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BR30018/6

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B R I T I S H R A I L W A Y S

SECTIONAL APPENDIX TO THE
WORKING TIMETABLE AND BOOKS
OF RULES AND REGULATIONS

SECTION NO. 6

(of Former Eastern Region Sectional Appendix)

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YORK
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Operations Manager
Intercity EC
Room W160
York

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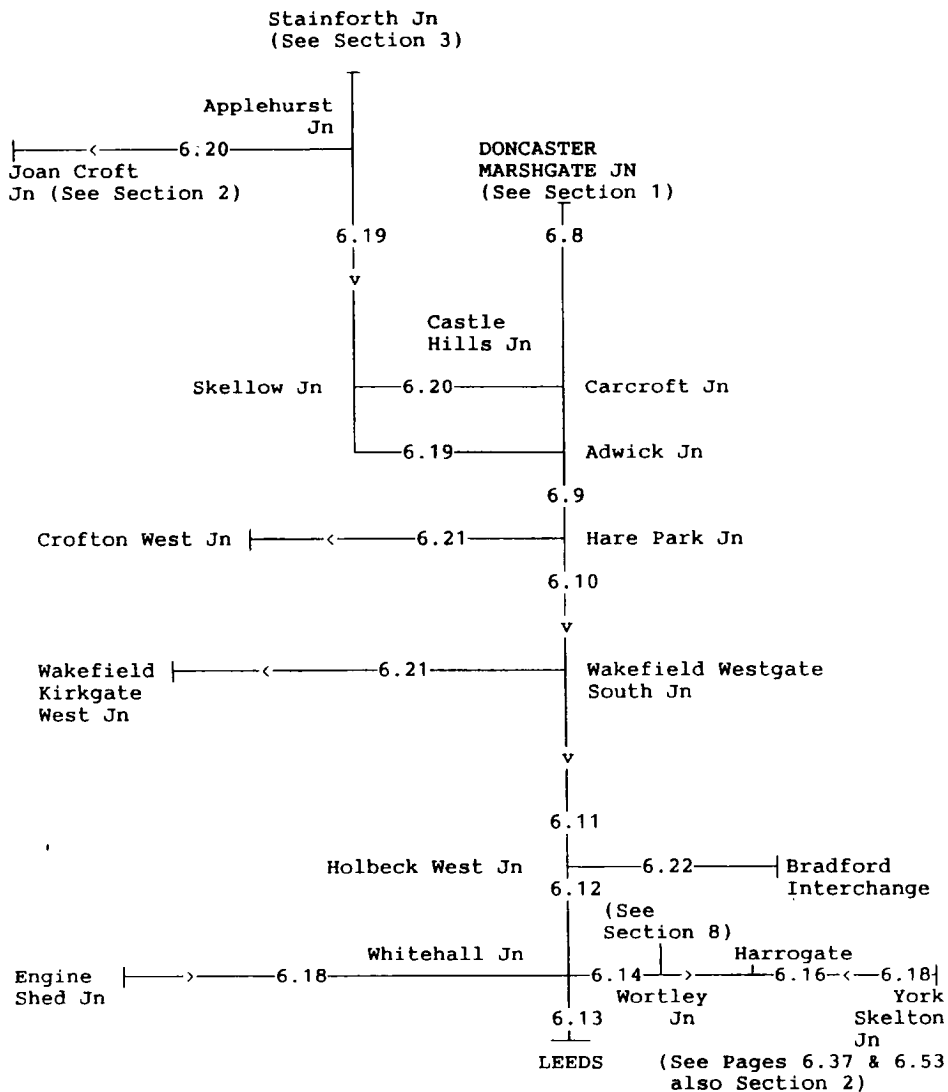
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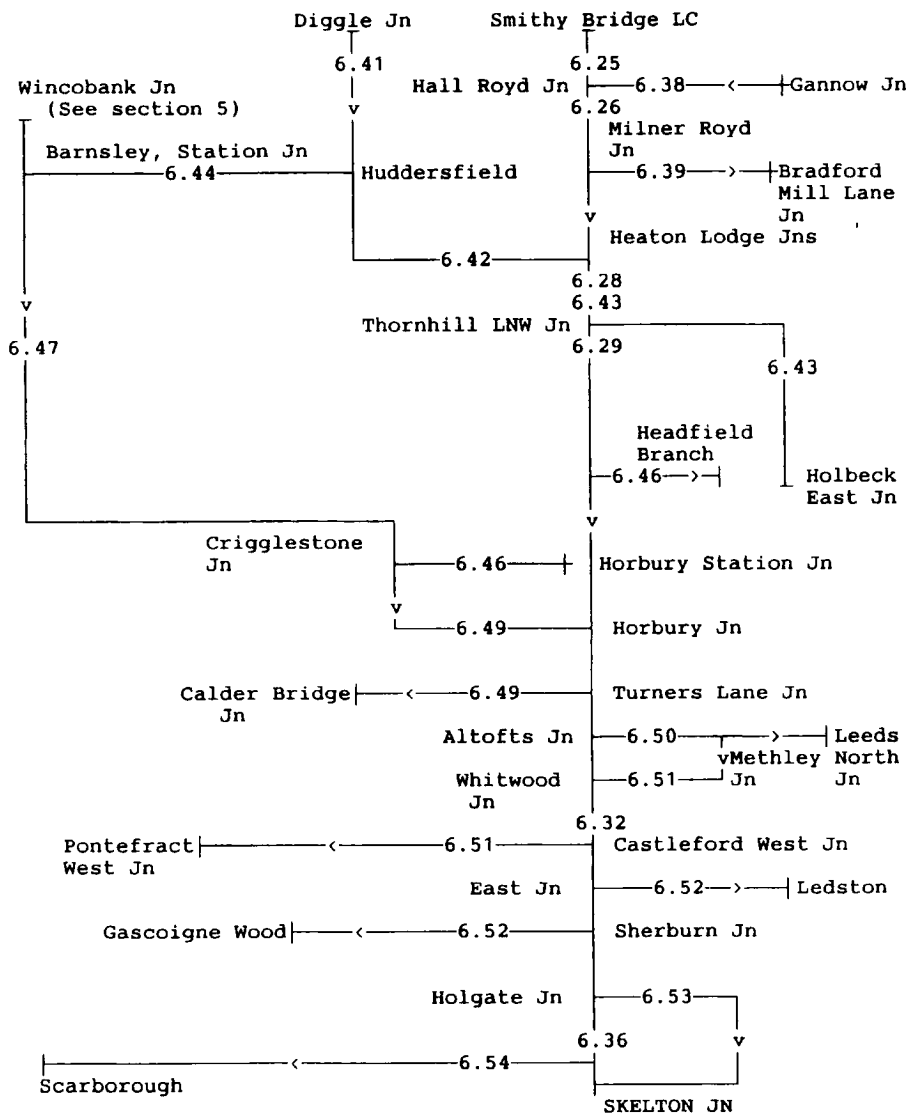
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LINES COVERED IN SECTION 6

DONCASTER, MARSHGATE JN TO WHITEHALL JN LEEDS AND BRANCHES

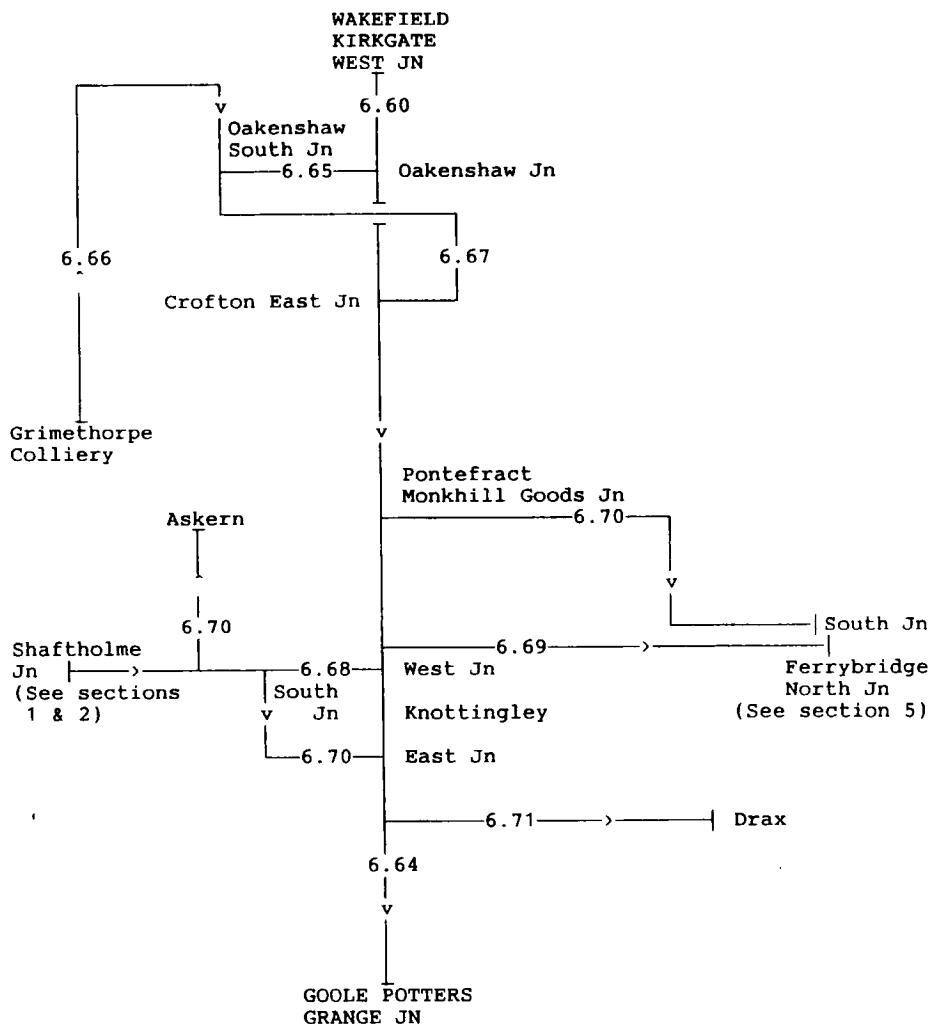


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 SMITHY BRIDGE LC TO SKELTON JN AND BRANCHES



Arrow denotes Down direction

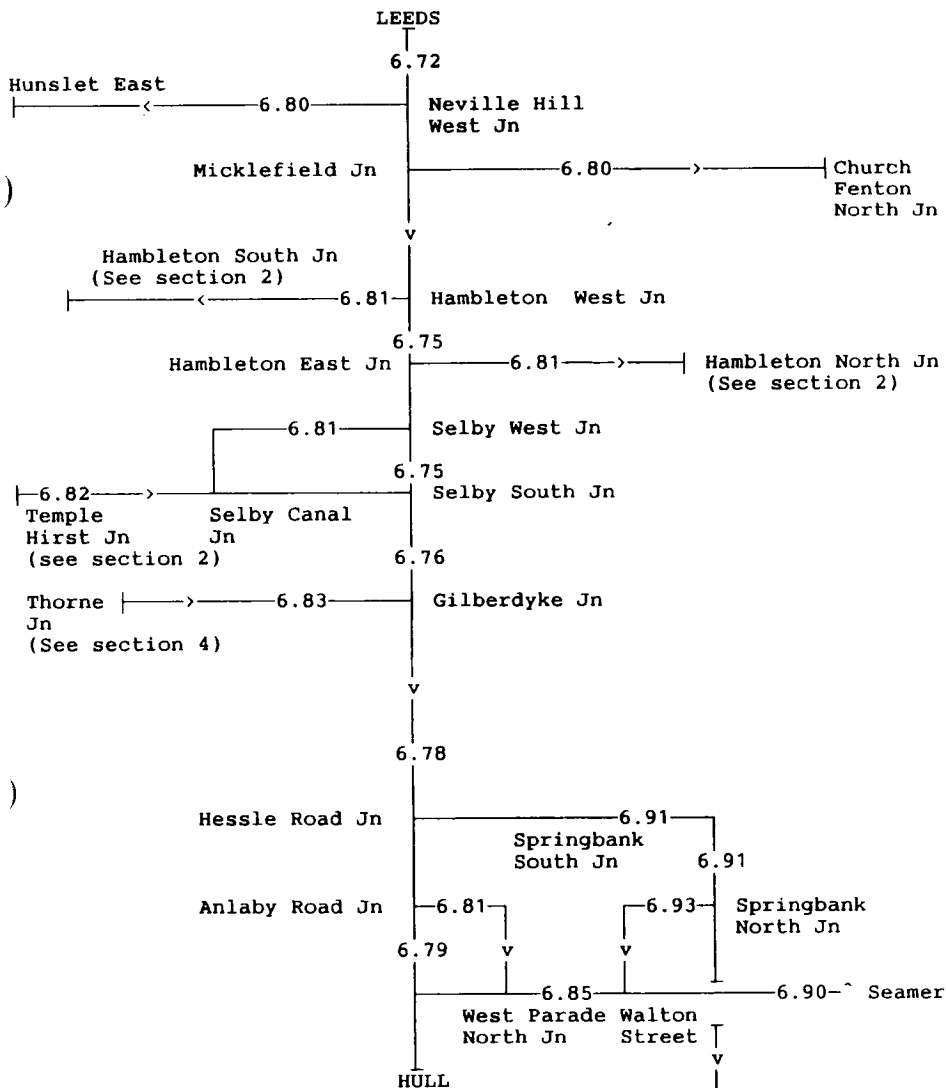
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Arrow denotes Down direction

LINES COVERED IN SECTION 6 - continued

LEEDS TO HULL AND BRANCHES



Arrow denotes Down direction
6.5

List of Lines in the sequence used throughout the section	Page in Table A
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List of Lines in the sequence used
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Selby, West Jn to Canal Jn.	6.81
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Thorne Jn to Gilberdyke Jn	6.83
Hull to Seamer West	6.85
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Springbank North Jn to Walton Street	6.93
Anlaby Road Jn to West Parade North Jn	6.93

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DONCASTER, MARSHGATE JN TO WHITEHALL JN.			
Marshgate Jn	156 28		# To/From Doncaster see Sections 1 & 4
	156 40		Marshgate Jn to Adwick Jn controlled by Doncaster (D) signal box.
Dock Hills LC CCTV	156 63 156 72*		
BENTLEY	157 47		
Bentley LC CCTV	157 52		
			T = Atkinsons UWC at 159 10
ADWICK	159 72		
Carcroft Jn	160 09		## To/From Skellow Jn see page 6 20
Adwick Jn	160 65		### To/From Stainforth Jn see page 6 19

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SOUTH ELMSALL	164 48		<p>T = South Elmsall UWC at 164 01</p> <p>South Elmsall to Leeds Whitehall Jn controlled by Leeds (L) signal box.</p> <p># To/From Moorthorpe see Section 5</p> <p>## To/From South Kirkby Colliery see Section 5</p> <p>DPL = 140</p> <p>UPL = 106</p>
OHNS	165 35		
South Kirkby Jn	165 74		
South Kirkby Colliery Main Line Jn	166 00		
	167 33		
	168 01		
Hemsworth	168 10		
	168 13		
	168 62		
FITZWILLIAM	169 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Winterset	171 09		<p># To/From Winterset Opencast</p> <p>CW Up at 171 58 (126 yards before reaching signal L264</p> <p>## To/From Crofton West Jn see page 6 21</p>
	171 20		
Hare Park Jn	171 73		
SANDAL AND AGRIGG	174 05		
	174 28*		
	174 58*		
	175 34*		
Wakefield Westgate South Jn	175 38		<p>### To/From Wakefield Kirkgate West Jn see page 6 21</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WAKEFIELD WESTGATE	175 52* 175 60* 175 65 176 02*		<p>DPL = 45</p> <p>PP is authorised on the Down Platform Loop and Up Platform line.</p> <p># To/From Wrenthorpe Sidings</p>
Balne Lane	176 12 176 75* 177 09*		
OUTWOOD	177 11* 177 21* 178 26 180 43*		
Ardsley Tunnel (297 yards)	180 61 180 75		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>C Up at 183 66 (963 yards before reaching signal L200)</p> <p>C Up at 184 74</p> <p># To/From Bradford Interchange see page 6 22</p> <p>## To/From Dewsbury see page 6 43</p> <p>C Up at 185 19 (352 yards before reaching signal L196)</p> <p>### To/From Leeds Station see page 6 14 and Section 8</p>
Holbeck West Jn	184 16*		
	185 01		
Holbeck East Jn	185 03		
	185 08*		
	185 16*		
Whitehall Jn	185 21*		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LEEDS E.JN. TO YORK (SKELTON JN) VIA HARROGATE	
Leeds East Jn	20 26		<p>PF is Authorised on the Down Goods Line, Up Goods Line and Through Road for Class O and 5 trains only Line Direction changes in Leeds Station at 20 47</p>
LEEDS (L)	20 47		<p>PP is Authorised in Platforms 5,6,8,9 and 12</p> <p>Leeds (L) signal box area between Leeds and Horsforth</p> <p>SPEED RESTRICTIONS LEEDS STATION AREA ARE:- LEEDS EAST JN 20 25 TO 20 47 10 MPH. LEEDS WEST O 07 TO 20 47 15 MPH. These apply over all lines and and crossovers.</p>
Leeds West Jn	20 70 0 00		<p>USH = Up Shipley DSH = Down Shipley</p> <p># To/From Viaduct siding ## To/From Parcels Depot.</p>

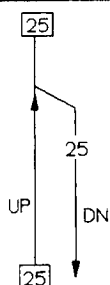
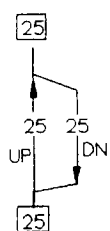
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Leeds North Jn	0 05		<p>USH = Up Shipley DSH = Down Shipley</p> <p>15 mph ALL lines and crossovers 20 47 to 0 07 Leeds Station</p> <p># To/From Engine Shed Jn see page 6 50</p>
Whitehall Jn	0 25* 195 54*		<p>## To/From Wakefield see page 6 12</p> <p>### To/From Apperley Jn see Section 8</p> <p>USHS = Up Shipley Slow DSHS = Down Shipley Slow USHF = Up Shipley Fast DSHF = Down Shipley Fast</p>
Wortley Jn	195 63* 196 19		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BURLEY PARK	0 20* 0 40* 0 44* 1 27		Controlled by LEEDS (L) signal box Leeds to Horsforth (exclusive). C Down at 0 41 (630 yards before reaching signal L7) C Down at 1 65 (1211 yards before reaching signal D2) C Down at 3 53 AB Horsforth to Rigton LC
Headingley Tunnel (70 yards)	1 72 to 1 75		
HEADINGLEY	2 11		
HORSFORTH	4 61 4 65* 4 70*		
Bramhope Tunnel (2m 24 yards)	5 65 to 7 76		
Wescoehill Tunnel (100 yards)	10 14 to 10 18		
	10 47* 10 54*		
WEETON	10 62		
Rigton LC	12 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
PANNAL	14 03 15 09* 15 28* 16 25*		<p>T = New York Farm UWC at 12 53 AB Ripton LC to Harrogate</p> <p>AWS not provided between Harrogate & Belmont LC Up & Down</p> <p>AWS not provided between Harrogate & Pannal Up</p>
HORNBEAM PARK	16 26 16 29* 16 41* 17 16*		<p>PP is authorised on the Down and Up Main lines in Harrogate Station.</p>
HARROGATE	17 24 20 38		<p>The line direction from Harrogate to Skelton Jn is UP AB Harrogate to Starbeck LC TL = Through line</p>
STARBECK Starbeck LC	20 21* 18 27 18 23* 18 13*		<p>C Down at 19 72 (575 yards before reaching Harrogate first Home Signal). AB Starbeck LC to Knaresborough</p>
Belmont LC	17 69 17 50*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KNARESBOROUGH LC	16 54		AWS not provided
Knareborough Tunnel (178yards)	16 48 to 16 42*		AB Starbeck LC to Knareborough LC
	16 40		ET Knareborough to Cattal LC
	16 36*		
	16 27*		
	16 24*		
Oakwood Farm LC R/G	14 47		
	14 00*		
	12 20*		T = Hopperton Old Station at 12 16 T = Hopperton Grange UWC at 11 71
Whixley LC	11 08		
CATTAL LC	10 20*		AB Cattal LC to Hammerton LC
Hammerton Road LC	9 17		
HAMMERTON LC	8 61*		ET Hammerton LC to Poppleton LC
Wilstrop LC	7 45		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Marston Moor LC	6 05	DN  UP	AWS not provided
Hessay WD G/F		15	ET Hammerton LC to Poppleton LC
Hessay LC	5 11		
POPPLETON LC	2 74*		
	2 68*		
	2 35*		
Nether Poppleton LC AHB	2 34		DH = Down Harrogate
	2 33*		UH = Up Harrogate
	1 65*		
Skelton Jn	0 00		To/From York see page 6 37
			Controlled by York (Y) signal box
		LEEDS, ENGINE SHED JN TO WHITEHALL JN	
Engine Shed Jn	195 20		Line controlled by Leeds (L) signal box
Whitehall Jn	195 52		see page 6 50
			see page 6 14

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Applehurst Jn	0 49	<p>APPLEHURST LOOP</p> 	<p>Line controlled by Doncaster (D) signal box</p> <p>See page 6 19</p>
Joan Croft Jn	0 00		<p>CW Down at 0 44 (555 yards before reaching signal D 851).</p> <p>CW Up at 0 03 (584 yards before reaching signal D 732).</p> <p>See Section 2</p>
Carcroft Jn	160 09	<p>CARCROFT JN TO SKELLOW JN</p> 	<p>Line controlled by Doncaster (D) signal box see page 6 8</p>
Skellow Jn	160 59		<p>C Down at 160 19 (404 yards before reaching signal DS 742).</p> <p>C Up at 160 30 (540 yards before reaching signal DS 108).</p> <p>see page 6 19</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HARE PARK JN TO CROFTON WEST JN	
Hare Park Jn	171 73*		<p>Controlled by Leeds (L) signal box see page 6 10</p> <p>CW Up at 173 18 (690 yards before reaching signal O 302).</p> <p>see page 6 61 Controlled by Oakenshaw (O) signal box</p>
Crofton West Jn	173 22*		
		WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN	
Wakefield Westgate South Jn	O 00*		<p>Controlled by Leeds (L) signal box see page 6 10</p> <p>CW at O 19 Facing in DOWN direction</p> <p>Controlled by Wakefield Kirkgate (K) signal box see page 6 30</p>
Wakefield Kirkgate West Jn	O 26*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HOLBECK WEST JN TO BRADFORD INTERCHANGE			
Holbeck West Jn	185 01 0 02*	UP DN 60 60 * * 40 40 * * 50	# To/From Wakefield Westgate see page 6 12
	0 08*		
	0 55*	55 * 60	
Wortley West Crossover	0 57	15	
Armley Tunnel (80 yards)	1 02 to 1 06		
	1 26*	60 * 45	
	1 48*	45 * 60	
BRAMLEY	3 15	60	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEW PUDSEY	4 77 5 17*		
Stanningley Tunnel (455 yards)	5 22 to 5 43 5 45* 5 68		
Ducketts LC UWC R/G	6 49 190 24		
Hammerton Street	191 18 191 19* 191 35*		
Wakefield Road Tunnel (132 yards)	191 36 to 191 42		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Mill Lane Jn (M)	191 52* 191 78 40 03		# To/From Halifax see page 6 40
BRADFORD INTERCHANGE	40 27		SS = Stabling Siding RR = Run Round

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SMITHY BRIDGE LC TO SKELTON JN	
SMITHY BRIDGE LC	12 60 12 65		Littleborough to Weasel Hall Tunnel controlled by Preston (PN) signal box
LITTLEBOROUGH Ground Frame at	13 65 14 39		
Summit West Tunnel (55 yards)	15 06 to 15 08		
Summit Tunnel (1m 125 yards)	15 13 to 16 40* 16 64		
Summit East Tunnel (41 yards)	16 65 to 16 67		
Dean Royd Tunnel (70 yards)	16 74 to 16 77		
	17 00*		C Up at 17 31
Winterbutlee Tunnel (306 yards)	17 46 to 17 60		
WALSDEN	17 70		C Up at 18 04 C Up at 18 50
	18 60*		
TODMORDEN	19 13		C Up at 19 19

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hall Royd Jn	19 40* 19 61		C Up at 19 58 (650 yards before reaching signal PN.321) # To/From Gannow Jn see page 6 38
Millwood Tunnel (225 yards)	19 63 to 19 73		
Castle Hill Tunnel (194 yards)	20 07 to 20 16		
Horsfall Tunnel (274 yards)	20 44 to 20 56		
	22 20* 22 40* 22 62*		
Weasel Hall Tunnel (109 yards)	23 12 to 23 17		
HEBDEN BRIDGE	23 50 23 56		URS = 47 AB Hebden Bridge to Milner Royd Jn

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MYTHOLMROYD	24 68		<p>AB Hebden Bridge to Milner Royd Jn</p> <p>UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire</p> <p>AB Milner Royd Jn to Greetland (when Greetland is closed; AB applies) between Milner Royd Jn and Elland # To/From Halifax see page 6 40</p> <p>AB Milner Royd Jn to Elland when Greetland signal box is closed. The Rule Book Section M Clause 3.3.1. exception (a) does not apply between Greetland and Elland. Traincrew must regard the lines in this Section as worked by Absolute Block at all times.</p> <p>Healey Mills (HM) signal box area between Bradley Wood Jn and Horbury Station Jn.</p>
Sowerby Bridge Tunnel (657 yards)	27 60 to 28 10		
SOWERBY BRIDGE	28 51		
Milner Royd Jn	29 20* 29 21 29 25*		
Greetland	30 77		
Elland Tunnel (420 yards)	31 25 to 31 44		
Elland	31 61		
Bradley Wood Jn	35 59		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Heaton Lodge Jn	37 29*		Healey Mills (HM) signal box area between Bradley Wood Jn and Horbury Station Jn # To/From Huddersfield see page 6 42
Heaton Lodge East Jn	37 49		
MIRFIELD	38 32		
	39 20		
Mirfield East Jn	39 26		
Thornhill LNW Jn	39 72*	UL&Y DL&Y /UM * 60 60	DL&Y/UM = Down Lancashire & Yorkshire/Up Main ### To/From Dewsbury see page 6 43

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Thornhill Jn	40 50	UL&Y DL&Y 60 25	Healey Mills (HM) signal box area between Bradley Wood Jn and Horbury Station Jn
Dewsbury East Jn	41 43	15 15 #	# To/From Dewsbury Railway St Depot (Headfield Branch) see page 6 47
Healey Mills A Jn	42 00	RR 20	RR = Run Round Line
	42 30		
	42 57		
Healey Mills (HM) Signalbox and Control Tower	42 64	20 ## 20	
	42 70		
		## 20	## To/From Healey Mills Yard
	43 30*	60 20\$ *US	
Healey Mills B Jn	43 31*	## 20	\$ 20 mph Through No 429 points UL&Y to UL&Y connection at 43 31
	43 40*	20 20 40	
	43 60*	UL&Y 20 20 20*	
	43 63	20 60	
		20 UGL	
Horbury Station Jn	44 02	20 60	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Horbury Jn GF	45 00		Healey Mills (HM) signal box area between Bradley Jn and Horbury Station Jn #### Sidings
Horbury Jn	45 38 45 39		# To/from Crigglestone Jn see page see page 6 49
	45 48*		
	46 20*		
	47 10*		
	47 38*		
Wakefield Kirkgate West Jn	47 43*		## To/From Wakefield Westgate see page 6 21 Wakefield Kirkgate (K) signal box area between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive TL = Through Line ### To/From Calder Bridge Jn see page 6 60 \$ = UL&Y DG = Down Goole
	47 52*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Former Goose Hill Jn	50 31 184 56		Controlled by Wakefield Kirkgate (K) Signal Box between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive. # To/From Welbeck Discharge Bunker
Footpath LC (R/G) NORMANTON	185 00* 185 11		Footpath LC crosses UP line only
Altofts Jn	185 30* 185 73 186 00 23 57		## To/From Leeds see page 6 50 T = FPC at Altofts Jn 186 00 AB Altofts Jn to Whitwood
Whitwood Jn	22 10* 22 04 22 02*		AB Whitwood to Castleford Gates LC ### To/From Methley Jn and Leeds see page 6 51
Castleford Gates LC	21 22 21 06*		AB Castleford Gates LC to Castleford Station AB Castleford Station to Milford (Hillam Gates)
Castleford West Jn	21 01		#### To/From Cutsyke see page 6 51
Castleford Station CASTLEFORD	20 79 20 76 20 70*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Castleford East Jn	20 39		AB Castleford West Jn to Milford (Hillam Gates).
	19 60*		# To/From Ledston Branch see page 6 52
	19 40*		
Fairburn Tunnel (65 yards)	17 52 to 17 49		Milford (M) Signal Box area between Hillam Gates LC and Sherburn-in-Elmet
	17 24*		
Hillam Gates LC CCTV	15 57		
Milford Jn	15 10 15 07 15 06		
	15 00		## See Section 5
	14 74		
Milford (M)	14 71		DPL = 87 UPL = 96 ILIS = Cutsyke Branch SSIL = Methley Jn direction at Whitwood
Sherburn Jn	13 21		
SHERBURN IN ELMET LC CCTV	12 69		### To/From Gascoigne Wood see page 6 52 T = Bramleys (House Farm) UWC at 13 52

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Church Fenton South Jn	10 77		<p># To/From Micklefield see page 6 79</p> <p>UN = Up Normanton DN = Down Normanton UL = Up Leeds DL = Down Leeds</p> <p>UPL 45, also available for Down trains (24 SLUs)</p> <p>TOWS 11 42 to 10 30</p> <p>Colton South Jn to Skelton Bridge controlled by York (Y) Signal box</p> <p>## To/From Doncaster see Section 2</p>
CHURCH FENTON	10 59* 10 58		
Church Fenton (CF)	10 42		
Church Fenton North Jn	10 31*		
ULLESKELF	8 70 7 31*		
Colton South Jn	6 40* 6 25		
Colton Jn	5 41 182 79		
Colton North Jn	183 65		
Earfit Lane LC R/G	184 05		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Copmanthorpe No2 LC R/G	185 22	UM DM UL DL ↑ [125] ↑ [100]	UL = Up Leeds DL = Down Leeds
	186 20*	125 * * * * *	T = Ibbotsons UWC at 185 51
	186 43*	* 100 100 90 * * *	
		* 90 * 90 *	
	187 40*	90 90 25 * 25	D+UGL = Down and Up Goods Line 79
		40 * 25	
		25	
	188 01	50 30 35	
	188 07*	30 * 35	
Holgate Jn		30 40 35 DS # US	# To/From Skelton via Slow Lines see page 6 54
		[40] [30]	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
YORK (Y)	188 28* 188 40 0 00 0 20* 0 42*		PP is authorised over platform lines for Class 1, 2, 5 and 0 trains. booked to call only. ## To/From Scarborough see page 6 54 # - Loco Line

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Skelton Jn	1 09*		<p>## = To/From Holgate via Slow lines see page 6 53 and Section 2</p> <p># To/From Harrogate see page 6 18</p> <p>To/From Newcastle see Section 2</p>
	1 29*		
	1 51		
	1 60*		
OHNS	2 04		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GANNOW JN TO HALL ROYD JN	Controlled by Preston (PN) signal box
Gannow Jn	21 03*	UP DN 40 40	C Down at 21 57 (300 yards after passing signal PN 362)
BURNLEY Manchester Road	21 68	45 45	C Down at 22 48 (200 yards after passing signal PN 361)
Towneley LC	22 46	---	C Down at 23 50 (996 yards before reaching signal PN 356)
Towneley Tunnel (393 yards)	23 08 to 23 35	45 45	C Down at 24 24 (200 yards after passing signal PN 356)
Holme Tunnel (265 yards)	25 52* to 25 65*	20 20	C Down at 25 03 (200 yards after passing signal PN 355)
Copy Pit	26 22	45 45	C Down at 25 67 (330 yards after passing signal PN 353)
	27 05*	45 45	C Up at 26 52 (200 yards after passing signal PN 349)
Portsmouth LC R/G	27 30	---	C Up at 27 24 (942 yards before reaching signal PN 349)
	28 40*	20 20	C Up at 27 46 (200 yards after passing signal PN 347)
	28 72*	40 40	C Up at 28 50 (200 yards after passing signal PN 345)
Kitson Wood Tunnel (290 yards)	28 76 to 29 10	40 40	C Up at 29 32 (200 yards after passing signal PN 343)
	30 17	40 40	C Up at 30 14 (260 yards after passing signal PN 339)
	30 20*	30 30	CW Up at 30 48 (440 yards before reaching signal PN 339)
Hall Royd Jn	30 54* 19 61	20 20 ##	## To/From Hebden Bridge see page 6 26

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MILNER ROYD JN TO BRADFORD, MILL LANE JN			
Milner Royd Jn	29 21 29 34* 30 44*		<p># 1c/From Sowerby Bridge see page 6 27</p> <p>C Down at 29 25 (396 yards before reaching signal MR 14).</p> <p>Controlled by Halifax (H) signal Box</p> <p>CW Down at 31 40 (690 yards before reaching signal H709).</p> <p>Class 37 locomotives with roof mounted warning horns not to exceed 5mph when passing in Down direction through Bridge No.10 at 31 70.</p> <p>DRS 48</p> <p>AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>Hipperholme Tunnel (388 yards)</p> <p>34 05 to 34 22</p> <p>34 20*</p> <p>34 46*</p> <p>Lightcliffe Tunnel (70 yards)</p> <p>34 67 to 34 70</p> <p>Wyke Tunnel (1365 yards)</p> <p>36 12 to 36 74</p> <p>New Furnace Tunnel (69 yards)</p> <p>37 07 to 37 10</p> <p>37 23*</p> <p>37 59*</p> <p>Bowling Tunnel (1648 yards)</p> <p>38 18* to 39 13</p> <p>Bowling Jn</p> <p>39 20</p> <p>Mill Lane Jn</p> <p>39 79*</p>		<p>UM DM</p> <p>55</p> <p>50</p> <p>55</p> <p>55</p> <p>45</p> <p>45</p> <p>50</p> <p>55</p> <p>15</p> <p>15</p> <p>#</p>	<p>AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up Controlled by Mill Lane Jn Signal box from signals M1563 Down and M1564 Up</p> <p>Mill Lane Jn Signal box at 40 03 # To/From Bradford see page 6 24</p>

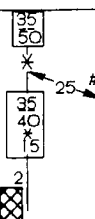

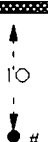
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DIGGLE JN TO HOLBECK EAST JN	
Diggle Jn	14 59		DPL = 53
Standedge Tunnel (3m 66yds)	15 00* 15 11 to 18 14 15 16* 18 07*		
MARSDEN	18 37* 18 59		UPL = 109
	18 76* 19 20*		
SLAITHWAITE	21 19		
	24 28* 24 48* 24 62*		C Up at 24 20 (480 yards before reaching signal HU 193).
Gledholt North and South Tunnels (243 yards)	25 04 to 25 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springwood Jn	25 20		Controlled by Huddersfield (HU) signal box # To/From Barnsley see page 6 46 35 mph Up Main line in Down direction between Springwood Jn and 25 49
Huddersfield North and South Tunnels (696 yards)	25 20 to 25 51 25 49*		PP is authorised in both directions in No4 platform line, in the Down direction in No8 platform and in the Up direction in No1 platform.
HUDDERSFIELD (HU)	25 60		UH = Up Huddersfield DH = Down Huddersfield
	25 71*		
	26 03*		
DEIGHTON	27 60		
Bradley Jn	28 39		Bradley Jn to Ravensthorpe controlled by Healey Mills signal box ## To/From Milner Royd Jn see page 6 28
Heaton Lodge Jn (Up lines Only)	29 54		
Heaton Lodge East Jn (Down lines Only)	29 74		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MIRFIELD	30 57		Bradley Jn to Ravensthorpe controlled by Healey Mills (HM) signal box
Mirfield East Jn	31 51		# To/From L&Y lines see page 6 28
Thornhill LNW Jn	32 16		
RAVENSTHORPE	32 28		
DEWSBURY	33 62		DPL = 25
BATLEY	35 09		
Batley LC	35 57		T = Howley Park UWC at 36 04
Morley Tunnel (1m 1609 yards)	36 25 to 38 19		
	38 22*		
MORLEY	38 24		
	38 30*		
	38 55*		Farnley Branch in to Holbeck East Jn controlled by Leeds (L) signal box
COTTINGLEY	40 02		
Farnley Branch Jn	40 65		C Up at 41 28 (880 yards before reaching signal L 36)
Holbeck East Jn	42 01* 42 05*		### To/From Leeds see page 6 12

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BARNSELY STATION JN TO HUDDERSFIELD	AWS not provided
Barnsley Station Jn	6 43 6 40* 5 75*		# To/From Wincobank Jn see page 6 48 CW Down at 6 36 (602 yards before reaching signal BY 9). T = Pogmoor UWC at 4 35
Dodworth LC DODWORTH	3 67 3 63		
SILKSTONE COMMON	2 21		
Oxspring Tunnel (558 yards)	0 63 to 0 38 0 00 29 13		
Penistone (P)	28 44* 28 37 13 42		
PENISTONE	13 36 13 32*		CL = 18

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wellhouse Tunnel (415 yards)	12 48 to 12 29		AWS not provided
	9 72*		T = Carr Head Farm UWC at 11 76
DENBY DALE	9 31		
Cumberworth Tunnel (906 yards)	9 05 to 8 44*		
Clayton West Jn	7 63*		Controlled by Huddersfield (HU) signal box
SHEPLEY	7 14		
STOCKSMOOR	6 26		
Stocksmoor Jn	6 01*		
Thurstonland Tunnel (1631 yards)	5 58 to 4 63		
BROCKHOLES	4 25		
HONLEY	3 28		
Robin Hood Tunnel (228 yards)	2 70 to 2 60		
BERRY BROW	2 26		
LOCKWOOD	1 18		
Lockwood Tunnel (205 yards)	1 16 to 1 07		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springwood Jn Huddersfield South Tunnel (695 yards) HUDDERSFIELD	○ 48* ○ 40 ○ 40 to ○ 11* ○ 09 ○ 00		# To/From Up Main Line see page 6 42
End Of Branch Dewsbury Railway Street Goods Yard Notice Board 200 yards North of APCM Sidings Dewsbury East Jn	○ 76 ○ 49 ○ 00 ○ 27 ○ 06* ○ 00	<p style="text-align: center;">HEADFIELD BRANCH</p>  <p style="text-align: center;">CRIGGLESTONE SINGLE LINE BRANCH</p>	AWS not provided # To/From Railway Street Sidings OTNS ## To/From APCM Sidings All movements 10mph over Bridge No.1. Controlled by Healey Mills (HM) signal box see page 6 29
End of Branch Signal fixed at Red Criggleshstone Jn	44 21 45 08 45 56		AWS not provided at Criggleshstone Jn Line controlled by Criggleshstone Jn signal box # To/From Barnsley see page 6 49

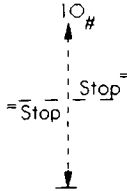
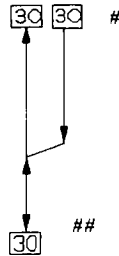
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WINCObANK TO HORBURY JN			
Wincobank Jn	161 52 161 54* 161 65*		# To/From Sheffield see Section 5 Controlled by Sheffield (S) signal box
MEADOWHALL	161 70 162 02 162 35* 162 78*		Note: Meadowhall also appears in Section 5 C Down at 162 29
Ecclesfield West (EW)	164 24		CW Down at 164 06 T - Butterthwaite Lane UWC at 164 12 AB Ecclesfield West to Skiers Spring
CHAPELTOWN	165 68 165 70* 166 10*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tankersley Tunnel (1498 yards)	166 28 to 167 17	UM DM 70	
Skiers Spring	167 66	15 +	AB Skiers Spring to Jumble Lane LC + Unworked trailing crossover secured out of use for Civil Engineers only.
ELSECAR	169 00	70	Class 37 (with roof mounted warning horns),
	170 25*	* 60	Class 47 & 59 locos are restricted to 15 mph and 14X vehicles on wheelskates are not permitted on the Down line through Bridge No.57 at 169 50 and on the Up line through Bridge No.57 at 170 40.
WOMBWELL	170 45 173 45* 173 48 175 50	50	
Jumble Lane LC	6 59	15	AB Jumble Lane LC to Barnsley Station Jn
BARNSELY	6 54	50 15	AWS not provided between Barnsley Station Jn and Horbury Jn
Barnsley Station Jn	6 43* 52 58*	* 20 35 15 35 20 # 20	AB Barnsley Station Jn to Woolley Coal Siding
	52 53*	* 60	# To/From Penistone see page 6 44
DARTON	49 29	60	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Woolley Coal Siding (W)	48 55		AB Woolley Coal Siding to Criggleshole Jn # To/From Woolley Sidings
Woolley New Tunnel Down and Old Tunnel Up (1745 yards)	47 33 to 46 34		
Criggleshole Jn	45 56 1 53		AB Criggleshole Jn to Horbury Jn ## To/From Criggleshole Branch see page 6 46
Flockton Sidings GF	0 64 0 08*		
Horbury Jn	0 00		### To/From Wakefield Kirkgate see page 6 30
Turners Lane Jn	0 50*	WAKEFIELD TURNERS LANE TO CALDER BRIDGE JN 	Line controlled by Wakefield Kirkgate (K) signal box # To/From Normanton see page 6 31
Calder Bridge Jn	0 00*		## To/From Goole, Potters Grange Jn see page 6 60

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		ALTOFTS TO LEEDS NORTH JN	
Altofts Jn	186 00*	UP DN 60 #	T = Altofts Jn UWC at 186 00 # To/From see page 6 32
Methley Jn	187 37	30 30 75	#2 To/From Whitwood Jn see page 6 51
Methley North LC R/G	188 30	30	
WOODLESFORD Footpath LC R/G	190 02	25	
Stourton Jn	192 40 192 42	20 AD	AD = Arrival/Departure
Stourton	193 17	20 #3	#3 To/From Stourton F/Liner
Hunslet South Jn	193 40	15 #5	#4 To/From Balm Road #5 = Hunslet Down Sidings
Hunslet Station Jn	193 68* 194 10 194 37*	75 60 15 15 #6 15 60 40	#6 Middleton Light Railway Private Hunslet Station Jn to Leeds North Jn controlled by Leeds (L) signal box
Engine Shed Jn	195 18* 195 20	40 15 30 #7	#7 To/From Holbeck Depot
Leeds North Jn	195 47* 195 53	30 15 20 #8 15 #9 15 #10	#8 To/From Whitehall Road Freight Depot #9 To/From Whitehall Jn see page 6 14 #10 To/From Leeds see page 6 14

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		METHLEY JN TO WHITWOOD JN	
Methley Jn	1 12		# To/From Leeds see page 6 50 AB Methley Jn to Whitwood Jn
Whitwood Jn	0 04* 0 01		## To/From Castleford see page 6 32
		CASTLEFORD WEST JN TO PONTEFRACT WEST JN	
Castleford West Jn	0 00 0 05*		AB Castleford Station to Cutsyke Jn # To/From Castleford see page 6 32 NOTE THE LINE DIRECTION IS UP BETWEEN CASTLEFORD WEST JN AND CUTSYKE JN.
Cutsyke Jn LC	0 61 59 02 59 01*		### To/From Prince of Wales Colliery T = Carr Lane UWC At 58 35 T = Town End Farm UWC at 57 35
Prince of Wales LC	56 65*		Controlled by Prince of Wales (POW) Signal box
Pontefract West Jn	56 42		## To/From Goale, Potters Grange Jn see page 6 61

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Castleford East Jn	6 17	<p>CASTLEFORD EAST JN TO LEDSTON</p> 	<p>AWS not provided Controlled by Castleford Station signal box = Stop obtain authority before proceeding # To/From Castleford see page 6 33</p> <p>OTS Castleford East Jn to Ledston.</p>
BC LC (Open)			
Ledston	4 43		
Sherburn Jn	13 22	<p>SHERBURN JN TO GASCOIGNE WOOD</p> 	<p>Controlled by Milford (M) signal box # To/From Church Fenton see page 6 33</p> <p>## To/From see page 6 73</p>
Gascoigne Wood	14 30		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>YORK, HOLGATE TO SKELTON JN</p>	<p>To/From Colton Jn see page 6 35 Controlled by York (Y) Signal box</p> <p># From/To Up and Down Leads see page 6 35</p>
Holgate Jn	188 07 0 00		
Yard South	0 21		
Yard North	1 09*		
	1 43*		
Skelton Jn	1 50*		To/From Skelton see page 6 37

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		YORK TO SCARBOROUGH	AWS not provided
YORK (Y)	0 00		PP is authorised in platform 4 # To/From York see Section 2 and page 6 37
	0 18		
	0 22*		
	0 25*		
Bootham LC (AHB-X)	1 51		
	1 52*		
	2 60*		
	3 01*		
Haxby Road LC (CCTV)	3 27		
Haxby LC (CCTV)	4 18		
			<p>T = Bootham Stray UWC at 1 70 T = Kettlestring Farm UWC at 2 54 T = New Earswick UWC at 3 00</p> <p>T = Hall Farm UWC at 3 19 T = Farmstead Rise UWC at 3 45</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Strensall No1 LC (CCTV)	6 00		AWS not provided T = Barkers UWC at 4 59 T = Manor Farm UWC at 5 03 T = Oakbutts UWC at 5 26
Strensall No2 LC (CCTV)	6 11		
Strensall LC	6 48		AB Strensall LC to Barton Hill LC T = Riversdale Farm UWC at 7 03 T = Strensall Walbutts UWC at 7 19
	7 20*		
	7 40*		
Common Road LC	7 52		
	7 60*		T = Flaxton Moor UWC at 8 28
	8 61*		
	9 04*		T = Gennel Farm UWC at 8 65
Flaxton LC (AHB-X)	9 21		T = Smedleys UWC at 9 05
	10 70*		
Barton Hill LC	11 48		T = Foston Gates UWC at 10 74 AB Barton Hill LC to Kirkham Abbey LC

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Howsham LC	12 40*	UP DN 60 80s	AWS not provided AB Barton Hill LC to Kirkham Abbey LC
	13 28	60 80s	T = Green Farm UWC at 11 72 T = Manor Farm (Barton) UWC at 11 77
	13 45*	60 80s	T = Brisby's UWC At 12 17 T = Plain Moor UWC at 12 32
	13 65*	45 55s	T = Manor Farm (Crambe) UWC at 13 58 T = Newcombes UWC at 13 65
	14 55*	60 80s	T = Oakcliffe UWC at 14 05 T = Brothertons UWC at 14 13
Kirkham Abbey LC	14 76*	60 80s	
	15 01	40 15s	AB Kirkham Abbey LC to Malton.
	15 37*	50s 40 40 55s	
	16 14*	55s	T = Crambeck UWC at 16 15
	16 20*	40	
	18 00*	60s 40	T = Low Hutton UWC at 17 75
	18 22*	60s 60s	
	18 40*	40 40	
	18 60*	40 40 65s 65s	
	18 75*	60 60 65s 65s	T = Portobella Farm UWC at 19 12 T = High Farm UWC at 19 53 T = New Cut UWC at 20 07
	20 36*	60 75s 60	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MALTON	20 60* 20 76*	UP DN 60 60 75s 75s 15 15 15 15 70 70 20 20	AWS not provided AB Kirkham Abbey LC to Malton LC.
Malton LC	21 03 21 12 21 15* 21 22 21 25* 21 31*	30 30 70 70 75s 75s	AB Malton LC to Weaverthorpe LC T = Wallgate UWC at 21 50 T = Mill Garth UWC at 21 70
	21 32 22 08*	70 70 70 70 75s 75s	T = Villa Farm UWC at 22 46 T = Norton Parks UWC at 22 78
	22 55* 23 02*	70 70 80s 80s	T = Marr House Farm UWC at 23 43 T = Birdsall Estates UWC at 23 63 T = Scagglethorpe UWC at 24 14 T = Manor Farm UWC at 24 35 T = Kilby's UWC at 24 53 T = Lilac Farm UWC at 24 72
	24 32*	70 70 80s 80s	
Rillington LC AHB-X	25 42*	70 70 75s 75s X35 X35 70 70 80s 80s	T = Sleights Farm UWC At 25 57 T = Ivy Lea Farm UWC at 25 72

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AWS not provided AB Malton LC to Weaverthorpe LC</p>
High Scampston LC AHB-X	26 16* 26 19		
Low Scampston LC AHB-X	26 54 26 60*		
Knapton LC AHB-X	27 41 27 42* 28 22*		
Heslerton Station LC AHB-X	29 20* 29 32 29 40*		
West Heslerton LC AHB-X	30 50* 30 52		
East Heslerton LC	31 00 31 05*		
	31 55* 32 20*		
Weaverthorpe LC	32 65* 32 68		
			<p>T = Elm Tree Farm UWC at 27 75 T = Wilkinsons UWC at 28 17</p> <p>T = Sand Lane UWC at 29 74 T = Yedingham UWC at 30 17</p> <p>T = Cousins UWC at 31 56 T = Grange Farm UWC at 32 09</p> <p>AB Weaverthorpe LC to Seamer West</p> <p>T = Jacksons UWC at 33 03 T = Ganton Hall UWC at 33 62</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ganton LC AHB-X	34 24		AWS not provided AB Weaverthorpe LC to Seamer West
	38 20*		T = Potter Brompton UWC at 33 76
	38 60*		T = Long Plantation UWC at 34 08
Seamer West	38 63		T = Binnington UWC at 35 22
	38 66*		T = Willerby Carr UWC at 35 69
	38 67*		T = Robins Bottom Plantation UWC at 36 40
	39 05*		T = Pasture Lane FPC at 38 20
			T = Meads Lane UWC at 38 45
			# To/From Hull see page 6 90
SEAMER	39 14		URS = 63
Seamer East	39 17		AB Seamer West to Seamer East
	39 40*		AB Seamer East to Falsgrave
	40 00*		
	41 30*		** To Carriage Sidings
	41 58		*** To Oil Sidings and Turntable
Falsgrave	41 63		Falsgrave to Scarborough is Station limits.
	41 68*	15 MPH All lines and crossovers 41 68 to Scarborough Station	
SCARBOROUGH	42 06	PP is authorised on all platform lines in Scarborough Station	

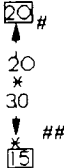
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN			
Wakefield Kirkgate West Jn	47 43*		# To/From Wakefield Kirkgate L&Y see page 6 30 ## To/From Wakefield Westgate and Down Slow/Down Fast Lines see pages 6 31 and 6 22
WAKEFIELD KIRKGATE	47 52*		
Wakefield Kirkgate (K)	47 62		
	47 76		### To/From Turners Lane Up L&Y see page 6 31
	48 05*		Wakefield Kirkgate (K) signal box area between Wakefield Kirkgate West Jn and Calder Bridge Jn
Calder Bridge Jn	48 28		#### To/From Turners Lane see page 6 50
	48 56*		C&W Sidings
Oakenshaw Jn	48 76		Oakenshaw Jn to Featherstone LC controlled by Oakenshaw (O) signal box ##### To/From Oakenshaw South Jn see page 6 65

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Oakenshaw Jn to Featherstone LC controlled by Oakenshaw (O) signal box</p> <p># To/From Hare Park see page 6 21</p> <p>## To/From Oakenshaw South Jn see page 6 67</p> <p>### To/From Crofton P/Way Depot C Up at 52 06 (561 yards before reaching signal O 323)</p> <p>#### To/From Sharlston Colliery</p> <p>C Up at 56 30 (890 yards before reaching signal O 354)</p> <p>Controlled by Prince of Wales (POW) signal box</p> <p>##### To/From Castleford West Jn see page 6 51</p>
Crofton West Jn	49 00*		
	49 40		
Crofton East Jn	50 23		
Crofton Old Station LC	50 25		
Streethouse LC CCTV	52 11		
STREETHOUSE	52 15		
Red Lane LC	52 27		
FEATHERSTONE	53 71		
Featherstone LC CCTV			
PONTEFRACT TANSHELF	55 64		
	56 26*		
Pontefract West Jn	56 36*		
PONTEFRACT MONKHILL	56 40		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Knottingley (K) signal box area between Pontefract Monkhill and Goods Jn and Knottingley</p> <p>C Up at 57 03</p> <p># To/From Ferrybridge South Jn see page 6 70</p> <p>CW Up at 58 17 (755 yards before reaching signal K 376)</p> <p>## To/From Ferrybridge North Jn see page 6 69</p> <p>### To/From Knottingley South Jn and Shaftholme see page 6 69</p> <p>#### To/From Knottingley South Jn see page 6 70</p> <p>##### To/From Kellingley Colliery</p> <p>URS = 340 Limit of Shunt 36 MGR</p> <p>DRS = 227</p>
Pontefract Monkhill Goods Jn	56 66*		
	57 43		
	58 16*		
Knottingley West Jn	58 20		
	58 27*		
KNOTTINGLEY	58 37		
	58 70		
Knottingley East Jn	58 70		
	59 04*		
England Lane LC	59 05		
Knottingley (K) LC	59 26		
	60 40*		
	60 52*		
Sudforth Lane LC	61 08		

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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Hensall (H) signal box Between Drax Branch Jn and Engine Shed Jn Class 8 and 9 trains must not exceed 20 M.P.H. Maximum speed.
Gowdall Lane LC	66 40*		
AOCL	66 51		
Field Lane LC AOCL	66 66		
	67 30*		20 mph PSR applies between 67 30 and 67 39 in Down direction and between 67 47 and 67 37 in Up direction
	67 37*		
	67 39*		
	67 47*		
SNAITH LC AOCL	68 13		T = Snaith East UWC at 68 30
West Cowick LC R/G	68 61		
East Cowick LC R/G	69 48		
Snaith Road LC AHB	70 17		
	70 73*		~ 30 mph psr between 71 20 and 70 73 applies in Up direction only
RAWCLIFFE LC AHB	70 75		
	71 20*		# To/From Goole Docks
Engine Shed Jn	73 52*		Engine Shed Jn to Potters Grange Jn controlled by Goole (G) signal box
	0 64*		
Potters Grange Jn	0 00		## To/From Goole see page 6 83




Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Oakenshaw South Jn	49 41	<p>OAKENSHAW SOUTH JN TO OAKENSHAW JN</p> 	# To/From Grimethorpe see page 6 67
	49 15*		Controlled by Oakenshaw (O)signal box
Oakenshaw Jn	48 76*		## To/From Wakefield Kirkgate see page 6 61

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GRIMETHORPE COLLIERY TO CROFTON EAST JN	
Grimethorpe Colliery	55 77		<p>AWS not provided at Grimethorpe Shunters Cabin Signals.</p> <p>OTNS Grimethorpe Shunters Cabin to Grimethorpe Colliery.</p> <p>AB Grimethorpe Shunters Cabin to Royston Jn</p>
Grimethorpe Shunters Cabin	58 31 0 30*		
Former Dearne Valley North Jn	0 00 172 68*		
Monk Bretton GF	175 75		# To/From Redfern Glass
Royston Jn	178 28 178 30*		<p>IL1S for Wakefield Kirkgate</p> <p>IL2S for Crofton</p> <p>AB Royston Jn to Oakenshaw</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	178 36*	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> UP ↑ --- 55 * --- 30 * --- 15 * --- 30 * --- 20 </div> <div style="text-align: center;"> DN ↓ 40 --- 55 * --- 30 * --- 20 * --- 20 * --- 20 </div> </div>	AB Royston Jn to Oakenshaw
Oakenshaw South Jn	181 77*	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 20 * --- 30 * --- 15 * --- 30 * --- 20 </div> <div style="text-align: center;"> 20 * --- 30 * --- 20 * --- 20 * --- 20 </div> </div>	# To/From Oakenshaw Jn see page 6 65
Oakenshaw (O)	182 35 182 36*	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 15 * --- 30 * --- 20 </div> <div style="text-align: center;"> 20 * --- 30 * --- 20 * --- 20 </div> </div>	Controlled by Oakenshaw (O)
Crofton East Jn	183 04*	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 20 * --- 30 * --- 20 </div> <div style="text-align: center;"> 20 * --- 30 * --- 20 * --- 20 </div> </div>	## See page 6 61

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SHAFTHOLME JN TO FERRYBRIDGE NORTH JN			Doncaster (D) signal box area between Shaftholme Jn and Stubbs Walden North LC
Shaftholme Jn	68 75*		# To/From ECML see Sections 1 & 2
Thorpe LC AOCL	68 69* 68 54*		
Haywood LC CCTV	67 57 66 30*		
Askern LC CCTV	66 26 65 74*		
Selby Road LC AHB	65 73		
Norton LC	65 12		## To/From Askern Colliery see page 6 70
Stubbs Walden South LC CCTV	64 28		
Stubbs Walden North LC CCTV	64 11		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Womersley LC AHB	62 49		Knottingley (K) signal box area between Womersley LC and Knottingley West Jn
Post Office Lane LC AHB	62 14		
Spring Lodge LC AHB	61 21		
Cridling Stubbs LC AHB	60 45		T = Waterfield UWC at 59 06 #1 = To/From Rockware Glass #2 To/From Knottingley East Jn see page 6 70
Knottingley South Jn	58 66 58 48*		
Knottingley West Jn	58 20* 2 71*		#3 To/From Knottingley Depot and Up Goods Line #4 To/From Goole see page 6 62
	2 65*		#5 To/From Pontefract see page 6 62
	2 43*		
Ferrybridge North Jn	2 27*		Controlled by Ferrybridge (F) signal box #6 To/From Section 5

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Norton (N) LC	0 00	ASKERN COLLIERY BRANCH 	AWS not provided see page 6 68
End of Single Line Signals 1510, 1509/1511	0 32		
Pontefract Monkhill Goods Jn	3 06	FERRYBRIDGE BRANCH 	Controlled by Knottingley (K) signal box See page 6 62 See Section 5
Ferrybridge South Jn	2 38		
Knottingley South Jn	0 00	KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN 	See page 6 69 Line controlled by Knottingley (K) signal box See page 6 62
Knottingley East Jn	0 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Drax Branch Jn	0 00	<div> <div>DRAX POWER STATION BRANCH</div> <div> <div>UP</div> <div>DN</div> <div>#</div> </div> </div>	AWS not provided # see page 6 63 Controlled by Hensall (H) signal box
	0 07*	<div> <div>30</div> <div>45</div> </div>	
	0 27*	<div> <div>35</div> <div>*</div> </div>	
	1 49	<div> <div>-</div> <div>-</div> <div>-</div> </div>	
	2 18	<div> <div>-</div> <div>-</div> <div>-</div> </div>	
	2 46	<div> <div>-</div> <div>-</div> <div>-</div> </div>	
	4 00*	<div> <div>55</div> <div>*</div> </div>	
Drax Power Station	4 07*	<div> <div>15</div> <div>15</div> </div>	T = New Oak Farm Carlton (B Wild Daisy Farm) UWC at 4 00
	4 16	<div> <div>15</div> <div>15</div> </div>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Leeds West Jn	0 00 20 70	<p>LEEDS W.JN. TO HULL</p> <p>15 15 15 15</p> <p># DM UM DSH UH ##</p> <p>12 9 8 7 6 5 4 3 2 1</p> <p>DGUG</p> <p>UGDG</p> <p>UP DN</p>	<p>PF is Authorised on the Down Goods Line, Up Goods line and Through Road for Class 0 and 5 trains only</p> <p># To/From Viaduct line. ## To/From Parcels Depot</p>
LEEDS (L)	20 47*		<p>PP Authorised in Platforms 5,6,8,9 and 12</p> <p>Leeds (L) signal box area between Leeds and Manston LC</p> <p>SPEED RESTRICTIONS LEEDS STATION AREA ARE:-</p> <p>20 47 TO LEEDS EAST JN 20 25 10 M.P.H.</p>
Leeds East Jn	20 26		<p>0 07 TO LEEDS WEST JN 20 47 15 M.P.H</p> <p>These apply over ALL lines and crossovers.</p> <p>Line direction changes in Leeds station at 20 47</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Marsh Lane Jn	20 25* 20 02* 19 51* 19 48		<p>Leeds (L) signal box area Leeds to Manston LC</p> <p># Marsh Lane Sidings</p> <p>PF is authorised on the Down Goods Loop and Up Goods Line between Neville Hill West Jn and Marsh Lane Jn for Class 5 and O trains only.</p> <p>## To/From Neville Hill Depot</p> <p>### To/From Hunslet East Shell and Leeds ORT see page 6 80</p> <p>#### To/From Neville Hill Up Sidings</p> <p>C Down at 18 45 (920 yards before reaching signal L.789)</p>
Richmond Hill Tunnel (118 yards)	19 44 to 19 39		
	19 06		
Neville Hill West Jn	18 74		
	18 67* 18 60*		
Neville Hill East Jn	18 28* 18 25 18 20*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Leeds (L) signal box area Leads to Manston LC</p> <p>T = Barrowby Lane UWC at 14 04</p> <p>Controlled by Peckfield (P) signal box</p> <p># To/From Church Fenton see page 6 80</p> <p>C = Up at 10 08 598 yards before reaching signal P1</p> <p>T = Newthorpe UWC at 9 47</p> <p>T = Grange Farm UWC at 9 40</p> <p>T = Norden's Barn Farm UWC at 6 44</p> <p>## To/From Sherburn Jn see page 6 52</p> <p>### To/From Milford see Section 5</p> <p>#### To/From Selby New Mine Sidings</p> <p>DGL = 54</p>
	17 66*		
CROSS GATES	16 11		
	16 00*		
Manston LC R/G	14 77		
GARFORTH	13 23		
EAST GARFORTH	12 56		
Peckfield (P)	11 17		
MICKLEFIELD	10 69*		
	10 64*		
Micklefield Jn	10 63		
	10 40*		
SOUTH MILFORD	7 57		
Footpath LC R/G	6 40*		
Gascoigne Wood	6 27		
	6 24		
	6 17		

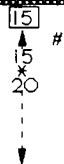
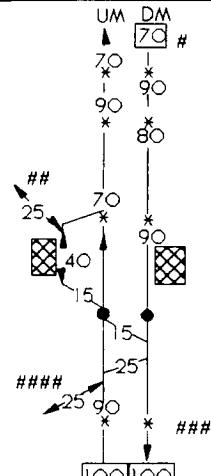
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p># To/From Selby Mine Sidings</p> <p>T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p> <p>Controlled by York (Y) signal box</p> <p>## To/From Hambleton South Jn see page 6 81</p> <p>### To/From Hambleton North Jn see page 6 81</p> <p>#### To/From Selby Canal see page 6 81 & 6 75</p>
Hagg Lane LC R/G	5 61 5 40* 5 34	# 70 90s 25 15 15	
Philip Lane LC R/G	4 47	--	
Hambleton West Jn	4 43	## 70 70	
Hambleton East Jn	3 34	40 40 ###	
Harrymore Lane LC R/G	2 78	--	
Thorpe Hall LC RC	2 41	--	
Thorpe Gates LC	2 27	--	
Sandhill Lane LC	1 42	--	
Selby (S) LC	0 42* 0 40	70 20* 30	
Selby West Jn	0 36 0 05* 0 00* 31 12*	20 30 25 25 20	
Selby South Jn			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SELBY	31 07*		PP is authorised on the Down Platform line for connecting trains.
Selby Swing Bridge	30 79		
	30 70		
	30 60*		DPL = 72 UPL = 67
Barlby LC	30 34		
Barlby North Jn	30 27		# To/From Selby Storage Sidings T = Millfield Farm UWC at 29 18
Hemingbrough LC	28 02		T = Lund Lane UWC at 28 49 AB Hemingbrough LC to Howden LC
	28 00*		
	27 20*		T = Hoton House Farm UWC at 27 28
Hagg Lane LC	26 77		
Wood Lane LC	25 77		
Wressle LC AHB-X WRESSLE	25 03		T = Leakes UWC at 24 73
Cross Common LC AHB-X	24 52		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rowland Hall LC	24 06		AB Hemingbrough LC to Howden LC
HOWDEN LC	22 27		T = Wilkinsons UWC at 23 00 AB Howden LC to Gilberdyke Jn
EASTRINGTON LC	19 23		T = Bennetland UWC at 17 39 T = Bellasize UWC at 17 23 # To/From Thorne Jn see page 6 84
AHB-X	17 14*		AB Gilberdyke Jn to Broomfleet LC
Gilberdyke Jn	17 07		
	17 06*		
GILBERDYKE	16 76		
Oxmardyke LC	16 22		T = Marr House Farm UWC at 15 32
	16 10*		
	15 20*		
	15 10*		
BROOMFLEET LC	14 33		AB Broomfleet LC to Crabley Creek LC Unworked trailing crossover secured out of use for Civil Engineers use only.
Cave Crossing LC	13 60		
Crabley Creek LC	12 57		AB Crabley Creek LC to Brough East LC
BROUGH	10 38		
Brough East LC	10 24		AB Brough East LC to Melton Lane LC

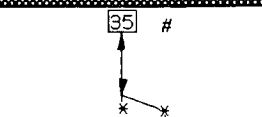

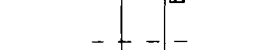
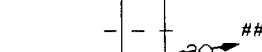
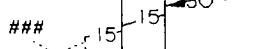

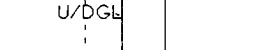

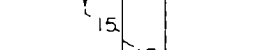
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Welton LC	9 35	UM DM 70 75s	AB Brough East LC to Melton Lane LC
	8 58		
	8 46		# To/From Blue Circle Sidings
Melton Lane LC	8 41	US UF	
FERRIBY	7 42	50	
	7 35	30	
	7 32	30	
HESSLE	4 64		
	4 40*	70	Hessle Road (HR) signal box area between Hessle East Jn and Anlaby Road Jn.
Hessle East Jn	3 20	15 15 15 15 ##	## To/From Hull Freight Yards and Depot
	2 20*	70 75s 50 55s	
Hessle Road (HR)	1 74	20 55s ###	### To/From Spring Bank South Jn Line see page 6 91
	1 54*	50 55s 45 50s	
Chalk Lane LC CCTV	1 49	45 50s	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
St Georges Road LC CCTV	1 24		
Anlaby Road Jn	0 73		# To/From West Parade North Jn Line see page 6 93
	0 30*		## To/From Walton St, Bridlington, Scarborough and Botanic Gardens Depot. see page 6 85
	0 21*		15 mph leaving and entering platforms 0 00 to 0 21
Hull Paragon	0 18		### Station Sidings
			Controlled by Hull Paragon signal box
HULL	0 00		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Neville Hill West Jn	0 00 0 04* 0 51	NEVILLE HILL WEST JN TO HUNSLET EAST 	Controlled by Leeds (L) signal box # To/From Neville Hill see page 6 73
Hunslet East Notice Board	0 55		To Leeds ORT, Shell And Civil Engineers Sidings
Micklefield Jn	15 62 15 43* 11 12*	MICKLEFIELD JN TO CHURCH FENTON NORTH JN 	Controlled by Peckfield (P) signal box # To/From Leeds see page 6 74 C Up at 14 78 (616 yards before reaching signal P.2) T = Adamsons UWC at 11 36 T = Poulters UWC at 11 14 C Up at 11 44 (220 yards after passing signal CF.714) ## To/From Milford see page 6 34 T = Rose Lane UWC at 10 79 UPL = 45
CHURCH FENTON	10 59* 10 58		
Church Fenton (CF)	10 43		
Church Fenton North Jn	10 31*		#### To/From Normanton lines see page 6 34 ### To/From York see page 6 34

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hambleton South Jn	174 10	<p>HAMBLETON SOUTH JN TO HAMBLETON WEST JN</p>	Line controlled by York (Y) signal box # To/From Section 2
Scalm Lane LC R/G	174 56		
Hambleton West Jn	175 33		## To/From Leeds see page 6 75
Hambleton East Jn	3 34	<p>HAMBLETON EAST JN TO HAMBLETON NORTH JN</p>	Line controlled by York (Y) signal box # To/From Selby see page 6 75
Hambleton North Jn	4 00		## See Section 2
Selby (S) West Jn	0 00	<p>SELBY, WEST JN TO CANAL JN</p>	# see page 6 75 Line controlled by Selby (S) signal box
Canal Jn	0 32		## To/From Temple First see page 6 82

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		TEMPLE HIRST JN TO SELBY SOUTH JN	
Temple Hirst Jn	169 16		# See Section 2 Controlled by York (Y) signal box
	169 46*		
	169 55*		
Burn Lane LC	170 70		
Herwick Hall LC	172 20		
Brayton LC CCTV	173 02		
		UM DM	
Candl Jn	173 59	15 2Q ##	Controlled by Selby (S) signal box ## To/From Selby West Jn see page 6 81
		### 15 25	### To Selby Storage Sidings
Selby South Jn	174 11 *	25 25 ####	#### To/From Selby see page 6 75

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		THORNE JN TO GILBERDYKE JN	Controlled by Doncaster (D) signal box
Thorne Jn	7 69		# To/From Doncaster see Section 4
	8 00*		TOWS 8 00 to 8 05 Doncaster line
THORNE NORTH	9 32 14 00		T = Hook Moor Farm UWC at 9 34 T = Moorends Farm UWC at 11 52
Thorne Moor LC AHB	12 32		## To/From Engine Shed Jn see page 6 64
Creykes LC R/G	10 19		### To/From Goole Docks CW Up at 7 10 (768 yards before reaching signal G.50)
Potters Grange Jn	7 05		
			U/DGL = Up/Down Goods Loop = 57
Goole (G) LC	6 51		#### Goole Freight Depot
GOOLE	6 46		C Down at 5 65 (754 yards before reaching signal GB.3)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Goole Bridge (GB)	X5 25* 5 15* 5 06 5 02* X5 00*		X10 5 00 to 5 25 when making a wrong direction movement C Up at 4 42 (757 yards before reaching signal GB.2) AB Saltmarshe LC to Gilberdyke Jn
SALTMARSH LC	3 49		T = Baulkhome Lane UWC at 2 79
Green Oak Golt LC	1 42		T = Mill Lane UWC at 0 75
	0 10*		T = Gilberdyke UWC at 0 15
Gilberdyke Jn	0 00		# To/From Hull see page 6 77

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HULL TO SEAMER WEST	AWS not provided
Hull Paragon	0 25		# To/From Hull see page 6 79 ## To/From Botanic Gardens Depot
West Parade North Jn	0 48* 0 72		### To/From Anlaby Road Jn see page 6 93 West Parade North Jn to Walton St controlled by Hessle Road (HR) signal box
Walton St LC CCTV	1 25 1 55* 2 17*		#### To/From Spring Bank North Jn see page 6 93
Thwaite Gates LC CCTV	3 63 3 71*		
COTTINGHAM	3 72 4 04*		
Cottingham North LC CCTV	4 17		
Beverley Parks LC AHB-X	6 51		T - Pillwood Farm UWC at 5 00

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Flemingate LC (RC)	8 02	UP DN 70	AWS not provided T = Park Grange Farm UWC at 7 01
	8 16	15	T = England Springs UWC at 7 57
BEVERLEY LC	8 20	⊗ ⊗	AB Beverley LC to Drifffield
Cherry Tree LC CCTV	8 39	- -	
Beverley North LC CCTV	8 62	- -	
ARRAM LC AHB-X	11 16	X30 ⊗ X30	T = Molescroft Grange UWC at 9 39 T = Brumfields UWC at 10 09 T = Park Cottage UWC at 10 14 T = Arram Green UWC at 11 53
Scorborough LC R/G - X	12 24	X30 - X30	
Lockington LC AHB-X	12 74	X30 - X30	
Beswick LC AHB-X	13 53	X30 - X30	
Kilnwick LC AHB-X	14 01	X30 - X30	
Watton LC AHB-X	14 44	X30 - X30	
Cranswick LC AHB-X	16 18	X30 - X30	
HUTTON CRANSWICK	16 21	⊗ ⊗	
Hutton LC AHB-X	16 73	X30 - X30	
		70	T = Low Green Farm UWC at 17 29

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	19 20*	UP 70 DN 70	AWS not provided AB Beverley LC to Drifffield LC
Drifffield (D) LC	19 26	- ● -	AB Drifffield LC to Bridlington South
Drifffield LC & Footpath LC R/G DRIFFIELD	19 38	- - - - - - - - -	
Wansford Road LC CCTV	19 54 19 60*	- - - - - - - - - 40 15	# CE Siding
NAFFERTON LC AHB-X	21 44	X30 X30	
Nether Lane LC AHB-X	21 58	X30 X30	T = Black Carr UWC at 22 09 T = Mingleddale UWC at 23 34
Lowthorpe LC AHB-X	23 64	X30 X30	T = Mill Farm UWC at 23 48 T = Harpham UWC at 25 10
Burton Agnes LC AHB-X	25 45	X30 X30	T = Manor Farm UWC at 26 40 T = Thornholme UWC at 26 61 T = Haisthorpe UWC at 27 25
Carnaby LC AHB-X	28 52	X30 X30	
		70	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>The diagram illustrates the railway route from Bridlington South to Buckton Lane AHB. Key features include: - **Bridlington South**: Starting point with a 70 mph limit. - **Bridlington Station**: Platforms 4, 6, 7, and 8 are shown. Platform 4 has a 4 mph restriction. The station area has a 15 mph restriction. - **Speed Restrictions**: 70 mph limits are indicated between stations. A 50 mph restriction is shown near Sewerby LC AHB. A 65 mph restriction is shown near Buckton Lane LC AHB. - **Signals**: Various signals are marked along the route, including one at Buckton Lane LC AHB.</p>	AWS not provided AB Drifffield LC to Bridlington South
Bridlington South	30 49*		
	30 58		AB Bridlington South to Bridlington Quay LC
BRIDLINGTON	30 72		PP is authorised on platforms 6,7 & 8 in Bridlington Station.
	31 00*		
Bridlington Quay LC	31 06		ET Bridlington Quay LC to Hunmanby LC.
	31 10*		
	32 01*		
Sewerby LC AHB	32 35		
Flamborough LC AHB	33 31		
	34 30*		T - Newsham UWC at 34 10
			T - Sands Lane UWC at 34 19
BEMPTON LC AHB	34 43		
Buckton Lane LC AHB	35 16*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Speeton LC AHB	37 20* 37 34 41 01* 41 41*		AWS not provided ET Bridlington Quay LC to Hunmanby LC.
HUNMANBY LC	41 49* 41 51* 41 59* 41 63*		AB Hunmanby LC to Filey LC
Hunmanby Depot LC AOCL-X	41 72		T = Royal Oak Farm UWC at 42 49
Royal Oak LC AHB-X	43 04 43 40* 44 20*		T = Lowfield No.1 UWC 43 16 T = Lowfield No.2 UWC 43 28 T = Seadale UWC at 43 79
FILEY LC	44 30 44 36		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AWS not provided</p> <p>T = East Lea UWC at 45 07</p> <p>T = Killerby Grange UWC at 47 60</p> <p># To/From Scarborough see page 6 60</p>
Muston LC AHB	44 50*		
Gristhorpe LC	45 41		
	46 39		
	46 40*		
Lebberston Road LC	46 72		
	48 19		
Cayton LC	50 02*		
	50 36*		
Seamer West	50 43		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<div> <div>HESSLE ROAD TO SALTEND</div> </div>	<p>AWS not provided</p> <p># To/From Hull see page 6 78</p> <p>Hesse Road to Sculcoates is controlled by Hesse Road (HR) signal box.</p> <p>### To/From Walton St see page 6 93</p>
Hesse Road (HR)	0 00		
	0 08*		
	0 40		
BOOTH FERRY PARK	0 57		
Springbank South Jn	0 77*		
	1 19*		
Springbank North Jn	1 37		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AWS not provided</p> <p>OTNS Sculcoates to Dock Security Gates</p> <p># To/from B Quay</p> <p>All movements between Dock Security Gates and Saltend controlled by radio by Person in Charge at Kingston Terminal Junction</p> <p>## To/from Hedon Road Sidings</p> <p>### To/from King George Dock</p> <p>#### To/from Kingston Coal Terminal</p> <p>##### To/from BP Chemicals</p>
Sculcoates	3 40		
Hull River Swing Bridge	3 75		
	5 09*		
Dock Security Gates	6 73		
Hedon Road Sidings West	7 20		
Hedon Road Sidings East	7 50		
	7 62*		
	7 66*		
Eastern Access LC AOCL	7 69*		
Kingston Terminal Jn	7 70		
	7 72*		
Saltend	8 56		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springbank North Jn	1 54	<div> <div>SPRINGBANK NORTH JN TO WALTON STREET</div> <div> <div>25</div> <div>#</div> </div> <div> <div>25</div> <div>##</div> </div> </div>	AWS not provided Controlled by Hessle Road (H-R) signal box # To/From Hessle Road see page 6 91 ## To/From Hull see page 6 93
Anlaby Road Jn West Parade North Jn	0 00 0 24	<div> <div>ANLABY ROAD JN TO WEST PARADE NORTH JN</div> <div> <div>UP</div> <div>DN</div> <div>20</div> <div>#</div> </div> <div> <div>20</div> <div>##</div> </div> </div>	AWS not provided Controlled by Hessle Road (H-R) signal box # To/From see page 6 79 ## To/From see page 6 85

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book, Section H, Clause 11 where shown below as denoted by the letter "F".
2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown on Frontispiece Page F.29.

These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the "Restrictions" column. Except where denoted below by the letter "P", movements conveying passengers are not permitted. A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Author- ities	Restrictions
STAINFORTH JN TO ADWICK JN				
Thorpe Marsh Power Station	Up Skellow Limit of Shunt indicator	Departure line/Down Skellow/Up Skellow	F	50 SLU fully fitted. In clear weather only.
LEEDS TO YORK (SKELTON JN) VIA HARROGATE				
Leeds North Jn	Leeds East Jn	All	F	-
SMITHY BRIDGE LC TO SKELTON JN				
Kirkgate West Jn signal 1217 or 1219	Turners Lane Jn signal 1254	Down L & Y Kirkgate Through in down direction only, Up L&Y (in Up direction only through Platform 2). Up Kirkgate Goods Loop	F	12 SLU BV. In clear weather only.
Healey Mills Yard Wagon Works Horbury Jn	Wagon Works Sidings	Via Wakefield Kirkgate	Z	Vehicles for repair

TABLE B - continued

Between		Lines	Author- ities	Restrictions
HEADFIELD BRANCH				
Dewsbury East Jn	Dewsbury Railway Street Goods Yard	Arrival/ Single	F	15 SLU fully fitted. BV fully fitted or piped only.
WINCOBANK JN TO HORBURY JN				
Jumble Lane	Barnsley Station Jn	Down	G	12 coaching stock vehicles P and freight trains. Light locomotives, coaching stock or 2 fitted freight vehicles. 50 SLU. MGR trains drawn only.
		Up	G	
Horbury Jn	Flockton Sidings GF	Down	G	
CASTLEFORD EAST JN TO LEDSTON				
Castleford Station	Former Ledston Station	Single	F	56 SLU BV. In daylight and clear weather only. Speed must not exceed 10 m.p.h. Radio Communication must be available between Guard and Driver. During the hours of darkness an illuminated headlight must be fitted to the brakevan.

TABLE B - continued

Between		Lines	Author- ities	Restrictions
WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN				
Knottingley Engine Shed Jn	Knottingley West Jn. Goole (Down and UP Loop)	Up Single	F F	1 freight brakevan 57 SLU BV Down direction and in clear weather only.
Goods (Down Main)	Engine Shed Jn	Single	F	45 SLU. Up direction and in clear weather only.
SHAFTHOLME JN TO FERRYBRIDGE NORTH JN				
Knottingley West Jn	Ferrybridge North Jn	Down	F	1 freight brakevan.
ASKERN COLLIERY BRANCH				
Norton	Askern Colliery	Single	F	52 SLU. Down direction only.
HULL TO SEAMER WEST				
Bridlington Quay	Bridlington South	Down	G	20 SLU BV in clear weather only. 10 SLU BV during fog or falling snow, ECS.

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between places listed below.
2. The assisting locomotive must be coupled to the train except where denoted in the table by the letter "N".
3. Any type of train may be assisted in rear, except where denoted below by :-
 F - freight trains only
 ECS - empty coaching stock trains only
 P - passenger trains only
4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by the letter "D".
5. The locomotive attached in rear of the train must not apply power where denoted in the table by the letter "R".

From	To	Type of train	Conditions	Remarks
DONCASTER, MARSHGATE JN TO WHITEHALL JN				
Marshgate Jn	Leeds	F	R	Fully fitted Electrification Works trains proceeding to or from a site of work. If the rear locomotive is SSS fitted, the reverser must be placed in the direction of travel.
Leeds	Marshgate Jn	F	R	
YORK HOLGATE JN TO SKELTON JN				
York Station	Holgate Jn	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Holgate Jn	York Station	P	R	
WAKEFIELD KIRKGATE	WEST JN TO GOOLE, POTTERS GRANGE JN			
Calder Bridge Jn	Oakenshaw	F	N	-
South Jn				

TABLE U - TOWING OF VEHICLES AND PROPELLING WITH ROAD VEHICLES -
THE RULE BOOK, SECTION J, CLAUSE 4.3.5

The tow rope or chain must be attached to :-

- (i) the tow loop, where provided, or
- (ii) the drawbar hook

Where, however, more than one vehicle is to be towed the rope or chain must always be fixed to the drawbar hook but whenever the drawbar hook is used care must be exercised to prevent the rope or chain becoming entangled in the wheels. When towing by means of a shunting tractor, the hook on the draw chain or rope must be attached to the "V" of the wagon axle guard or hole specially provided therein, unless otherwise authorised by the Designated Operations Manager.

In no circumstances must the tow rope or chain be attached to the buffer sleeves or spindles or to the hornstays of the vehicle.

Loads must be started very gradually and, if possible, without any jerk.

The number of vehicles to be towed at one time must be regulated by the weight of the load they contain, the gradient and other circumstances; care must be taken that no greater number of vehicles than can be towed with safety are moved at one time.

The towing of vehicles must be confined to adjacent lines.

When towing by means of locomotive, the locomotive must not proceed through a crossover road during the movement but must remain on the line from which the movement is commenced until the operation is complete and the rope or chain has been detached.

Explanation of references

- A - With rope or chain attached to a road vehicle or locomotive moving on an adjacent line.
- B - By road vehicle

The following is a list of places where such movements are authorised.

Place	Line	Remarks	Conditions
ALTOFTS JN TO LEEDS NORTH JN			
Stourton BSC Sidings	Loaded Siding to Empty Road	To move shunts or 2 vehicles only from Loaded to Empty Sidings	A
HULL AREA			
Docks and Yards	All	-	B
York, Wagon Repair Depot	All	-	B

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LOCAL INSTRUCTIONS

DONCASTER, MARSHGATE JN TO WHITEHALL JN

WAKEFIELD WESTGATE

A maximum of 15 carflat or 4 cartic vehicles may be propelled from Wrenthorpe Sidings to Westgate Up Sidings at a speed not exceeding walking pace.

BETWEEN LEEDS AND SITE OF FORMER GELDERD ROAD JN

The Driver of a Class 253/254 train, with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. which is to proceed towards Wakefield Westgate must advise the Signaller at Leeds box of the circumstances.

On receipt of such advice, the Signaller at Leeds must not clear the signal at the end of the platform concerned until a clear route can be set to signal L208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout and the Driver must continue to observe and obey all signals.

LEEDS WHITEHALL ROAD

Method of Working

1. Trains will arrive on the Arrival/Departure road to a board marked STOP AWAIT DEPOT SUPERVISORS INSTRUCTIONS.
2. When authorised by Depot Supervisor, Trainmen will place wagons as directed by Depot Supervisor.
3. Departing trains will stop at the STOP TELEPHONE board and work to instructions from Leeds Signalbox.
4. All road traffic will be stopped by the Depot Supervisor whilst rail movements are taking place within the sidings.
The Crossings will be protected by boards marked STOP SHUNTING IN PROGRESS and will be erected/removed by the Depot Supervisor.
No rail movements to take place until these boards have been erected.
5. A run-round facility is available within the sidings.
6. Propelling into/out of the Arrival/Departure line is authorised.

LEEDS TO YORK (SKELTON) VIA HARROGATE

LEEDS

Propelling of empty diesel multiple unit trains from Leeds Parcels Area towards Leeds North Jn is prohibited.

Empty Diesel Multiple Unit Trains. On arrival of trains at Leeds Station, the traincrew must not leave until they have first ascertained from the Station Supervisor if the empty DMU has to be shunted, and whether they will be required to work away.

Leeds Station : Through Road, Platforms 8 and 9 East End "Lock-out" facility

The undermentioned instructions are supplementary to the Rule Book Section B, Part 3 and are to be applied whenever it is necessary to prepare a Class 91 locomotive or examine a train on the Through Road:-

1. The man in charge of the work to be performed must telephone the Signaller from the "Lock-out" control unit and advise him the approximate amount of time he requires to carry out the work.
2. When the Signaller gives permission for the work to start, the man in charge must press the "Request Lock-out" button and when the "Safe to work when lit" indicator is illuminated, he may, commence work.
3. Upon the work being completed, the man in charge must telephone the Signaller, then press and hold in the "Cancel Lock-out" button until the "Safe to work when lit" indicator becomes extinguished.
4. Should the "Request Lock-out" have been pressed but the Signaller be unable to grant a request the man in charge of the work must press the "Cancel Lock-out" button and make a further request later.

Traincrew relief must not take place on the Through Road between platforms 8 and 9. If a train requiring relief is routed towards the Through Road the Driver must stop and advise the Signaller who must then arrange an alternative route.

Traincrew or other staff requiring to join a train standing on the Through Road must first obtain permission from the Station Co-ordinating Supervisor. Before giving such permission the Station Co-ordinating Supervisor must arrange with the Signaller for platform 8 or 9, as appropriate, to be blocked and also advise the Signaller when normal working can be resumed.

HORSFORTH AND RIGTON

Bramhope Tunnel.

There are four shafts in Bramhope Tunnel and these are numbered 1, 2, 3 and 4, with metal plates fixed flat against the wall at the shafts, commencing from the Weeton end.

Telephones are provided at Nos. 1, 2, 3, and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively, from the Weeton end, and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively, from the Horsforth end). Nos. 1, 2 and 4 telephones are actually in the shafts, but No. 3 telephone is 75 Yards on the Weeton side of No. 3 shaft, on the Up side of the line. Telephones are also provided at each end of the tunnel providing communication with Horsforth box. They are located as follows :-
Horsforth end outside tunnel on Down side Weeton end inside tunnel at first Up side recess.

HARROGATE

Trains from Leeds direction calling at or terminating at Harrogate Station.

When any train from the Leeds direction, booked to call at or terminate at Harrogate, arrives, the person in charge of the platform must immediately telephone the Signaller from No. 1 platform and confirm whether or not the train is complete with tail lamp.

When a terminating Kings Cross to Harrogate train is routed to Platform No.1, signal 57 will be cleared to allow the train to be brought to a stand opposite the H.S.T. stop sign. The Driver must understand that the clearance of signal 57 only indicates that the line is clear to signal 56.

Stabling of Trains or vehicles on the Through Road.

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed :
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

CLEANING OF TRACK IN PLATFORMS AND WHITE LINING OF PLATFORM EDGES

1. These instructions provide a safe method of protection by blocking lines to trains whilst staff are working and it is not therefore necessary for a Person in Charge of Work (PICOW) to be appointed.
2. When it is necessary to perform the above work the following requirements must be observed in accordance with Clause 3.
 - (a) For the cleaning of the track in Platform 1, the Platform Line and the Through Road must be blocked.
 - (b) For the cleaning of the track in the Through Road or between the Through Road and Platform 1, both the lines must be blocked.
 - (c) For the cleaning of the area between Platform 3 and the Through Road both the lines must be blocked.
 - (d) For the cleaning of the track in either Platform 2 or 3 only the line concerned must be blocked.
 - (e) For the white lining of platform edges the Platform Line concerned must be blocked.

3. Method of Protection

When it is necessary to block a line to protect staff in accordance with any of the above requirements, the following procedure must be observed:-

- (a) The person requesting protection must go to the Signalbox advise the Signaller of his name, grade and Department and request the appropriate platform line(s) be protected by signals and indicate for how long protection will be required.
- (b) When the Signaller agrees to the work commencing and confirms that signal protection has been given, the person requesting the protection must countersign the entry in the Train Register. The person requiring protection must then place a Red banner board/flag in the four foot at the Ramp end(s) of the Platform line(s)/Through Line together with one detonator on one rail of each line.
- (c) When the work has been completed and everyone is clear the person who requested the protection must first remove the protecting detonator(s) and Red banner board/flag(s) and advise the Signaller accordingly, repeating his name, grade and Department.
- (d) The person requesting signal protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the protection.

In exceptional circumstances, the person requesting signal protection may hand over to a relief provided he advises the Signaller the name, grade and Department of his relief.

If the Signalbox closes during the protection period the person who requested the protection (or, exceptionally, his relief) must remain on duty until the Signalbox re-opens in order to give the necessary completion advice.

HORNBEAM PARK

When a train comes to a stand at either the Down or Up Platform at Hornbeam Park Station, the Driver must not leave his cab except in accordance with the Rules or in an emergency. In such circumstances the parking brake must be fully applied.

KNARESBOROUGH

The Signaller at Knaresborough has special authority to clear the Up Home signal before a train booked to stop or terminate at Knaresborough is close to such signal although the next stop signal may be at danger.

HESSAY WD GF

When servicing this siding and part of the train is left on the single line, the Traincrew thus retaining the token, the Guard must advise the signaller at Poppleton when the train is ready to depart and obtain his permission before doing so.

STAINFORTH JN TO ADWICK JN

SKELLOW AMOCO OIL DEPOT

Trains for Discharge

1. The Guard must advise the Signaller when his train is ready to be propelled into the sidings.
2. Drivers are authorised to commence the movement when the fixed signal is cleared without receiving a hand signal, but they must proceed cautiously, keep a sharp look-out and be prepared to act on any handsignal received from the Guard or Shunter.
3. Movements in the Sidings must not exceed a speed of 5 m.p.h.
4. The Guard must stop the train clearing the cripple siding connection.

Trains for Departure

5. When the train is ready to leave the siding, the Guard must authorise the Driver forward to signal 1157 and advise the Signaller it is ready to depart.
6. When signal 1157 is cleared, the Driver must draw forward and stop opposite Skellow Relay Room where the Guard must attach the tail lamp.

HOLBECK WEST JN TO BRADFORD INTERCHANGE

BETWEEN LEEDS AND BRADFORD INTERCHANGE

No Class 253/254 train with one power car shut down and unassisted, or assisted by locomotive of less than 1470 h.p., must be permitted to work over this route in either direction.

BRADFORD INTERCHANGE

Drivers of DMU and Class 253/254 trains, conveying passengers, entering Platform 1, must stop short of the Parcels loading Bay.

Loco-hauled train running round

The maximum acceptable number of coaching stock vehicles running round is 10.

SMITHY BRIDGE LC TO SKELTON JN

GREETLAND ORT

Working Manual for Rail Staff (BR 30054), Pink Pages, Section D3 is amended as follows :-

Standard BR handlamps are permitted to be taken beyond the locomotive "Stop" board.

When the depot is manned, the opening of the gates is authority to enter the depot.

When the depot is unmanned, a key for the gates is left with the Signalman. Possession of this key is authority to enter the depot but before withdrawing vehicles a Certificate of Readiness must be obtained from the box on the gates.

Certificate of Readiness. The Guard must hand the original completed Certificate to the Signalman.

HEALEY MILLS

Train Preparation and Examination

General

A Guard requiring to enter the Sorting Sidings in connection with train preparation must first contact the Yard Supervisor as appropriate and obtain from him a pocket radio, which must be returned when his work is completed.

2. A Guard or Train Preparer working alone must when he is ready to examine his train, advise the Yard Supervisor of his intention. The Yard Supervisor must then ensure that all movements from the East end of the siding concerned are accompanied and stopped clear of any vehicles in the siding. After the Guard or train preparer has received this assurance, he must walk from the East to the West end of the Siding concerned, carrying out an examination only.
On arrival at the West end of the siding, he must advise the Yard Supervisor by radio or the nearest ground post telephone of the siding in which he wishes to commence preparation work, and must then act on the instructions of the Yard Supervisor.

If, before permission is given by the Yard Supervisor, it is necessary for additional vehicles or a brakevan to be shunted into the siding, the Guard or train preparer must be instructed to stand clear and wait for further instructions on the radio. If these instructions are not received within a reasonable time, the Yard Supervisor must be contacted via the radio of the nearest ground post telephone.

) When no more movements are to be made into the siding concerned, the Yard Supervisor must then assure the Guard or train preparer, by radio, that shunting into the siding concerned has been suspended. The latter must then return, on the opposite side of his train to the East end, completing his examination and preparation as quickly as possible.

On arrival at the East end, he must use either the radio or the nearest ground post telephone to advise the Yard Supervisor that preparation is complete, whereupon the latter must warn the Guard or train preparer that shunting into the siding is being resumed.

If for any reason, train preparation cannot be completed, the Guard or train preparer must, as soon as all possible work has been done, report the position to the Yard Supervisor by means of either the radio or the nearest ground post telephone and thereafter work to his instructions.

Should the Guard or train preparer be told that protection arrangements are being removed from the siding to permit further movement, he must not go between or beneath any vehicle in the siding until an assurance has been obtained that full protection has again been provided.

Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

3. Train preparers working in teams may work either as in 2 above, or adopt the most expeditious means possible, providing they observe the principles of obtaining the authority of the Yard Supervisor before entering the siding and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

Fuelling of locomotives

1. Locomotives on the Fuel Depot line, except in emergency, must proceed in an Easterly direction only. In emergency, a movement is permitted to travel in a Westerly direction, provided it is accompanied by an Operating Supervisor.
2. When a locomotive for fuelling is at a stand at Ground Position Light signal No.1, the Driver must operate the adjacent push button and on clearance of the signal the locomotive must proceed into the fuelling area and be brought to a stand as indicated by the Person in Charge of the Fuelling Point.
3. When fuelling has been completed, and Ground Position Light Signal No.2 is cleared, the locomotive must proceed to Ground Position Light Signal No.172 for return to its train or for departure, as appropriate.

CASTLEFORD

Rule Book Section C. Clause 6.1.4

The Signaller at Castleford Station has special authority to clear the Down Main Home signal before a DMU train which requires to reverse at Castleford Station is close to such signal although the next stop signal may be at Danger.

WAKEFIELD KIRKGATE

Traincrew Working Passenger and Freight Trains to/from

Traincrew from other depots who work into Wakefield Kirkgate Station, or yards and are relieved on arrival, or who travel to Wakefield Kirkgate for return working, must report as quickly as possible by telephone direct to the Train Crew Supervisor at Healey Mills, 033-3234. A telephone which may be used for this purpose is situated in the Train Crew Mess Room on Wakefield Kirkgate Station.

YORK

Traincrews working Freight Trains into York

1. Traincrews from other Depots who work into York and are relieved on arrival, or who travel to York for return Freight Working, must report as quickly as possible direct by ETD telephone to the Traffic Supervisor, Yorkshire Freight Operations Centre, Doncaster (telephone 027-2762).
2. Traincrews from other Depots who take their locomotive to York H.S. after working incoming trains should report to the Traincrew Resource Supervisor immediately after disposal of the locomotive.

Traincrews working Passenger (including ECS and Parcels/Postal) Trains into York.

1. Traincrews from other Depots who work into York and are relieved on arrival, or who travel to York for return Passenger etc., working, must report to the Station Time Office adjacent to the buffer stop end of Platform 1.
2. Traincrews from other Depots who take their locomotive to York H.S. after working incoming trains should report to the Traincrew Resource Supervisor immediately after disposal of the locomotive.

GANNOW JN TO HALL ROYD JN

HOLME TUNNEL

Train Crews must not put their heads out when passing through Holme Tunnel.

Service diesel multiple unit trains composed of slam-door stock must be equipped with barred windows.

Excursions and diverted services composed of stock with slam doors that are required to pass through the tunnel may do so provided 'on board' warnings of restricted clearances are given to the public by the Guard.

DIGGLE JN TO HOLBECK EAST JN

MARSDEN

When a Diesel Mechanical Multiple Unit (Class 101 to 128) train which is to return to Huddersfield arrives at Marsden Up Main (No.2) platform the Driver must apply the parking brake before leaving the front cab and the Conductor/Guard must remain in this cab until the Driver has changed ends and applied the parking brake at the other end of the train. The Conductor/Guard must then fully release the parking brake in what is now the rear cab. The Driver must release the parking brake in the leading cab immediately prior to departure. UNDER NO CIRCUMSTANCES MUST A REVERSING PASSENGER OR EMPTY COACHING STOCK TRAIN BE AT MARSDEN UP MAIN PLATFORM WITHOUT THE PARKING BRAKE APPLIED.

HUDDERSFIELD

Propelling movements from DMU Stabling Sidings

Whenever a propelling movement is required to be made from the DMU Stabling Sidings, the person in charge of the movement must advise the Signaller the number of vehicles involved.

HUDDERSFIELD SOUTH TUNNEL

A lock out facility is provided in HUDDERSFIELD SOUTH tunnel applying to the Up/Down Branch. When the lock out facility is in operation the Train Operated Warning System for the Bi-directional Up Main is still fully operational.

The switch controlling the lock out system is operated by an Annett key.

One key only is provided in a cubicle situated at the bottom of the ramp to Huddersfield Number 2 Platform adjacent to the mouth of the Up Tunnel.

ALL staff must enter and leave the tunnel by the Huddersfield end of the tunnel except under the following circumstances which are as shown on a notice board worded "NO ENTRY TO SOUTH TUNNEL unless you are working under the Supervision of a PICOW or Rule Book Section T or are protecting a train in accordance with the Rule Book Section M or are protected by the Signaller in an emergency".

This notice board is affixed to the wall at the Springwood Jn end of the South tunnel.

NOTE: Other TOWS systems exist in the Huddersfield and Springwood Jn areas but these operate as normal TOWS systems and do not have any association with the lock out system or TOWS provided in Huddersfield South Tunnel.

HUDDERSFIELD 761 SIGNAL

This Down Main Line signal situated inside Huddersfield North Tunnel is positioned on the right hand of the line.

The signal post telephone associated with this signal has been removed from the signal post and relocated to a position on the right hand tunnel wall situated behind the adjacent relay case.

Drivers using this S.P.T. must take special care due to the underfoot conditions existing in this area.

BARNSELY STATION JN TO HUDDERSFIELD

PENISTONE

Drivers of stopping trains at Penistone must not sound the locomotive horn at the whistle board on the Up Line at the Huddersfield end of the Up platform.

Drivers of non stopping trains must continue to observe the whistle board.

HEADFIELD BRANCH

Trains entering or leaving APCM Sidings. The Guard must not allow trains to enter or leave APCM Sidings unless the level crossing barriers have been placed across the roadway by APCM staff.

When the Driver hears the Set-back bell he is permitted to set his train back cautiously, keeping a sharp lookout and be prepared to act on the Guards handsignal when he comes into view.

The provisions of the Rule Book Section J clause 3.1 and 3.2 are modified accordingly.

SERVICES BETWEEN LEEDS/WAKEFIELD WESTGATE AND HUDDERSFIELD/MARSDEN/MANCHESTER

Trains composed of power operated door stock longer than a 3 car Class 14X unit or a 2 car Class 15X unit available for public use must not stop for traffic purposes at the following station platforms:-

Cottingley	- Down and Up (Both 60 metres)
Deighton	- Down and Up (Both 60 metres)
Slaithwaite	- Down and Up (Both 60 metres)
Marsden	- Up Passenger Loop (51 metres)
Marsden	- Down (65 metres)

Any additional units conveyed must be locked out of public use throughout.

WINCOBANK JN AND HORBURY JN
BETWEEN WINCOBANK JN AND BARNSELEY

Drivers working over this line must obtain from the Train Crew Supervisor when signing on duty, a telephone handset for use at the stump posts which are located approximately 500 yards apart.

The handset must be returned to the Train Crew Supervisor before signing off duty.

WOOLLEY COAL SIDINGS

When an Up train has worked into the sidings, the Train Preparer must observe the provisions of the Rule Book Section H Clause 6.7.

ALTOFTS JN TO LEEDS NORTH JN

STOURTON TRADING ESTATE

Trains must only enter and leave the Trading Estate during daylight hours. They must not exceed 24 SLU and must be propelled.

Stourton Trading Estate Level Crossing (Valley Farm Road)

1. The Instructions in the Rule Book Appendix 9 headed "Automatic Open Crossings, Locally Monitored (AOCL)" apply at this crossing, where trains are required to stop.
2. No Warning Boards are provided on either side of the crossing.
3. The undermentioned arrangements apply:-
 - 3.1 The Trainman, after operating the road traffic lights, must place the high visibility pennants provided across the roadway on both sides of the crossing and, provided the train is ready to proceed from the "Propelled trains locomotive Stop" board, must, after obtaining the white light indication, give an audible signal to the Driver by means of the bell push.
 - 3.2 When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5 mph.
 - 3.3 After the train has cleared the level crossing, the Trainman must remove the high visibility pennants and extinguish the road traffic lights by means of the "Stop" button.
 - 3.4 If after operating the plunger there is no light in the lamp unit, the Trainman must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Trainman must obtain the assistance of two BSC employees to control road traffic and in addition place the high visibility pennants across the roadway on both sides of the crossing. The circumstances must be reported to the Signaller at Stourton.

BSC Secondary Level Crossing

1. The Instructions in the Rule Book Appendix 9 headed "Open Crossings (non-automatic)" apply at this crossing where trains are required to stop.
2. No warning boards are provided on either side of the crossing.
3. The undermentioned arrangements apply at this crossing:-
 - 3.1 The Trainman must obtain permission from D & F Steels staff for the train to enter Steel's sidings and ascertain into which siding the loaded wagons are to be placed.
 - 3.2 The Driver will receive the authority of the Trainman to pass the Stop boards on either side of the crossing.

STOURTON FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all rail movements within the terminal.
2. Arriving Trains
 - 2.1 Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain its whereabouts from the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre about the trains approach and confirm his estimate.
 - 2.2 After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. Departing Trains
 - 3.1 Traincrews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2 The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3 Authority for departure will be given by the Terminal Overseer.

HOLBECK DEPOT

Working N.P.C.C.S. vehicles from/to Leeds PCD

1. Trains formed of NPCCS vehicles working between Leeds PCD and Holbeck Depot must not exceed eight bogie vehicles or the equivalent length.

2. When the Signaller requests authority for a train to be propelled from the Up Main line to the Arrival/Departure road, the Depot Shunter must stop all movements within the Depot and proceed to the Inwards Stop board to meet the train. He must then arrange for it to be hauled into the Depot.
3. When the vehicles have been washed and are ready to be propelled from the Depot, the Depot Shunter must not authorise their movements until he has obtained the permission of the Signaller.
4. When authorising the propelling movement from the Depot to commence, the Depot Shunter must position himself between the sidings and the main line to relay signals between the Guard and Driver as far as the "Stop, Telephone" board approaching the Arrival/Departure road.

The Guard is responsible for observing the provisions of the Rule Book Section H Clause 11.3.1.

YORK HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

"Triangle Access" Level Crossing-The provisions of Appendix No.9 to the Rule Book headed "Traincrew operated crossings", (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement must obtain the Key for the gates from the Chargehand's Office, York Yard North and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

YORK YARD NORTH

Transfer of Traffic between Down Departure Lines and A.B.B. Ltd.

1. Except when required for access into or out of A.B.B., the handpoints at the entrance must be clipped and padlocked towards the Back Road. The person in charge of a movement to enter the A.B.B. sidings must obtain the Key for the handpoints from the York Yard North Chargehand's Office.
2. The York Yard North Chargehand must obtain authority from the A.B.B. Movements Officer for a movement to enter the A.B.B. sidings.
3. A movement from the Down Departure lines to A.B.B. must be accompanied throughout, and under control of the B.R. person in charge who must stable the train or locomotive as instructed by the A.B.B. person in charge.

4. Movements must only pass the "Stop, Await Instructions" board controlling exit from the A.B.B. sidings on the authority of the York Yard North Chargeman.
5. When a movement has passed clear, the handpoints must be replaced and padlocked towards the Back Road and the Key returned to the York Yard North Chargeman's Office.

YORK TO SCARBOROUGH

MALTON

Down trains terminating or delayed at Malton Station.

Whenever a Down train arrives and terminates or is unduly delayed at Malton Station awaiting departure, the Guard must communicate with the Signalman by means of the platform telephone and confirm the train is complete with tail lamp attached.

SCARBOROUGH

Appleton Oil Sidings. Working Manual for Rail Staff, (BR 30054), Pink Pages, Section D3 - is amended as follows : -

Standard BR handlamps are permitted to be taken beyond the locomotive "Stop" board.

Propelling of Empty Coaching Stock Trains from Station. The Guard or Shunter must ride in the brakevan or brake compartment of trains not exceeding 7 vehicles except when there are more than 3 vehicles ahead of the brakevan in which case he must ride in one of the compartments of the leading coach and keep in touch with the Driver.

Trains exceeding 7 vehicles may be propelled provided the following conditions can be observed :-

- (a) If there are not more than 3 vehicles ahead of the leading brakevan or brake compartment, the Guard or Shunter must ride in the leading brake.
- (b) If there are more than 3 vehicles ahead of the leading brakevan or brake compartment the Guard or Shunter must ride in one of the compartments of the leading coach and an additional Guard or Shunter must ride in a compartment, preferable a brake compartment in a position on the train convenient for transmitting hand signals through the leading man to the Driver.

Traincrew travelling passenger to Scarborough to work an outward train must report to the Station Supervisor immediately on arrival.

Scarborough Station : Platforms 3/4 and 5 "Lock Out" Facility

The following instructions are additional to the requirements of Rule Book, Section B.

1. When a "Not to be Moved" board needs to be used it must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.
2. These instructions provide a safe method of protection by blocking lines to trains whilst staff are working and it is not therefore necessary for a Person in charge of work (PICOW) to be appointed.
3. Watering of coaching vehicles at track level

The platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked and the work protected in accordance with clause 7.

4. Clearing of Track

When staff are to clear litter etc. from the track, both lines between two platforms on which they are to work must be protected in accordance with Clause 7.

5. M. & E.E. Staff Working on the Outside of Train at Track Level

The M. & E.E. Designated Person must block the line on which the train is standing and the adjacent platform line in accordance with Clause 7. The provisions of Rule Book, Section B Clause 10.8 are modified accordingly.

6. White Lining of Platform Edges

Platform edges must only be whitelined when the platform line has been protected in accordance with Clause 7.

7. Method of Protection

When it is necessary to block a line to protect staff in accordance with any of the above requirements, the following procedure must be observed:-

- (a) The person requiring the "Lock out" protection must telephone the Signaller giving his Name, Grade, Department, Duration of protection required and which platform(s) line requires protecting.
- (b) When the Signaller agrees to the work and confirms that signal protection has been given and the relevant "Lock out" two way switch has been placed to the "Lock out" position, the person requesting "Lock out" protection may, on the Signaller's authority operate the relative "Lock out" unit and withdraw the key.

- (c) When the person requesting "Lock out" protection has withdrawn the key he must advise the Signaller, the Signaller will then repeat the entry made in the Train Register and, when satisfied that this is correct, the person requesting protection must repeat his Name, Grade and Department. When the Signaller confirms that "Lock out" protection has been given the work may start.
- (d) When the work has been completed and everyone is clear the person who requested the "Lock out" protection must advise the Signaller of his Name, Grade, Department and the number of the relevant platform(s) affected. When advised to do so you must replace the key and turn it to the lock position.
- (e) The person requesting the "Lock out" protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the "Lock out" protection.

In exceptional circumstances, the person requesting "Lock out" protection may hand over to a relief provided he advises the Signaller the Name, Grade and Department of his relief.

If the Signaller closes during the "Lock out" period and the person who requested the protection is relieved, the new person must advise the Signaller of his Name, Grade and Department when the Signaller re-opens.

WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN

KELLINGLEY COLLIERY

Trains for the Arrival line, other than bunker loading, must be propelled.

EGGBOROUGH POWER STATION

Trains conveying 46 tonne or 102 tonne GLW oil tanks must, provided signal P2 is clear, proceed to the "Stop for Orders" board. The Guard must obtain from the National Power representative an assurance that the facing hand points in the By - pass line are correctly set and secured for the train and then obtain authority for the train to draw forward for discharging.

When discharge is completed and the Guard has received authority from the National Power staff for the train to depart he must instruct the Driver to draw forward to signal P8. The Guard must then telephone the National Power Controller and inform him that the train is ready to proceed.

The facing hand points in the By - pass Line leading to the Cripples Loop will normally be set along the By - pass Line. The National Power staff will be responsible for ensuring that these points are set and correctly secured by clip before any train is allowed to pass the "Stop for Orders" board on the By - pass Line.

Certificate of Readiness. The Guard must place the original completed certificate in the red box provided at the RST's cabin.

HENSALL

When a Driver is authorised to pass signal 4 or 6 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignalman is in attendance ensure that this has been done.

Before proceeding over Snaith and Pontefract Highway level crossing he must satisfy himself that the barriers are fully lowered.

SNAITH STATION, FIELD LANE AND GOWDALL AOCL LEVEL CROSSINGS

The above level crossings must be worked in accordance with Appendix No.9 to the Rule Book, Instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash, or the red light continuing to flash prior to departure of an Up train from Snaith or on approach of a Down train at Snaith, or in both directions at Field Lane and Gowdall, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with clause 3.4 of Appendix No.9 to the Rule Book.

RAWCLIFFE STATION AHB LEVEL CROSSING

Drivers of Down direction trains must not pass the Stop Board located at the Goole end of the platform until the white flashing light shows. If the barriers fail to lower or the flashing white fails to appear or the flashing red light continues to show, the Driver must advise the Signalman at Goole Signal Box by telephone and act in accordance with the Signalman's Instructions.

GRIMETHORPE COLLIERY TO CROFTON EAST JN

GRIMETHORPE COALITE PLANT

Working inside Coalite Sidings

1. The four Coalite Loaded Sidings are fitted with hydraulic retarding equipment for a distance of 215 feet from the traverser. At the south end of this equipment there is a hydraulic wheel stop on each siding; normally raised. Loaded vehicles will, however, stand south of the wheel stops but they will, in this event, be coupled to the vehicles north of the wheel stops and so be controlled by it.
2. BR locomotives must not under any circumstances, pass the wheel stops.
3. When attaching loaded vehicles, Drivers must take great care not to set the vehicle back.

4. Before moving out of the loaded sidings, the BR Guard or Shunter must request Coalite Company's staff to lower the relevant wheel stops and obtain an assurance that this has been done. The Driver must be so informed.
5. When moving out of the loaded sidings a speed of 4 m.p.h. must not be exceeded until the last vehicle has passed clear of the retarding equipment. Higher speeds will damage the equipment and may cause derailment.

Departing from Coalite Sidings/Coalite Loaded Wagon Plant Sidings. If an outward train is to be formed partly of Coalite traffic and partly of coal from the colliery sidings, the Coalite traffic must be attached first.

) MONK BRETTON

Redfearn's Sidings (Monk Bretton) : Rapid unloading Facilities. When authority is received for an arriving train to proceed from the "Locomotive Stop Await Instruction" board, it must be propelled into the siding for the leading ten wagons to be detached.

The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the "Stop/Start" basis under the control of the unloading signals.

For Class 56 locomotives there is a restriction of 10 mph within Redfearn Sidings.

ROYSTON JN

Working of trains to and from Monk Bretton Siding.

Upon arrival of a loaded train for Monk Bretton Siding on the Up line at Royston Junction the Guard must ensure he obtains the Annetts Key for operating the siding ground frame, from the Signaller.

When the train has entered the Siding from the Down line the Guard must normalise the Ground frame and retain the Key in his possession, until the empty train returns to Royston Junction where he must return it to the Signaller.

Yonckton Coking Sidings. A telephone is provided between the Coke Jvns Shunters cabin at the entrance to the Coke Empty Sidings and BR Shunters Cabin. The permission of the Coke Ovens Shunter must be obtained before any movement is made towards these sidings.

Before giving permission to the Guard for the propelling movement to the Coke Empty Sidings, the BR Shunter must satisfy himself that the hand points in the inward Coke Road are correctly set and then proceed to the spring points near the summit of the incline, remaining there until the movement has passed and the locomotive returned.

Only one locomotive or two locomotives coupled together, must be allowed on the incline between the hand points in the Inwards Coke Road and the Empty Coke Sidings, at one time.

Vehicles must not be gravitated towards the hand points leading to the Drift Mine line, unless the Shunter is present, is in possession of the Key for the hand points and the points are set for shunt spur.

SHAFTHOLME JN TO FERRYBRIDGE NORTH JN

KNOTTINGLEY

Set - back movements into Knottingley Sidings. Guards of empty M.G.R. trains requiring to set back into the sidings from the Up Doncaster line must, after setting the hand points in the sidings, telephone the Signalman accordingly. The Guard must then place himself in the most suitable position to control the movement.

Set - back movements into Rockware Private Sidings. Guards of trains requiring to set - back into these sidings from the Down Doncaster line must first set the hand points to the appropriate position and after informing the Signalman, obtaining release of the ground frame and operating the points and signal, place himself in the most suitable position to control the movement.

The illumination of the "Off" indicator will be the Driver's authority to proceed and the provisions of Rule Book, Section J, clauses 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard when he comes into view.

DRAX POWER STATION BRANCH

Drax Power Station

(a) Delivery Oil Sidings

Working Manual for Rail Staff (BR 30054), Pink Pages, Section D3 is amended as follows:-

Standard BR handlamps are permitted to be taken beyond the "Locomotive Stop" Board.

The Guard must place the original completed Certificate of Readiness in the red box provided at the R.S.T.'s cabin.

(b) Level Crossings

The undermentioned level crossings are automatic open level crossings, locally monitored (AOCL) and the provisions of the appropriate instructions in the Rule Book Appendix 9 apply, except that a failure of the Driver's white flashing light must be reported to the Coal Plant Controller.

1. North Crossing. Situated between signals L103/L104/D2 and the Coal Rail Unloading Building.
2. South Crossing. Situated between signals D9/D10/D11/D12 and the Outlet Weighbridge.

NOTE:

Clause 2 of the instructions i.e. where trains are not required to stop, apply at both the above crossings.

3. Coal Unloading Crossing. Situated at the exit end of the Coal Rail Unloading Building.

Clause 3 of the Instructions i.e. where trains are required to stop, apply and Drivers of coal trains must operate the pull-wire located at the exit end of the building to activate the Driver's white light.

LEEDS W. JN. TO HULL

LEEDS

For Local Instructions see page 6.102.

BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brakevan between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

MARSH LANE SIDINGS

When propelling trains or vehicles into the sidings, Drivers must stop their train with the Locomotive opposite the marker board worded "Propelled trains - Compulsory Locomotive Stop" and must not proceed until authorised to do so by the Guard.

Tilcon Depot. After the points have been examined the Guard must signal the train to set back towards No.1 Siding. A maximum of 15 vehicles must be set back clear, detached and secured. The remaining vehicles not exceeding 15, must be drawn forward and set back to the Depot after the Guard has obtained authority from the Tilcon representative to Propel to the Depot unloading line.

A batch of 3 vehicles at one time will be discharged. When positioning vehicles on the discharge sidings the first three vehicles next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards the adjacent siding.

On completion of discharge the second portion must be placed towards No.1 siding. The first portion must then be drawn from the adjacent siding and coupled to the second portion, and the complete train drawn forward to signal 771 where the Guard must advise the signalman at Leeds that the train is ready to depart.

APCM Sidings. When the firm's staff are engaged on discharging vehicles, a scotch block will be set across the sidings, and a red flag or a red lamp during the hours of darkness, exhibited. When the discharging operations are complete, the firm's representatives will remove the red flag/red lamp, and place the scotch block clear of the track.

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE

Trains except for one locomotive and brakevan running between Neville Hill Up Sidings and Marsh Lane Sidings must not be propelled.

NEVILLE HILL

Coaching Stock Depot - Loud Speakers

The talk - back equipment at each Stop for orders Board is track circuit activated except at the two boards for each group of the Departure Sidings, which will be activated by the person in charge of the West End Console, when the illuminated sign reading "SPEAK" will be displayed at the board applicable.

For movements from the Shunt Neck adjacent to the Depot Arrival Line, an over - ride button is provided on the Arrival Line Talk - Back Equipment to enable staff to communicate with the person in charge of the Console. The button must be depressed continuously until an answer is received.

When speaking the person must talk towards the loud speaker and be within 10 yards of it. The loud speakers are sensitive to all sounds over a wide range and Drivers must keep locomotive noise to a minimum to assist in the efficient working of the apparatus.

Up Sidings. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR".

When the person in charge is not on duty at the sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signaller at Leeds when the train or locomotive on the Up Side arrival line has been cleared from that line.

Movements along the Up Sidings Arrival Line from East to West, are prohibited unless permission of the person in charge of the sidings or the Signaller has been obtained.

NEVILLE HILL DEPOT

Trains arriving at the West end will normally be directed to stop outside the West Console Cabin where instructions for disposal of the train will be given. Beyond the West Console Cabin, all movements within the depot must be accompanied by a shunter unless:-

- (a) the movement being made has a Driver at each end, or
- (b) a Regional Railways set is being moved from the tanking apron to the fuel shed.

To obtain permission for movements within the depot, any person in control of a movement must contact the appropriate console operator.

Rail movements on the depot are not to exceed 5 m.p.h. except in the carriage cleaning plant, where the speed limit is 3 m.p.h.

Movements over power operated points at the East and West end of the depot must not be made without the permission of the respective Console Operator.

Fouling points within the depot will be indicated by white painted sleepers.

Preparation of trains may take place within the Maintenance Sheds, on the Holding Sidings, and on all Departure Sidings, except the Local Line and Siding No.1 in No.1 Group.

Departures from the East end may be made via the Ground Frame. Before such a move is made, staff involved must come to a clear understanding as to what is required. Permission for these moves must be obtained from the East Console Operator.

NEVILLE HILL WEST JN

Up Arrival Line

Vehicles must not be stabled on the Up Arrival Line.

MANSTON LEVEL CROSSING

When a Driver is authorised to pass signal L799 at danger, he must, before passing the signal, operate the special plunger in the telephone box or if a Handsignalman is in attendance ensure that this has been done, and wait for the white light to show before continuing on his journey.

In these circumstances before proceeding over Manston Level Crossing, the Driver must sound the locomotive horn and ensure that the level crossing is clear before proceeding.

If the white light fails, the Driver must advise the Signalman of the failure.

GARFORTH

Moor Foot Crossing - 13m 41ch

Drivers of Up stopping trains at Garforth need only sound the locomotive horn at the 2nd whistle board viz that situated on the Leeds (departure) side of the station.

N.B. Drivers of non-stopping Up trains must observe both whistle boards i.e. before and after the station.

SELBY

Rule Book, Section K, clause 3.1.1. When a train is stopped at signals 1956 or 1958 the Driver must communicate with the signaller at Selby by means of the signal post telephone immediately.

Rule Book, Section N. During Single Line Working signals 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

SELBY SWING BRIDGE

All persons going onto the Bridge must first telephone the Bridge Operator and ensure that the Bridge is not about to be moved.

HESSLE ROAD

Tilcon Depot. The propelling movement into the depot must stop with the leading cab of the locomotive in the direction of travel (locomotive cab nearest to the first wagon), opposite the Stop Board.

Radio equipment is provided for use within the Depot. The Guard must obtain two portable radio units from the Traincrew Supervisors Office at Hull Station and hand one to the Driver; the Guard and Driver must test their radios before the Guard joins the train.

The Guard must give instructions over the radio to the Driver in the following manner :

Driver draw forward.

Driver set back.

Driver prepare to stop.

Driver stop.

Driver emergency stop.

The Driver must immediately acknowledge each instruction given by the Guard over the radio by repetition except in the case of an emergency stop when the acknowledgement must be given after the appropriate action has been taken.

Three wagons at one time will be discharged and during unloading operations the Guard must position himself adjacent to the unloading Hopper to instruct the Driver forward, after he has been advised by Tilcon staff that each batch of three wagons is discharged.

When the unloading is completed the Guard must instruct the Driver to draw forward clear of the unloading Hopper before preparing his train for departure. The Guard must then collect the radio from the Driver and return the radios to the Traincrew Supervisors.

When a train has departed from Tilcon Sidings and arrives at the Stop Board at the East end of the Loop line, the Guard must, after ascertaining that his train is complete with tail lamp, advise the Signaller accordingly.

HULL PARAGON

Stock Siding and By-pass Line

When a multiple unit train is to occupy the stock siding for the purposes of reversing, the Person in Charge must ensure the train proceeds to the approach side of the "Stop. Telephone. Await "R" indication before proceeding" board to await clearance of Signal HP1001.

NOTE: The illumination of the "R" signal at the Stop Board on the stock siding or on the identical Stop Board on the By-pass line, signifying clearance of Signal HP1001, is the authority for the movement to proceed.

NEVILLE HILL WEST JN TO HUNSLET EAST

HUNSLET EAST (SHELL MARKETING PLC AND LEEDS O.R.T.)

1. Arrivals

- 1.1 The B.R. Person in charge must obtain information about the punctuality of trains in advance of their arrival and pass this information to Shell Marketing PLC or O.R.T. Supervisors.
- 1.2 The B.R. Person in charge will authorise drivers to pass the Stop Board at the Hunslet East end of the single line when it is safe to do so.
- 1.3 The Working Manual for Rail Staff, Pink Pages, Section D3 clause D3.1 (b) is modified to read B.R. handlamps must not be taken beyond the boundary gates of Shell Marketing PLC or O.R.T. An approved safety lamp is available for use beyond these gates and can be obtained from the B.R. Person in charge.
- 1.4 When the train arrives the B.R. Person in charge/R.S.T. will watch for any heat or ignition source on the wagons.
- 1.5 The discharge sidings must not be used for the sorting of cripple tank wagons.

2. Departures

- 2.1 B.R., Shell Marketing PLC and Leeds O.R.T. staff will watch the train being drawn out of the sidings and give the recognised stop signal if necessary.
- 2.2 Authority to pass the Stop Boards on lines numbered 1 and 2 and proceed towards the signal controlling entry to the Single line will be given by the B.R. Person in charge.

THORNE JN TO GILBERDYKE JN

GOOLE YARD AND DOCKS

1. The BR Person in Charge at Goole Yard must advise the Signalman at Goole Station, including his name, when he takes up and leaves duty each day. The Signalman at Goole must record this advice in the Train Register.
2. The Signalman at Goole must advise the BR Person in Charge, on extension 027-2872, of an approaching train which is to enter the yard. No train must be allowed to enter the yard unless the BR Person in Charge is on duty.
3. Entry to Goole Yard is restricted to the East End Ground Frame. The West End entry (No.10 points) must only be used when specially authorised.
4. The BR Person in Charge will operate the East End Ground Frame for arriving and departing trains. Arriving trains must then proceed to the "STOP AND AWAIT INSTRUCTIONS" Board at the West end of the Weigh Sidings.
5. No train must be authorised to pass the "STOP AND AWAIT INSTRUCTIONS" Board to enter Goole Yard until the BR Person in Charge has obtained an assurance from Goole Railfreight Ltd that their locomotive is and will remain 'Dockside' of the "Stop" board at the Dock entrance.
6. Except in the case of failure when an assurance has been received that no attempt will be made to move the failed locomotive, at no time must the Goole Railfreight pilot and a BR locomotive occupy Goole Yard at the same time.
7. At all other times, the Goole Railfreight Ltd Pilot may work freely between the Docks and the Yard.
8. At no time must a BR locomotive pass the notice board which gives access to the West Dock. At no time must the Goole Railfreight Ltd pilot pass the notice board at the West end of the Weigh Sidings, or the notice board at the extreme West end of Goole Yard.
9. Departing trains must not leave Goole Yard until authorised to do so by the BR Person in Charge.

GOOLE

Bridge Street and 50 Ton Crane level crossings. Movements must not be made over these level crossings until authorised by the Associated British Ports staff.

GOOLE STATION

Invalid customers arriving on terminating services from Doncaster may remain aboard the unit whilst it shunts from the Down Platform to the Up Platform.

The Guard is responsible for advising the Signalman that the passenger(s) are being conveyed during shunting.

GOOLE BRIDGE

Trains unable to start when signal G.B.2 OR G.B.3 is cleared

If a train is stopped at signal G.B.2 or G.B.3 at Danger and is unable to re-start when a proceed aspect is displayed, the Driver must telephone the Signalman immediately and advise him of the circumstances.

All staff requiring to visit Goole bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signalman to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge. Rule Book, Section B.

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, the Lookout must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the Person in charge of work considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out the provisions of the Rule Book, Section T.111 must be applied.

HULL TO SEAMER WEST

DRIFFIELD

Up trains terminating at and Down trains departing from, Up platform:

During a blockage of the line between Beverley and Driffield for planned engineering work or in an emergency, Up passenger trains will terminate and Down passenger trains will start at Driffield Station Up platform.

Authority for the Drivers of Down trains to depart from the Up platform will be the clearance of ground position light signal 53.

BRIDLINGTON

Loaded passenger trains must not be routed to or started from Platforms 7 and 8 during the hours of darkness.

An Engineers On Track Machine may be admitted to platforms 7 or 8 when that platform is already occupied by such a machine; a machine may not be admitted to the platform if it is already occupied by any other type of train nor may any other type of train be admitted to the platform when it is already occupied by a machine.

Before admitting a machine to a platform already occupied by a stabled machine the signalman will instruct the person in charge of the platform to ensure that any staff working on or about the stabled machine move to a place of safety and to confirm that they have done so.

An Engineers On Track Machine must be stabled close to the buffers and must not be moved except in accordance with Rule Book Section H Clause 13.3.

HESSLE ROAD TO SALTEND

HESSLE ROAD

Stabling of DMU trains between Boothferry Park Platform and Limit of Shunt Indicator on the Down Line. When required in connection with the working of football trains to Boothferry Park Platform, up to three DMU's may be stabled. An Operating Supervisor must be present to supervise the working and the Driver of the first train to be stabled must stay with his train until all such trains have returned to Boothferry Park Platform. Trains being stabled must not exceed a speed of 5 m.p.h. when travelling to or from the Limit of Shunt indicator.

HULL DOCKS

Working of Trains. On lines which are crossed by or which run alongside, a Pedestrian or Vehicular roadway, the maximum permissible speed is 5 m.p.h. unless otherwise shown. All locomotives and trains proceeding along any dock line forming part of or adjacent to a road must not exceed 4 mph and must be preceded by the Guard or Shunter.

Level Crossings. The Leading Railman in charge of a locomotive must, when approaching any point at which road vehicles cross the line, send the Railman well in advance of the locomotive to stand at the crossing place and warn approaching persons or vehicles.

King George Dock Eastern Access Level Crossing. The instructions in Appendix 9 to the Rule Book, headed "Automatic Barrier Crossings, Locally monitored (ABCL) and Automatic Open Crossings, Locally Monitored (AOCL) - 2, Instructions at crossings where trains are not required to stop" apply. No advance warning boards are provided and speed over the crossing must not exceed 3 m.p.h.

WORKING BETWEEN DOCK SECURITY GATES AND SALTEND, "B" QUAY
KING GEORGE DOCK AND KINGSTON COAL TERMINAL

1. All movements within the above area will be controlled by the Person in charge, (PIC) located at Kingston Terminal Junction using radio communication only. The PIC is the only person who may authorise movements beyond any Stop and Await Instructions Boards.
2. When the Pilot Locomotive Shunter commences duty and when the Train Shunter is to accompany a train from the Dock Security Gates each individual must obtain a radio set for receiving and transmitting instructions from the Branch Supervisor at the Dock Security Gates.
3. A radio transmission test with the PIC must be initiated by each Shunter and all instructions thereafter must be preceded by the words "BR PIC to BR Pilot Locomotive Shunter" or "BR PIC to BR Saltend/Coal Terminal (or other destination) Train Shunter" as the case may be, and vice versa. Strict radio discipline must be maintained.
4. Should the radio messages cease to be received or acknowledged at any time, all movements must be stopped until communications are restored.
5. Before the Pilot Locomotive Shunter or any Train Shunter leaves duty, the radio set held by the individual concerned must be returned to the Branch Supervisor.

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