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SC

EASTERN REGION

No.7

Cook 2345

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

2 of 2

SATURDAY 17 FEBRUARY

TO

FRIDAY 23 FEBRUARY 1973

[Handwritten scribble]

INCLUSIVE

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.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 FEBRUARY – ULCEBY JUNCTION – (BETWEEN ULCEBY SOUTH JUNCTION AND HABROUGH JUNCTION)

The ground disc shunting signal applying - set back - Up Main to Down Main through the trailing crossover, will be repositioned adjacent to the crossover points. (10)

SUNDAY 18 FEBRUARY – IMMINGHAM EAST JUNCTION

The Up Main Home to Grain Store (left-hand bracket miniature arm signal on the post of the Up Main Home) will be increased in height to 24 ft. above rail level.

The right-hand bracket semaphore arm Up Main Home to Grimsby will be abolished and a new miniature arm signal applying - Up Main to Eastern Jetty Sidings, will be provided below the Up Main Home to Grain Store signal at a height of 20ft. above rail level.

The Up Main Home full arm will now apply to the Grimsby direction. (10)

SUNDAY 18 FEBRUARY – APPLEBY AND SANTON**Signalling Alterations (Up Direction)****Santon**

The Up Main Starting signal (S.16) and the Up Foreign Ore Branch to Up Main (S.18), will each be capable of displaying R., Y., or G aspects, and these signals will now also act as the Up Main Distant to the new Appleby colour light Up Main Home (see below).

Appleby

The 2-aspect colour light Up Main Distant and the semaphore Up Main Home signals will be abolished a new 3-aspect colour light Up Main Home signal plated A.22 will be provided 635 yards before reaching the signal box. The distance between the Santon S.16 and Appleby A.22 signals will be 1,965 yards and between the Santon S.18 and A.22 signals the distance will be 1,740 yards.

A signal-post telephone connected to Appleby signal box will be provided on A.22 signal and also on the Appleby Up Main Starting signal.

Down Direction

The Down Main semaphore 1st and 2nd Home signals will be abolished and replaced by a 3-aspect colour light Down Main Home signal plated A.5., situated 230 yards before reaching the signal box. The distance between the Appleby Down Main Distant and the new colour light Home A.5 will be 965 yards, and a signal-post telephone connected to the signal box will be provided. (10)

MONDAY 19 FEBRUARY – TUXFORD WEST JUNCTION

The trailing connection – Down Main to Down Siding will be secured out of use. pending removal of the Down Siding. The associated disc signals will be abolished. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued
DETAILS OF WORK ALREADY CARRIED OUT**FRODINGHAM TRENT JUNCTION AND DAWES LANE****Frodingham Trent Jn.**

The Down Main to Down Branch Goods and the Dawes Lane Down Branch Goods Distant Semaphore Arm signals have been restored to their former position on the signal-doll of the right-hand bracket on the Down Main Home and Down Main to Down Goods Gantry – the arms being at heights of 28ft. and 20ft. above rail level respectively.

The outlet signal from the Down Sidings East applies additionally to the Up Sidings.

Dawes Lane**Renaming of Lines:**

The Down and Up Western Curve lines have been renamed Down and Up Normanby Park Goods respectively.

The Down and Up Eastern Curve lines have been renamed Down and Up Branch Goods respectively.

The trap points in the Down Branch Goods line have been secured out of use pending replacement by plain line.

Signalling Alterations:

The semaphore Down Normanby Park Goods Home signal, has been replaced by a 3-aspect colour light, situated 325 yards before reaching the signal box. This signal has been plated D.4 and a telephone connected to the signal box has been provided.

The Semaphore Down Branch Goods Home signal has been replaced by a 3-aspect colour light situated 225 yards before reaching the signal box.

This signal has been plated D.2 and a telephone connected to the signal box has been provided. (9)

SCUNTHORPE NORTH LINCOLN JN.

The former connections from North Lincoln Jn. to No.3 Group North Lincoln Branch have been slued to a new alignment and connected to Anchor Exchange Sidings Outwards Line.

The connections North Lincoln Jn. to No.2 Group have been secured out of use pending removal.

The hand-worked facing crossover between Anchor Exchange Sidings Outwards Line and Inwards Line has been removed and replaced by a hand-worked trailing crossover.

The signals which applied North Lincoln Jn. to No.3 Group North Lincoln Branch now apply North Lincoln Jn. to Anchor Exchange Sidings.

The connection formerly clamped Anchor Exchange Outwards Line to Trent Yard has become hand-operated. This connection provides access from the Outward Line to Trent Yard and also to North Lincoln Jn. (Trent Reception, Down Goods, Up Goods or Grimsby Siding).

A "Stop for Orders" notice board has been erected adjacent to this connection, to control movements from Anchor Exchange Sidings. (9)

FRODINGHAM YARD NO.1

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

No.1 Shunt Spur/Through Line East
Down Goods/Reception Sidings Group 1

A new connection leading from the Hump Yard to Through line West has been brought into use approximately 200 yards on the Scunthorpe side of the signal box, and movements through this connection from the Hump Yard towards Through line West are controlled by a new ground position light shunting signal situated immediately on the Scunthorpe side of the trap points in the new connection.

The former miniature arm signal which applied to Down direction movements from Through line West has been reinstated and applies from Through Line West to the Hump Yard.

The Steel Works Nos. 1 and 2 Lines miniature arm outlet signals have been replaced by elevated position light shunting signals 12ft. above rail level (applications unchanged). (9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WELBECK COLLIERY NO.2 GROUND FRAME

The connection Run-Round Road to Screen Sidings has been secured out of use pending removal. (9)

CHESTERFIELD GOODS YARD

No.2 Siding has been shortened by 150 yards and a buffer stop erected. (9)

NEEPSSEND AND WADSLEY BRIDGE

Wadsley Bridge

The trailing crossover between the Up Main and Down Main has been abolished.

A new trailing crossover between the Up Main and Down Main, worked from the signal box, has been brought into use on the signal box side of the Up Sidings East Ground Frame.

A new ground position light signal has been provided adjacent to the Up Main end of the new crossover on cress side of the line, and applies - Up Main to Down Main.

A new ground position light signal has been provided adjacent to the Down Main end of the new crossover on the cress side of the line, and applies - Down Main to Up Main.

The following signals have been abolished.

Disc and associated route indicator, applying - Up Main to Down Sidings West; to Down Goods Loop; or to Down Main.

Disc - Down Main to Up Main.

Neepsend and Wadsley Bridge

The Neepsend Down Main 2nd Intermediate Block Home signal has become the Wadsley Bridge Down Main 1st Home signal and has been replated WB8. The telephone has been reconnected to Wadsley Bridge signal box.

The Wadsley Bridge Down Main Home signal has been renamed Down Main 2nd Home and the Neepsend Down Main 1st Intermediate Block Home signal has been renamed Down Main Intermediate Block Home. (8)

** NORTH LINCOLN JUNCTION

The facing connection from Down Goods to the Reception line has been repositioned approximately 70 yards further west of the signal box.

The associated ground disc shunting signals have been repositioned accordingly. (7)

** BETWEEN DORE AND SHEFFIELD MIDLAND

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No.45** and all concerned should be in possession of a copy. (7)

SECTION D

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.

OTHER GENERAL INSTRUCTIONS

BREAKDOWN ARRANGEMENTS

The breakdown train arrangements in respect of Tinsley and Shirebrook set out on pages 320 to 322 inclusive of the Sectional Appendix (Southern Area) dated 1 October 1972 will not now apply.

Until further notice, the arrangements laid down on pages 305 to 308 of the Sectional Appendix (Southern Area) dated 18 January 1969 regarding the breakdown trains at Tinsley, Shirebrook, Wath and Barrow Hill will continue to apply unaltered.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62-69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speed, at which the machine may run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

OTHER GENERAL INSTRUCTIONS – continued

IMMINGHAM MPD

A temporary level crossing will be in use at N.E. corner of Depot.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

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 IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
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NIL

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

MO.45/SC

F. J. BURGE
Chief Operating Manager

York
8 February, 1973

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.–

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS



SC

EASTERN REGION

No.11

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

**SATURDAY 17 MARCH
TO
FRIDAY 23 MARCH 1973
INCLUSIVE**

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.

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restriction will not operate over more than ¼ mile at one time.

In the case of items marked † the Warning Boards will be lit by propane-gas.

Location of Work at or between	Lines affected	Mileage at or between	Speed Restriction	Remarks
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M. Chs. M. Chs. m.p.h.

STAYTHORPE CROSSING (REGIONAL BOUNDARY AT 16m. 32chs.) TO LINCOLN PELHAM STREET (DURHAM OX CROSSING)

For the Staythorpe Crossing to Lincoln line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Staythorpe Crossing and the London Midland/Eastern Regional Boundary at 16m. 32chs. will now only be shown in the LM booklet.

† Lincoln St. Marks and Boultham Crossing	Up Main	32 57	32 19	30	Reballasting.
PYEWIPE JN. TO LANGWITH COLLIERY SIDINGS (MID) NEW CURVE JN.					
Skellingthorpe and Boughton Jn.	Down	28 74	20 75	30	Condition of track. Until 16 00 Monday 19 March.
Tuxford Central and Boughton Jn.	Down and Up	20 75	20 69	20	Re-ballasting. Until 16 00 Monday 19 March.
Tuxford Central and Thoresby Colliery Jn.	Down	20 69	18 31	30	Condition of track. Until 16 00 Monday 19 March.
Skellingthorpe and Thoresby Colliery Jn.	Down	28 74	18 31	30	Condition of track. Commencing 16 00 Monday 19 March.
High Marnham and Skellingthorpe	Up	27 50	28 74	30	Condition of track.
Tuxford West Junction and High Marnham	Up	27 20	27 50	20	Condition of track.
Tuxford West Jn. and High Marnham	Up	25 70	27 20	30	Condition of track.
† Tuxford West Junction and High Marnham	Up	25 20	25 70	20	Condition of formation.
Boughton Jn. and High Marnham	Up	23 62	25 20	30	Condition of track.
Ollerton Colliery Jn. and Boughton Jn.	Up	19 61	19 64	20	Re-ballasting.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued

Location of Work at or between	Lines affected	Mileage at or between	Speed Restriction	Remarks	
		M. Chs. M. Chs.	m.p.h.		
PYEWIPE JN. TO LANGWITH COLLIERY SIDINGS (MID) NEW CURVE JN. - continued					
Ollerton Colliery Jn. and Farnsfield	Down and Up and Single	19 25 (G.C. Mileage)	2 27 (L.M. Mileage)	10	Condition of track.
Thoresby Colliery Jn. and Ollerton Colliery Jn.	Up	18 31	19 24	30	Condition of track.
Ollerton Colliery Jn. and Thoresby Colliery Jn.	Down and Up	18 31	17 75	15	Colliery subsidence.
Ollerton Colliery Jn. and Clipstone (East) Jn.	Down	17 75	17 20	30	Condition of track.
Thoresby Colliery Jn. and Clipstone (East Jn Points)	Down	17 20	15 45	20	Condition of track.
Thoresby Colliery Jn. and Welbeck Colliery Jn.	Down	15 45	15 14	30	Condition of track.
Clipstone (West Jn. Points) and Warsop Jn.	Down	13 35	10 69	30	Condition of track.
Warsop Jn. and Ollerton Colliery	Up	10 69	17 75	30	Condition of track.
Warsop Jn. and Langwith Jn.	Down and Up	10 69	10 60	20	Condition of track.
Warsop Jn. and Langwith Jn.	Down and Up	10 04	10 02	10	Condition of bridge 37.
Langwith Jn. and Langwith Colliery Sdgs.	Down and Up	1 18	1 49	20	Subsidence.

MANSFIELD COLLIERY JN. (L.M.R.) (REGIONAL BOUNDARY AT 44m. 19chs.) TO RUFFORD COLLIERY

For the Mansfield Colliery Jn. to Rufford Colliery line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Mansfield Colliery Jn. and the Eastern/London Midland Regional Boundary at 44m. 19chs. will now only be shown in the LM booklet.

Mansfield Colliery Jn. (LMR) (Clipstone Colliery Branch)	Single	144 20	147 08	10	Condition of track.
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SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) (REGIONAL BOUNDARY AT 143m. 40chs.) TO SHIREOAKS EAST JN.

For the Sherwood Colliery Sidings South to Shireoaks East Jn. line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Sherwood Colliery Sidings South and the Eastern/London Midland Regional Boundary at 143m. 40chs. will now only be shown in the LM booklet.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued

Location of Work at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs		
SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) (REGIONAL BOUNDARY AT 143m. 40chs.) TO SHIREOAKS EAST JN.—continued					
Langwith Colliery Sidings and Elton & Creswell Jn.	Down and Up	147 20	148 20	15	Colliery subsidence.
* Elton & Creswell Jn. and Steetley Colliery	Down Main	150 28	151 30	20	Condition of track.
* Whitwell and Woodend Jn.	Down Main	151 30	152 70	10	Condition of track.
* Whitwell and Woodend Jn.	Down Main	152 70	153 71	20	Condition of track.
* Woodend Jn. and Elton & Creswell Jn.	Up Main	153 70	150 28	20	Condition of track.
CLEETHORPES TO WOODHOUSE JN. (VIA RETFORD)					
Melton Ross Sidings and Brocklesby	Up Main	99 10	99 30	20	Reballasting.
†*Brocklesby and Barnetby East	Down Goods	98 8	96 48	20	Reballasting and condition of track.
Barnetby East and Melton Ross Sidings	Up Main	96 55	97 10	30	Reballasting.
*Barnetby East and Brocklesby	Up Goods	96 70	98 09	20	Re-ballasting and relaying.
†*Melton Ross Sidings and Barnetby East	Down and Up Main	96 0	95 9	30	Renewing drainage. Commencing 23 00 Saturday 17 March.
Brocklesby Jn. and Melton Ross Sidings	Up Goods	95 40	95 67	20	Reballasting.
Barnetby East	Down Goods	94 75	94 60	20	Reballasting.
Barnetby East and Wrawby Jn.	Down Main	94 69	94 13	30	Condition of track.
Barnetby East	Up Main	94 60	94 75	30	Reballasting and relaying. Until 23 00 Saturday 17 March.
†Wrawby Jn. and Melton Ross Sidings	Up Main	94 20	95 0	30	Re-ballasting and relaying. Commencing 23 00 Saturday 17 March.
Northorpe and Kirton Lime Sidings	Up Main	84 38	85 11	30	Condition of track.
Thonock Sidings and Northorpe	Up Main	78 5	78 58	30	Renewing drainage.
* West Burton Power Station and Retford Thrumpton	Down and Up Main	68 40	67 45	20	Reballasting, relaying, blanketing and drainage.
Clarborough Jn. Ground Frame and Retford Thrumpton	Down Main	66 47	66 42	20	Re-ballasting points and crossings.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued

Location of at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs.		
CLEETHORPES TO WOODHOUSE JN. (VIA RETFORD)—continued					
Retford Thrumpton and Clarborough Jn. Ground Frame	Up Main	65 70	66 47	20	Condition of track and reballasting.
† Manton Wood and Retford Thrumpton	Up Main	59 20	60 48	20	Condition of track and formation
† Brookhouse Colliery and Kiveton Park Colliery	Up Main	49 70	50 40	50	Condition of track and formation.
GRIMSBY WEST MARSH TO IMMINGHAM EAST JN.					
Pyewipe Road and Immingham East	Down and Up Main	1 17	—	20	Renewing culvert. Commencing 08 00 Monday 19 March.
IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.					
* Immingham Reception Sidings and Ulceby Jn.	Down and Up Main	104 5	103 20	20	Repairing bridge No.7 blanketing and drainage.
IMMINGHAM WEST JN. (WEST) TO YORKSHIRE TAR DISTILLERS SIDINGS					
Immingham West Jn. and Yorkshire Tar Distillers Siding	Single	0 0	2 60	5	Condition of track.
BARNETBY (WRAWBY JN.) TO LINCOLN PELHAM STREET JN. (GC)					
* † Howsham and North Kelsey	Down Main	16 17	18 00	30	Reballasting and relaying.
† Holton-le-Moor	Down and Up Main	21 12	21 16	30	Relaying crossover. Commencing 00 01 Sunday 18 March.
Claxby & Usselby and Market Rasen	Down Main	25 05	25 25	30	Condition of track.
Snelland and Wickenby	Up Main	31 20	30 60	40	Condition of track.
BEIGHTON JN. TO WOODHEAD (L.M.R.) (REGIONAL BOUNDARY AT 22m. 20chs.)					
<p>For the Beighton Jn. to Woodhead line, this booklet will now contain only those notices which are applicable to the Eastern Region</p> <p>Notices which apply only between the Eastern/London Midland Regional Boundary at 22m. 20chs. and Woodhead will now only be shown in the LM booklet.</p>					

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CHESTERFIELD (TAPTON JN.) TO MASBOROUGH STATION SOUTH JN.		
DAILY UNTIL FURTHER NOTICE		
Tapton Jn. and Dunston and Barlow North	All	Work in connection with resignalling. Contractors staff engaged.
Beighton Jn. and Masborough Station South Jn.	All	08 00 to 16 00. Cleaning and painting signals, signal boxes, lineside work and bridges between 155m. 47 chs. and 161m. 73 chs.
Treeton Jn. and Canklow Goods Jn.	Down and Up	07 00 to 19 00. Contractors constructing bridge No.133A at 159m. 34 chs. Ladders and mechanical plant in use.
SUNDAY 18 MARCH		
Beighton Jn. and Treeton Jn.	All (BLOCKED except as shown in remarks)	06 00 to 23 59. Reballasting between 158m. 63chs. and 158m. 52chs. Tracklayer, traxcavators and crane in use. Arrangements made to pass 1Z46 Aviemore to Leicester over Up Main.
Treeton South	Down Goods	07 30 to 16 00. Renewing point connections.

BARROW HILL JN. TO ELMTON & CRESWELL JN.

DAILY UNTIL FURTHER NOTICE		
Seymour Jn. and Elmtton & Creswell Jn.	Single	08 00 to 16 00. Rebuilding parapets on bridge No.23 at 151m. 76 chs. Ladders in use.
Seymour Jn. and Elmtton & Creswell Jn.	Single (Run Round Road)	07 30 to 16 30. Contractors recovering redundant track at Oxcroft No.3. Cranes in use.
SUNDAY 18 MARCH		
Hall Lane Jn. and Staveley Town	Down and Up (BLOCKED)	07 00 to 17 00. Lineside drainage between 150m. 57chs. and 151¼m.p. Mechanical plant in use. Both signal boxes open.

MASBOROUGH (SOUTH JN.) TO HOLMES JN.

DAILY UNTIL FURTHER NOTICE		
Masborough South Jn. and Holmes Jn.	Down and Up Main	08 00 to 17 00. Repairing bridge No.1 between 161m. 55chs. and 161m. 65chs. Mechanical plant in use.

DORE SOUTH JN. TO DORE WEST JN.

DAILY UNTIL FURTHER NOTICE		
Dore (South Jn.) and Grindleford (L.M.R.)	All	Work in connection with resignalling. Contractors staff engaged.

DORE STATION JN. TO GRINDLEFORD (L.M.R.) (REGIONAL BOUNDARY AT 155m. 15 chs.)

For the Dore Station Jn. to Grindleford line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between the Eastern/London Midland Regional Boundary at 155m. 15 chs. and Grindleford will now only be shown in the LM booklet.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DORE STATION JN. TO GRINDLEFORD (L.M.R.) (REGIONAL BOUNDARY AT 155m. 15chs.)-continued		
DAILY UNTIL FURTHER NOTICE		
Dore Station Jn. and Grindleford (L.M.R.)	All	Work in connection with resignalling. Contractors staff engaged.
SATURDAY to SUNDAY 17 to 18 MARCH		
Totley Tunnel East and Grindleford	Down and Up (BLOCKED)	23 40 (Sat) to 10 15 (Sun). Relaying and reballasting between 155 and 156½m.p. Mechanical plant working. For train alterations see Special Traffic Notice, Up line to be cleared for passage of 1E23 02 02 News Manchester Piccadilly to Grimsby Town.
SUNDAY 18 MARCH		
Totley Tunnel East and Grindleford	Down (BLOCKED)	10 15 to 16 15. Relaying and reballasting between 115 and 156½m.p. Mechanical plant working. Single line working over Up.
Totley Tunnel East and Grindleford	Down	16 15 to 17 15. S. & T. Dept. working.

SHEFFIELD NUNNERY MAIN LINE JN. AND NUNNERY JN.

DAILY UNTIL FURTHER NOTICE		
Sheffield (Nunnery Main Line Jn.) and Sheffield Vic. No.4	Down and Up Branch	08 00 to 18 00. Repairing bridge No.2 at 159m. 61chs.
Sheffield (Nunnery Main Line Jn. Points) and Sheffield Victoria No.4	Down and Up Branch	07 30 to 18 00. Constructing bridge No.72B at 159m. 10chs. Mechanical plant in use.

BRIGHTSIDE JN. TO SHEPCOTE LANE JN.

DAILY UNTIL FURTHER NOTICE		
Brightside Jn. and Shepcote Lane Jn.	All	07 00 to 19 00. Contractors constructing bridge No.17 at 161m. 52chs. Ladders and mechanical plant in use.
SUNDAY 18 MARCH		
Brightside Jn. and Shepcote Lane	Up Tinsley (BLOCKED) Down Tinsley (BETWEEN TRAINS)	06 00 to 14 00. Off-loading girders on Bridge No.17 at 161m. 52chs. Ladders and crane in use.

SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION

DAILY UNTIL FURTHER NOTICE		
Woodburn Jn. and Tinsley Yard	All	Work on overhead equipment between 0 and 3¼m.p. Ladders in use.
Tinsley Yard and Treeton Jn.	All	07 00 to 19 00. Contractors constructing bridge No.5 at 159m. 46chs. Mechanical plant in use.
SATURDAY to SUNDAY 17 to 18 MARCH		
Tinsley Yard and Woodburn Jn./Darnall West	All (BLOCKED to electric trains)	21 00 (Sat) to 22 00 (Sun). Isolation on electrical sections Nos.201 and 202.

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 18 MARCH – SHEFFIELD AND BRIGHTSIDE JN. (ALSO WINCOBANK STATION JN. AND SHEPCOTE LANE JN.)

Brightside Junction signal box will be abolished. All signals, points and Ground Frames will in future be controlled from Sheffield signal box and all telephones will be re-connected thereto. All signal-post identification plates at present displaying the prefix 'B' will in future display the prefix 'S'.

Wincobank Station Junction and Shepcote Lane Junction will become the fringe signal boxes to the new Sheffield Power signal box. (14)

TUESDAY 20 MARCH – BETWEEN WATH ROAD JUNCTION AND WATH NORTH (NORTH)

The Down and Up Goods lines between Wath Road Junction – Wath North Station and Wath North (North), will in future be worked under the Absolute Block Working Regulations.

Wath Road Jn.

The "calling-on" arm beneath the Down Slow to Down Goods Home signal will be abolished.

Wath North Station

The "calling-on" arm beneath the Up Goods Starting signal will be abolished. (14)

DETAILS OF WORK ALREADY CARRIED OUT

MANSFIELD COLLIERY EMPTY SIDINGS, MANSFIELD COLLIERY SIDINGS AND RUFFORD JUNCTION**Between Mansfield Colliery Empty Sidings and Mansfield Colliery Sidings**

The Empty Slow Road has been taken out of use pending removal. The Up Main between the buffer-stops south of the Empty Sidings, and the trailing crossover at Mansfield Colliery Sidings signal box has become a single line worked in both directions, and renamed "MAIN".

Mansfield Colliery Sidings signal box

The Signal box, together with all signals worked therefrom has been abolished, and a new adjacent 5-lever Ground Frame, to be known as Mansfield Colliery Loaded Ground Frame has been provided. An adjacent telephone has been connected to Rufford Junction signal box and to Mansfield Colliery Weighbridge.

The Up Refuge Siding has been renamed Shunt Spur. The facing points – Shunt Spur to Colliery Loaded Sidings or to Empty Slow Road have been secured for movements from Shunt Spur to Loaded Sidings.

The facing points – "Main" single line (Down Direction) to Shunt Spur have become spring-points normally set towards the Shunt Spur and are also controlled from the Ground Frame. An illuminated notice board has been provided 100 yards before reaching these points on the single line and worded "SPRING POINTS – 100 YARDS AHEAD". The trailing end of this connection in the Shunt Spur has become spring-points normally set for through movements along the Shunt Spur and also controlled from the Ground Frame.

The points in the Down Main of the main to main trailing crossover have been secured for movements – "Main" single line to Down Main. The section of the Down Main south of this crossover, together with the Down Siding has been secured out of use pending removal.

All remaining points, together with the spring-points, are now controlled from the Ground Frame.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANSFIELD COLLIERY EMPTY SIDINGS, MANSFIELD COLLIERY SIDINGS AND RUFFORD JUNCTION-continued**Mansfield Colliery Empty Sidings**

The hand-worked points between the Empty Slow Road and the Empty Sidings have been replaced by a new connection (facing for Down Direction trains) from "Main" single line to Empty Sidings. This new connection, together with the new outlet trap points in the Empty Sidings is controlled from a new single lever Ground Frame to be known as "Mansfield Colliery Empty" Ground Frame.

Between Mansfield Colliery Empty Sidings Ground Frame and Rufford Junction - Alteration to Block Working.

The Up Main between Rufford Junction and Mansfield Colliery "Loaded" Ground Frame trailing crossover and the Down Main between that crossover and Rufford Junction, together with the new "Main" single line, have become the single line section worked under "ONE TRAIN WORKING" regulations, with Train Staff, and the Absolute Block Working has been discontinued.

Up trains from Rufford Junction will travel over the Up Main towards Mansfield Colliery Loaded Ground Frame and return to Rufford Junction over the Down Main.

The Train Staff which has been retained at Rufford Junction signal box is lettered "RUFFORD JUNCTION - MANSFIELD COLLIERY", and the two new Ground Frames are released by an Annett's Key attached thereto.

The catch points in the Up Main, 661 yards before reaching the site of the former Mansfield Colliery Sidings Up Outer Home, are approximately 1,243 yards before reaching Mansfield Colliery Loaded Ground Frame.

A new notice board has been provided at the exit from the Loaded Sidings and worded "N.C.B. MOVEMENTS MUST NOT PASS THIS BOARD".

Rufford Junction

The "diamond" sign has been removed from the post of the Down Main Outer Home signal. (13)

IMMINGHAM RECEPTION SIDINGS (HUMBER OIL REFINERY)

The method of signalling has been altered to allow for more than one locomotive or train to be within the Sidings at the same time. All movements beyond the "Stop for orders" notice boards will continue to be under the authority of the Refinery Switchman.

LINDSEY OIL REFINERY

Additional Departure Sidings Nos. 7 and 8 have been brought into use. Position-light ground shunting signals have been provided to control the exit from the new Sidings and guards "Ready to Depart" plungers have been provided adjacent to these signals.

The position-light shunting signal controlling the exit from Departure Siding No. 6 has been repositioned at the clearance point of the points leading from Siding No. 6/Siding No. 7.

DUNSTON & BARLOW NORTH

The Down Main Starting signal together with the Whitlington Station Down Main Inner Distant beneath, have been renewed with the arms at reduced heights of 20ft. and 14ft. above rail level respectively.

(13)

IMMINGHAM WEST JUNCTION

The signal gantry carrying (on the left-hand bracket) the Up Ulceby Branch Home to Goxhill; the Up Ulceby Branch 2nd Home on the straight post, and (on the right-hand bracket), the two miniature arm signals applying towards the Pig Iron Sidings or to Timber Yard, has been repositioned 16 yards further from the signal box.

(12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SHEFFIELD

The No.1 Platform Down Starting signal No.S126 and its associated route indicator and subsidiary, have been renewed on a straight post 30 yards further north. (12)

KILLAMARSH WEST

The following points have been secured out of use pending removal:-

Trailing crossover, Down Main to Up Main

Slip connection, Down Main to Coal Wharf Siding

The disc signal applying Coal Wharf Siding to Down Main has been abolished. (12)



SC

EASTERN REGION

No.12

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

SATURDAY 24 MARCH

TO

FRIDAY 30 MARCH 1973

INCLUSIVE

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.

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 25 MARCH – LINCOLN (PELHAM STREET)**

The Brick Siding and the trailing connection leading thereto from the Down Joint Line:
The Up Siding and Ruston & Hornsby Sidings, and the two trailing connections leading thereto from the Down G.C.; will together with all associated ground disc shunting signals be abolished. (15)

SUNDAY 25 MARCH – BETWEEN SANTON AND FRODINGHAM TRENT JUNCTION.

North Lincoln Junction signal box, together with all signals worked therefrom will be abolished.
All points will be secured out of use in the normal position pending removal. The Block section will then be between Frodingham Trent Junction and Santon.

Santon

The Up Main Outer Distant will be renewed adjacent to its former position on the North Lincoln Junction Up Home signal gantry with the arm at a reduced height of 15ft above rail level. (15)

SUNDAY 25 MARCH – BETWEEN SHEFFIELD AND TRENT (L.M.R.), DUNSTON & BARLOW NORTH AND TOTLEY TUNNEL EAST

Tapton Junction and Dore signal boxes will be abolished. All signals, points and ground frames will in future be controlled from Sheffield signal box and all telephones will be re-connected thereto. All signal post identification plates at present displaying the prefix "TJ" or "D" will in future display the prefix "S".

Sheffield will now link up with Trent Power signal box on the London Midland Region and the fringe signal boxes to the South of Sheffield will in future be Totley Tunnel East and Dunston & Barlow North. (15)

TUESDAY 27 MARCH – BETWEEN WATH NORTH (NORTH) AND HOUGHTON COLLIERY SIDINGS

The Down and Up Goods lines between Wath North (North) and Houghton Colliery Sidings will in future be worked under the Absolute Block Working Regulations. (15)

DETAILS OF WORK ALREADY CARRIED OUT**SHEFFIELD AND BRIGHTSIDE JN. (ALSO WINCOBANK STATION JN. AND SHEPCOTE LANE JN.)**

Brightside Junction signal box has been abolished. All signals, points and Ground Frames are now controlled from Sheffield signal box and all telephones have been re-connected thereto. All signal-post identification plates formerly displaying the prefix 'B' now display the prefix 'S'.

Wincobank Station Junction and Shepcote Lane Junction have become the fringe-signal boxes to the new Sheffield Power signal box. (14)

BETWEEN WATH ROAD JUNCTION AND WATH NORTH (NORTH)

The Down and Up Goods lines between Wath Road Junction – Wath North Station and Wath North (North) are now worked under the Absolute Block Working Regulations.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN WATH ROAD JUNCTION AND WATH NORTH (NORTH) – continued****Wath Road Jn.**

The "calling-on" arm beneath the Down Slow to Down Goods Home signal has been abolished.

Wath North Station

The "calling-on" arm beneath the Up Goods Starting signal has been abolished.

(14)

MANSFIELD COLLIERY EMPTY SIDINGS, MANSFIELD COLLIERY SIDINGS AND RUFFORD JUNCTION**Between Mansfield Colliery Empty Sidings and Mansfield Colliery Sidings**

The Empty Slow Road has been taken out of use pending removal. The Up Main between the buffer-stops south of the Empty Sidings, and the trailing crossover at Mansfield Colliery Sidings signal box has become a single line worked in both directions, and renamed "MAIN".

Mansfield Colliery Sidings signal box

The Signal box, together with all signals worked therefrom has been abolished, and a new adjacent 5-lever Ground Frame, to be known as Mansfield Colliery Loaded Ground Frame has been provided. An adjacent telephone has been connected to Rufford Junction signal box and to Mansfield Colliery Weighbridge.

The Up Refuge Siding has been renamed Shunt Spur. The facing points – Shunt Spur to Colliery Loaded Sidings or to Empty Slow Road have been secured for movements from Shunt Spur to Loaded Sidings.

The facing points – "Main" single line (Down Direction) to Shunt Spur have become spring-points normally set towards the Shunt Spur and are also controlled from the Ground Frame. An illuminated notice board has been provided 100 yards before reaching these points on the single line and worded "SPRING POINTS – 100 YARDS AHEAD". The trailing end of this connection in the Shunt Spur has become spring-points normally set for through movements along the Shunt Spur and also controlled from the Ground Frame.

The points in the Down Main of the main to main trailing crossover have been secured for movements – "Main" single line to Down Main. The section of the Down Main south of this crossover, together with the Down Siding has been secured out of use pending removal.

All remaining points, together with the spring-points, are now controlled from the Ground Frame.

Mansfield Colliery Empty Sidings

The hand-worked points between the Empty Slow Road and the Empty Sidings have been replaced by a new connection (facing for Down Direction trains) from "Main" single line to Empty Sidings. This new connection, together with the new outlet trap points in the Empty Sidings is controlled from a new single lever Ground Frame to be known as "Mansfield Colliery Empty" Ground Frame.

Between Mansfield Colliery Empty Sidings Ground Frame and Rufford Junction – Alteration to Block Working.

The Up Main between Rufford Junction and Mansfield Colliery "Loaded" Ground Frame trailing crossover and the Down Main between that crossover and Rufford Junction, together with the new "Main" single line, have become the single line section worked under "ONE TRAIN WORKING" regulations, with Train Staff, and the Absolute Block Working has been discontinued.

Up trains from Rufford Junction will travel over the Up Main towards Mansfield Colliery Loaded Ground Frame and return to Rufford Junction over the Down Main.

The Train Staff which has been retained at Rufford Junction signal box is lettered "RUFFORD JUNCTION – MANSFIELD COLLIERY", and the two new Ground Frames are released by an Annett's Key attached thereto.

The catch points in the Up Main, 661 yards before reaching the site of the former Mansfield Colliery Sidings Up Outer Home, are approximately 1,243 yards before reaching Mansfield Colliery Loaded Ground Frame.

A new notice board has been provided at the exit from the Loaded Sidings and worded "N.C.B. MOVEMENTS MUST NOT PASS THIS BOARD".

Rufford Junction

The "diamond" sign has been removed from the post of the Down Main Outer Home signal.

(13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****IMMINGHAM RECEPTION SIDINGS (HUMBER OIL REFINERY)**

The method of signalling has been altered to allow for more than one locomotive or train to be within the Sidings at the same time. All movements beyond the "Stop for orders" notice boards will continue to be under the authority of the Refinery Switchman.

(13)

LINDSEY OIL REFINERY

Additional Departure Sidings Nos. 7 and 8 have been brought into use. Position-light ground shunting signals have been provided to control the exit from the new Sidings and guards "Ready to Depart" plungers have been provided adjacent to these signals.

The position-light shunting signal controlling the exit from Departure Siding No. 6 has been repositioned at the clearance point of the points leading from Siding No. 6/Siding No. 7.

(13)

DUNSTON & BARLOW NORTH

The Down Main Starting signal together with the Whitlington Station Down Main Inner Distant beneath, have been renewed with the arms at reduced heights of 20ft. and 14ft. above rail level respectively.

(13)

*** * IMMINGHAM WEST JUNCTION**

The signal gantry carrying (on the left-hand bracket) the Up Ulceby Branch Home to Goxhill; the Up Ulceby Branch 2nd Home on the straight post, and (on the right-hand bracket), the two miniature arm signals applying towards the Pig Iron Sidings or to Timber Yard, has been repositioned 16 yards further from the signal box.

(12)

*** * SHEFFIELD**

The No.1 Platform Down Starting signal No.S126 and its associated route indicator and subsidiary, have been renewed on a straight post 30 yards further north.

(12)

*** * KILLAMARSH WEST**

The following points have been secured out of use pending removal:-

Trailing crossover, Down Main to Up Main

Slip connection, Down Main to Coal Wharf Siding

The disc signal applying Coal Wharf Siding to Down Main has been abolished.

(12)



SC

EASTERN REGION

No.13

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

SATURDAY 31 MARCH

TO

FRIDAY 6 APRIL 1973

INCLUSIVE

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.

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 1 APRIL – ELSHAM STATION – WORLABY SIDING AND APPLEBY STATION

Worlaby Siding signal box, together with all points and signals worked therefrom, will be abolished. The Block section will then be between Elsham Station and Appleby Station signal boxes. (16/17)

SUNDAY 1 APRIL – SCUNTHORPE AND APPLEBY

Revised signalling will be commissioned.

Full details are shown in **Supplementary Signalling Notice No. 48** and all concerned should be in possession of a copy. (16/17)

SUNDAY 1 APRIL – BETWEEN BEIGHTON STATION JUNCTION AND ARKWRIGHT COLLIERY.

Duckmanton North Ground Frame will be abolished, and all points controlled therefrom together with the catch points in the Shunt neck at 55m. 56chs. will be secured out of use in the normal position pending removal. (16/17)

SATURDAY to MONDAY 31 MARCH to 2 APRIL – SWINTON TOWN JN.

The facing connection – Up Slow to Up Fast will be abolished.

Signals Abolished :-

The Up Slow Home to Up Fast, together with the Swinton Town Station Up Fast Distant from Up Slow below. (16/17)

SUNDAY 1 APRIL – BETWEEN BRADWAY TUNNEL GROUND FRAME AND DORE SOUTH GROUND FRAME (DOWN) AND BETWEEN HEELEY GROUND FRAME AND DORE STATION JN. POINTS (UP)

Warning Indicators as described in Clause 9 of the instructions published in the General Appendix under the heading "Permanent Speed Restrictions – Indicator Signs", together with the A.W.S. permanent magnets, will be brought into use at the following locations.

Down Main

In Bradway Tunnel, 1,250 yards before reaching the 50 m.p.h. permanent speed restriction commencing at 153m. 73chs. (Dore South Jn. points) and 983 yards before reaching S49 signal.

Up Main

910 yards before reaching the 50 m.p.h. permanent speed restriction commencing at 154m. 31chs. and 537 yards before reaching S58 signal. (16/17)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BEIGHTON STATION JUNCTION AND ARKWRIGHT COLLIERY

A new connection has been made to serve Arkwright Colliery by reinstating the former Up Main from 55m. 64chs. to 56m. 18chs. forming a new curve between 56m. 18chs. and 56m. 25chs. A passing-loop giving 466 yards standage has been provided between 55m. 70chs. and 56m. 14chs. Hand-worked points provide entry and exit from this Loop.

Arkwright Colliery Sidings

All existing facilities serving the Colliery Sidings have been removed. New connections have been provided commencing at 56m. 25chs. which gave access to the Departure Road and Empty Sidings. All the new connections are hand-worked.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN BEIGHTON STATION JUNCTION AND ARKWRIGHT COLLIERY – continued

A new notice board has been provided 30 yards past the exit from the Colliery Sidings worded:-

“N.C.B. ENGINES NOT TO PASS THIS BOARD” (New Item) (16/17)

BETWEEN WATH ROAD JUNCTION AND HOUGHTON COLLIERY SIDINGS

The Down and Up Goods lines are now being worked under the Absolute Block Working regulations.

Wath Road Junction

The “calling-on” arm beneath the Down Slow to Down Goods Home signal has been abolished.

Wath North Station

The “Calling-on” arm beneath the Up Goods Starting signal has been abolished. (15)

LINCOLN (PELHAM STREET)

The Brick Siding and the trailing connection leading thereto from the Down Joint Line:

The Up Siding and Ruston & Hornsby Sidings, and the two trailing connections leading thereto from the Down G.C., together with all associated ground disc shunting signals have been abolished. (15)

BETWEEN SANTON AND FRODINGHAM TRENT JUNCTION

North Lincoln Junction signal box, together with all signals worked therefrom have been abolished.

All points have been secured out of use in the normal position pending removal. The Block section is now between Frodingham Trent Junction and Santon.

Santon

The Up Main Outer Distant has been renewed adjacent to its former position on the North Lincoln Junction Up Home signal gantry with the arm at a reduced height of 15ft above rail level. (15)

BETWEEN SHEFFIELD AND TRENT (L.M.R.), DUNSTON & BARLOW NORTH AND TOTLEY TUNNEL EAST

Tapton Junction and Dore signal boxes will be abolished. All signals, points and ground frames will in future be controlled from Sheffield signal box and all telephones will be re-connected thereto. All signal post identification plates at present displaying the prefix “TJ” or “D” will in future display the prefix “S”.

Sheffield will now link up with Trent Power signal box on the London Midland Region and the fringe signal boxes to the South of Sheffield will in future be Totley Tunnel East and Dunston & Barlow North. (15)

SHEFFIELD AND BRIGHTSIDE JN. (ALSO WINCOBANK STATION JN. AND SHEPCOTE LANE JN.)

Brightside Junction signal box has been abolished. All signals, points and Ground Frames are now controlled from Sheffield signal box and all telephones have been re-connected thereto. All signal-post identification plates formerly displaying the prefix ‘B’ now display the prefix ‘S’.

Wincobank Station Junction and Shepcote Lane Junction have become the fringe-signal boxes to the new Sheffield Power signal box. (14)

*** **MANSFIELD COLLIERY EMPTY SIDINGS, MANSFIELD COLLIERY SIDINGS AND RUFFORD JUNCTION****Between Mansfield Colliery Empty Sidings and Mansfield Colliery Sidings**

The Empty Slow Road has been taken out of use pending removal. The Up Main between the buffer-stops south of the Empty Sidings, and the trailing crossover at Mansfield Colliery Sidings signal box has become a single line worked in both directions, and renamed “MAIN”.

Mansfield Colliery Sidings signal box

The Signal box, together with all signals worked therefrom has been abolished, and a new adjacent 5-lever Ground Frame, to be known as Mansfield Colliery Loaded Ground Frame has been provided. An adjacent telephone has been connected to Rufford Junction signal box and to Mansfield Colliery Weighbridge.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** MANSFIELD COLLIERY EMPTY SIDINGS, MANSFIELD COLLIERY SIDINGS AND RUFFORD JUNCTION – continued

Mansfield Colliery Sidings signal box – continued

The Up Refuge Siding has been renamed Shunt Spur. The facing points – Shunt Spur to Colliery Loaded Sidings or to Empty Slow Road have been secured for movements from Shunt Spur to Loaded Sidings.

The facing points – "Main" single line (Down Direction) to Shunt Spur have become spring-points normally set towards the Shunt Spur and are also controlled from the Ground Frame. An illuminated notice board has been provided 100 yards before reaching these points on the single line and worded "SPRING POINTS – 100 YARDS AHEAD". The trailing end of this connection in the Shunt Spur has become spring-points normally set for through movements along the Shunt Spur and also controlled from the Ground Frame.

The points in the Down Main of the main to main trailing crossover have been secured for movements – "Main" single line to Down Main. The section of the Down Main south of this crossover, together with the Down Siding has been secured out of use pending removal.

All remaining points, together with the spring-points, are now controlled from the Ground Frame.

Mansfield Colliery Empty Sidings

The hand-worked points between the Empty Slow Road and the Empty Sidings have been replaced by a new connection (facing for Down Direction trains) from "Main" single line to Empty Sidings. This new connection, together with the new outlet trap points in the Empty Sidings is controlled from a new single lever Ground Frame to be known as "Mansfield Colliery Empty" Ground Frame.

Between Mansfield Colliery Empty Sidings Ground Frame and Rufford Junction – Alteration to Block Working.

The Up Main between Rufford Junction and Mansfield Colliery "Loaded" Ground Frame trailing crossover and the Down Main between that crossover and Rufford Junction, together with the new "Main" single line, have become the single line section worked under "ONE TRAIN WORKING" regulations, with Train Staff, and the Absolute Block Working has been discontinued.

Up trains from Rufford Junction will travel over the Up Main towards Mansfield Colliery Loaded Ground Frame and return to Rufford Junction over the Down Main.

The Train Staff which has been retained at Rufford Junction signal box is lettered "RUFFORD JUNCTION – MANSFIELD COLLIERY", and the two new Ground Frames are released by an Annett's Key attached thereto.

The catch points in the Up Main, 661 yards before reaching the site of the former Mansfield Colliery Sidings Up Outer Home, are approximately 1,243 yards before reaching Mansfield Colliery Loaded Ground Frame.

A new notice board has been provided at the exit from the Loaded Sidings and worded "N.C.B. MOVEMENTS MUST NOT PASS THIS BOARD".

Rufford Junction

The "diamond" sign has been removed from the post of the Down Main Outer Home signal. (13)

** IMMINGHAM RECEPTION SIDINGS (HUMBER OIL REFINERY)

The method of signalling has been altered to allow for more than one locomotive or train to be within the Sidings at the same time. All movements beyond the "Stop for orders" notice boards will continue to be under the authority of the Refinery Switchman. (13)

** LINDSEY OIL REFINERY

Additional Departure Sidings Nos. 7 and 8 have been brought into use. Position-light ground shunting signals have been provided to control the exit from the new Sidings and guards "Ready to Depart" plungers have been provided adjacent to these signals.

The position-light shunting signal controlling the exit from Departure Siding No. 6 has been repositioned at the clearance point of the points leading from Siding No. 6/Siding No. 7. (13)

* DUNSTON & BARLOW NORTH

The Down Main Starting signal together with the Whitlington Station Down Main Inner Distant beneath, have been renewed with the arms at reduced heights of 20ft. and 14ft. above rail level respectively. (13)

SECTION D

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.

OTHER GENERAL INSTRUCTIONS

BREAKDOWN ARRANGEMENTS

The breakdown train arrangements in respect of Tinsley and Shirebrook set out on pages 320 to 322 inclusive of the Sectional Appendix (Southern Area) dated 1 October 1972 will not now apply.

Until further notice, the arrangements laid down on pages 305 to 308 of the Sectional Appendix (Southern Area) dated 18 January 1969 regarding the breakdown trains at Tinsley, Shirebrook, Wath and Barrow Hill will continue to apply unaltered.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62–69 of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speed, at which the machine may run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No. 21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No. 21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

OTHER GENERAL INSTRUCTIONS - continued

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

ARKWRIGHT COLLIERY BRANCH

The access to Shunt Neck at Duckmanton North Jn. ground frame has been temporarily secured out of use pending track alterations.

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)

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs. Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
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NIL

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

MO.45/SC

F.J. BURGE
Chief Operating Manager

York
22 MARCH 1973

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.-

MR. WEST

PRIVATE AND NOT FOR PUBLICATION

B.R.31119/4



British Rail

SC

EASTERN REGION

**No.
16/17**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 21 APRIL

TO

FRIDAY 4 MAY 1973

INCLUSIVE

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.

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

TUESDAY 24 APRIL – NEW OAKS JUNCTION

The trailing connection – Up Main to No. 1 Up Siding, together with the points – Up Main to No. 2 Up Siding, will be secured out of use pending removal.

The miniature arm signals applying – Nos. 1 and 2 Up Sidings to Up Main, or to Up Branch, will be abolished.

The disc signal at present applying – set back – Up Main to Down Main, to Nos. 1 or 2 Up Sidings, will in future apply – set back to Down Main only. (20)

SUNDAY 29 APRIL – WEST SILKSTONE JUNCTION

Buffer stops will be erected on the Down Goods Loop at the signal box end, and this line will become a single-ended Down Refuge siding with access at the Penistone end only. The track between the buffer stops and the facing points leading from the Down Branch, will be removed, and the facing points will become traps.

The following signals will be abolished:—

Position "1" junction indicator and "calling-on" signal associated with the Down Branch Home signal No.WS5.

Disc applying set back – Down Goods Loop to Up Branch

The disc signal at present applying set back Up Branch to Down Goods Loop to Down Main or to Up Main, will cease to apply towards the Down Goods Loop, and the route to Down Main, will in future be via the Branch crossover and the Down Branch/Down Main facing connection. The route to the Up Branch line from the disc signal applying – set back along the Down Main, Down Main to Down Siding, or Down Main to Up Branch, will in future be via the Down Branch/Down Main facing connection and the Branch crossover.

A notice board lettered "25 WAGONS" (applicable to the Down Main) will be provided 200 yards on the Penistone side of the Down Main set-back disc signal at the Penistone end of the Down Refuge Sidings. (20)

SUNDAY 29 APRIL – KIRK SANDALL JUNCTION

The semaphore arm Up Goods Home and Up Main Home signals, including the bracket signals (Up Goods Home to Up Main and Up Main Home to Up Goods), will be abolished and replaced by two suspended overhead colour light gantry signals repositioned 435 yards (257 yards further) before reaching the signal box. (Red aspects 17ft. above rail level).

Up Goods Home – 3-aspect multi-unit type signal plated **KS2**. A junction indicator position "4" and adjacent elevated position light subsidiary and stencil route indicator with indication "G" will be provided and the following indications will apply:—

The Junction Indicator, read in conjunction with the main aspect will apply towards the Up Goods line and the Junction Indicator, read in conjunction with the position light sub. and stencil indication "G" applies towards the Up Goods line occupied.

Up Main Home – 3-aspect multi-unit type signal plated **KS5**. A junction indicator position "1" and elevated position light subsidiary will be provided with the following indications:—

The junction indicator, read in conjunction with the main aspect will apply towards the Up Goods line, and the junction indicator read in conjunction with the position light subsidiary signal will apply towards the Up Goods line occupied.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 29 APRIL – KIRK SANDALL JUNCTION – continued

Up Main Home – continued

Adjacent telephones connected to Kirk Sandall Junction signal box will be provided.

The Banner Repeating signals to the former Up Goods and Up Main Home semaphore signals will be abolished.

The Up Main and Up Goods searchlight-type Distant signals will be replaced by multi-unit type suspended gantry Distant signals (having provision for a Red aspect at a future date), repositioned 609 yards further from the signal box. These signals will be 1,362 yards before reaching the new colour light Home signal gantry. (20)

SUNDAY 29 APRIL – TREETON SOUTH, WOODHOUSE MILL AND BEIGHTON JUNCTION

Woodhouse Mill signal box, together with all signals worked therefrom will be abolished.

The block section will then be between Beighton Junction and Treeton South.

The trailing connection – Up Goods to Up Siding, will in future be worked by a single lever ground frame, known as Woodhouse Mill Ground Frame. This Ground Frame will be released by the track circuits on the approach side of and beyond the points being occupied simultaneously, with the intermediate track circuit clear. (20)

DETAILS OF WORK ALREADY CARRIED OUT

KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION

Swinton Town Station signal box has been abolished. The Block section is now between Kilnhurst West South and Swinton Town Junction signal boxes. The facing connection – Down Fast to Down Slow at Swinton Town Junction has been abolished.

Down Fast Line Signalling Alterations

Swinton Town Junction Down Fast Home together with Wath Road Junction Down Fast Outer Distant below; and the Swinton Town Junction Down Fast Home to Down Slow together with Wath Road Junction Down Slow Outer Distant from Down Fast below, has been abolished.

The former Swinton Town Station Down Fast Section signal is now the Swinton Town Junction Down Fast Home signal and a 'diamond' sign has been provided. The former Swinton Town Junction Down Fast 2nd Inner Distant beneath, is now the Wath Road Junction Down Fast Outer Distant, and the distance between this signal and the Wath Road Junction Down Fast Home signal is 1,455 yards.

The colour light signal acting as the Swinton Town Station Down Fast Distant and Swinton Town Junction Down Fast Outer Distant, now displays single yellow or green aspects only and is now the Swinton Town Junction Down Fast Distant and the distance between this signal and the Swinton Town Junction Down Fast Home signal is 2,040 yards.

The Swinton Town Station Down Fast Home signal, together with the Swinton Town Junction Down Fast 1st Inner Distant below has been abolished.

Down Slow

The Swinton Town Jn. Down Slow Home, together with the Wath Road Jn. Down Slow Outer Distant has been abolished.

The former Swinton Town Station Down Slow Section signal is now the Swinton Town Jn. Down Slow Home and a 'diamond' sign has been provided. The former Swinton Town Jn. Down Slow 2nd Inner Distant below, is now the Wath Road Jn. Down Slow Outer Distant, and the distance between this signal and the Wath Road Jn. Down Slow Home is 1,431 yards.

The Swinton Town Station Down Slow 1st Home, together with the Swinton Town Jn. Down Slow Outer Distant below, and the Swinton Town Station Down Slow 2nd Home, together with Swinton Town Jn. Down Slow 1st Inner Distant, has been abolished and the former Swinton Town Station Down Slow Distant is now the Swinton Town Jn. Down Slow Distant, placed 1,623 yards before reaching the Home signal.

SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION—continued

Up Fast

Swinton Town Station Up Fast Distant has been abolished, and the colour light signal formerly acting as the Swinton Town Station Up Fast Home and as Kilnhurst West South Up Fast Outer Distant now acts as the Kilnhurst West South Outer Distant signal only. The Red aspect of this signal has been abolished.

Up Slow Signals Abolished

Swinton Town Station Up Slow Distant

Swinton Town Station Up Slow 1st Home

Swinton Town Station Up Slow 2nd Home

Swinton Town Station Up Slow Section signal (19)

MONKS ABBEY — This work not carried out

The trailing main to main crossover (between 40m. 12chs. and 40m. 14chs.) (centre of 3), together with the ground disc shunting signal applying — set back — Up Main to Down Main, has been abolished.

The ground disc shunting signal applying — set back — Down Main to Up Main or to Down Wagon Sidings has been repositioned adjacent to the point ends of the Down Main trailing points leading to the Wagon Sidings and now applies towards the Down Wagon Sidings only. (19)

SWINDERBY AND NEWARK CROSSING

The ground frame worked crossover at Collingham has been abolished.

The trailing Main to Main crossover and slip connection to the Down Siding at Swinderby, together with the associated yellow faced ground disc shunting signal has been abolished. (19)

ORGREAVES COLLIERY

The Up Goods Distant signal has been renewed as a straight post signal 171 yards further from the signal box, with the arm at a reduced height of 12ft. above rail level.

The distance between the re-positioned Distant signal and the Up Goods 1st Home signal (OC.65) is now 1,353 yards. (18)

BARROW HILL JUNCTION — SUMMIT SIDINGS AND HALL LANE JUNCTION

Summit Sidings signal box has been abolished. The Up and Down Goods single line between Hall Lane Junction and Summit Sidings is now worked in the Up Direction only and this line, together with the Departure Siding between Summit Sidings and Barrow Hill Junction becomes the Up Goods worked under Absolute Block Working Regulations between Hall Lane and Barrow Hill Junction.

Between Hall Lane Junction and Summit Sidings

Spring run-back catch points have been brought into use in this Up Goods line approximately 500 yards after passing Hall Lane Junction signal box.

The Summit Sidings Starting signal applicable to Down direction movements over the former Up and Down Goods single line together with the Hall Lane Junction Distant below, has been abolished.

Hall Lane Jn.

The facing crossover — Up and Down Passenger/Up Goods (nearest Barrow Hill) has been secured out of use pending removal. The worked run-back catch points in the Up Goods (opposite to the signal box) have been converted to spring operation.

The Home signal applicable to Down direction movements over the former Up and Down Goods single line (now Up Goods) has been abolished.

SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

BARROW HILL JN. — SUMMIT SIDINGS AND HALL LANE JN. — continued

Summit Sidings

The points — former Up and Down Goods to No.2 Top have been secured for movements along the Up Goods pending replacement by plain line. Buffer-stops have been provided on No.2 Top at the Hall Lane end, and this line is now a single ended siding with access at the Barrow Hill end. The connection — former Up and Down Goods to Summit Sidings has been secured out of use pending removal.

Between Summit Sidings and Barrow Hill Jn.

The facing and trailing crossovers between the Arrival and Departure Sidings has been secured out of use pending removal. The adjacent hand-worked signal applying to movements along the Departure Siding has been abolished.

The arm of the Summit Sidings Up Goods Home signal has been replaced by a Distant arm, and this signal is now Barrow Hill Jn. Up Goods Distant. The distance between the new Distant arm and the Barrow Hill Jn. Up Goods Home signal is now approximately 660 yards.

Access to Summit Sidings is now from Barrow Hill Jn. only.

Barrow Hill Junction

The hand-worked points — Arrival Siding/Departure Siding have been secured out of use for movements along the Up Goods (former Departure Siding). The buffer-stops on the Soft Road has been removed, and the Arrival Siding adjacent to the above points slued to connect with the Soft Road.

The Departure Siding Outer Stop signal has been abolished.

The miniature arm signal which together with its associated stencil-type route indicator applies from Summit Sidings to Up Passenger; Up Running line or to Shunting line, has had the miniature arm replaced by a full arm, and this arm applies Up Goods to Up Passenger and the stencil indication "P" abolished.

A left hand bracket has been fitted to the signal post carrying a new miniature arm 20ft. above rail level, applying — Up Goods to Up Running line (with stencil indication "U" or to Shunting line (with stencil indication "S").

The Down Passenger 2nd Home signal to Summit Sidings (right hand arm of three) now applies towards Hall Lane (via Branch Platform). The Down Passenger 2nd Home to Hall Lane (via Branch Platform)(middle arm) is now the Down Passenger 2nd Home and the left hand arm (Down Passenger 2nd Home) has been abolished.

The bracket signal applying — Up Running line to Branch Platform or to Summit Sidings has had the right hand miniature arm (applying towards Summit Sidings) abolished.

The disc signal applying — Up Passenger to Branch Platform or to Summit Sidings now applies towards the Branch Platform line only.

The Yellow-faced disc signal applying — Shunting line to Branch Platform or to Summit Sidings now applies towards the Branch Platform line only. (18)

* * * ELSHAM STATION — WORLABY SIDING AND APPLEBY STATION

Worlaby Siding signal box, together with all points and signals worked therefrom, have been abolished. The Block section is now between Elsham Station and Appleby Station signal boxes. (16/17)

* * * SCUNTHORPE AND APPLEBY

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No. 48** and all concerned should be in possession of a copy. (16/17)

* * * BETWEEN BEIGHTON STATION JUNCTION AND ARKWRIGHT COLLIERY

Duckmanton North Ground Frame has been abolished and all points controlled therefrom together with the catch points in the Shunt neck at 55m. 56chs. have been secured out of use in the reverse position pending removal. (16/17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** SWINTON TOWN JN.**

The facing connection – Up Slow to Up Fast has been abolished.

Signals Abolished :-

The Up Slow Home to Up Fast, together with the Swinton Town Station Up Fast Distant from Up Slow below. (16/17)

*** * BETWEEN BRADWAY TUNNEL GROUND FRAME AND DORE SOUTH GROUND FRAME (DOWN) AND BETWEEN HEELEY GROUND FRAME AND DORE STATION JN. POINTS (UP).**

Warning Indicators as described in Clause 9 of the instructions published in the General Appendix under the heading "Permanent Speed Restrictions – Indicator Signs", together with the A.W.S. permanent magnets, have been brought into use at the following locations.

Down Main

In Bradway Tunnel, 1,250 yards before reaching the 50 m.p.h. permanent speed restriction commencing at 153m. 73chs. (Dore South Jn. points) and 983 yards before reaching S49 signal.

Up Main

910 yards before reaching the 50 m.p.h. permanent speed restriction commencing at 154m. 31chs. and 537 yards before reaching S58 signal. (16/17)

*** * BETWEEN BEIGHTON STATION JUNCTION AND ARKWRIGHT COLLIERY**

A new connection has been made to serve Arkwright Colliery by reinstating the former Up Main from 55m. 64chs. to 56m. 18chs. forming a new curve between 56m. 18chs. and 56m. 25chs. A passing-loop giving 466 yards standage has been provided between 55m. 70chs. and 56m. 14chs. Hand-worked points provide entry and exit from this Loop.

Arkwright Colliery Sidings

All existing facilities serving the Colliery Sidings have been removed. New connections have been provided commencing at 56m. 25chs. which give access to the Departure Road and Empty Sidings. All the new connections are hand-worked.

A new notice board has been provided 30 yards past the exit from the Colliery Sidings worded:-

"N.C.B. ENGINES NOT TO PASS THIS BOARD"

(16/17)

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.

A Supplementary Operating Instructions booklet for the Eastern Region (Southern Area) will be issued in time to become operative on 5 May 1973.
All concerned must ensure that they receive a copy. (18)

MATISA TYPE BNR I.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:—

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:—
 - (a) On plain line – **25 m.p.h.**
 - (b) Over switches and crossings – **15 m.p.h.**
2. The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

★ **ALTERATIONS TO GENERAL APPENDIX****Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES**

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following:—

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.
 - (a) **Location and Securing Spigot – Old Type**
Non-retractable removable spigot; Container secured at diagonal corner castings. (Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below).

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation - Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handles must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

Operation Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross belt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8. (Instruction cancelled).

Page 62 - COAL TRAINS FORMED OF 26 - OR 32 - TON CAPACITY WAGONS - WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:-

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H. Clause 6.3.1 (a) and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "for repairs" labels affixed to them.

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)

OTHER GENERAL INSTRUCTIONS

BREAKDOWN ARRANGEMENTS

The breakdown train arrangements in respect of Tinsley and Shirebrook set out on pages 320 to 322 inclusive of the Sectional Appendix (Southern Area) dated 1 October 1972 will not now apply.

Until further notice, the arrangements laid down on pages 305 to 308 of the Sectional Appendix (Southern Area) dated 18 January 1969 regarding the breakdown trains at Tinsley, Shirebrook, Wath and Barrow Hill will continue to apply unaltered.

LOCAL INSTRUCTIONS

BARNETBY (WRAWBY JN.) TO DONCASTER (MARSHGATE JN.)

Add :-

SCUNTHORPE : SANTON SLAG SIDINGS/SANTON BRANCH

The Inward route to Santon Slag Sidings and Santon Branch is via Entrance 'C' Siding (termed Arrival Line), the B.S.C. single line "Santon Ore Route" and the slewed connection to No.6 Slag Siding which forms a two way running line for B.R. trains.

The Outward route will be via the two way B.R. running line, the B.S.C. single line "Santon Ore Route", and Entrance 'C' Siding 'C' (termed Departure Line).

Handworked points exist as under:-

Arrival Line to Single Line

Single Line to B.S.C. Anchor Plant

Single Line to two way B.R. running line

Special signals have been provided to avoid conflicting movements over the portion of the single line connecting Entrance 'C' Sidings to No.6 Slag Siding at Santon.

The location of signals so far as they concern B.R. trainmen are as follows:-

For movements to the Slag Sidings - on the left hand side of the Arrival Line at clearance from the Single Line. This signal is numbered BSC.11.

For movements from the Slag Sidings - on the left hand side of the B.S.C. "Santon Ore Route", east of the Slag Plant Loco Shed. This signal is numbered BSC.12.

Each signal is capable of displaying a red, a white, and a green aspect. Two plungers marked 'A' are affixed on each signal post.

When no movement is being made over the route, the signals will display a white aspect. Any train movement arriving at a signal displaying **other than a white aspect** must come to a stand until the white aspect is displayed.

METHOD OF WORKING B.R. TRAINS TO AND FROM SANTON SIDINGS AND SANTON BRANCH

Trains proceeding to Santon will come to a stand at Signal No.BSC.11 on the Arrival line. The Guard or person in charge of the movement on observing the white aspect displayed, must press plunger 'A'. This changes the white aspect to a green aspect and also changes the white aspect to a red aspect in the signal at the other end of the route. When the movement has cleared the single line and arrived at Signal No. BSC.12 controlling the entry to the single line from the opposite direction, the Guard or person in charge of the movement must press plunger 'B' on that signal to give a white aspect in all signals applicable to all routes.

On departing from Santon, the train will proceed via the two way B.R. line to Signal No.BSC.12 controlling entry on to the single line. The Guard or person in charge of the movement must if the signal shows a white aspect operate plunger 'A' to obtain a green aspect. When the movement arrives on the Departure Line (Entrance 'C' Sidings 'C') and clear of the single line the Guard or person in charge of the movement must operate plunger 'B' on Signal No.BSC.11 controlling entry to the single line to display a white aspect in all signals applicable to all routes.

If there is any failure of the signals authorising movement on to the single line, no B.R. movement must be made without the authority of the B.S.C. Arrangements will be made by the B.S.C. to rectify any signal failure.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
LOCAL INSTRUCTIONS—continued**ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21**

This machine must be worked in accordance with the instructions shown in pages 62–69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speed, at which the machine may run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

ARKWRIGHT COLLIERY BRANCH

The access to Shunt Neck at Duckmanton North Jn. ground frame has been temporarily secured out of use pending track alterations.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
LOCAL INSTRUCTIONS – continued**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)

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs. Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
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NIL

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

York
12 APRIL, 1973

MO.45/SC

F.J. BURGE
Chief Operating Manager

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.—



SC

EASTERN REGION

No.18

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

**SATURDAY 5 MAY
TO
FRIDAY 11 MAY 1973**

INCLUSIVE

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.

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 6 MAY – HUDDERSFIELD JUNCTION

The double slip leading from No.1 Up Goods and No.1 Cammells Siding to the Front Road, will be abolished. The hand-operated connection Front Road to Middle Road, will also be abolished, and buffer-stops will be erected at the Manchester end of the Front Road. The Middle Road will be extended approximately 80 yards towards Manchester and will be terminated in buffer-stops. The trap points in No.1 Cammells Siding will be abolished.

The No. 1 Up Goods end of the facing connection – Up Main to No. 1 Up Goods will be converted to worked catch points, and the remainder of the connection – Up Sidings to No. 1 Up Goods will be abolished. The hand-operated connections giving access to Nos. 1, 2, and 3 Roads of the Up Sidings will be secured out of use pending removal of the Sidings and buffer-stops will be erected on No. 4 Road at the Huddersfield end. Buffer-stops will also be erected at the Huddersfield end of Nos. 1 and 3 Roads of the E.T.E. Sidings, and the points connecting these sidings with the Up Sidings will subsequently be removed.

The miniature arm signal applying – Up Sidings to No. 1 Up Goods will be abolished.

The stencil-type route indicator associated with the off-set miniature yellow aspect on the Up Main directing signal (HJ.11) will be abolished, and the miniature yellow aspect will in future apply – Up Main to No. 2 Up Goods only.

The disc signal at present applying – No. 1 Up Goods to Up Main or to Up Sidings will in future apply No. 1 Up Goods to Up Main only.

The two-arm miniature shunting signal applying – Front Road to No. 1 Up Goods, and No. 2 Up Goods to No. 1 Up Goods, will in future apply No. 2 Up Goods to No. 1 Up Goods (top arm), and No. 2 Up Goods to No. 1 Cammells Siding (bottom arm).

The miniature arm signal at present applying – No. 1 Cammells Siding to Front Road, or to No. 2 Up Goods will in future apply – No. 1 Cammells Siding to No. 2 Up Goods only. (21)

DETAILS OF WORK ALREADY CARRIED OUT

NEW OAKS JUNCTION

The trailing connection – Up Main to No.1 Up Siding, together with the points – Up Main to No.2 Up Siding, have been secured out of use pending removal.

The miniature arm signals applying – Nos. 1 and 2 Up Sidings to Up Main, or to Up Branch, have been abolished.

The disc signal formerly applying – set back – Up Main to Down Main, to Nos.1 or 2 Up Sidings, will in future apply – set back to Down Main only. (20)

WEST SILKSTONE JUNCTION

Buffer stops have been erected on the Down Goods Loop at the signal box end, and this line is now a single-ended Down Refuge siding with access at the Penistone end only. The track between the buffer stops and the facing points leading from the Down Branch, has been removed, and the facing points are now traps.

The following signals have been abolished:—

- Position "1" junction indicator and "calling-on" signal associated with the Down Branch
- Home signal No.WS5.
- Disc applying set back – Down Goods Loop to Up Branch

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WEST SILKSTONE JN. – continued**

The disc signal formerly applying set back Up Branch to Down Goods Loop to Down Main or to Up Main, has ceased to apply towards the Down Goods Loop, and the route to Down Main, is now via the Branch crossover and the Down Branch/Down Main facing connection. The route to the Up Branch line from the disc signal applying – set back along the Down Main, Down Main to Down Siding or Down Main to Up Branch, is now via the Down Branch/Down Main facing connection and the Branch crossover.

A notice board lettered "25 WAGONS" (applicable to the Down Main) has been provided 200 yards on the Penistone side of the Down Main set-back disc signal at the Penistone end of the Down Refuge Sidings. (20)

KIRK SANDALL JUNCTION

The semaphore arm Up Goods Home and Up Main Home signals, including the bracket signals (Up Goods Home to Up Main and Up Main Home to Up Goods), have been abolished and replaced by two suspended overhead colour light gantry signals repositioned 435 yards (257 yards further) before reaching the signal box. (Red aspects 17ft. above rail level).

Up Goods Home – 3-aspect multi-unit type signal plated **KS2**. A junction indicator position "4" and adjacent elevated position light subsidiary and stencil route indicator with indication "G" has been provided and the following indications apply:–

The Junction Indicator, read in conjunction with the main aspect applies towards the Up Goods line and the Junction Indicator, read in conjunction with the position light sub. and stencil indication "G" applies towards the Up Goods line occupied.

Up Main Home – 3-aspect multi-unit type signal plated **KS5**. A junction indicator position "1" and elevated position light subsidiary has been provided with the following indications:–

The junction indicator, read in conjunction with the main aspect applies towards the Up Goods line, and the junction indicator read in conjunction with the position light subsidiary signal applies towards the Up Goods line occupied.

Adjacent telephones connected to Kirk Sandall Junction signal box have been provided.

The Banner Repeating signals to the former Up Goods and Up Main Home semaphore signals have been abolished.

The Up Main and Up Goods searchlight-type Distant signals have been replaced by multi-unit type suspended gantry Distant signals (having provision for a Red aspect at a future date), repositioned 609 yards further from the signal box. These signals are positioned 1,362 yards before reaching the new colour light Home signal gantry. (20)

TREETON SOUTH, WOODHOUSE MILL AND BEIGHTON JUNCTION

Woodhouse Mill signal box, together with all signals worked therefrom has been abolished.

The block section is now between Beighton Junction and Treeton South.

The trailing connection – Up Goods to Up Siding, is now worked by a single lever ground frame, known as Woodhouse Mill Ground Frame. This Ground Frame is released by the track circuits on the approach side of and beyond the points being occupied simultaneously, with the intermediate track circuit clear. (20)

KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION

Swinton Town Station signal box has been abolished. The Block section is now between Kilnhurst West South and Swinton Town Junction signal boxes. The facing connection – Down Fast to Down Slow at Swinton Town Junction has been abolished.

Down Fast Line Signalling Alterations

Swinton Town Junction Down Fast Home together with Wath Road Junction Down Fast Outer Distant below; and the Swinton Town Junction Down Fast Home to Down Slow together with Wath Road Junction Down Slow Outer Distant from Down Fast below, has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION—continued****Down Fast Line Signalling Alterations – continued**

The former Swinton Town Station Down Fast Section signal is now the Swinton Town Junction Down Fast Home signal and a 'diamond' sign has been provided. The former Swinton Town Junction Down Fast 2nd Inner Distant beneath, is now the Wath Road Junction Down Fast Outer Distant, and the distance between this signal and the Wath Road Junction Down Fast Home signal is 1,455 yards.

The colour light signal acting as the Swinton Town Station Down Fast Distant and Swinton Town Junction Down Fast Outer Distant, now displays single yellow or green aspects only and is now the Swinton Town Junction Down Fast Distant and the distance between this signal and the Swinton Town Junction Down Fast Home signal is 2,040 yards.

The Swinton Town Station Down Fast Home signal, together with the Swinton Town Junction Down Fast 1st Inner Distant below has been abolished.

Down Slow

The Swinton Town Jn. Down Slow Home, together with the Wath Road Jn. Down Slow Outer Distant has been abolished.

The former Swinton Town Station Down Slow Section signal is now the Swinton Town Jn. Down Slow Home and a 'diamond' sign has been provided. The former Swinton Town Jn. Down Slow 2nd Inner Distant below, is now the Wath Road Jn. Down Slow Outer Distant, and the distance between this signal and the Wath Road Jn. Down Slow Home is 1,431 yards.

The Swinton Town Station Down Slow 1st Home, together with the Swinton Town Jn. Down Slow Outer Distant below, and the Swinton Town Station Down Slow 2nd Home, together with Swinton Town Jn. Down Slow 1st Inner Distant, has been abolished and the former Swinton Town Station Down Slow Distant is now the Swinton Town Jn. Down Slow Distant, placed 1,623 yards before reaching the Home signal.

Up Fast

Swinton Town Station Up Fast Distant has been abolished, and the colour light signal formerly acting as the Swinton Town Station Up Fast Home and as Kilnhurst West South Up Fast Outer Distant now acts as the Kilnhurst West South Outer Distant signal only. The Red aspect of this signal has been abolished.

Up Slow Signals Abolished

Swinton Town Station Up Slow Distant

Swinton Town Station Up Slow 1st Home

Swinton Town Station Up Slow 2nd Home

Swinton Town Station Up Slow Section signal

(19)

SWINDERBY AND NEWARK CROSSING

The ground frame worked crossover at Collingham has been abolished.

The slip connection to the Down Siding at Swinderby, together with the associated yellow faced ground disc shunting signal has been abolished. (19)

*** * * ORGREAVES COLLIERY**

The Up Goods Distant signal has been renewed as a straight post signal 171 yards further from the signal box, with the arm at a reduced height of 12ft. above rail level.

The distance between the re-positioned Distant signal and the Up Goods 1st Home signal (OC.65) is now 1,353 yards. (18)

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

BARROW HILL JUNCTION – SUMMIT SIDINGS AND HALL LANE JUNCTION

Summit Sidings signal box has been abolished. The Up and Down Goods single line between Hall Lane Junction and Summit Sidings is now worked in the Up Direction only and this line, together with the Departure Siding between Summit Sidings and Barrow Hill Junction becomes the Up Goods worked under Absolute Block Working Regulations between Hall Lane and Barrow Hill Junction.

Between Hall Lane Junction and Summit Sidings

Spring run-back catch points have been brought into use in this Up Goods line approximately 500 yards after passing Hall Lane Junction signal box.

The Summit Sidings Starting signal applicable to Down direction movements over the former Up and Down Goods single line together with the Hall Lane Junction Distant below, has been abolished.

Hall Lane Jn.

The facing crossover – Up and Down Passenger/Up Goods (nearest Barrow Hill) has been secured out of use pending removal. The worked run-back catch points in the Up Goods (opposite to the signal box) have been converted to spring operation.

The Home signal applicable to Down direction movements over the former Up and Down Goods single line (now Up Goods) has been abolished.

Summit Sidings

The points – former Up and Down Goods to No.2 Top have been secured for movements along the Up Goods pending replacement by plain line. Buffer-stops have been provided on No.2 Top at the Hall Lane end, and this line is now a single ended siding with access at the Barrow Hill end. The connection – former Up and Down Goods to Summit Sidings has been secured out of use pending removal.

Between Summit Sidings and Barrow Hill Jn.

The facing and trailing crossovers between the Arrival and Departure Sidings has been secured out of use pending removal. The adjacent hand-worked signal applying to movements along the Departure Siding has been abolished.

The arm of the Summit Sidings Up Goods Home signal has been replaced by a Distant arm, and this signal is now Barrow Hill Jn. Up Goods Distant. The distance between the new Distant arm and the Barrow Hill Jn. Up Goods Home signal is now approximately 660 yards.

Access to Summit Sidings is now from Barrow Hill Jn. only.

Barrow Hill Junction

The hand-worked points – Arrival Siding/Departure Siding have been secured out of use for movements along the Up Goods (former Departure Siding). The buffer-stops on the Soft Road has been removed, and the Arrival Siding adjacent to the above points slued to connect with the Soft Road.

The Departure Siding Outer Stop signal has been abolished.

The miniature arm signal which together with its associated stencil-type route indicator applies from Summit Sidings to Up Passenger; Up Running line or to Shunting line, has had the miniature arm replaced by a full arm, and this arm applies Up Goods to Up Passenger and the stencil indication "P" abolished.

A left hand bracket has been fitted to the signal post carrying a new miniature arm 20ft. above rail level, applying – Up Goods to Up Running line (with stencil indication "U" or to Shunting line (with stencil indication "S").

The Down Passenger 2nd Home signal to Summit Sidings (right hand arm of three) now applies towards Hall Lane (via Branch Platform). The Down Passenger 2nd Home to Hall Lane (via Branch Platform)(middle arm) is now the Down Passenger 2nd Home and the left hand arm (Down Passenger 2nd Home) has been abolished.

The bracket signal applying – Up Running line to Branch Platform or to Summit Sidings has had the right hand miniature arm (applying towards Summit Sidings) abolished.

The disc signal applying – Up Passenger to Branch Platform or to Summit Sidings now applies towards the Branch Platform line only.

The Yellow-faced disc signal applying – Shunting line to Branch Platform or to Summit Sidings now applies towards the Branch Platform line only. (18)

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.

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs.

Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
		NIL	

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

MO.45/SC
 York
 19 APRIL 1973
 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.—
 F.J. BURGE
 Chief Operating Manager

The 9th. of May is

- **QUALITY DAY** -

Make it a day of

HIGHEST QUALITY,

PUNCTUALITY,

RELIABILITY

and

SERVICE



SC

EASTERN REGION

No.19

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

SATURDAY 12 MAY

TO

FRIDAY 18 MAY 1973

INCLUSIVE

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.

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**HUDDERSFIELD JUNCTION**

The double slip leading from No.1 Up Goods and No.1 Cammells Siding to the Front Road, has been abolished. The hand-operated connection Front Road to Middle Road, has also been abolished, and buffer-stops erected at the Manchester end of the Front Road. The Middle Road has been extended approximately 80 yards towards Manchester and terminates in buffer-stops. The trap points in No.1 Cammells Siding have been abolished.

The No.1 Up Goods end of the facing connection – Up Main to No.1 Up Goods has been converted to worked catch points, and the remainder of the connection – Up Sidings to No.1 Up Goods has been abolished. The hand-operated connections giving access to Nos. 1, 2 and 3 Roads of the Up Sidings have been secured out of use pending removal of the Sidings and buffer-stops have been erected on No.4 Road at the Huddersfield end. Buffer-stops have also been erected at the Huddersfield end of Nos. 1 and 3 Roads of the E.T.E. Sidings, and the points connecting these sidings with the Up Sidings will subsequently be removed.

The miniature arm signal applying – Up Sidings to No.1 Up Goods has been abolished.

The stencil-type route indicator associated with the off-set miniature yellow aspect on the Up Main directing signal (HJ.11) has been abolished, and the miniature yellow aspect will in future apply – Up Main to No.2 Up Goods only.

The disc signal formerly applying – No.1 Up Goods to Up Main or to Up Sidings now applies No.1 Up Goods to Up Main only.

The two-arm miniature shunting signal applying – Front Road to No. 1 Up Goods, and No. 2 Up Goods to No. 1 Up Goods, will in future apply No. 2 Up Goods to No. 1 Up Goods (top arm), and No. 2 Up Goods to No. 1 Cammells Siding (bottom arm).

The miniature arm signal formerly applying – No.1 Cammells Siding to Front Road, or to No.2 Up Goods now applies No.1 Cammells Siding to No.2 Up Goods only. (21)

NEW OAKS JUNCTION

The trailing connection – Up Main to No.1 Up Siding, together with the points – Up Main to No.2 Up Siding, have been secured out of use pending removal.

The miniature arm signals applying – Nos. 1 and 2 Up Sidings to Up Main, or to Up Branch, have been abolished.

The disc signal formerly applying – set back – Up Main to Down Main, to Nos.1 or 2 Up Sidings, will in future apply – set back to Down Main only. (20)

WEST SILKSTONE JUNCTION

Buffer stops have been erected on the Down Goods Loop at the signal box end, and this line is now a single-ended Down Refuge siding with access at the Penistone end only. The track between the buffer stops and the facing points leading from the Down Branch, has been removed, and the facing points are now traps.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WEST SILKSTONE JN. – continued**

The following signals have been abolished:—

Position "1" junction indicator and "calling-on" signal associated with the Down Branch

Home signal No.WS5.

Disc applying set back – Down Goods Loop to Up Branch

The disc signal formerly applying set back Up Branch to Down Goods Loop to Down Main or to Up Main, has ceased to apply towards the Down Goods Loop, and the route to Down Main, is now via the Branch crossover and the Down Branch/Down Main facing connection. The route to the Up Branch line from the disc signal applying – set back along the Down Main, Down Main to Down Siding or Down Main to Up Branch, is now via the Down Branch/Down Main facing connection and the Branch crossover.

A notice board lettered "25 WAGONS" (applicable to the Down Main) has been provided 200 yards on the Penistone side of the Down Main set-back disc signal at the Penistone end of the Down Refuge Sidings.

(20)

KIRK SANDALL JUNCTION

The semaphore arm Up Goods Home and Up Main Home signals, including the bracket signals (Up Goods Home to Up Main and Up Main Home to Up Goods), have been abolished and replaced by two suspended overhead colour light gantry signals repositioned 435 yards (257 yards further) before reaching the signal box. (Red aspects 17ft. above rail level).

Up Goods Home –3-aspect multi-unit type signal plated KS2. A junction indicator position "4" and adjacent elevated position light subsidiary and stencil route indicator with indication "G" has been provided and the following indications apply:—

The Junction Indicator, read in conjunction with the main aspect applies towards the Up Goods line and the Junction Indicator, read in conjunction with the position light sub. and stencil indication "G" applies towards the Up Goods line occupied.

Up Main Home – 3-aspect multi-unit type signal plated KS5. A junction indicator position "1" and elevated position light subsidiary has been provided with the following indications:—

The junction indicator, read in conjunction with the main aspect applies towards the Up Goods line, and the junction indicator read in conjunction with the position light subsidiary signal applies towards the Up Goods line occupied.

Adjacent telephones connected to Kirk Sandall Junction signal box have been provided.

The Banner Repeating signals to the former Up Goods and Up Main Home semaphore signals have been abolished.

The Up Main and Up Goods searchlight-type Distant signals have been replaced by multi-unit type suspended gantry Distant signals (having provision for a Red aspect at a future date), repositioned 609 yards further from the signal box. These signals are positioned 1,362 yards before reaching the new colour light Home signal gantry.

(21/22)

TREETON SOUTH, WOODHOUSE MILL AND BEIGHTON JUNCTION

Woodhouse Mill signal box, together with all signals worked therefrom has been abolished.

The block section is now between Beighton Junction and Treeton South.

The trailing connection – Up Goods to Up Siding, is now worked by a single lever ground frame, known as Woodhouse Mill Ground Frame. This Ground Frame is released by the track circuits on the approach side of and beyond the points being occupied simultaneously, with the intermediate track circuit clear. (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** * KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION—continued****Down Fast Line Signalling Alterations**

Swinton Town Junction Down Fast Home together with Wath Road Junction Down Fast Outer Distant below, and the Swinton Town Junction Down Fast Home to Down Slow together with Wath Road Junction Down Slow Outer Distant from Down Fast below, has been abolished.

The former Swinton Town Station Down Fast Section signal is now the Swinton Town Junction Down Fast Home signal and a 'diamond' sign has been provided. The former Swinton Town Junction Down Fast 2nd Inner Distant beneath, is now the Wath Road Junction Down Fast Outer Distant, and the distance between this signal and the Wath Road Junction Down Fast Home signal is 1,455 yards.

The colour light signal acting as the Swinton Town Station Down Fast Distant and Swinton Town Junction Down Fast Outer Distant, now displays single yellow or green aspects only and is now the Swinton Town Junction Down Fast Distant and the distance between this signal and the Swinton Town Junction Down Fast Home signal is 2,040 yards.

The Swinton Town Station Down Fast Home signal, together with the Swinton Town Junction Down Fast 1st Inner Distant below has been abolished.

Down Slow

The Swinton Town Jn. Down Slow Home, together with the Wath Road Jn. Down Slow Outer Distant has been abolished.

The former Swinton Town Station Down Slow Section signal is now the Swinton Town Jn. Down Slow Home and a 'diamond' sign has been provided. The former Swinton Town Jn. Down Slow 2nd Inner Distant below, is now the Wath Road Jn. Down Slow Outer Distant, and the distance between this signal and the Wath Road Jn. Down Slow Home is 1,431 yards.

The Swinton Town Station Down Slow 1st Home, together with the Swinton Town Jn. Down Slow Outer Distant below, and the Swinton Town Station Down Slow 2nd Home, together with Swinton Town Jn. Down Slow 1st Inner Distant, has been abolished and the former Swinton Town Station Down Slow Distant is now the Swinton Town Jn. Down Slow Distant, placed 1,623 yards before reaching the Home signal.

Up Fast

Swinton Town Station Up Fast Distant has been abolished, and the colour light signal formerly acting as the Swinton Town Station Up Fast Home and as Kilnhurst West South Up Fast Outer Distant now acts as the Kilnhurst West South Outer Distant signal only. The Red aspect of this signal has been abolished.

Up Slow Signals Abolished

Swinton Town Station Up Slow Distant

Swinton Town Station Up Slow 1st Home

Swinton Town Station Up Slow 2nd Home

Swinton Town Station Up Slow Section signal

(19)

*** * SWINDERBY AND NEWARK CROSSING**

The ground frame worked crossover at Collingham has been abolished.

The slip connection to the Down Siding at Swinderby, together with the associated yellow faced ground disc shunting signal has been abolished.

(19)

*** * KILNHURST WEST SOUTH, SWINTON TOWN STATION, SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION**

Swinton Town Station signal box has been abolished. The Block section is now between Kilnhurst West South and Swinton Town Junction signal boxes. The facing connection – Down Fast to Down Slow at Swinton Town Junction has been abolished.

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.

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs.

Trainmen must not put their heads out.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
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NIL

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

York
3 MAY, 1973

MO.45/SC

F.J. BURGE
Chief Operating Manager

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.-



SC

EASTERN REGION

No.26

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

SATURDAY 30 JUNE

TO

FRIDAY 6 JULY 1973

INCLUSIVE

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.

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 1 JULY – BETWEEN CLARBOROUGH TUNNEL AND THRUMPTON CROSSING**

The trailing mains crossover at approximately 66½m.p. (near Welham Lane level crossing) will be abolished.

SUNDAY 1 JULY – IMMINGHAM RECEPTION SIDINGS

The Reception Sidings to Down Main signal will be renewed as a miniature arm signal.

The associated right-hand bracket will be abolished, and the Reception Sidings to Shunt Neck (former No.1 Loop West) signal, will be renewed as a miniature arm signal on the Main post (below the Reception Sidings to Down Main signal) at a height of 12 ft. above rail level. (29)

DETAILS OF WORK ALREADY CARRIED OUT**BARNETBY WEST**

The following points and connection at the West end of the station have been abolished or secured out of use in the normal position pending removal:—

Facing connection – Up Slow to Up Fast

Facing connection – Up Fast to Up Slow/Up Goods

Signals abolished

Up Slow Home to Up Fast

Up Fast Home to Up Slow/Up Goods. (28)

HOLTON-LE-MOOR

The Up Main Home signal has been repositioned 25 yards further from the signal box.

The Up Main colour light Distant signal has been repositioned 500 yards further from the signal box, and is 1,507 yards before reaching the repositioned Up Main Home signal. (28)

MARKET RASEN

The Main to Main trailing crossover has been renewed at the Barnetby end of the station. The associated ground disc shunting signals have been repositioned on the cess side of their respective lines, adjacent to the point ends. (28)

SHEFFIELD

The Up Nunnery Curve signal S154 has been re-positioned 54 yards nearer to Sheffield with the red aspect 15ft. above rail level. The associated co-acting signal on the Down side has had its multi-unit type head replaced by a banner-type head and this signal has become the banner repeating signal to S154. (28)

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

The Up Main Home signal has been renewed adjacent to the Up Main line. The co-acting arm has been abolished and the remaining arm renewed at a reduced height of 13 ft. above rail level.

The disc signal applying Up Sidings to Down Main has been changed from Red to Yellow face. (28)

ELSHAM

The Down Main 2nd Home signal has been abolished. (27)

DONCASTER MINERAL BANK

The lead from the Up Fast Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line have been secured out of use pending removal. (27)

SHEEPBRIDGE BRANCH (FORMER SHEFFIELD ROAD GROUND BOX)

Sheffield Road Ground Box together with all signals worked therefrom has been abolished.

The points on the 'Right Hand' siding at 148m. 42chs. (adjacent to the former Sheffield Road ground box) leading from the 'Right Hand' siding to the 'Running' line have been secured for through running from Right Hand siding to the Running line, pending replacement by plain line, and the Right Hand siding between these points and 148m.52chs. (the start of the 'Pig Bed' siding) has been removed.

The points at 148m. 53chs. on the Pig Bed siding being secured for through running to and from the running line.

The points at 148m. 47chs. on the Running line (leading to the Right Hand siding) have been removed and replaced by plain line.

The points at 148m. 49chs. on the Running line (leading to the Limestone line) have been resited 5chs. further from the site of the former Sheffield Road ground box. (Amended item) (27)

ELSHAM

The Down and Up Refuge Sidings have become redundant, and the following points in connection secured out of use pending removal:—

Trailing – Up Main to Up Refuge

Slip connection – Up Refuge to Down Main

Trailing – Down Refuge to Down Main

The Down side 2-lever ground frame has been abolished.

All associated shunting signals have also been abolished.

Altered signals

The ground disc shunting signal applying – set back – Up Main to Down Main has been repositioned in the cess of the Up Main.

The disc applying – set back – Down Main to Up Main or to Up Refuge, now applies towards the Up Main line only. (27)

WHITWELL

The 2-tier ground disc shunting signal applying – Departure Road to Shunt Spur or to Up Main, has been repositioned between the Departure Road and Up Main lines. (27)



SC

EASTERN REGION

No.27.

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

SATURDAY 7 JULY

TO

FRIDAY 13 JULY 1973

INCLUSIVE

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.

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 8 JULY – LINCOLN ST. MARKS

The points – No.1 Siding/Dock Siding will be secured out of use in the normal position pending removal. The associated ground disc shunting signal will be abolished. (30)

SUNDAY 8 JULY – MARSHGATE GOODS

The Down Main Home signal, together with the Bentley Junction Up Main Outer Distant signal below, will be renewed on a straight post with the arms at reduced heights of 22ft. and 16ft. above rail level respectively. (30)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CLARBOROUGH TUNNEL AND THRUMPTON CROSSING

The trailing mains crossover at approximately 66½m.p. (near Welham Lane level crossing) has been abolished. (29)

IMMINGHAM RECEPTION SIDINGS

The Reception Sidings to Down Main signal has been renewed as a miniature arm signal.

The associated right-hand bracket has been abolished, and the Reception Sidings to Shunt Neck (former No.1 Loop West) signal has been renewed as a miniature arm signal on the Main post (below the Reception Sidings to Down Main signal) at a height of 12ft. above rail level. (29)

BARNETBY WEST

The following points and connection at the West end of the station have been abolished or secured out of use in the normal position pending removal:—

Facing connection – Up Slow to Up Fast

Facing connection – Up Fast to Up Slow/Up Goods

Signals abolished

Up Slow Home to Up Fast

Up Fast Home to Up Slow/Up Goods. (28)

HOLTON-LE-MOOR

The Up Main Home signal has been repositioned 25 yards further from the signal box.

The Up Main colour light Distant signal has been repositioned 500 yards further from the signal box, and is 1,507 yards before reaching the repositioned Up Main Home signal. (28)

MARKET RASEN

The Main to Main trailing crossover has been renewed at the Barnetby end of the station. The associated ground disc shunting signals have been repositioned on the cess side of their respective lines, adjacent to the point ends. (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SHEFFIELD

The Up Nunnery Curve signal S154 has been re-positioned 54 yards nearer to Sheffield with the red aspect 15ft. above rail level. The associated co-acting signal on the Down side has had its multi-unit type head replaced by a banner-type head and this signal has become the banner repeating signal to S154. (28)

TUXFORD CENTRAL

The Up Main Home signal has been renewed adjacent to the Up Main line. The co-acting arm has been abolished and the remaining arm renewed at a reduced height of 13ft. above rail level.

The disc signal applying Up Sidings to Down Main has been changed from Red to Yellow face. (28)

* * * ELSHAM

The Down Main 2nd Home signal has been abolished. (27)

* * * DONCASTER MINERAL BANK

The lead from the Up Fast Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line have been secured out of use pending removal. (27)

* * * SHEEPBRIDGE BRANCH (FORMER SHEFFIELD ROAD GROUND BOX)

Sheffield Road Ground Box together with all signals worked therefrom has been abolished.

The points on the 'Right Hand' siding at 148m. 42chs. (adjacent to the former Sheffield Road ground box) leading from the 'Right Hand' siding to the 'Running' line have been secured for through running from Right Hand siding to the Running line, pending replacement by plain line, and the Right Hand siding between these points and 148m. 52chs. (the start of the 'Pig Bed' siding) has been removed.

The points at 148m. 53chs. on the Pig Bed siding being secured for through running to and from the running line.

The points at 148m. 47chs. on the Running line (leading to the Right Hand siding) have been removed and replaced by plain line.

The points at 148m. 49chs. on the Running line (leading to the Limestone line) have been resited 5chs. further from the site of the former Sheffield Road ground box. (Amended item) (27)

* * * ELSHAM

The Down and Up Refuge Sidings have become redundant, and the following points in connection secured out of use pending removal:—

Trailing – Up Main to Up Refuge

Slip connection – Up Refuge to Down Main

Trailing – Down Refuge to Down Main

The Down side 2-lever ground frame has been abolished.

All associated shunting signals have also been abolished.

Altered signals

The ground disc shunting signal applying – set back – Up Main to Down Main has been repositioned in the cess of the Up Main.

The disc applying – set back – Down Main to Up Main or to Up Refuge, now applies towards the Up Main line only. (27)

* * * WHITWELL

The 2-tier ground disc shunting signal applying – Departure Road to Shunt Spur or to Up Main, has been repositioned between the Departure Road and Up Main lines. (27)

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.

LINCOLN ST. MARKS

Rebuilding of the Newark End of the Up Platform is taking place and sections of the platforms will be closed to the public. Passengers on through services Cleethorpes to Kings Cross intending to alight at Lincoln will be advised to travel in the rear 4 coaches.

Drivers should be prepared to act on handsignals from Station staff as required.

KILLINGHOLME

A new level crossing manned for the periods of use has been provided at 1m. 58chs., initially provided for use of contractors vehicles working at Killingholme Power Station. Barriers have been provided to control road movements. The level crossing will be retained as a permanent facility for periodic use at a later date.

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

★ RETFORD THRUMPTON

SUNDAY 8 JULY

U.66 Signal. The catch points in the Up Main situated 815 yards before reaching the above signal will be moved 10 yards nearer to the signal. This makes the amended distance 805 yards.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs.

Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
NIL			

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

York
28 JUNE 1973

MO.45/SC

F.J. BURGE
Chief Operating Manager

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. -



SC

EASTERN REGION

No.30

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

SATURDAY 28 JULY

TO

FRIDAY 3 AUGUST 1973

INCLUSIVE

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.

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 29 JULY – SYKES JUNCTION

The Up Main 1st Home signal will be abolished. The Up Main 2nd Home signal will be renamed Up Main Home. (33)

SUNDAY 29 JULY – BARNETBY EAST

The facing connection leading from Up Main to Up Goods will be secured out of use in the normal position pending removal.

The semaphore arm signal applying Up Main to Up Goods will be abolished. (33)

WEDNESDAY 1 AUGUST – SANTON FOREIGN ORE TERMINAL

The ground position light shunting signal (No.5), together with its stencil route indicator applying – Tippler line to Foreign Ore Branch, will be repositioned immediately on the Appleby side of the hand points – Tippler line/Cripple Siding. (33)

DETAILS OF WORK ALREADY CARRIED OUT

SHIREOAKS EAST JN. AND WOODEND JN.

The Shireoaks East Jn. Down Goods Starting signal to Up Branch, together with the Woodend Jn. Up Branch Distant signal below, has been abolished.

The Shireoaks East Jn. Down Goods Home signal to Down Main, with the Down Goods Home to Up Branch on the left-hand side, has been re-positioned 8 yards further from the signal box, and the Down Goods Home to Up Branch signal has been increased in height to 25 ft. above rail level. A new semaphore distant for Woodend Jn. has been provided below this signal at a height of 20ft. above rail level.

The distance between the new Distant arm and the Woodend Jn. Home signal is 953 yards.

An adjacent line side telephone has been provided connected to Shireoaks East Jn. signal box. (31)

* **GOXHILL** (This work has **not** been carried out)

The Up Siding has been abolished, and the following points and connections secured out of use in the normal position pending removal:—

Main to Main trailing crossover.

Trailing connection – Up Main to Up Siding

Signalling alterations

The Up Main 1st Home signal has been renamed Up Main Home.

The Down Main 1st Home signal has been renamed Down Main Home

All other signals, except for the Down and Up Main Distant have been abolished. (30)

SCUNTHORPE

Crossing Indicators worded "CAUTION. CROSS ONLY WHEN LIGHT SHOWS, IF UNDUE DELAY CONTACT SIGNALMAN" have been brought into use on both sides of the railway at the Foot Crossing at 23 $\frac{3}{4}$ m.p. (adjacent to the site of the former Frodingham Trent signal box). (31)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION**

Swinton Town Junction signal box, together with all signals worked therefrom, has been abolished. The block section is now between Kilnhurst West South and Wath Road Junction.

Kilnhurst West South

The Up Slow Inner Distant signal, has been abolished, and the Up Slow Outer Distant has been renamed Up Slow Distant.

The Down Fast Home signal (K54) displays Red, single Yellow or Green aspects.

WRABBY JUNCTION

The double slip in No.1 Down siding has been replaced by a Single lead providing access from No.2 Down siding to Down Goods; to Down Slow; or to Down Fast only.

The portion of the No.1 Down siding between the Single lead and the points of the East end of the shunt neck, together with the associated ground disc shunting signal has been abolished.

Signalling Alterations

Route indications "1" have been abolished from the route indicators associated with the miniature arm signals on Nos.1 and 2 Down sidings. (32)

KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION**Kilnhurst West South and Wath Road Junction****Down Fast line signalling alterations**

A new 4-aspect colour light Kilnhurst West South Down Fast Section signal plated **K55** has been provided 972 yards north of the signal box and 1,370 yards after passing the Down Fast Home.

The new signal also acts as the Wath Road Junction Down Fast Outer Distant and the distance between K55 and the new Wath Road Junction colour light Down Fast Home (see below) is 2,630 yards.

A signal post telephone connected to Kilnhurst West South signal box has been provided.

The Wath Road Junction semaphore Down Fast Outer Distant signal has been abolished.

(Wath Road Junction)

The semaphore Down Fast Inner Distant signal has been abolished and new 4-aspect colour light signal plated **WR43** has been provided 1,340 yards before reaching the new Down Fast Home.

The Yellow and Green aspects only have been brought into use at this stage and the signal acts as the Down Fast Inner Distant.

The semaphore Down Fast Home has been abolished and replaced by a 4-aspect colour light signal plated **WR42** (4th aspect for future use), situated 368 yards south of the signal box and 1,008 yards before reaching the Down Fast Section signal. A signal post telephone connected to the signal box has been provided.

Down Slow line**Signals abolished**

The Inner Distant to Down Main; to Down Goods; and to Dearne Junction.

The Outer Distant has been renamed Down Slow Distant. (31)

**** LINCOLN ST. MARKS**

The points – No.1 Siding/Dock Siding has been secured out of use in the normal position pending removal. The associated ground disc shunting signal has been abolished. (30)

**** MARSHGATE GOODS**

The Down Main Home signal, together with the Bentley Junction Up Main Outer Distant signal below, has been renewed on a straight post with the arms at reduced heights of 22 ft. and 16 ft. above rail level respectively. (30)



SC

EASTERN REGION

No.31

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

SATURDAY 4 AUGUST

TO

FRIDAY 10 AUGUST 1973

INCLUSIVE

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.

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 5 AUGUST – BETWEEN BENTLEY JUNCTION UP MAIN OUTER DISTANT AND APPLEBY UP SCUNTHORPE HOME (UP), AND BETWEEN APPLEBY DOWN SCUNTHORPE DISTANT AND BENTLEY JUNCTION DOWN MAIN DISTANT (DOWN).

On and from 08 00 hours, the A.W.S. will be brought into use on the Down and Up Main/Scunthorpe lines at all signals which are capable of displaying a caution aspect, between the above-mentioned signals (inclusive) and also at the following signals (each track inductor will be positioned 200 yards before reaching the signal concerned unless otherwise shown).

Stainforth Junction

Between Up Thorne Goods signals ST18 and ST630 inclusive (the track inductor for ST644 will be positioned 5 yards before reaching that signal).

At Up Hull signals ST636 and ST634.

Kirk Sandall

Up Goods Home (K2).

Scunthorpe

In the following cases, each track inductor will be positioned adjacent to the signal concerned.

Up Normanby Park Goods S337 signal.

Up Branch Goods S342 signal.

Up Scunthorpe Goods S350 signal.

Down Scunthorpe Goods S357 signal.

Down Arrival and Departure line S328 signal.

Transfer line S330 signal.

(34/35)

DETAILS OF WORK ALREADY CARRIED OUT**SYKES JUNCTION**

The Up Main 1st Home signal has been abolished. The Up Main 2nd Home signal has been renamed Up Main Home. (33)

BARNETBY EAST

The facing connection leading from Up Main to Up Goods has been secured out of use in the normal position pending removal.

The semaphore arm signal applying Up Main to Up Goods has been abolished.

(33)

SANTON FOREIGN ORE TERMINAL

The ground position light shunting signal (No.5), together with its stencil route indicator applying – Tippler line to Foreign Ore Branch has been repositioned immediately on the Appleby side of the hand points – Tippler line/Cripple Siding. (33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SHIREOAKS EAST JN. AND WOODEND JN.

The Shireoaks East Jn. Down Goods Starting signal to Up Branch, together with the Woodend Jn. Up Branch Distant signal below, has been abolished.

The Shireoaks East Jn. Down Goods Home signal to Down Main, with the Down Goods Home to Up Branch on the left-hand side, has been re-positioned 8 yards further from the signal box, and the Down Goods Home to Up Branch signal has been increased in height to 25 ft. above rail level. A new semaphore distant for Woodend Jn. has been provided below this signal at a height of 20ft. above rail level.

The distance between the new Distant arm and the Woodend Jn. Home signal is 953 yards.

An adjacent line side telephone has been provided connected to Shireoaks East Jn. signal box. (31)

** SCUNTHORPE

Crossing Indicators worded "CAUTION. CROSS ONLY WHEN LIGHT SHOWS. IF UNDUE DELAY CONTACT SIGNALMAN" have been brought into use on both sides of the railway at the Foot Crossing at 23 $\frac{3}{4}$ m.p. (adjacent to the site of the former Frodingham Trent signal box). (31)

LINCOLN EAST GOODS

The trailing main to main crossover has been abolished.

(New Item) (34/35)

KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION

Swinton Town Junction signal box, together with all signals worked therefrom, has been abolished. The block section is now between Kilnhurst West South and Wath Road Junction.

Kilnhurst West South

The Up Slow Inner Distant signal, has been abolished, and the Up Slow Outer Distant has been renamed Up Slow Distant.

The Down Fast Home signal (K54) displays Red, single Yellow or Green aspects.

WRAWBY JUNCTION

The double slip in No.1 Down siding has been replaced by a Single lead providing access from No.2 Down siding to Down Goods; to Down Slow; or to Down Fast only.

The portion of the No.1 Down siding between the Single lead and the points of the East end of the shunt neck, together with the associated ground disc shunting signal has been abolished.

Signalling Alterations

Route indications "1" have been abolished from the route indicators associated with the miniature arm signals on Nos.1 and 2 Down sidings. (32)

** KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION

Kilnhurst West South and Wath Road Junction

Down Fast line signalling alterations

A new 4-aspect colour light Kilnhurst West South Down Fast Section signal plated K55 has been provided 972 yards north of the signal box and 1,370 yards after passing the Down Fast Home.

The new signal also acts as the Wath Road Junction Down Fast Outer Distant and the distance between K55 and the new Wath Road Junction colour light Down Fast Home (see below) is 2,630 yards.

A signal post telephone connected to Kilnhurst West South signal box has been provided.

The Wath Road Junction semaphore Down Fast Outer Distant signal has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION - continued

(Wath Road Junction)

The semaphore Down Fast Inner Distant signal has been abolished and new 4-aspect colour light signal plated WR43 has been provided 1,340 yards before reaching the new Down Fast Home.

The Yellow and Green aspects only have been brought into use at this stage and the signal acts as the Down Fast Inner Distant.

The semaphore Down Fast Home has been abolished and replaced by a 4-aspect colour light signal plated WR42 (4th aspect for future use), situated 368 yards south of the signal box and 1,008 yards before reaching the Down Fast Section signal. A signal post telephone connected to the signal box has been provided.

Down Slow line

Signals abolished

The Inner Distant to Down Main; to Down Goods; and to Dearne Junction.

The Outer Distant has been renamed Down Slow Distant.

(31)

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.
**

LINCOLN ST. MARKS

Rebuilding of the Newark End of the Up Platform is taking place and sections of the platforms will be closed to the public. Passengers on through services Cleethorpes to Kings Cross intending to alight at Lincoln will be advised to travel in the rear 4 coaches.

Drivers should be prepared to act on handsignals from Station staff as required.

KILLINGHOLME

A new level crossing manned for the periods of use has been provided at 1m. 58chs., initially provided for use of contractors vehicles working at Killingholme Power Station. Barriers have been provided to control road movements. The level crossing will be retained as a permanent facility for periodic use at a later date.

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon. Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

RETFORD THRUMPTON

U.66 Signal. The catch points in the Up Main situated 815 yards before reaching the above signal has been moved 10 yards nearer to the signal. This makes the amended distance 805 yards.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs. Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
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NIL

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

York
26 JULY 1973

MO.45/SC

F.J. BURGE
Chief Operating Manager

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. -



SC

EASTERN REGION

No.33

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

SATURDAY 18 AUGUST

TO

FRIDAY 24 AUGUST 1973

INCLUSIVE

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.

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 19 AUGUST – WORKSOP WEST AND SHIREOAKS EAST**

A new Down Main Outer Distant semaphore arm signal for Shireoaks East will be provided at a height of 23' above rail level below the Worksop West Down Main Home signal.

The Shireoaks East Down Main Distant (below the Worksop West Down Main Starting) will be renamed Down Main Inner Distant and these two signals will be renewed on a straight post at heights of 23 ft. and 16 ft. above rail level respectively. The Shireoaks East Down Main to Down Branch Distant will be abolished, and a 'diamond' sign, will be provided on the new straight post signal. (37)

DETAILS OF WORK ALREADY CARRIED OUT**IMMINGHAM EAST JUNCTION – "LAPORTE" "NATIONAL TITANIUM COMPANY" SIDINGS**

The ground frame serving the National Titanium Company Sidings has been abolished. The following connections have been secured out of use pending removal:—

Up Main/Sidings trailing points

Trailing crossover between the Up and Down Main lines.

The stop signal on the Down Main operated from the ground frame has been abolished.

The Down Grimsby Curve line (continuation of the Up Main from Ulceby direction) has been renamed Up Grimsby line, and the Up Grimsby Curve line (continuation of the Down Main to Ulceby) has been renamed Down Grimsby. (36)

BETWEEN BENTLEY JUNCTION UP MAIN OUTER DISTANT AND APPLEBY UP SCUNTHORPE HOME (UP), AND BETWEEN APPLEBY DOWN SCUNTHORPE DISTANT AND BENTLEY JUNCTION DOWN MAIN DISTANT (DOWN).

The A.W.S. has been brought into use on the Down and Up Main/Scunthorpe lines at all signals which are capable of displaying a caution aspect, between the above-mentioned signals (inclusive) and also at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned unless otherwise shown).

Stainforth Junction

Between Up Thorne Goods signals ST18 and ST630 inclusive (the track inductor for ST644 has been positioned 5 yards before reaching that signal).

At Up Hull signals ST636 and ST634.

Kirk Sandall

Up Goods Home (K2).

Scunthorpe

In the following cases, each track inductor has been positioned adjacent to the signal concerned.

Up Normanby Park Goods S337 signal.

Up Branch Goods S342 signal.

Up Scunthorpe Goods S350 signal.

Down Scunthorpe Goods S357 signal.

Down Arrival and Departure line S328 signal.

Transfer line S330 signal.

(34/35)

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

The Up Main 1st Home signal has been abolished. The Up Main 2nd Home signal has been renamed Up Main Home. (33)

**** BARNETBY EAST**

The facing connection leading from Up Main to Up Goods has been secured out of use in the normal position pending removal.

The semaphore arm signal applying Up Main to Up Goods has been abolished. (33)

**** SANTON FOREIGN ORE TERMINAL**

The ground position light shunting signal (No.5), together with its stencil route indicator applying – Tippler line to Foreign Ore Branch has been repositioned immediately on the Appleby side of the hand points – Tippler line/Cripple Siding. (33)

GAINSBOROUGH CENTRAL

The Main/Main trailing crossover at the Grimsby end of the station together with the associated ground shunt signals has been abolished. (New Item) (36)

LINCOLN EAST GOODS

The trailing main to main crossover has been abolished. (34/35)

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.

LINCOLN ST. MARKS

Rebuilding of the Newark End of the Up Platform is taking place and sections of the platforms will be closed to the public. Passengers on through services Cleethorpes to Kings Cross intending to alight at Lincoln will be advised to travel in the rear 4 coaches.

Drivers should be prepared to act on handsignals from Station staff as required.

KILLINGHOLME

A new level crossing manned for the periods of use has been provided at 1m. 58chs., initially provided for use of contractors vehicles working at Killingholme Power Station. Barriers have been provided to control road movements. The level crossing will be retained as a permanent facility for periodic use at a later date.

BARTON CROSSING

The lines leading to the Coal Sidings over Bridge No.21 has been secured out of use pending removal. Meanwhile, all locomotives except 204 h.p. diesel shunters are prohibited from passing over Bridge No.21 at the entrance to the Coal Sidings.

SCUNTHORPE FOREIGN ORE BRANCH

A temporary level crossing over the British Steel Company lines has been brought into use. The crossing is used by Contractors and is situated 350 yards from the main line junction at Santon.

Drivers must sound engine horns when approaching the crossing.

SPROTBOROUGH JUNCTION SIGNAL BOX

Sprotborough Jn. signal box on the Hexthorpe Jn. to Bentley Jn. Doncaster Avoiding Line has been destroyed by fire. Permissive Block Working will now apply between Hexthorpe Jn. and Bentley Jn. on the Up and Down Avoiding Lines. Special Local Instructions will apply for trains to and from York Road Goods Depot. All signals formerly worked by Sprotborough Jn. signal box have been secured in the position in which they were normally placed when that signal box was closed except that the Up Avoiding Line to Down Branch Home Signal has been abolished.

BETWEEN IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

A temporary level crossing has been provided over the Up Goods line, the two adjacent sidings running parallel thereto, Wagon Repair lines, and Departure line, 1 mile 200 yards from Immingham East Junction signal box.

Contractors lorries will be using the crossing.

Illuminated "Stop Whistle Before Proceeding" notice boards have been provided on the rail approaches to the temporary level crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**RETFORD THRUMPTON**

U.66 Signal. The catch points in the Up Main situated 815 yards before reaching the above signal has been moved 10 yards nearer to the signal. This makes the amended distance 805 yards.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

There is restricted clearance at bridge No.72B on the Down Branch at 159m. 10chs.

Trainmen must not put their heads out.

BRIDGE NO.72 BETWEEN SKIERS SPRING AND QUARRY JN.

Extensive repairs are being made to Bridge No.72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
NIL			

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

York
9 AUGUST 1973

MO.45/SC

F.J. BURGE
Chief Operating Manager

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. -



SC

EASTERN REGION

**No.
34/35**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 25 AUGUST

TO

FRIDAY 7 SEPTEMBER 1973

INCLUSIVE

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.

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 2 SEPTEMBER - SNELLAND

The main to main trailing crossover, together with the associated ground shunting signals will be abolished. (38)

DETAILS OF WORK ALREADY CARRIED OUT

WORKSOP WEST AND SHIREOAKS EAST

A new Down Main Outer Distant semaphore arm signal for Shireoaks East has been provided at a height of 23' above rail level below the Worksop West Down Main Home signal

The Shireoaks East Down Main Distant (below the Worksop West Down Main Starting) has been renamed Down Main Inner Distant and these two signals have been renewed on a straight post at heights of 23ft. and 16ft. above rail level respectively. The Shireoaks East Down Main to Down Branch Distant has been abolished, and a 'diamond' sign, has been provided on the new straight post signal. (37)

IMMINGHAM EAST JUNCTION - "LAPORTE" "NATIONAL TITANIUM COMPANY" SIDINGS

The ground frame serving the National Titanium Company Sidings has been abolished. The following connections have been secured out of use pending removal:-

Up Main/Sidings trailing points

Trailing crossover between the Up and Down Main lines.

The stop signal on the Down Main operated from the ground frame has been abolished.

The Down Grimsby Curve line (continuation of the Up Main from Ulceby direction) has been renamed Up Grimsby line, and the Up Grimsby Curve line (continuation of the Down Main to Ulceby) has been renamed Down Grimsby. (36)

* ** BETWEEN BENTLEY JUNCTION UP MAIN OUTER DISTANT AND APPLEBY UP SCUNTHORPE HOME (UP), AND BETWEEN APPLEBY DOWN SCUNTHORPE DISTANT AND BENTLEY JUNCTION DOWN MAIN DISTANT (DOWN).

The A.W.S. has been brought into use on the Down and Up Main/Scunthorpe lines at all signals which are capable of displaying a caution aspect, between the above-mentioned signals (inclusive) and also at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned unless otherwise shown).

Stainforth Junction

Between Up Thorne Goods signals ST18 and ST630 inclusive (the track inductor for ST644 has been positioned 5 yards before reaching that signal).

At Up Hull signals ST636 and ST634.

Kirk Sandall

Up Goods Home (K2).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* ** BETWEEN BENTLEY JUNCTION UP MAIN OUTER DISTANT AND APPLEBY UP SCUNTHORPE HOME (UP), AND BETWEEN APPLEBY DOWN SCUNTHORPE DISTANT AND BENTLEY JUNCTION DOWN MAIN DISTANT (DOWN) - continued

Scunthorpe

In the following cases, each track inductor has been positioned adjacent to the signal concerned.

Up Normanby Park Goods S337 signal.

Up Branch Goods S342 signal.

Up Scunthorpe Goods S350 signal.

Down Scunthorpe Goods S357 signal.

Down Arrival and Departure line S328 signal.

Transfer line S330 signal. (34/35)

GAINSBOROUGH CENTRAL

The Main/Main trailing crossover at the Grimsby end of the station together with the associated ground shunt signals has been abolished. (New Item) (36)

* ** LINCOLN EAST GOODS

The trailing main to main crossover has been abolished. (34/35)



SC

EASTERN REGION

No.36

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

**SATURDAY 8 SEPTEMBER
TO
FRIDAY 14 SEPTEMBER 1973
INCLUSIVE**

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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**SNELLAND**

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*** * * GAINSBOROUGH CENTRAL**

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MASBOROUGH SORTING SIDINGS NORTH & MASBOROUGH SOUTH JUNCTION

The Down Goods between Sorting Sidings North and Masborough South Junction together with the Freightliner Cripple Siding has been taken out of use until further notice.

Masborough Sorting Sidings North

A temporary stop-block has been provided on the Down Goods line on the north side of the connection to the Reception Sidings.

The following signals have been disconnected and are being maintained in the 'ON' position:-

- Reception Sidings to Down Goods
- Down Goods Home
- Disc – Down Goods to Reception Sidings

Masborough South Junction

The following points have been secured out of use:-

- Trailing crossover – Up Main to Down Main
- Facing connection – Down Goods to Down Main

The following signals have been disconnected and are being maintained in the 'ON' position.

- Down Goods Home to Down Main
- Disc – Up Main to Down Main
- Disc – Down Main to Up Main

(New Item) (until further notice)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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LINCOLN ST. MARKS

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BARTON CROSSING

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SCUNTHORPE FOREIGN ORE BRANCH

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Drivers must sound engine horns when approaching the crossing.

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
ALTERATION TO SECTIONAL APPENDIX (SOUTHERN)

LOCAL INSTRUCTIONS

Page 394

**SHERWOOD COLLIERY SOUTH (L.M.R.) TO SHIREOAK EAST COLLIERY
 LANGWITH COLLIERY**

★ **Delete** existing instruction on this page and **substitute:-**

When a train of empty wagons for conventional loading arrives on the Arrival Line to place the wagons in the Empty Sidings, the Guard of the train must, before carrying out the provisions of the Rule Book, Section J, Clause 3.13.1 (b), arrange, between 06 00 and 21 30 with the Landsale Weighman for the barriers at the level crossing to be lowered. When this has been done, and the hand points leading to the empty sidings have been correctly set the guard may then authorise the propelling movement to commence. Between the hours of 21 30 and 06 00 it will not be necessary to request the Landsale Weighman to lower the barriers as these will normally be locked against road traffic. The Guard must however satisfy himself that the barriers are secured across the road way before authorising the movement to take place.

Movements over the remainder of the Bunker Arrival/Departure line and the Run-Round line must not exceed 15 m.p.h.

Before a light locomotive is allowed to proceed to the colliery via the connections at the signal box end of the arrival/departure line the Signaller must advise the trainmen of the precise point to which the locomotive may proceed. The Driver must not proceed beyond the signal box until he has been so advised.

RETFORD THRUMPTON

U.66 Signal. The catch points in the Up Main situated 815 yards before reaching the above signal has been moved 10 yards nearer to the signal. This makes the amended distance 805 yards.

SHEFFIELD (NUNNERY MAIN LINE JUNCTION POINTS) AND SHEFFIELD VICTORIA NO.4 (NUNNERY JUNCTION POINTS)

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Extensive repairs are being made to Bridge No. 72 at 173m. 35chs. Trainmen must not alight on the Bridge and all concerned should take care when walking over the Bridge due to condition of the walkways.

WADSLEY BRIDGE (WAREHOUSE SIDINGS)

The Warehouse Siding will be shortened by approximately 15' and a temporary buffer stop will be erected at 38m. 40chs. (41)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Location	Nature of Work	Duration	Commencing Date
NIL			

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

MO.45/SC

F.J. BURGE
 Chief Operating Manager

York
 30 AUGUST 1973

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THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

**THEY WILL BE PLEASED TO
HELP YOU
TO HELP OTHERS**