



**SC**

**EASTERN REGION**

**No.18**

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

**SATURDAY 29 APRIL**

**TO**

**FRIDAY 5 MAY 1972**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 30 APRIL – HEELEY CARRIAGE SIDINGS**

The following points will be secured permanently out of use in the normal position pending removal:—

Facing Connection Down Fast to Down Slow  
Trailing crossover Down Slow to Up Slow

The following signals will be abolished:—

Down Fast Home to Down Slow together with Heeley Station Down Slow  
Outer Distant from Down Fast  
Disc signal Up Slow to Down Slow  
Disc Signal Down Slow to Up Slow  
or set back along Down Slow

The disc signal at present applying Up Fast to Down Slow or Down Fast will in future apply Up Fast to Down Fast only. (20)

**SUNDAY 30 APRIL – BRIGHTSIDE JUNCTION**

The hand-worked connection between Vickers Front Road and Wallside, nearest to the Signal Box, will be resited 36 yards further from the signal box. The position light shunt signal B174 and associated stencil type route indicator, applying along Vickers Front Road or Vickers Front Road to No.1 Reception Road, will be resited between Vickers Front Road and the Up Tinsley at the same distance from the Signal Box. (21)

**TUESDAY and WEDNESDAY 2 and 3 MAY – CANKLOW GOODS JN.**

The shunt neck at the Treeton Junction end of the Down Goods will be abolished.

The points at the Down Goods end of the connection from the Down Main will be retained and used as worked catch points. (21)

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

BETWEEN SCUNTHORPE STATION AND FRODINGHAM YARD No.1

Scunthorpe West Yard

The West Yard Hump Control Tower has been brought into use to control the northern half of the yard. The various lines in the yard has been designated as follows (reading from North to South):—

North Van Kip  
 Standage Siding  
 Reception No.1 (the East end of this line is controlled by Frodingham Yard No.1 signal box)  
 Sidings 1–6 inclusive  
 Sidings 7–12 inclusive (these sidings also have an exit at the East end controlled by Frodingham Yard No.1 signal box).

To the West of the Hump Control Tower the lines have been designated as follows (reading from North to South):—

Cripple Siding  
 North Departure  
 Runner Siding  
 Shunt Spur (Hump line)

All points are power operated except for those leading to the Cripple Siding which are clamped and pad-locked, set for through running on the North Departure line. The key is kept in the Control Tower. A notice board worded "STOP TELEPHONE" together with a telephone to Scunthorpe Station box has been provided at the exit from the Cripple Siding.

The following subsidiary signals have been brought into use:—

No.	Location	Application to or towards
41	At exit from North Van Kip	Shunt Spur (Hump line) * North departure *
42	At exit from Standage Siding )	Shunt Spur (Hump line) *
43	At exit from Reception No.1 )	Runner Siding
45	At exit from Sidings 1 – 8 ) inclusive )	North Departure *
46	At exit from Sidings 9 – 12 inclusive	Shunt Spur * Runner Siding
40	At East end of North Departure	North Van Kip Standage Siding Reception No.1 † Sidings 1 – 8 inclusive
34	At exit from Runner Siding	North Van Kip Standage Siding Reception No.1 † Sidings 1-12 inclusive
H.1	At Hump summit (double sided hump shunting signal)	Hump signal to sidings 1-12 inclusive (for aspect details see below)
33	At signal H.1 on left-hand bracket	North Van Kip Standage Siding Reception No.1 †

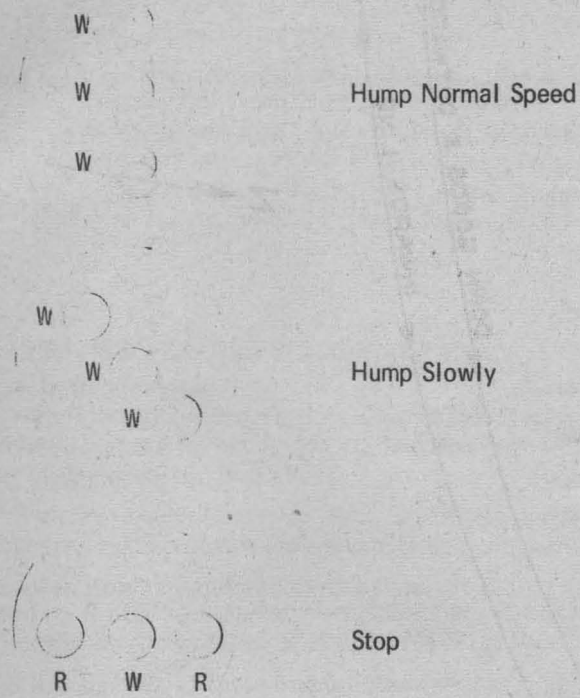
(Signal 33 will be normally out when signal H.1 is in use)

\* – Also controlled for this route by Scunthorpe Station signal box.

† – Also controlled for this route by Frodingham Yard No.1 signal box.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued  
 DETAILS OF WORK ALREADY CARRIED OUT—continued  
 BETWEEN SCUNTHORPE STATION AND FRODINGHAM YARD NO.1—continued  
 Scunthorpe West Yard — continued

Signal H.1 will exhibit the following aspects:—



W = White  
 R = Red

A sketch showing the general arrangement of lines in the yard is included in this notice.

**Scunthorpe Station**

The points which formerly led to the Up Goods line, have been restored to use, and the signal formerly reading from Up Goods to Down or Up Main, has been brought back into use and applies from the new North Departure line to Down or Up Main.

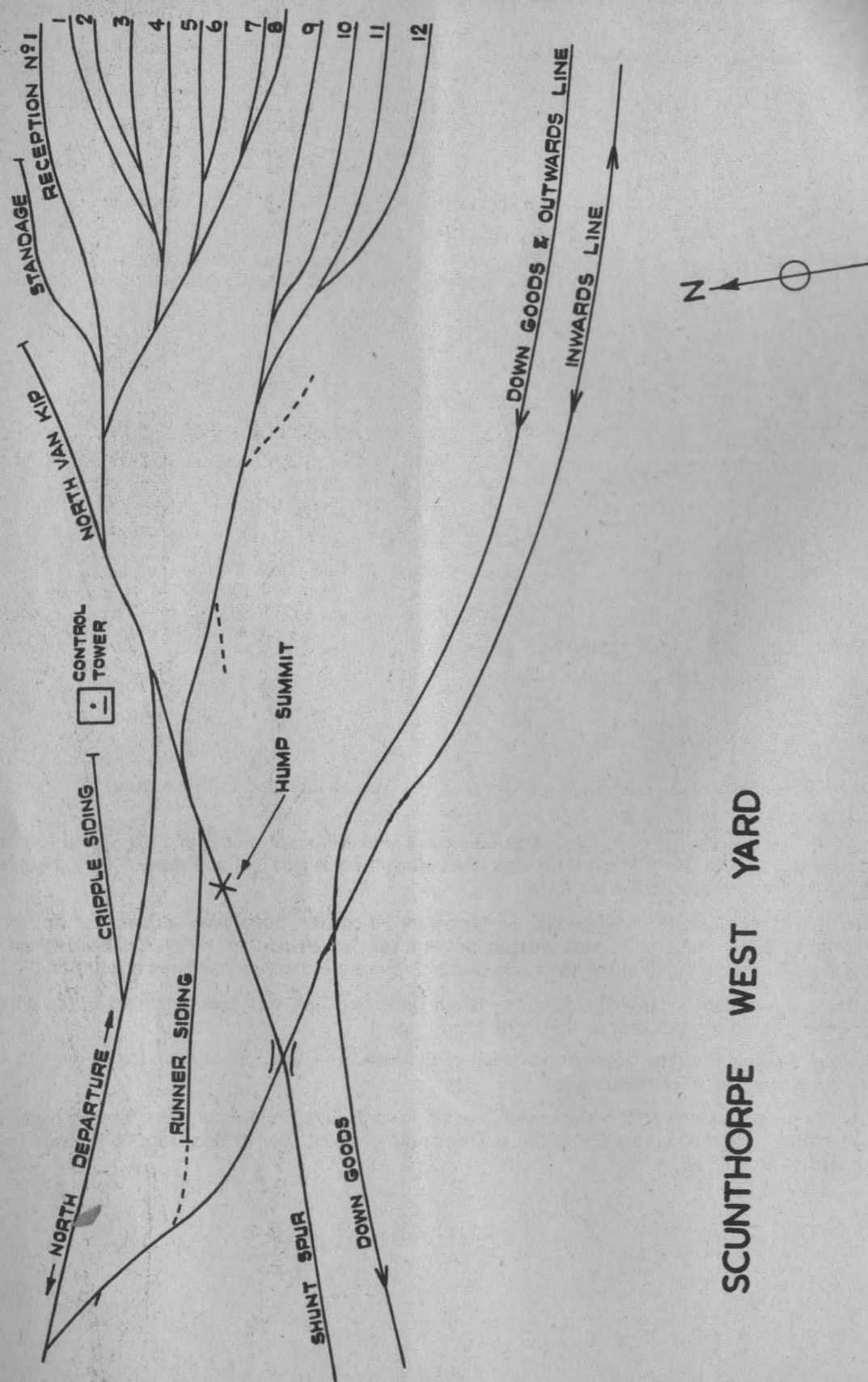
The points giving access to the West end of the temporary Hump line, have been secured out of use pending removal. Buffer stops have been erected on the temporary Hump line, which has become the Runner Siding. The notice board at the West end of the temporary Hump line has been abolished.

A new miniature arm signal applying Up Main to North Departure line, has been provided on the doll which formerly carried the Up Main to Up Goods Home signal.

The miniature arm signal on the right-hand bracket of the Up Main Home signal applying to the temporary Hump line has been abolished.

The end of the points nearest to the signal box leading Inwards line/Shunt Spur, have been brought back into use, together with the signals on the Shunt Spur reading, Shunt Spur to West Yard or Inwards line, and West Yard to Shunt Spur.

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



SCUNTHORPE WEST YARD

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

The following points have been secured permanently out of use in the normal position pending removal:—

- Trailing connection Down Slow to Down Sidings
- Trailing crossover Down Slow to former Up Slow

The following signals have been abolished:—

- Yellow-faced disc signal Down Sidings to Down Slow
- Disc signal Down Slow to Down Sidings
- Disc signals Down Slow to former Up Slow or set back along Down Slow.
- Disc signal former Up Slow to Down Slow.

The Down Slow and the former Up Slow to the South of the Down Slow starting signal are being remodelled in preparation for the commissioning of a revised track layout. (20)

BETWEEN NEW HOLLAND STATION AND PIER

**New Holland Station**

The Middle Siding between the Down and Up Platform lines has been abolished up to the mains crossover at the Barrow Road Crossing end of the station. All relevant points have been secured out of use pending removal.

The trailing points in the Up Main, leading to and from the Up Siding at the Ulceby end of the Station, have been secured permanently out of use pending abolition of the points and of the Up Siding.

**Between New Holland Station and Pier**

The Pier Down Platform has been abolished, including a portion of the Down Main Line up to the facing points in the Down Main, of the Main to Main scissor crossover.

The trailing half of this scissor crossover has also been secured out of use pending removal.

**New Holland Pier**

The connections from Down and Up Platform lines to Middle Siding, and the connection to the Middle Siding from the Down Main/Platform line, have been secured out of use pending removal.

Semaphore Signals Abolished:—

- Down Main to Pier Down Platform and the "Calling-On" below.
- Pier Down Platform to Up Main, and Pier Down Platform to Down Main below.

All associated ground disc shunting signals at the Station and Pier have been abolished. (19)

THORNE JUNCTION

The facing connection — Up Goods/Up Main, together with the associated signals has been abolished. (19)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****STAINFORTH JUNCTION**

The following points and connections have been abolished:—

- Facing – Down Main/Down Goods
- Facing – Down Goods/Down Sidings

Signals Abolished:—

- Down Main Home to Down Goods
- Miniature Arm Down Goods Home to Down Sidings
- Miniature Arms Down Reception Nos. 1 and No. 2 to Down Sidings.
- Ground Shunt signal outlet from Down Sidings (North) to Down Sidings (South)
- Ground Shunt signal – Down Sidings to Down Reception lines.

The miniature arm shunt signal applying – Down Sidings (North) to Down Goods, has been abolished and the adjacent ground disc shunting signal applying – Down Sidings (North) to Down Sidings (South) now also applies Down Sidings (North) to Down Goods.


The following illuminated 'STOP FOR ORDERS' notice boards have been provided:—

- At the outlet of the Down Sidings (North) to replace the former outlet disc signal.
- At the left-hand side of Reception Road No.2, applying to both Reception Roads Nos.1 and 2, to replace the former Down Reception Nos.1 and 2 to Down Sidings miniature arm shunt signals. (19)

**SHIREBROOK SIDINGS**

The points, Down Lie-by to Down Sidings, formerly hand-worked are now worked from the signal box. A yellow-faced disc signal has been provided adjacent to these points, facing movements from the Colliery and applies to movements towards the Up Main.

A disc signal has been provided on the cess side of the Up Main line, adjacent to the Up Main end of the Main lines trailing crossover, and applies, Up Main to Colliery or Down Main.

The Up Main Starting signal, has been brought back into use 845 yards from signal box with the arm at 13ft. above rail level, and a  sign has been provided.

The Up Reception 2-lever Ground Frame, is now released from the signal box, and the working by Annetts Key has been withdrawn. (19)

**HIGH MARNHAM POWER STATION**

The North Side Cripple Siding has been extended by 20 yards. A new siding has been provided approximately 70 yards long, with a new connection in the existing Cripple Siding.

The South Side Cripple Siding has been extended by 35 yards. A new siding has been provided approximately 120 yards long with a new connection in the existing Cripple Siding. (20)

**\*\* IMMINGHAM WEST JUNCTION**

The double line Junction at the west end of the triangle, has been removed and plain line inserted. All relevant signals have been disconnected.

The points, Up Main/Up Ulceby Branch, and Down Main/Down Ulceby Branch, have been secured to allow through running, Western Jetty to Ulceby.

The Up and Down Main lines between Humber Road Level Crossing, and North Western Entrance Level Crossing have been removed.

The trap points in the Up and Down Goxhill Curve and Up and Down Ulceby Branch Lines have been secured to allow through running.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued.****\*\* IMMINGHAM WEST JUNCTION—continued**

The single line to Goxhill has been slued into a new alignment, immediately North of the former single line, at a point approximately adjacent to the Immingham West Distant signal from Goxhill. Buffer stops facing movements from Immingham West have been erected in the former single line which has been re-designated Reception Siding.

The following points controlled from Immingham West Junction signal box, have been brought into use to provide access to and from Ore Terminal, via the new Arrival and Departure lines.

- Reception Siding/Ore Terminal Arrival Line
- Ore Terminal Departure Line/Down Main
- Single Line/Down Main
- Up Main/Down Main

The following signals have been abolished:—

- Western Jetty Down Home to Down Main
- Down Main Inner Home
- Empty Sidings to Down Main
- Up Main to Empty Sidings
- Up Main Inner Home to Western Jetty

**Altered Signals**

The signal applying Up Goxhill Curve to Single line, has been renewed as a 2-aspect colour light signal (R/G), with left-hand elevated offset position – light subsidiary signal, 13 yards further from the signal box. This signal has the following applications:—

- Up Goxhill Curve to Single Line
- Up Goxhill Curve to Reception Siding (subsidiary signal)

The signal has been plated 1W206.

The signal applying – Single line to Up Main, or Down Goxhill Curve, has been renewed as a 2-aspect colour light signal (R/Y), 32 yards further from the signal box. This signal applies only to the Down Goxhill Curve, and has been plated 1W202.

A 2-aspect colour light signal (R/Y), with elevated position light subsidiary signal, has been brought into use on the Ore Terminal Departure line, adjacent to the Departure line outlet trailing points and applies as follows:—

- Departure line to Down Goxhill Curve
- 'Calling-On' to Down Goxhill Curve (subsidiary)

The signal has been plated 1W204/205.

A position light shunt signal has been brought into use on the Reception Siding, adjacent to the points Reception Sidings/Ore Terminal Arrival line, and applies – Reception Siding to Ore Terminal Arrival line. The signal has been plated 1W201.

A repeater for the above signal has been brought into use on the left-hand side of the Reception Siding, 294 yards further from the signal box.

All signals have been provided with a telephone connected to Immingham West Junction signal box.

The notice board worded 'START OF ONE TRAIN WORKING', has been abolished.

Illuminated wagon marker-boards, sited at 20, 30 and 40 wagon lengths from the colour light signal applying, Single line to Down Goxhill Curve, have been provided on the approach from Goxhill direction.

Illuminated wagon marker boards sited 20, 30 and 40 wagon lengths, before reaching Immingham Reception Sidings Down Branch signal 1R206, have been provided on the Down Ulceby Branch (see Section 'D'). (18)

**FRODINGHAM YARD NO.1**

The Up Goods line has been re-designated Reception line No.1.

The following points have been abolished;

- Down Main/Down Curve.
- Down Curve/Up Reception.
- Run-Back Catch Points in the Up Reception.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****FRODINGHAM YARD NO. 1 – continued.**

The following points have been brought into use:—

- Facing, Down Main/Reception No.1
- Main to Main Trailing Crossover.
- Up Curve/Down Curve.

The Up Goods Home signal, and associated route-indicator has been abolished.

The following new signals have been provided:—

A ground shunt signal, and 4-way route-indicator has been brought into use, positioned between the Down Main, and Reception Line No.1, adjacent to the points—Reception No.1/Down Main, and applies as follows through the new facing connection:—

Route	Indication
Reception Line/Dawes Lane	B
Reception Line/Up Reception	L
Reception Line/Up Main	M
Reception Line/Up Goods	G

A ground shunt signal, and 2-way route-indicator, has been brought into use positioned on the left-hand side of the Up Main, adjacent to the new Main to Main trailing crossover, and applies as follows:—

Route	Indication
Up Main/Down Main	M
Up Main/Reception No.1	R

The route Down Curve to Down Main is now via the Up Main and the new Main to Main crossover.

The ground shunt signal, has been positioned on the left-hand side of the Down Curve, adjacent to the signal applying – Down Curve to Down Main, and applies, Down Curve to Reception Line No.1. (22)

**\*\* HOLMES JUNCTION**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (18)

**HEELEY CARRIAGE SIDINGS AND HEELEY STATION**

The following signals have been abolished.

**Heeley Carriage Sidings****Signals abolished**

- Semaphore – Up Slow Home to Up Fast.
- Disc – Down Fast to Up Fast (via North crossover)
- Disc – Up Fast to Down Fast (via North crossover).

**Altered signal**

The disc signal, previously applying from Down Slow to Up Fast, or to Up Slow (Engineering trains only) or set-back along the Down Slow has ceased to apply towards the Up Fast.

**Heeley Station****Signals abolished**

- Semaphore – Up Fast Home to Up Slow.
- Semaphore – Down Slow Starting to Down Fast, together with the Queens Road Down Fast Inner Distant signal from Down Slow.
- Disc – set-back Down Fast to Goods Yard or to Up Fast.
- Yellow-faced disc signal, Goods Yard to Down Fast.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HEELEY CARRIAGE SIDINGS AND HEELEY STATION – continued.****Heeley Station – continued.****Altered signals**

The disc signal previously applying – Up Fast to Down Fast, or to Up Sidings, now applies Up Fast to Up Sidings only.

The following points and connections have been secured out of use pending removal, or have been abolished:—

**Heeley Carriage Sidings**

- Facing connection, Up Slow to Up Fast
- Trailing crossover, Up Fast to Down Fast (North)

**Heeley Station**

- Facing connection, Up Fast to Up Slow
- Facing connection, Down Slow to Down Fast
- Trailing crossover, Up Fast to Down Fast and the associated slip connection, Down Fast to Goods Yard. (20)



## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

\* \*\* Items marked thus will not appear in future issues and a note must be taken of them

## BETWEEN IMMINGHAM WEST JUNCTION AND RECEPTION SIDINGS

Illuminated wagon marker boards have been provided on the Down Ulceby Branch, sited 20, 30 and 40 wagon lengths respectively before reaching the Down Branch signal IR206, for the guidance of drivers when propelling. (19D)

## BETWEEN YORKSHIRE TAR DISTILLERS SIDINGS AND IMMINGHAM WEST JUNCTION

Illuminated wagon marker boards have been provided, sited 20, 30 and 40 wagon lengths respectively from the colour light signal No.202, applying Single line to Down Goxhill Curve. Drivers must use these boards for guidance when propelling. (19D)

## BARTON CROSSING

All locomotives except 204 hp. diesel shunters are prohibited from passing over bridge 21 at the entrance to the Coal Sidings. (UFN)

## BETWEEN WRAWBY JN. AND ELSHAM

There is restricted clearance on the Down and Up Main owing to engineering work at bridge 65 at 32m. 34chs. Trainmen must not put their heads out. (UFN)

## BETWEEN WOODBURN JN. AND SHEFFIELD VICTORIA NO.4

There is restricted clearance on the Down Goods No.2 at bridge 138 at 42m. 22chs. Trainmen must not put their heads out. (UFN)

## REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Immingham M.P.D.	Contractors removing parts of cooling plant and water softening plant.	Until further notice	
Immingham M.P.D.	Contractors repairing water main adjacent to Up Through line.	Until further notice	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## ★ ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

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## KINGS CROSS TO SHAFTHOLME JUNCTION

Doncaster North

Delete:-

40 40 Through Marshgate Junction to and from West Riding line.

Add:-

40 - Over Junction towards Carcroft 156m. 20chs. to 156m. 72chs. (19D)

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A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

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MO.45/SC

F.J. BURGE  
Chief Operating ManagerYork  
20 APRIL, 1972

Receipt of this notice need not be acknowledged. If the SC Notice is not received by the normal time, advise your Superior Officer by wire as follows:- NILE SIG. NOTICE SC No.-

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