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WOOLSTENHOLMES

B.R.31119/4



British Rail

SC

EASTERN REGION

No.1

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

SATURDAY 4 JANUARY

TO

FRIDAY 10 JANUARY 1975

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 5 JANUARY : NORTH LINCOLN JUNCTION**

The Bracket signal S346 applying to the Grimsby Siding and S348 applying to the Up Scunthorpe Main will be repositioned 42 ft. nearer to Scunthorpe.

SUNDAY/MONDAY 5/6 JANUARY – ROTHERWOOD

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

Facing connection, Up Main to Up Goods
Facing connection, Up Goods to Electric Spur
Slip Connection, Up Main to Electric Spur
Connection, Up Reception Sidings to Turntable
1-Way Hand Points, Turntable to Steam Spur.

The connection, Electric Spur to Steam Spur will be secured for movements along the Electric Spur, pending removal of the connection and Steam Spur. The Electric Spur will be re-named Spur.

A new Up Goods to Up Main Facing Connection will be installed and secured out of use, approximately 80 yards on the Woodhouse side of the present Connection.

The Up Main Home signal and associated miniature yellow aspect formerly applying Up Main to Electric Spur will be abolished. The Up Main Home signal to Up Goods will become the Up Main Home signal, and will display Red, Yellow and Green aspects.

The following signals will also be abolished :-

Miniature Yellow Aspect Associated with the Up Goods Home signal and applying Up Goods to Electric Spur.

Disc signal, Electric Spur to Up Main or Up Goods

Miniature Arm Signal, Steam Spur to Up Reception Sidings.

Route to Turntable and indication T associated with the Miniature Arm Signal applying from the Up Reception Sidings.

Notice boards applying to movements to and from the former Turntable will be abolished.

A new Disc signal will be provided on the Spur at the clearance point of the Connection Up Reception Sidings to Up Goods and will apply Spur to Up Reception Sidings.

DETAILS OF WORK ALREADY CARRIED OUT**IMMINGHAM RECEPTION SIDINGS**

The Down Main Distant signal has been renewed in the same position with the arm at a reduced height of 12ft. above rail level. (4)

BEIGHTON JUNCTION

The Up Goods Distant has been renewed as a colour light signal sited on the brackets carrying the Up Main Distant Signal. The Up Goods Distant is now 1227 yards from the Up Goods Home signal. The Up Goods Distant has been plated BN.52 and the Up Main Distant has been plated BN.49. (3)

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

The Engine Run Round line, which originally connected into spring points in the Arrival and Departure line beyond the bunker, has previously been shortened to join the Arrival and Departure line at spring points approximately 120 yards on the signal box side of the bunker. The Engine Run Round has now been slewed to connect into new spring points in the Arrival and Departure line 65 yards nearer the bunker, which will normally lie for movements along the Arrival and Departure line. The latter has been renamed Arrival/Loading/Departure/Run Round Line 'A', and the Engine Run Round has been renamed Arrival Line 'C'. The spring points line 'A' to line 'C' nearest the signal box has been converted to motor points controlled from the bunker control room.

A new loading/Run Round/Departure line 'B' has been provided parallel to and between line 'A' and Line 'C'. At the bunker end, this line connects into the former Engine Run Round to Arrival and Departure Line spring points. These points have been converted to motor points controlled from the bunker control room. At the signal box end, a new set of spring points in line 'A' leads to line 'B'. These points are 67 yards further from the signal box than the line 'A' to line 'C' points and normally lie for movements along line 'A'. A hand lever has been provided to enable these points to be held up.

Signalling Alterations.

The disc signal applying to movements from the former Arrival and Departure line has been abolished.

The position light shunt signal No.3 applying to movements towards signal No.2 on the former Arrival and Departure line has been abolished

The position light shunt signal adjacent to the line 'A' to line 'C' points nearest the signal box has been fitted with a 2 way stencil type route indicator and will now display the following indications:-

'C' to Line 'C'
'A' to Line 'A'

The signal has been numbered 10 and the associated telephone has been abolished.

The following signals have been provided. All are controlled from the bunker control room.

Position light shunt No.9 on Line 'A' at the clearance with Line 'C' at the signal box end, applying to movements towards the signal box. This signal is also controlled from the signal box. An associated telephone to the bunker control room has been provided.

Position light shunt No. 8 on line 'B' at the clearance point with line 'A' at the signal box end, applying to movements towards signal No. 9.

Position light shunt No. 7 on line 'A' at the clearance point with line 'B' at the signal box end, applying to movements towards signal No. 9.

Position light shunt No. 6 on line 'B' at the clearance point with line 'A' at the bunker end, applying to movements towards signal No. 2.

Position light shunt No. 5 on line 'A' at the clearance point with line 'B' at the bunker end, applying to movements towards signal No. 2.

Position light shunt No. 3 on line 'A' adjacent to the points leading to line 'B' at the bunker end, applying to movements away from the bunker along line 'A' or line 'B'.

Position light shunt No. 4 on line 'C' at the clearance point with line 'A' at the bunker end, applying to movements towards signal No. 2.

A notice board has been provided on line 'A' at the clearance point with line 'C' at the bunker end, applying to movements towards signal No.2. The board is lettered "Engines running round not to pass this point" and has been fitted with a marker light. (2)

MASBROUGH SORTING SIDINGS NORTH

The slip connection Down Main to Up Siding has been secured out of use pending removal of the connection and the Up Sidings. The yellow faced disc signal applying Up Siding to Down Main has been abolished. The disc signal and associated stencil type route indicator applying Down Main to Up Sidings, Up Main or Freightliner Depot will now apply to Up Main or Freightliner Depot only and cease to display indication 'S'. (2)

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.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(SOUTHERN AREA) DATED 27 JULY 1974

MISCELLANEOUS NOTICES

Page 9

Add :-

GUARDS OF FULLY FITTED FREIGHT, PARCELS AND EMPTY COACHING
STOCK TRAINS RIDING ON LOCOMOTIVES

Rule Book, Section H, Clause 4.4

If a brake van in a fully fitted freight, parcels or empty coaching stock train cannot for any reason be heated, the Guard is authorised to ride in the trailing cab of the locomotive, providing the last two vehicles on the train are fitted with the automatic brake in working order, and satisfactory arrangements have been made for the security of mails and scheduled traffic duties.

MISCELLANEOUS INSTRUCTIONS

THORESBY COLLIERY BRANCH

A temporary level crossing has been brought into use at 1m. 05chs. of the Colliery Empty Branch line.
A Crossing Keeper will be in attendance.

RUFFORD JUNCTION (MANSFIELD COLLIERY SINGLE LINE)

A temporary level crossing has been brought into use over the single line at 8 m.p.
A hand signalman is in attendance.

BETWEEN IMMINGHAM EASTERN JETTY AND 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.

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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

DONCASTER STATION

The new combined Trainmen's Accommodation is now located at the Southern End of the Station Buildings on Platforms 1 and 4.

TINSLEY WEST JN. TO TINSLEY EAST JN.

A temporary level crossing has been brought into use over the Up and Down lines at 0m. 4chs.

The gates are normally padlocked against road traffic, the key being kept in Tinsley West Junction signal box.

SHEEPBRIDGE BRANCH

A new permanent level crossing has been put into use over the Sheepbridge Branch at 149 miles 27 chains. Advance rail warning signs and rail stop signs have been erected on both sides of the crossing.

MO.45/SC

York
19 DECEMBER, 1974

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. -

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IN TWELVE MONTHS TO NOVEMBER 1974
EASTERN REGION ISSUES OF TRACTION FUEL

WERE **71** MILLION GALLONS
IT IS NOW **20p** PER GALLON



SC

EASTERN REGION

6

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

SATURDAY 8 FEBRUARY

TO

FRIDAY 14 FEBRUARY 1975

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 9 FEBRUARY : ROTHERWOOD

The Down Goods Home Signal (R.27) will be repositioned 22 yards further from the signal box.

DETAILS OF WORK ALREADY CARRIED OUT

SCUNTHORPE

The Ground position light signal No.40 has been repositioned near the Motive Power Depot and has replaced the Stop Board situated adjacent to the local outlet lines. A telephone has been provided at Ground position light signal No.40 (8)

ROtherWOOD

The Down Main to Up Main trailing crossover and associated disc signal have been repositioned 50 yards nearer to the signal box. (8)

** ROTHERWOOD

The Down Main Home Signal R44 will be repositioned 22 yards further from the signal box, with no alterations to routes. (6)

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12 MONTHS TO NOVEMBER 1974

EASTERN REGION ISSUED

71,000,000 GALLONS

IT'S NOW 20p PER GALLON!!!

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**British Rail****SC****EASTERN REGION****9**

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

SATURDAY 1 MARCH**TO****FRIDAY 7 MARCH 1975****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 MARCH : RUFFORD COLLIERY SIDINGS**

The connection Running Line to Rufford Siding will be secured out of use pending removal.

The following signals will be abolished :-

Up Home from Mansfield.

Miniature Arm (left-hand signal on bracket) Clipstone Branch to Rufford Siding.

Disc signal Rufford Siding to Clipstone Branch. (12)

SUNDAY 2 MARCH : DARNALL WEST

Darnall West Down Main Distant DW17 will be renewed 3 yards nearer the Signal Box with the yellow aspect at the reduced height of 13 ft. above rail level. (12)

SUNDAY 2 MARCH : MASBOROUGH STATION SOUTH JUNCTION

The Siding to the Iron Works will be taken out of use pending removal.

The following signals will be abolished :-

Miniature Arm Iron Works to Down Sidings

Miniature Arm (left-hand signal on bracket) Down Sidings to Iron Works.

The Down Fast Home signal from Sheffield together with Masborough Station North Junction Down Fast Distant from Sheffield will be renewed 7 yards further from the Signal Box with the arms at reduced heights of 23 ft. 6 ins. and 17 ft. 6 ins. respectively. (12)

DETAILS OF WORK ALREADY CARRIED OUT**LANGWITH COLLIERY SIDINGS**

The Down Main intermediate block home signal, LCS Z, has been re-numbered and re-plated LCS 4. (10)

WORKSOP EAST

The Down Main First Home and the Down Main Second Home together with Worksop West Down Main Distant below have been abolished.

A new 3-aspect colour light Down Home signal plated W.E.18 has been provided 300 yards before reaching the former Down Main Second Home position. This signal also acts as Worksop West Down Main Distant.

Worksop East Down Main Inner Distant, which was a 2-aspect colour light signal has been changed to a 3-aspect signal capable of displaying Yellow, Double Yellow or Green aspects. This signal also acts as Worksop West Down Main Outer Distant and has been plated W.E. 17.

The distance between Worksop East Down Main Home and Down Main Distant is 1581 yards. (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****SCUNTHORPE**

The Ground position light signal No.40 has been repositioned nearer the Motive Power Depot and in future will apply only from Motive Power outwards line. An associated telephone has been provided. (11)

B.S.C. - Entrance F - A STOP FOR ORDERS board has been provided at the entrance F at a clearance with Motive Power Depot outwards line. (11)**ALDWARKE (ROUNDWOOD SIDINGS)**

Nos.13 to 19 roads (inclusive) between 165 m.p. and 165m 15chs have been secured permanently out of use pending removal. The fence side road has been shortened to 62 yards from the switch toe leading to the Exchange Sidings at Thrybergh Junction. (11)

ROTHERWOOD

The facing connection Down Main to Down Goods together with associated slip connection Down Main to Down Reception Sidings has been secured out of use pending removal. A new Down Main to Down Goods facing connection have been brought into use approximately 45 yards nearer to the signal box and the former connection.

All signals applying via the abolished connection, now apply via the new Down Main to Down Goods connection. (10)

**

ROTHERWOOD

The Down Goods Home Signal (R.27) has been repositioned 22 yards further from the signal box. (9)

NUNNERY GOODS YARD

The connection to the Dock Road at 159m. 40chs. and to the Shunt Necks at 159m. 42chs. and 152m. 45chs. has been secured out of use pending removal. (10)



SC

EASTERN REGION

10

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS**

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 8 MARCH

TO

FRIDAY 14 MARCH 1975

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

**
* **LANGWITH COLLIERY SIDINGS**

The Down Main intermediate block home signal, LCS Z, has been re-numbered and replated LCS 4. (10)

RUFFORD COLLIERY SIDINGS

The connection Running Line to Rufford Sidings has been secured out of use pending removal.

The following signals have been abolished.

Up Home from Mansfield,

Miniature Arm (left-hand signal on bracket) Clipstone Branch to Rufford Siding.

Disc signal Rufford Siding to Clipstone Branch. (12)

**
* **WORKSOP EAST**

The Down Main First Home and the Down Main Second Home together with Worksop West Down Main Distant below have been abolished.

A new 3-aspect colour light Down Home signal plated W.E.18 has been provided 300 yards before reaching the former Down Main Second Home position. This signal also acts as Worksop West Down Main Distant.

Worksop East Down Main Inner Distant, which was a 2-aspect colour light signal has been changed to a 3-aspect signal capable of displaying Yellow, Double Yellow or Green aspects. This signal also acts as Worksop West Down Main Outer Distant and has been plated W.E. 17.

The distance between Worksop East Down Main Home and Down Main Distant is 1581 yards. (10)

DARNALL WEST

Darnall West Down Main Distant DW17 has been renewed 3 yards nearer the Signal Box with the yellow aspect at the reduced height of 13 ft. above rail level. (12)

SCUNTHORPE

The Ground position light signal No.40 has been repositioned nearer the Motive Power Depot and in future will apply only from Motive Power outwards line. An associated telephone has been provided. (11)

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

B.S.C. - Entrance F - A STOP FOR ORDERS board has been provided at the entrance F at a clearance with Motive Power Depot outwards line. (11)

ECKINGTON AND RENISHAW

The connection Up Sidings to Up Main at 152 miles 17 chains has been secured out of use pending removal and associated signals abolished.

MASBOROUGH STATION SOUTH JUNCTION

The Siding to the Iron Works has been taken out of use pending removal.

The following signals have been abolished:-

Miniature Arm Iron Works to Down Sidings

Miniature Arm (left-hand signal on bracket) Down Sidings to Iron Works.

The Down Fast Home signal from Sheffield together with Masborough Station North Junction Down Fast Distant from Sheffield has been renewed 7 yards further from the Signal Box with the arms at reduced heights of 23ft. 6ins. and 17ft. 6ins. respectively. (12)

ALDWARKE (ROUNDWOOD SIDINGS)

Nos. 13 to 19 roads (inclusive) between 165 m.p. and 165m 15chs have been secured permanently out of use pending removal. The fence side road has been shortened to 62 yards from the switch toe leading to the Exchange Sidings at Thrybergh Junction. (11)

**** ROTHERWOOD**

The facing connection Down Main to Down Goods together with associated slip connection Down Main to Down Reception Sidings has been secured out of use pending removal. A new Down Main to Down Goods facing connection have been brought into use approximately 45 yards nearer to the signal box and the former connection.

All signals applying via the abolished connection, now apply via the new Down Main to Down Goods connection. (10)

**** NUNNERY GOODS YARD**

The connection to the Dock Road at 159m. 40chs. and to the Shunt Necks at 159m. 42chs. and 152m. 45chs. has been secured out of use pending removal. (10)



British Rail

SC

EASTERN REGION

11

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

SATURDAY 15 MARCH

TO

FRIDAY 21 MARCH 1975

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

RUFFORD COLLIERY SIDINGS

The connection Running Line to Rufford Sidings has been secured out of use pending removal.

The following signals have been abolished.

Up Home from Mansfield,
Miniature Arm (left-hand signal on bracket) Clipstone Branch to Rufford Siding.
Disc signal Rufford Siding to Clipstone Branch.

(12)

DARNALL WEST

Darnall West Down Main Distant DW17 has been renewed 3 yards nearer the Signal Box with the yellow aspect at the reduced height of 13 ft. above rail level.

(12)

** SCUNTHORPE

The Ground position light signal No.40 has been repositioned nearer the Motive Power Depot and in future will apply only from Motive Power outwards line. An associated telephone has been provided.

(11)

**B.S.C. - Entrance F - A STOP FOR ORDERS board has been provided at the entrance F at a clearance with Motive Power Depot outwards line.

(11)

ECKINGTON AND RENISHAW

The connection Up Sidings to Up Main at 152 miles 17 chains has been secured out of use pending removal and associated signals abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MASBOROUGH STATION SOUTH JUNCTION

The Siding to the Iron Works has been taken out of use pending removal.

The following signals have been abolished:-

Miniature Arm Iron Works to Down Sidings
Miniature Arm (left-hand signal on bracket) Down Sidings to Iron Works.

The Down Fast Home signal from Sheffield together with Masborough Station North Junction Down Fast Distant from Sheffield has been renewed 7 yards further from the Signal Box with the arms at reduced heights of 23ft. 6ins. and 17ft. 6ins. respectively.

(12)

** ALDWARKE (ROUNDWOOD SIDINGS)

Nos.13 to 19 roads (inclusive) between 165 m.p. and 165m 15chs have been secured permanently out of use pending removal. The fence side road has been shortened to 62 yards from the switch toe leading to the Exchange Sidings at Thrybergh Junction.

(11)



SC

EASTERN REGION

16

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

SATURDAY 19 APRIL

TO

FRIDAY 25 APRIL 1975

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

GAINSBOROUGH : SUNDAY 13 APRIL

Gainsborough Central Down Side sidings has been clamped permanently out of use pending removal. (18)

BEIGHTON STATION JUNCTION

The hand-worked connection from the Up Sidings to Slaters Sidings, together with Slaters Sidings, has been abolished. The associated miniature arm signal has also been abolished. (17)

GUNHOUSE LOOP : SUNDAY 13 APRIL

The new facing connection at 19m. 48chs. into the Up Loop at Gunhouse has been brought into use. The Loop has been lengthened by approximately 180 yds and has additional space for 25 standard length units. (18)

CHESTERFIELD CANAL BRANCH : MONDAY 14 APRIL

The Canal Branch leading to Messrs. A. Laver and Company has been shortened by 1078 yards and buffer stops erected at 0 miles 41 chains. (18)

** THRYBERGH JUNCTION AND SILVERWOOD JUNCTION

The line between Thrybergh Junction and Silverwood Junction has been singled. The single line consists of the Down Silverwood from the facing points at Thrybergh Junction to a slew adjacent to the Up Silverwood Second Home signal. From this point the Up Silverwood is the single line to the 12 mile post, where there is again a slew and the Down Silverwood is then a single line to Silverwood Junction. Up trains regain the Up Main line at Thrybergh Junction via the existing Down Main to Up Main (East) trailing crossover.

The single line from Thrybergh Junction to Silverwood Colliery Empty Sidings is known as the Up and Down Silverwood; and the one train working regulations without train staff apply from Thrybergh Junction to Silverwood Colliery (empty wagon sidings)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** THRYBERGH JUNCTION AND SILVERWOOD JUNCTION - continued

Signalling Alterations

Thrybergh Junction

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

Up Silverwood facing trap points.

Up Silverwood/Up Main trailing points.

The Down Silverwood starting signal has been abolished. The disc signal applying Down Main to Up Main (via the East crossover) has been re-positioned approximately 60 yards nearer the signal box.

The existing Up Silverwood second home signal now applies to the single line and is the Up Single line second home to Up Main.

Silverwood Junction

The signal box has been reduced to ground frame status. The facing points Single Line to Loaded Sidings are electrically released from Thrybergh Junction.

The facing points in the Down Silverwood formerly secured for movements towards the colliery have been converted to worked points set towards the single line. The slip connection from the Colliery to the Up Silverwood has been secured for through running from the single line (former Down Silverwood) to the Colliery. The Points leading to the Dead End have been converted to spring points normally set towards the Dead End and also controlled from the signal box for movements, Empty Sidings to Single line.

The Siding beyond the Down Silverwood facing points have been slewed to connect into the Engine Line on Thrybergh side of the connection Engine Line to Departure Siding. The points Siding No. 1/East Curve from Colliery have been converted to hand points.

The catch points in the Down Silverwood, 700 yards and 1738 yards respectively before reaching Home Signal have been secured for through running.

All signals have been abolished. The following notice boards have been provided:-

"Stop for Orders" applying to Up trains on the Up and Down Silverwood, 3 yards before reaching the Dead End spring point at 8ft. above rail level.

"Stop for Orders apply Wagon Brakes" applying to Up trains on Siding No.1, 5 yards before reaching the trap points, at 8ft. above rail level.

"Stop for Orders apply Wagon Brakes" applying to Up trains on the Departure Siding or Engine Line situated between these lines opposite the Siding No. 1, notice board at 8 ft above rail level. The former notice board applying to these lines has been abolished.

"Stop for Orders" applying to Down trains on Sidings No.1, 40 yards before reaching the Siding No.1/East Curve points, at 8ft. above rail level.

"Stop Proceed if line clear" applying to N.C.B. movements from the Loaded Weighbridge to Loaded Sidings 3 yards beyond the former signal, at 15ft above rail level. (16)

TREETON SOUTH

Ogreaves Colliery Old Sidings ground frame has been renewed as a 3 lever ground frame electrically released from the signal box. The disc signal applying Down Sidings to Down Goods has been abolished.

The miniature signal from the Colliery is now cleared when the lever is reversed and this lever is, therefore, reversed before the ground frame is closed.

Ogreaves Colliery New Sidings, ground frame has been renewed as a 3 lever ground frame electrically released from the signal box. The miniature signal from the Colliery is now cleared when the lever is reversed, and this lever is therefore, reversed before the ground frame is closed. (18)



SC

EASTERN REGION

18

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 3 MAY

TO

FRIDAY 9 MAY 1975

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

TUESDAY 6 MAY : BARNSELY STATION JN.

The connection Coal Yard Sidings to Short Siding will be secured out of use pending the removal of the connection and Short siding. The disc signal Short Siding to Down Main will be abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main will cease to apply Down Main to Short Siding. (21)

TUESDAY 6 MAY : STAIRFOOT JUNCTION

The facing connection Down Main to Wharnccliffe Woodmoor Siding (former Single Line) will be secured out of use pending removal.

The Down Main starter to Barnsley will be abolished. The Down Main starter to Wharnccliffe Woodmoor Siding will become the Down Main Starter and apply to movements towards Barnsley. (21)

DETAILS OF WORK ALREADY CARRIED OUT

**** GAINSBOROUGH**

Gainsborough Central Down Side sidings has been clamped permanently out of use pending removal. (18)

WOODHOUSE JUNCTION

The trailing end of the connection Down branch to Down Goods has been converted to trap points with the associated shunt spur taken out of use pending removal.

The following miniature arm signals have been abolished:—

Shunt spur to West sidings (upper of three)
 Shunt spur to Siding B (middle of three)
 Shunt spur to Down Goods (lower of three)
 Down Goods to Shunt spur (lower of two) (20)

JUMBLE LANE

The diamond sign on the Up Main Home signal has been removed. (20)

**** CHESTERFIELD CANAL BRANCH**

The Canal Branch leading to Messrs. A. Laver and Company has been shortened by 1078 yards and buffer stops erected at 0 miles 41 chains. (18)

**** TREETON SOUTH**

Orgreaves Colliery Old Sidings ground frame has been renewed as a 3 lever ground frame electrically released from the signal box. The disc signal applying Down Sidings to Down Goods has been abolished.

The miniature signal from the Colliery is now cleared when the lever is reversed and this lever is, therefore, reversed before the ground frame is closed.

Orgreaves Colliery New Sidings, ground frame has been renewed as a 3 lever ground frame electrically released from the signal box. The miniature signal from the Colliery is now cleared when the lever is reversed, and this lever is therefore, reversed before the ground frame is closed. (18)

**British Rail****SC****EASTERN REGION****19**

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

SATURDAY 10 MAY**TO****FRIDAY 16 MAY 1975****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 11 MAY – WATH CENTRAL JUNCTION AND STATION

Wath Central Junction Down Branch Second Home Signal will be repositioned 3 yards further from the signal box with the arm at a reduced height of 12ft. Wath Central Station Down Main Outer distant from Down Branch, at the present below Wath Central Junction Down Branch Second Home, will be abolished. (23)

SUNDAY 11 MAY – BARNESLEY JUNCTION

The following signals will be abolished:-

Down Worsborough Outer Distant DJ.3R.R.

Down Worsborough Inner Distant DJ.3R.

A new Down Worsborough Distant B.J.3.R. will be brought into use approximately 90 yards on the signal box side of Oxspring Tunnel. The new signal will be located 742 yards from the Down Worsborough Home with the yellow aspect 10 feet above rail level. (23)

DETAILS OF WORK ALREADY CARRIED OUT

WOODHOUSE JUNCTION

The trailing end of the connection Down branch to Down Goods has been converted to trap points with the associated shunt spur taken out of use pending removal.

The following miniature arm signals have been abolished:-

Shunt spur to West sidings (upper of three)

Shunt spur to Siding B (middle of three)

Shunt spur to Down Goods (lower of three)

Down Goods to Shunt spur (lower of two)

(20)

STAIRFOOT JUNCTION

The facing connection Down Main to Wharnccliffe Woodmoor Siding (former Single Line) has been secured out of use pending removal.

The Down Main starter to Barnsley has been abolished. The Down Main starter to Wharnccliffe Woodmoor Siding has become the Down Main starter and applies to movements towards Barnsley. (21)

JUMBLE LANE

The diamond sign on the Up Main Home signal has been removed.

(20)

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

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main has ceased to apply Down Main to Short Siding. (21)

SILVERWOOD COLLIERY

The section of the Up and Down Silverwood between Silverwood Junction and the Colliery Empty Sidings have been taken out of use pending removal. In future the single line will consist of the following sections of track:—

Up and Down Silverwood between Thrybergh Junction and Silverwood Junction.
Engine Line and Shunt Neck between Silverwood Junction and the stop block at 10 miles.

The complete length of single line has been named Up and Down Silverwood and the regulations for one trains working, without a train staff, will apply.

Track Alterations

The existing facing points at Silverwood Junction have been reset for through movements on the new Up and Down Silverwood and secured out of use pending removal. The Spring catch points in the old Up and Down Silverwood (former Empty Branch) have been secured towards the dead end pending removal.

Signalling Alterations

At Silverwood Junction ground frame, the west end of the connection to the departure siding have been converted to facing points released by Thrybergh Junction signal box. The trap points in the present Engine Line have been converted to work spring points normally set in the run off position. The notice board "Stop for Orders" applying to up trains on the former empty branch will be abolished.

In future the designated use of Silverwood Sidings are as follows:—

1 to 3	Loaded Conventional wagons.	
4	Loaded MGR wagons.	
5	Crippled wagons.	
6 to 8	Empty wagons	
9	Dirty wagons.	(New Item) (22)



SC

EASTERN REGION

20

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

SATURDAY 17 MAY

TO

FRIDAY 23 MAY 1975

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 18 MAY-THRUMPTON**

The Down Main 4 aspect colour light signal plated T.6 will be repositioned on the Down Platform 16 yards nearer to the signal box. (24)

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

The trailing end of the connection Down branch to Down Goods has been converted to trap points with the associated shunt spur taken out of use pending removal.

The following miniature arm signals have been abolished:-

- Shunt spur to West sidings (upper of three)
- Shunt spur to Siding B (middle of three)
- Shunt spur to Down Goods (lower of three)
- Down Goods to Shunt spur (lower of two) (20)

WATH CENTRAL JUNCTION AND STATION

Wath Central Junction Down Branch Second Home Signal has been repositioned 3 yards further from the signal box with the arm at a reduced height of 12ft. Wath Central Station Down Main Outer distant from Down Branch, formerly below Wath Central Junction Down Branch Second Home, has been abolished. (23)

STAIRFOOT JUNCTION

The facing connection Down Main to Wharnccliffe Woodmoor Siding (former Single Line) has been secured out of use pending removal.

The Down Main starter to Barnsley has been abolished. The Down Main starter to Wharnccliffe Woodmoor Siding has become the Down Main starter and applies to movements towards Barnsley. (21/22)

**** JUMBLE LANE**

The diamond sign on the Up Main Home signal has been removed. (20)

BARNESLEY JUNCTION

The following signals have been abolished:-

- Down Worsborough Outer Distant B.J.3R.R
- Down Worsborough Inner Distant B.J.3R.

A new Down Worsborough Distant B.J.3R. has been brought into use approximately 90 yards on the signal box side of Oxspring Tunnel. The new signal is located 742 yards from the Down Worsborough Home with the yellow aspect 10 feet above rail level. (23)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BARNESLEY STATION JN.

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main has ceased to apply Down Main to Short Siding. (21/22)

SILVERWOOD COLLIERY

The section of the Up and Down Silverwood between Silverwood Junction and the Colliery Empty Sidings have been taken out of use pending removal. In future the single line will consist of the following sections of track:-

- Up and Down Silverwood between Thrybergh Junction and Silverwood Junction.
- Engine Line and Shunt Neck between Silverwood Junction and the stop block at 10 miles.

The complete length of single line has been named Up and Down Silverwood and the regulations for one trains working, without a train staff, will apply.

Track Alterations

The existing facing points at Silverwood Junction have been reset for through movements on the new Up and Down Silverwood and secured out of use pending removal. The Spring catch points in the old Up and Down Silverwood (former Empty Branch) have been secured towards the dead end pending removal.

Signalling Alterations

At Silverwood Junction ground frame, the west end of the connection to the departure siding have been converted to facing points released by Thrybergh Junction signal box. The trap points in the present Engine Line have been converted to work spring points normally set in the run off position. The notice board "Stop for Orders" applying to up trains on the former empty branch will be abolished.

In future the designated use of Silverwood Sidings are as follows :-

- 1 to 3 Loaded Conventional wagons.
- 4 Loaded MGR wagons.
- 5 Crippled wagons.
- 6 to 8 Empty wagons
- 9 Dirty wagons. (23)

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 JUNE : KIRTON LIME SIDINGS

The trailing crossover between the Up and Down lines and associated slip giving access to the Alpha Cement Co's sidings will be removed.

The disc signal on the cess side of the Up line applying set back Up line to Down line or Alpha Cement Co's sidings will be abolished.

The disc signal between the Up and Down lines applying set back Down line to Up line will be abolished.

A new facing connection in the Down line with associated traps in the Alpha Cement Co's siding will be provided adjacent to the signal box.

A new trailing crossover between the Up and Down lines will be provided on the Brigg side of the over-bridge which is adjacent to the signal box.

A new disc signal will be provided at the Up line end of the new crossover and will apply set back Up line to Down line or Alpha Cement Co. Sidings. This disc will be on the cess side of the line.

A new disc signal will be provided on the Down line clear of the new facing connection applying set back Down line to Up line. This disc will be positioned between the Down line and the Alpha Cement Co's sidings.

The tall siding semaphore signal applying Alpha Cement Co. Siding to Up line will continue to apply to the Up line via the New connection.

The Down home signal will be fitted with a diamond sign.

(25)

WEDNESDAY 4 JUNE : DOVECLIFFE

The Down Dovecliffe Distant will be renewed 3 yards nearer the signal box at a reduced height of 12 feet. The new distance to the Down Dovecliffe Home will now be 527 yards.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

THRUMPTON

The Down Main 4 aspect colour light signal plated T.6 has been repositioned on the Down Platform 16 yards nearer to the signal box.

(24)

WATH CENTRAL JUNCTION AND STATION

Wath Central Junction Down Branch Second Home Signal has been repositioned 3 yards further from the signal box with the arm at a reduced height of 12ft. Wath Central Station Down Main Outer distant from Down Branch, formerly below Wath Central Junction Down Branch Second Home, has been abolished.

(23)



SC

EASTERN REGION

21/22

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

★ **THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS**

SATURDAY 24 MAY

TO

FRIDAY 6 JUNE 1975

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 – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** STAIRFOOT JUNCTION**

The facing connection Down Main to Wharncliffe Woodmoor Siding (former Single Line) has been secured out of use pending removal.

The Down Main starter to Barnsley has been abolished. The Down Main starter to Wharncliffe Woodmoor Siding has become the Down Main starter and applies to movements towards Barnsley. (21/22)

BARNESLEY JUNCTION

The following signals have been abolished:—

Down Worsborough Outer Distant B.J.3R.R

Down Worsborough Inner Distant B.J.3R.

A new Down Worsborough Distant B.J.3R. has been brought into use approximately 90 yards on the signal box side of Oxspring Tunnel. The new signal is located 742 yards from the Down Worsborough Home with the yellow aspect 10 feet above rail level. (23)

**** BARNESLEY STATION JN.**

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main has ceased to apply Down Main to Short Siding. (21/22)

SILVERWOOD COLLIERY

The section of the Up and Down Silverwood between Silverwood Junction and the Colliery Empty Sidings have been taken out of use pending removal. In future the single line will consist of the following sections of track:—

Up and Down Silverwood between Thrybergh Junction and Silverwood Junction.

Engine Line and Shunt Neck between Silverwood Junction and the stop block at 10 miles.

The complete length of single line has been named Up and Down Silverwood and the regulations for one train working, without a train staff, will apply.

Track Alterations

The existing facing points at Silverwood Junction have been reset for through movements on the new Up and Down Silverwood and secured out of use pending removal. The Spring catch points in the old Up and Down Silverwood (former Empty Branch) have been secured towards the dead end pending removal.

Signalling Alterations

At Silverwood Junction ground frame, the west end of the connection to the departure siding have been converted to facing points released by Thrybergh Junction signal box. The trap points in the present Engine Line have been converted to work spring points normally set in the run off position. The notice board "Stop for Orders" applying to up trains on the former empty branch will be abolished.

In future the designated use of Silverwood Sidings are as follows:—

- | | |
|--------|-----------------------------|
| 1 to 3 | Loaded Conventional wagons. |
| 4 | Loaded MGR wagons. |
| 5 | Crippled wagons. |
| 6 to 8 | Empty wagons |
| 9 | Dirty wagons. |

**ACCIDENTS
DON'T JUST
HAPPEN
— THEY ARE
CAUSED**

**British Rail****SC****EASTERN REGION****24****TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****SATURDAY 14 JUNE****TO****FRIDAY 20 JUNE 1975****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 B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
WINCOBANK STATION JUNCTION TO QUARRY JUNCTION		
MONDAY 16 to FRIDAY 20 JUNE		
Skiers Spring and Quarry Junction	Down BLOCKED	23 45 Mon to Thu to 05 00 Tue to Fri. Trackwork between 167¼ and 173½m.p. Possession given up to pass 1J54. On track machines in use.

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**KIRTON LIME SIDINGS**

The trailing crossover between the Up and Down lines and associated slip giving access to the Alpha Cement Co's sidings have been removed.

The disc signal on the cess side of the Up line applying set back Up line to Down line or Alpha Cement Co's sidings has been abolished.

The disc signal between the Up and Down lines applying set back Down line to Up line has been abolished.

A new facing connection in the Down line with associated traps in the Alpha Cement Co's siding has been provided adjacent to the signal box.

A new trailing crossover between the Up and Down lines has been provided on the Brigg side of the over-bridge which is adjacent to the signal box.

A new disc signal has been provided at the Up line end of the new crossover and applies set back Up line to Down line or Alpha Cement Co. Sidings. This disc is on the cess side of the line.

A new disc signal has been provided on the Down line clear of the new facing connection applying set back Down line to Up line. This disc has been positioned between the Down line and the Alpha Cement Co's sidings.

The tall siding semaphore signal applying Alpha Cement Co. Siding to Up line will continue to apply to the Up line via the New connection.

The Down home signal has been fitted with a diamond sign.

(25)

* THRUMPTON**

The Down Main 4 aspect colour light signal plated T.6 has been repositioned on the Down Platform 16 yards nearer to the signal box.

(24)

HUDDERSFIELD JUNCTION (NEW WORKS CARRIAGE SIDINGS)

The points leading to Nos.5, 6 and 7 Roads, in the New Works Carriage Sidings have been secured out of use pending removal.

New Item (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MASBOROUGH STATION NORTH JUNCTION AND SOUTH JUNCTION

The facing connection Down Fast to Through Siding has been secured out of use pending removal. The trap points in the Through Siding have been secured in the run off position pending removal of the Through Siding. The facing end of the connection Down Goods to Down Fast now acts as trap points.

The following signals have been abolished: –

- Disc signal applying Down Fast Home to Through Sidings
- Miniature arm signal applying Down Goods Home to Through Sidings
- Disc signal applying Through Siding to Down Fast (top of two)
- Disc signal applying set back on Through Siding (bottom of two)
- Disc signal applying Through Siding to Down Goods

Masborough Station South Junction

The disc signal set back on Down Goods, which is adjacent to Masborough station, North Junction, Down Goods Home, has been abolished. (26)

DEARNE JUNCTION

The Down Main Home has been renewed 80 yards nearer the signal box with the arm at a reduced height of 15 feet above rail level. (26)

DOVECLIFFE

The Down Dovecliffe Distant has been renewed 3 yards nearer the signal box at a reduced height of 12 feet. The new distance to the Down Dovecliffe Home is now 527 yards. (25)

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.

ALTERATION TO SD 22 D

MISCELLANEOUS NOTICES

Page SD-3

SECURING OF CHAINS TRAILING FROM FREIGHT WAGONS

Delete :- heading and item (26D)



SC

EASTERN REGION

25

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS**

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 21 JUNE

UNTIL FURTHER NOTICE

1975

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** KIRTON LIME SIDINGS

The trailing crossover between the Up and Down lines and associated slip giving access to the Alpha Cement Co's sidings have been removed.

The disc signal on the cess side of the Up line applying set back Up line to Down line or Alpha Cement Co's sidings has been abolished.

The disc signal between the Up and Down lines applying set back Down line to Up line has been abolished.

A new facing connection in the Down line with associated traps in the Alpha Cement Co's siding has been provided adjacent to the signal box.

A new trailing crossover between the Up and Down lines has been provided on the Brigg side of the over-bridge which is adjacent to the signal box.

A new disc signal has been provided at the Up line end of the new crossover and applies set back Up line to Down line or Alpha Cement Co. Sidings. This disc is on the cess side of the line.

A new disc signal has been provided on the Down line clear of the new facing connection applying set back Down line to Up line. This disc has been positioned between the Down line and the Alpha Cement Co's sidings.

The tall siding semaphore signal applying Alpha Cement Co. Siding to Up line will continue to apply to the Up line via the New connection.

The Down home signal has been fitted with a diamond sign.

(25)

HUDDERSFIELD JUNCTION (NEW WORKS CARRIAGE SIDINGS)

The points leading to Nos.5, 6 and 7 Roads, in the New Works Carriage Sidings have been secured out of use pending removal.

(27)

MASBOROUGH STATION NORTH JUNCTION AND SOUTH JUNCTION

The facing connection Down Fast to Through Siding has been secured out of use pending removal. The trap points in the Through Siding have been secured in the run off position pending removal of the Through Siding. The facing end of the connection Down Goods to Down Fast now acts as trap points.

The following signals have been abolished:-

- Disc signal applying Down Fast Home to Through Sidings
- Miniature arm signal applying Down Goods Home to Through Sidings
- Disc signal applying Through Siding to Down Fast (top of two)
- Disc signal applying set back on Through Siding (bottom of two)
- Disc signal applying Through Siding to Down Goods

(Amended Item) (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DEARNE JUNCTION

The Down Main Home has been renewed 80 yards nearer the signal box with the arm at a reduced height of 15 feet above rail level. (26)

**DOVECLIFFE

The Down Dovecliffe Distant has been renewed 3 yards nearer the signal box at a reduced height of 12 feet. The new distance to the Down Dovecliffe Home is now 527 yards. (25)

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.

MISCELLANEOUS NOTICE.

The 4 Weekly Section D Notice No.22D shown to terminate on Friday, 27 June, will remain in operation until further notice and must be retained until the receipt of a further Section D Notice.

ALTERATION TO SD 22 D

MISCELLANEOUS NOTICES

Page SD-3

SECURING OF CHAINS TRAILING FROM FREIGHT WAGONS

Delete :- heading and item

(26D)

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

GREEN PAGES

D. EXCEPTIONAL LOADS

The Amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and clause D 5/6 under

5. CODEWORDS AND EXPLANATIONS published in SD and ND notices No. 22D will not be operative until 28 June 1975.

PINK PAGES

Section F11/16

(a) CEGB traffic

"During office hours" telephone extensions to read 2009 or 2381.

(26D)

Section F 13/3

Nobels Explosives Co. Ltd.

Amend:- telephone number to read Stevenston (0294) 62140

Amend:- Plant Protection Ltd. to read Plant Protection Division

(MM/0/27/5) 26D

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

SUPPLEMENT NO. 1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET B.R. 29960/22

Owing to delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet B.R. 29960 and who does not receive Supplement No. 1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No. 1 comes into force on 28 June.

SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR.29960/22), and which will come into operation on Saturday 28 June. (26D)

MO.45/SC

York

11 JUNE, 1975

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

27

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS**

**SIGNAL ALTERATIONS
APPENDIX INSTRUCTIONS, ETC.**

SATURDAY 5 JULY

TO

FRIDAY 11 JULY 1975

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

WENTWORTH JUNCTION

The slip connection leading from the Up Main to the Colliery Siding, sited to the East of the signal box has been secured out of use pending removal.

The disc signal at the Up Main point ends of this connection has been repositioned 300 yards East of the signal applying set-back - Up Main to Colliery Branch; to Down Main, or Up Siding, and also acts as a repeater for that signal. (29)

**** HUDDERSFIELD JUNCTION (NEW WORKS CARRIAGE SIDINGS)**

The points leading to Nos.5, 6 and 7 Roads, in the New Works Carriage Sidings have been secured out of use pending removal. (27)



SC

EASTERN REGION

28

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS**

**SIGNAL ALTERATIONS
APPENDIX INSTRUCTIONS, ETC.**

SATURDAY 12 JULY

TO

FRIDAY 18 JULY 1975

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 B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION		
UNTIL FURTHER NOTICE		
Shepcote Lane and Tinsley Yard	All	Overhead line maintenance between 161¼ and 159¾m.p. (75/1)
WINCOBANK STATION JN. TO QUARRY JN.		
SUNDAY 13 JULY		
Wincobank Station Jn. and Skiers Spring	Down BLOCKED	06 00 to 18 00. Signalling work. Single line working over Up.

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 13 JULY – IMMINGHAM RECEPTION SIDINGS

The bracket signal Nos.63/85/88 applying Up Main to Reception Sidings or Storage Sidings or along the Up Main will be replaced by a temporary straight post signal. Authority to pass this signal will be given by the signal man. A telephone communicating with the signal box will be located adjacent to the signal. This temporary signal will be in use until Sunday 27 July. (31)

SUNDAY 13 JULY : MASBOROUGH STATION NORTH JUNCTION (AND SOUTH JUNCTION)

Masborough Station North Junction

The following connections will be secured out of use pending removal :-

Facing, Up Slow to Up Fast
Facing, Down Fast to Down Slow

The following signals will be abolished :-

Up Slow Home to Up Fast together with the Masborough Station South Junction Up Fast Distant from Up Slow beneath.
Disc, set back on Down Slow or Down Slow to Down Fast.
Down Fast Home.
Down Goods Home to Down Fast.
Down Fast Distant from Barrowhill to Down Slow.

Altered naming of signals :-

The Down Fast Home to Down Slow will become the Down Fast Home.
The Down Goods Home to Down Slow will become the Down Goods Home to Down Fast. (31)

SUNDAY 13 JULY : ORGREAVES COLLIERY

The three-armed miniature signal applying Up Sidings West to Colliery Branch (top arm), Up Sidings East (middle arm) or Up Goods (bottom arm) will be replaced by a ground disc signal with a 3-way stencil type route indicator, with the following indications :-

“C” – to Colliery Branch
“S” – to Up Sidings East
“G” – to Up Goods

The two-armed miniature signal applying Steel Company Sidings to Colliery Branch (top arm), or Up Sidings East (bottom arm) will be replaced by a ground disc signal with a 2-way stencil type route indicator with the following indications :-

“C” – to Colliery Branch
“S” – to Up Sidings East

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

STAINFORTH JUNCTION

The facing connection Up Main to Up Goods on the Doncaster side of the signal box has been secured permanently out of use pending removal. The Up Main home to Up Goods signal has been abolished and the Up Main home signal has been renewed on a straight post in the same position with the arm at a lower height of 25ft. above rail level. **New Item (31)**

WENTWORTH JUNCTION

The slip connection leading from the Up Main to the Colliery Siding, sited to the East of the signal box has been secured out of use pending removal.

The disc signal at the Up Main point ends of this connection has been repositioned 300 yards East of the signal applying set-back – Up Main to Colliery Branch; to Down Main, or Up Siding, and also acts as a repeater for that signal. **(29)**

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.

SD Notice Page 55

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

Page 215 TABLE F. PROPELLING TRAINS OR VEHICLES

Delete amendment regarding PROPELLING FREIGHT BRAKE VANS **(30D)**

ROTHERHAM MAIN TO GREASBOROUGH ROAD (NEW YORK SIDINGS)

Nos.3, 6 and 7 Roads between 4m. 31chs. and 4m. 38chs. have been clipped and secured out of use. **(29)**

York

2 JULY, 1975

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

29

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

SATURDAY 19 JULY

TO

FRIDAY 25 JULY 1975

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DORE STATION JUNCTION TO GRINDLEFORD (LMR)		
MONDAY 21 to WEDNESDAY 23 JULY		
Totley Tunnel East and Grindleford	Down BLOCKED	23 50 Mon and Tue to 05 45 Tue and Wed. Trackwork between 155 and 159m.p. On track machines in use. Single line working over Up.
SHEFFIELD NUNNERY MAIN LINE JN. TO NUNNERY JN.		
SUNDAY 20 JULY		
Sheffield Victoria No.4	All	08 00 to 16 30. Signalling work.
MONDAY 21 to FRIDAY 25 JULY		
Sheffield Victoria No.4	All	07 30 to 16 00 daily. Signalling work.
SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION		
UNTIL FURTHER NOTICE		
Shepcote Lane and Tinsley Yard	All	Overhead line maintenance between 161¼ and 159¼m.p. (75/1)
WINCOBANK STATION JN. TO QUARRY JN.		
SUNDAY 20 JULY		
Skiers Spring and Quarry Jn.	Down BLOCKED Up Between Trains	06 00 to 16 00. Trackwork between 171m. 64chs. and 172m. 22chs. Single line working over Up line. Crane in use.
TUESDAY 22 to WEDNESDAY 23 JULY		
Quarry Jn. and Skiers Spring	Up BLOCKED	00 10 to 05 00 daily. Trackwork between 173m. 48chs. and 173m. 11chs. On track machine in use.
WEDNESDAY 23 to FRIDAY 25 JULY		
Skiers Spring and Quarry Jn.	Down BLOCKED	23 45 Wed and Thu. to 05 00 Thu and Fri. Trackwork between 172½m.p. and 173m. 48chs. Possession to be given up to pass 1J54, 02 31 Sheffield to Barnsley.

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 27 JULY: HARRISON AND CAMMS SIDINGS, MASBOROUGH STATION SOUTH JUNCTION AND MASBOROUGH SOUTH JUNCTION

The Up and Down lines between Masborough South Junction and Holmes Junction will be re-named Up Holmes Curve and Down Holmes Curve respectively.

Harrison and Camms Sidings

The trailing crossover Up Main to Down Main will be secured out of use pending removal. The Down Main distant HC.5R will cease to be controlled by Harrison & Camms Sidings. The signal box and all other signals controlled therefrom will be abolished.

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

The three-armed miniature signal applying Up Sidings West to Colliery Branch (top arm), Up Sidings East (middle arm) or Up Goods (bottom arm) has been replaced by a ground disc signal with a 3-way stencil type route indicator, with the following indications:—

“C” – to Colliery Branch

“S” – to Up Sidings East

“G” – to Up Goods

The two-armed miniature signal applying Steel Company Sidings to Colliery Branch (top arm), or Up Sidings East (bottom arm) has been replaced by a ground disc signal with a 2-way stencil type route indicator with the following indications:—

“C” – to Colliery Branch

“S” – to Up Sidings East

(31)

STAINFORTH JUNCTION

The facing connection Up Main to Up Goods on the Doncaster side of the signal box has been secured permanently out of use pending removal. The Up Main home to Up Goods signal has been abolished and the Up Main home signal has been renewed on a straight post in the same position with the arm at a lower height of 25ft. above rail level.

(31)

WENTWORTH JUNCTION

The slip connection leading from the Up Main to the Colliery Siding, sited to the East of the signal box has been secured out of use pending removal.

The disc signal at the Up Main point ends of this connection has been repositioned 300 yards East of the signal applying set-back – Up Main to Colliery Branch; to Down Main, or Up Siding, and also acts as a repeater for that signal.

(29)

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.

SD Notice Page 55

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

Page 215 TABLE F. PROPELLING TRAINS OR VEHICLES

Delete amendment regarding PROPELLING FREIGHT BRAKE VANS

(30D)

*** ROTHERHAM MAIN TO GREASBOROUGH ROAD (NEW YORK SIDINGS)**

Nos.3, 6 and 7 Roads between 4m. 31chs. and 4m. 38chs. have been clipped and secured out of use.

(29)

York

MO.45/SC

F.J.BURGE
Chief Operating Manager

9 JULY, 1975

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

30

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS**

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 26 JULY

TO

FRIDAY 1 AUGUST 1975

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 27 JULY – IMMINGHAM RECEPTION SIDINGS

The South Reception Sidings will become redundant.

The points leading from No.1 Loop West to the North and South Reception Sidings will be secured out of use in the reverse position for through running towards the North Reception Sidings.

The connection between the North and South Reception Sidings and the trailing connection leading from the Down Main to the North or South Reception Sidings will be secured out of use in the reverse position for through running from Down Main to the (North) Reception Sidings.

All associated signals or signal routes will be abolished.

Signalling Alterations

The Up Main 2nd Home signal with its associated Up Main 2nd Home signals to South Reception Sidings; North Reception Sidings or Storage Sidings will be abolished, and the Up Main 1st Home signal IR.213 will become the Up Main Home signal.

Two additional route readings will be added to IR.213 as follows:

Aspect	Indication	Route
Sub	"R"	Towards Reception Sidings
Sub	"S"	Storage Sidings

Two additional route readings will be added to Down Main ground position light signal, IR.212 as follows:

Indication "R" – set back towards Reception Sidings

Indication "S" – set back towards Storage Sidings
(Indication "M" will now apply towards the Up Main Starting Signal). (33)

SUNDAY 27 JULY: HARRISON AND CAMMS SIDINGS, MASBOROUGH STATION SOUTH JUNCTION AND MASBOROUGH SOUTH JUNCTION

The Up and Down lines between Masborough South Junction and Holmes Junction will be re-named Up Holmes Curve and Down Holmes Curve respectively.

Harrison and Camms Sidings

The trailing crossover Up Main to Down Main will be secured out of use pending removal. The Down Main distant HC.5R will cease to be controlled by Harrison & Camms Sidings. The signal box and all other signals controlled therefrom will be abolished. (33)

Holmes Junction

The Down Main Inner Distant will be abolished. Harrison and Camms Sidings Down Main Distant HC.5R which at Present acts as the Down Main Outward Distant will be re-named Down Main Distant. In future the signal will display Yellow and Green aspects and will be plated HJ.37.

A new double disc signal will be provided for Up Direction Movements on the Down Holmes Curve. The new discs will be sited in the Down Cess adjacent to the trailing points from Westgate Siding and will have the following applications :-

- Down Holmes Curve to Westgate Siding (top disc)
- Set back on Down Holmes Curve towards Masborough South Junction (bottom disc)

Masborough Station South Junction

The following disc signals will be abolished :-
Barrow Hill Down Fast to Barrow Hill Up Fast.
Sheffield Down Fast to Down Sidings.

A new double disc signal will be provided for Up Direction movements on the Down Fast. The new disc signal will be sited in the six-foot adjacent to the Barrow Hill/Sheffield Junction trailing points and will have the following applications :-

- Down Fast to Barrow Hill Up Fast (Top disc)
- Down Fast to Down Sidings (Bottom disc)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 27 JULY : HARRISON AND CAMMS SIDINGS, MASBOROUGH STATION SOUTH JUNCTION AND MASBOROUGH SOUTH JUNCTION – continued

Masborough South Junction

A new miniature arm signal will be provided for Up direction movements on the Down Holmes Curve. The new signal will be sited in the Down Cess and will be 203 yards from the signal box. The signal arm will be 15 feet above rail level and a telephone will be provided for communication with the signal box.

The disc signal Down Main to Up Main will be re-sited between the Down Main and Down Goods adjacent to the Down Main end of the Main trailing crossover. (33)

DETAILS OF WORK ALREADY CARRIED OUT

** IMMINGHAM RECEPTION SIDINGS

The bracket signal Nos.63/85/88 applying Up Main to Reception Sidings or Storage Sidings or along the Up Main has been replaced by a temporary straight post signal. Authority to pass this signal will be given by the signal man. A telephone communicating with the signal box has been located adjacent to the signal. This temporary signal will be in use until Sunday 27 July. (30)

ORGREAVES COLLIERY

The three-armed miniature signal applying Up Sidings West to Colliery Branch (top arm), Up Sidings East (middle arm) or Up Goods (bottom arm) has been replaced by a ground disc signal with a 3-way stencil type route indicator, with the following indications:-

- "C" – to Colliery Branch
- "S" – to Up Sidings East
- "G" – to Up Goods

The two-armed miniature signal applying Steel Company Sidings to Colliery Branch (top arm), or Up Sidings East (bottom arm) has been replaced by a ground disc signal with a 2-way stencil type route indicator with the following indications:-

- "C" – to Colliery Branch
- "S" – to Up Sidings East

(31)

STAINFORTH JUNCTION

The facing connection Up Main to Up Goods on the Doncaster side of the signal box has been secured permanently out of use pending removal. The Up Main home to Up Goods signal has been abolished and the Up Main home signal has been renewed on a straight post in the same position with the arm at a lower height of 25ft. above rail level. (31)

** WENTWORTH JUNCTION

The slip connection leading from the Up Main to the Colliery Siding, sited to the East of the signal box has been secured out of use pending removal.

The disc signal at the Up Main point ends of this connection has been repositioned 300 yards East of the signal applying set-back – Up Main to Colliery Branch; to Down Main, or Up Siding, and also acts as a repeater for that signal. (30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MASBOROUGH STATION NORTH JUNCTION (AND SOUTH JUNCTION)

Masborough Station North Junction

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

- Facing, Up Slow to Up Fast
- Facing, Down Fast to Down Slow

The following signals have been abolished :—

- Up Slow Home to Up Fast together with the Masborough Station South Junction Up Fast Distant from Up Slow beneath.
- Disc, set back on Down Slow or Down Slow to Down Fast.
- Down Fast Home.
- Down Goods Home to Down Fast.
- Down Fast Distant from Barrowhill to Down Slow.

Altered naming of signals :-

- The former Down Fast Home to Down Slow is now the Down Fast Home.
- The former Down Goods Home to Down Slow is now the Down Goods Home to Down Fast.(31)

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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 235					
★	Add:—	MASBOROUGH SOUTH JUNCTION TO HOLMES JUNCTION			
Holmes Jn.	Masborough South Junction	Down Holmes Curve.	—		13 S.L. Units. Clear weather only.

MO.45/SC

F.J.BURGE
Chief Operating Manager

York
16 JULY, 1975

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

33

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

SATURDAY 16 AUGUST

TO

FRIDAY 22 AUGUST 1975**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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION		
UNTIL FURTHER NOTICE		
Shepcote Lane and Tinsley Yard	All	Overhead line maintenance between 161¼ and 159¾m.p. (75/1)
SUNDAY 17 AUGUST		
Shepcote Lane (Shepcote Lane Jn. Pts.)	All Between Trains	07 00 to 16 00. Trackwork at 161¼ m.p.
WINCOBANK STATION JUNCTION TO QUARRY JUNCTION		
TUESDAY 19 and WEDNESDAY 20 AUGUST		
Quarry Jn. and Skiers Spring	Up BLOCKED	00 10 to 05 00 daily. Trackwork between 173m. 42chs. and 172m. 50chs. On track machine in use.
WEDNESDAY 20 to THURSDAY 21 AUGUST		
Skiers Spring and Quarry Jn.	Down BLOCKED	23 45 Wed to 05 00 Thu. Trackwork between 172m. 50chs. and 173m. 42chs. Possession given up to pass 1J54, 02 31 Sheffield to Barnsley On track machine in use.

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 17 AUGUST: WOMBWELL MAIN JUNCTION AND DOVECLIFFE

The existing double track over underbridge No.36 will be replaced by single track for a distance of approximately 140 yards. Access to the single line will be via single connections at each end controlled by a new ground frame to be called 'Swaithes ground frame'. The single line will be protected by the existing Down Dovecliffe starting signal controlled from Wombwell Main Junction and the existing Up Starting signal controlled from Dovecliffe. (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

MASBOROUGH STATION SOUTH JUNCTION AND NORTH JUNCTION

Masborough Station South Jn.

The disc signal set back on Down Goods adjacent to Masborough Station North Junction Down Goods Home, has been abolished.

Masborough Station North Jn.

The disc signal Down Fast to Up Fast has been replaced by a double disc on the cess side. The new disc signal has the following applications :-

Top Disc, Down Fast to Up Fast.

Bottom Disc, Down Fast to Down Goods.

The bottom disc is jointly controlled by Masborough Station South and North Junction boxes. (35)

SHEFFIELD VICTORIA NO.1

The following sidings have been taken out of use pending removal :-

Up Sidings East.

A portion of the Through Siding adjacent to Up Sidings East.

Harvest Lane Sidings.

Track Alterations

The sidings end of the connection, Through Siding to Up Main (West) now acts as trap points.

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

Up Sidings East to Up Main.

Through Siding to Up Main (East).

Trailing crossover, Up Main to Down Main (East).

Facing connection, Down Main to Down Sidings.

Slip connection, Up Main to Down Sidings.

A stop block has been provided on the Down Sidings immediately West of the facing connection, Down Main to Down Sidings.

Signalling Alterations

The following signals have been abolished :-

Disc, Up Sidings west to Through Siding (East).

Miniature ground level colour light, shunt along Through Siding (West) to East.

Miniature semaphore, Up Sidings East to Up Main.

Ground level colour light, Through Sidings (East) to Up Main.

Position light shunt, Through Sidings (East) to Up Main.

Up Main starter shunt ahead (part of S1.3).

Disc, Up Main to Down Sidings, Down Main, set back on Up Main or Up Sidings East.

Down Main home to Down Sidings (part of S1.35).

Disc, Down Main to Up Main.

Disc, Down Sidings to Up Main.

Miniature semaphore, Harvest Lane Sidings to Down Sidings. (35)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

LINCOLN PYEWIPE JUNCTION

The section of the Down and Up Avoiding Lines between the junction points at the Boultham Junction end and the Up Main/Up Branch Junction points at the Tuxford end (together with the Engine Spur) have been made redundant.

The facing points – Down Avoiding/Down branch and the trailing points – Up Branch/Up Avoiding have been secured out of use in the Reverse position to allow through running between the Avoiding lines and the Main lines.

The facing junction points – Up Tuxford Branch/Up Avoiding have been secured for through running from Up Branch to Up Main.

The trailing junction points – Down Avoiding/Down Tuxford Branch have been secured for through running from Down Main to Down Branch.

The switch diamonds in the Down Main/Up Avoiding have been secured for through running to Down Branch.

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

Trailing connection between the Up Main and Goods lines, and the associated slip connection leading to the Down Sidings.

All associated signalling has been abolished.

The Junction Indicators (positions 1, 4 and 5) on the Up Branch 4 – aspect Home signal No. 1 have been taken out of use and this signal now applies towards the Up Main only. The following signals has also been abolished:-

Disc – set back to Goods line or along the Up Main.

Altered Signal

The miniature arm shunting signal formerly applying – set-back along Up Main towards the above mentioned disc signal, now applies set-back along the Up Main towards the Up Sidings. (34)

BROOKHOUSE COLLIERY

The Up Main semaphore starting signal has been renewed 3 yards nearer the signal box with the arm at a reduced height of 12ft above rail level. (34)

SHEFFIELD (CHESTERFIELD STATION)

The run-back catch points in the Up Goods Line formerly positioned 1050 yards before reaching S.4 colour light signal have been re-sited at 1155 yards before reaching S.4 signal. (34)

WOODHOUSE JUNCTION

The Up Main semaphore starting signal has been renewed 3 yards nearer the signal box with the arm at a reduced height of 12ft above rail level. (34)

SHEEPBRIDGE BRANCH

The following illuminated notice boards have been brought into use:-

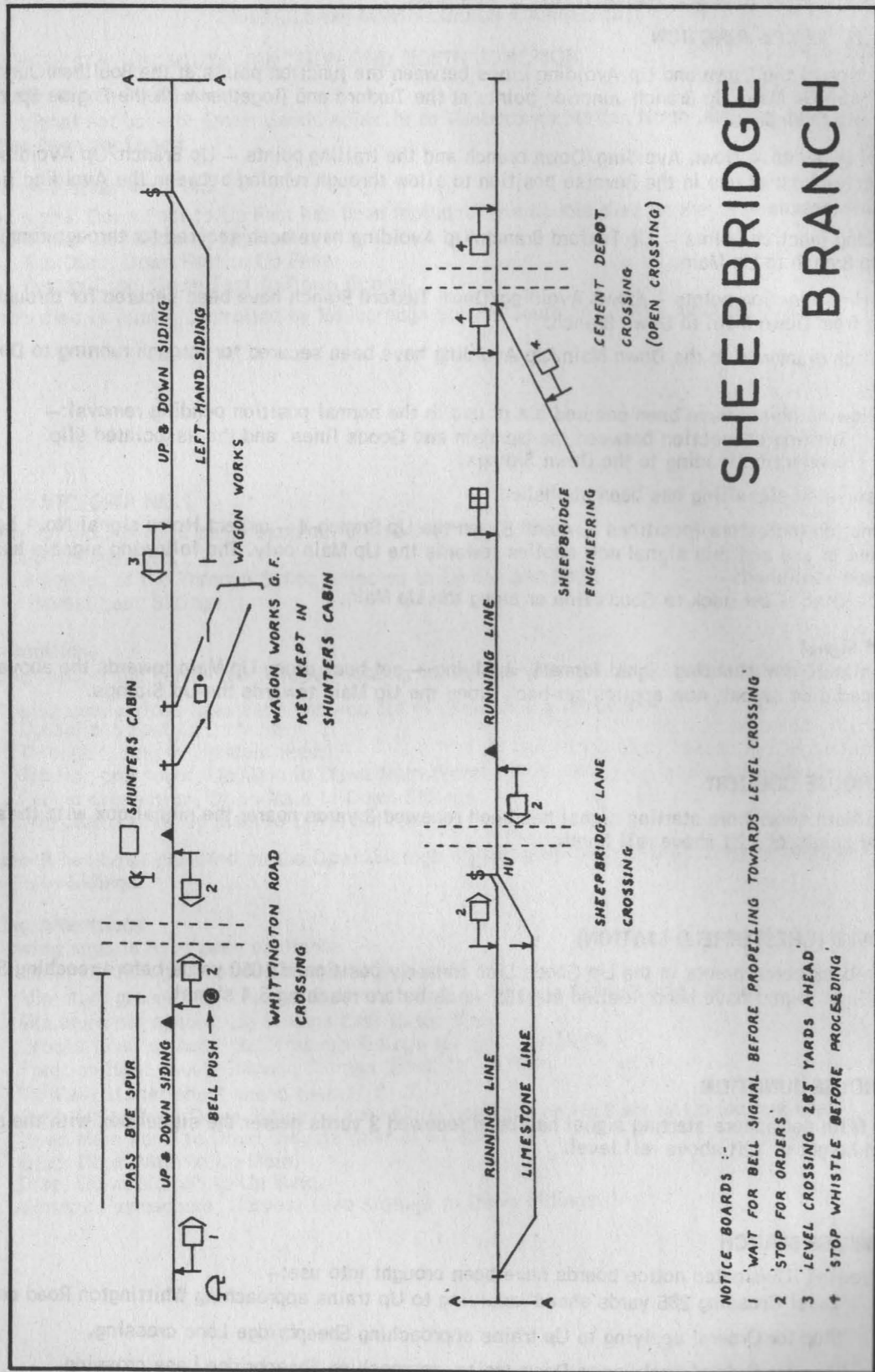
'Level Crossing 285 yards ahead' applying to Up trains approaching Whittington Road crossing.

'Stop for Orders' applying to Up trains approaching Sheepbridge Lane crossing.

'Stop for Orders' applying to Down trains approaching Sheepbridge Lane crossing.

The layout and signalling at and beyond Whittington Road crossing is shown on the accompanying sketch. All track and signalling equipment not shown on the sketch has been, or will be taken out of use pending removal. (34)

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



NOTICE BOARDS :-

- 1 WAIT FOR BELL SIGNAL BEFORE PROPELLING TOWARDS LEVEL CROSSING
- 2 STOP FOR ORDERS
- 3 LEVEL CROSSING 285 YARDS AHEAD
- + STOP WHISTLE BEFORE PROCEEDING

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

** IMMINGHAM RECEPTION SIDINGS

The North Group of Empty Sidings have become redundant.

The points leading from No.1 Loop West to the North and South Empty Sidings have been secured out of use in the reverse position for through running towards the C & W Depot.

Signalling Alterations

The Up Main 2nd Home signal with its associated Up Main 2nd Home signals to South Reception Sidings; North Reception Sidings or Storage Sidings have been abolished, and the Up Main 1st Home signal IR.213 has become the Up Main Home signal.

Two additional route readings have been added to IR.213 as follows:

Aspect	Indication	Route
Sub	"R"	Towards Reception Sidings
Sub	"S"	Storage Sidings

Two additional route readings have been added to Down Main ground position light signal, IR.212 as follows:

Indication "R" – set back towards Reception Sidings

Indication "S" – set back towards Storage Sidings.

(Indication "M" now applies towards the Up Main Starting Signal).

(33)

** HARRISON AND CAMMS SIDINGS, MASBOROUGH STATION SOUTH JUNCTION AND MASBOROUGH SOUTH JUNCTION

The Up and Down lines between Masborough South Junction and Holmes Junction have been re-named Up Holmes Curve and Down Holmes Curve respectively.

Harrison and Camms Sidings

The trailing crossover Up Main to Down Main has been secured out of use pending removal. The Down Main distant HC.5R ceases to be controlled by Harrison & Camms Sidings. The signal box and all other signals controlled therefrom have been abolished.

Holmes Junction

The Down Main Inner Distant has been abolished. Harrison and Camms Sidings Down Main Distant HC.5R formerly acting as the Down Main Outward Distant has been re-named Down Main Distant. The signal now displays Yellow and Green aspects and is plated HJ.37.

A new double disc signal has been provided for Up Direction Movements on the Down Holmes Curve. The new discs are sited in the Down Cess adjacent to the trailing points from Westgate Siding and have the following applications:-

- Down Holmes Curve to Westgate Siding (top disc)
- Set back on Down Holmes Curve towards Masborough South Junction (bottom disc)

Masborough Station South Junction

The following disc signals have been abolished:-

- Barrow Hill Down Fast to Barrow Hill Up Fast.
- Sheffield Down Fast to Down Sidings.

A new double disc signal has been provided for Up Direction movements on the Down Fast. The new disc signal is sited in the six-foot adjacent to the Barrow Hill/Sheffield Junction trailing points and has the following applications:-

- Down Fast to Barrow Hill Up Fast (Top disc)
- Down Fast to Down Sidings (Bottom disc)

Masborough South Junction

A new miniature arm signal has been provided for Up direction movements on the Down Holmes Curve. The new signal is sited in the Down Cess 203 yards from the signal box. The signal arm is 15 feet above rail level and a telephone has been provided for communication with the signal box.

The disc signal Down Main to Up Main has been re-sited between the Down Main and Down Goods adjacent to the Down Main end of the Main trailing crossover.

(33)

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.

★ ** RE-ISSUE OF A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOKLETS

The undermentioned new booklets dated 3 May 1975, the introduction of which was postponed, will now COME INTO OPERATION ON MONDAY 15 SEPTEMBER:-

BR.29987 - Working Instructions for A.C. Electrified Lines.
BR.29988 - Extracts from Working Instructions for A.C. Electrified Lines.

From the same date, the existing booklets BR.29987 and BR.29988 dated 1967, together with the pamphlet "New Procedure for Isolation and Earthing of Overhead Line Equipment (where specially authorised)" dated January 1973, will be CANCELLED.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE "F" - PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions.
Page 227			
HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD			
Delete:-			
Harrison and Camms Sidings	Holmes Junction	Down Main	20 wagons.
Amend:-			
Wincobank Station Junction	Holmes Junction	Down Main	
Holmes Junction	Wincobank Station Junction	Up Main	(34)

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 235				
Add:-				
MASBOROUGH SOUTH JUNCTION TO HOLMES JUNCTION				
Holmes Jn.	Masborough South Junction	Down Holmes Curve.	-	13 S.L. Units. Clear weather only. (34)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) - continued

TABLE "H1" - WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN THE REAR

From	To	Line	Number of vehicles and special conditions
Page 241			
HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD			
Amend:-			
Wincobank Station Junction	Holmes Junction	Down Main	
Holmes Junction	Wincobank Station Junction	Up Main	(34)

OTHER GENERAL INSTRUCTIONS

Page 330 (Page 131 Supp.No.1)

AIR BRAKED NETWORK SERVICES

Add to list of trains:-

6E34 22 30 SX Morris Cowley - Parkeston Quay
6V55 08 25 MSX Parkeston Quay - Morris Cowley
6V55 08 21 SO Parkeston Quay - Hinksey

★ THURSDAY 21 AND FRIDAY 22 AUGUST - ELSECAR JN. LEVEL CROSSING

The lifting barriers will be out of commission between 07 00 and 17 00 each day. Handsignalmen will be in attendance for road traffic.

FREIGHTLINER TRAINS

Freightliner Trains will be reported through the TOPS System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these Trains.

(34)

MO.45/SC

F.J.BURGE
Chief Operating ManagerYork
6 AUGUST, 1975

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:-

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.



SC

EASTERN REGION

36

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 6 SEPTEMBER

TO

FRIDAY 12 SEPTEMBER 1975

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 7 SEPTEMBER – LANGWORTH**

The Up Home signal will be resited 55 yards before reaching the level crossing.

The Up Distant signal will be replaced by a 2-aspect colour light signal situated 1,500 yards before reaching the repositioned Up Home signal. (39)

SUNDAY 7 SEPTEMBER : ADWICK CROSSING

The disc signal N.C.B. siding to Down Sheffield will be abolished.

(The trailing connection Down Sheffield to N.C.B. Siding has been secured out of use pending removal of the connection and siding.) (39)

SUNDAY 7 SEPTEMBER : BARROW HILL JUNCTION

The following connections will be secured out of use pending removal:—

- Trailing, Up Running Line to Shunting Line (adjacent to signal box).
- Facing, Up Running Line to Shunting Line.
- Facing, Up Running Line to Up Main.

The following signals will be abolished:—

- Disc, Shunting Line to Up Running Line (bottom of two).
- Miniature, Up Running Line to Staveley Yard (bottom of two).
- Miniature, Up Running Line to Shunting Line (top of three).
- Miniature, Up Running Line to Up Main (bottom of three).

The Disc signal Shunting line to Up Running line or along Shunting line (Down Direction) will cease to apply towards the Up Running line.

The Disc signal Up Main to Down Main or Up Running line will cease to apply towards the Up Running line. (39)

DETAILS OF WORK ALREADY CARRIED OUT**GRIMESTHORPE FREIGHT DEPOT**

The ground position light signal controlled from Grimesthorpe Shunters Cabin and applying along No.2 Reception Road in Down direction has been abolished. (38)

**** WOMBWELL MAIN JUNCTION AND DOVECLIFFE**

The former double track over underbridge No.36 has been replaced by single track for a distance of approximately 140 yards. Access to the single line is via single connections at each end controlled by a new ground frame called 'Swaith ground frame'. The single line is protected by the Down Dovecliffe starting signal controlled from Wombwell Main Junction and the existing Up Starting signal controlled from Dovecliffe. (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****MEADOW HALL STATION**

The connection from the Up and Down Ecclesfield line to A. Lee & Sons Sidings has been clamped out of use pending removal.

The following signals have been abolished:-

Ground disc, A. Lee & Sons Sidings to Up and Down Ecclesfield Line.

Ground disc, Up and Down Ecclesfield line to A. Lee & Sons Sidings.

Miniature semaphore, Up Blackburn Valley line to shunt spur.

(38)

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.

GENERAL INSTRUCTIONS AND NOTICES SD 34D

★ Page SD8

ALTERATIONS TO RULE BOOK

Amend SECTION H.4.2.2. to read: SECTION H.4.4.2.

(38)

York

27 AUGUST, 1975

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. —



British Rail

SC

EASTERN REGION

37

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 13 SEPTEMBER

TO

FRIDAY 19 SEPTEMBER 1975

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

MONDAY 15 SEPTEMBER - STOW PARK

The Up Refuge Siding trailing lead in the Up Main at 93 m.p. will be clamped out of use and disconnected pending removal. (40)

DETAILS OF WORK ALREADY CARRIED OUT

LANGWORTH

The Up Home signal has been resited 55 yards before reaching the level crossing.

The Up Distant signal has been replaced by a 2-aspect colour light signal situated 1,500 yards before reaching the repositioned Up Home signal. (39)

ADWICK CROSSING

The disc signal N.C.B. siding to Down Sheffield has been abolished.

(The trailing connection Down Sheffield to N.C.B. Siding has been secured out of use pending removal of the connection and siding.) (39)

BARROW HILL JUNCTION

The following connections have been secured out of use pending removal: -
Trailing, Up Running Line to Shunting Line (adjacent to signal box).
Facing, Up Running Line to Shunting Line.
Facing, Up Running Line to Up Main.

The following signals have been abolished.

- Disc, Shunting Line to Up Running Line (bottom of two).
- Miniature, Up Running Line to Staveley Yard (bottom of two).
- Miniature, Up Running Line to Shunting Line (top of three).
- Miniature, Up Running Line to Up Main (bottom of three).

The Disc signal Shunting line to Up Running line or along Shunting line (Down Direction) has ceased to apply towards the Up Running line.

The Disc signal Up Main to Down Main or Up Running line has ceased to apply towards the Up Running line. (39)

GRIMESTHORPE FREIGHT DEPOT

The ground position light signal controlled from Grimesthorpe Shunters Cabin and applying along No.2 Reception Road in Down direction has been abolished. (38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MEADOW HALL STATION

The connection from the Up and Down Ecclesfield line to A. Lee & Sons Sidings has been clamped out of use pending removal.

The following signals have been abolished:-

Ground disc, A. Lee & Sons Sidings to Up and Down Ecclesfield Line.

Ground disc, Up and Down Ecclesfield line to A. Lee & Sons Sidings.

Miniature semaphore, Up Blackburn Valley line to shunt spur. (38)

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.

GENERAL INSTRUCTIONS AND NOTICES SD 34D

Page SD8

ALTERATIONS TO RULE BOOK

Amend SECTION H.4.2.2. to read: SECTION H.4.4.2. (38)

MO.45/SC

F.J.BURGE
Chief Operating Manager

York

3 SEPTEMBER, 1975

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:-

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 you 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



British Rail

SC

EASTERN REGION

38

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

SATURDAY 20 SEPTEMBER

TO

FRIDAY 26 SEPTEMBER 1975

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 21 SEPTEMBER – LANGWORTH**

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (41)

SUNDAY 21 SEPTEMBER : ROTHERHAM MAIN AND ICKLES

Rotherham Main Down Main Starter together with Ickles Down Main Inner Distant will be abolished.
Ickles Down Main Outer Distant will be renamed Down Main Distant. (41)

DETAILS OF WORK ALREADY CARRIED OUT**STOW PARK**

The Up Refuge Siding trailing lead in the Up Main at 93m.p. has been clamped out of use and disconnected pending removal. (40)

LANGWORTH

The Up Home signal has been resited 55 yards before reaching the level crossing.
The Up Distant signal has been replaced by a 2-aspect colour light signal situated 1,500 yards before reaching the repositioned Up Home signal. (39)

ADWICK CROSSING

The disc signal N.C.B. siding to Down Sheffield has been abolished.
(The trailing connection Down Sheffield to N.C.B. Siding has been secured out of use pending removal of the connection and siding.) (39)

BARROW HILL JUNCTION

The following connections have been secured out of use pending removal: —
Trailing, Up Running Line to Shunting Line (adjacent to signal box).
Facing, Up Running Line to Shunting Line.
Facing, Up Running Line to Up Main.

The following signals have been abolished.

- Disc, Shunting Line to Up Running Line (bottom of two).
- Miniature, Up Running Line to Staveley Yard (bottom of two).
- Miniature, Up Running Line to Shunting Line (top of three).
- Miniature, Up Running Line to Up Main (bottom of three).

The Disc signal Shunting line to Up Running line or along Shunting line (Down Direction) has ceased to apply towards the Up Running line.

The Disc signal Up Main to Down Main or Up Running line has ceased to apply towards the Up Running line. (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** GRIMESTHORPE FREIGHT DEPOT**

The ground position light signal controlled from Grimesthorpe Shunters Cabin and applying along No.2 Reception Road in Down direction has been abolished. (38)

*** MEADOW HALL STATION**

The connection from the Up and Down Ecclesfield line to A. Lee & Sons Sidings has been clamped out of use pending removal.

The following signals have been abolished:-

Ground disc, A. Lee & Sons Sidings to Up and Down Ecclesfield Line.

Ground disc, Up and Down Ecclesfield line to A. Lee & Sons Sidings.

Miniature semaphore, Up Blackburn Valley line to shunt spur. (38)

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.

NIL

York

10 SEPTEMBER, 1975

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

39

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

SATURDAY 27 SEPTEMBER

TO

FRIDAY 3 OCTOBER 1975

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

STOW PARK

The Up Refuge Siding trailing lead in the Up Main at 93m.p. has been clamped out of use and disconnected pending removal. (40)

LANGWORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (41)

** LANGWORTH

The Up Home signal has been resited 55 yards before reaching the level crossing.
The Up Distant signal has been replaced by a 2-aspect colour light signal situated 1,500 yards before reaching the repositioned Up Home signal. (39)

** ADWICK CROSSING

The disc signal N.C.B. siding to Down Sheffield has been abolished.
(The trailing connection Down Sheffield to N.C.B. Siding has been secured out of use pending removal of the connection and siding.) (39)

ROTHERHAM MAIN AND ICKLES

Rotherham Main Down Main Starter together with Ickles Down Main Inner Distant has been abolished.
Ickles Down Main Outer Distant has been renamed Down Main Distant. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** BARROW HILL JUNCTION

The following connections have been secured out of use pending removal: –
Trailing, Up Running Line to Shunting Line (adjacent to signal box).
Facing, Up Running Line to Shunting Line.
Facing, Up Running Line to Up Main.

The following signals have been abolished.

Disc, Shunting Line to Up Running Line (bottom of two).
Miniature, Up Running Line to Staveley Yard (bottom of two).
Miniature, Up Running Line to Shunting Line (top of three).
Miniature, Up Running Line to Up Main (bottom of three).

The Disc signal Shunting line to Up Running line or along Shunting line (Down Direction) has ceased to apply towards the Up Running line.

The Disc signal Up Main to Down Main or Up Running line has ceased to apply towards the Up Running line. (39)

DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent – South Yorkshire Down Goods Independent and Down G.N. Goods Independent has been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (New Item) (42)



SC

EASTERN REGION

40

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

SATURDAY 4 OCTOBER

TO

FRIDAY 10 OCTOBER 1975

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

** STOW PARK

The Up Refuge Siding trailing lead in the Up Main at 93m.p. has been clamped out of use and disconnected pending removal. (40)

LANGWORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (41)

MELTON ROSS SIDING

The facing Crossover Up Main to Up Goods together with the associated Up Goods set back signal has been repositioned 60 yards further North. The trailing connection leading from Up Goods to Singleton Birch's works has been removed and the associated signalling abolished.

The siding to Singleton Birch's works has been removed and all associated signalling abolished.

The Up Goods set back disc signal now applies towards the Down Main only.

(New Item) (43)

ROTHERHAM MAIN AND ICKLES

Rotherham Main Down Main Starter together with Ickles Down Main Inner Distant has been abolished. Ickles Down Main Outer Distant has been renamed Down Main Distant. (41)

DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent - South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (42)



SC

EASTERN REGION

41

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

**SATURDAY 11 OCTOBER
TO
FRIDAY 17 OCTOBER 1975
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

** LANGWORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (41)

** ROTHERHAM MAIN AND ICKLES

Rotherham Main Down Main Starter together with Ickles Down Main Inner Distant has been abolished.
Ickles Down Main Outer Distant has been renamed Down Main Distant. (41)

DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent – South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (42)

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.

** ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

Page 293 (Page SD – 22, SD No. 38)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
CONVEYANCE OF 'DEAD' DIESEL MULTIPLE UNIT STOCK

Item 3

Amend second sentence:— This pipe is painted red and when viewed by a person etc. (41)

OTHER GENERAL INSTRUCTIONS

** Page 310 (Page 126 Supp. No. 1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS

Delete heading and item (see page 293 of the Sectional Appendix)

(41)

MO.45/SC

F.J.BURGE
Chief Operating Manager

York
1 OCTOBER, 1975

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:—

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 you 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



SC

EASTERN REGION

42

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

SATURDAY 18 OCTOBER

TO

FRIDAY 24 OCTOBER 1975

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 OCTOBER : BILSTHORPE COLLIERY

The former G.C. Empties Branch will be taken out of use pending removal. The former Midland Empties Branch will be re-modelled to form a connection from the Empty Sidings to the screens and of Loaded Sidings, this connection will be reserved for N.C.B. movements.

Bilsthorpe Colliery 2 lever ground frame and associated signals will be abolished. In future B.R. will deliver empty wagons to and collect loaded wagons from the 'Loaded Sidings'. (45)

SUNDAY 19 OCTOBER : CLEETHORPES ROAD JN. AND PASTURE STREET

Cleethorpes Road Jn. signal box, together with all points and signals worked therefrom, will be abolished. The block section will then be between Fish Dock Road and Pasture Street.

Pasture Street

The Down Main Outer Distant (below the former Cleethorpes Road Jn. Down Main 2nd Home signal) will be abolished, and the Inner Distant signal will be renamed Down Distant. (45)

SUNDAY 19 OCTOBER : GREASBOROUGH ROAD

The Down Main Home signal will be renewed on a straight post 5 yards nearer to the signal box, with the arm at a reduced height of 17ft. above rail level. (45)

SUNDAY 19 OCTOBER : JUMBLE LANE

The Up Main Home signal will be repositioned 42 yards further from the signal box, with the arm at a reduced height of 13ft above rail level. (45)

MONDAY 20 OCTOBER : BLACKMOOR CROSSING

The following connections will be secured out of use in the normal position pending removal:-

- Trailing connection - Up Main to Up Siding
- Trailing crossover between the Down and Up Main lines, and the associated slip connection to the Oil Depot.
- Trailing connection - Up Main to Oil Depot
- Trailing connection - Down Main to Down Siding

All associated signalling will be abolished. (45)

DETAILS OF WORK ALREADY CARRIED OUT

** DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent - South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (42)

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.

GENERAL APPENDIX

Page 8 (Page 2 Supplement No.1 and Page 36 Supp. Optg. Insts.)

★ Add the following clause to the final sentence:-
..... is prohibited, except in the case of vehicles on which the recess behind the Air Brake Test Cock handle is painted yellow. On such vehicles the Air Brake Test Cock handle must be used for the continuity test. (46D)

RULE BOOK

Section T Clause 6.2.1. (Page T.9 re-issued October, 1975).

Item (c) - Amend fourth line to read:-

..... stationed one mile (1¼ miles where permissible speed is 100m.p.h. or above) in rear of the work and a Handsignalman (46D)

MISCELLANEOUS INSTRUCTIONS

★ FOUR-DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

York
8 OCTOBER, 1975

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

43

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

SATURDAY 25 OCTOBER

TO

FRIDAY 31 OCTOBER 1975

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 26 OCTOBER – GOXHILL**

The Up Main Home signal will be renewed 57 yards nearer to the signalbox, and will be sited on the left hand side of the Up Main on the platform ramp.

The 2 co-acting arms will be replaced by a single arm 11 ft. above rail level, and a sighting back-board will be provided. (46)

SUNDAY 26 OCTOBER – SCUNTHORPE

Up Scunthorpe signal No.334 will be repositioned 75 yards further from the signalbox and will be sited on the Scunthorpe Station Up Platform. (46)

SUNDAY 26 OCTOBER – THRYBERGH JUNCTION

The Down Main 1st Home signal will be renewed 5 yards further from the signalbox, with the arm at a reduced height of 22 ft. above rail level. (46)

SUNDAY 26 OCTOBER – JUMBLE LANE

The level crossing gates will be replaced by lifting barriers controlled from the signalbox. (46)

WEDNESDAY 29 OCTOBER – GREATCOATES NO.1

The yellow faced disc signal applying – Up sidings to Up Main, will be replaced by a yellow faced miniature arm signal 15 ft. above rail level. The signal will be repositioned on the Marsh Junction side of the overbridge to a position 15 yards south of the signalbox. (46)

DETAILS OF WORK ALREADY CARRIED OUT**BILSTHORPE COLLIERY**

The former G.C. Empties Branch has been taken out of use pending removal. The former Midland Empties Branch has been re-modelled to form a connection from the Empty Sidings to the screens and of Loaded Sidings, this connection is reserved for N.C.B. movements.

Bilsthorpe Colliery 2 lever ground frame and associated signals has been abolished. In future B.R. will deliver empty wagons to and collect loaded wagons from the 'Loaded Sidings'. (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLEETHORPES ROAD JN. AND PASTURE STREET

Cleethorpes Road Jn. signal box, together with all points and signals worked therefrom has been abolished. The block section is now between Fish Dock Road and Pasture Street. |

Pasture Street

The Down Main Outer Distant (below the former Cleethorpes Road Jn. Down Main 2nd Home signal) has been abolished, and the Inner Distant signal has been renamed Down Distant. | (45)

GREASBOROUGH ROAD

The Down Main Home signal has been renewed on a straight post 5 yards nearer to the signal box, with the arm at a reduced height of 17ft. above rail level. | (45)

JUMBLE LANE

The Up Main Home signal has been repositioned 42 yards further from the signal box, with the arm at a reduced height of 13ft. above rail level. | (45)

BLACKMOOR CROSSING

The following connections have been secured out of use in the normal position pending removal:-

Trailing connection - Up Main to Up Siding

Trailing crossover between the Down and Up Main lines, and the associated slip connection to the Oil Depot.

Trailing connection - Up Main to Oil Depot

Trailing connection - Down Main to Down Siding

All associated signalling has been abolished. |

(45)



British Rail

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EASTERN REGION

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

SATURDAY 1 NOVEMBER

TO

FRIDAY 7 NOVEMBER 1975

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 2 NOVEMBER – NEWARK CASTLE

The level crossing gates will be replaced by lifting barriers controlled from the signal box.

The miniature arm shunting signal applying set back along the Up Main will be abolished. (47)

SUNDAY 2 NOVEMBER – SCUNTHORPE

The gantry mounted outlet signal from the Grimsby Sidings No.S346 will (together with its associated route indicator), be renewed as a straight post signal 108 yards further from the signal box. The red aspect will be at a reduced height of 11ft. above rail level. (47)

SUNDAY 2 NOVEMBER – ROTHERHAM MAIN

The arm of the Up Main Starting signal will be reduced in height to 12ft. above rail level. (47)

SUNDAY 2 NOVEMBER – WOMBWELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN.**Between Wombwell Main Jn. and New Oaks Jn.**

The Down and Up Barnsley lines will be taken out of use pending removal.

Between Stairfoot Jn. and New Oaks Jn.

The Up Goods line will be taken out of use. The Down Goods line will be renamed Down Siding No.1. The adjacent Down Siding will be renamed Down Siding No.2.

Wombwell Main Jn.

The following connections will be secured out of use in the normal position pending removal of the Down and Up Goods lines and of the Barnsley lines.

Trailing, Up Barnsley to Down Worsborough
Facing, Up Worsborough to Down Barnsley

The trailing points Down Goods to Down Worsborough will be secured in the reverse position for through running along the Down Worsborough pending replacement by plain line.

The points Up Goods to Up Spur will be secured out of use in the reverse position for through running to and from the Spur.

The following signals will be abolished:-

Up Dovecliffe Home to Down Barnsley
Miniature Arm – Up Reception Sidings to Up Goods (top of 2)
Miniature Arm – Up Reception Sidings to Up Goods (single arm)
All Signals applicable to the Barnsley and Goods lines.

The Up Dovecliffe Distant to former Down Barnsley will, in future, be worked for the Up Worsborough direction.

The Down Worsborough "Limit of Shunt" indicator will be repositioned 29 yards nearer to the signal box and will then be 50 yards on the signal box side of the Down Worsborough Second Home.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 2 NOVEMBER – WOMBWELL JN., NEW OAKS JN. AND STAIRFOOT JN. – continued****New Oaks Jn.**

The signal box, together with all signals worked therefrom will be abolished. The Block section will then be between Aldam Jn. and Stairfoot Jn.

The catch points situated 631 yards before reaching the site of the former Down Main Home signal will be secured out of use for through running pending installation of plain line.

The catch points situated 160 yards before reaching the site of the former Down Main Starting signal will cease to be worked. These points are 607 yards before reaching the Stairfoot Jn. Down Home signal.

All other points will be secured out of use in the normal position pending removal.

The points between the former Down Goods and Up Goods will be secured for movements "Loop to Down Goods". Buffer-stops will be provided on the former Loop approximately 50 yards from the above point. The track on the Barnsley side of the buffer-stops will be the new Down Siding No. 1.

Stairfoot Junction

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

The following signals will be abolished:–

- Down Goods Distant
- Down Main Outer Distant
- Down Main Inner Distant
- Up Main Second Home to Up Goods

The arm of the New Oaks Junction Down Main Home signal, will be replaced by a Distant arm for Stairfoot Junction, approximately 900 yards before reaching the Home signals.

The formerly named Down Goods Home signals, together with the associated disc, will be retained as outlet signals for the Down Sidings No. 1 (former Down Goods) and/or Down Sidings No. 2 (47)

DETAILS OF WORK ALREADY CARRIED OUT**GOXHILL**

The Up Main Home signal has been renewed 57 yards nearer to the signal box, and has been sited on the left hand side of the Up Main on the platform ramp.

The 2 co-acting arms have been replaced by a single arm 11ft. above rail level, and a sighting back-board has been provided. (46)

SCUNTHORPE

Up Scunthorpe signal No.334 has been repositioned 75 yards further from the signal box and has been sited on the Scunthorpe station Up Platform. (46)

THRYBERGH JUNCTION

The Down Main 1st Home signal has been renewed 5 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level. (46)

JUMBLE LANE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (46)

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

The yellow faced disc signal applying – Up sidings to Up Main, will be replaced by a yellow faced miniature arm signal 15ft. above rail level. The signal will be repositioned on the Marsh Junction side of the overbridge to a position 15 yards south of the signalbox. (46)

BILSTHORPE COLLIERY

The former G.C. Empties Branch has been taken out of use pending removal. The former Midland Empties Branch has been re-modelled to form a connection from the Empty Sidings to the screens and of Loaded Sidings, this connection is reserved for N.C.B. movements.

Bilsthorpe Colliery 2 lever ground frame and associated signals has been abolished. In future B.R. will deliver empty wagons to and collect loaded wagons from the 'Loaded Sidings'. (45)

CLEETHORPES ROAD JN. AND PASTURE STREET

Cleethorpes Road Jn. signal box, together with all points and signals worked therefrom has been abolished. The block section is now between Fish Dock Road and Pasture Street.

Pasture Street

The Down Main Outer Distant (below the former Cleethorpes Road Jn. Down Main 2nd Home signal) has been abolished, and the Inner Distant signal has been renamed Down Distant. (45)

GREASBOROUGH ROAD

The Down Main Home signal has been renewed on a straight post 5 yards nearer to the signal box, with the arm at a reduced height of 17ft. above rail level. (45)

JUMBLE LANE

The Up Main Home signal has been repositioned 42 yards further from the signal box, with the arm at a reduced height of 13ft. above rail level. (45)

BLACKMOOR CROSSING

The following connections have been secured out of use in the normal position pending removal:–

- Trailing connection – Up Main to Up Siding
- Trailing crossover between the Down and Up Main lines, and the associated slip connection to the Oil Depot.
- Trailing connection – Up Main to Oil Depot
- Trailing connection – Down Main to Down Siding

All associated signalling has been abolished. (45)



SC

EASTERN REGION

45

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

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1975

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 9 NOVEMBER : SHIREOAKS STATION**

The points Up Sidings/Up Main and associated ground shunt signal will be abolished. (48)

SUNDAY 9 NOVEMBER : SCUNTHORPE

Up Scunthorpe signal No.S344 will be repositioned 66 yards nearer to Scunthorpe signal box. (48)

SUNDAY 9 NOVEMBER : WOMBELL MAIN JN. AND DOVECLIFFE

Double line working will be reinstated over Underbridge No.36. Swaithe ground frame will be abolished (48)
 All signalling arrangements will be normalised.

DETAILS OF WORK ALREADY CARRIED OUT**NEWARK CASTLE**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.
 The miniature arm shunting signal applying set back along the Up Main has been abolished. (47)

SCUNTHORPE

The gantry mounted outlet signal from the Grimsby Sidings No.S346 has (together with its associated route indicator) been renewed as a straight post signal 108 yards nearer to the signal box. The red aspect is at a reduced height of 11ft. above rail level. (Amended Item) (47)

ROTHERHAM MAIN

The arm of the Up Main Starting signal has been reduced in height to 12ft. above rail level. (47)

WOMBELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN.**Between Wombwell Main Jn. and New Oaks Jn.**

The Down and Up Barnsley lines have been taken out of use pending removal

Between Stairfoot Jn. and New Oaks Jn.

The Up Goods line has been taken out of use. The Down Goods line has been renamed Down Siding No.1
 The adjacent Down Siding has been renamed Down Siding No.2.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WOMBWELL JN., NEW OAKS JN. AND STAIRFOOT JN. – continued****Wombwell Main Jn.**

The following connections have been secured out of use in the normal position pending removal of the Down and Up Goods lines and of the Barnsley lines.

Trailing, Up Barnsley to Down Worsborough
Facing, Up Worsborough to Down Barnsley

The trailing points Down Goods to Down Worsborough have been secured in the reverse position for through running along the Down Worsborough pending replacement by plain line.

The points Up Goods to Up Spur have been secured out of use in the reverse position for through running to and from the Spur.

The following signals have been abolished:-

Up Dovecliffe Home to Down Barnsley
Miniature Arm – Up Reception Sidings to Up Goods (top of 2)
Miniature Arm – Up Reception Sidings to Up Goods (single arm)
All Signals applicable to the Barnsley and Goods lines.

The Up Dovecliffe Distant to former Down Barnsley is now worked for the Up Worsborough direction.

The Down Worsborough "Limit of Shunt" indicator has been repositioned 29 yards nearer to the signal box and is now 50 yards on the signal box side of the Down Worsborough Second Home.

New Oaks Jn.

The signal box, together with all signals worked therefrom has been abolished. The Block section is now between Aldam Jn. and Stairfoot Jn.

The catch points situated 631 yards before reaching the site of the former Down Main Home signal have been secured out of use for through running pending installation of plain line.

The catch points situated 160 yards before reaching the site of the former Down Main Starting signal have ceased to be worked. These points are 607 yards before reaching the Stairfoot Jn. Down Home signal.

All other points have been secured out of use in the normal position pending removal.

The points between the former Down Goods and Up Goods have been secured for movements "Loop to Down Goods". Buffer-stops have been provided on the former Loop approximately 50 yards from the above point. The track on the Barnsley side of the buffer-stops is now the new Down Siding No.1.

Stairfoot Junction

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

The following signals have been abolished:-

Down Goods Distant
Down Main Outer Distant
Down Main Inner Distant
Up Main Second Home to Up Goods

The arm of the New Oaks Junction Down Main Home signal, has been replaced by a Distant arm for Stairfoot Junction, approximately 900 yards before reaching the Home signals.

The formerly named Down Goods Home signals, together with the associated disc, have been retained as outlet signals for the Down Sidings No. 1 (former Down Goods) and/or Down Sidings No. 2 (47)

GOXHILL

The Up Main Home signal has been renewed 57 yards nearer to the signal box, and has been sited on the left hand side of the Up Main on the platform ramp.

The 2 co-acting arms have been replaced by a single arm 11ft. above rail level, and a sighting back-board has been provided. (46)

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

Up Scunthorpe signal No.334 has been repositioned 75 yards further from the signal box and has been sited on the Scunthorpe station Up Platform. (46)

THRYBERGH JUNCTION

The Down Main 1st Home signal has been renewed 5 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level. (46)

JUMBLE LANE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (46)

GREATCOATES NO.1

The yellow faced disc signal applying – Up sidings to Up Main, will be replaced by a yellow faced miniature arm signal 15ft. above rail level. The signal will be repositioned on the Marsh Junction side of the overbridge to a position 15 yards south of the signalbox. (46)

**** BILSTHORPE COLLIERY**

The former G.C. Empties Branch has been taken out of use pending removal. The former Midland Empties Branch has been re-modelled to form a connection from the Empty Sidings to the screens and of Loaded Sidings, this connection is reserved for N.C.B. movements.

Bilsthorpe Colliery 2 lever ground frame and associated signals has been abolished. In future B.R. will deliver empty wagons to and collect loaded wagons from the 'Loaded Sidings'. (45)

**** CLEETHORPES ROAD JN. AND PASTURE STREET**

Cleethorpes Road Jn. signal box, together with all points and signals worked therefrom has been abolished. The block section is now between Fish Dock Road and Pasture Street.

Pasture Street

The Down Main Outer Distant (below the former Cleethorpes Road Jn. Down Main 2nd Home signal) has been abolished, and the Inner Distant signal has been renamed Down Distant. (45)

**** GREASBOROUGH ROAD**

The Down Main Home signal has been renewed on a straight post 5 yards nearer to the signal box, with the arm at a reduced height of 17ft. above rail level. (45)

**** JUMBLE LANE**

The Up Main Home signal has been repositioned 42 yards further from the signal box, with the arm at a reduced height of 13ft. above rail level. (45)

**** BLACKMOOR CROSSING**

The following connections have been secured out of use in the normal position pending removal:-

Trailing connection – Up Main to Up Siding
Trailing crossover between the Down and Up Main lines, and the associated slip connection to the Oil Depot.
Trailing connection – Up Main to Oil Depot
Trailing connection – Down Main to Down Siding

All associated signalling has been abolished. (45)

CARE

is the

PASSWORD

to

SAFETY



SC

EASTERN REGION

46

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

SATURDAY 15 NOVEMBER

TO

FRIDAY 21 NOVEMBER 1975

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 16 NOVEMBER – TOTLEY TUNNEL EAST**

The trailing crossover will be secured out of use in the normal position pending removal.

A new trailing crossover will be brought into use on the Sheffield side of the connection Down Main to Down Siding. (9)

MONDAY 17 NOVEMBER – WATH CENTRAL STATION

The following connections will be secured out of use in the normal position pending removal of the points, the Down Siding, and Middle Siding.

Trailing G Down Goods to Down Siding (Elvins)
 Trailing – crossover between the Down and Up Goods lines.
 Trailing – Up Goods to Middle Siding.
 Trailing – Down Main to Middle Siding (49)

TUESDAY 18 NOVEMBER – RENISHAW PARK GOODS JUNCTION AND ECKINGTON & RENISHAW

The single lever "Shunters Ground Frame" and associated miniature arm signal on the Up Siding will be abolished. The miniature arm signal worked by Renishaw Park Goods Junction and applying to Up direction movements along the Up Siding will also be abolished. (49)

DETAILS OF WORK ALREADY CARRIED OUT**NEWARK CASTLE**

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

The miniature arm shunting signal applying set back along the Up Main has been abolished. (47)

**** GREATCOATES NO.1**

The yellow faced disc signal applying – Up sidings to Up Main, will be replaced by a yellow faced miniature arm signal 15 ft. above rail level. The signal will be repositioned on the Marsh Junction side of the overbridge to a position 15 yards south of the signalbox. (46)

SHIREOAKS STATION

The points Up Sidings/Up Main and associated ground shunt signal have been abolished. (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**
* GOXHILL

The Up Main Home signal has been renewed 57 yards nearer to the signal box, and has been sited on the left hand side of the Up Main on the platform ramp.

The 2 co-acting arms have been replaced by a single arm 11ft. above rail level, and a sighting back-board has been provided. (46)

SCUNTHORPE

Up Scunthorpe signal No. S344 has been repositioned 66 yards nearer to Scunthorpe signal box. (48)

SCUNTHORPE

The gantry mounted outlet signal from the Grimsby Sidings No. S346 has (together with its associated route indicator) been renewed as a straight post signal 108 yards nearer to the signal box. The red aspect is at a reduced height of 11ft. above rail level. (47)

**
* SCUNTHORPE

Up Scunthorpe signal No. 334 has been repositioned 75 yards further from the signal box and has been sited on the Scunthorpe station Up Platform. (46)

**
* THRYBERGH JUNCTION

The Down Main 1st Home signal has been renewed 5 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level. (46)

ROTHERHAM MAIN

The arm of the Up Main Starting signal has been reduced in height to 12ft. above rail level. (47)

**
* JUMBLE LANE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (46)

WOMBWELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN.

Between Wombwell Main Jn. and New Oaks Jn.

The Down and Up Barnsley lines have been taken out of use pending removal

Between Stairfoot Jn. and New Oaks Jn.

The Up Goods line has been taken out of use. The Down Goods line has been renamed Down Siding No.1 The adjacent Down Siding has been renamed Down Siding No.2.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WOMBWELL JN., NEW OAKS JN. AND STAIRFOOT JN. - continued

Wombwell Main Jn.

The following connections have been secured out of use in the normal position pending removal of the Down and Up Goods lines and of the Barnsley lines.

Trailing, Up Barnsley to Down Worsborough
Facing, Up Worsborough to Down Barnsley

The trailing points Down Goods to Down Worsborough have been secured in the reverse position for through running along the Down Worsborough pending replacement by plain line.

The points Up Goods to Up Spur have been secured out of use in the reverse position for through running to and from the Spur.

The following signals have been abolished:-

Up Dovecliffe Home to Down Barnsley
Miniature Arm - Up Reception Sidings to Up Goods (top of 2)
Miniature Arm - Up Reception Sidings to Up Goods (single arm)

All Signals applicable to the Barnsley and Goods lines.

The Up Dovecliffe Distant to former Down Barnsley is now worked for the Up Worsborough direction.

The Down Worsborough "Limit of Shunt" indicator has been repositioned 29 yards nearer to the signal box and is now 50 yards on the signal box side of the Down Worsborough Second Home.

New Oaks Jn.

The signal box, together with all signals worked therefrom has been abolished. The Block section is now between Aldam Jn. and Stairfoot Jn.

The catch points situated 631 yards before reaching the site of the former Down Main Home signal have been secured out of use for through running pending installation of plain line.

The catch points situated 160 yards before reaching the site of the former Down Main Starting signal have ceased to be worked. These points are 607 yards before reaching the Stairfoot Jn. Down Home signal.

All other points have been secured out of use in the normal position pending removal.

The points between the former Down Goods and Up Goods have been secured for movements "Loop to Down Goods". Buffer-stops have been provided on the former Loop approximately 50 yards from the above point. The track on the Barnsley side of the buffer-stops is now the new Down Siding No.1.

Stairfoot Junction

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

The following signals have been abolished:-

Down Goods Distant
Down Main Outer Distant
Down Main Inner Distant
Up Main Second Home to Up Goods

The arm of the New Oaks Junction Down Main Home signal, has been replaced by a Distant arm for Stairfoot Junction, approximately 900 yards before reaching the Home signals.

The formerly named Down Goods Home signals, together with the associated disc, have been retained as outlet signals for the Down Sidings No. 1 (former Down Goods) and/or Down Sidings No. 2 (49)

WOMBELL MAIN JN. AND DOVECLIFFE

Double line working has been reinstated over Underbridge No.36. Swaithe ground frame has been abolished. All signalling arrangements have been normalised. (48)



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EASTERN REGION

47

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

SATURDAY 22 NOVEMBER

TO

FRIDAY 28 NOVEMBER 1975

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 23 NOVEMBER – BRIGG STATION

The Up Main 2nd Home signal will be repositioned 20 yards further from the signal box. (50)

SUNDAY 23 NOVEMBER – WEST BURTON

Two new siding lines designated Oil line "K" and Oil line "L" will be commissioned. Oil line "K" is the former Weighbridge line "K" (see the diagram included in this notice).

The route indicators associated with East Reception line signal WB31 and West Reception line signal WB34 will become 6-way route indicators with the following indications.

Indication	Application to or towards
"C"	Coal line "C"
"D"	Coal line "D"
"E"	Dust line "E"
"F"	Dust line "F"
"K"	Oil line "K"
"L"	Oil line "L"

Ground Frames

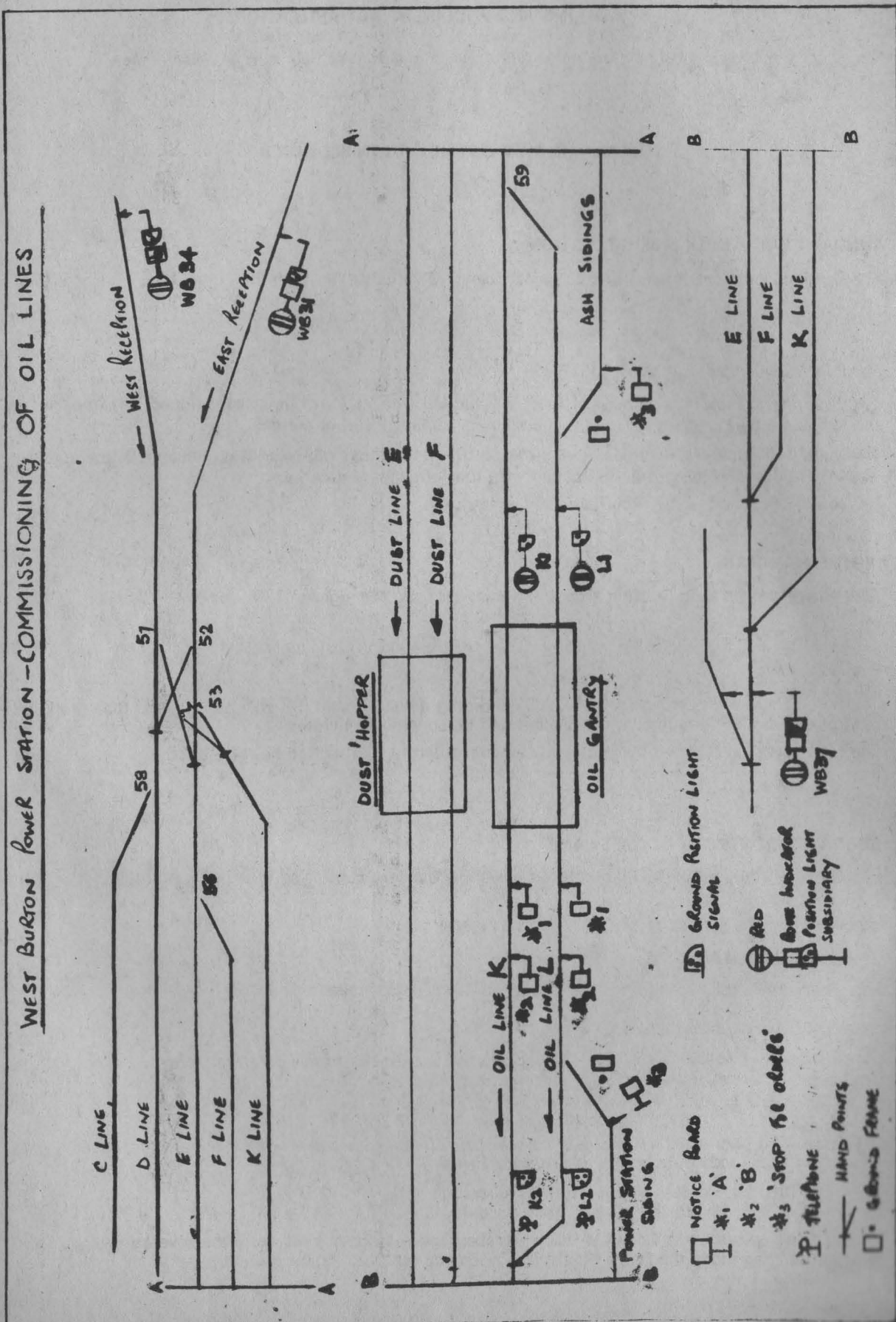
The Power Station ground frame "A" and Ash Siding ground frame "B" will be released from the C.E.G.B. control cabin, and the adjacent telephones will be connected thereto.

The telephones on K2 and L2 signals will be connected to West Burton Power Station. (50)

SUNDAY 23 NOVEMBER – DAWES LANE

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK REFERRED TO IN SECTION B - continued



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

**** NEWARK CASTLE**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.
 The miniature arm shunting signal applying set back along the Up Main has been abolished. (47)

SHIREOAKS STATION

The points Up Sidings/Up Main and associated ground shunt signal have been abolished. (48)

SCUNTHORPE

Up Scunthorpe signal No. S344 has been repositioned 66 yards nearer to Scunthorpe signal box. (48)

**** SCUNTHORPE**

The gantry mounted outlet signal from the Grimsby Sidings No.S346 has (together with its associated route indicator) been renewed as a straight post signal 108 yards nearer to the signal box. The red aspect is at a reduced height of 11ft. above rail level. (47)

**** ROTHERHAM MAIN**

The arm of the Up Main Starting signal has been reduced in height to 12ft. above rail level. (47)

WATH CENTRAL STATION

The following connections have been secured out of use in the normal position pending removal of the points, the Down Sidings, and Middle Siding.

- Trailing - Down Goods to Down Siding (Elvins)
- Trailing crossover between the Down and Up Goods lines.
- Trailing - Up Goods to Middle Siding.
- Trailing - Down Main to Middle Siding

(49)

WOMBWELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN.

Between Wombwell Main Jn. and New Oaks Jn.

The Down and Up Barnsley lines have been taken out of use pending removal

Between Stairfoot Jn. and New Oaks Jn.

The Up Goods line has been taken out of use. The Down Goods line has been renamed Down Siding No.1
 The adjacent Down Siding has been renamed Down Siding No.2.

Wombwell Main Jn.

The following connections have been secured out of use in the normal position pending removal of the Down and Up Goods lines and of the Barnsley lines.

- Trailing, Up Barnsley to Down Worsborough
- Facing, Up Worsborough to Down Barnsley

The trailing points Down Goods to Down Worsborough have been secured in the reverse position for through running along the Down Worsborough pending replacement by plain line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WOMBWELL JN., NEW OAKS JN. AND STAIRFOOT JN. – continued****Wombwell Main Jn. – continued**

The points Up Goods to Up Spur have been secured out of use in the reverse position for through running to and from the Spur.

The following signals have been abolished:-

Up Dovecliffe Home to Down Barnsley

Miniature Arm – Up Reception Sidings to Up Goods (top of 2)

Miniature Arm – Up Reception Sidings to Up Goods (single arm)

All Signals applicable to the Barnsley and Goods lines.

The Up Dovecliffe Distant to former Down Barnsley is now worked for the Up Worsborough direction.

The Down Worsborough "Limit of Shunt" indicator has been repositioned 29 yards nearer to the signal box and is now 50 yards on the signal box side of the Down Worsborough Second Home.

New Oaks Jn.

The signal box, together with all signals worked therefrom has been abolished. The Block section is now between Aldam Jn. and Stairfoot Jn.

The catch points situated 631 yards before reaching the site of the former Down Main Home signal have been secured out of use for through running pending installation of plain line.

The catch points situated 160 yards before reaching the site of the former Down Main Starting signal have ceased to be worked. These points are 607 yards before reaching the Stairfoot Jn. Down Home signal.

All other points have been secured out of use in the normal position pending removal.

The points between the former Down Goods and Up Goods have been secured for movements "Loop to Down Goods". Buffer-stops have been provided on the former Loop approximately 50 yards from the above point. The track on the Barnsley side of the buffer-stops is now the new Down Siding No.1.

Stairfoot Junction

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

The following signals have been abolished:-

Down Goods Distant

Down Main Outer Distant

Down Main Inner Distant

Up Main Second Home to Up Goods

The arm of the New Oaks Junction Down Main Home signal, has been replaced by a Distant arm for Stairfoot Junction, approximately 900 yards before reaching the Home signals.

The formerly named Down Goods Home signals, together with the associated disc, have been retained as outlet signals for the Down Sidings No. 1 (former Down Goods) and/or Down Sidings No. 2 (49)

WOMBWELL MAIN JN. AND DOVECLIFFE

Double line working has been reinstated over Underbridge No.36. Swaithe ground frame has been abolished. All signalling arrangements have been normalised. (48)

TOTLEY TUNNEL EAST

The trailing crossover has been secured out of use in the normal position pending removal.

A new trailing crossover has been brought into use on the Sheffield side of the connection Down Main to Down Siding. (9)

RENISHAW PARK GOODS JUNCTION AND ECKINGTON & RENISHAW

The single lever "Shunters Ground Frame" and associated miniature arm signal on the Up Siding has been abolished. The miniature arm signal worked by Renishaw Park Goods Junction and applying to Up direction movements along the Up Siding has also been abolished. (49)



SC

EASTERN REGION

49

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

SATURDAY 6 DECEMBER

TO

FRIDAY 12 DECEMBER 1975

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 7 DECEMBER - IMMINGHAM EAST JUNCTION

The trap points in the Down Grimsby Curve line will be removed and replaced by plain line. (1)

SUNDAY 7 DECEMBER - WATH CENTRAL STATION

The following signals will be abolished:-

- Disc - Down Siding to Down Goods
- Disc - Down Goods to Up Goods or to Down Siding
- Miniature arm (top of two) Up Goods to Down Goods
- Miniature arm (bottom of two) - Set back on Up Goods or to Up Goods to Colliery
- Disc - Middle Siding to Up Goods
- Disc - Middle Siding to Down Main

A new disc signal will be provided on the cess side of the Up Goods adjacent to the trailing points from the Colliery. The new signal will apply - set back along Up Goods or Up Goods to Colliery.

The disc signal applying - Down Main to Up Main (formerly also to Middle Siding) will be re-sited on the cess side of the Down Main, adjacent to the Down Main points ends of the Main line crossover. (1)

DETAILS OF WORK ALREADY CARRIED OUT

JUMBLE LANE

A "diamond" sign has been provided on the post of the Up Home signal. (New item) (1)

BRIGG STATION

The Up Main 2nd Home signal has been repositioned 20 yards further from the signal box. (50)

WEST BURTON

Two new siding lines designated Oil line "K" and Oil line "L" have been commissioned. Oil line "K" is the former Weighbridge line "K" (see the diagram included in this notice).

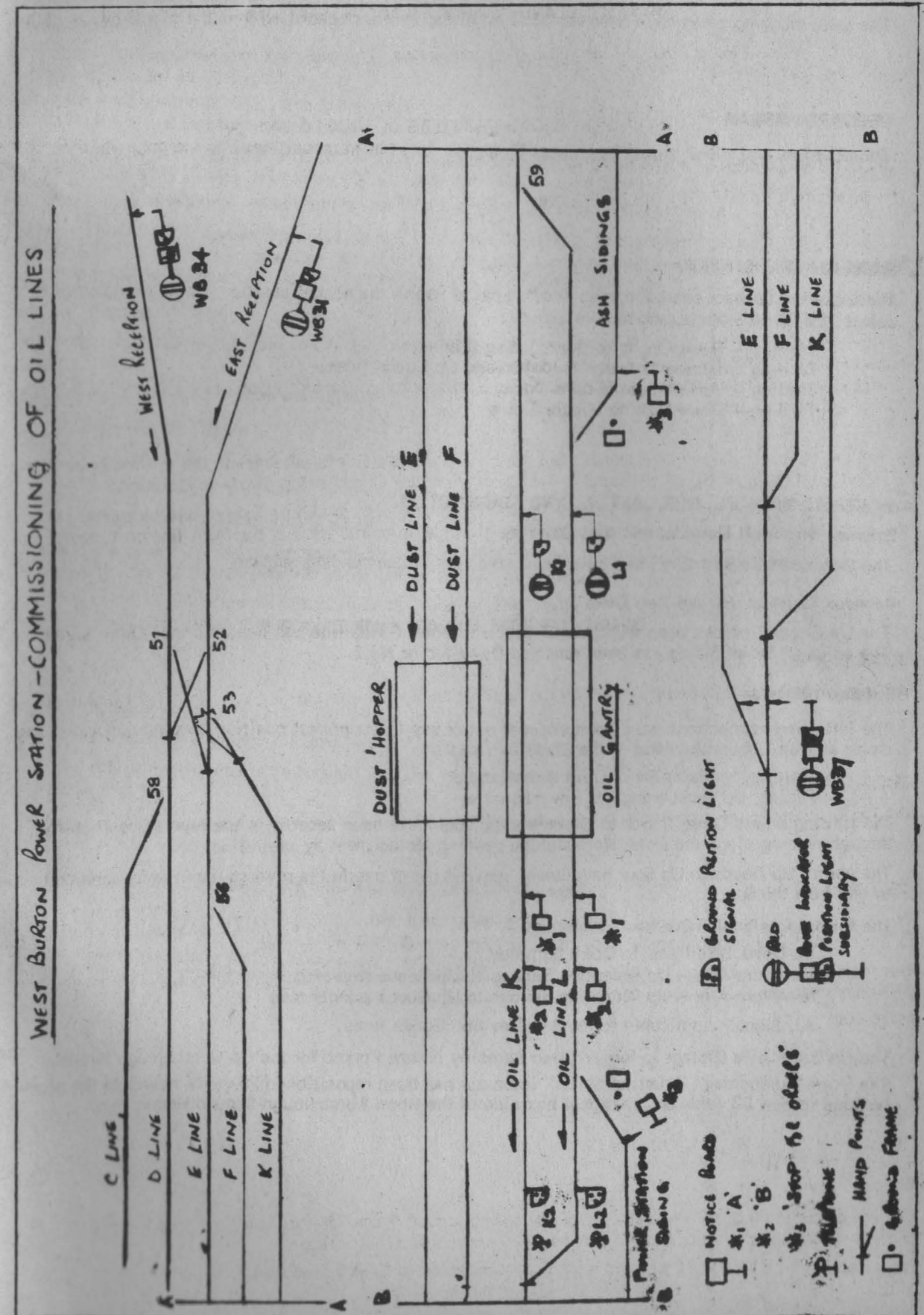
The route indicators associated with East Reception line signal WB31 and West Reception line signal WB34 have become 6-way route indicators with the following indications.

Indication	Application to or towards
"C"	Coal line "C"
"D"	Coal line "D"
"E"	Dust line "E"
"F"	Dust line "F"
"K"	Oil line "K"
"L"	Oil line "L"

Ground Frames

The Power Station ground frame "A" and Ash Siding ground frame "B" are released from the C.E.G.B. control cabin, and the adjacent telephones have been connected thereto.

The telephones on K2 and L2 signals have been connected to West Burton Power Station. (50)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DAWES LANE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (50)

DECOY POINTSMAN

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (51/52)

** WATH CENTRAL STATION

The following connections have been secured out of use in the normal position pending removal of the points, the Down Sidings, and Middle Siding.

- Trailing - Down Goods to Down Siding (Elvins)
- Trailing crossover between the Down and Up Goods lines.
- Trailing - Up Goods to Middle Siding.
- Trailing - Down Main to Middle Siding

(49)

** WOMBWELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN.

Between Wombwell Main Jn. and New Oaks Jn.

The Down and Up Barnsley lines have been taken out of use pending removal

Between Stairfoot Jn. and New Oaks Jn.

The Up Goods line has been taken out of use. The Down Goods line has been renamed Down Siding No.1
The adjacent Down Siding has been renamed Down Siding No.2.

Wombwell Main Jn.

The following connections have been secured out of use in the normal position pending removal of the Down and Up Goods lines and of the Barnsley lines.

- Trailing, Up Barnsley to Down Worsborough
- Facing, Up Worsborough to Down Barnsley

The trailing points Down Goods to Down Worsborough have been secured in the reverse position for through running along the Down Worsborough pending replacement by plain line.

The points Up Goods to Up Spur have been secured out of use in the reverse position for through running to and from the Spur.

The following signals have been abolished:-

- Up Dovecliffe Home to Down Barnsley
- Miniature Arm - Up Reception Sidings to Up Goods (top of 2)
- Miniature Arm - Up Reception Sidings to Up Goods (single arm)

All Signals applicable to the Barnsley and Goods lines.

The Up Dovecliffe Distant to former Down Barnsley is now worked for the Up Worsborough direction.
The Down Worsborough "Limit of Shunt" indicator has been repositioned 29 yards nearer to the signal box and is now 50 yards on the signal box side of the Down Worsborough Second Home.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WOMBWELL MAIN JN., NEW OAKS JN. AND STAIRFOOT JN. - continued

New Oaks Jn.

The signal box, together with all signals worked therefrom has been abolished. The Block section is now between Aldam Jn. and Stairfoot Jn.

The catch points situated 631 yards before reaching the site of the former Down Main Home signal have been secured out of use for through running pending installation of plain line.

The catch points situated 160 yards before reaching the site of the former Down Main Starting signal have ceased to be worked. These points are 607 yards before reaching the Stairfoot Jn. Down Home signal.

All other points have been secured out of use in the normal position pending removal.

The points between the former Down Goods and Up Goods have been secured for movements "Loop to Down Goods". Buffer-stops have been provided on the former Loop approximately 50 yards from the above point. The track on the Barnsley side of the buffer-stops is now the new Down Siding No.1.

Stairfoot Junction

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

The following signals have been abolished:-

- Down Goods Distant
- Down Main Outer Distant
- Down Main Inner Distant
- Up Main Second Home to Up Goods

The arm of the New Oaks Junction Down Main Home signal, has been replaced by a Distant arm for Stairfoot Junction, approximately 900 yards before reaching the Home signals.

The formerly named Down Goods Home signals, together with the associated disc, have been retained as outlet signals for the Down Sidings No. 1 (former Down Goods) and/or Down Sidings No. 2 (49)

** TOTLEY TUNNEL EAST

The trailing crossover has been secured out of use in the normal position pending removal.

A new trailing crossover has been brought into use on the Sheffield side of the connection Down Main to Down Siding. (9)

** RENISHAW PARK GOODS JUNCTION AND ECKINGTON & RENISHAW

The single lever "Shunters Ground Frame" and associated miniature arm signal on the Up Siding has been abolished. The miniature arm signal worked by Renishaw Park Goods Junction and applying to Up direction movements along the Up Siding has also been abolished. (49)

Defective



SC

EASTERN REGION

50

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

SATURDAY 13 DECEMBER

TO

FRIDAY 19 DECEMBER 1975

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

WEDNESDAY 17 DECEMBER - MITCHELLS MAIN

The disc applying - set back - Down Main to Up Main, will be repositioned on the Barnsley side of the signal box and on the cess side of the line.

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (2)

DETAILS OF WORK ALREADY CARRIED OUT

** BRIGG STATION

The Up Main 2nd Home signal has been repositioned 20 yards further from the signal box. (50)

** WEST BURTON

Two new siding lines designated Oil line "K" and Oil line "L" have been commissioned. Oil line "K" is the former Weighbridge line "K" (see the diagram included in this notice).

The route indicators associated with East Reception line signal WB31 and West Reception line signal WB34 have become 6-way route indicators with the following indications.

Indication	Application to or towards
"C"	Coal line "C"
"D"	Coal line "D"
"E"	Dust line "E"
"F"	Dust line "F"
"K"	Oil line "K"
"L"	Oil line "L"

Ground Frames

The Power Station ground frame "A" and Ash Siding ground frame "B" are released from the C.E.G.B. control cabin, and the adjacent telephones have been connected thereto.

The telephones on K2 and L2 signals have been connected to West Burton Power Station. (50)

IMMINGHAM EAST JUNCTION

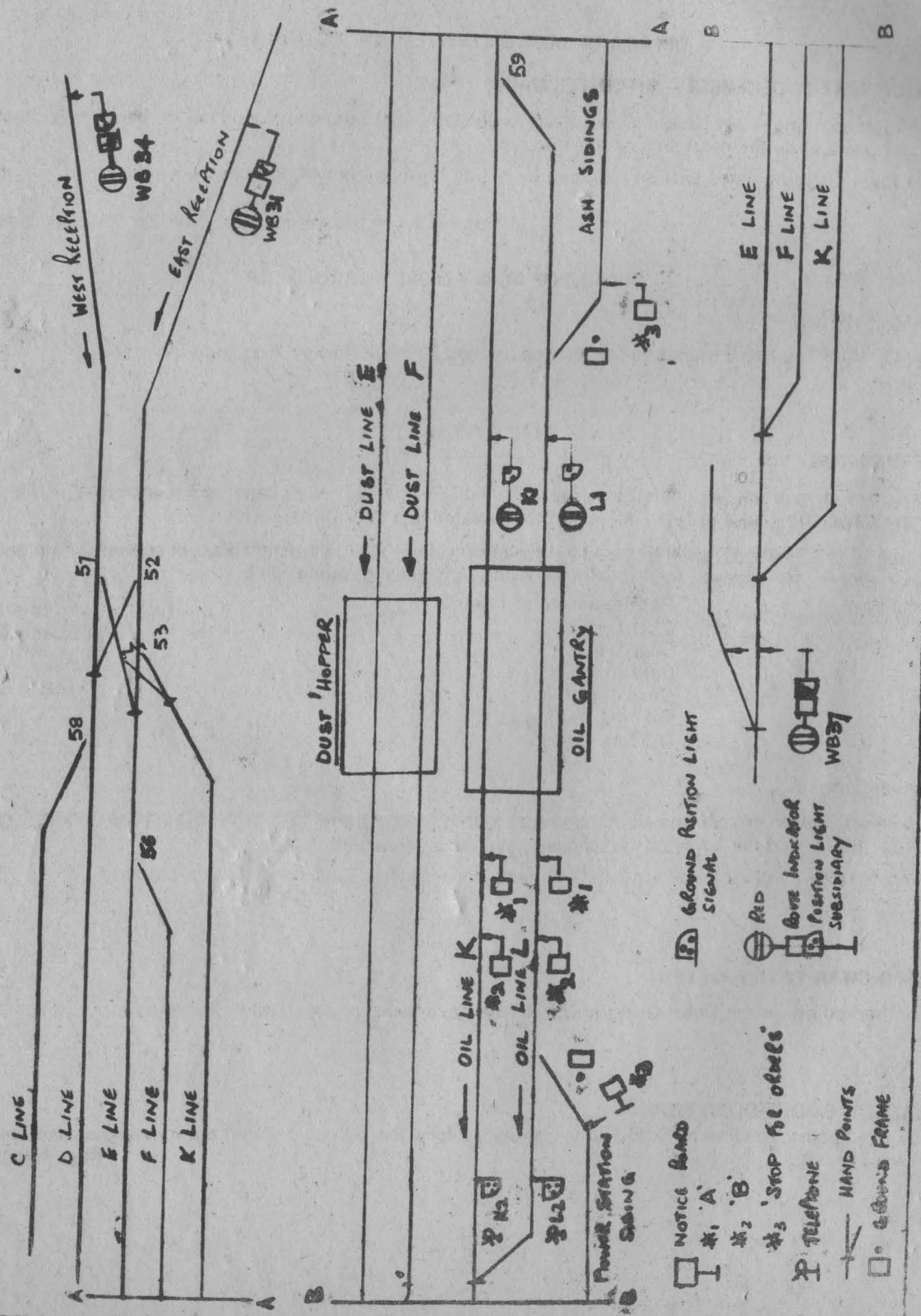
The trap points in the Down Grimsby Curve line have been removed and replaced by plain line. (1)

WADSLEY BRIDGE DOWN SIDINGS

The hand points leading to No.5 Sidings at 38m. 24chs. have been secured out of use pending removal of No.5 Sidings. (New Item) (2)

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

** WEST BURTON POWER STATION - COMMISSIONING OF OIL LINES



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

OUGHTY BRIDGE STATION

The former Siding leading to Silica Works from Oughty Bridge Down Sidings have been shortened by 200 yards and buffer stops erected at 36m, 37chs. (New Item) (2)

** DAWES LANE

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (50)

DECOY POINTSMAN

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (51/52)

WATH CENTRAL STATION

The following signals have been abolished:-

- Disc - Down Siding to Down Goods
- Disc - Down Goods to Up Goods or to Down Siding
- Miniature arm (top of two) Up Goods to Down Goods
- Miniature arm (bottom of two) - Set back on Up Goods or to Up Goods to Colliery
- Disc - Middle Siding to Up Goods
- Disc - Middle Siding to Down Main

A new disc signal has been provided on the cess side of the Up Goods adjacent to the trailing points from the Colliery. The new signal now applies set back along Up Goods or Up Goods to Colliery.

The disc signal applying - Down Main to Up Main (formerly also to Middle Siding) has been re-sited on the cess side of the Down Main, adjacent to the Down Main points ends of the Main line crossover. (1)

JUMBLE LANE

A "diamond" sign has been provided on the post of the Up Home signal. (1)



British Rail

SC

EASTERN REGION

51/52

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

SATURDAY 20 DECEMBER 1975

TO

FRIDAY 2 JANUARY 1976

INCLUSIVE

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

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 21 DECEMBER – GRIMSBY WELLOWGATE CROSSING AND GARDEN STREET JUNCTION

The Up Goods line will be abolished.

Wellowgate Crossing

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

The Up Main Home to Up Goods and Up Goods Distant from Up Main below will be abolished.

Garden Street

The points Up Goods/Down Back Platform will be secured out of use in the reverse position to allow through running to the Down Back Platform.

The Up Goods Home signal will be abolished. (3)

SUNDAY 21 DECEMBER – DODWORTH

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (3)

SUNDAY 21 DECEMBER – WATH ROAD JUNCTION

The Down Slow Distant signal will be renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines. (3)

DETAILS OF WORK ALREADY CARRIED OUT

IMMINGHAM EAST JUNCTION

The trap points in the Down Grimsby Curve line have been removed and replaced by plain line. (1)

WADSLEY BRIDGE DOWN SIDINGS

The hand points leading to No.5 Sidings at 38m. 24chs. have been secured out of use pending removal of No.5 Sidings. (2)

OUGHTY BRIDGE STATION

The former Siding leading to Silica Works from Oughty Bridge Down Sidings have been shortened by 200 yards and buffer stops erected at 36m. 37chs. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** DECOY POINTSMAN

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (51/52)

WATH CENTRAL STATION

The following signals have been abolished:–

Disc – Down Siding to Down Goods

Disc – Down Goods to Up Goods or to Down Siding

Miniature arm (top of two) Up Goods to Down Goods

Miniature arm (bottom of two) – Set back on Up Goods or to Up Goods to Colliery

Disc – Middle Siding to Up Goods

Disc – Middle Siding to Down Main

A new disc signal has been provided situated between the Down and Up Goods adjacent to the trailing points from the Colliery. The new signal now applies set back along Up Goods or Up Goods to Colliery.

The disc signal applying – Down Main to Up Main (formerly also to Middle Siding) has been re-sited on the cress side of the Down Main, adjacent to the Down Main points ends of the Main line crossover. (Amended item) (1)

MITCHELLS MAIN

The disc applying – set back – Down Main to Up Main, has been repositioned on the Barnsley side of the signal box and on the cress side of the line.

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (2)

JUMBLE LANE

A "diamond" sign has been provided on the post of the Up Home signal. (1)