



SC

EASTERN REGION

1

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

SATURDAY 3 JANUARY

TO

FRIDAY 9 JANUARY 1976

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

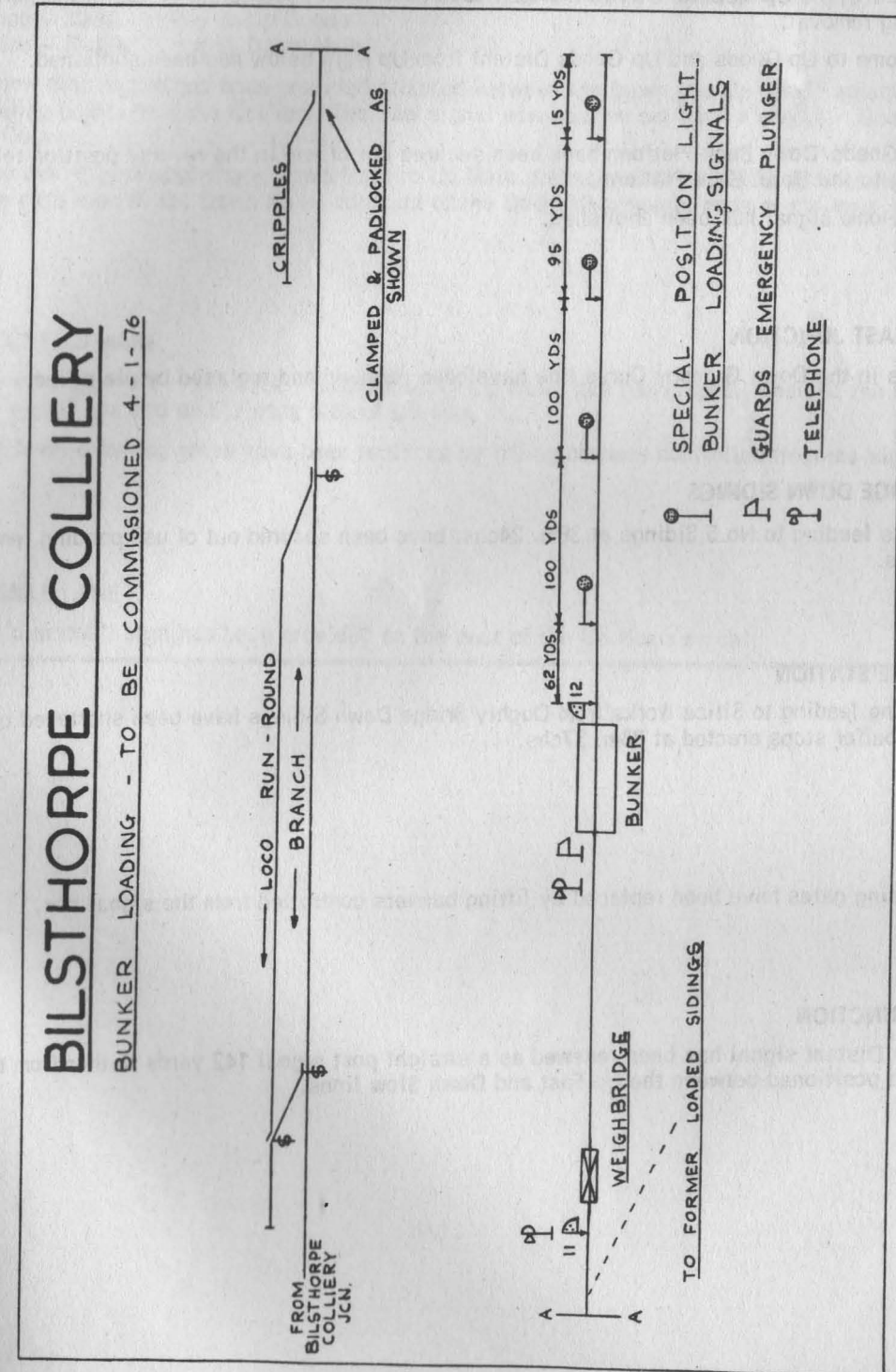
SUNDAY 4 JANUARY - BILSTHORPE COLLIERY BUNKER RAPID LOADING FACILITIES

All sidings in the colliery area will be taken out of use pending removal.

The Single line will be connected into a new layout. This, and the associated signalling for the new rapid loading facilities, is shown on the diagram in this notice.

No.12 position light signal will be fixed to the Bunker structure 11 ft. above rail level.

The key to the padlock on the points leading to the Cripples Siding will be kept in the Bunker control room. Wagon marker boards will be provided after the completion of loading trials. (4)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

GRIMSBY WELLOWGATE CROSSING AND GARDEN STREET JUNCTION

The Up Goods line has been abolished.

Wellowgate Crossing

The facing points in the Up Main leading to the Up Goods have been 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 has been abolished.

Garden Street

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

The Up Goods Home signal has been abolished.

(3)

**** 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)

DODWORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(3)

WATH ROAD JUNCTION

The Down Slow Distant signal has been renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines.

(3)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** 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 the cress side of the Down Main, adjacent to the Down Main points ends of the Main line crossover.

(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)

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 NOTICES

** KILLAMARSH WEST AND RENISHAW PARK GOODS JUNCTION

A temporary level crossing has been brought into use over the Down and Up Lines, and Up Siding line, at 152 miles 34 chains

A crossing keeper is in attendance between 08 00 to 16 00 hours daily. (1)

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)
INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

★ Pages 287-288 (Page 54, SD50D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line :- "the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to" (6)

★ LOCAL INSTRUCTIONS

Page 389

BILSTHORPE COLLIERY BRANCH

Delete existing sub-heading and instructions, and substitute:-

BILSTHORPE COLLIERY : RAPID LOADING FACILITIES

1. Trains must be hauled over the weighbridge at a speed not exceeding 4m.p.h. for tare-weighing, and the Driver must stop when the rear five wagons are positioned under the bunker.
2. Loading and gross weighing will be undertaken on a "stop and start" basis in rafts of five wagons at a time, under the control of the special signals.
3. During loading, the Guard must position himself at the emergency plunger to restore the special signals to the "Stop Immediately" aspect in case of emergency.
4. Upon completion of loading, the special signals will be extinguished and the Guard must hand signal the Driver to propel the train over the weighbridge at a speed not exceeding 4m.p.h. to complete gross-weighing. Propelling must continue until the train is clear of the points leading to the locomotive run-round road.
5. The Guard must secure the wagons, detach the locomotive which must then return, accompanied by him, to the bunker for collection of the loading document.
6. The points to the Cripple Siding are kept clipped and padlocked normal and the Key kept in the bunker control room. After detaching any wagons in the siding the points must be again secured in the normal position, and the key returned to the Bunker Operator.

Note:

Trainmen must exercise caution when making movements over the footpath crossing.

York
19 DECEMBER, 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

2

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

SATURDAY 10 JANUARY

TO

FRIDAY 16 JANUARY 1976

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 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)

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 12 JANUARY - WARSOP JN. UP SIDINGS

Nos 3 to 12 Sidings will be secured out of use pending removal. (5)

DETAILS OF WORK ALREADY CARRIED OUT

BILSTHORPE COLLIERY BUNKER RAPID LOADING FACILITIES

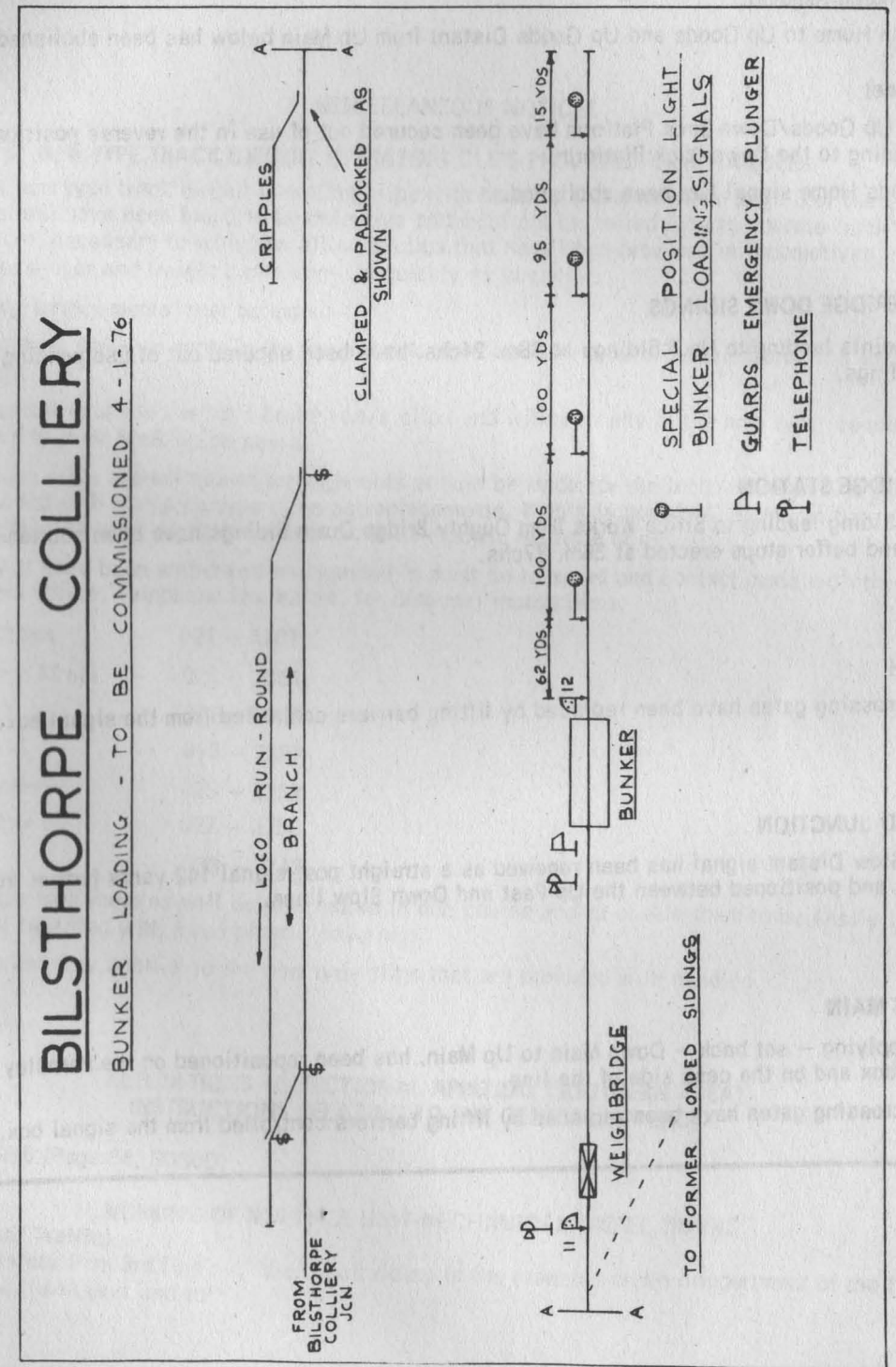
All sidings in the colliery area have been taken out of use pending removal.

The Single line has been connected into a new layout. This, and the associated signalling for the new rapid loading facilities, is shown on the diagram in this notice.

No.12 position light signal has been fixed to the Bunker structure 11 ft. above rail level.

The key to the padlock on the points leading to the Cripples Siding is kept in the Bunker control room. Wagon marker boards have been provided after the completion of loading trials. (4)

DETAILS OF WORK ALREADY CARRIED OUT-continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****GRIMSBY WELLOWGATE CROSSING AND GARDEN STREET JUNCTION**

The Up Goods line has been abolished.

Wellowgate Crossing

The facing points in the Up Main leading to the Up Goods have been 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 has been abolished.

Garden Street

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

The Up Goods Home signal has been abolished. (3)

**** 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)

DODWORTH

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

WATH ROAD JUNCTION

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

**** 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 cess side of the line.

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



SC

EASTERN REGION

3

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

SATURDAY 17 JANUARY

TO

FRIDAY 23 JANUARY 1976

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 20 JANUARY – BETWEEN BEIGHTON JUNCTION AND TREETON SOUTH**

The trailing connection – Up Goods to Woodhouse Mill Sidings, will be secured out of use in the normal position pending removal of the points and of the sidings. Woodhouse Mill ground frame will be abolished.

DETAILS OF WORK ALREADY CARRIED OUT**WARSOP JN. UP SIDINGS**

Nos. 3 to 12 Sidings have been secured out of use pending removal. (5)

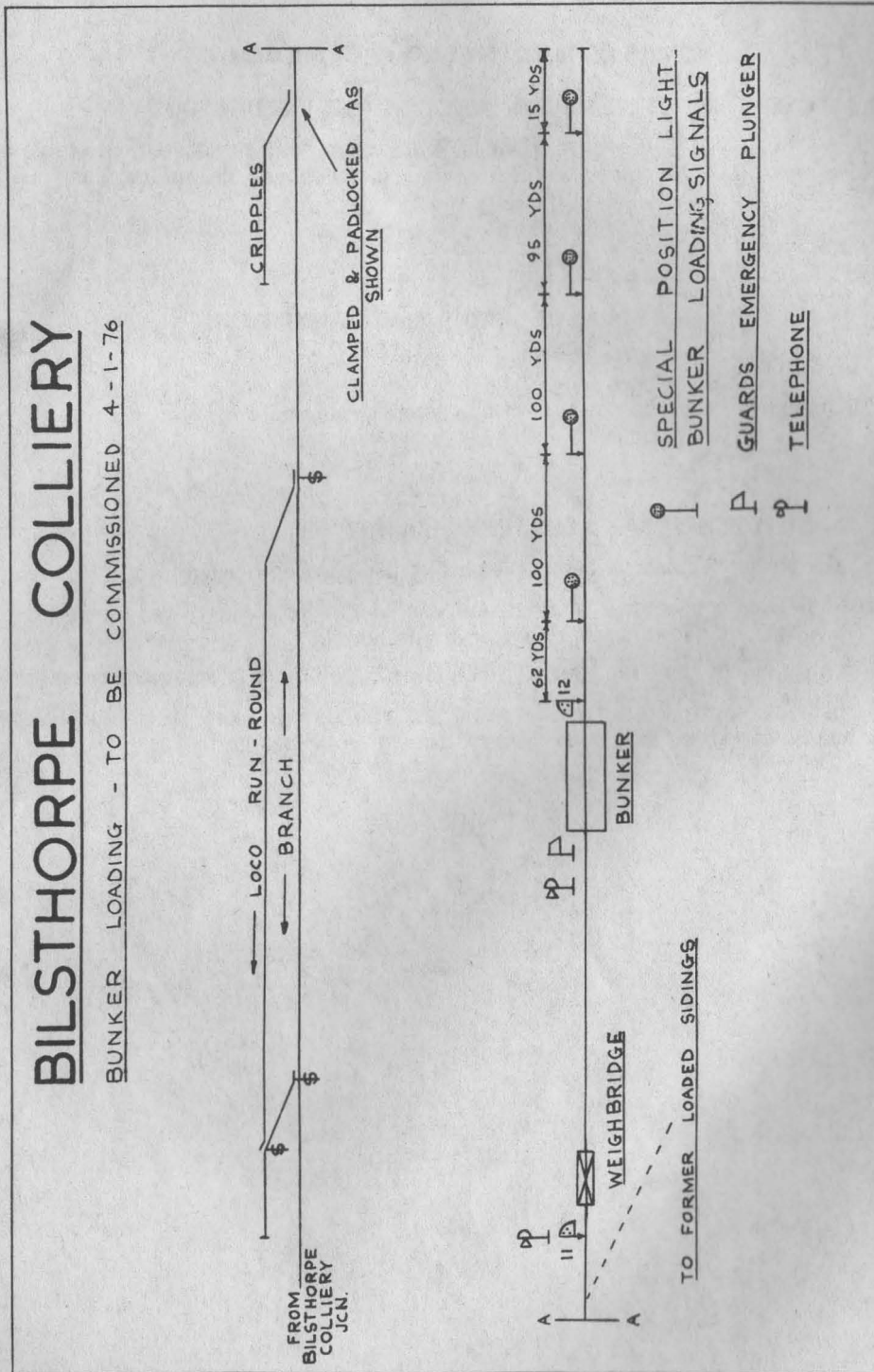
BILSTHORPE COLLIERY BUNKER RAPID LOADING FACILITIES

All sidings in the colliery area have been taken out of use pending removal.

The Single line has been connected into a new layout. This, and the associated signalling for the new rapid loading facilities, is shown on the diagram in this notice.

No.12 position light signal has been fixed to the Bunker structure 11 ft. above rail level.

The key to the padlock on the points leading to the Cripples Siding is kept in the Bunker control room. Wagon marker boards have been provided after the completion of loading trials. (4)



**** GRIMSBY WELLOWGATE CROSSING AND GARDEN STREET JUNCTION**

The Up Goods line has been abolished.

Wellowgate Crossing

The facing points in the Up Main leading to the Up Goods have been 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 has been abolished.

Garden Street

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

The Up Goods Home signal has been abolished. (3)

**** DODWORTH**

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

**** WATH ROAD JUNCTION**

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



SC

EASTERN REGION

4

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

SATURDAY 24 JANUARY

TO

FRIDAY 30 JANUARY 1976

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**BETWEEN BEIGHTON JUNCTION AND TREETON SOUTH**

The trailing connection – Up Goods to Woodhouse Mill Sidings, has been secured out of use in the normal position pending removal of the points and of the sidings. Woodhouse Mill ground frame has been abolished.

WARSOP JN. UP SIDINGS

Nos. 3 to 12 Sidings have been secured out of use pending removal.

(5)

**** BILSTHORPE COLLIERY BUNKER RAPID LOADING FACILITIES**

All sidings in the colliery area have been taken out of use pending removal.

The Single line has been connected into a new layout. This, and the associated signalling for the new rapid loading facilities, is shown on the diagram in this notice.

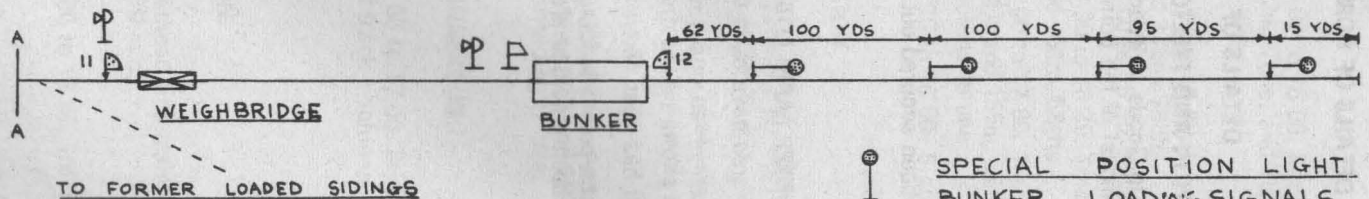
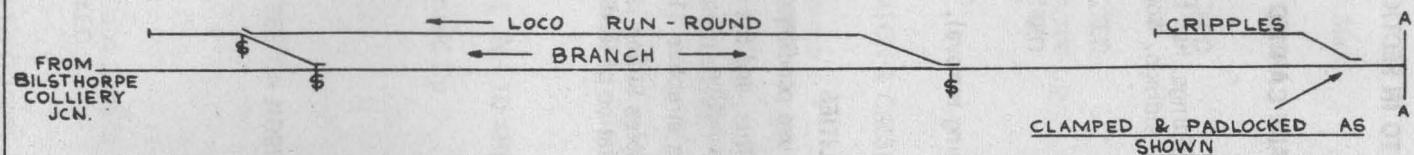
No.12 position light signal has been fixed to the Bunker structure 11 ft. above rail level.

The key to the padlock on the points leading to the Cripples Siding is kept in the Bunker control room. Wagon marker boards have been provided after the completion of loading trials.

(4)

** BILSTHORPE COLLIERY

BUNKER LOADING - TO BE COMMISSIONED 4-1-76



- ⊙ SPECIAL POSITION LIGHT
- ⊙ BUNKER LOADING SIGNALS
- P GUARDS EMERGENCY PLUNGER
- ☎ TELEPHONE

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



SC

EASTERN REGION

5

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

SATURDAY 31 JANUARY

TO

FRIDAY 6 FEBRUARY 1976

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 1 FEBRUARY – ELMTON AND CRESSWELL JN.**

The Down Lay-by will be shortened by 160 yards, and a Stop-Block erected at 149m. 6chs. (8)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN BEIGHTON JUNCTION AND TREETON SOUTH**

The trailing connection – Up Goods to Woodhouse Mill Sidings, has been secured out of use in the normal position pending removal of the points and of the sidings. Woodhouse Mill ground frame has been abolished. (6)

**** WARSOP JN. UP SIDINGS**

Nos. 3 to 12 Sidings have been secured out of use pending removal. (5)



SC

EASTERN REGION

6

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

SATURDAY 7 FEBRUARY

TO

FRIDAY 13 FEBRUARY 1976

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**SATURDAY 7 FEBRUARY – WORKSOP WEST**

The points leading to General Refractory Private Sidings will be secured out of use pending removal. (9)

WEDNESDAY 11 FEBRUARY – ELMTON & CRESWELL

The crossover Ground Frame B will be moved from the Up Main cess side to the Down Main cess side. (9)

DETAILS OF WORK ALREADY CARRIED OUT**ELMTON AND CRESWELL JN.**

The Down Lay-by has been shortened by 160 yards, and a Stop-Block erected at 149m. 6chs. (8)

**** BETWEEN BEIGHTON JUNCTION AND TREETON SOUTH**

*

The trailing connection – Up Goods to Woodhouse Mill Sidings, has been secured out of use in the normal position pending removal of the points and of the sidings. Woodhouse Mill ground frame has been abolished. (6)



SC

EASTERN REGION

7

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

SATURDAY 14 FEBRUARY

TO

FRIDAY 20 FEBRUARY 1976

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 15 FEBRUARY – STAINFORTH JUNCTION

The following points and connections at the West end of the station will be secured out of use in the normal position pending removal:—

Main to Main trailing crossover and the associated slip connections to Up Sidings and Down Goods.
Facing Connection – Down Main to Down Goods
Up Sidings/Through Road

With the exception of the disc applying set back Down Goods to Down Slow platform or Down Sidings the associated disc shunting signals, together with the Down Main 3rd Home to Down Goods will be abolished.

A new facing connection leading from Down Main to Down Goods will be brought into use at the East end of the station, and the semaphore arm Down Main 2nd Home to Down Goods will be restored to use on the Main post of the Down Main 2nd Home signal bracket.

“Diamond” signs will be provided on the post of the Down Main 3rd Home ; on the Up Main 2nd Home and on the disc signal applying Down Main to Down Goods at the West end of the station. (10)

DETAILS OF WORK ALREADY CARRIED OUT

WORKSOP WEST

The points leading to General Refractory Private Sidings have been secured out of use pending removal. (9)

ELMTON & CRESWELL

The crossover Ground Frame B has been moved from the Up Main cess side to the Down Main cess side. (9)

ELMTON AND CRESWELL JN.

The Down Lay-by has been shortened by 160 yards, and a Stop-Block erected at 149m. 6chs. (8)

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 NOTICES

NIL

York
5 FEBRUARY, 1976

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: -

C. J.

WOOLSTENHOLMES

PRIVATE AND NOT FOR PUBLICATION

B.R.31119/4



SC

EASTERN REGION

9

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 28 FEBRUARY

TO

FRIDAY 5 MARCH 1976

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**SATURDAY 28 to SUNDAY 29 FEBRUARY – SCUNTHORPE NEW B.S.C. COAL TERMINAL**

Revised signalling will be commissioned. Full details are shown on Supplementary Signalling Notice No. 80 (dated 21/22 February), and all concerned should be in possession of a copy of this Notice.

The B.S.C. signalling will not be fully operative until a later date to be advised through the S.C. Notice. (12)

SUNDAY 29 FEBRUARY – ELSHAM

The Up Main Starting Signal will be abolished. (12)

MONDAY 1 MARCH – SHEEPBRIDGE BRANCH

The shunt neck will be shortened by 154 yards and a temporary stop block erected at 149m. 29chs. (12)

TUESDAY 2 MARCH – DUNFORD WEST DOWN LOOP

The Down Loop Dead end Siding at the East End of the Down Loop between 23m. 4chs. and 23m. 7chs. will be removed. The trailing points in the Down Loop will remain as catch points. (12)

TUESDAY 2 MARCH – ATTERCLIFFE GOODS YARD

The No. 8 Siding will be lengthened by 217 yards and No. 9 Siding reduced by 217 yards. The No. 9 Siding will be slued into No. 8 Siding and the Stop Block at present on No. 8 Road will be resited on No. 9 Siding at 160m. 19yds. (12)

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

The Diamond sign has been removed from the Down Goods Starting Signal. (New Item) (12)

OUGHTY BRIDGE DOWN SIDINGS

The Hand Points leading to No. 4 Siding at 36m. 32chs. has been secured out of use pending removal of Siding. (11)

GUNHOUSE LOOP – SCUNTHORPE

The facing connection reading from Up Scunthorpe to the Up Loop, located at 19 $\frac{3}{4}$ m.p. has been repositioned 200 yards nearer to signal S.306. (Amended Item) (11)

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

The following points and connections at the West end of the station have been secured out of use in the normal position pending removal:-

Main to Main trailing crossover and the associated slip connections to Up Sidings and Down Goods.
Facing Connection – Down Main to Down Goods
Up Sidings/Through Road

With the exception of the disc applying set back Down Goods to Down Slow platform or Down Sidings the associated disc shunting signals, together with the Down Main 3rd Home to Down Goods have been abolished.

A new facing connection leading from Down Main to Down Goods has been brought into use at the East end of the station, and the semaphore arm Down Main 2nd. Home to Down Goods has been restored to use on the Main post of the Down Main 2nd. Home signal bracket.

"Diamond" signs have been provided on the post of the Down Main 3rd. Home; on the Up Main 2nd. Home and on the disc signal applying Down Main to Down Goods at the West end of the station. (10)

STAIRFOOT JUNCTION

The Single line to Wharnccliffe Woodmoor has been renamed Wharnccliffe Siding No.1 and the adjacent Siding renamed Wharnccliffe Siding No.2.

The semaphore arm outlet signal from Wharnccliffe Siding No.1 (former Single line) and the associated Distant signal, also the outlet disc from No.2 Siding (former Siding) has, together with the derailer in No.2 Siding, been abolished.

The points between No.1 and No.2 Sidings has been converted to single ended hand-worked points.

A new disc, controlling the outlet from both sidings, has been provided between the hand-worked points and the trap points. (11)

**** WORKSOP WEST**

The points leading to General Refractory Private Sidings have been secured out of use pending removal. (9)

**** ELMTON & CRESWELL**

The crossover Ground Frame B has been moved from the Up Main cess side to the Down Main cess side. (9)

SKIERS SPRING

The arm of the Down Main Home signal has been reduced in height to 20ft. above rail level. (11)

GENERAL INSTRUCTIONS AND NOTES

MISCELLANEOUS NOTICES

19 FEBRUARY 1976

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS



SC

EASTERN REGION

10

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 6 MARCH

TO

FRIDAY 12 MARCH 1976

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 to MONDAY 8 MARCH – SHIREOAKS STATION

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (13)

MONDAY 8 MARCH – WOODBURN WORKSHOPS YARD

The Engineers Sidings in Woodburn Workshops yard has been shortened by 44 yards and stop block erected at 42¼m.p. (13)

DETAILS OF WORK ALREADY CARRIED OUT

SCUNTHORPE NEW B.S.C. COAL TERMINAL

Revised signalling has been commissioned. Full details are shown on Supplementary Signalling Notice No. 80 (dated 21/22 February), and all concerned should be in possession of a copy of this Notice.

The B.S.C. signalling will not be fully operative until a later date to be advised through the S.C. Notice.

The following alterations should be made to Supplementary Signalling Notice No. 80.

Page 3

Signal No. S.347.

Delete route readings as shown below :-

Signal No.	Location	Aspect	Route or junction indication	Application to or towards
		S	T	Transfer line occupied
		S	G	Down Scunthorpe Goods occupied
S.51	Standage Sidings			S.45 Up Scunthorpe Goods Loop S.47 Up Scunthorpe (Amended item)

Add to table of routes :-

ELSHAM
The Up Main Starting Signal has been abolished. (12)

SHEEPBRIDGE BRANCH

The shunt neck has been shortened by 154 yards and a temporary stop block erected at 149m. 29chs. (12)

DUNFORD WEST DOWN LOOP

The Down Loop Dead end Siding at the East End of the Down Loop between 23m. 4chs. and 23m. 7chs. has been removed. The trailing points in the Down Loop will remain as catch points. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ATTERCLIFFE GOODS YARD

The No.8 Siding has been lengthened by 217 yards and No.9 Siding reduced by 217 yards. The No.9 Siding has been slued into No.8 Siding and the Stop Block at present on No.8 Road has been resited on No.9 Siding at 160m. 19 yds. (12)

ORGREAVES COLLIERY

The Diamond sign has been removed from the Down Goods Starting Signal. (12)

OUGHTY BRIDGE DOWN SIDINGS

The Hand Points leading to No.4 Siding at 36m. 32chs. has been secured out of use pending removal of Siding. (11)

GUNHOUSE LOOP – SCUNTHORPE

The facing connection reading from Up Scunthorpe to the Up Loop, located at 19¼m.p. has been repositioned 200 yards nearer to signal S.306. (11)

**STAINFORTH JUNCTION

The following points and connections at the West end of the station have been secured out of use in the normal position pending removal:-

Main to Main trailing crossover and the associated slip connections to Up Sidings and Down Goods.
Facing Connection – Down Main to Down Goods
Up Sidings/Through Road

With the exception of the disc applying set back Down Goods to Down Slow platform or Down Sidings the associated disc shunting signals, together with the Down Main 3rd Home to Down Goods have been abolished.

A new facing connection leading from Down Main to Down Goods has been brought into use at the East end of the station, and the semaphore arm Down Main 2nd. Home to Down Goods has been restored to use on the Main post of the Down Main 2nd. Home signal bracket.

“Diamond” signs have been provided on the post of the Down Main 3rd. Home; on the Up Main 2nd. Home and on the disc signal applying Down Main to Down Goods at the West end of the station. (10)

STAIRFOOT JUNCTION

The Single line to Wharnccliffe Woodmoor has been renamed Wharnccliffe Siding No.1 and the adjacent Siding renamed Wharnccliffe Siding No.2.

The semaphore arm outlet signal from Wharnccliffe Siding No.1 (former Single line) and the associated Distant signal, also the outlet disc from No.2 Siding (former Siding) has, together with the derailer in No.2 Siding, been abolished.

The points between No.1 and No.2 Sidings has been converted to single ended hand-worked points.

A new disc, controlling the outlet from both sidings, has been provided between the hand-worked points and the trap points. (11)

SKIERS SPRING

The arm of the Down Main Home signal has been reduced in height to 20ft. above rail level. (11)



SC

EASTERN REGION

11

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

SATURDAY 13 MARCH

TO

FRIDAY 19 MARCH 1976

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 to MONDAY 8 MARCH – SHIREOAKS STATION (THIS WORK WAS NOT CARRIED OUT)**

The level crossing gates etc.

DETAILS OF WORK ALREADY CARRIED OUT**SCUNTHORPE NEW B.S.C. COAL TERMINAL**

Revised signalling has been commissioned. Full details are shown on Supplementary Signalling Notice No. 80 (dated 21/22 February), and all concerned should be in possession of a copy of this Notice. The B.S.C. signalling will not be fully operative until a later date to be advised through the S.C. Notice. The following alterations should be made to Supplementary Signalling Notice No. 80.

Page 3

Signal No. S.347.

Delete route readings as shown below :-

Signal No.	Location	Aspect	Route or junction indication	Application to or towards
		S	T	Transfer line occupied
		S	G	Down Scunthorpe Goods occupied
Add to table of routes :-				
S.51	Standage Sidings			S.45 Up Scunthorpe Goods Loop S.47 Up Scunthorpe (Amended item)

ELSHAM

The Up Main Starting Signal has been abolished.

(12)

SHEEPBRIDGE BRANCH

The shunt neck has been shortened by 154 yards and a temporary stop block erected at 149m. 29chs.

(12)

DUNFORD WEST DOWN LOOP

The Down Loop Dead end Siding at the East End of the Down Loop between 23m. 4chs. and 23m. 7chs. has been removed. The trailing points in the Down Loop will remain as catch points.

(12)

WOODBURN WORKSHOPS YARD

The Engineers Sidings in Woodburn Workshops yard has been shortened by 44 yards and stop block erected at 42¼m.p.

(13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ATTERCLIFFE GOODS YARD

The No.8 Siding has been lengthened by 217 yards and No.9 Siding reduced by 217 yards. The No.9 Siding has been slued into No.8 Siding and the Stop Block at present on No.8 Road has been resited on No.9 Siding at 160m. 19 yds. (12)

ORGREAVES COLLIERY

The Diamond sign has been removed from the Down Goods Starting Signal. (12)

** OUGHTY BRIDGE DOWN SIDINGS

The Hand Points leading to No.4 Siding at 36m. 32chs. has been secured out of use pending removal of Siding. (11)

** GUNHOUSE LOOP - SCUNTHORPE

The facing connection reading from Up Scunthorpe to the Up Loop, located at 19 $\frac{1}{4}$ m.p. has been repositioned 200 yards nearer to signal S.306. (11)

** STAIRFOOT JUNCTION

The Single line to Wharnccliffe Woodmoor has been renamed Wharnccliffe Siding No.1 and the adjacent Siding renamed Wharnccliffe Siding No.2.

The semaphore arm outlet signal from Wharnccliffe Siding No.1 (former Single line) and the associated Distant signal, also the outlet disc from No.2 Siding (former Siding) has, together with the derailer in No.2 Siding, been abolished.

The points between No.1 and No.2 Sidings has been converted to single ended hand-worked points.

A new disc, controlling the outlet from both sidings, has been provided between the hand-worked points and the trap points. (11)

** SKIERS SPRING

The arm of the Down Main Home signal has been reduced in height to 20ft. above rail level. (11)



SC

EASTERN REGION

13

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

SATURDAY 27 MARCH

TO

FRIDAY 2 APRIL 1976

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 JN.) TO GRINDLEFORD (L.M.R.)		
SUNDAY 28 MARCH		
Grindleford and Totley Tunnel East	Up BLOCKED	03 00 to 16 00. Aerocem pointing bridge No.9 between 159 and 155 m.p. Train in use.
SHEFFIELD (NUNNERY MAIN LINE JN.) TO SHEFFIELD (NUNNERY JN.)		
UNTIL FURTHER NOTICE		
Sheffield (Nunnery M.L. Jn.) and Sheffield Victoria No. 4 (Nunnery Jn. Points)	Down and Up	08 00 to 17 00. Bridgework No. 1 at 159m. 15chs. Off track machines in use. (75/43)
SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION		
SUNDAY 28 MARCH		
Shepcote Lane (Shepcote Lane Jn. Points) and Treeton Jn.	All Between Trains	07 00 to 17 00. Loading materials between 161¼ m.p. and 158m 70chs.
SUNDAY 28 to MONDAY 29 MARCH		
Tinsley Yard and Treeton Jn. (N.E. Curve)	Arrival and departure Lines BLOCKED	05 00 Sun to 02 00 Mon. In conjunction with possession between Treeton South and Canklow Goods Junction.

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

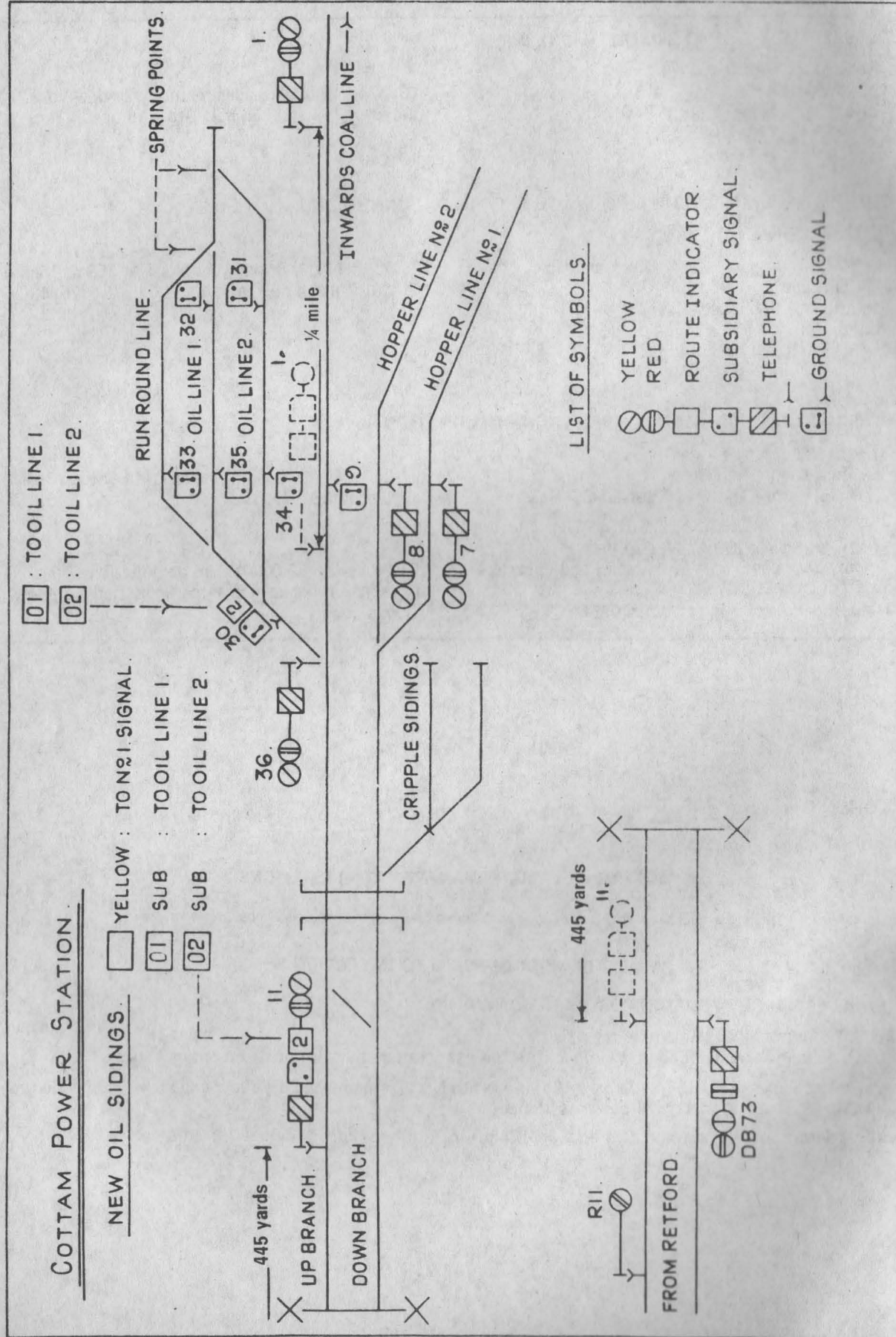
SUNDAY 28 MARCH - COTTAM POWER STATION "A"

C.E.G.B. Control Cabin

New Oil Sidings and Run-Round, together with the associated signalling will be brought into use.

A yellow aspect and Route Indicator will be added to No.11 signal, and a yellow aspect will be added to No.1 signal. These signals will be repositioned.

For full details of the new and altered signalling, refer to the diagram included in this notice. (16)



**** SCUNTHORPE NEW B.S.C. COAL TERMINAL**

Revised signalling has been commissioned. Full details are shown on Supplementary Signalling Notice No. 80 (dated 21/22 February), and all concerned should be in possession of a copy of this Notice. The B.S.C. signalling will not be fully operative until a later date to be advised through the S.C. Notice. The following alterations should be made to Supplementary Signalling Notice No. 80.

Page 3

Signal No. S.347.

Delete route readings as shown below :-

Signal No.	Location	Aspect	Route or junction indication	Application to or towards
		S	T	Transfer line occupied
		S	G	Down Scunthorpe Goods occupied

Add to table of routes :-

S.51	Standage Sidings			S.45 Up Scunthorpe Goods Loop S.47 Up Scunthorpe
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**** WOODBURN WORKSHOPS YARD**

The Engineers Sidings in Woodburn Workshops yard has been shortened by 44 yards and stop block erected at 42 1/4 m.p. (13)



SC

EASTERN REGION

14

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

SATURDAY 3 APRIL

TO

FRIDAY 9 APRIL 1976

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		
SUNDAY 4 APRIL		
Tinsley Yard and Treeton Jn. (North East Curve)	Arrival and Departure lines BLOCKED	05 00 to 22 00. In conjunction with possession between Treeton South and Canklow Goods Jn.

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 4 APRIL – CROSBY MINES**

The Down Main Home signal, with the Normanby Park Outer Distant below, will be repositioned 136 yards further from the signal box and will be 304 yards before reaching the signal box in the new position. The distance between the Normanby Park South Down Main home and repositioned Distant signal will then be 890 yards.

A new Down Main Outer Distant for Crosby Mines will be provided below the Weigh Office Sidings Down Main Home signal, and the Down Distant (below the Weigh Office Sidings Starting signal) will become the Inner Distant.

The distance between the new Outer Distant and the Crosby Mines Down Home will be 914 yards (18)

WEDNESDAY 7 APRIL – WOMBWELL MAIN JUNCTION

The Up Home signal from Dovecliffe will be replaced on a straight post 26 yards nearer to the signal box with the arm at a reduced height of 15 ft. above rail level. (18)

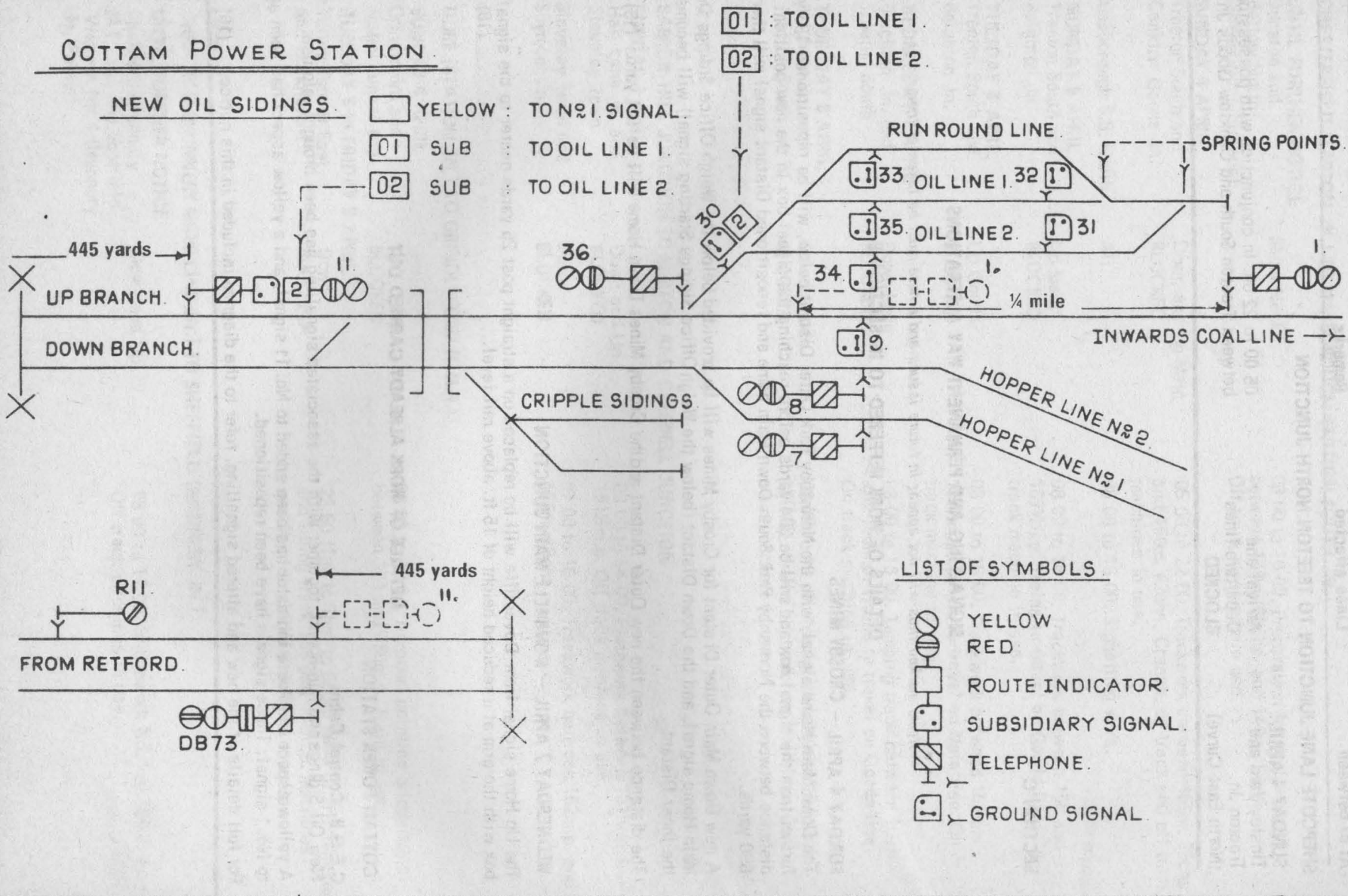
DETAILS OF WORK ALREADY CARRIED OUT**COTTAM POWER STATION****C.E.G.B. Control Cabin**

New Oil Sidings and Run-Round, together with the associated signalling has been brought into use.

A yellow aspect and Route indicator has been added to No. 11 signal, and a yellow aspect has been added to No. 1 signal. These signals have been repositioned.

For full details of the new and altered signalling, refer to the diagram included in this notice. (16)

COTTAM POWER STATION.





SC

EASTERN REGION

15

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

SATURDAY 10 APRIL

TO

FRIDAY 16 APRIL 1976

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 APRIL – MALTBY COLLIERY SOUTH

A new line to be known as the Bunker line, will be brought into use adjacent to, and to the East of the Empty line, which will be connected to the Empty line by new points approximately 100 yards South of the connection between the Empty line and the Colliery Running Road South.

Signalling Alterations:-

The signal applying – Empty line to Colliery Running Road South, will be replaced by a new miniature arm signal (arm 20ft. above rail level), at clearance point from the new connection (233 yards further from the signal box). An adjacent telephone connected to the signal box will be provided.

A new miniature arm signal (arm 20ft. above rail level) applying Bunker line to Colliery Running Road South will be provided, adjacent to and immediately opposite the above signal on the right-hand side of the Bunker line. This signal will be provided with a Banner Repeating signal adjacent to the Loading Bunker.

The signal applying – Colliery Running Road North to Single line (main arm), or to Empty line (Miniature arm) will be provided with a stencil-type route indicator, and this, read in conjunction with the miniature arm will apply:-

- E – Empty line
- B – Bunker line

The signal applying – North Sidings towards the Single line (main arm) or to Empty line (Miniature arm) will be provided with a stencil-type route indicator, and this, read in conjunction with the miniature arm will apply:-

- E – Empty line
- B – Bunker line

The crossover and associated slips between the Single line and the Colliery Running Road North or North Sidings, situated adjacent to the signal box, will be abolished. (19)

SUNDAY 11 APRIL – ST. CATHERINES JUNCTION AND YORKSHIRE MAIN

St. Catherines Junction

A "36" wagon marker board and stencil-type route indicator, will be provided 400 yards before reaching the Home signal from Yorkshire Main direction. The stencil indicator will show a left-hand arrow when the Home signal arm for the Up Siding is cleared, and a right-hand arrow when the Home arm for the Single line is cleared.

A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" will be provided on the approach to the above marker board.

Both boards will be provided with a marker lamp.

Yorkshire Main

A "36" wagon marker board will be provided 400 yards before reaching the Home signal from St. Catherines Junction. A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" will be provided on the approach to the wagon marker board. (19)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

WORKSOP WEST

The ground shunt signal applying Up Main to the Through Sidings has been repositioned between the Up and Down Main lines. (New item) (19)

COTTAM POWER STATION**C.E.G.B. Control Cabin**

New Oil Sidings and Run-Round, together with the associated signalling has been brought into use.

A yellow aspect and Route indicator has been added to No. 11 signal, and a yellow aspect has been added to No. 1 signal. These signals have been repositioned.

For full details of the new and altered signalling, refer to the diagram included in this notice. (16)

CROSBY MINES

The Down Main Home signal, with the Normanby Park Outer Distant below, has been repositioned 136 yards further from the signal box and is now 304 yards before reaching the signal box. The distance between the Normanby Park South Down Main home and repositioned Distant signal is now 890 yards.

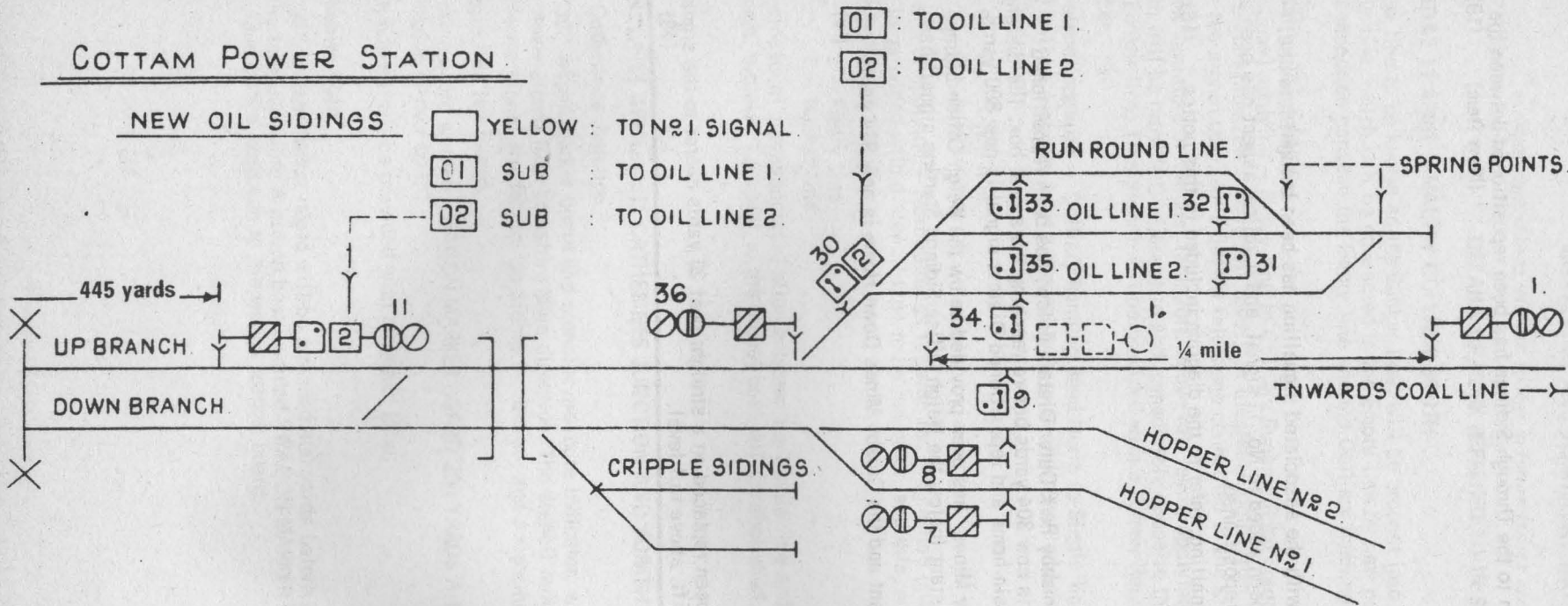
A new Down Main Outer Distant for Crosby Mines has been provided below the Weigh Office Sidings Down Main Home signal, and the Down Distant (below the Weigh Office Sidings Starting signal) has become the Inner Distant.

The distance between the new Outer Distant and the Crosby Mines Down Home is now 914 yards. (18)

WOMBWELL MAIN JUNCTION

The Up Home signal from Dovecliffe has been replaced on a straight post 26 yards nearer to the signal box with the arm at a reduced height of 15 ft. above rail level. (18)

COTTAM POWER STATION



01 : TO OIL LINE 1.

02 : TO OIL LINE 2.

NEW OIL SIDINGS

□ YELLOW : TO N°1 SIGNAL.

01 SUB : TO OIL LINE 1.

02 SUB : TO OIL LINE 2.

RUN ROUND LINE

SPRING POINTS

33 OIL LINE 1

35 OIL LINE 2

445 yards

UP BRANCH

DOWN BRANCH

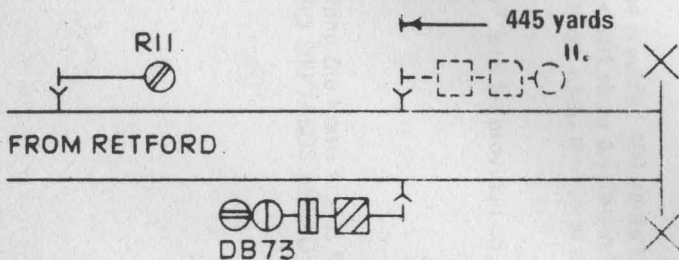
CRIPPLE SIDINGS

HOPPER LINE N°2

HOPPER LINE N°1

INWARDS COAL LINE

1/4 mile



LIST OF SYMBOLS

- YELLOW
- ◐ RED
- ROUTE INDICATOR
- ◻ SUBSIDIARY SIGNAL
- ▨ TELEPHONE
- ⊥ GROUND SIGNAL

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

DON'T TAKE

CHANCES,

YOU CAN'T

AFFORD IT



SC

EASTERN REGION

16/17

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 17 APRIL
TO
FRIDAY 30 APRIL 1976
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 20 APRIL—WICKER BRANCH**

The stop blocks on No.5 Siding will be removed and trailing lead at 0m. 28chs. provided on No.4 Sidings and connected into No.5 siding. (20)

FRIDAY 23 APRIL—WICKER BRANCH

The crossover between Nos.1 and 2 Sidings between 0m. 25chs. and 0m. 29chs. will be removed and stop block erected at 0m. 27chs. on No.1 Siding. Firth Brown's internal lead at 0m. 35chs. on continuation of No.1 Siding will be secured for traffic to use No.4 Siding. (20)

FRIDAY 23 APRIL—SHEFFIELD (SOUTH JN. POINTS)

Commencing 08 00 the station ground frame will be temporarily taken out of use. (20)

SUNDAY 25 APRIL—ALDWARKE JUNCTION

The Ground position light shunting signal (A52) reading from the Parkgate Iron & Steel Co., sidings to the Down Main, will be replaced by an elevated position light signal with stencil route indicator 15ft. above rail level. The route indications will be:-

'D' - To Down Main

'X' - To Up Main 'LIMIT OF SHUNT' (New route)

The 'LIMIT OF SHUNT' indicator will be positioned at ground level on the cess side of the Up Main, 400 yards on the Rotherham Road side of A25 signal. (20)

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

The ground shunt signal applying Up Main to the Through Sidings has been repositioned between the Up and Down Main lines. (19)

**** COTTAM POWER STATION****C.E.G.B. Control Cabin**

New Oil Sidings and Run-Round, together with the associated signalling has been brought into use.

A yellow aspect and Route indicator has been added to No. 11 signal, and a yellow aspect has been added to No. 1 signal. These signals have been repositioned.

For full details of the new and altered signalling, refer to the diagram included in this notice. (16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MALTBY COLLIERY SOUTH

A new line to be known as the Bunker line, has been brought into use adjacent to, and to the East of the Empty line, which has been connected to the Empty line by new points approximately 100 yards South of the connection between the Empty line and the Colliery Running Road South.

Signalling Alterations:-

The signal applying - Empty line to Colliery Running Road South, has been replaced by a new miniature arm signal (arm 20ft. above rail level), at clearance point from the new connection (233 yards further from the signal box). An adjacent telephone connected to the signal box has been provided.

A new miniature arm signal (arm 20ft. above rail level) applying Bunker line to Colliery Running Road South has been provided, adjacent to and immediately opposite the above signal on the right-hand side of the Bunker line. This signal has been provided with a Banner Repeating signal adjacent to the loading Bunker.

The signal applying - Colliery Running Road North to Single line (main arm), or to Empty line (Miniature arm) has been provided with a stencil-type route indicator, and this, read in conjunction with the miniature arm applies:-

- E - Empty line
- B - Bunker line

The signal applying - North Sidings towards the Single line (main arm) or to Empty line (Miniature arm) has been provided with a stencil-type route indicator and this, read in conjunction with the miniature arm applies:-

- E - Empty line
- B - Bunker line

The crossover and associated slips between the Single line and the Colliery Running Road North or North Sidings, situated adjacent to the signal box, has been abolished. (19)

ST. CATHERINES JUNCTION AND YORKSHIRE MAIN

St. Catherines Junction

A "36" wagon marker board and stencil-type route indicator, has been provided 400 yards before reaching the Home signal from Yorkshire Main direction. The stencil indicator shows a left-hand arrow when the Home signal for the Up Siding is cleared, and a right-hand arrow when the Home arm for the Single line is cleared.

A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the above marker board.

Both boards have been provided with a marker lamp.

Yorkshire Main

A "36" wagon marker board has been provided 400 yards before reaching the Home signal from St. Catherines Junction. A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the wagon marker board. (19)

CROSBY MINES

The Down Main Home signal, with the Normanby Park Outer Distant below, has been repositioned 136 yards further from the signal box and is now 304 yards before reaching the signal box. The distance between the Normanby Park South Down Main home and repositioned Distant signal is now 890 yards.

A new Down Main Outer Distant for Crosby Mines has been provided below the Weigh Office Sidings Down Main Home signal, and the Down Distant (below the Weigh Office Sidings Starting signal) has become the Inner Distant.

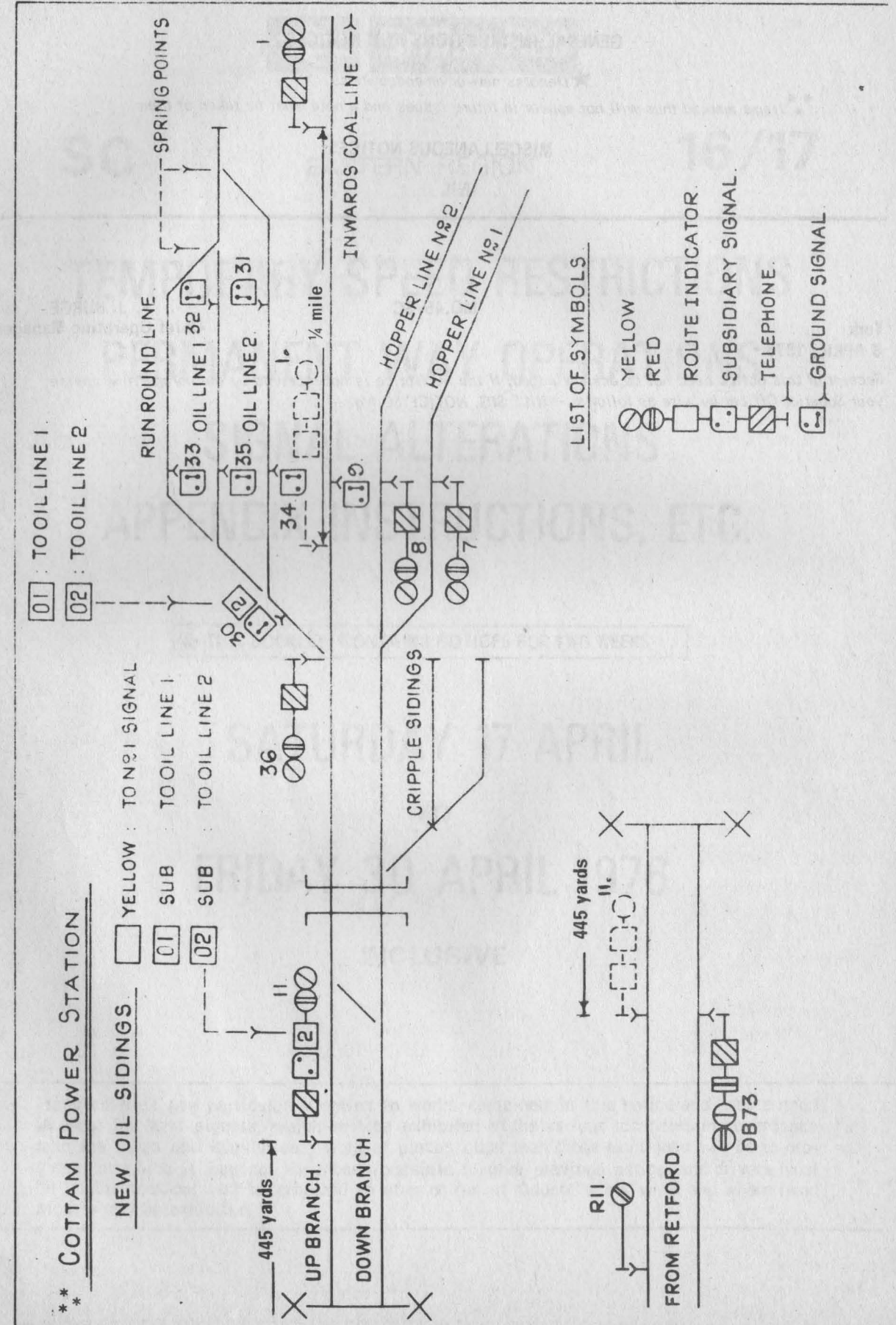
The distance between the new Outer Distant and the Crosby Mines Down Home is now 914 yards. (18)

WOMBWELL MAIN JUNCTION

The Up Home signal from Dovecliffe has been replaced on a straight post 26 yards nearer to the signal box with the arm at a reduced height of 15 ft. above rail level. (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued





SC

EASTERN REGION

18

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

SATURDAY 1 MAY

TO

FRIDAY 7 MAY 1976

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 JN.) TO GRINDLEFORD (L.M.R.)		
SUNDAY 2 MAY		
Grindleford and Totley Tunnel East	Down and Up BLOCKED	03 00 to 16 00. Aerocem pointing bridge No.9 between 159 and 155m.p. Train in use.
SHEFFIELD (NUNNERY MAIN LINE JN.) TO SHEFFIELD (NUNNERY JN.)		
UNTIL FURTHER NOTICE		
Sheffield (Nunnery M.L. Jn.) and Sheffield Victoria No. 4 (Nunnery Jn. Points)	Down and Up	08 00 to 17 00. Bridgework No. 1 at 159m. 15chs. Off track machines in use. (75/43)

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS**

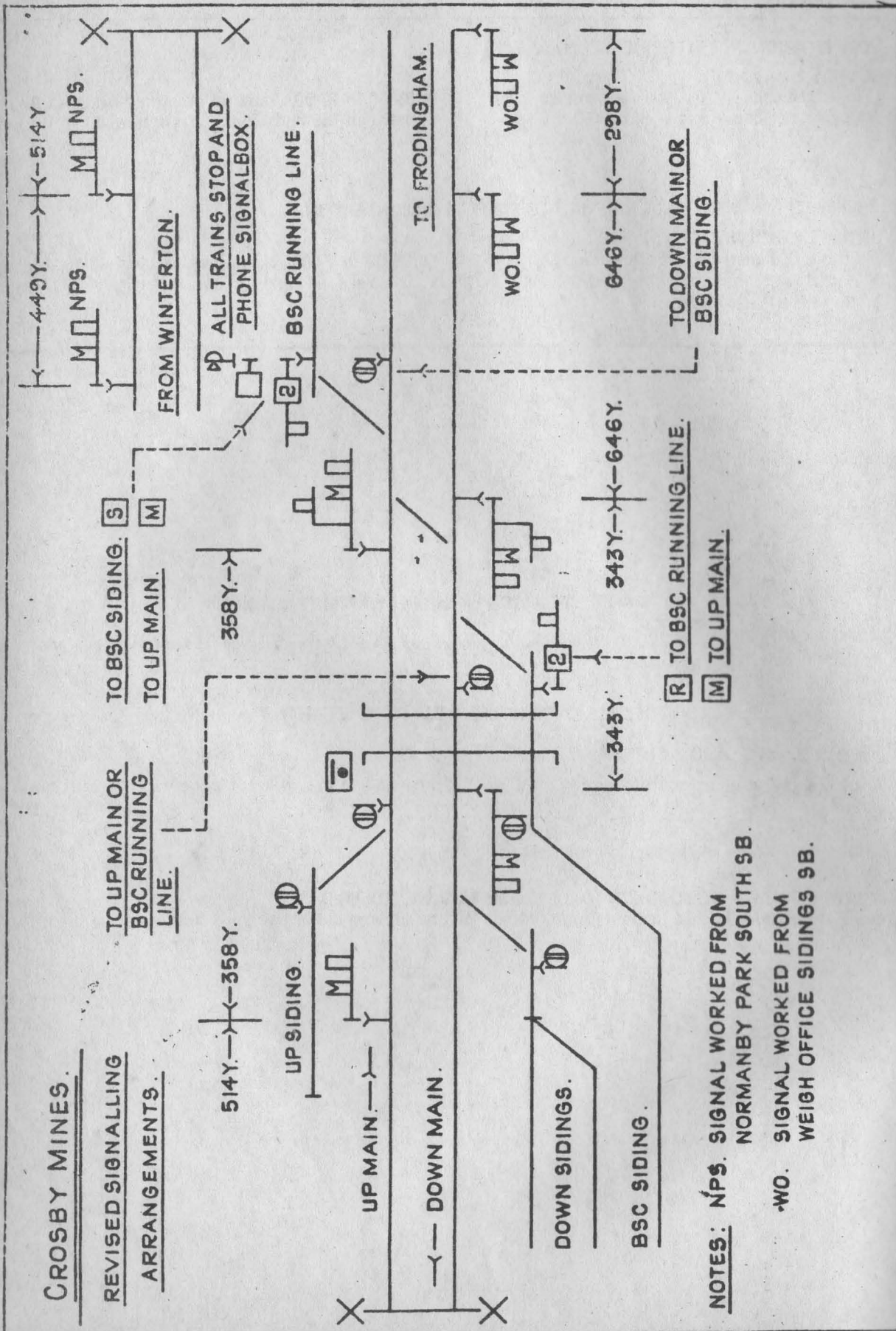
**
* Items marked thus will not appear in future issues and a note must be taken of them

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 2 MAY - CROSBY MINES**

A revised layout and signalling arrangement will be brought into use in accordance with the diagram shown in this notice. (21)

MONDAY 3 MAY - MEXBOROUGH (DALE BROWN PRIVATE SIDINGS)

The 2 lever Ground Frame to Dale Brown Sidings will be secured out of use until further notice. (21)



NOTES: Nps. SIGNAL WORKED FROM NORMANBY PARK SOUTH SB.
 -wo. SIGNAL WORKED FROM WEIGH OFFICE SIDINGS 9B.

WORKSOP WEST

The ground shunt signal applying Up Main to the Through Sidings has been repositioned between the Up and Down Main lines. (19)

ALDWARKE JUNCTION

The Ground position light shunting signal (A52) reading from the Parkgate Iron & Steel Co., sidings to the Down Main, has been replaced by an elevated position light signal with stencil route indicator 15ft. above rail level. The route indications are:-

- 'D' - To Down Main
- 'X' - To Up Main 'LIMIT OF SHUNT' (New route)

The "LIMIT OF SHUNT" indicator has been positioned at ground level on the cess side of the Up Main, 400 yards on the Rotherham Road side of A25 signal. (20)

MALTBY COLLIERY SOUTH

A new line to be known as the Bunker line, has been brought into use adjacent to, and to the East of the Empty line, which has been connected to the Empty line by new points approximately 100 yards South of the connection between the Empty line and the Colliery Running Road South.

Signalling Alterations:-

The signal applying - Empty line to Colliery Running Road South, has been replaced by a new miniature arm signal (arm 20ft. above rail level), at clearance point from the new connection (233 yards further from the signal box). An adjacent telephone connected to the signal box has been provided.

A new miniature arm signal (arm 20ft. above rail level) applying Bunker line to Colliery Running Road South has been provided, adjacent to and immediately opposite the above signal on the right-hand side of the Bunker line. This signal has been provided with a Banner Repeating signal adjacent to the loading Bunker.

The signal applying - Colliery Running Road North to Single line (main arm), or to Empty line (Miniature arm) has been provided with a stencil-type route indicator, and this, read in conjunction with the miniature arm applies:-

- E - Empty line
- B - Bunker line

The signal applying - North Sidings towards the Single line (main arm) or to Empty line (Miniature arm) has been provided with a stencil-type route indicator and this, read in conjunction with the miniature arm applies:-

- E - Empty line
- B - Bunker line

The crossover and associated slips between the Single line and the Colliery Running Road North or North Sidings, situated adjacent to the signal box, has been abolished. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****ST. CATHERINES JUNCTION AND YORKSHIRE MAIN****St. Catherines Junction**

A "36" wagon marker board and stencil-type route indicator, has been provided 400 yards before reaching the Home signal from Yorkshire Main direction. The stencil indicator shows a left-hand arrow when the Home signal arm for the Up Siding is cleared, and a right-hand arrow when the Home arm for the Single line is cleared.

A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the above marker board.

Both boards have been provided with a marker lamp.

Yorkshire Main

A "36" wagon marker board has been provided 400 yards before reaching the Home signal from St. Catherines Junction. A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the wagon marker board. (19)

**** CROSBY MINES**

The Down Main Home signal, with the Normanby Park Outer Distant below, has been repositioned 136 yards further from the signal box and is now 304 yards before reaching the signal box. The distance between the Normanby Park South Down Main home and repositioned Distant signal is now 890 yards.

A new Down Main Outer Distant for Crosby Mines has been provided below the Weigh Office Sidings Down Main Home signal, and the Down Distant (below the Weigh Office Sidings Starting signal) has become the Inner Distant.

The distance between the new Outer Distant and the Crosby Mines Down Home is now 914 yards. (18)

**** WOMBWELL MAIN JUNCTION**

The Up Home signal from Dovecliffe has been replaced on a straight post 26 yards nearer to the signal box with the arm at a reduced height of 15 ft. above rail level. (18)

WICKER BRANCH

The stop blocks on No.5 Siding have been removed and trailing lead at 0m. 28chs. provided on No.4 Sidings and connected into No.5 siding. (20)

WICKER BRANCH

The crossover between Nos. 1 and 2 Sidings between 0m. 25chs. and 0m. 29chs. has been removed and stop block erected at 0m. 27chs. on No.1 Siding. Firth Brown's internal lead at 0m. 35chs. on continuation of No.1 Siding has been secured for traffic to use No.4 Siding. (20)

**** SHEFFIELD (SOUTH JN. POINTS)**

The station ground frame will be out of use.
* Until 16 00 Monday 3 May. (20).

**An open door on a
moving train invites**

INJURY

DAMAGE

DELAY.

**Close those doors firmly
before trains depart.**



SC

EASTERN REGION

19

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

SATURDAY 8 MAY

TO

FRIDAY 14 MAY 1976

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 JN.) TO GRINDLEFORD (L.M.R.)		
SUNDAY 9 MAY		
Grindleford and Totley Tunnel East	Up BLOCKED	03 00 to 16 00. Aerocem pointing bridge No.9 between 159 and 155m.p. Train in use. Single line working over Down.
SHEFFIELD (NUNNERY MAIN LINE JN.) TO SHEFFIELD (NUNNERY JN.)		
UNTIL FURTHER NOTICE		
Sheffield (Nunnery M.L. Jn.) and Sheffield Victoria No.4 (Nunnery Jn. Points)	Down and Up	08 00 to 17 00. Bridgework No.1 at 159m. 15chs. Off track machines in use. (75/43)

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 MAY – ROTHERHAM MAIN

The arm of the Up Main Home signal will be reduced in height to 24ft. above rail level. (22)

MONDAY 10 MAY – BEIGHTON JUNCTION (EX. L.M. BROOKHOUSE COLLIERY BRANCH)

Stop – Blocks will be erected 156m. 6chs. and 156m. 29chs. pending removal of the intermediate track. (22)

MONDAY 10 MAY – RAWMARSH SIDINGS

The No.1 North Siding will be secured out of use pending removal. (22)

MONDAY 10 MAY – WEST TINSLEY

The trailing points from the Up Tinsley line to Up Sidings and levers 1 and 2 on West Tinsley "A" ground frame will be secured out of use. (22)

WEDNESDAY 12 MAY – NEW HOLLAND

The arm of the Up Barton-on-Humber Branch Home signal will be reduced in height to 13ft. above rail level. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**** WORKSOP WEST**

The ground shunt signal applying Up Main to the Through Sidings has been repositioned between the Up and Down Main lines. (19)

ALDWARKE JUNCTION

The Ground position light shunting signal (A52) reading from the Parkgate Iron & Steel Co., sidings to the Down Main, has been replaced by an elevated position light signal with stencil route indicator 15ft. above rail level. The route indications are:-

'D' – To Down Main

'X' – To Up Main 'LIMIT OF SHUNT' (New route)

The "LIMIT OF SHUNT" indicator has been positioned at ground level on the cess side of the Up Main, 400 yards on the Rotherham Road side of A25 signal. (20)

**** MALTBY COLLIERY SOUTH**

A new line to be known as the Bunker line, has been brought into use adjacent to, and to the East of the Empty line, which has been connected to the Empty line by new points approximately 100 yards South of the connection between the Empty line and the Colliery Running Road South.

Signalling Alterations:-

The signal applying – Empty line to Colliery Running Road South, has been replaced by a new miniature arm signal (arm 20ft. above rail level), at clearance point from the new connection (233 yards further from the signal box). An adjacent telephone connected to the signal box has been provided.

A new miniature arm signal (arm 20ft. above rail level) applying Bunker line to Colliery Running Road South has been provided, adjacent to and immediately opposite the above signal on the right-hand side of the Bunker line. This signal has been provided with a Banner Repeating signal adjacent to the loading Bunker.

The signal applying – Colliery Running Road North to Single line (main arm), or to Empty line (Miniature arm) has been provided with a stencil-type route indicator, and this, read in conjunction with the miniature arm applies:-

E – Empty line

B – Bunker line

The signal applying – North Sidings towards the Single line (main arm) or to Empty line (Miniature arm) has been provided with a stencil-type route indicator and this, read in conjunction with the miniature arm applies:-

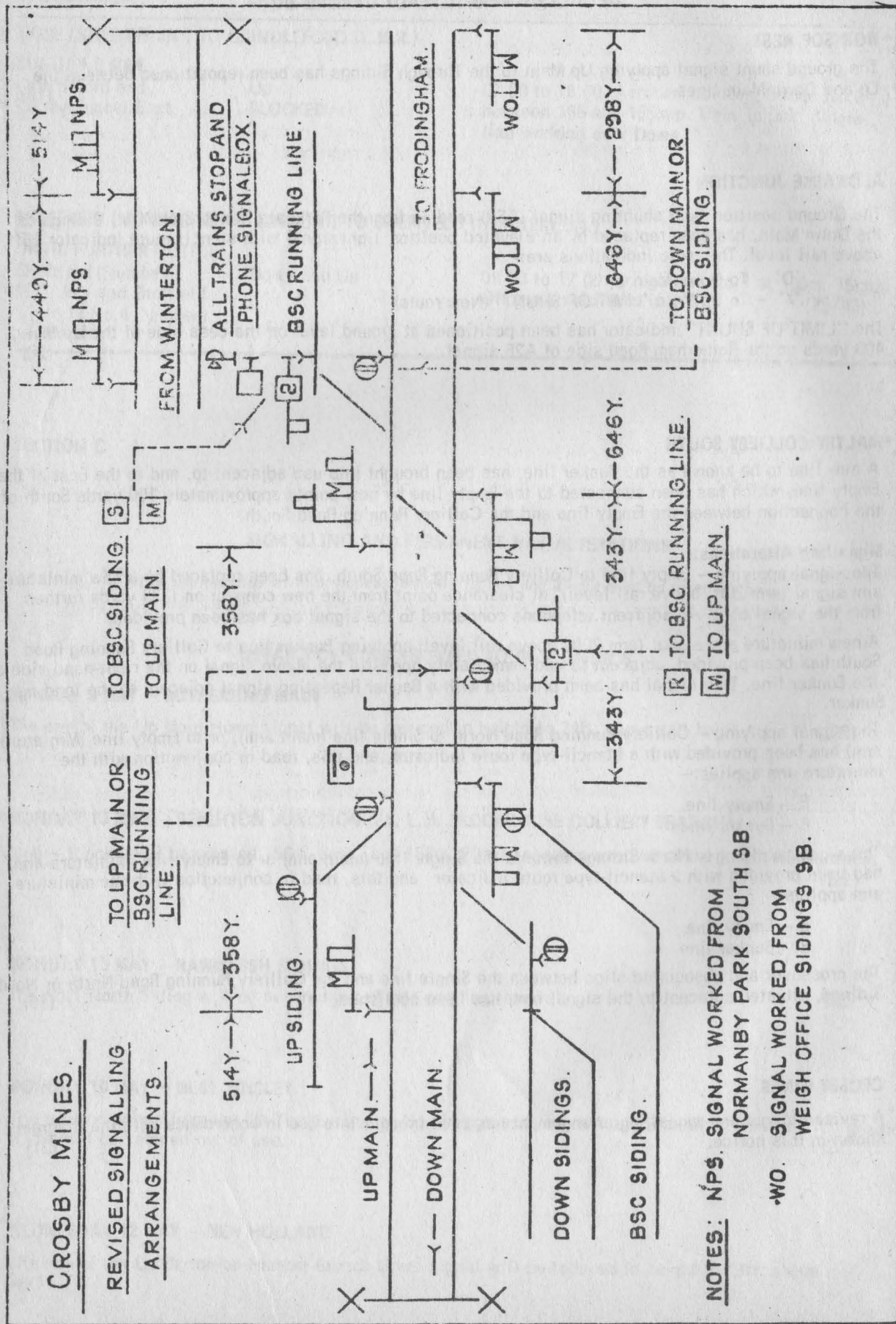
E – Empty line

B – Bunker line

The crossover and associated slips between the Single line and the Colliery Running Road North or North Sidings, situated adjacent to the signal box, has been abolished. (19)

CROSBY MINES

A revised layout and signalling arrangement has been brought into use in accordance with the diagram shown in this notice. (21)



**** ST. CATHERINES JUNCTION AND YORKSHIRE MAIN**

St. Catherines Junction

A "36" wagon marker board and stencil-type route indicator, has been provided 400 yards before reaching the Home signal from Yorkshire Main direction. The stencil indicator shows a left-hand arrow when the Home signal arm for the Up Siding is cleared, and a right-hand arrow when the Home arm for the Single line is cleared.

A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the above marker board.

Both boards have been provided with a marker lamp.

Yorkshire Main

A "36" wagon marker board has been provided 400 yards before reaching the Home signal from St. Catherines Junction. A notice board worded "WAGON MARKER BOARD 200 YARDS AHEAD" has been provided on the approach to the wagon marker board. (19)

MEXBOROUGH (DALE BROWN PRIVATE SIDINGS)

The 2 lever Ground Frame to Dale Brown Sidings has been secured out of use until further notice. (21)

WICKER BRANCH

The stop blocks on No.5 Siding have been removed and trailing lead at 0m. 28chs. provided on No.4 Sidings and connected into No.5 siding. (20)

WICKER BRANCH

The crossover between Nos. 1 and 2 Sidings between 0m. 25chs. and 0m. 29chs. has been removed and stop block erected at 0m. 27chs. on No.1 Siding. Firth Brown's internal lead at 0m. 35chs. on continuation of No.1 Siding has been secured for traffic to use No.4 Siding. (20)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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

MISCELLANEOUS NOTICES**SECTIONAL APPENDIX (SOUTHERN AREA)****LOCAL INSTRUCTIONS**

Page 397 - 9

WEST BURTON POWER STATION★ Add:-
Oil Sidings K and L

Trains directed to these sidings will be stopped at Signal No. K1 or L1. When the subsidiary signal is cleared the train must proceed forward to marker board "A" situated at the West end of the oil unloading gantry and the Driver must stop his train with the locomotive cab door opposite this marker board.

When the locomotive is other than of Type 37, the Guard must instruct the Driver to proceed a short distance ahead of the marker board "A" and stop the train so that the leading buffers of the first tank wagons are opposite the white post at the end of the oil unloading gantry.

The Guard must secure the train, uncouple the locomotive and instruct the Driver to proceed forward to marker board "B" to await completion of unloading. The C.E.G.B. Operator in charge of the oil sidings on completion of discharge will give authority.

Page 399

Speed Limits

Add - Over oil sidings

5m.p.h.

(22D)

York

29 APRIL, 1976

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

20

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

SATURDAY 15 MAY

TO

FRIDAY 21 MAY 1976

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 MAY – GRIMSBY TOWN STATION**

The Down Goods line will be taken out of use. The associated points will be secured out of use in the normal position pending removal and the associated signalling abolished. (23)

SUNDAY 16 MAY – GRIMSBY GARDEN STREET AND WELLOWGATE**Garden Street and Wellowgate**

The points giving access to the Down Goods will be secured out of use in the reverse position giving access to the Back Platform and Down Sidings only.

Wellowgate

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

The first of two semaphore arm signals applying Down Back Platform line to Down Main will be abolished.

The disc signal applying set back – Up Main to Down Main through the trailing crossover will be repositioned on the east side of the level crossing and on the Platform side of the line.

A new disc signal will be provided on the cess side of the Down Main west of the level crossing and this will apply set back – Down Main to Down Back Platform or to Down Sidings. (23)

DETAILS OF WORK ALREADY CARRIED OUT**NEW HOLLAND**

The arm of the Up Barton-on-Humber Branch Home signal has been reduced in height to 13ft. above rail level. (22)

BEIGHTON JUNCTION (EX. L.M. BROOKHOUSE COLLIERY BRANCH)

Stop – Blocks have been erected 156m. 6chs. and 156m. 29chs. pending removal of the intermediate track. (22)

RAWMARSH SIDINGS

The No. 1 North Siding has been secured out of use pending removal. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** ALDWARKE JUNCTION

The Ground position light shunting signal (A52) reading from the Parkgate Iron & Steel Co., sidings to the Down Main, has been replaced by an elevated position light signal with stencil route indicator 15ft. above rail level. The route indications are:-

- 'D' - To Down Main
- 'X' - To Up Main 'LIMIT OF SHUNT' (New route)

The "LIMIT OF SHUNT" indicator has been positioned at ground level on the cess side of the Up Main, 400 yards on the Rotherham Road side of A25 signal. (20)

ROTHERHAM MAIN

The arm of the Up Main Home signal has been reduced in height to 24ft. above rail level. (22)

WEST TINSLEY

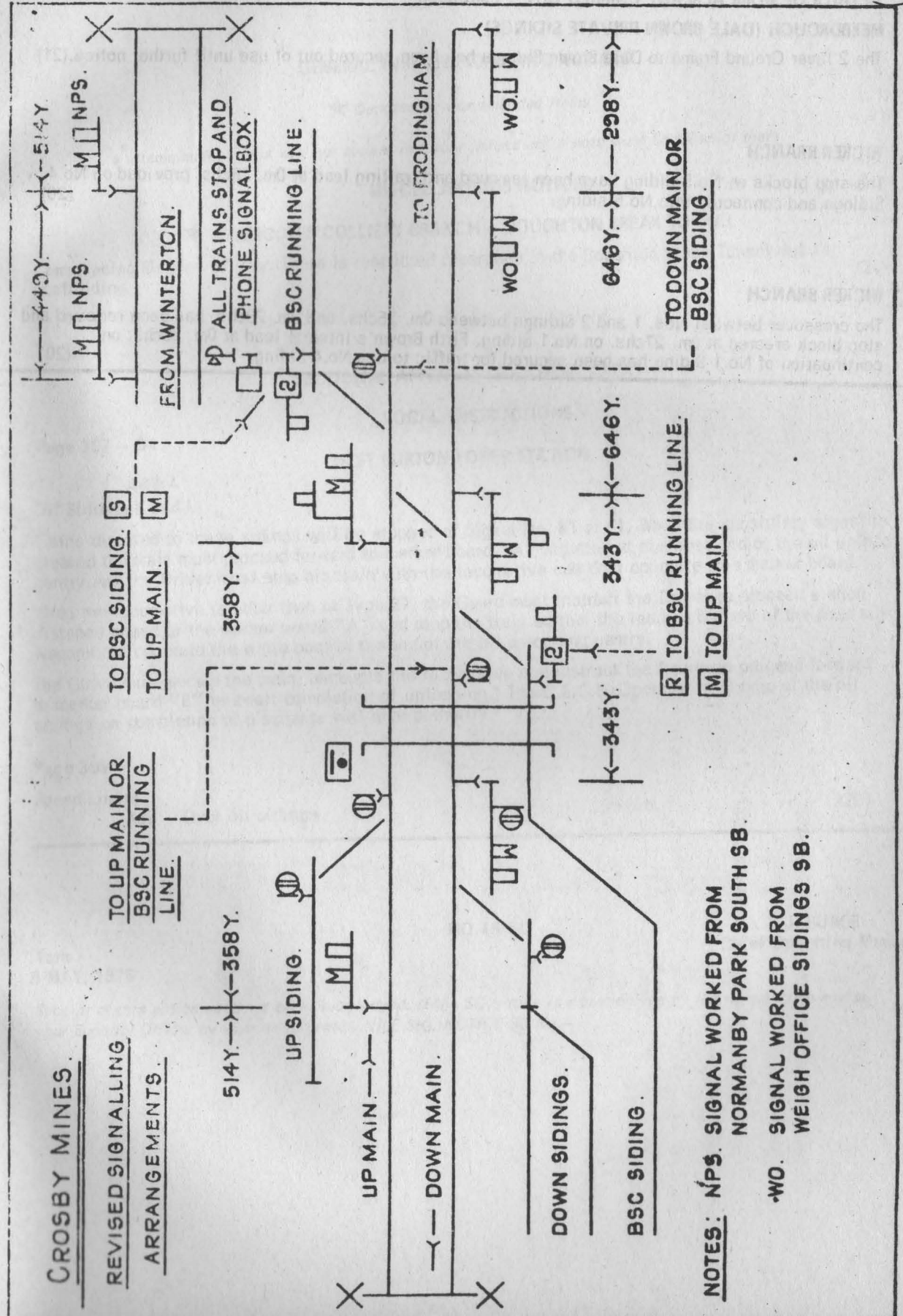
The trailing points from the Up Tinsley line to Up Sidings and levers 1 and 2 on West Tinsley "A" ground frame have been secured out of use. (22)

CROSBY MINES

A revised layout and signalling arrangement has been brought into use in accordance with the diagram shown in this notice. (21)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MEXBOROUGH (DALE BROWN PRIVATE SIDINGS)

The 2 lever Ground Frame to Dale Brown Sidings has been secured out of use until further notice.(21)

**** WICKER BRANCH**

The stop blocks on No.5 Siding have been removed and trailing lead at 0m. 28chs. provided on No.4 Sidings and connected into No.5 siding. (20)

**** WICKER BRANCH**

The crossover between Nos. 1 and 2 Sidings between 0m. 25chs. and 0m. 29chs. has been removed and stop block erected at 0m. 27chs. on No.1 Siding. Firth Brown's internal lead at 0m. 35chs. on continuation of No.1 Siding has been secured for traffic to use No.4 Siding. (20)

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 NOTICES

★ **BEVERCOTES COLLIERY BRANCH – BOUGHTON BREAK TUNNEL**

Commencing Monday 17 May. There is restricted clearance in the Boughton Break Tunnel due to scaffolding. (24)

SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 397 – 9

WEST BURTON POWER STATION

Add:-

Oil Sidings K and L

Trains directed to these sidings will be stopped at Signal No. K1 or L1. When the subsidiary signal is cleared the train must proceed forward to marker board "A" situated at the West end of the oil unloading gantry and the Driver must stop his train with the locomotive cab door opposite this marker board.

When the locomotive is other than of Type 37, the Guard must instruct the Driver to proceed a short distance ahead of the marker board "A" and stop the train so that the leading buffers of the first tank wagons are opposite the white post at the end of the oil unloading gantry.

The Guard must secure the train, uncouple the locomotive and instruct the Driver to proceed forward to marker board "B" to await completion of unloading. The C.E.G.B. Operator in charge of the oil sidings on completion of discharge will give authority.

Page 399

Speed Limits

Add – Over oil sidings

5m.p.h.

(22D)

MO.45/SC

F.J. BURGE
Chief Operating Manager

York
6 MAY, 1976

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. –

An open door on a moving train invites

INJURY DAMAGE DELAY.

Close those doors firmly before trains depart.

**SC****EASTERN REGION****21**

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

SATURDAY 22 MAY**TO****FRIDAY 28 MAY 1976****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 23 MAY - WARSOP STATION AND WARSOP JUNCTION

Warsop Station signal box, together with all signals worked therefrom will be abolished. The Block section will then be between Welbeck Colliery Junction and Warsop Junction.

The connection from the Up Main to Shell-Mex Oil Depot will be worked from a new 2-lever 'Shell-Mex' ground frame., electrically released from Warsop Junction signal box. (25)

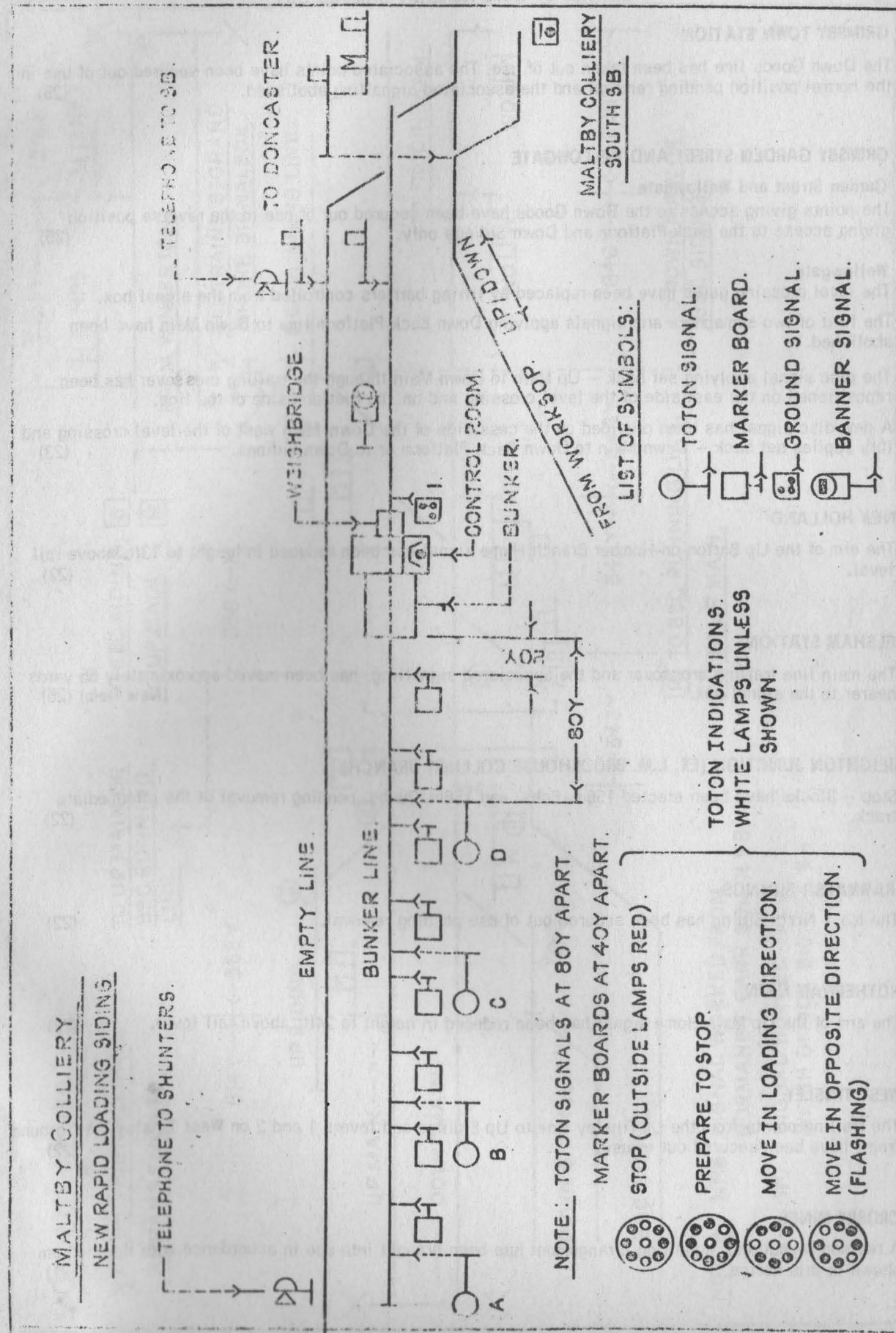
SUNDAY 23 MAY - KENDAL GREEN CROSSING AND WORSBOROUGH BRIDGE CROSSING

Worsborough Bridge Crossing Down Home signal will be replaced 11 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level.

The Kendal Green Crossing Down Distant signal will be resisted on the post carrying the Worsborough Bridge Crossing Down Home signal 16ft. above rail level, and will then be 898 yards (351 yards further) before reaching the Kendal Green Crossing Down Home signal. (25)

THURSDAY 27 MAY - MALTBY COLLIERY

New Rapid Loading Facilities will be commissioned, and a diagram illustrating the Bunker and new signalling is included in this notice. (25)



DETAILS OF WORK ALREADY CARRIED OUT

GRIMSBY TOWN STATION

The Down Goods line has been taken out of use. The associated points have been secured out of use in the normal position pending removal and the associated signalling abolished. (25)

GRIMSBY GARDEN STREET AND WELLOWGATE

Garden Street and Wellowgate

The points giving access to the Down Goods have been secured out of use in the reverse position giving access to the Back Platform and Down Sidings only. (25)

Wellowgate

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

The first of two semaphore arm signals applying Down Back Platform line to Down Main have been abolished.

The disc signal applying set back - Up Main to Down Main through the trailing crossover has been repositioned on the east side of the level crossing and on the Platform side of the line.

A new disc signal has been provided on the cess side of the Down Main west of the level crossing and this applies set back - Down Main to Down Back Platform or to Down Sidings. (23)

NEW HOLLAND

The arm of the Up Barton-on-Humber Branch Home signal has been reduced in height to 13ft. above rail level. (22)

ELSHAM STATION

The main line trailing crossover and the associated signalling, has been moved approximately 65 yards nearer to the signal box. (New Item) (25)

BEIGHTON JUNCTION (EX. L.M. BROOKHOUSE COLLIERY BRANCH)

Stop - Blocks have been erected 156m. 6chs. and 156m. 29chs. pending removal of the intermediate track. (22)

RAWMARSH SIDINGS

The No. 1 North Siding has been secured out of use pending removal. (22)

ROTHERHAM MAIN

The arm of the Up Main Home signal has been reduced in height to 24ft. above rail level. (22)

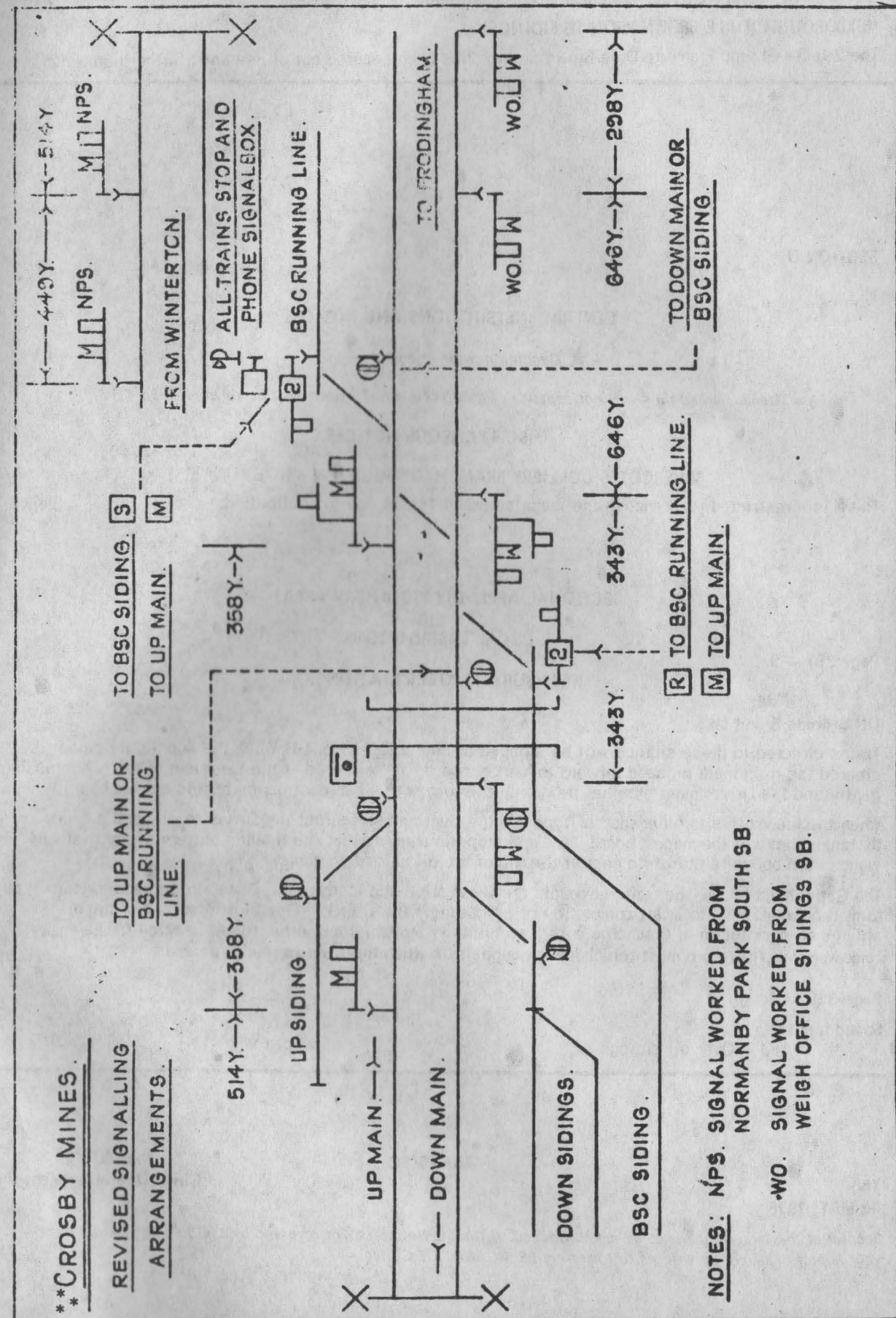
WEST TINSLEY

The trailing points from the Up Tinsley line to Up Sidings and levers 1 and 2 on West Tinsley "A" ground frame have been secured out of use. (22)

**** CROSBY MINES**

A revised layout and signalling arrangement has been brought into use in accordance with the diagram shown in this notice. (21)

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** MEXBOROUGH (DALE BROWN PRIVATE SIDINGS)**

The 2 lever Ground Frame to Dale Brown Sidings has been secured out of use until further notice.(21)

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 NOTICES**BEVERCOTES COLLIERY BRANCH – BOUGHTON BRAKE TUNNEL**

There is a restricted clearance in the Boughton Brake Tunnel due to scaffolding. (24)

SECTIONAL APPENDIX (SOUTHERN AREA)**LOCAL INSTRUCTIONS**

Page 397 – 9

WEST BURTON POWER STATION

Add:–

Oil Sidings K and L

Trains directed to these sidings will be stopped at Signal No. K1 or L1. When the subsidiary signal is cleared the train must proceed forward to marker board "A" situated at the West end of the oil unloading gantry and the Driver must stop his train with the locomotive cab door opposite this marker board.

When the locomotive is other than of Type 37, the Guard must instruct the Driver to proceed a short distance ahead of the marker board "A" and stop the train so that the leading buffers of the first tank wagons are opposite the white post at the end of the oil unloading gantry.

The Guard must secure the train, uncouple the locomotive and instruct the Driver to proceed forward to marker board "B" to await completion of unloading. The C.E.G.B. Operator in charge of the oil sidings on completion of discharge will give authority for the locomotive to set back on to the empty tank wagons. The Guard must telephone the signalman when the train is ready to depart.

Page 399

Speed Limits

Add – Over oil sidings

5m.p.h.

(22D)

York

13 MAY, 1976

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

22/23

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MAY

TO

FRIDAY 11 JUNE 1976**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 2 JUNE – WATH CENTRAL JUNCTION

The Up Branch Starting signal with the Dearne Jn. Up Branch Distant below, will be repositioned 6 yards nearer to the signal box with the arms at reduced heights of 15ft. and 9ft. above rail level respectively.

The Manvers Washery Sidings ground frame controlled disc signal, reading Up Branch to Up Sidings, will be replaced offset at ground level. (26)

WEDNESDAY 2 JUNE – OLLERTON COLLIERY : N.C.C. (REXCO) LIMITED, PRIVATE SIDING

Trap points will be provided inside N.C.C. (Rexco) Sidings, protecting the Mid Notts. Joint line, 65 yards from the junction.

These points will be operated from a single lever ground frame which will be on the cess side nearest the signal box.

The ground frame will be released by an Annett's key kept at Ollerton signal box. (26)

FRIDAY 4 JUNE – SCUNTHORPE NEW B.S.C. COAL TERMINAL

The B.S.C. signalling, referred to in Supplementary Signalling Notice No. 80 will now be commissioned. (26)

SATURDAY 5 JUNE – HIGH MARNHAM POWER STATION

1. The Notice Boards worded SPEED OVER TRACK HOPPERS SHALL NOT EXCEED ½ m.p.h., will be removed.
2. The first white discs positioned at cab height beyond these Notice Boards will be removed.
3. New Notice Boards worded TRAIN STOP AT WHITE DISCS AND ENGAGE A.S.S.C. : SPEED OVER TRACK HOPPERS NOT TO EXCEED ½ m.p.h. will be fixed to the outside of the Hopper House, for both lines.
4. The two white discs inside the Hopper House will be supplemented by two more, giving one either side of both tracks. (26)

SUNDAY 6 JUNE – TREETON JUNCTION

Signalling Alterations

The gantry carrying the South East Departure Home signals to Up Main and Up Goods and the Treeton South Up Distant signals, will be modified as follows:—

The South East Departure Home to Up Main, with the Treeton South Up Main Distant below, (on the right-hand doll), will be replaced on the main stem with the arms at reduced heights of 17 and 10 ft. above rail level respectively.

The South East Departure Home to Up Goods with the Treeton South Up Goods Distant below, (on the left hand doll), will be replaced on a new off-set left-hand bracket, with the arms at reduced heights of 15 and 8 ft. above rail level respectively. (26)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 6 JUNE – SHIREOAKS STATION

The level crossing gates will be replaced by lifting barriers controlled from the signal box. The disc signal applying – set back – Down Main to Colliery Sidings will be repositioned on the Sheffield side of the level crossing between the Down and Up Main lines. (26)

SUNDAY 6 JUNE – KIRTON LIME SIDINGS

The miniature arm exit signal from the Down Sidings/Alpha Cement Co. Sidings, applying towards the Up Main, will be replaced by a yellow ground disc. An adjacent telephone connected to the signal box will be provided. (26)

DETAILS OF WORK ALREADY CARRIED OUT

WARSOP STATION AND WARSOP JUNCTION

Warsop Station signal box, together with all signals worked therefrom have been abolished. The Block section is now between Welbeck Colliery Junction and Warsop Junction.

The connection from the Up Main to Shell-Mex Oil Depot has been worked from a new 2-lever 'Shell-Mex' ground frame, electrically released from Warsop Junction signal box. (25)

ULCEBY JUNCTION

The ground frame operated connection – Down Sidings/Down Brocklesby line has been secured out of use pending removal.

Buffer-stops have been erected in the Siding facing towards movements from Ulceby direction. (New Item) (26)

GRIMSBY TOWN STATION

The Down Goods line has been taken out of use. The associated points have been secured out of use in the normal position pending removal and the associated signalling abolished. (25)

GRIMSBY GARDEN STREET AND WELLOWGATE

Garden Street and Wellowgate

The points giving access to the Down Goods have been secured out of use in the reverse position giving access to the Back Platform and Down Sidings only. (25)

Wellowgate

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

The first of two semaphore arm signals applying Down Back Platform line to Down Main have been abolished.

The disc signal applying set back – Up Main to Down Main through the trailing crossover has been repositioned on the east side of the level crossing and on the Platform side of the line.

A new disc signal has been provided on the cess side of the Down Main west of the level crossing and this applies set back – Down Main to Down Back Platform or to Down Sidings. (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** NEW HOLLAND

The arm of the Up Barton-on-Humber Branch Home signal has been reduced in height to 13ft. above rail level. (22)

ELSHAM STATION

The main line trailing crossover and the associated signalling, has been moved approximately 65 yards nearer to the signal box. (25)

** BEIGHTON JUNCTION (EX. L.M. BROOKHOUSE COLLIERY BRANCH)

Stop - Blocks have been erected 156m. 6chs. and 156m. 29chs. pending removal of the intermediate track. (22)

** RAWMARSH SIDINGS

The No.1 North Siding has been secured out of use pending removal. (22)

** ROTHERHAM MAIN

The arm of the Up Main Home signal has been reduced in height to 24ft. above rail level. (22)

** WEST TINSLEY

The trailing points from the Up Tinsley line to Up Sidings and levers 1 and 2 on West Tinsley "A" ground frame have been secured out of use. (22)

KENDAL GREEN CROSSING AND WORSBOROUGH BRIDGE CROSSING

Worsborough Bridge Crossing Down Home signal has been replaced 11 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level.

The Kendal Green Crossing Down Distant signal has been resisted on the post carrying the Worsborough Bridge Crossing Down Home signal 16ft. above rail level, and is now 898 yards (351 yards further) before reaching the Kendal Green Crossing Down Home signal. (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 NOTICES

BEVERCOTES COLLIERY BRANCH - BOUGHTON BRAKE TUNNEL

There is a restricted clearance in the Boughton Brake Tunnel due to scaffolding. (24)

SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 386/7

PYEWIPE JUNCTION TO SHIREOAKS EAST JUNCTION,
HIGH MARNHAM POWER STATION

★ Page 387

Amend third paragraph to read:-

Trains for discharge must proceed over the Gross Weighbridge at a speed not exceeding 8m.p.h. After passing over the Gross Weighbridge the train will proceed via either Hopper line No.1 or No.2 to shunt signal No.S.4 or S.5 as the case may be. When the relevant signal is cleared, the train must proceed towards the Hopper and must stop at the white discs inside the Hopper, whether or not the first special position light signal is showing a proceed aspect.

Amend fourth paragraph to read:-

The authority to proceed over the Hopper is given by the special position light signals. Discharging will thereafter be controlled by the aspects of these signals. After discharge has been completed the Driver must stop the train at the Notice Board worded "Loco to uncouple at this point". However, if the train is conveying less than 35 wagons the Driver must stop at the appropriate marker post ...etc.

Amend in final paragraph headed "Speed Limits", the second sentence, to read:-

Over Weighbridges 8m.p.h. (26D)

MO.45/SC

York
20 MAY, 1976

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

24

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

SATURDAY 12 JUNE

TO

FRIDAY 18 JUNE 1976

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 13 JUNE - GRIMSBY GARDEN STREET

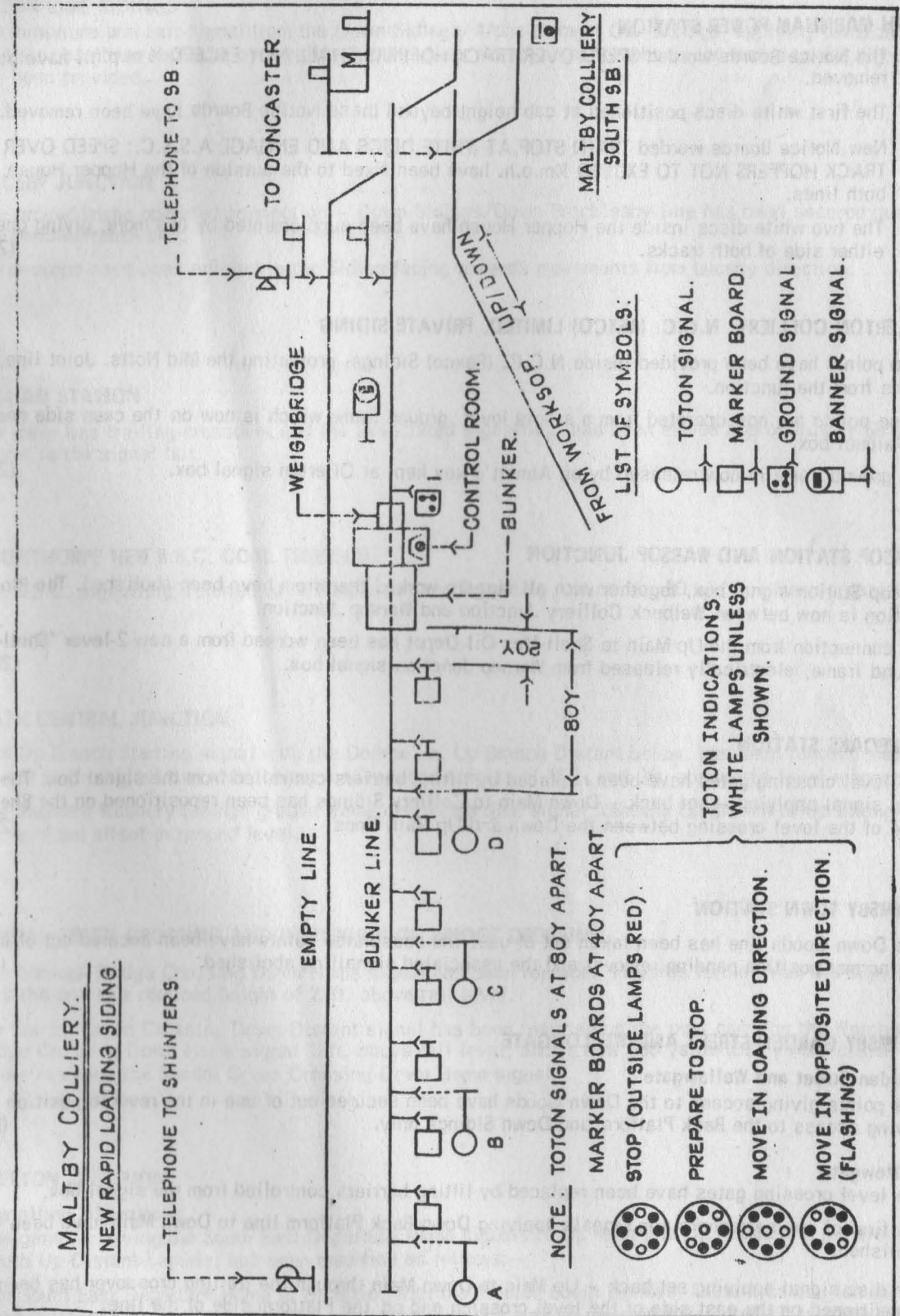
The Down Main Distant signal (below the Pasture Street Down Main Home), will in future be worked for the Down Main Platform line. (27)

SUNDAY 13 JUNE - MALTBY COLLIERY

New Rapid Loading Facilities will be commissioned, and a diagram illustrating the bunker and new signalling is included in this notice. (27)

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

HIGH MARNHAM POWER STATION

1. The Notice Boards worded SPEED OVER TRACK HOPPERS SHALL NOT EXCEED ½ m.p.h., have been removed.
2. The first white discs positioned at cab height beyond these Notice Boards have been removed.
3. New Notice Boards worded TRAIN STOP AT WHITE DISCS AND ENGAGE A.S.S.C.: SPEED OVER TRACK HOPPERS NOT TO EXCEED ½m.p.h. have been fixed to the outside of the Hopper House, for both lines.
4. The two white discs inside the Hopper House have been supplemented by two more, giving one either side of both tracks. (26)

OLLERTON COLLIERY: N.C.C. (REXCO) LIMITED, PRIVATE SIDING

Trap points have been provided inside N.C.C. (Rexco) Sidings, protecting the Mid Notts. Joint line, 65 yards from the junction.

These points are now operated from a single lever ground frame which is now on the cess side nearest the signal box.

The ground frame is now released by an Annett's key kept at Ollerton signal box. (26)

WARSOP STATION AND WARSOP JUNCTION

Warsop Station signal box, together with all signals worked therefrom have been abolished. The Block section is now between Welbeck Colliery Junction and Warsop Junction.

The connection from the Up Main to Shell-Mex Oil Depot has been worked from a new 2-lever 'Shell-Mex' ground frame, electrically released from Warsop Junction signal box. (25)

SHIREOAKS STATION

The level crossing gates have been replaced by lifting barriers controlled from the signal box. The disc signal applying — set back — Down Main to Colliery Sidings has been repositioned on the Sheffield side of the level crossing between the Down and Up Main lines. (26)

GRIMSBY TOWN STATION

The Down Goods line has been taken out of use. The associated points have been secured out of use in the normal position pending removal and the associated signalling abolished. (25)

GRIMSBY GARDEN STREET AND WELLOWGATE**Garden Street and Wellowgate**

The points giving access to the Down Goods have been secured out of use in the reverse position giving access to the Back Platform and Down Sidings only. (25)

**** Wellowgate**

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

The first of two semaphore arm signals applying Down Back Platform line to Down Main have been abolished.

The disc signal applying set back — Up Main to Down Main through the trailing crossover has been repositioned on the east side of the level crossing and on the Platform side of the line.

A new disc signal has been provided on the cess side of the Down Main west of the level crossing and this applies set back — Down Main to Down Back Platform or to Down Sidings. (24)

SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

KIRTON LIME SIDINGS

The miniature arm exit signal from the Down Sidings/Alpha Cement Co. Sidings, applying towards the Up Main, has been replaced by a yellow ground disc. An adjacent telephone connected to the signal box has been provided. (26)

ULCEBY JUNCTION

The ground frame operated connection — Down Sidings/Down Brocklesby line has been secured out of use pending removal.

Buffer-stops have been erected in the Siding facing towards movements from Ulceby direction. (26)

ELSHAM STATION

The main line trailing crossover and the associated signalling, has been moved approximately 65 yards nearer to the signal box. (25)

SCUNTHORPE NEW B.S.C. COAL TERMINAL

The B.S.C. signalling, referred to in Supplementary Signalling Notice No. 80 has now been commissioned. (26)

WATH CENTRAL JUNCTION

The Up Branch Starting signal with the Dearne Jn. Up Branch Distant below, has been repositioned 6 yards nearer to the signal box with the arms at reduced heights of 15ft. and 9ft. above rail level respectively.

The Manvers Washery Sidings ground frame controlled disc signal, reading Up Branch to Up Sidings, has been replaced offset at ground level. (26)

KENDAL GREEN CROSSING AND WORSBOROUGH BRIDGE CROSSING

Worsborough Bridge Crossing Down Home signal has been replaced 11 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level.

The Kendal Green Crossing Down Distant signal has been resisted on the post carrying the Worsborough Bridge Crossing Down Home signal 16ft. above rail level, and is now 898 yards (351 yards further) before reaching the Kendal Green Crossing Down Home signal. (25)

TREETON JUNCTION**Signalling Alterations**

The gantry carrying the South East Departure Home signals to Up Main and Up Goods and the Treeton South Up Distant signals, has been modified as follows:—

The South East Departure Home to Up Main, with the Treeton South Up Main Distant below, (on the right-hand doll), has been replaced on the main stem with the arms at reduced heights of 17 and 10ft. above rail level respectively.

The South East Departure Home to Up Goods with the Treeton South Up Goods Distant below, (on the left hand doll), has been replaced on a new off-set left-hand bracket, with the arms at reduced heights of 15 and 8ft. above rail level respectively. (26)

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 NOTICES

** BEVERCOTES COLLIERY BRANCH – BOUGHTON BRAKE TUNNEL

There is a restricted clearance in the Boughton Brake Tunnel due to scaffolding. (24)

SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 386/7

PYEWIPE JUNCTION TO SHIREOAKS EAST JUNCTION,
HIGH MARNHAM POWER STATION

Page 387

Amend third paragraph to read:—

Trains for discharge must proceed over the Gross Weighbridge at a speed not exceeding 8m.p.h. After passing over the Gross Weighbridge the train will proceed via either Hopper line No.1 or No.2 to shunt signal No.S.4 or S.5 as the case may be. When the relevant signal is cleared, the train must proceed towards the Hopper and must stop at the white discs inside the Hopper, whether or not the first special position light signal is showing a proceed aspect.

Amend fourth paragraph to read:—

The authority to proceed over the Hopper is given by the special position light signals. Discharging will thereafter be controlled by the aspects of these signals. After discharge has been completed the Driver must stop the train at the Notice Board worded "Loco to uncouple at this point". However, if the train is conveying less than 35 wagons the Driver must stop at the appropriate marker post ...etc.

Amend in final paragraph headed "Speed Limits", the second sentence, to read:—

Over Weighbridges 8m.p.h. (26D)

MO.45/SC

F.J. BURGE

York

Chief Operating Manager

3 JUNE, 1976

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

25

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 19 JUNE

TO

FRIDAY 25 JUNE 1976

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

HIGH MARNHAM POWER STATION

1. The Notice Boards worded SPEED OVER TRACK HOPPERS SHALL NOT EXCEED ½ m.p.h., have been removed.
2. The first white discs positioned at cab height beyond these Notice Boards have been removed.
3. New Notice Boards worded TRAIN STOP AT WHITE DISCS AND ENGAGE A.S.S.C.: SPEED OVER TRACK HOPPERS NOT TO EXCEED ½ m.p.h. have been fixed to the outside of the Hopper House, for both lines.
4. The two white discs inside the Hopper House have been supplemented by two more, giving one either side of both tracks. (26)

OLLERTON COLLIERY: N.C.C. (REXCO) LIMITED, PRIVATE SIDING

Trap points have been provided inside N.C.C. (Rexco) Sidings, protecting the Mid Notts. Joint line, 65 yards from the junction.

These points are now operated from a single lever ground frame which is now on the cess side nearest the signal box.

The ground frame is now released by an Annett's key kept at Ollerton signal box. (26)

** WARSOP STATION AND WARSOP JUNCTION

Warsop Station signal box, together with all signals worked therefrom have been abolished. The Block section is now between Welbeck Colliery Junction and Warsop Junction.

The connection from the Up Main to Shell-Mex Oil Depot has been worked from a new 2-lever 'Shell-Mex' ground frame, electrically released from Warsop Junction signal box. (25)

SHIREOAKS STATION

The level crossing gates have been replaced by lifting barriers controlled from the signal box. The disc signal applying – set back – Down Main to Colliery Sidings has been repositioned on the Sheffield side of the level crossing between the Down and Up Main lines. (26)

GRIMSBY GARDEN STREET

The Down Main Distant signal (below the Pasture Street Down Main Home) is now worked for the Down Main Platform line. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** GRIMSBY TOWN STATION

The Down Goods line has been taken out of use. The associated points have been secured out of use in the normal position pending removal and the associated signalling abolished. (25)

** GRIMSBY GARDEN STREET AND WELLOWGATE

Garden Street and Wellowgate

The points giving access to the Down Goods have been secured out of use in the reverse position giving access to the Back Platform and Down Sidings only. (25)

KIRTON LIME SIDINGS

The miniature arm exit signal from the Down Sidings/Alpha Cement Co. Sidings, applying towards the Up Main, has been replaced by a yellow ground disc. An adjacent telephone connected to the signal box has been provided. (26)

ULCEBY JUNCTION

The ground frame operated connection – Down Sidings/Down Brocklesby line has been secured out of use pending removal.

Buffer-stops have been erected in the Siding facing towards movements from Ulceby direction. (26)

** ELSHAM STATION

The main line trailing crossover and the associated signalling, has been moved approximately 65 yards nearer to the signal box. (25)

SCUNTHORPE NEW B.S.C. COAL TERMINAL

The B.S.C. signalling, referred to in Supplementary Signalling Notice No. 80 has now been commissioned. (26)

WATH CENTRAL JUNCTION

The Up Branch Starting signal with the Dearne Jn. Up Branch Distant below, has been repositioned 6 yards nearer to the signal box with the arms at reduced heights of 15ft. and 9ft. above rail level respectively.

The Manvers Washery Sidings ground frame controlled disc signal, reading Up Branch to Up Sidings, has been replaced offset at ground level. (26)

** KENDAL GREEN CROSSING AND WORSBOROUGH BRIDGE CROSSING

Worsborough Bridge Crossing Down Home signal has been replaced 11 yards further from the signal box, with the arm at a reduced height of 22ft. above rail level.

The Kendal Green Crossing Down Distant signal has been resisted on the post carrying the Worsborough Bridge Crossing Down Home signal 16ft. above rail level, and is now 898 yards (351 yards further) before reaching the Kendal Green Crossing Down Home signal. (25)

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

The gantry carrying the South East Departure Home signals to Up Main and Up Goods and the Treeton South Up Distant signals, has been modified as follows:—

The South East Departure Home to Up Main, with the Treeton South Up Main Distant below, (on the right-hand doll), has been replaced on the main stem with the arms at reduced heights of 17 and 10ft. above rail level respectively.

The South East Departure Home to Up Goods with the Treeton South Up Goods Distant below, (on the left hand doll), has been replaced on a new off-set left-hand bracket, with the arms at reduced heights of 15 and 8ft. above rail level respectively. (26)

WORK SHOWN PREVIOUSLY AS CARRIED OUT

The commissioning of the Rapid loading facilities has been postponed until further notice.

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 NOTICES

York
10 JUNE, 1976

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

26

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

SATURDAY 26 JUNE

TO

FRIDAY 2 JULY 1976

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 28 JUNE - CRESWELL COLLIERY (G.C. SIDINGS)

Nos.2 and 4 G.C. Sidings will be secured out of use pending removal. (29)

DETAILS OF WORK ALREADY CARRIED OUT

** HIGH MARNHAM POWER STATION

1. The Notice Boards worded SPEED OVER TRACK HOPPERS SHALL NOT EXCEED ½ m.p.h., have been removed.
2. The first white discs positioned at cab height beyond these Notice Boards have been removed.
3. New Notice Boards worded TRAIN STOP AT WHITE DISCS AND ENGAGE A.S.S.C.: SPEED OVER TRACK HOPPERS NOT TO EXCEED ½m.p.h. have been fixed to the outside of the Hopper House, for both lines.
4. The two white discs inside the Hopper House have been supplemented by two more, giving one either side of both tracks. (26)

** OLLERTON COLLIERY: N.C.C. (REXCO) LIMITED, PRIVATE SIDING

Trap points have been provided inside N.C.C. (Rexco) Sidings, protecting the Mid Notts. Joint line, 65 yards from the junction.

These points are now operated from a single lever ground frame which is now on the cess side nearest the signal box.

The ground frame is now released by an Annett's key kept at Ollerton signal box. (26)

** SHIREOAKS STATION

The level crossing gates have been replaced by lifting barriers controlled from the signal box. The disc signal applying - set back - Down Main to Colliery Sidings has been repositioned on the Sheffield side of the level crossing between the Down and Up Main lines. (26)

GRIMSBY GARDEN STREET

The Down Main Distant signal (below the Pasture Street Down Main Home) is now worked for the Down Main Platform line. (27)

** KIRTON LIME SIDINGS

The miniature arm exit signal from the Down Sidings/Alpha Cement Co. Sidings, applying towards the Up Main, has been replaced by a yellow ground disc. An adjacent telephone connected to the signal box has been provided. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** ULCEBY JUNCTION

The ground frame operated connection - Down Sidings/Down Brocklesby line has been secured out of use pending removal.

Buffer-stops have been erected in the Siding facing towards movements from Ulceby direction. (26)

** SCUNTHORPE NEW B.S.C. COAL TERMINAL

The B.S.C. signalling, referred to in Supplementary Signalling Notice No. 80 has now been commissioned. (26)

** WATH CENTRAL JUNCTION

The Up Branch Starting signal with the Dearne Jn. Up Branch Distant below, has been repositioned 6 yards nearer to the signal box with the arms at reduced heights of 15ft. and 9ft. above rail level respectively.

The Manvers Washery Sidings ground frame controlled disc signal, reading Up Branch to Up Sidings, has been replaced offset at ground level. (26)

** TREETON JUNCTION

Signalling Alterations

The gantry carrying the South East Departure Home signals to Up Main and Up Goods and the Treeton South Up Distant signals, has been modified as follows:-

The South East Departure Home to Up Main, with the Treeton South Up Main Distant below, (on the right-hand doll), has been replaced on the main stem with the arms at reduced heights of 17 and 10ft. above rail level respectively.

The South East Departure Home to Up Goods with the Treeton South Up Goods Distant below, (on the left hand doll), has been replaced on a new off-set left-hand bracket, with the arms at reduced heights of 15 and 8ft. above rail level respectively. (26)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CHESTERFIELD (TAPTON JN.) TO MASBOROUGH STATION SOUTH JN. - continued		
SUNDAY 4 JULY		
Killamarsh West and Beighton Jn.	Down Main BLOCKED Up Main Between Trains	07 00 to 17 00. Earthwork between 154¼ and 154½m.p. Off track machine in use.
MONDAY 5 to THURSDAY 8 JULY		
Canklow Goods Jn. and Treeton Jn.	Up Between Trains	08 00 to 13 30 daily. Trackwork between 160m. 5chs. and 159m 22chs. On track machine in use.
TUESDAY 6 and WEDNESDAY 7 JULY		
Treeton South Jn. and Beighton Jn.	Up Main BLOCKED	09 00 to 15 00 daily. Trackwork between 156m. 70chs. and 155¼m.p. Trains to travel on Goods Line. On track machines in use.
THURSDAY 8 JULY		
Beighton Junction and Treeton South Jn.	Down Main BLOCKED	09 00 to 15 00. Trackwork between 155¼ and 156m.p. Trains to travel on Goods Line. On track machines in use.
SHEFFIELD (NUNNERY MAIN LINE JN.) TO SHEFFIELD (NUNNERY JN.)		
UNTIL FURTHER NOTICE		
Sheffield (Nunnery M.L. Jn.) and Sheffield Victoria No.4 (Nunnery Jn. Points)	Down and Up Between Trains	08 00 to 17 00. Bridgework No.1 at 159m. 15chs. Off track machines in use. (75/43)
WINCOBANK STATION JUNCTION TO QUARRY JUNCTION		
UNTIL FURTHER NOTICE		
Wincobank Station Jn. and Quarry Jn.	Down and Up Between Trains	08 00 to 16 00. Bridgework between 161¼m.p. and 173m. 48chs. (76/22)
SUNDAY 4 JULY		
Quarry Jn.	All	08 00 to 16 30. Signalling work.

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

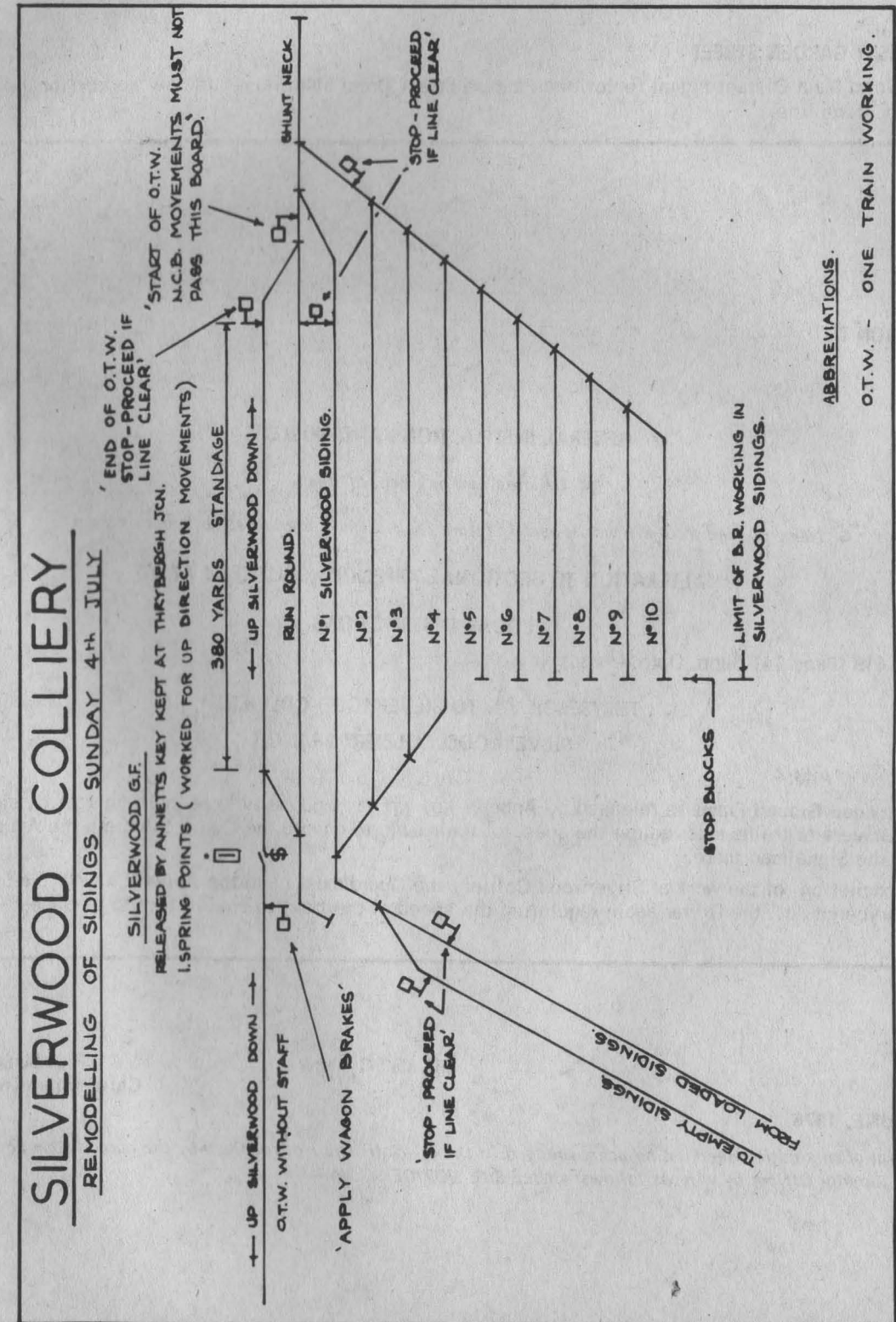
SUNDAY 4 JULY - SILVERWOOD COLLIERY

Silverwood Junction Ground Frame will be abolished. A diagram illustrating the new layout and signalling is included in this notice. (30)

MONDAY 5 JULY - SHEFFIELD FREIGHT TERMINAL

The points leading to Nos.3,4,5,6,7 and 8 Sidings will be secured out of use pending removal of Sidings. (30)

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

CRESWELL COLLIERY (G.C. SIDINGS)

Nos.2 and 4 G.C. Sidings have been secured out of use pending removal.

(29)

**** GRIMSBY GARDEN STREET**

The Down Main Distant signal (below the Pasture Street Down Main Home) is now worked for the Down Main Platform line.

(27)

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 SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 419 (Page 141 Supp. Optg. Insts.)

THRYBERGH JN. TO SILVERWOOD COLLIERY

SILVERWOOD COLLIERY BRANCH

★ Add:-

Silverwood Ground Frame is released by Annetts key which is normally kept in Thrybergh Jn. signal box and Drivers of trains must adjust the speed of their train to enable the Guard to obtain the Annetts key from the Signalman there.

On completion of the work at Silverwood Colliery the Guard must hand the Annetts key to the Signalman at Thrybergh Jn., the Driver again regulating the speed of the train to enable this to be done.

MO.45/SC

F.J. BURGE
Chief Operating Manager

York
24 JUNE, 1976

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

27

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

SATURDAY 3 JULY

TO

FRIDAY 9 JULY 1976**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
CHESTERFIELD (TAPTON JN.) TO MASBOROUGH STATION SOUTH JN. - continued		
SUNDAY 4 JULY		
Killamarsh West and Bighton Jn.	Down Main BLOCKED Up Main Between Trains	07 00 to 17 00. Earthwork between 154¼ and 154½m.p. Off track machine in use.
MONDAY 5 to THURSDAY 8 JULY		
Canklow Goods Jn. and Treeton Jn.	Up Between Trains	08 00 to 13 30 daily. Trackwork between 160m. 5chs. and 159m 22chs. On track machine in use.
TUESDAY 6 and WEDNESDAY 7 JULY		
Treeton South Jn. and Bighton Jn.	Up Main BLOCKED	09 00 to 15 00 daily. Trackwork between 156m. 70chs. and 155¾m.p. Trains to travel on Goods Line. On track machines in use.
THURSDAY 8 JULY		
Bighton Junction and Treeton South Jn.	Down Main BLOCKED	09 00 to 15 00. Trackwork between 155¾ and 156m.p. Trains to travel on Goods Line. On track machines in use.
SHEFFIELD (NUNNERY MAIN LINE JN.) TO SHEFFIELD (NUNNERY JN.)		
UNTIL FURTHER NOTICE		
Sheffield (Nunnery M.L. Jn.) and Sheffield Victoria No.4 (Nunnery Jn. Points)	Down and Up	08 00 to 17 00. Bridgework No.1 at 159m. 15chs. Off track machines in use. (75/43)
WINCOSBANK STATION JUNCTION TO QUARRY JUNCTION		
UNTIL FURTHER NOTICE		
Wincobank Station Jn. and Quarry Jn.	Down and Up Between Trains	08 00 to 16 00. Bridgework between 161¼m.p. and 173m. 48chs. (76/22)
SUNDAY 4 JULY		
Quarry Jn.	All	08 00 to 16 30. Signalling work.

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

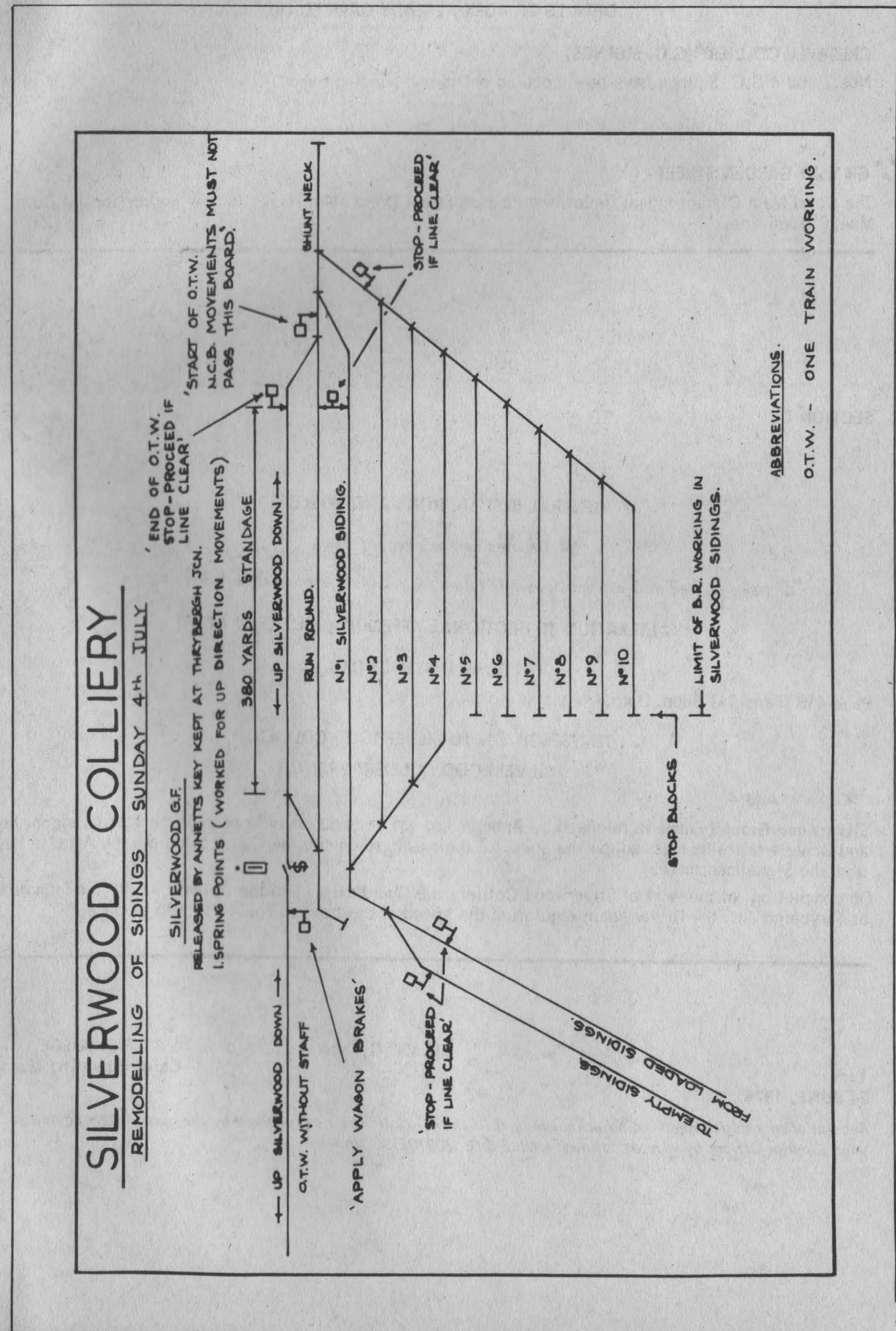
SUNDAY 4 JULY - SILVERWOOD COLLIERY

Silverwood Junction Ground Frame will be abolished. A diagram illustrating the new layout and signalling is included in this notice. (30)

MONDAY 5 JULY - SHEFFIELD FREIGHT TERMINAL

The points leading to Nos.3,4,5,6,7 and 8 Sidings will be secured out of use pending removal of Sidings. (30)

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

CRESWELL COLLIERY (G.C. SIDINGS)

Nos.2 and 4 G.C. Sidings have been secured out of use pending removal. (29)

** **GRIMSBY GARDEN STREET**

The Down Main Distant signal (below the Pasture Street Down Main Home) is now worked for the Down Main Platform line. (27)

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 SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 419 (Page 141 Supp. Optg. Insts.)

**THRYBERGH JN. TO SILVERWOOD COLLIERY
SILVERWOOD COLLIERY BRANCH**

★ Add:-

Silverwood Ground Frame is released by Annetts key which is normally kept in Thrybergh Jn. signal box and Drivers of trains must adjust the speed of their train to enable the Guard to obtain the Annetts key from the Signaller there.

On completion of the work at Silverwood Colliery the Guard must hand the Annetts key to the Signaller at Thrybergh Jn., the Driver again regulating the speed of the train to enable this to be done.

MO.45/SC

F.J. BURGE
Chief Operating Manager

York
24 JUNE, 1976

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
28

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

SATURDAY 10 JULY

TO

FRIDAY 16 JULY 1976

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.

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 SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 419 (Page 141 Supp. Optg. Insts.)

THRYBERGH JN. TO SILVERWOOD COLLIERY

SILVERWOOD COLLIERY BRANCH

★ Delete existing instructions and add

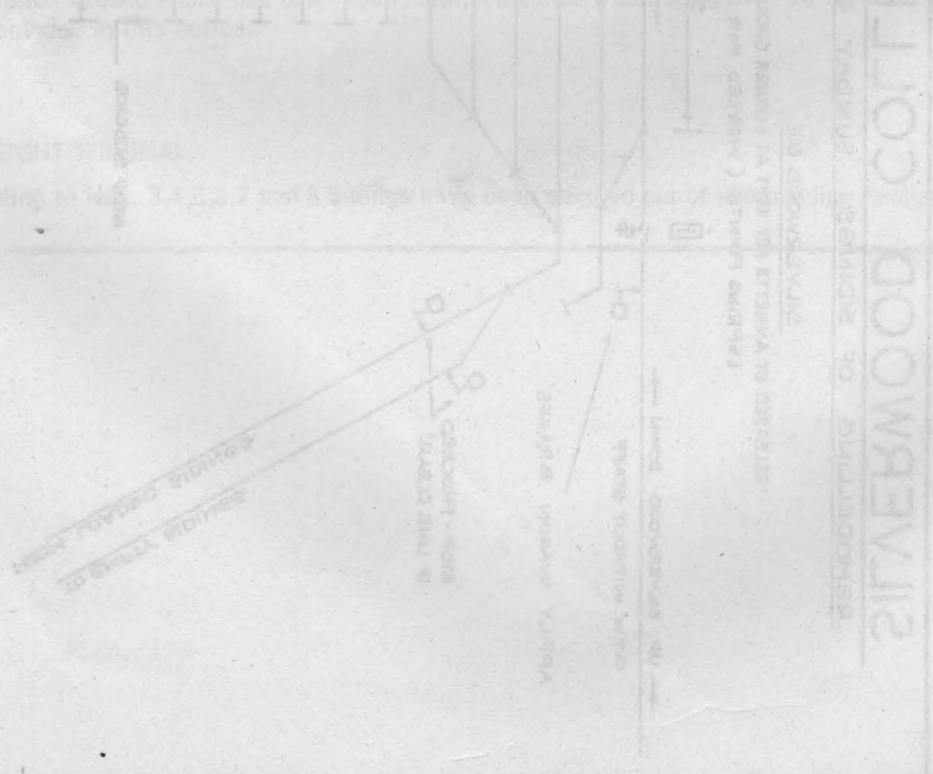
Silverwood Ground Frame is released by Annetts Key which is kept in Silverwood Junction Ground Frame Cabin and is released by the Signalman at Thrybergh Junction. The person in charge at Silverwood Sidings will be responsible for obtaining a release for the Annetts Key, operating the Ground Frame to enable trains to depart from the sidings and replacing the Ground Frame points to normal and returning the Annetts Key.

MO.45/SC

York
1 JULY, 1976

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 17 JULY**TO****FRIDAY 23 JULY 1976****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 18 JULY – CLIPSTONE SOUTH JUNCTION

The connection from Down Loop to Down Western Curve will be abolished. The points at the Mansfield Concentration Sidings end of this connection will be retained as outlet trap points for the Down Loop, which will be renamed Up/Down Siding.

The miniature arm signal applying – Down Loop to Down Western Curve will be abolished and the left-hand bracket miniature arm signal applying from Up/Down Siding (Down Loop) towards that signal, will now apply to Down Western Curve via the Down Mansfield line. The disc signal applying set back – Down Western Curve to Down Loop, will also be abolished.

The disc signal on the Down Mansfield which reads towards the Up Mansfield, will now also read towards the Up/Down Siding. (32)

WEDNESDAY 21 JULY – YORKSHIRE MAIN COLLIERY SIDINGS

The disc signal applying towards the Down Loop No.2, carried below the Down Home signal, will be replaced by a miniature arm signal on the same post at a height of 15ft. above rail level, and a sighting board will be provided. (32)

DETAILS OF WORK ALREADY CARRIED OUT

****CRESWELL COLLIERY (G.C. SIDINGS)**

Nos.2 and 4 G.C. Sidings have been secured out of use pending removal. (29)

LOWFIELD JUNCTION AND DENABY 'A'

Until Further Notice – The Down and Up Branch lines between Lowfield Junction and Denaby 'A' have been taken out of use, and the junction points at Lowfield Junction together with the mains crossover have been secured out of use.

The position '2' junction indicator on Lowfield Junction Up Main No.42 signal has been taken out of use. (31)

SILVERWOOD COLLIERY

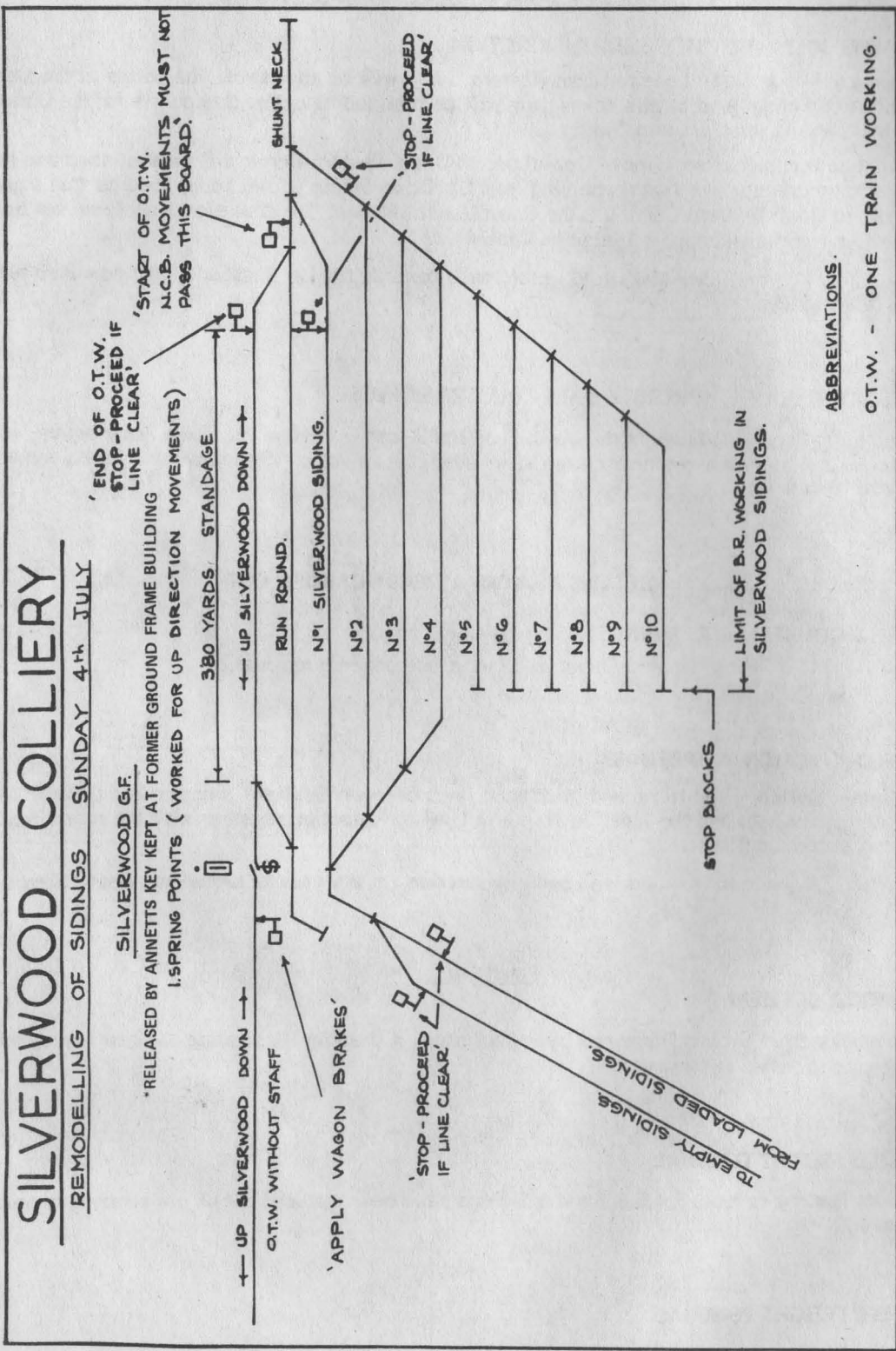
Silverwood Junction Ground Frame has been abolished. A diagram illustrating the new layout and signalling is included in this notice. (30)

SHEFFIELD FREIGHT TERMINAL

The points leading to Nos. 3,4,5,6,7 and 8 Sidings have been secured out of use pending removal of sidings. (30)

SHEFFIELD FREIGHT TERMINAL

The points leading to No.1 Goliath Shunt neck have been secured out of use, pending removal. (31)



ABBREVIATIONS.

O.T.W. - ONE TRAIN WORKING.

SILVERWOOD COLLIERY

REMODELLING OF SIDINGS SUNDAY 4th JULY

SILVERWOOD G.F.

* RELEASED BY ANNETTS KEY KEPT AT FORMER GROUND FRAME BUILDING

I. SPRING POINTS (WORKED FOR UP DIRECTION MOVEMENTS)

* START OF O.T.W. N.C.B. MOVEMENTS MUST NOT PASS THIS BOARD.

* END OF O.T.W. STOP - PROCEED IF LINE CLEAR

380 YARDS STANDAGE

UP SILVERWOOD DOWN

O.T.W. WITHOUT STAFF

APPLY WAGON BRAKES

STOP - PROCEED IF LINE CLEAR

UP SILVERWOOD DOWN

DOWN SILVERWOOD

380 YARDS STANDAGE

RUN ROUND

N°1 SILVERWOOD SIDING

N°2

N°3

N°4

N°5

N°6

N°7

N°8

N°9

N°10

STOP BLOCKS

LIMIT OF B.R. WORKING IN SILVERWOOD SIDINGS

FROM LOADED SIDINGS
TO EMPTY SIDINGS

SHUNT NECK

STOP - PROCEED IF LINE CLEAR

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 SECTIONAL APPENDIX (SOUTHERN AREA)

LOCAL INSTRUCTIONS

Page 419 (Page 141 Supp. Optg. Insts.)

THRYBERGH JN. TO SILVERWOOD COLLIERY

SILVERWOOD COLLIERY BRANCH

Delete existing instructions and add

Silverwood Ground Frame is released by Annetts Key which is kept in Silverwood Junction Ground Frame Cabin and is released by the Signaller at Thrybergh Junction. The person in charge at Silverwood Sidings will be responsible for obtaining a release for the Annetts Key, operating the Ground Frame to enable trains to depart from the sidings and replacing the Ground Frame points to normal and returning the Annetts Key. (30D)

MISCELLANEOUS INSTRUCTIONS

ENGINEERS "ON-TRACK" MACHINES

Until further notice the following Engineers' self-propelled "on-track" machines must not be relied upon to operate track circuits and instruction 11 of the "Instructions Regarding the Running and Working of Engineers' Self-propelled 'On-track' Machines" shown on pages 63/64 of the General Appendix must be observed :-

Tamping/lining Machines Type 07 - 16, 07 - 16 Special and 07 - 275 (S & C).

Ballast Regulating Machines Type USP 5000C

30D

MO.45/SC

York
8 JULY, 1976

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. -

**An open door on a
moving train invites**

INJURY

DAMAGE

DELAY.

**Close those doors firmly
before trains depart.**

**British Rail****SC**

EASTERN REGION

30

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

SATURDAY 24 JULY

TO

FRIDAY 30 JULY 1976**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 25 JULY – COTTAM

The subsidiary signals associated with Nos.3 and 4 Stop signals, will apply in future, with the line ahead either clear or occupied. (33)

TUESDAY 27 JULY – DODWORTH

The arm of the Down Main Starting Signal will be reduced in height to 17 feet above rail level. (33)

DETAILS OF WORK ALREADY CARRIED OUT

CLIPSTONE SOUTH JUNCTION

The connection from Down Loop to Down Western Curve has been abolished. The points at the Mansfield Concentration Sidings end of this connection have been retained as outlet trap points for the Down Loop, which has been renamed Up/Down Siding.

The miniature arm signal applying – Down Loop to Down Western Curve has been abolished and the left-hand bracket miniature arm signal applying from Up/Down Siding (Down Loop) towards that signal, now applies to Down Western Curve via the Down Mansfield line. The disc signal applying set back – Down Western Curve to Down Loop, has also been abolished.

The disc signal on the Down Mansfield which read towards the Up Mansfield, now also reads towards the Up/Down Siding. (32)

YORKSHIRE MAIN COLLIERY SIDINGS

The disc signal applying towards the Down Loop No.2., carried below the Down Home signal, has been replaced by a miniature arm signal on the same post at a height of 15ft. above rail level, and a sighting board has been provided. (32)

LOWFIELD JUNCTION AND DENABY 'A'

Until Further Notice – The Down and Up Branch lines between Lowfield Junction and Denaby 'A' have been taken out of use, and the junction points at Lowfield Junction together with the mains crossover have been secured out of use.

The position '2' junction indicator on Lowfield Junction Up Main No.42 signal has been taken out of use. (31)

**** SILVERWOOD COLLIERY**

Silverwood Junction Ground Frame has been abolished. A diagram illustrating the new layout and signalling is included in this notice. (30)

**** SHEFFIELD FREIGHT TERMINAL**

The points leading to Nos. 3,4,5,6,7 and 8 Sidings have been secured out of use pending removal of sidings. (30)

SHEFFIELD FREIGHT TERMINAL

The points leading to No.1 Goliath Shunt neck have been secured out of use, pending removal. (31)

SILVERWOOD COLLIERY

REMODELLING OF SIDINGS SUNDAY 4th JULY

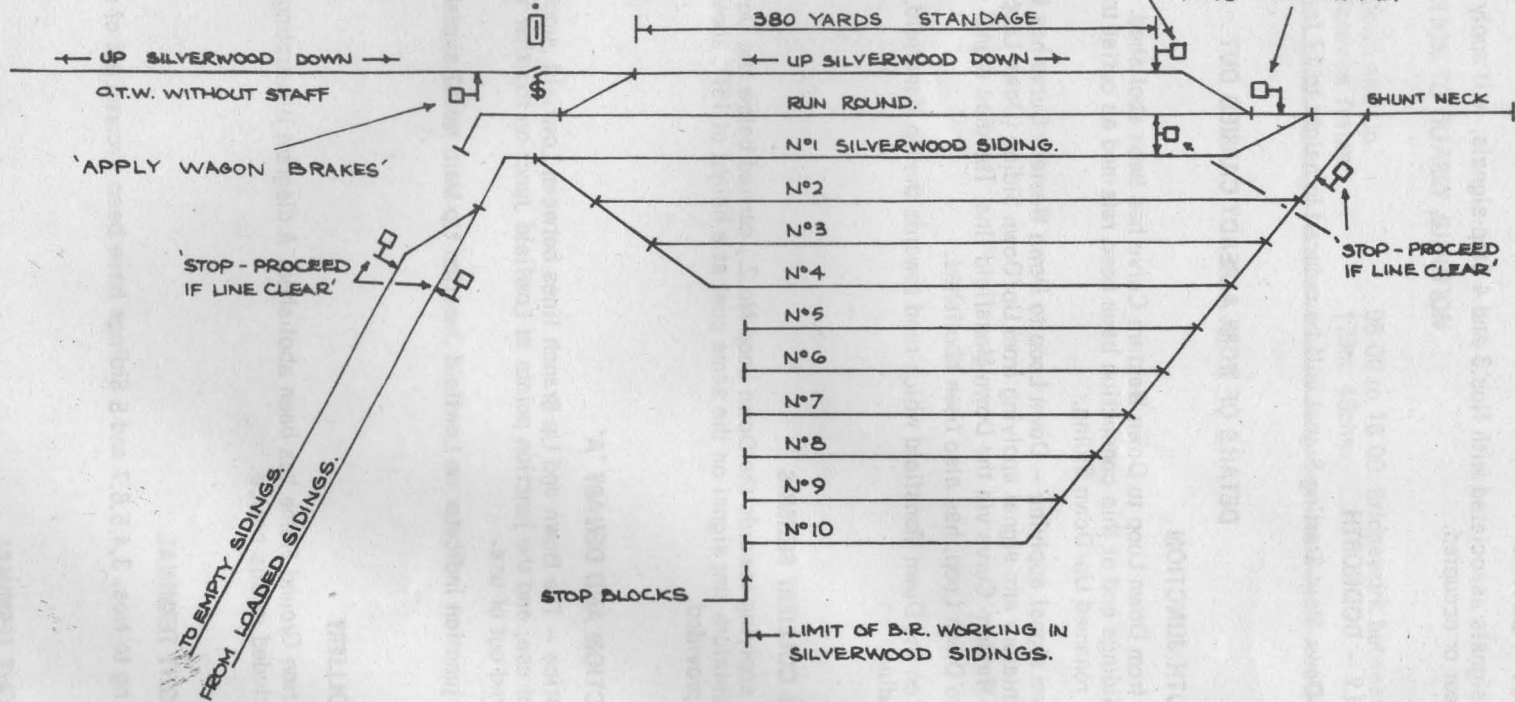
SILVERWOOD G.F.

*RELEASED BY ANNETTS KEY KEPT AT FORMER GROUND FRAME BUILDING

I. SPRING POINTS (WORKED FOR UP DIRECTION MOVEMENTS)

'END OF O.T.W.
STOP-PROCEED IF
LINE CLEAR'

'START OF O.T.W.
N.C.B. MOVEMENTS MUST NOT
PASS THIS BOARD.'



ABBREVIATIONS.

O.T.W. - ONE TRAIN WORKING.

GENERAL INSTRUCTIONS AND NOTICES
In connection with the work being carried out at the aforementioned places, scaffolding or protections may be provided or unusual excavations may be made in the ground.

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

REPAIRS IN MOVIE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

Locations	Nature of work	Duration	Commencing date
Wagon Repair Shed W & M Depot A Servicing Bay	Replacing partition wall at 1840h. 7.0hrs	08 00 to 12 00 daily Daily Further Notice	(340)

**An open door on a
moving train invites**

**INJURY
DAMAGE
DELAY.**

**Close those doors firmly
before trains depart.**

SILVERWOOD COLLIERY



SC

EASTERN REGION

32

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

SATURDAY 7 AUGUST

TO

FRIDAY 13 AUGUST 1976

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 8 AUGUST – GRIMSBY – MARSH JUNCTION**

The arm of the Up Main 2nd Home Signal will be reduced in height to 20 ft. above rail level. (35/36)

SUNDAY 8 AUGUST – SHIREBROOK WEST JUNCTION

Shirebrook Diesel Depot No. 4 Road will be extended by a new connecting line to join the N.C.B. line at Warsop Colliery Sidings.

This new line will provide access to the Colliery Sidings from the Shirebrook West Junction end.

The Diesel Depot No. 4 Road and its extension will become the Warsop Colliery Branch line throughout. Until further notice all movements will be controlled by Handsignalmen. (35/36)

DETAILS OF WORK ALREADY CARRIED OUT**WICKENBY**

The slip connection giving access to the Down Siding from the Up Main, has been secured out of use in the normal position pending removal.

The associated disc signal applying – Down Siding to Up Main, has been abolished. (34)

WARSOP JUNCTION

The points giving access from the Down and Up Main to and from the Warsop Colliery Branch and Colliery Sidings, has been secured out of use in the normal position pending removal and all signals on the Branch and Sidings have been abolished.

The left-hand bracket miniature arm signal applying – Down Main to Down Colliery Branch has been abolished.

A Stop – Block has been erected on the connection between the Down Sidings and Colliery Sidings to give a 70 yards long Shunt Spur for the Down Sidings.

The miniature arm signal applying – Down Sidings to Colliery Sidings, now reads only to the Shunt Spur. (34)

COTTAM

The subsidiary signals associated with Nos.3 and 4 Stop signals, apply, with the line ahead either clear or occupied. (33)

DODWORTH

The arm of the Down Main Starting Signal has been reduced in height to 17 feet above rail level. (33)

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

The connection from Down Loop to Down Western Curve has been abolished. The points at the Mansfield Concentration Sidings end of this connection have been retained as outlet trap points for the Down Loop, which has been renamed Up/Down Siding.

The miniature arm signal applying – Down Loop to Down Western Curve has been abolished and the left-hand bracket miniature arm signal applying from Up/Down Siding (Down Loop) towards that signal, now applies to Down Western Curve via the Down Mansfield line. The disc signal applying set back – Down Western Curve to Down Loop, has also been abolished.

The disc signal on the Down Mansfield which read towards the Up Mansfield, now also reads towards the Up/Down Siding. (32)

**** YORKSHIRE MAIN COLLIERY SIDINGS**

The disc signal applying towards the Down Loop No.2., carried below the Down Home signal, has been replaced by a miniature arm signal on the same post at a height of 15ft. above rail level, and a sighting board has been provided. (32)



SC

EASTERN REGION

33

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 14 AUGUST

TO

FRIDAY 20 AUGUST 1976

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 25 AUGUST – MARKHAM SIDINGS

The arm of the Down Main Home signal from Low Ellers Junction and the associated miniature arm on the right-hand bracket applying towards the Colliery Sidings, will be reduced in height to 25ft. and 22ft. above rail level respectively.

The miniature arm signal applying from the Colliery Spur situated at the South End of the Departure line, will be replaced by a ground disc on the same (right-hand side) of the Spur. (37)

FRIDAY 20 AUGUST – OLLERTON COLLIERY

The disc signal applying set back – Up Main to Colliery Loaded Sidings or along Up Main, will be replaced 40 yards nearer the signal box, and a "diamond" sign will be provided on this signal. (37)

DETAILS OF WORK ALREADY CARRIED OUT

SHIREBROOK WEST JUNCTION

Shirebrook Diesel Depot No.4 Road has been extended by a new connecting line to join the N.C.B. line at Warsop Colliery Sidings.

This new line provides access to the Colliery Sidings from the Shirebrook West Junction end.

The Diesel Depot No.4 Road and its extension have become the Warsop Colliery Branch line throughout. Until further notice all movements will be controlled by Handsignalmen. (35/36)

WICKENBY

The slip connection giving access to the Down Siding from the Up Main, has been secured out of use in the normal position pending removal.

The associated disc signal applying – Down Siding to Up Main, has been abolished. (34)

WARSOP JUNCTION

The points giving access from the Down and Up Main to and from the Warsop Colliery Branch and Colliery Sidings, has been secured out of use in the normal position pending removal and all signals on the Branch and Sidings have been abolished.

The left-hand bracket miniature arm signal applying – Down Main to Down Colliery Branch has been abolished.

A Stop – Block has been erected on the connection between the Down Sidings and Colliery Sidings to give a 70 yards long Shunt Spur for the Down Sidings.

The miniature arm signal applying – Down Sidings to Colliery Sidings, now reads only to the Shunt Spur. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

****COTTAM**

The subsidiary signals associated with Nos.3 and 4 Stop signals, apply, with the line ahead either clear or occupied. (33)

****DODWORTH**

The arm of the Down Main Starting Signal has been reduced in height to 17 feet above rail level. (33)

GRIMSBY-MARSH JUNCTION

The arm of the Up Main 2nd Home signal has been reduced in height to 20 ft. above rail level. (35/36)

SHEFFIELD FREIGHT TERMINAL

No.1 Goliath Shunt Neck has been shortened by 50 yards and the STOP-BLOCK resited accordingly. (Amended item) (37)

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

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing date
Doncaster R & M Depot	Replacing partition wall at 154m. 77chs.	08 00 to 16 00 daily. Until Further Notice.	-
'A' Servicing Bay No. 6 Road BLOCKED			(34D)

MO.45/SC

York

Chief Operating Manager

5 AUGUST, 1976

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

34

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

SATURDAY 21 AUGUST

TO

FRIDAY 27 AUGUST 1976

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**MARKHAM SIDINGS**

The arm of the Down Main Home signal from Low Ellers Junction and the associated miniature arm on the right-hand bracket applying towards the Colliery Sidings, has been reduced in height to 25ft. and 22ft. above rail level respectively.

The miniature arm signal applying from the Colliery Spur situated at the South End of the Departure line, has been replaced by a ground disc on the same (right-hand side) of the Spur. (37)

OLLERTON COLLIERY

The disc signal applying set back – Up Main to Colliery Loaded Sidings or along Up Main, has been replaced 40 yards nearer the signal box, and a "diamond" sign has been provided on this signal. (37)

SHIREBROOK WEST STATION

Shirebrook Diesel Depot No.4 Road has been extended by a new connecting line to join the N.C.B. line at Warsop Colliery Sidings.

This new line provides access to the Colliery Sidings from the Shirebrook West Station end.

The Diesel Depot No.4 Road and its extension have become the Warsop Colliery Branch line throughout. Until further notice all movements will be controlled by Handsignalmen. (35/36)

**** WICKENBY**

The slip connection giving access to the Down Siding from the Up Main, has been secured out of use in the normal position pending removal.

The associated disc signal applying – Down Siding to Up Main, has been abolished. (34)

**** WARSOP JUNCTION**

The points giving access from the Down and Up Main to and from the Warsop Colliery Branch and Colliery Sidings, has been secured out of use in the normal position pending removal and all signals on the Branch and Sidings have been abolished.

The left-hand bracket miniature arm signal applying – Down Main to Down Colliery Branch has been abolished.

A Stop – Block has been erected on the connection between the Down Sidings and Colliery Sidings to give a 70 yards long Shunt Spur for the Down Sidings.

The miniature arm signal applying – Down Sidings to Colliery Sidings, now reads only to the Shunt Spur. (34)

GRIMSBY-MARSH JUNCTION

The arm of the Up Main 2nd Home signal has been reduced in height to 20 ft. above rail level. (35/36)

SHEFFIELD FREIGHT TERMINAL

No.1 Goliath Shunt Neck has been shortened by 50 yards and the STOP-BLOCK resited accordingly. (37)

**British Rail****SC**

EASTERN REGION

35/36**TEMPORARY SPEED RESTRICTIONS****PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS****SATURDAY 28 AUGUST****TO****FRIDAY 10 SEPTEMBER 1976****INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**TUESDAY 7 SEPTEMBER – WINCOBANK STATION JUNCTION**

The connections Down Goods to Goods Yard and Up Branch to Goods Yard will be secured out of use in the normal position pending removal.

The Down Sidings will be abolished and access to the Goods Yard will be from Meadow Hall only.

The outlet signals from the Goods Yards and the disc signal applying Down Goods to Goods Yards will be abolished.

The "Limit of Shunt" indicator on the Down Goods will be abolished. (39)

DETAILS OF WORK ALREADY CARRIED OUT**MARKHAM SIDINGS**

The arm of the Down Main Home signal from Low Ellers Junction and the associated miniature arm on the right-hand bracket applying towards the Colliery Sidings, has been reduced in height to 25ft. and 22ft. above rail level respectively.

The miniature arm signal applying from the Colliery Spur situated at the South End of the Departure line, has been replaced by a ground disc on the same (right-hand side) of the Spur. (37)

OLLERTON COLLIERY

The disc signal applying set back – Up Main to Colliery Loaded Sidings or along Up Main, has been replaced 40 yards nearer the signal box, and a "diamond" sign has been provided on this signal. (37)

**** SHIREBROOK WEST STATION**

Shirebrook Diesel Depot No.4 Road has been extended by a new connecting line to join the N.C.B. line at Warsop Colliery Sidings.

This new line provides access to the Colliery Sidings from the Shirebrook West Station end.

The Diesel Depot No.4 Road and its extension have become the Warsop Colliery Branch line throughout. Until further notice all movements will be controlled by Handsignalmen. (35/36)

**** GRIMSBY-MARSH JUNCTION**

The arm of the Up Main 2nd Home signal has been reduced in height to 20 ft. above rail level. (35/36)

SHEFFIELD FREIGHT TERMINAL

No.1 Goliath Shunt Neck has been shortened by 50 yards and the STOP-BLOCK resited accordingly. (37)



SC

EASTERN REGION

37

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

SATURDAY 11 SEPTEMBER

TO

FRIDAY 17 SEPTEMBER 1976

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 13 SEPTEMBER – WATH MOOR ROAD**

Pending removal of Moor Road Pump House Siding, No.24 points will be secured out of use. (40)

DETAILS OF WORK ALREADY CARRIED OUT**WINCOBANK STATION JUNCTION**

The connections Down Goods to Goods Yard and Up Branch to Goods Yard have been secured out of use in the normal position pending removal.

The Down Sidings have been abolished and access to the Goods Yard is from Meadow Hall only.

The outlet signals from the Goods Yards and the disc signal applying Down Goods to Goods Yards has been abolished.

The "Limit of Shunt" indicator on the Down Goods has been abolished. (39)

****MARKHAM SIDINGS**

The arm of the Down Main Home signal from Low Ellers Junction and the associated miniature arm on the right-hand bracket applying towards the Colliery Sidings, has been reduced in height to 25ft. and 22ft. above rail level respectively.

The miniature arm signal applying from the Colliery Spur situated at the South End of the Departure line, has been replaced by a ground disc on the same (right-hand side) of the Spur. (37)

****OLLERTON COLLIERY**

The disc signal applying set back – Up Main to Colliery Loaded Sidings or along Up Main, has been replaced 40 yards nearer the signal box, and a "diamond" sign has been provided on this signal. (37)

****SHEFFIELD FREIGHT TERMINAL**

No.1 Goliath Shunt Neck has been shortened by 50 yards and the STOP-BLOCK resited accordingly.

(37)



SC

EASTERN REGION

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

SATURDAY 25 SEPTEMBER

TO

FRIDAY 1 OCTOBER 1976

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 SEPTEMBER – FOXLOW JUNCTION

The connection – Down Staveley North Curve to Down Goods will be abolished.

The trailing crossover between the Down and Up Passenger lines will be secured out of use in the normal position pending removal, and the associated disc signals abolished.

The signal applying Down Staveley North Curve to Down Goods and the associated Distant signal will be abolished. (42)

MONDAY 27 SEPTEMBER – SUMMIT SIDINGS AND DEVONSHIRE SIDINGS (BETWEEN BARROW HILL SOUTH AND HALL LANE JN.)

The following connections will be secured out of use pending removal.

At 149m. 75chs. Running line to Devonshire Works.

At 150m. 30chs. Running line to Summit Sidings.

At 150m. 40chs. from Staveley Works to Old Works Road and Devonshire Sidings.

At 150m. 11chs. and 150m. 12chs. from Old Works Road to Devonshire Sidings 1–5 and 6–19 Roads.

At 150m. 33chs. and 150m. 34chs. from Devonshire Sidings 6–19 Roads to Staveley Works. (42)

WEDNESDAY 29 SEPTEMBER – WELBECK COLLIERY JUNCTION

The arm of the Up Main 1st Home signal will be reduced in height to 17ft. above rail level. (42)

DETAILS OF WORK ALREADY CARRIED OUT

WATH MOOR ROAD

Pending removal of Moor Road Pump House Siding, No.24 points have been secured out of use. (40)

**** WINCOBANK STATION JUNCTION**

The connections Down Goods to Goods Yard and Up Branch to Goods Yard have been secured out of use in the normal position pending removal.

The Down Sidings have been abolished and access to the Goods Yard is from Meadow Hall only.

The outlet signals from the Goods Yards and the disc signal applying Down Goods to Goods Yards has been abolished.

The "Limit of Shunt" indicator on the Down Goods has been abolished. (39)



SC

EASTERN REGION

40

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

SATURDAY 2 OCTOBER

TO

FRIDAY 8 OCTOBER 1976

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 3 OCTOBER – WARSOP JUNCTION**

The Down Siding Shunt Spur will be abolished and the points at the Down Siding end of the connection Down Siding to Down Main will remain as trap points.

The miniature arm signal (top of 2) applying Down Siding to Shunt Spur will be abolished.

A diamond sign will be provided on the Down Main Second Home signal.

The Up Branch Outer Distant signal will be abolished and the Up Branch Inner Distant will become the Up Branch Distant. (43)

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

The connection – Down Staveley North Curve to Down Goods has been abolished.

The trailing crossover between the Down and Up Passenger lines has been secured out of use in the normal position pending removal, and the associated disc signals abolished.

The signal applying Down Staveley North Curve to Down Goods and the associated Distant signal will be abolished. (42)

SUMMIT SIDINGS AND DEVONSHIRE SIDINGS (BETWEEN BARROW HILL SOUTH AND HALL LANE JN.)

The following connections have been secured out of use pending removal.

At 149m. 75chs. Running line to Devonshire Works.

At 150m. 30chs. Running line to Summit Sidings.

At 150m. 40chs. from Staveley Works to Old Works Road and Devonshire Sidings.

At 150m. 11chs. and 150m. 12chs. from Old Works Road to Devonshire Sidings 1–5 and 6–19 Roads.

At 150m. 33chs. and 150m. 34chs. from Devonshire Sidings 6–19 Roads to Staveley Works. (42)

WELBECK COLLIERY JUNCTION

The arm of the Up Main 1st Home signal has been reduced in height to 17ft. above rail level. (42)

WATH MOOR ROAD

Pending removal of Moor Road Pump House Siding, No.24 points have been secured out of use. (40)



SC

EASTERN REGION

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

SATURDAY 9 OCTOBER

TO

FRIDAY 15 OCTOBER 1976

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 localitiés 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 JN. TO GRINDLEFORD (LMR)		
SUNDAY 10 OCTOBER		
Sheffield (Dore Station Jn.) and Totley Tunnel East	All	08 00 to 22 00. Signalling work. (See Section 'C').
MONDAY 11 to FRIDAY 15 OCTOBER		
Grindleford and Totley Tunnel East	Up BLOCKED	23 55 Mon to Thu to 07 00 Tue to Fri. Trackwork between 159 and 155m.p. Single line working over the Down line. Possession given up to pass 1E66 and 1E62 News Trains. On track machines in use.
WINCOBANK STATION JUNCTION TO QUARRY JUNCTION		
SUNDAY 10 OCTOBER		
Quarry Jn. and Skiers Spring	Up BLOCKED	08 45 to 15 15. Bridgework Nos.51, 52, 55 and 57 between 167m. 66chs. and 170½m.p. Possession given up to pass 1J54, 09 18 and 1J54, 12 25 Leeds to Sheffield.

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 10 OCTOBER – WOMBWELL LANE JUNCTION

The points leading to No.3 Down Reception Siding, will be secured out of use in the normal position pending removal.

The associated route indication on the signal applying – Down Worsboro to No.3 Down Reception will be abolished.

The notice board at the exit of No.3 Down Reception Siding will be abolished.

SUNDAY 10 OCTOBER – SHEFFIELD (DORE STATION JUNCTION)

The Up Manchester colour light signal (S52) applying towards S56 (Up Manchester) or to S48 (Up Dore Curve) will be repositioned 390 yards nearer to Sheffield.

A Banner Repeating signal (S52R) will be provided 150 yards in rear of S52 signal.

TUESDAY 12 OCTOBER – ROTHERWOOD

The route indication for the route from the Up Reception Sidings to the Up Goods will in future be 'G'.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal.
(New Item) (U.F.N.)

WARSOP JUNCTION

The Down Siding Shunt Spur has been abolished and the points at the Down Siding end of the connection Down Siding to Down Main remain as trap points.

The miniature arm signal (top of 2) applying Down Siding to Shunt Spur has been abolished.

A diamond sign has been provided on the Down Main Second Home signal.

The Up Branch Outer Distant signal has been abolished and the Up Branch Inner Distant has become the Up Branch Distant. (43)

FOXLOW JUNCTION

The connection – Down Staveley North Curve to Down Goods has been abolished.

The trailing crossover between the Down and Up Passenger lines has been secured out of use in the normal position pending removal, and the associated disc signals abolished.

The signal applying Down Staveley North Curve to Down Goods and the associated Distant signal will be abolished. (42)

SUMMIT SIDINGS AND DEVONSHIRE SIDINGS (BETWEEN BARROW HILL SOUTH AND HALL LANE JN.)

The following connections have been secured out of use pending removal.

At 149m. 75chs. Running line to Devonshire Works.

At 150m. 30chs. Running line to Summit Sidings.

At 150m. 40chs. from Staveley Works to Old Works Road and Devonshire Sidings.

At 150m. 11chs. and 150m. 12chs. from Old Works Road to Devonshire Sidings 1–5 and 6–19 Roads.

At 150m. 33chs. and 150m. 34chs. from Devonshire Sidings 6–19 Roads to Staveley Works. (42)

WELBECK COLLIERY JUNCTION

The arm of the Up Main 1st Home signal has been reduced in height to 17ft. above rail level. (42)

** WATH MOOR ROAD

Pending removal of Moor Road Pump House Siding, No.24 points have been secured out of use. (41)

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 SUPPLEMENTARY OPERATING INSTRUCTIONS (SOUTHERN AREA)

MISCELLANEOUS NOTICES

Page 7 ENGINEER'S "ON-TRACK" MACHINES

★ Delete:– Heading and instruction.
(See amendment to General Appendix Pages 62 – 71).

GENERAL APPENDIX

Pages 62 – 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 25 Supp. Oper. Insts.)

BALLAST REGULATING MACHINES

★ Delete:– The heading 'PLASSER TYPE USP 5000C' and instruction 39A.

★ Delete:– The heading 'TAMPING/LINING MACHINES TYPES 07–16, 07–16 SPECIAL AND 07–275 (S & C)' and instruction 41A.

** Page 70 (Page 9 – Supp. No.1) (Page 25 Supp Oper. Insts.)

★ The following instruction will not appear in future weekly books. All staff concerned should therefore retain this booklet until the General Instructions and Notices booklets No.49D, in which this item will be repeated, is received.

WORKING OF AIR BRAKED SYSTEM SERVICES

Commencing on 4 October 1976 the Regulations for the working of the Automatic Air Brake on Locomotive Operated trains and other regulations and instructions are modified in respect of Air Braked System Services only as follows:–

1. Air Braked System Services formed with vehicles fitted with fixed "P" distributors and/or vehicles with P/G levers in the "P" position may convey not more than two vehicles fitted with fixed "G" distributors, marshalled in any position on the train. An exception to this instruction is made in respect of the undermentioned services only:–
 - 6S72 14 25 ex Parkeston Quay – Bathgate
(between Parkeston Quay and Leeds (Hunslet) only)
 - 6S74 23 14 SX Leeds (Hunslet) – Sighthill
 - 6E87 14 27 SX Sighthill – Parkeston Quay
 which may convey not more than six vehicles with fixed "G" distributors marshalled in any position on the train with all other vehicles with fixed "P" distributors and/or vehicles with P/G levers in the "P" position.
2. Air Braked System Services formed with vehicles fitted with fixed "G" distributors and/or vehicles with P/G levers in the "G" position may convey not more than two vehicles fitted with fixed "P" distributors, marshalled in any position on the train.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING OF AIR BRAKED SYSTEM SERVICES-continued

3. Section C5 of Part 6 Working Manual for Rail Staff is modified to allow loaded heavy axle weight vehicles to be conveyed on Air Braked System Services upon authority of Regional HQ (Operations) under B.R.29973 procedures setting out route to be taken and restrictions applicable over the route, together with instructions that such vehicles must not be "losse or hump shunted".
4. Air Braked System Services authorised to convey loaded Air Braked 45t and 100t GLW steel carrying wagons with unchained steel, must be formed with all vehicles fitted with screw couplings.
5. The Air Braked System Service trains for Oct 1976 are:-

6M81	22 45 SX	Llandeilo Jn. - Houghton
6S73	10 50 SX	Dover - Dundee
6M76	16 05 SX	Dundee - Bescot
6O38	21 44 SX	Trafford Park - Dover
6E30	23 00 SX	Bescot - TCFD
6M79	17 00 SX	TCFD - Bescot
6S72	14 25 SX	Parkeston - Bathgate
6E87	14 27 SX	Sighthill - Parkeston
6M62	14 55 SX	Parkeston - Dewsnap
6E65	18 05 SX	Trafford Park - Parkeston
6S74	23 14 SX	Hunslet - Sighthill
6E90	20 03 SX	Carlisle - Hunslet
6E88	21 00 SX	Llandeilo Jn. - Whitemoor
6V86	22 58 SX	Warrington - Margam
6E46	19 35 SX	Swansea - Dagenham Dock
6V30	22 14 SX	Dagenham Dock - Swansea
6E34	21 30 SX	Morris Cowley - Parkeston
6V55	08 25 MSX)	Parkeston C.T. - Morris Cowley (MSX)
	08 21 SO)	Hinksey South (SO)
6O84	23 05 Sun)	Margam - Dover
	22 10 FSX)	
6V88	21 35 SX	Willesden - Severn Tunnel Junction
6V85	20 53 SX	March Down Yd. - Severn Tunnel Junction

MO11/091

MISCELLANEOUS INSTRUCTIONS

**** SCUNTHORPE B.S.C. SIDINGS**

The temporary Level Crossing at 24m. 33chs. has been removed.

(41)

MO.45/SC

G.R.H. ORBELL

Chief Operating Manager

York

29 SEPTEMBER, 1976

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

42

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

SATURDAY 16 OCTOBER

TO

FRIDAY 22 OCTOBER 1976

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 17 OCTOBER – SHIREBROOK STATION AND SHIREBROOK WEST SIDINGS**

Shirebrook West Sidings will in future be known as Shirebrook Sidings.

Shirebrook Station Up Main Starting Signal, together with Shirebrook Sidings Up Main Distant (renamed Inner Distant) below, will be repositioned 137 yards further from the signal box, with the arms at reduced heights of 17ft. and 11ft. above rail level respectively, and a signal-post telephone connected to Shirebrook Station signal box will be provided.

Altered naming of Signals**Shirebrook Station and Shirebrook Sidings**

Shirebrook Station Up Main 2nd. Inner Distant signals will become Shirebrook Sidings Up Main Outer Distant signals.

Shirebrook Station

Shirebrook Station Up Main 1st Inner Distant will become the Up Main Inner Distant. (46)

SUNDAY 17 OCTOBER – TREETON SOUTH

The connection – Down Goods to Down Main, will be secured out of use in the normal position pending removal, and the associated signalling will be abolished. (46)

MONDAY 18 OCTOBER – NEEPSSEND

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

The ground position light signal reading – set back – Up Main to Empty Sidings and ground position light signal reading – Empty Sidings to Up Main, will be abolished. The loaded Sidings ground frame will be abolished. (46)

DETAILS OF WORK ALREADY CARRIED OUT**SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)**

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal.

(U.F.N.)

WARSOP JUNCTION

The Down Siding Shunt Spur has been abolished and the points at the Down Siding end of the connection Down Siding to Down Main remain as trap points.

The miniature arm signal (top of 2) applying Down Siding to Shunt Spur has been abolished.

A diamond sign has been provided on the Down Main Second Home signal.

The Up Branch Outer Distant signal has been abolished and the Up Branch Inner Distant has become the Up Branch Distant. (43)

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

The connection – Down Staveley North Curve to Down Goods has been abolished.

The trailing crossover between the Down and Up Passenger lines has been secured out of use in the normal position pending removal, and the associated disc signals abolished.

The signal applying Down Staveley North Curve to Down Goods and the associated Distant signal will be abolished. (42)

**** SUMMIT SIDINGS AND DEVONSHIRE SIDINGS (BETWEEN BARROW HILL SOUTH AND HALL LANE JN.)**

The following connections have been secured out of use pending removal.

At 149m. 75chs. Running line to Devonshire Works.

At 150m. 30chs. Running line to Summit Sidings.

At 150m. 40chs. from Staveley Works to Old Works Road and Devonshire Sidings.

At 150m. 11chs. and 150m. 12chs. from Old Works Road to Devonshire Sidings 1–5 and 6–19 Roads.

At 150m. 33chs. and 150m. 34chs. from Devonshire Sidings 6–19 Roads to Staveley Works. (42)

**** WELBECK COLLIERY JUNCTION**

The arm of the Up Main 1st Home signal has been reduced in height to 17ft. above rail level. (42)

WOMBWELL MAIN JUNCTION

The points leading to No.3 Down Reception Siding, has been secured out of use in the normal position pending removal.

The associated route indication on the signal applying – Down Worsboro to No.3 Down Reception has been abolished.

The notice board at the exit of No.3 Down Reception Siding has been abolished. (44)

SHEFFIELD (DORE STATION JUNCTION)

The Up Manchester colour light signal (S52) applying towards S56 (Up Manchester) or to S48 (Up Dore Curve) has been repositioned 390 yards nearer to Sheffield.

A Banner Repeating signal (S52R) has been provided 150 yards in rear of S52 signal. (44)

ROTHERWOOD

The route indication for the route from the Up Reception Sidings to the Up Goods is now 'G'. (44)

TO THE LOOK-OUT MAN

Their lives are in
your hands



ALWAYS REMEMBER THIS



SC

EASTERN REGION

43

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

SATURDAY 23 OCTOBER

TO

FRIDAY 29 OCTOBER 1976

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 24 OCTOBER – WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below, will be abolished. The Block section will then be between Wath Road Jn. and Wath North.

Signalling Alterations:—**Down Main/Passenger**

The Wath North Inner Distant will be abolished. The Wath Road Junction 4-aspect Starting signal will be converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North.

Up Passenger

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) will be converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal will be raised in height to 30ft. above rail level.

Down Goods

The Wath North Distant will be abolished. The Wath North Station Distant will become the Wath North Distant 1355 yards from the Home signal.

Up Goods

The arm of the Wath Road Junction Distant signal will be raised in height to 30 ft. above rail level.

DETAILS OF WORK ALREADY CARRIED OUT

**** WARSOP JUNCTION**

The Down Siding Shunt Spur has been abolished and the points at the Down Siding end of the connection Down Siding to Down Main remain as trap points.

The miniature arm signal (top of 2) applying Down Siding to Shunt Spur has been abolished.

A diamond sign has been provided on the Down Main Second Home signal.

The Up Branch Outer Distant signal has been abolished and the Up Branch Inner Distant has become the Up Branch Distant. (43)

SHIREBROOK STATION AND SHIREBROOK WEST SIDINGS

Shirebrook West Sidings will in future be known as Shirebrook Sidings.

Shirebrook Station Up Main Starting Signal, together with Shirebrook Sidings Up Main Distant (renamed Inner Distant) below, has been repositioned 137 yards further from the signal box, with the arms at reduced heights of 17ft. and 11ft. above rail level respectively, and a signal-post telephone connected to Shirebrook Station signal box provided.

Altered naming of Signals**Shirebrook Station and Shirebrook Sidings**

Shirebrook Station Up Main 2nd. Inner Distant signals have become Shirebrook Sidings Up Main Outer Distant signals.

Shirebrook Station

Shirebrook Station Up Main 1st Inner Distant has become the Up Main Inner Distant. (46)

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

The route indication for the route from the Up Reception Sidings to the Up Goods is now 'G'. (44)

NEEPSSEND

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

The ground position light signal reading – set back – Up Main to Empty Sidings and ground position light signal reading – Empty Sidings to Up Main, has been abolished. The loaded Sidings ground frame has been abolished. (46)

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal.

(U.F.N.)

WOMBWELL MAIN JUNCTION

The points leading to No.3 Down Reception Siding, has been secured out of use in the normal position pending removal.

The associated route indication on the signal applying – Down Worsboro to No.3 Down Reception has been abolished.

The notice board at the exit of No.3 Down Reception Siding has been abolished. (44)

SHEFFIELD (DORE STATION JUNCTION)

The Up Manchester colour light signal (S52) applying towards S56 (Up Manchester) or to S48 (Up Dore Curve) has been repositioned 390 yards nearer to Sheffield.

A Banner Repeating signal (S52R) has been provided 150 yards in rear of S52 signal. (44)

TREETON SOUTH

The connection – Down Goods to Down Main, has been secured out of use in the normal position pending removal, and the associated signalling abolished. (46)

GENERAL INSTRUCTIONS AND NOTICES

* Changes new or amended items

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

MISCELLANEOUS NOTICES

* * * WORKING MANUAL FOR RAIL STAFF (SEE 3000)

(Because of Part I (Yellow))

The whole of Part I (Yellow) of the Working Manual for Rail Staff has been revised and will be distributed in due course (about Oct '50). In the event of any change after a reasonable length of time has elapsed, Staff and Offices entitled to receive these pages should contact their normal Staff Officer for a copy of the revised pages. The revised pages will be sent to the Staff Officer for the relevant area.

"PUNCTUALITY

is the

SOUL

of

"BUSINESS"

G.R.H. ORSELL
Chief Operating Manager

MO 4512C

13 OCTOBER 1949

Receipt of this notice need not be acknowledged if the SC Notice is not received by the normal time advised. Your District Office by now will have received this notice.



SC

EASTERN REGION

44

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 30 OCTOBER

TO

FRIDAY 5 NOVEMBER 1976

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 31 OCTOBER – WRAWBY JUNCTION

The Up Distant from Doncaster direction, will be replaced by a 2-aspect Distant, 508 yards further from the signal box and 1,404 yards before reaching the Up Fast Outer Home signal.

TUESDAY 2 NOVEMBER – WELLOWGATE (GRIMSBY)

The points – Cattle Siding/Down Main, will be secured out of use in the normal position pending removal and the associated ground disc signal abolished.

TUESDAY 2 NOVEMBER – SHEFFIELD VICTORIA NO.1

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

The miniature arm signal at the outlet of the Down Sidings and all disc signals abolished.

DETAILS OF WORK ALREADY CARRIED OUT

WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below, have been abolished. The Block section is now between Wath Road Jn. and Wath North.

Signalling Alterations:—

Down Main/Passenger

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North.

Up Passenger

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

Down Goods

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

Up Goods

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SHIREBROOK STATION AND SHIREBROOK WEST SIDINGS

Shirebrook West Sidings will in future be known as Shirebrook Sidings.

Shirebrook Station Up Main Starting Signal, together with Shirebrook Sidings Up Main Distant (renamed Inner Distant) below, has been repositioned 137 yards further from the signal box, with the arms at reduced heights of 17ft. and 11ft. above rail level respectively, and a signal-post telephone connected to Shirebrook Station signal box provided.

Altered naming of Signals

Shirebrook Station and Shirebrook Sidings

Shirebrook Station Up Main 2nd. Inner Distant signals have become Shirebrook Sidings Up Main Outer Distant signals.

Shirebrook Station

Shirebrook Station Up Main 1st Inner Distant has become the Up Main Inner Distant. (46)

** ROTHERWOOD

The route indication for the route from the Up Reception Sidings to the Up Goods is now 'G'. (44)

NEEPSSEND

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

The ground position light signal reading – set back – Up Main to Empty Sidings and ground position light signal reading – Empty Sidings to Up Main, has been abolished. The loaded Sidings ground frame has been abolished. (46)

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal. (U.F.N.)

** WOMBWELL MAIN JUNCTION

The points leading to No.3 Down Reception Siding, has been secured out of use in the normal position pending removal.

The associated route indication on the signal applying – Down Worsboro to No.3 Down Reception has been abolished.

The notice board at the exit of No.3 Down Reception Siding has been abolished. (44)

** SHEFFIELD (DORE STATION JUNCTION)

The Up Manchester colour light signal (S52) applying towards S56 (Up Manchester) or to S48 (Up Dore Curve) has been repositioned 390 yards nearer to Sheffield.

A Banner Repeating signal (S52R) has been provided 150 yards in rear of S52 signal. (44)

TREETON SOUTH

The connection – Down Goods to Down Main, has been secured out of use in the normal position pending removal, and the associated signalling abolished. (46)



SC

EASTERN REGION

45

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

SATURDAY 6 NOVEMBER

TO

FRIDAY 12 NOVEMBER 1976

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 NOVEMBER – WHITWELL**

The facing crossover will be secured out of use in the normal position pending removal and the miniature arm bracket signal applying Down Main to Arrival & Departure Road will be abolished. (48)

SUNDAY 7 NOVEMBER – WELBECK COLLIERY JUNCTION

A "diamond" sign will be provided on the post of the Up Main 1st Home signal. (48)

MONDAY 8 NOVEMBER – DARNALL LOCO

The connections to wet ash pit road and Coal stack roads will be secured out of use, pending removal. (48)

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

The Up Distant from Doncaster direction, has been replaced by a 2-aspect Distant, 508 yards further from the signal box and 1,404 yards before reaching the Up Fast Outer Home signal. (48)

WELLOWGATE (GRIMSBY)

The points – Cattle Siding/Down Main, has been secured out of use in the normal position pending removal and the associated ground disc signal abolished. (48)

SHEFFIELD VICTORIA NO.1

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

The miniature arm signal at the outlet of the Down Sidings and all disc signals have been abolished. (48)

WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below, have been abolished. The Block section is now between Wath Road Jn. and Wath North.

Signalling Alterations:—**Down Main/Passenger**

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH – continued****Up Passenger**

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

Down Goods

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

Up Goods

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level. (46)

SCUNTHORPE

The Footway situated adjacent to Brigg Road over-bridge, giving access to the Area Manager's Office from the Goods Yard across the Up and Down Mains, Goods, Transfer lines and Goods Yard Arrival line, has been brought into use. The position of signal 37 has been slightly altered. (New-Item) (48)

SHIREBROOK STATION AND SHIREBROOK WEST SIDINGS

Shirebrook West Sidings will in future be known as Shirebrook Sidings.

Shirebrook Station Up Main Starting Signal, together with Shirebrook Sidings Up Main Distant (renamed Inner Distant) below, has been repositioned 137 yards further from the signal box, with the arms at reduced heights of 17ft. and 11ft. above rail level respectively, and a signal-post telephone connected to Shirebrook Station signal box provided.

Altered naming of Signals**Shirebrook Station and Shirebrook Sidings**

Shirebrook Station Up Main 2nd. Inner Distant signals have become Shirebrook Sidings Up Main Outer Distant signals.

Shirebrook Station

Shirebrook Station Up Main 1st Inner Distant has become the Up Main Inner Distant. (46)

NEEPSSEND

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

The ground position light signal reading – set back – Up Main to Empty Sidings and ground position light signal reading – Empty Sidings to Up Main, has been abolished. The loaded Sidings ground frame has been abolished. (46)

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal. (U.F.N.)

TREETON SOUTH

The connection – Down Goods to Down Main, has been secured out of use in the normal position pending removal, and the associated signalling abolished. (46)

**British Rail****SC****EASTERN REGION****46**

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

SATURDAY 13 NOVEMBER**TO****FRIDAY 19 NOVEMBER 1976****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

SATURDAY 13 NOVEMBER - MALTBY COLLIERY

The Rapid Loading facilities will be brought into use and the signalling arrangements will be in accordance with the diagram included in this notice. (49)

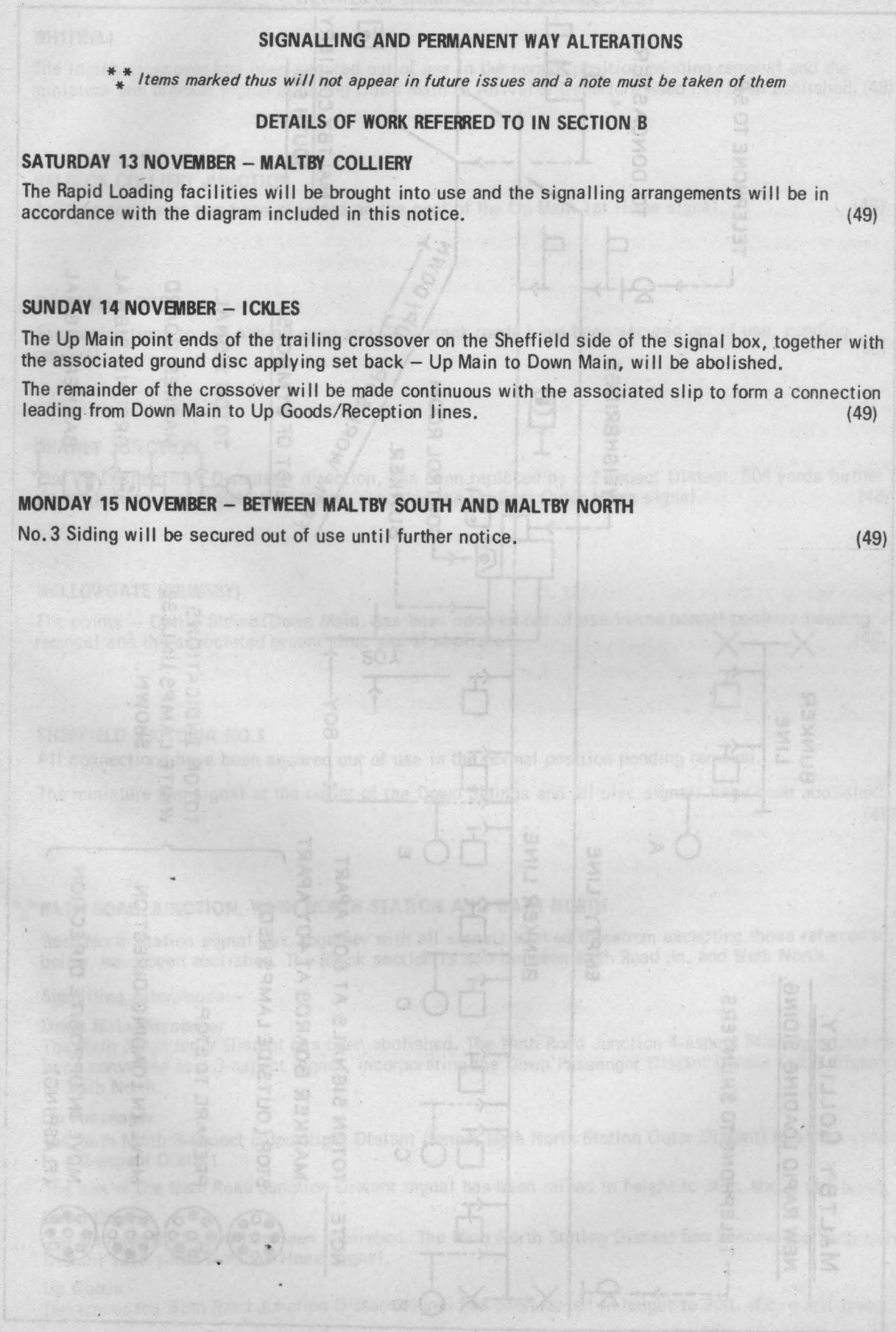
SUNDAY 14 NOVEMBER - ICKLES

The Up Main point ends of the trailing crossover on the Sheffield side of the signal box, together with the associated ground disc applying set back - Up Main to Down Main, will be abolished.

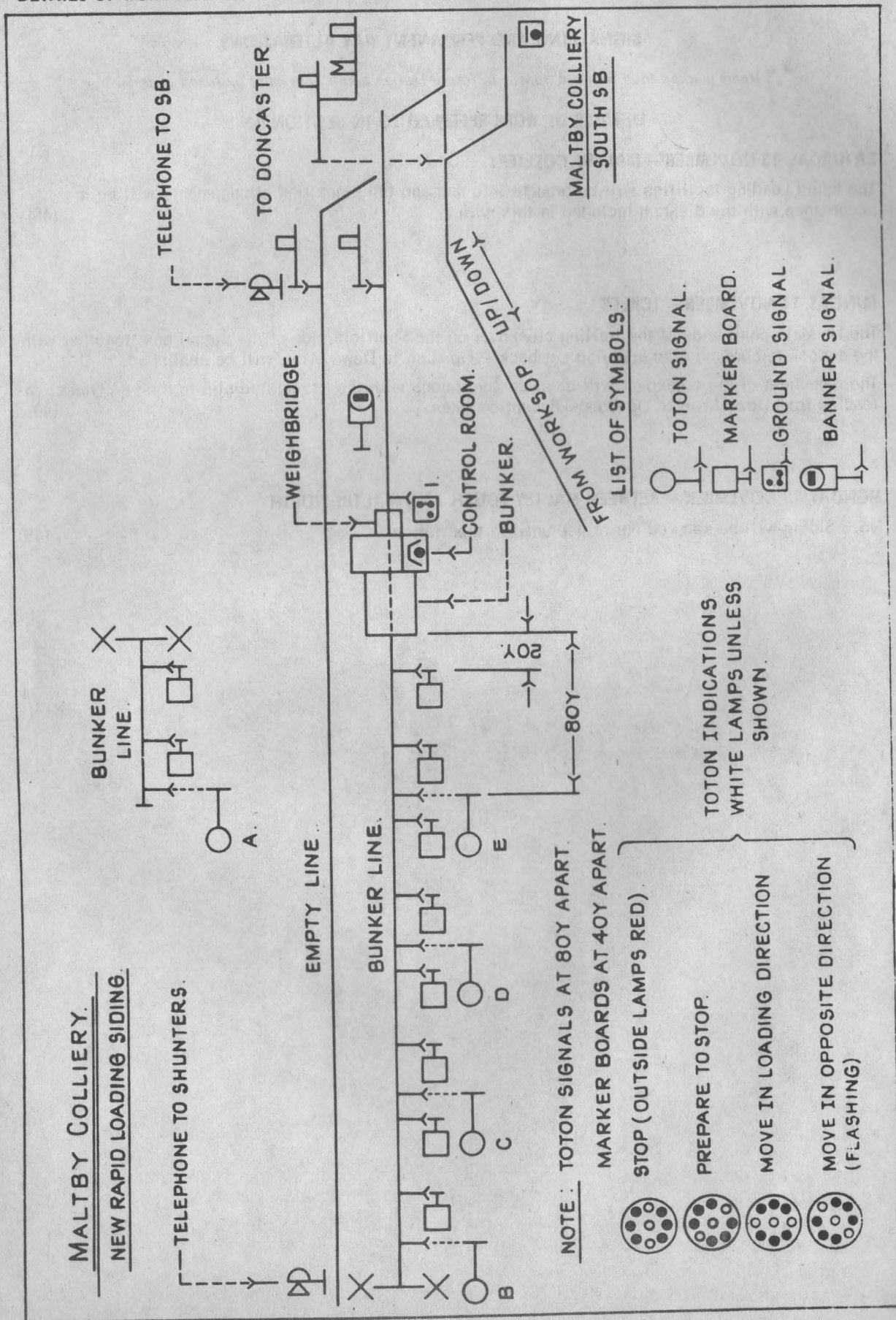
The remainder of the crossover will be made continuous with the associated slip to form a connection leading from Down Main to Up Goods/Reception lines. (49)

MONDAY 15 NOVEMBER - BETWEEN MALTBY SOUTH AND MALTBY NORTH

No. 3 Siding will be secured out of use until further notice. (49)



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

WHITWELL

The facing crossover has been secured out of use in the normal position pending removal and the miniature arm bracket signal applying Down Main to Arrival & Departure Road has been abolished. (48)

WELBECK COLLIERY JUNCTION

A "diamond" sign has been provided on the post of the Up Main 1st Home signal. (48)

DARNALL LOCO

The connections to wet ash pit road and Coal stack roads have been secured out of use, pending removal. (48)

WRABBY JUNCTION

The Up Distant from Doncaster direction, has been replaced by a 2-aspect Distant, 508 yards further from the signal box and 1,404 yards before reaching the Up Fast Outer Home signal. (48)

WELLOWGATE (GRIMSBY)

The points - Cattle Siding/Down Main, has been secured out of use in the normal position pending removal and the associated ground disc signal abolished. (48)

SHEFFIELD VICTORIA NO.1

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

The miniature arm signal at the outlet of the Down Sidings and all disc signals have been abolished. (48)

**** WATH ROAD JUNCTION, WATH NORTH STATION AND WATH NORTH**

Wath North Station signal box, together with all signals worked therefrom excepting those referred to below, have been abolished. The Block section is now between Wath Road Jn. and Wath North.

Signalling Alterations:-

Down Main/Passenger

The Wath North Inner Distant has been abolished. The Wath Road Junction 4-aspect Starting signal has been converted to a 3-aspect signal, incorporating the Down Passenger Distant (former Outer Distant) to Wath North.

Up Passenger

The Wath North 3-aspect colour light Distant (former Wath North Station Outer Distant) has been converted to a 2-aspect Distant.

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

Down Goods

The Wath North Distant has been abolished. The Wath North Station Distant has become the Wath North Distant 1355 yards from the Home signal.

Up Goods

The arm of the Wath Road Junction Distant signal has been raised in height to 30ft. above rail level.

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

The Footway situated adjacent to Brigg Road over-bridge, giving access to the Area Manager's Office from the Goods Yard across the Up and Down Mains, Goods, Transfer lines and Goods Yard Arrival line, has been brought into use. The position of signal 37 has been slightly altered. (48)

**** SHIREBROOK STATION AND SHIREBROOK WEST SIDINGS**

Shirebrook West Sidings will in future be known as Shirebrook Sidings.

Shirebrook Station Up Main Starting Signal, together with Shirebrook Sidings Up Main Distant (renamed Inner Distant) below, has been repositioned 137 yards further from the signal box, with the arms at reduced heights of 17ft. and 11ft. above rail level respectively, and a signal-post telephone connected to Shirebrook Station signal box provided.

Altered naming of Signals**Shirebrook Station and Shirebrook Sidings**

Shirebrook Station Up Main 2nd. Inner Distant signals have become Shirebrook **Sidings** Up Main Outer Distant signals.

Shirebrook Station

Shirebrook Station Up Main 1st Inner Distant has become the Up Main Inner Distant. (46)

**** NEEPSSEND**

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

The ground position light signal reading – set back – Up Main to Empty Sidings and ground position light signal reading – Empty Sidings to Up Main, has been abolished. The loaded Sidings ground frame has been abolished. (46)

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station.

Drivers must stop at this board and await instructions unless the line is clear to the next signal. (U.F.N.)

**** TREETON SOUTH**

The connection – Down Goods to Down Main, has been secured out of use in the normal position pending removal, and the associated signalling abolished. (46)

C. J.

WOOLSTENHOLMES

PRIVATE AND NOT FOR PUBLICATION

B.R.31119/4



SC

EASTERN REGION

47

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 20 NOVEMBER

TO

FRIDAY 26 NOVEMBER 1976

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

MONDAY 22 NOVEMBER – WATH CENTRAL JUNCTION

The handpoints to No. 2 Sidings will be secured out of use pending removal.

(50)

MONDAY 22 NOVEMBER – CHESTERFIELD GOODS YARD

The connections leading to Dock Road, No. 2 Road, Cripple Sidings, No. 5 Road, New Road and Slip Road will be secured out of use pending removal.

(50)

MONDAY 22 NOVEMBER – ECKINGTON AND RENISHAW

The connections at 152m. 23chs. No. 1 Road to Shed Sidings Road, will be secured out of use pending removal.

(50)

DETAILS OF WORK ALREADY CARRIED OUT

ICKLES

The Up Main point ends of the trailing crossover on the Sheffield side of the signal box, together with the associated ground disc applying set back – Up Main to Down Main, have been abolished.

The remainder of the crossover has been made continuous with the associated slip to form a connection leading from Down Main to Up Goods/Reception lines.

(49)

BETWEEN MALTBY SOUTH AND MALTBY NORTH

No. 3 Siding has been secured out of use until further notice.

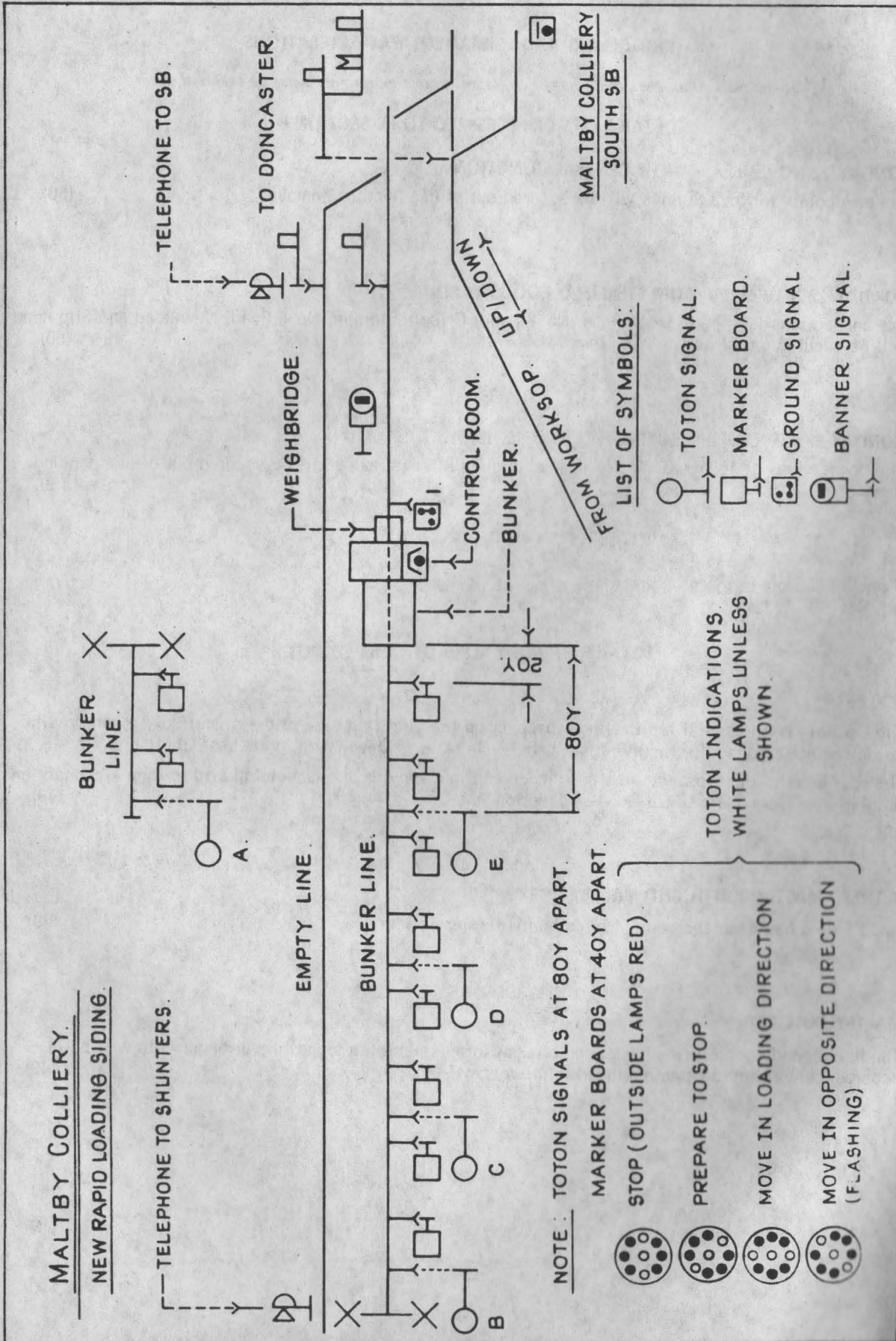
(49)

MALTBY COLLIERY

The Rapid Loading facilities have been brought into use and the signalling arrangements will be in accordance with the diagram included in this notice.

(49)

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



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

WHITWELL

The facing crossover has been secured out of use in the normal position pending removal and the miniature arm bracket signal applying Down Main to Arrival & Departure Road has been abolished. (48)

WELBECK COLLIERY JUNCTION

A "diamond" sign has been provided on the post of the Up Main 1st Home signal. (48)

DARNALL LOCO

The connections to wet ash pit road and Coal stack roads have been secured out of use, pending removal. (48)

WRABBY JUNCTION

The Up Distant from Doncaster direction, has been replaced by a 2-aspect colour light distant, 508 yards further from the signal box and 1,404 yards before reaching the Up Fast Outer Home signal. (48)

WELLOWGATE (GRIMSBY)

The points - Cattle Siding/Down Main, has been secured out of use in the normal position pending removal and the associated ground disc signal abolished. (48)

SHEFFIELD VICTORIA NO.1

All connections have been secured out of use in the normal position pending removal. (48)

The miniature arm signal at the outlet of the Down Sidings and all disc signals have been abolished. (48)

SCUNTHORPE

The Footway situated adjacent to Brigg Road over-bridge, giving access to the Area Manager's Office from the Goods Yard across the Up and Down Mains, Goods, Transfer lines and Goods Yard Arrival line, has been brought into use. The position of signal 37 has been slightly altered. (48)

SCUNTHORPE ENTRANCE "E" LINE (INWARDS LINE)

A notice board exhibiting a white triangle on a red background is located 21 yards before reaching the footbridge for Scunthorpe Station. Drivers must stop at this board and await instructions unless the line is clear to the next signal. (U.F.N.)

GRIMSBY WELLOWGATE

The disc signal applying Set Back - Down Main to Up Main or along Down Main, has been repositioned in the cess of the down line. (New Item) (50)

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 REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS GENERAL INSTRUCTIONS
REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM**

Page 102 – Regulation 25. Failure of Token Apparatus – Clause (c)

Combine the third and fourth paragraphs.

★ Add a new fourth paragraph:-

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form. w.e.f.4.12.76

Page 103 –

★ Amend first line of clause (g) to:-

(g) After all the forms have been signed/dictated as laid down in clause (c), trains may.....
w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM

Page 140

Regulation 14 Line obstructed by accident, by disabled train, or by portion of train

★ Amend clause (a) (i) to:-

(i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken.
w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM

Page 146 – Regulation 25 Failure of Signalling Equipment and/or Telephones – Clause (b) (ii)

★ Add new third paragraph:-

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

★ Amend first line of clause (b) (iii) to:-

(iii) After the Pilotman's form has been signed/dictated as laid down in clause (ii),
w.e.f.4.12.76

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (SOUTHERN AREA)

MISCELLANEOUS NOTICES

Page 7 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62 – 71).

(48)

GENERAL APPENDIX

Pages 62 – 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 25 Supp. Oper. Insts.)

BALLAST REGULATING MACHINES

Delete:- The heading 'PLASSER TYPE USP 5000C' and instruction 39A.

Page 70 (Page 9 – Supp. No.1) (Page 25 Supp. Oper. Insts.)

Delete:- The heading 'TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL AND 07-275 (S & C)' and instruction 41A.

(48)

MO.45/SC

York

10 NOVEMBER, 1976

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:-

G.R.H. ORBELL
Chief Operating Manager



SC

EASTERN REGION

49

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

SATURDAY 4 DECEMBER

TO

FRIDAY 10 DECEMBER 1976

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 5 DECEMBER – STALLINGBOROUGH

The Up Main Home signal will be renewed 6 yards further from the level crossing with the arm at a reduced height of 20 ft. above rail level.

The searchlight – type head of the Up Main Distant signal will be replaced by a 2–aspect colour light head. This signal will be repositioned 46 yards nearer to the signal box and will then be 1,148 yards from the repositioned Up Home signal. (52)

SUNDAY 5 DECEMBER – WEST SILKSTONE JN.

The arm of the Down Main Distant signal will be reduced in height to 17 ft. above rail level. (52)

MONDAY 6 DECEMBER – ELSECAR GOODS YARD

The hand points to the Shed Roads Nos. 1 and 2, Coal Roads Nos. 1 and 2 and Weigh Road, will be secured out of use pending removal. (52)

DETAILS OF WORK ALREADY CARRIED OUT

WATH CENTRAL JUNCTION

The handpoints to No.2 Sidings have been secured out of use pending removal. (50)

CHESTERFIELD GOODS YARD

The connections leading to Dock Road, No.2 Road, Cripple Sidings, No.5 Road, New Road and Slip Road have been secured out of use pending removal. (50)

ECKINGTON AND RENISHAW

The connections at 152m. 23chs. No.1 Road to Shed Sidings Road, have been secured out of use pending removal. (50)

**** ICKLES**

The Up Main point ends of the trailing crossover on the Sheffield side of the signal box, together with the associated ground disc applying set back – Up Main to Down Main, have been abolished.

The remainder of the crossover has been made continuous with the associated slip to form a connection leading from Down Main to Up Goods/Reception lines. (49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BETWEEN MALTBY SOUTH AND MALTBY NORTH**

No. 3 Siding has been secured out of use until further notice.

(49)

**** MALTBY COLLIERY**

The Rapid Loading facilities have been brought into use and the signalling arrangements will be in accordance with the diagram included in this notice. The Bunker line miniature arm outlet signal has been repositioned on the opposite side of line to that shown on diagram.

(49)

DONCASTER NORTH AND MARSHGATE GOODS

The Spur at Marshgate Goods and the Spur Siding on the Up, Doncaster North (Marshgate) have been extended as a through line between Marshgate Goods and Doncaster North with "STOP" boards provided.

(51)

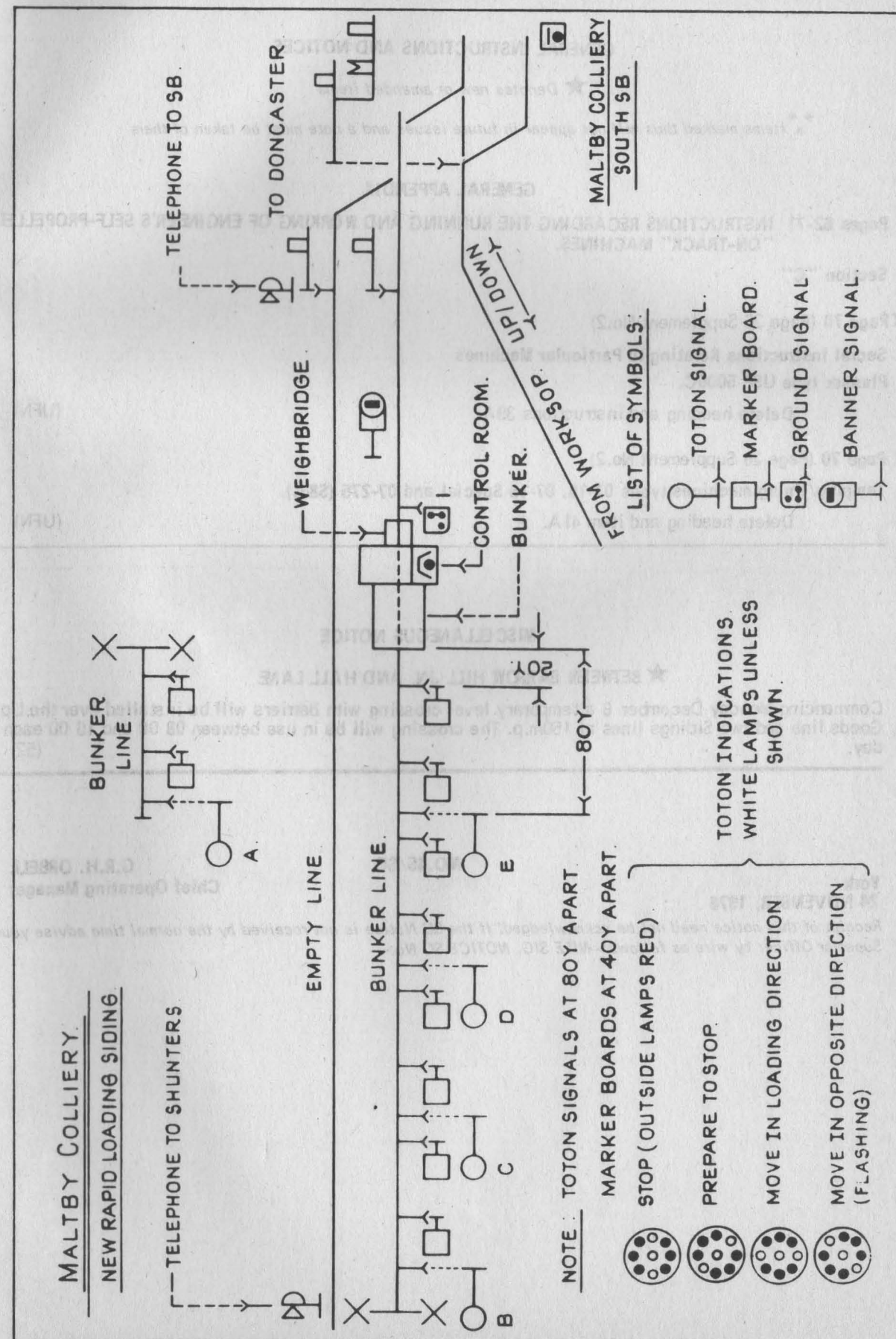
GRIMSBY WELLOWGATE

The disc signal applying Set Back - Down Main to Up Main or along Down Main, has been repositioned in the cess of the down line.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



GENERAL INSTRUCTION AND NOTICE

It is the policy of the U.S. Army to provide the best possible maintenance and repair service to the Army and its units.

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GENERAL APPENDIX

Page 52-71 INSTRUCTIONS REGARDING THE REMOVAL AND REPAIR OF ENGINE'S SELF-PROPELLING "ON-TRAIL" MACHINES

Page 52-72

Page 70, Para 70 Chapter and No. 21

General Instructions Relating to Particular Trains

Page 70-101 USF 500C

General Instructions and Notices No. 23a

U.S. ARMY

Page 70-101 USF 500C

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

DERAILMENT

INJURY

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

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