

The  
**VIRTUAL MUSEUM**  
of the  
**LANCASHIRE & YORKSHIRE RAILWAY**

Operational Documents, Reports & Pamphlets

January 1908

APPENDIX

to the

WORKING TIME TABLE

and

INSTRUCTIONS SUPPLEMENTARY

to those contained in the

Book of Rules and Regulations.

(Very Incomplete).

(23 pages)

LANCASHIRE AND YORKSHIRE RAILWAY.

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No. 10.

# APPENDIX

TO THE

## Working Time Table

AND

Instructions Supplementary

TO THOSE CONTAINED IN THE

Book of Rules and Regulations.

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For the information of the Company's Servants only.

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**JANUARY, 1908,**

**AND UNTIL FURTHER NOTICE.**

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Station Masters, Agents, &c., must alter the Instructions contained herein as they may be modified from time to time.

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**JOHN A. F. ASPINALL,**

*General Manager.*

MANCHESTER, *January, 1908.*

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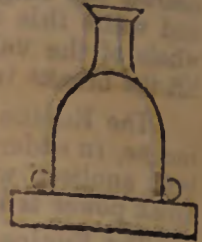


### ENGINE HEAD LAMPS.

The following uniform system of Head Lamp is adopted by all Railway Companies running over the Lancashire and Yorkshire Railway, and on those Lines over which the Lancashire and Yorkshire Company's engines run. The Lamps must be carried both by day and night in the positions indicated, and at night or in foggy weather show White Lights only.

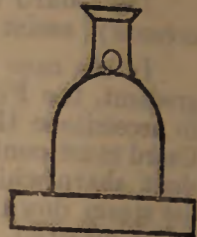
- 1. Express Passenger Train, Break-Down Van Train going to clear the line, or Light Engine going to assist disabled Train.

(Bell Signal, 4 beats consecutively.)



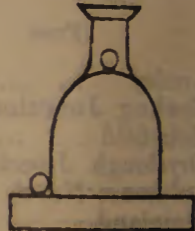
- 2. Ordinary Passenger Train, or Break-Down Van Train not going to clear the line.

(Bell Signal, 3-1.)



- 3. Fish, Meat, Fruit, Horse, Cattle, or Perishable Train composed of Coaching Stock.

(Bell Signal, 5 beats consecutively.)



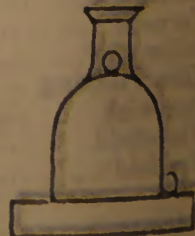
- 4. Empty Coaching Stock Train.

(Bell Signal, 2-2-1.)



- 5. Fish, Meat, or Fruit Train composed of Goods Stock, Express Cattle, or Express Goods Train, Class "A."

(Bell Signal, 3-2.)



- 6. Express Cattle, or Express Goods Train, Class "B."

(Bell Signal, 1-4.)



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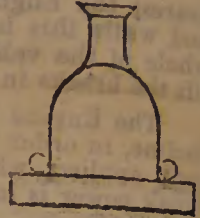


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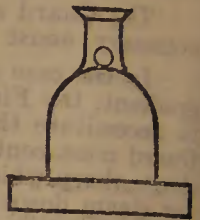
- 1. Express Passenger Train, Break-Down Van Train going to clear the line, or Light Engine going to assist disabled Train.

(Bell Signal, 4 beats consecutively.)



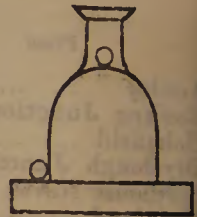
- 2. Ordinary Passenger Train, or Break-Down Van Train not going to clear the line.

(Bell Signal, 3-1.)



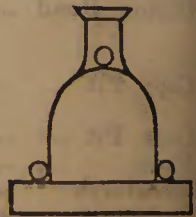
- 3. Fish, Meat, Fruit, Horse, Cattle, or Perishable Train composed of Coaching Stock.

(Bell Signal, 5 beats consecutively.)



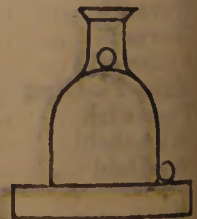
- 4. Empty Coaching Stock Train.

(Bell Signal, 2-2-1.)



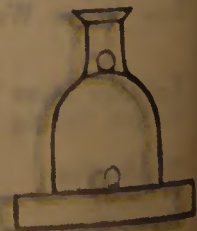
- 5. Fish, Meat, or Fruit Train composed of Goods Stock, Express Cattle, or Express Goods Train, Class "A."

(Bell Signal, 3-2.)



- 6. Express Goods Train, or Express Goods Train, Class "B."

(Bell Signal, 1-1-1.)



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Engine running with







ENGINE HEAD LAMPS—continued.

7. Light Engine or Light Engines coupled together, or Engine and Break.

(Bell Signals, 2-3 and 1-3-1.)



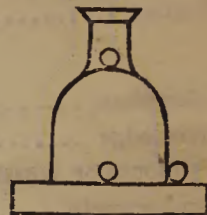
8. Through Goods, Mineral, or Ballast Train.

(Bell Signal, 4-1.)



9. Ordinary Goods or Mineral Train stopping at intermediate Stations.

(Bell Signal, 3 beats consecutively.)

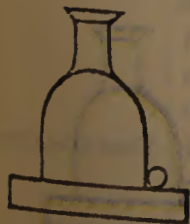


Distinctive Head Lamps for Electric Trains.

During the daytime Electric Trains will carry white discs instead of head and tail lamps. When dark, lamps will be carried as usual.

Distinctive Head Lamps for Pilot Engines running between Aintree Sorting Sidings and Liverpool Stations.

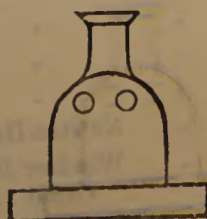
The Liverpool Pilot Engines will be distinguished by Head Lamps as under—the lamps will be carried both by day and night in the positions indicated, and at night, or in foggy weather, will show White Lights only:—



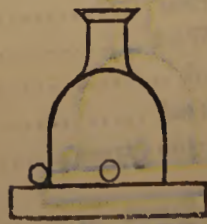
HOWARD STREET.



NORTH DOCKS.



NORTH MERSEY.



BANKFIELD.



**Brockholes.**—When Brockholes is unable to accept traffic for Holmfirth Branch from Down Trains the traffic must be taken on to Lockwood.

Trains conveying traffic off Holmfirth Branch for Clayton West and Penistone direction must (when there is not room at Brockholes) convey the same to Lockwood.

**Brooks and Brooks' Siding, Cloughfold.**—After 5-0 p.m. on Saturdays up to 6-0 a.m. on Sundays, empty wagons for Brooks and Brooks' Siding must be placed in that Siding at the entrance to the Gas Siding. To do this, the Engine must run to Waterfoot Box to run round the wagons.

**Bullfield.**—Any Coal Train which has to stop at Bullfield, and has not on more than *three* wagons for any of the Collieries between Bullfield and Ince Hall Sidings inclusive, must detach the wagons at Bullfield, run direct to Wigan without stopping, and carry "fast" lamps between Bullfield and Wigan.

**Burnley (E. L.).**—The Down Loop at Burnley (E. L.) will be closed as a Running Loop from 6-30 p.m. to 7-10 p.m. on Mondays and Thursdays only, and during this time the Loop will be used to form the Salford Cloth Train in the event of the 3-30 p.m. Colne to Rose Grove Train having passed Burnley.

In the event of Burnley (E. L.) being blocked up, any Trains arriving at Rose Grove and not having return workings may be broken up at the discretion of the Inspector.

**Burn Naze Siding.**—Guards of Goods Trains detaching at Burn Naze Siding during the night, must leave the wagons clear of the fouling points. Trains conveying traffic for Burn Naze on Sunday mornings, and which cannot arrive Burn Naze before 4-0 a.m., will detach the wagons at Kirkham, to be worked to destination by first Goods Train on Monday mornings.



Bacup, 9-15 p.m. Adlington Junction to Bacup, and 9-50 p.m. Luddendenfoot to Bacup  
Trains to work forward. After the last of these three Trains has passed, this class of  
traffic must be detached at Rawtenstall for the 11-15 a.m. Irwell Vale to Holt's Siding to  
work forward.

See Ewood Bridge.

**Rochdale.**—Down Line Trains must detach their wagons at one shunt at  
Rochdale.

Goods Trains booked at Rochdale must stop at Rochdale No. 6 when required.

**Rose Grove.**—When empties are being sent from Rose Grove to Huncoat the Up  
Grid Inspector must telephone the information to Huncoat, stating the number of  
wagons for the Colliery, Mill, and Brick Sidings respectively.

Traffic from Rose Grove for Exchange at Wakefield must be marshalled each class  
together.

**Rose Grove.**—Loco. Coal traffic from L. & Y. Line to Colne Engine Shed must be  
concentrated in one of the Sidings in Rose Grove, and despatched to destination only by  
the 8-20 p.m. Hapton to Colne **S**, 8-30 a.m. Rose Grove to Colne **Su O**, or 11-25 p.m.  
Brindle Heath Junction to Colne **S O**.

Rose Grove will wire Todmorden when Yorkshire direction Trains have left that  
Station conveying traffic for Rochdale or Oldham Branch, so that such traffic may connect  
with any ordinary booked or special Train running in the direction of Rochdale at the  
time.

**Royton Junction.**—When a Goods or Coal Train arrives at Royton Junction  
Sidings the Signaller at Royton Junction must immediately telephone the information  
forward to Werneth and Hollinwood, and, before the Train is made up to leave Hartford  
Sidings, the Inspector and the Signaller must confer together as to whether the Train  
shall be allowed to break up at Royton Junction or Hartford, or shall be extended to  
Mump, Werneth, or Hollinwood, and whichever place is fixed upon for the destination the  
Signaller will then communicate to the Signaller ahead.



LANCASHIRE AND YORKSHIRE RAILWAY.

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# INSTRUCTIONS

TO BE OBSERVED BY

## Engine Drivers and Guards

WHEN WORKING OVER THE

**DEARNE VALLEY,  
GREAT CENTRAL,  
GREAT NORTHERN,  
HULL & BARNESLEY,  
LONDON & NORTH-WESTERN,  
MIDLAND,  
AND  
NORTH EASTERN  
RAILWAYS.**

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**JANUARY, 1908,**

**And until further notice.**

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Station Masters, Agents, &c., must alter the instructions contained herein as they may be modified from time to time.

**JOHN A. F. ASPINALL,**

*Manchester, January, 1908.*

*General Manager.*



**INSTRUCTIONS AFFECTING L. & Y. SERVANTS WORKING OVER THE  
DEARNE VALLEY LINE.**

**STANDARD CODE OF WHISTLES.**

The Lancashire and Yorkshire Railway Code of Whistles applies to the Dearne Valley Line.

**GRADIENTS.**

**MAIN LINE.**

	Rising or Falling.	Distance. Chains.	Gradient.
Shafton Junction to Brierley Junction ... ..	Falling	51	1 in 358
Shafton Junction to Grimethorpe Colliery Sidings ...	Rising	9	1 in 358
	Level	3	Level
	Falling	112½	1 in 100
	Falling	21	1 in 160
Grimethorpe Colliery Sidings to Houghton Sidings ...	Falling	52	1 in 280
	...	11	Level
Houghton Sidings to Thurnscoe Junction ... ..	Rising	20	1 in 300
	Rising	23½	1 in 150
	Rising	55	1 in 1234
	Rising	40	1 in 369
	Rising	19½	1 in 1142
	Falling	52	1 in 190
Thurnscoe Junction to Hickleton Colliery Branch ...	3	Level	
	Rising	25	1 in 155
	Rising	21	1 in 100
	Rising	11½	1 in 314
Junction with Hickleton Colliery Branch to Denaby	Falling	13	1 in 76
	Falling	21	1 in 211
	Falling	47	1 in 673
	Falling	74	1 in 132
	Rising	19	1 in 428
Junction with Denaby Branch to Water Column at Cadeby ... ..	Falling	74½	1 in 150
	50½	Level	
	Rising	84	1 in 100

**GRIMETHORPE BRANCH.**

Junction with Main Line to Colliery Sidings ... ..	Falling	20	1 in 100
		5	Level
	Rising	12	1 in 100

**HOUGHTON BRANCH.**

Junction with Main Line to Colliery Sidings ... ..	Falling	8	1 in 180
		23	Level
	Falling	16	1 in 60

**THURNSCOE FORK.**

Junction with Main Line to Junction with S. & K. Line ... ..	Rising	32	1 in 332
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INSTRUC

Page 2.

ADD.

REGULATION

WOR

APPEN

SECTIONS OF

WITH LIST

SI

From

Shafton Junction...

Houghton Sidings

Hickleton Colliery S

Denaby Sidings ..

Each Table



Rising	81	1 in 358
Level	9	1 in 358
Falling	3	Level
Falling	1137	1 in 100
Falling	71	1 in 160
Falling	57	1 in 280
	11	Level
Rising	30	1 in 300
Rising	231	1 in 150
Rising	55	1 in 1234
Rising	40	1 in 369
Rising	191	1 in 1142
Falling	57	1 in 190
	3	Level
Rising	25	1 in 155
Rising	1	1 in 100
Rising	11	1 in 314
Falling	13	1 in 76
Falling	1	1 in 211
Falling	17	1 in 673
Falling	71	1 in 132
Rising	19	1 in 428
Falling	74	1 in 150
	50	Level
Rising	84	1 in 100

BRANCH.

Falling	20	1 in 100
	5	Level
Rising	13	1 in 100

BRANCH.

Falling	8	1 in 130
		Level

Page 2.

**INSTRUCTIONS TO L. & Y. SERVANTS WORKING OVER THE DEARNE VALLEY LINE.**

**ADD.**

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES OF RAILWAY WORKED ON THE ELECTRIC TABLET BLOCK SYSTEM. APPENDIX 9 OF THE BOOK OF RULES AND REGULATIONS.**

**SECTIONS OF LINE WORKED ON THE ELECTRIC TABLET BLOCK SYSTEM WITH LIST OF INTERMEDIATE SIDING CONNECTIONS RELEASED BY THE ELECTRIC TABLET.**

Single Line Section.		Intermediate Siding connections released by Tablet at
From	To	
Shafton Junction.. ..	Grimethorpe .. ..	—
Houghton Sidings .. ..	Thurnscoe Junction .. ..	—
Hickleton Colliery Siding..	Denaby Sidings.. ..	Goldthorpe Colliery. Barnborough Tip Siding. Harlington Ground Frame.
Denaby Sidings .. ..	Black Carr West .. ..	Edlington. Colliery Ground Frame.

Each Tablet is lettered with the name of the Signal Box at each end of the section.



**REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY ONLY ONE ENGINE IN STEAM OR TWO OR MORE ENGINES COUPLED TOGETHER.  
APPENDIX 3 OF THE BOOK OF RULES AND REGULATIONS.**

Single Line Section.		Shape of Staff.
From	To	
Hickleton Colliery Sidings .. ..	Colliery .. .. .	Square.
Denaby .. .. .	Denaby Colliery .. .. .	Square.
Denaby .. .. .	Cadeby Colliery .. .. .	Square.
Shafton Junction .. .. .	Brierley Junction .. .. .	Square.

**GRADIENTS.**

	Rising or	Distance.	Gradient.
	Falling.		
	Level	Chains.	Level.
Black Carr Siding West Box to Bridge over G. N. Railway ..	Rising	35	1 in 150
From Bridge over G. N. Railway to Bessacarr .. .. .	Falling	33	1 in 200
From Bessacarr to Loversall Carr .. .. .	Falling	45	1 in 224

**CATCH POINTS ON DEARNE VALLEY LINE.**

**BLACK CARR SIDINGS EAST** ..... On Down South Yorkshire Fork Line, 166 yards from Black Carr Sidings East Signal Box.

**EDLINGTON COLLIERY, BETWEEN DENABY SIDINGS AND BLACK CARR SIDINGS WEST.**

A connection from the Yorkshire Main Colliery at Edlington has been brought into use on the Down side of the line at 68 miles 10 chains, and is worked from a ground frame locked by the electric tablet.

**ENGINES REDUCING LOAD AT BRIERLEY SIDINGS.**

Engines working trips from Cudworth (H. & B.) to Crofton Junction and having to reduce load at Brierley Sidings, **must not detach Loco Coal.**

**BLACK CARR WEST** ..... On the Up Main Line, 120 yards on the east side of Black Carr West Box ..... 1 in 200

**WATER COLUMNS.**

PLACE.	WHERE SITUATED.	AVAILABLE FROM	REGISTER No.	REMARKS.
Black Carr Engine Shed.. .. .	Shed Road.. .. .	.. .. .	484	Add.
Shafton Junction.....	Near Shafton Junction Cabin .. .. .	Up Line .. .. .	476	Add.

**HICKLETON COLLIERY**

Junction with Main Line to Colliery Sidings ..

**DENABY COLLIERY**

Junction with Main Line to Colliery Sidings ..

**CATCH POINTS ON DEARNE**

**GRIMETHORPE SIDINGS**..... On the Up Main side of Grimethorpe

**HOUGHTON SIDINGS**..... On the Up Main side of Houghton

**THURNSCOE**..... On the Up Main side of Thurnscoe J

On the Down Main side of Thurnscoe J  
170 yards  
Signal Box

**HICKLETON**..... On the Down Main side of Hickleton C

**DENABY**..... On the Up Main side of Denaby Colliery S

**WATER COLUMNS**

PLACE.	WHERE SITUATED
Shafton Junction .. .. .	Between Down Main Line & Brierley Junction
Cadeby Main Colliery .. .. .	Line side .. .. .

The Speed of Trains p. ..  
hour.

Propelling is authorized ..



**HICKLETON COLLIERY BRANCH.**

	Rising or Falling.	Distance, Chains.	Gradient.
Junction with Main Line to Colliery Sidings ... ..	Falling	23	1 in 211
	Rising	28	1 in 530

**DENABY COLLIERY BRANCH.**

Junction with Main Line to Colliery Sidings ... ..	44	Level
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*Annulled on Settle Act as Catch points.*

**CATCH POINTS ON DEARNE VALLEY LINE.**

	Gradient.
GRIMETHORPE SIDINGS.....On the Up Main, 135 yards on the Shafton side of Grimethorpe Sidings Box .....	1 in 280
HOUGHTON SIDINGS.....On the Up Main, 45 yards on Shafton side of Houghton Sidings Box .....	1 in 150
THURNSCOE.....On the Up Main, <sup>120</sup> about 200 yards east of Thurnscoe Junction Signal Box .....	1 in 100
On the Down Fork to the S. & K. Line, about 170 yards east of Thurnscoe Junction Signal Box .....	1 in 332
HICKLETON.....On the Down Main, about 150 yards east of Hickleton Colliery Signal Box .....	1 in 211
DENABY.....On the Up Main, 235 yards east of Denaby Colliery Sidings Signal Box .....	1 in 100

**WATER COLUMNS.**

PLACE.	WHERE SITUATED.	AVAILABLE FROM.	Register No.	Remarks.
Shafton Junction .. ..	Between Down Main Line and Brierley Junction Branch	Down Main Line and Brierley Siding	465	
Cadeby Main Colliery ..	Line side .. .. .	Single Main Line ..	460	

**SPEED RESTRICTIONS.**

The Speed of Trains passing Thurnscoe Junction Box must not exceed 15 miles per hour.

**PROPELLING.**

Propelling is authorised as shown below:—

Points.	Remarks.
Grimethorpe to Houghton Colliery Sidings ... ..	Wagons.
Houghton to Grimethorpe Sidings ... ..	Wagons.
Brierley Junction to Houghton * <i>Vice Versa</i> ... ..	Break Vans.
Houghton to Cadeby ... ..	Break Vans.

**Grimethorpe—Shafton Junction.**—A Gong is fixed 30 yards outside the Tunnel at Shafton Junction for the purpose of communicating with the Drivers of engines shunting at the Junction, and the following Code is in operation:—

Stop ... ..	1
Set Back ... ..	2
Draw Ahead ... ..	3

**MAXIMUM LOADING.**

STATIONS, &c.	Coal Engines.	Class "A"	Class "B"	Class "C"	Class "D"
	Tons.	Tons	Tons	Tons	Tons
Crofton South Junction to Brierley Junction.....	595	375	300	250	230
Brierley Junction to Grimethorpe and Houghton Collieries .....	700	500	420	350	330
Thurnscoe Junction to Black Carr Junction .....	575	360	300	300	300
Black Carr Junction to Thurnscoe Junction .....	700	450	350	350	350
Houghton and Grimethorpe Collieries to Brierley Junction .....	595	375	300	250	230
Brierley Junction to Crofton South Junction.....	595	375	300	250	230