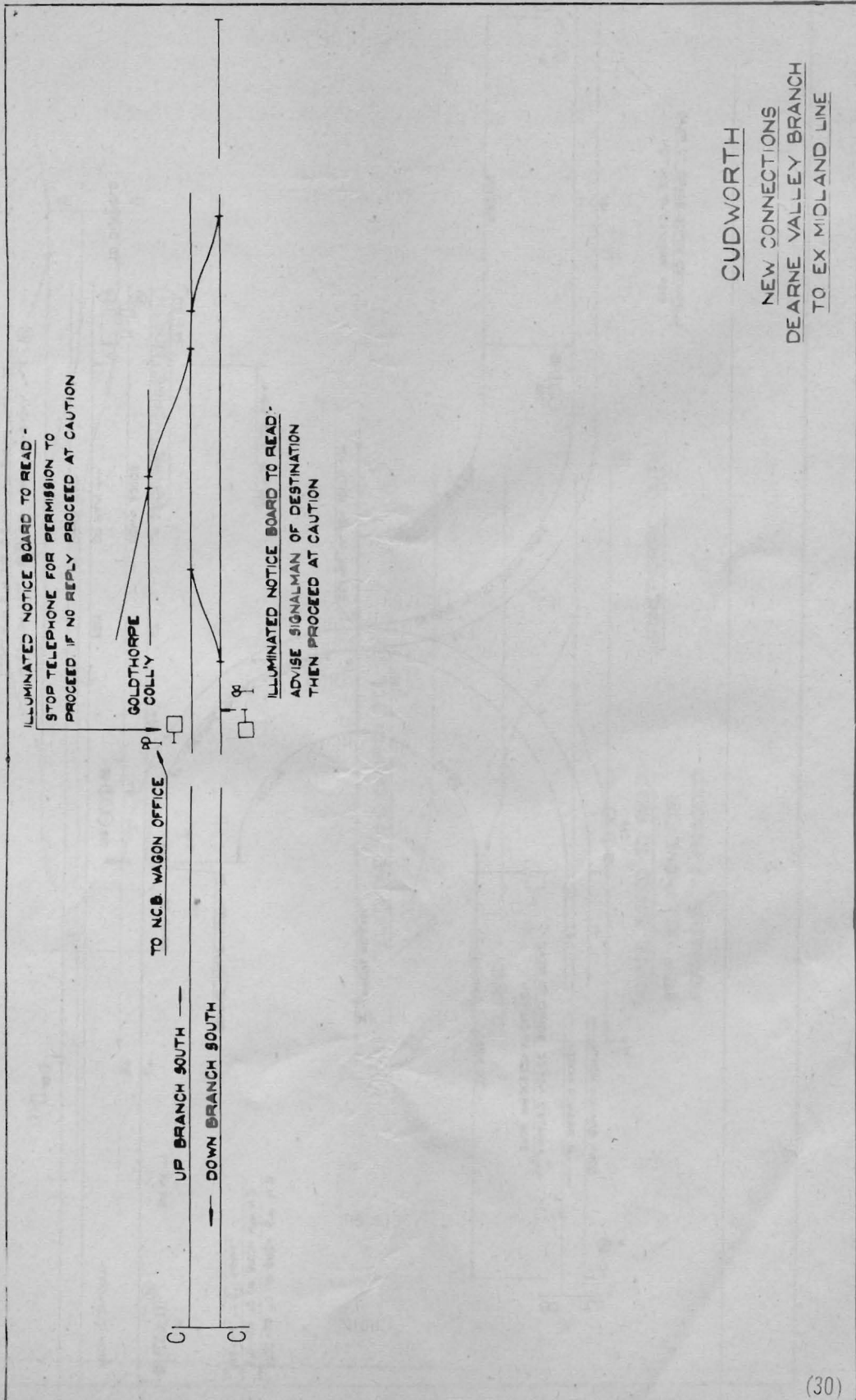
NOTICE BOARD TO READ:-
STOP TELEPHONE FOR
PERMISSION TO PROCEED

(GRIMETHORPE SOUTH)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued

(3)



(30)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

CUDWORTH NORTH JUNCTION AND MONK BRETTON

Re-designation of lines

Arrival line slewed into Departure at Monk Bretton and becomes "Up and Down" Through siding. Remainder of Departure line dispensed with.

"Up and Down" Through Siding worked under Regulations for Working Single lines by One Engine in Steam so far as this is applicable but no train staff is provided.

Signals controlling movements to and from "Up and Down" Through Siding are electrically controlled to prevent more than one train or engine being on "Up and Down" Through Siding at same time.

CUDWORTH NORTH JUNCTION**Points dispensed with**

- 12 Down Fast – Departure Line
- 26 Fast Line Crossover.

Signals dispensed with

- 27 Shunting Down Fast to Arrival Line
- 30 Shunting Down Fast to Up Fast
- Departure Line Distant from Monk Bretton.

New Points

- 11A Trap Points "Up and Down" Through Siding to Down or Up Fast
(Former Spring Catch Points in Arrival Line)
- 11B Down Fast – "Up and Down" Through Siding
- 13A "Up and Down" Through Siding-Down or Up Fast.

New Signal

- 12 Shunting Down Fast to "Up and Down" Through Siding sited between Fast Lines opposite Signal Box.

Altered nomenclature

	Old		New
3	Departure Line to Down Fast	3	Fitted with miniature arm reading "Up and Down" Through Siding to Down Fast or Up Fast. Lower arm, Carlton Main Colliery Sidings Down Fast Distant dispensed with.
22A	Reception Line to Arrival Line	22A	Reception Line to "Up and Down" Through Siding.
35	Up Fast to Arrival Line	35	Up Fast to "Up and Down" Through Siding.

MONK BRETTON GROUND FRAME

Notice Board
"STOP AND AWAIT INSTRUCTIONS" adjacent to arrival line dispensed with.

ALTERED POINTS

2 points lie normally to "Up and Down" Through Siding.

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 item.

MISCELLANEOUS NOTICES

★ FREIGHT TRAIN LOADS

1. From Monday, 25 July, the Class 9 head-code in this Region will only be used in connection with Freight, Ballast or Officers Special trains requiring to stop in section. All loads appearing in the Loads Books under this head-code will be conveyed under Class 8 head-code.
2. Where Class 8 and 9 loads are shown separately steam locomotives only may convey the Class 9 load. Diesel locomotives will convey the equivalent Class 8 load and where no braking instructions are shown General Rule 131 (ii) must be applied.
3. In cases where only a Class 9 load is shown Diesel locomotives will convey:—
 3. (i) On rising gradients, on the level and where "Apply wagon brakes" instructions apply – the Class 9 load.
 3. (ii) On falling gradients where "Apply wagon brakes" does not apply – the Class 9 load less 10% with General Rule 131 (ii) in all cases. (32)

DEARNE VALLEY BRANCHES

Two sleeper crossings installed between Dearne Valley North Junction and South Junction and at Om. 27chs. between North Junction and Grimethorpe. Contractors vehicles using these crossings. Drivers to keep sharp lookout and sound whistles and horns. (32)

LEEDS CITY NORTH.

Nos.5, 6 and 7 South Carriage Sidings removed. (32)

LEEDS CITY RECONSTRUCTION

Leeds City North; remodelling of layout and construction of parcels area has started and it may be necessary to disconnect points and signals (See Section 'C' for signalling and track alterations).

Drivers must be prepared to work to handsignals and instructions from persons in charge.

Leeds City South; all platforms are being reconstructed and drivers must be prepared to work to handsignals. (32)

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Calder Bridge—Up Loop Water Column	Until further notice	—
Ripon Station—All Columns	Until further notice	—
Knottingley Station; Down Platform	Until further notice	—

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

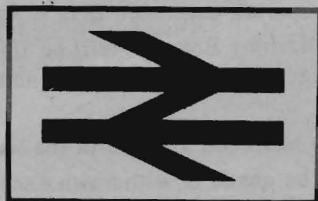
In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	—

WOOLSTENHOLMES

BRITISH RAIL

NE/S



No.38

NORTH EASTERN REGION

SOUTHERN SECTION

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

SATURDAY 17 SEPTEMBER
TO
FRIDAY 23 SEPTEMBER 1966
(INCLUSIVE)

ENGINEMEN AND GUARDS MUST PAY PARTICULAR ATTENTION TO WORKS CONTAINED IN THIS NOTICE AND KEEP A GOOD LOOK-OUT FOR HAND SIGNALS, WHICH WILL BE EXHIBITED AT THE VARIOUS LOCALITIES IN ACCORDANCE WITH THE RULES AND REGULATIONS. WORK AT PLACES OTHER THAN THOSE MENTIONED MAY BE IN PROGRESS, OF WHICH IT MAY NOT HAVE BEEN POSSIBLE TO GIVE PREVIOUS NOTICE, AND ENGINEMEN MUST BE ON THE LOOK-OUT AND BE PREPARED TO STOP OR RUN AT REDUCED SPEED WHEN AND WHERE HAND SIGNALS MAY BE EXHIBITED.

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

WORK REFERRED TO IN SECTION B

SUNDAY 18 SEPTEMBER: WAKEFIELD WESTGATE SOUTH

Signals dispensed with

- 7 Up Main Starting
- 13 Up Main to Down Branch Starting with Wakefield West
- 22 Outer Distant below
- 23 Down Main to Down Platform Distant
- 1 Subsidiary Shunting Up Platform to Up Main
- 5 Subsidiary Shunting Up Main

New Signal

- 7 Up Main Starting with Left Hand Route Indicator 360 yards in advance of Signal Box, left of Up Main. (41)

SUNDAY 18 SEPTEMBER: STARBECK SOUTH

Points dispensed with

- 21 Down Main—Shunting line.

Signal dispensed with

- 22 Shunting, Shunting line to Down Main

Altered nomenclature of signal

Old

- 20 Shunting Down Main to Up Siding or to Shunting line.

New

- 20 Shunting Down Main to Up siding.

New connections provided from Down Siding to give access to Octavius Atkinson's Private Siding. (41)

MONDAY 19 SEPTEMBER: WHITLEY BRIDGE AND EGGBOROUGH POWER STATION

In connection with commissioning of Down and Up C.E.G.B. lines between Whitley Bridge and Eggborough Power Station, following signalling alterations will take place:— (see signalling drawing included with this programme.)

New Points

- 3 Down C.E.G.B. line—Bypass line
- 4 Down C.E.G.B. line—No. 1 line
- 11 Bypass line—Cripple Loop
- 12 Up C.E.G.B. line—No. 1 line
- 13 Up C.E.G.B. line—Bypass line.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

WORK REFERRED TO IN SECTION B-continued

New Colour Light Signals (telephone communication provided with Power Station control room)

P1 Down C.E.G.B. line to P.2 Signal (with subsidiary below) sited 924 yards from Whitley Bridge 29 signal.

P2 Down C.E.G.B. line with two aspect stencil type route indicator, and left hand off-set subsidiary, sited 565 yards from P1 signal reading:-

Main aspect and No.1 stencil-Down C.E.G.B. line to No.1 line.

Main aspect and No.2 stencil-Down C.E.G.B. line to No.2 line

Subsidiary-Down C.E.G.B. line to Bypass line.

P5 No.1 line to Hopper House sited 460 yards from P2 signal.

P6 No.2 line to Hopper House sited 460 yards from P2 signal.

P8 Bypass line to Up C.E.G.B. line (with subsidiary below) sited 1085 yards from P2 signal.

P9 No.2 line up Up C.E.G.B. line (with subsidiary below) sited 660 yards from P6 signal.

P10 No.1 line to Up C.E.G.B. line (with subsidiary below) sited 660 yards from P5 signal.

New Position Light Ground Signals

P7 Cripples Siding or Cripples Loop to Bypass line.

P14 Up C.E.G.B. line, left of 13 points, with 4 way route indicator reading:-

1 - No. 1 line

2 - No. 2 line

B - Bypass line

C - Cripples Siding

New Toton Signals

Displaying the following aspects:-

R W R

W W W

R = Flashing red light.

W = Steady white light.

and sited as follows:-

No. 1 Line

B1 250 yards ahead of P5)

B2 110 yards ahead of B1)

B3 110 yards ahead of B2)

B4 110 yards ahead of B3)

No. 2 Line

A1 250 yards ahead of P6)

A2 110 yards ahead of A1)

A3 110 yards ahead of A2)

A4 110 yards ahead of A3)

MEANING

Stop

Proceed at slow speed

(41)

SUNDAY 18 SEPTEMBER: LAISTERDYKE EAST

Altered Signals

U5 Renumbered U4 and moved 178 yards nearer Bramley

D5 Moved 42 yards nearer Laisterdyke East.

(41)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**WORK ALREADY CARRIED OUT**

FARNLEY JUNCTION—No. 1 Siding shortened by approximately 40 yards and buffer stop re-erected.

Points spiked normal pending removal

95 Goods Yard—Down Copley Hill line

Signal dispensed with

94 Shunting Goods Yard to Down Copley Hill line.

Altered nomenclature**Old**

98 Down Copley Hill line to
Goods Yard or Up Copley Hill line

New

98 Down Copley Hill line to
Up Copley Hill line.

(41)

**** MOORHOUSE AND SOUTH ELMSALL**

Connections to Wrangbrook Junction abandoned

Points dispensed with

12 Main—Branch

Signals dispensed with

6 Down Main Starting

7 Down Main to Branch Starting

19 Branch Up Home

(38)

**** LEEDS CITY EAST**

Colour light signals converted from searchlight to multi-aspect.

(38)

**** LEEDS CITY NORTH**

North Arrival and North Departure, also Nos. 1, 2 and 3 Platform lines dispensed with. North Carriage Sidings accessible only from City Jn.

Leeds Wellington

All points and signals dispensed with.

Leeds City Jn.

Routes dispensed with at following signals

3 Up Fast to North Arrival Home

8 Up Slow to North Arrival Home

14 Down Main to North Arrival Home

Signals dispensed with

35 North Departure to Down Fast Home

58 North Departure to South Departure Home

Points spiked normal

28 North Departure to South Departure

30 South Arrival to North Arrival

31 Cross-over in North Arrival & North Departure

(38)

**** LEEDS CITY WEST**

Gantry carrying W.5. (Through Road or 11 Platform) and W.7 (11 Platform or Through Road) moved 32 yards further from Signal Box.

(38)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
WORK ALREADY CARRIED OUT—continued

LEEDS CITY WEST

Gantry Carrying W6 Through Road or 11 platform and W8 11 platform or Through Road moved 42 yards further from signal box (Eastwards)
 Signals changed from searchlight to multi-aspect units. (40)

LEEDS CITY NORTH

North Carriages Sidings dispensed with.
 Wellington Signal Box dispensed with.

BEMPTON

Signals dispensed with
 2 Up Home
 16 Down Starting

(40)

****WANSFORD**

Driffield Depot Crossing abandoned.
 Driffield Depot Gate box dispensed with.

Signal dispensed with
 4 Up Main Starting
 39 Down Main Home 2.

(38)

KNOTTINGLEY 'A'**New Signals** (Ground position light)

- 32 Shunting Up Doncaster or to Up Through siding situated on left of Up Doncaster 90 yds East of S.B.
- 34 Shunting Up Through Sidings to Up Main or Down Branch situated to left of Up Through Siding 174 yds East of S.B.

Altered signal

- 35 Shunting Up Doncaster to Up Main or Down Branch re-sited on left of Up Doncaster 107 yds. further from S.B.

New Points

- 33 Up Through Siding—Up Doncaster 92 yds. East of S.B.
- New connections Up Doncaster—Wagon Departure line laid in and spiked out of use until further notice.
- New line, Up Through Siding, laid between Knottingley Depot West & Knottingley 'A' brought into use.
- Old Up Askern line now New Wagon Dept. Line.
- New Line laid between Knottingley 'A' & 'B' adjacent to Down Doncaster now Up Doncaster line. (40)

KNOTTINGLEY 'B'**Altered Signal**

- 6 Up Askern Home (with Knottingley South Distant below) renamed Up Doncaster Home and re-sited to left of new Up Doncaster, same distance from signal box. (40)

KNOTTINGLEY DEPOT WEST

Connection from Up Goods loop to Up Through Siding brought into use.

Altered signal

- 16 Up Goods Loop to Up Branch Starting with Knottingley South Distant below moved to extreme left of existing bracket.

New Signal

- 20 Up Goods Loop to Up Through siding on extreme right of bracket carrying 16 signal.

Points

- 13 Up Goods Loop—Up Branch (previously clipped out of use) brought into use. (40)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**WORK ALREADY CARRIED OUT—continued******MARSHLAND**

Signal Box and signals dispensed with

Points spiked normal pending removal

7 Up Main—Branch

Points clamped and padlocked

8 Branch—Down Main (clamped reverse as traps)

11 Mains crossover

12 Slip Down Main—Branch

Telephone provided to Dutch River Signal Box. (38)

****DUDLEY HILL**

Listers Sidings Ground Frame dispensed with

Points spiked normal pending removal

Up Main—Up Siding (38)

****HEBDEN BRIDGE**

Ground frame dispensed with

Points spiked normal pending removal

Up Main—Down Sidings. (38)

MIRFIELD NO. 1

Sutcliffes Sidings Ground Frame dispensed with.

Points spiked normal pending removal.

Up Slow—Sidings

Up Slow—Down Slow (Crossover) (40)

LEEDS CITY JUNCTION**Signals dispensed with**

1 Subsidiary Up Fast to North Carriage Sidings

32 Shunting Neck to North Carriage Sidings

65 Shunting North Departure to North Carriage Sidings

68 Shunting North Carriage Sidings to North Departure

69 Shunting North Carriage Sidings to Neck.

Points Spiked Normal

24 Up Fast to North Carriage Sidings

66 North Departure to North Carriage Sidings (40)

ELLAND

Commencing 06 00 Sunday, 18th September, the Single Slip in the Up Main adjacent to the Signal Box, forming part of a trailing crossover, will be removed, and from this date the crossover will be abandoned. (41)

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 item.

MISCELLANEOUS NOTICES**KNOTTINGLEY 'A' AND 'B'**

Former Up Askern line between Knottingley 'A' and 'B' out of use. Up trains to travel over new Up line named Up Doncaster which has been brought into use between Knottingley 'A' and 'B', adjacent to Down Doncaster. Two facing connections laid in new Up Doncaster, clipped, spiked and padlocked out of use. (37)

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing
Thwaites Jn. Down Goods Line Water Column	Until further notice	—
Calder Bridge — Up Loop Water Column	Until further notice	—
Ripon Station — All Columns	Until further notice	—
Knottingley Down Platform	Until further notice	—
Knottingley Up Doncaster Platform	Until further notice	—

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Place	Nature of Work	Duration	Commencing
Low Moor M.P.D.	Rebuilding pit walls. No.3 Pit Road (BLOCKED)	Until further notice	—

**ALTERATIONS TO N.E.R. SECTIONAL APPENDIX—SOUTHERN SECTION
TABLE F**

From	To	Line	Number of Vehicles and Special Conditions
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AMEND line heading:—

LEEDS CITY WEST AND LEEDS CENTRAL 'B' TO NORTHALLERTON (CORDIO JN) VIA SINDERBY

ADD:—

Leeds City Junction	Leeds City West	Down	6 fitted vehicles (maximum weight 80 tons) by 2X2 car other than light weight D.M.U. In fog or falling snow a brake van must be leading.
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PAGE 189 (Page 59 Supp. No.3)**THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.**

AMEND:—

Leeds City Junction	Leeds City West	Down	14 fitted vehicles in clear weather. 8 fitted vehicles during fog or falling snow with brake van leading. 3 fitted vehicles without brake van in clear weather only. 6 fitted vehicles (maximum weight 80 tons) by 2X2 Car other than light weight D.M.U. In fog or falling snow a brake van must be leading.
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