



**SC**

**EASTERN REGION**

**4**

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

**SATURDAY 22 JANUARY  
TO  
FRIDAY 28 JANUARY 1977  
INCLUSIVE**

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

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# SIGNALLING RECORD SOCIETY

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 23 JANUARY – ELSECAR JUNCTION AND CORTON WOOD

Corton Wood signal box will be reduced in status to an 8-lever ground frame, and all signals will be abolished.

The Electric Token Regulations on the Elsecar Goods Branch will be superseded by "One Train Working" with a key on the Branch Staff to release the Ground Frame.

## Elsecar Junction

A telephone will be provided on the Up Branch 1st Home signal.

## Corton Wood

A key will be provided for the N.C.B. to release the connections Empty Wagon Sidings and Loaded Wagon Sidings to Loop.

Trap Points, worked from the ground frame, will be provided at the North end of the Loop. (7)

## SUNDAY 23 JANUARY – KIVETON PARK

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (7)

## MONDAY 24 JANUARY – WENTWORTH JN.

The Up Siding will be secured out of use pending removal and associated signalling abolished. (7)

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* CORTONWOOD

The South Siding and associated disc signal has been abolished. (4)

## \*\* OLLERTON COLLIERY

The main to main crossover with slip connection to the Colliery Loaded Sidings, has been replaced by a main to main crossover 40 yards nearer to the signal box and a facing connection Up main to Colliery Loaded Sidings.

The disc signal applying set back – Down Main to Up Main or to Colliery Loaded Sidings has been repositioned accordingly and a "diamond" sign provided.

The disc signal applying set back – Up Main to Down Main or along Up Main, has been replaced 25 yards further from the signal box, and a "diamond" sign provided. (4)

## \*\* WOODHOUSE JN. AND BEIGHTON STATION JN.

The Woodhouse Jn. Up Branch Starting signal, together with Beighton Station Jn. Up Branch Distant signal below, has been repositioned 207 yards further from the signal box with the arms at reduced heights of 17ft. and 11ft. above rail level respectively.

The distance between the Beighton Station Jn. Up Branch Distant signal and the Home signal has been reduced to 584 yards. (4)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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

## GENERAL APPENDIX

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

## Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines

Plasser type USP 5000C.

Delete heading and instructions 39A

(UFN)

Page 70 (Page 26 Supplement No.2)

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

Delete heading and item 41 A.

(UFN)

## MISCELLANEOUS NOTICES

NIL

MO.45/SC

York  
12 JANUARY, 1977

G.R.H. ORBELL  
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:-

NOTICE GENERAL INSTRUCTIONS AND NOTICES

**"WHEN TRAINS RUN LATE.  
DON'T HESITATE  
COMMUNICATE**

**Keep Passengers and other Staff  
well informed"**

G.M. ORELL  
Chief Operating Manager

12 JANUARY, 1977

MISCELLANEOUS NOTICES

NOTICE NUMBER 24-25  
The following information is being provided to you for your information. It is not intended to be a substitute for the instructions and notices which are posted in the train cars and at the stations. If you have any questions, please contact the nearest station or the New York City Transit Authority.



**SC**

**EASTERN REGION**

**8**

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

**SATURDAY 19 FEBRUARY**

**TO**

**FRIDAY 25 FEBRUARY 1977**

**INCLUSIVE**

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

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## 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 20 FEBRUARY – BARNSELY STATION JUNCTION AND JUMBLE LANE

## Barnsley Station Junction

A new 3-aspect colour light Up Main Home signal with "position" 4 Junction Indicator applying toward the Down Main, will be provided 835 yards before reaching the signal box and the Up Main 1st and 2nd semaphore Home signals together with the Jumble Lane Inner and Outer Distant below will be abolished.

The new colour light signal will be plated BY46 and will incorporate the Jumble Lane Up Main Distant 1,150 yards before reaching the Jumble Lane Up Main Home signal.

A signal-post telephone connected to Barnsley Station Jn. will be provided.

The Barnsley Station Junction Up Main Distant will be replaced by a 2-aspect colour light signal (BY46R) situated 950 yards from the new colour light Home signal.

The catch points in the Up Main, will be repositioned 700 yards before reaching the new Home signal. (11)

## SUNDAY 20 FEBRUARY to SATURDAY 19 MARCH – BARNSELY STATION

The Up Dodworth No.1 Home colour light signal plated BY50 will be repositioned 17ft from the running line pending the slueing of this line. (12)

## DETAILS OF WORK ALREADY CARRIED OUT

## BARTON-ON-HUMBER

The connections from Running line to Goods Yard at 110m. 8chs. and 110m. 17chs. have been removed. (10)

## BARNSELY STATION JUNCTION

The disc signal reading from the Coal Yard Sidings has been replaced on the cress side and the disc signal on the Up Main, applying set back to Down Main, replaced 2 yards nearer the signal box and on the cress side. (10)

## ELMTON &amp; CRESWELL JUNCTION

A new Loop line, serving Creswell Colliery Bunker and the associated signalling for the new Rapid Loading facilities is shown on the diagram in this notice.

Wagon marker boards will be provided after the completion of loading trials. (10)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## ST. CATHERINES JUNCTION

The Trap points in the Down Branch Single line from Yorkshire Main Sidings have been abolished. (10)

## WEST TINSLEY

The connections leading to Edgar Allen's Private Sidings have been secured out of use, pending removal. (10)

## ELMTON &amp; CRESWELL JUNCTION

A new Up Main 2nd Home signal, together with an Up Main Intermediate Block Home Inner Distant signal below, has been provided 460 yards after passing the signal box with the arms at heights of 18ft. and 12ft. respectively above rail level.

A "diamond" sign has been provided on the post of this signal.

The Up Main Home signal, with the Up Main I.B.H. Distant signal below, has been renamed Up Main 1st Home and Up Main I.B.H. Outer Distant respectively.

The Up Main I.B.H. Distant signal positioned below the Down Branch Home signal, also the Up Branch Starting signal have been abolished.

The Disc signal on the Down Main, 56 yards Whitwell side of the signal box, applying – set back along the Down Main, has been replaced 350 yards Whitwell side of the signal box by a 2-arm miniature semaphore signal with arms at 16ft. and 12ft. above rail level respectively. The top arm applies – set back Down Main to Up Main and the bottom arm – set back Down Main to Colliery Sidings or along the Down Main. A "diamond" sign has been provided on the post of this signal. (9)

\*\*  
\* ICKLES

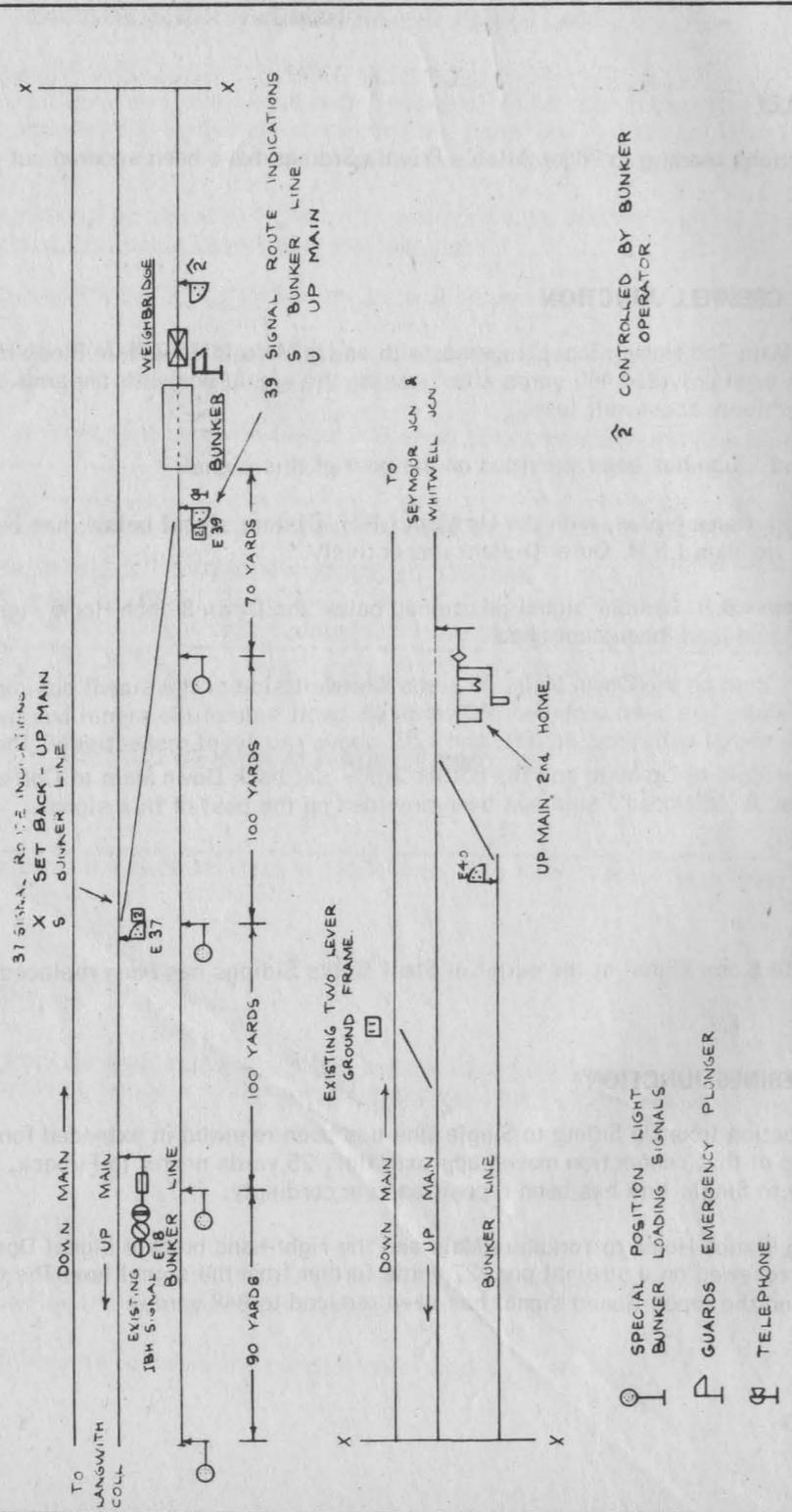
The miniature arm signal at the outlet of Steel Works Sidings has been replaced by a disc signal. (8)

\*\*  
\* ST. CATHERINES JUNCTION

The connection from Up Siding to Single line has been renewed in extended form with the Up Siding point ends of this connection moved approximately 25 yards nearer to Firbeck. The disc signal applying – Up Siding to Single line has been repositioned accordingly.

The Down Branch Home to Yorkshire Main and the right-hand bracket signal Down Home to Down Main, has been renewed on a straight post 27 yards further from the signal box. The distance between the Down Distant and the repositioned signal has been reduced to 848 yards. (8)

**CRESWELL COLLIERY.**  
**RAPID LOADING FACILITIES.**  
**TO BE COMMISSIONED.**  
**SUNDAY 13 FEBRUARY.**



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE 'A'

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

Page 194 (Page 48 in SD6)

CHESTERFIELD (TAPTON JN.) TO MASBOROUGH STATION SOUTH JN.

Treeton North Jn.

Delete:-

20 - 159m. 71chs. to 160m. 7chs.  
 (14)

MISCELLANEOUS NOTICES

NIL

MO.45/SC

York  
 9 FEBRUARY, 1977

G.R.H. ORBELL  
 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:-

C413

**WAGONS**

**are your bread and butter.**

**Treat them with respect**

**and use them wisely.**

***THEY WILL REPAY YOU.***



**SC**

EASTERN REGION

**17**

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

**SATURDAY 23 APRIL  
TO  
FRIDAY 29 APRIL 1977  
INCLUSIVE**

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

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## 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 APRIL : YORKSHIRE MAIN COLLIERY SIDINGS

All points will be disconnected and all signals abolished with the exception of the Down Home from St. Catherines Junction and the Up Starter towards St. Catherines Junction.

The points Single Line to Double line will be spring worked and divert all trains to the Arrival Line. The wagon marker boards will be repositioned in accordance with the final Doncaster resignalling plan. (20)

## DETAILS OF WORK ALREADY CARRIED OUT

## ST. CATHERINES

The Home Signal from Firbeck applicable towards Low Ellers has been fixed at danger, and all movements past this signal will be authorised by the Signaller.

The Disc Signal from the Up Siding now only applies towards Yorkshire Main.

The Disc Signal set back Down Main to Up Siding has been abolished.

The Down Main Starter with Distant for Low Ellers has been abolished. (New Item) (20)

## \*\* ST. CATHERINES JN.

A temporary level crossing at 15 miles 312 yards (62 yards from St. Catherines Jn. Signal Box) has been brought into use together with a telephone communicating with St. Catherines Jn. Signal box.

A Crossing Keeper is in attendance. (17)

## DECOY NO.1 AND LOW ELLERS JN.

## Decoy No. 1

The points Down Goods/No.1 Reception line have been clamped and secured to allow through running to No.1 Reception Line. A Stop Block facing movements from Decoy No.1 has been erected at the South end of No.2 Reception Line. Nos.3 and 4 Reception Lines have been taken out of use and the Outlet signals at the North end have been abolished.

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## DECOY NO.1 AND LOW ELLERS JN. - continued

## St. Catherines Jn. and Low Ellers Jn.

The Down Main line between St. Catherine's Jn. and a point at approximately 15 $\frac{3}{4}$  m.p. has been taken out of use. The Up Main between these points has become a single line worked by Pilot Man. **Until Sunday 1 May, 1977.** A new set of points applying Single line/Down Main have been brought into use at approximately 15 $\frac{3}{4}$  m.p. and a telephone provided for communicating with St. Catherine's Jn. signal box. Two colour light signals have been provided and apply as follows:-

Single line to Down Main (Plated DY.215)  
Up Main to Single line (Plated DY.216)

Both signals have been fixed at Red and movements past these signals are under the control of a Hand Signaller.

Distant signals applying to Signal D216 have been provided beneath the Home Signals from Potteric Carr and Kirk Sandall Junction.

The Up Starter with Distant for St. Catherines has been abolished. (Amended Item) (20)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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## ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE 'A'

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

Pages 166 and 167

BARNETBY (WRAWBY JUNCTION) TO DONCASTER (MARSHGATE JUNCTION)  
Thorne Junction

Add:- 40 40 Main lines 6m. 55chs. to 6m. 20chs. (w.e.f. 14 00 hours, 18.4.77)

Kirk Sandall Junction

Add:- 30 30 Main lines 1m. 15chs. to 0m. 75chs. (w.e.f. 14 00 hours, 18.4.77)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA) - continued

OTHER GENERAL INSTRUCTIONS

Page 335 (Page 137 Supplement No.1)

LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES

Delete from list of lines:-

BARROW HILL JN. TO HALL LANE JN.

(23D)

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MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

AMENDED WAGON PANELS



Add:-

100 tonne GLW Class A Tanks  
(LS 85000 - LS 85004)

The Maximum Speed has been reduced to  
45 m.p.h. in all conditions of Loading. (23D)

\*\* SHIREBROOK JN.

A temporary level crossing has been brought into use at 0m. 10chs.

(17)

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MO.45/SC

G.R.H. ORBELL  
Chief Operating Manager

York  
14 APRIL, 1977

*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**

**19**

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

**SATURDAY 7 MAY**

**TO**

**FRIDAY 13 MAY 1977**

**INCLUSIVE**

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

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 and SUNDAY 8 MAY-DOWN DECOY AND LINCOLN FLYOVER

New track will be brought into use, continuing from the Up Lincoln Flyover line to join into a portion of the former Down Goods line at Down Decoy. The new line will be signalled in both directions.

New facing crossovers will be provided between the Down and Up Flyover lines, at Decoy South Junction (south end of Down Decoy yard), and to the west of the Flyover bridge.

New colour light signals will be provided, with full track circuiting, controlled from Decoy No.1 signal box.

The new lines are shown in heavy type on the sketch provided in this notice.

The following new signals will be commissioned:-

Number	Application	Indication	Aspect
DY.208	Up Flyover to Up Lincoln Up Flyover to Up Loversall Curve	- Position 3	Main Main
DY.211	Up Flyover to Down Goods	G	Sub
DY.232	Down Goods to Up Flyover Down Goods to Down Flyover Down Goods to St. Catherines Curve	- Position 3 Position 4	Main Main Main
DY.1402	Along Down Goods to Signal 232	-	Ground Signal

The following Existing signals will have additional routes as follows:-

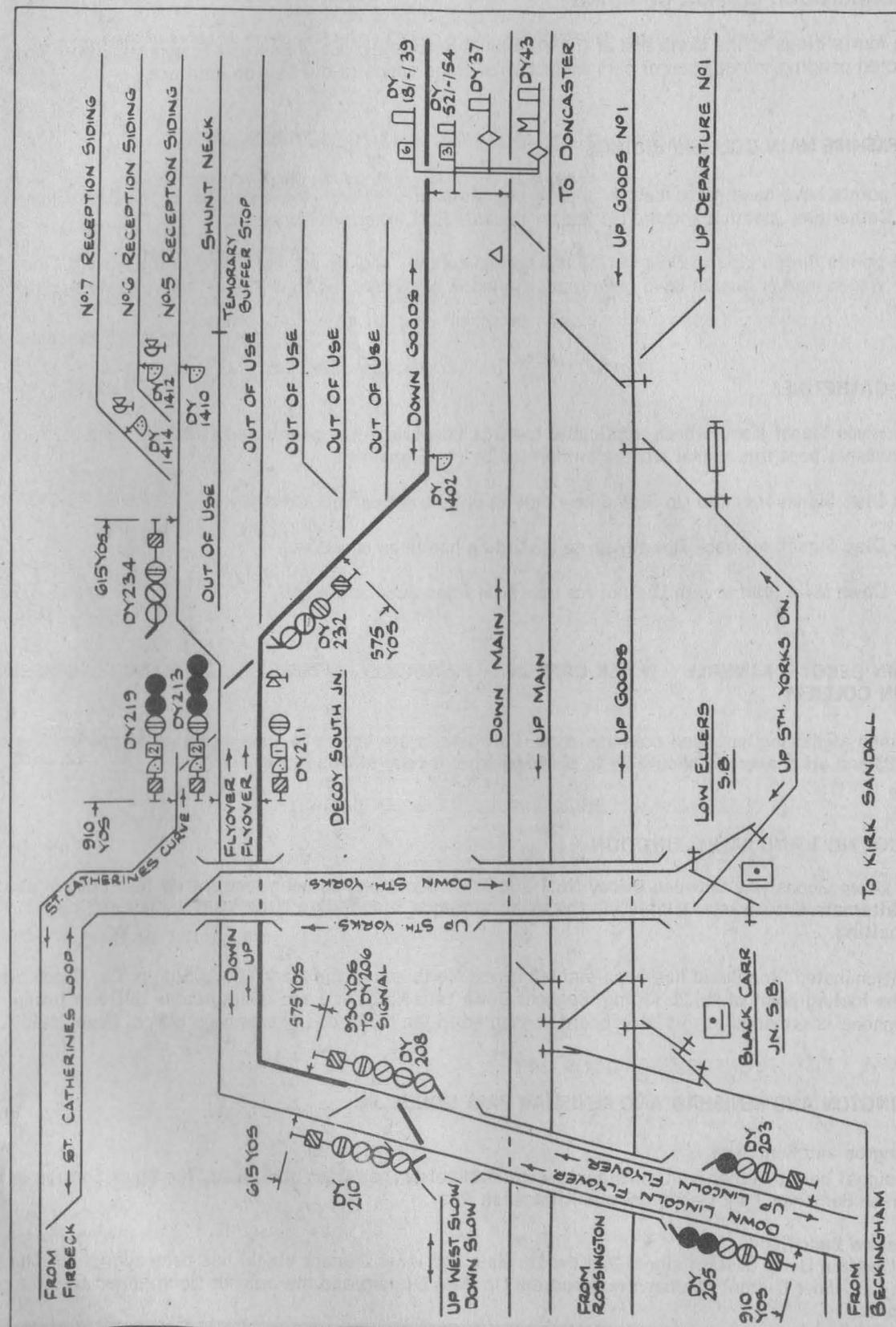
DY.203	Up Lincoln to Up Flyover	-	Main
DY.205	Down Lincoln to Up Flyover	Position 3	Main
DY.213	Down Flyover to Down Goods	G	Sub
DY.219	St. Catherines Curve to Down Goods	G	Sub (22)

MONDAY 9 MAY-UGHTIBRIDGE GOODS YARD

The hand points reading to No.3 Sidings at 36m. 32chs. will be secured out of use pending removal of No.3 Sidings. (22)

WEDNESDAY 11 MAY-MONKS ABBEY

The Up Siding will be taken out of use together with the connection Up Main to Up Sidings. All associated signalling will be abolished. (22)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

GAINSBOROUGH CENTRAL UP SIDING

The four sidings at the North end of the Yard have been taken out of use and Temporary Buffer Stops erected pending installation of permanent buffer stops opposite the Station Entrance. (21)

YORKSHIRE MAIN COLLIERY SIDINGS

All points have been disconnected and all signals abolished with the exception of the Down Home from St. Catherines Junction and the Up Starter towards St. Catherines Junction.

The points Single Line to Double line are spring worked and divert all trains to the Arrival Line. The wagon marker boards have been repositioned in accordance with the final Doncaster resignalling plan. (20)

ST. CATHERINES

The Home Signal from Firbeck applicable towards Low Ellers has been fixed at danger, and all movements past this signal will be authorised by the Signaller.

The Disc Signal from the Up Siding now only applies towards Yorkshire Main.

The Disc Signal set back Down Main to Up Siding has been abolished.

The Down Main Starter with Distant for Low Ellers has been abolished. (20)

DOWN DECOY - RANSKILL - BLACK CARR JN. - FINNINGLEY - FIRBECK - LOW ELLERS - YORKSHIRE MAIN COLLIERY

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.93 and all concerned should be in possession of a copy of this notice.

DECOY NO.1 AND BALBY JUNCTION

The Down Goods line between Decoy No.1 and Balby Junction has been temporarily taken out of use. An alternative route is available via the existing Wagon Shop Siding (Key Road) using existing signalling.

An illuminated Stop Board has been erected at the North end of the Wagon Shop Siding (Key Road) clear of the fouling point of No.25 siding, Belmont Down Yard North end and is applicable to Down trains. A telephone is provided at this stop board connected to the North end chagemans office. (New item) (20)

ECKINGTON AND RENISHAW AND RENISHAW PARK GOODS JN.

Eckington and Renishaw

The signal box, together with all signals worked therefrom has been abolished. The Block Section is now between Renishaw Park Goods Jn. and Killamarsh West.

Renishaw Park Goods Jn.

The Up Main Outer Distant signal and the Up Main 2nd Inner Distant signal has been abolished. The Up Main 1st. Inner Distant has been renamed the Up Main Distant and the arm has been raised to the top of the post. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 11

Add :-

Loversall Carr Jn. to Flyover West Jn.	36
Up Loversall Curve	53
St. Catherines Curve	54
Bessacarr Jn. to Black Carr Jn.	54

Page 12

Amend :-

Gainsborough (Trent West Jn.) to Doncaster (Decoy South Jn.)	129
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Page 13

Amend :-

Low Ellers Curve Jn. to Potteric Carr Jn.	171
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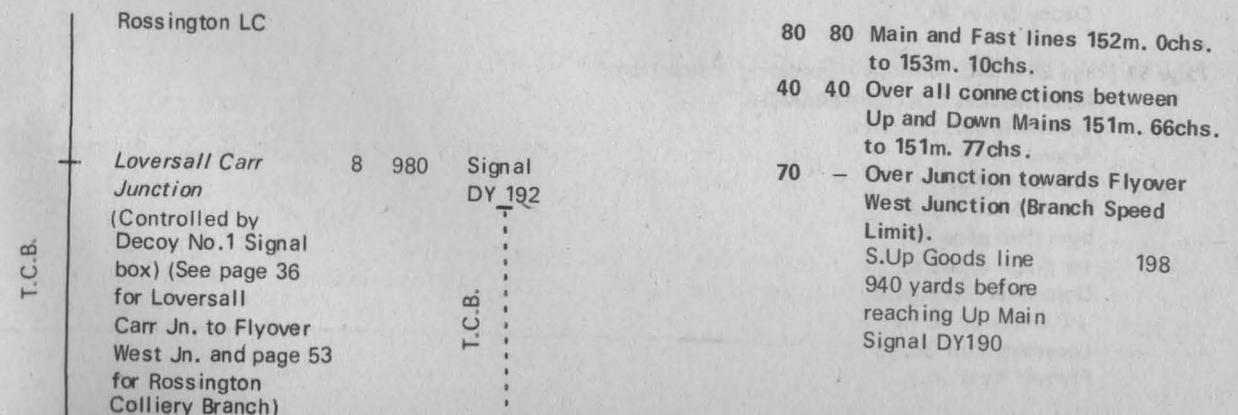
TABLE 'A'

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

Pages 33/34 (Pages 69/70 Supp. Optg. Insts.)

KING'S CROSS TO DONCASTER (MARSHGATE JUNCTION)

Delete all details Rossington (LC) to Black Carr Junction inclusive and substitute :-





SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA) - continued

TABLE A-continued.

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

Pages 129/130

★ GAINSBOROUGH (TRENT WEST JUNCTION) TO DONCASTER (BLACK CARR JUNCTION)

Amend heading and sub heading:-

GAINSBOROUGH (TRENT WEST JUNCTION) TO DONCASTER (DECOY NO. 1)

GAINSBOROUGH TRENT WEST JUNCTION AND DONCASTER DECOY SOUTH JUNCTION

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

★ Delete Finningley Station (L.C.) to Black Carr Junction (inclusive) and substitute:-

Finningley Station (L.C.) 3 748

Auckley (L.C.)(P.2)

Bessacarr Halt (L.C.) (P.3)

Bessacarr Junction (Controlled by Decoy No.1 signal box)

(See page for Bessacarr Junction to Black Carr Junction)

S. Down Lincoln line 1180 yards before reaching signal DY205.

50 50 115m. 57chs. to 116m. 71chs.

25 Over connection Down Lincoln to Up Lincoln 115m. 67chs. to 115m. 71chs.

60 Up Lincoln over Junction towards Black Carr Junction (Branch Speed limit).

† A.B.R. apply on Up Lincoln line between Signal DY 774 and Finningley Station signal box.

Flyover East Jn. - 616

(Controlled by Decoy No.1 Down signal box)

(See page for Flyover East Junction to Loversall Junction)

40 Down Lincoln Flyover over junction towards Loversall junction 116m. 20chs. to 152m. 58chs. (Kings Cross to Doncaster mileage).

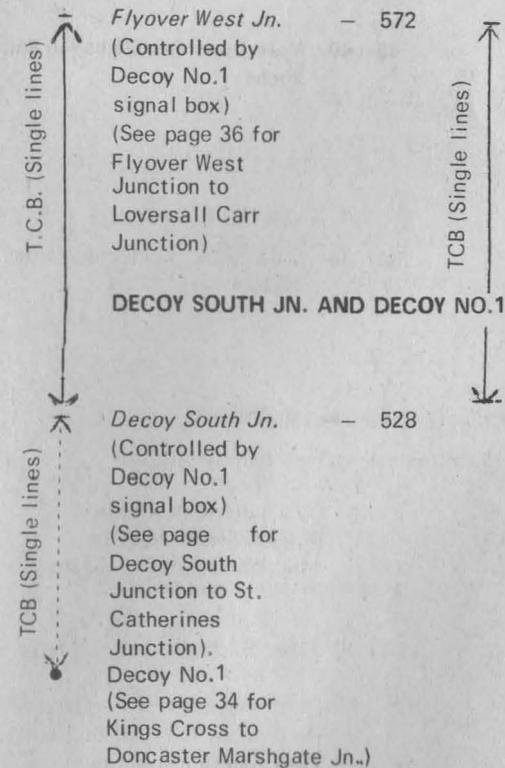
SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) - continued

TABLE A-continued

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

Pages 129/130 - substitute - continued



50 Down Lincoln Flyover over junction towards Loversall Carr junction 116m. 46chs. to 153m. 3chs. (Kings Cross to Doncaster Marshgate mileage).

20 MAXIMUM PERMISSIBLE SPEED ON GOODS LINE. (Both directions)

25 Down Lincoln Flyover over junction towards St.Catherines junction (Branch speed limit).

Page 145 CLEETHORPES TO WOODHOUSE JN. (VIA RETFORD)

Northorpe Station (LC)

★ Amend:- Standage of URS to read 35

Pages 166 and 167 (Page 15 SC 17)

BARNETBY (WRAWBY JUNCTION) TO DONCASTER (MARSHGATE JUNCTION)

Delete:- Thorne Junction

40 40 Main lines 6m. 55chs. to 6m. 20chs. (w.e.f. 14 00 hours 18.4.77)

Delete:- Kirk Sandall Junction

30 30 Main lines 1m. 15chs. to 0m. 75chs. (w.e.f. 14 00 hours 18.4.77)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA) - continued

TABLE A-continued

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

Page 166

Stainforth Junction  
Add :-

40 40 Main lines 6m. 55chs. to 6m. 20chs.

Page 167

Bentley Junction  
Add :-

30 30 Main lines 1m. 15chs. to 0m. 75chs.

Page 169 - DINNERING AND LAUGHTON COLLIERY JUNCTION TO KIRK SANDALL JUNCTION

★ Delete all details Firbeck East Junction to Low Ellers Junction (inclusive) and substitute:-

<p>T.C.B. (Single lines)</p> <p>↑</p> <p>↓</p> <p>T.C.B. (Single lines)</p> <p>↑</p> <p>↓</p> <p>T.C.B. (Single lines)</p> <p>↑</p> <p>↓</p>	<p>Firbeck East Jn. (Controlled by Firbeck 'A' signal box) (See page 171 for Firbeck East to South)</p> <p>Signal DY218</p> <p>St. Catherines Jn. (Controlled by Decoy No. 1 signal box) (See page 171 for St. Catherines Jn. &amp; Yorkshire Main Sidings)</p> <p>Signal DY225</p> <p>Low Ellers Curve Jn. (Controlled by Decoy No.1 signal box)</p> <p>Low Ellers Junction (See page 171 for Low Ellers Curve Jn. to Potteric Carr Jn.)</p>	<p>0 242</p> <p>3 1232</p> <p>- 836</p> <p>- 1435</p>	<p>- 15</p> <p>25</p> <p>15</p> <p>15</p>	<p>Over junction towards Firbeck South Junction 11m. 47chs. to 11m. 51chs.</p> <p>Over junction towards Decoy South Junction</p> <p>Over junction towards Potteric Carr Junction (Branch Speed Limit)</p> <p>Over Junction towards Potteric Carr Junction (Branch Speed Limit)</p>
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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)-continued

TABLE A - continued

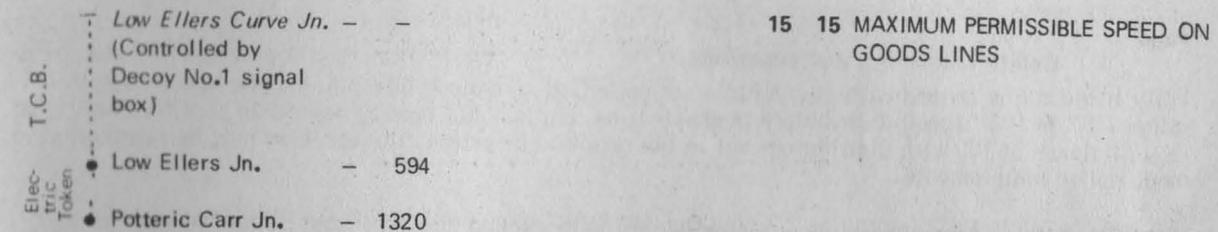
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-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

Page 171 LOW ELLERS JUNCTION TO POTTERIC CARR JUNCTION

★ Delete :- heading and table

Add :- LOW ELLERS CURVE JUNCTION TO POTTERIC CARR JUNCTION

LOW ELLERS CURVE JUNCTION AND POTTERIC CARR JUNCTION



Page 171 (Pages 74-75 Supplement No.1)

ST. CATHERINES JUNCTION TO YORKSHIRE MAIN SIDINGS (GOODS LINE)

Delete table and substitute:-

<p>(T.C.B. Single lines)</p> <p>↑</p> <p>↓</p> <p>(T.C.B. Single lines)</p> <p>↑</p> <p>↓</p>	<p>St. Catherines Jn. (Controlled by Decoy No.1 signal box) (See page 169 for Loughton East Jn. to Kirk Sandall)</p> <p>Yorkshire Main Sdgs (Controlled by Decoy No.1 signal box)</p>	<p>2 1602</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED (Both ON SINGLE LINE, directions)</p>
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OTHER GENERAL INSTRUCTIONS

Page 335 (Page 137 Supplement No.1)

LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES

Delete from list of lines:-  
BARROW HILL JN. TO HALL LANE JN.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## GENERAL APPENDIX

## Pages 4 to 13 - REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE - OPERATED TRAINS

## Page 5

**Add** in clause 1.6 under column headed

'Fitted with "Passenger" - Timed Distributor':-

Ford (Blue), Palvans - (VQB) - Nos. 787397 - 787478, COV AB's (VBA, VBA & VBB) - Not fitted with P/G changeover lever.

## Page 6

**Add** at end of clause 2.5:-

(f) Selected services authorised by Regional H.Q. Operations.

**Amend** clause 2.9 to:-

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

## Page 7

**Delete** clause 3.9 and **substitute**:-

Fully fitted trains formed with any vehicle not permitted to exceed 60m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are:-

Goods (G): Lever fully to the left.  
Passenger (P): Lever fully to the right.

**Amend** clause 3.12 to:-

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions.

(To operate on and from Monday 2 May).

(23D)

## WORKING MANUAL FOR RAIL STAFF BR.30054 - WHITE PAGES

Brake force Table E111 (Page 5,6 & 7)

As from Monday 2 May, Table E111 withdrawn.

Brake force Table E11 will apply to all Class 8 Freight trains.

23(D)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA)

## MISCELLANEOUS NOTICES

## Page 5

## MAXIMUM SPEED OF FREIGHT ROLLING STOCK

## AMENDED WAGON PANELS

**Add**:-

100 tonne GLW Class A Tanks  
(LS 85000 - LS 85004)

The Maximum Speed has been reduced to  
**45 m.p.h.** in all conditions of Loading. (23D)

MO.45/SC

G.R.H. ORBELL  
Chief Operating Manager

York  
28 APRIL, 1977

*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:-*

SECTION 2 - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION 3 - SUPPLEMENTARY-BREATHING INSTRUCTIONS  
(NORTHERN AREA)

MISSISSIPPI NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

The Maximum Speed has been limited to  
25 m.p.h. in all conditions of loading.

W.D. 47250

G. A. K. LARSEN  
Chief Operating Officer

1957

**HAVE NO TRUCK WITH DELAY**



**SC**

EASTERN REGION

**28**

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

**SATURDAY 9 JULY**

**TO**

**FRIDAY 15 JULY 1977**

**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.

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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 10 JULY : DEEPCAR &amp; WHARNCLIFFE WOOD

The Up Goods line between Deepcar and Wharncliffe Wood will be abolished together with the associated signals.

Deepcar Up Main No.2 Home 3-aspect colour light signal plated D.C.3 together with the Up Main Inner Distant 3-aspect colour light signal plated D.C.1 will be abolished.

Deepcar Up Main No.1 Home 4-aspect colour light signal plated D.C.2 will be converted to a 3-aspect colour light signal capable of displaying Red/Yellow or Green aspects.

Deepcar Up Main outer Distant 3-aspect colour light signal plated D.C.1 R will be converted to a 2-aspect colour light capable of displaying Yellow/Green aspects and will be replated D.C.1. (32D)

## SUNDAY 10 JULY : MALTBY COLLIERY SOUTH

The North signal box will be closed and all point signals worked therefrom will be abolished with the exception of the following which will be worked from the South Signal box:-

**Former (North Box)**  
Down Home from South Box  
No.1 Siding to Single Line  
(Miniature Arm)

**New Designation (South Box)**  
Down Starter to Firbeck.  
Loop to Single line to Firbeck  
(Miniature Arm).

Up First Home from Firbeck

Up First Home from Firbeck with  
additional Right Hand Bracket and  
Miniature Arm to Loop.

Up Distant from Firbeck  
Points No.1 Siding and Single Line

Up Distant from Firbeck.  
Points Loop and Single Line.

A sketch showing signalling and track alterations is included with this notice.

The former No.1 Siding will now be known as the Loop.

The former Colliery Running Road will now be known as the Departure Line.

Siding Nos.4, 5, 6 and 7 will be abolished and Siding No.3 will be shortened to join the new Loop Road in the rear of the Southwards outlet signal.

New disc signals will be provided at the South End of the Loop and No.3 Siding to protect this new connection. These signals will be located on the East side of the line.

A new disc signal will be provided in the Spur applying to the Loop or the No.3 Siding and will be located on the West side of the line.

The connection at the North end between the Loop and the Departure Line will be Spring points and will normally lay for the Loop.

This connection will be protected by Notice Boards placed on the West side of the Loop and Departure Lines and will be worded, "STOP TELEPHONE."

The Down Home from Dinnington will no longer carry a distant arm for the North Box.

The Up Second Home from Firbeck and the Down Starter to Firbeck will be provided with the diamond signs. (32D)

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT

## DONCASTER DECOY NO.1 AND NO.2

The lines known as the Down Through Road and Up Through Road have been taken out of use pending removal.

**Decoy No.2**

The points in the Down Transfer line from the Down Through Road have been secured in the normal position for through running to the Down Transfer line.

The slip points in the crossover from the Up Goods No.1 and the Up Main which give access to the Up Through Road have been secured for through running to the Up Main line.

The route indicators for signals applying to these roads have been disconnected.

**Decoy No.1**

The crossover and slips from the Down Through Road (South End) to the Down Departure or Down Goods or Down Main or Down Through Road (North End) have been secured in the normal position for through running to the Down Departure Line only.

The Up Through Road and the Shunt Spur into which it connects will be taken out of use.

The crossover between the Down Through Road (South End) and Up Through Road (South End) and lead to the Departure Line West will be secured for through running on to the Down Through Road (South End) or Departure Line West only.

The crossover Down Main to Down Goods has been secured in the normal position for through running on the Down Main.

The signals from No. 5, No.6 or No.7 Reception lines now only apply to the Departure Line West or the Down Departure.

The disc signal from the Shunt Spur has been abolished.

The disc signal from the Departure Line West now only applies to No. 5, 6 or 7 Reception lines and the Sorting Sidings.

The Down Goods Home Signal now only applies along the Down Goods.

The Down Main Home Signal to the Down Goods has been abolished.

The Miniature Arm Signal applying set back along the Down Goods or Down Through Road has been abolished.

The disc signal set back from the Down Main has been abolished.

The new alignment for the Departure West to No. 1 Down Reception North and No. 2 Down Reception North has been brought into use. The Ground disc signal on the Departure line West now also applies to these lines.

**Note :** Yard Transfer Movements between Up and Down Decoy Yards are now via Low Eilers and St. Catherines Jn. or via Bessacarr Jn. (30)

## ROTHERWOOD

The shunt spur at 45m. 66chs. has been shortened to 45 yards in length, and a stop block erected at 45m. 68chs. (30)

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

**HOLMES ENGINEERS SIDINGS**

Nos. 1, 2 and 4 Roads between 163m. 50chs. and 163m. 65chs., have been secured out of use pending removal. (30)

**WARSOP COLLIERY**

The layout and signalling for the new Rapid Loading Facilities is shown on the diagram in this notice.

Wagon Marker Boards have been provided after completion of loading trials. (30)

**WOODHOUSE JN.**

The connection Down Main to Siding "B" and West Siding has been abolished. The track from the Down Branch to Siding "A" has been slewed into the Down Goods and the associated route from the Down Branch to the Down Goods reinstated.

Siding "A", Siding "B", West Siding and East Siding are out of use.

Signalling within the Sidings has been abolished and the associated signals formerly applying into the Sidings temporary taken out of use. (29)

**WOODHOUSE JUNCTION**

Telephones communicating with Woodhouse Jn. signal box have been provided on the Up Main Home and the Down Main No.1 Home signals. (29)

**\*\* WOODHOUSE JUNCTION**

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

- Main to Main crossover
- Siding "A" to Up Main
- Siding West to Up Main

The disc signal applying set-back Up Main to Siding West, Siding "B", Siding "A" or Down Main has been abolished.

Routes from West Sidings to Up Main, Siding "A" to Up Main and set-back Down Main to Up Main and Up Branch have been abolished. (28)

**\*\* DECOY NO.1**

The facing crossover between the Down Goods and the Down Departure lines with associated double slip has been secured out of use.

The routes from the Down Goods to the Down Departure and the Down Main to the Down Departure have been abolished. (28)

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

**\*\* ELSECAR JUNCTION TO ELSECAR GOODS**

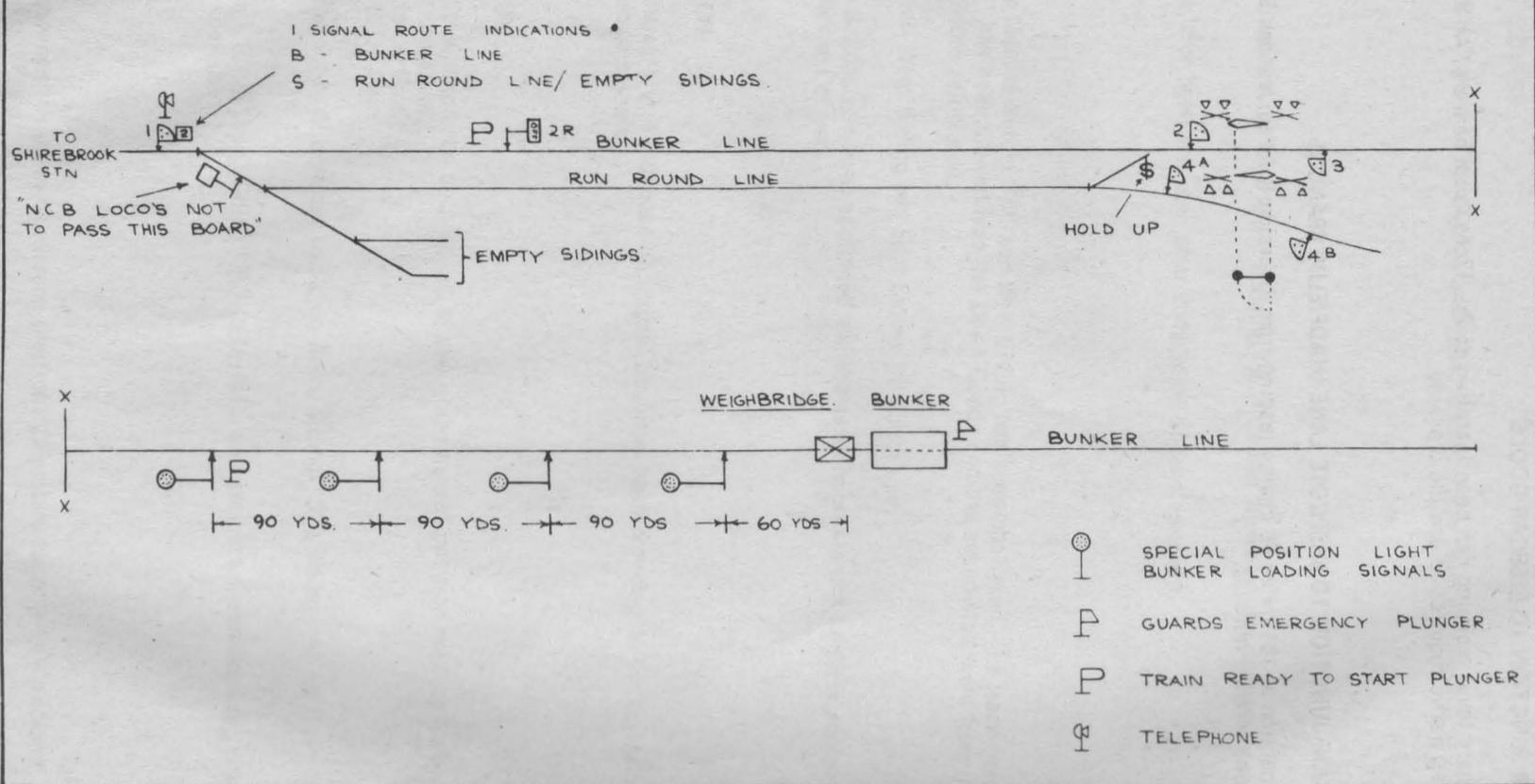
A temporary level crossing has been installed at 2m. 17chs. with barriers. An attendant will be present when road traffic requires to use the crossing. (28)

**\*\* BRIGHTSIDE JUNCTION TO SHEPCOTE LANE (HADFIELDS BRANCH)**

The connection at 161 miles 68 chains leading from Riverside Road to Jessops Sidings has been secured out of use, pending removal. (28)

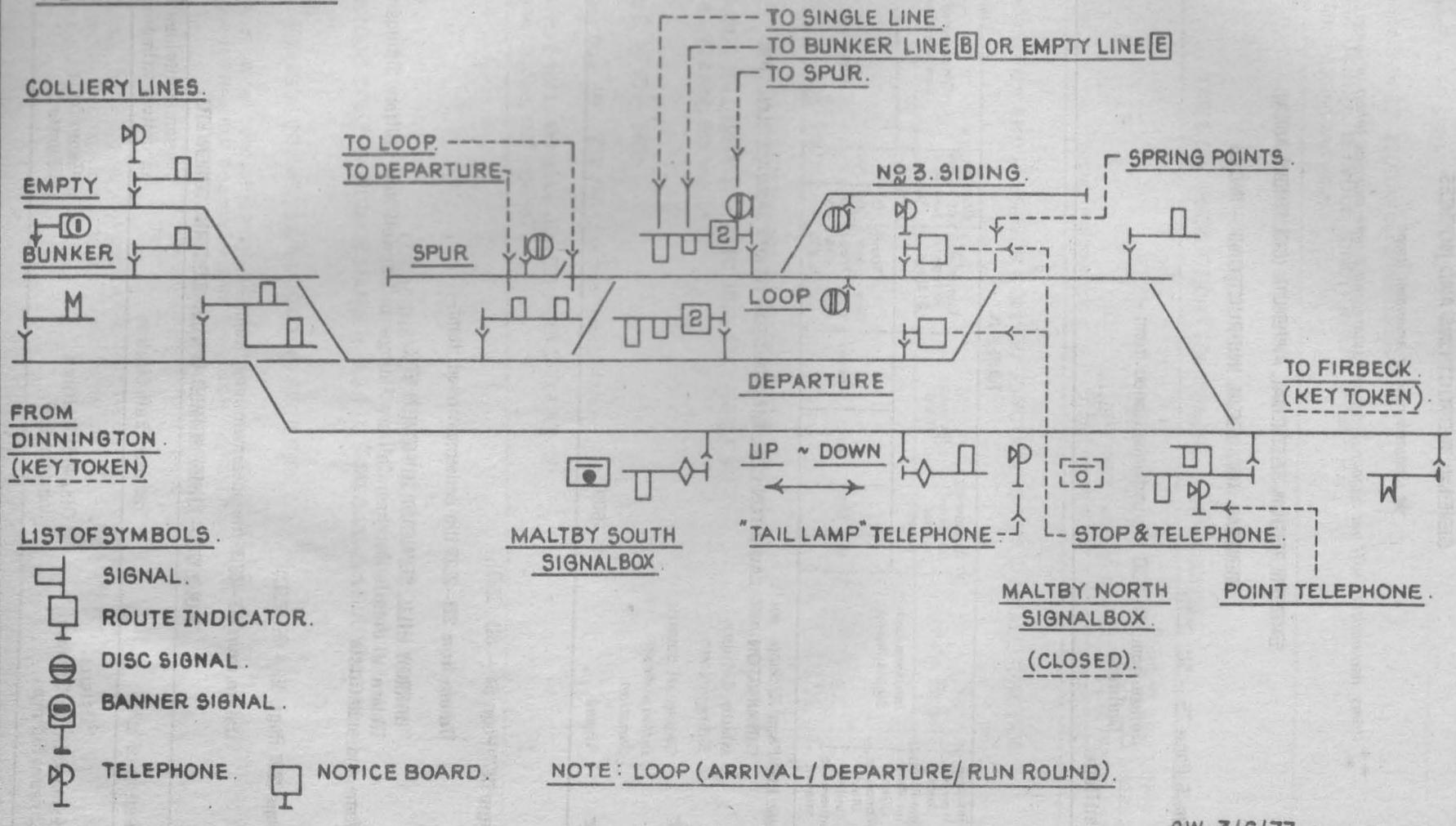
# WARSOP COLLIERY

## RAPID LOADING FACILITIES TO BE COMMISSIONED 6-7-77



# MALTBY COLLIERY SOUTH.

## ABOLITION OF NORTH SB.



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

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 5 (Page 25 - SD. 23D)

Delete from SD-23D the undermentioned item:-

"Delete:-

Distillates. . . . .424".

TABLE A

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

Page 169 (Page 73 Supp. No.1)

DINNINGTON AND LAUGHTON COLLIERY JUNCTION TO KIRK SANDALL JUNCTION

Maltby Colliery Sidings North

★ Delete all details Firbeck West Junction

★ Amend 1 1500

Page 197 (Page 54 - SD. 23D)

Delete from SD-23D the undermentioned item:-

"BARROW HILL, SEYMOUR JUNCTION ETC.

Delete all details Markham Colliery Sidings to Glapwell New Colliery Sidings Ground Frame and substitute. . . . .etc."

Page 207 (Page 56 - SD 23D)

Delete from SD-23D the undermentioned item:-

TABLE D2 - LINES WORKED UNDER ELECTRIC TOKEN ETC.

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
"Delete Seymour Jn. to Glapwell Colliery Sidings	Glapwell Colliery Junction G.F.	Guard or Shunter."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)-continued

Page 241 (Page 57 - SD 23D)

Delete from SD-23D the undermentioned item:-

"BARROW HILL, SEYMOUR JUNCTION ETC. (TABLE H1) Delete heading and entry."

TABLE O - INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released.
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Page 258

DINNINGTON AND LAUGHTON COLLIERY JUNCTION TO KIRK SANDALL JUNCTION

★ Amend

Maltby Colliery	Kirk Sandall Jn.	Maltby South Starting Signal	St. Catherines Jn. Home Signal
-----------------	------------------	------------------------------	--------------------------------

Page 271 (Page 61 - SD - 23D)

Delete from SD - 23D the undermentioned item:-

"BARROW HILL (SEYMOUR JUNCTION) ETC. (TABLE S1) Delete heading and entries".

Page 272 (Page 61 - SD - 23D)

Delete from SD - 23D the undermentioned item:-

"BARROW HILL, SEYMOUR JUNCTION ETC. (TABLE S2) Delete heading and entries".

LOCAL INSTRUCTIONS

SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) TO SHIREOAKS EAST JUNCTION

Page 393

Add :- WARSOP COLLIERY RAPID LOADING FACILITIES

1. The train must propel over the weighbridge at a speed not exceeding 4 m.p.h. for tare-weighing and stop with the leading four wagons beneath the bunker for loading.
2. When the leading four wagons have been loaded, tare-weighing and loading must continue under the control of the special loading signals.
3. During loading, the Guard must be positioned at the emergency plunger. In emergency he must place the special loading signals to the "Stop Immediately" aspect and not allow loading to re-commence until it is safe to do so.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## LOCAL INSTRUCTIONS - continued

## Page 393 - Add - continued

4. On completion of loading, the Guard must hand signal the Driver to haul the train over the weighbridge at a speed not exceeding 4 m.p.h. for gross weighing and stop it immediately the rear of the train is clear.
5. Whenever a train is ready to proceed over the farm crossing the Guard must operate the appropriate "Train Ready to Start" switch.
6. Maximum speed on the bunker line, excluding the weighbridge, is 15 m.p.h.

Pages 412/413/414 (Page 171/2 - Supp. No.1)

## DINNINGTON, MALTBY, MARKHAM AND HARWORTH COLLIERIES.

## MALTBY COLLIERY

## N.C.B. Loaded Sidings

## ★ Amend Fifth Paragraph.

"Before the power brakes of the Locomotive are released, the hand brakes on one quarter of the number of wagons on the train, next to the locomotive, must be pinned down to give assistance in braking when drawing from the N.C.B. Loaded Sidings."

## ★ Amend Sixth Paragraph

"For trains for the Worksop direction the brakevan must be placed on to the trains and the whole train drawn from the Loaded Sidings to the Loop, for the locomotive to run round."

Page 424 (Page 71 - SD - 23D)

Delete from SD - 23D the undermentioned items:-

## "DERBYSHIRE COALITE SIDINGS

Amend reference in second paragraph .... etc."

## "DISTILLATES NOS.1 AND 2 GROUND FRAMES

Delete heading and instruction"

## "GLAPWELL NEW COLLIERY BRANCH

Delete first paragraph"

Amend in third paragraph.... etc"

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (DATED 2 APRIL 1977)

## WORKING MANUAL

With the re-issue of certain pages in the Working Manual (B.R.30054) the following amendments will apply from 4 June.

Page 25 BLUE PAGES Delete all items

Page 26 PINK PAGES Delete item

Page 27 GREEN PAGES Delete Sections A, D and E up to and including .....  
..... The loads must not be sheeted.

Pages 28/29 GREEN and BUFF PAGES Delete all items

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS NOTICES

## ★ SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate. (32D)

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

Location	Nature of Work	Duration
Doncaster M.P.D. Nos.1 to 6 Sidings BLOCKED	Trackwork On track machines in use.	06 00 to 18 00 Sunday 10 July.

MO.45/SC

G.R.H. ORBELL  
Chief Operating Manager

York

30 JUNE, 1977

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:-

**leave**

**NOTHING**

**to chance**

**be**

**VIGILANT**

WENTWORTH Jct

PRIVATE AND NOT FOR PUBLICATION

B.R.31119/4



**SC**

EASTERN REGION

**32**

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

**SATURDAY 6 AUGUST  
TO  
FRIDAY 12 AUGUST 1977  
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.

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## SECTION B - TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
DORE (STATION JUNCTION) TO GRINDLEFORD (L.M.R.)		
SUNDAY 7 AUGUST Sheffield (South Jn. Points) and Sheffield (Dore West Jn. Points)	All	07 30 to 16 00. 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

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## THORESBY COLLIERY BRANCH

The Branch leading to the Empty Sidings has been slewed onto a temporary alignment between 0m. 75chs. and 1m. 15chs. during construction of the new Rapid Loading Facilities at 1m. 2chs. (33)

**\*\* RUSHEY SIDING**

The inlet and outlet points to the Down loop will be secured and clamped out of use pending removal and the associated signals abolished. (32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WOODHOUSE JUNCTION

Track and Signalling have been altered to the arrangements shown on the diagram included in this notice. (New connections are shown in the heavy type).

New Stencil Type Route Indicators have been provided on the following signals and apply as follows:-

Signal	Application To or Towards
9, 31 and 64	'S' - Sidings (Via 73 Signal) 'G' - Down Goods 'M' - Down Main
68	'M' - Up Main 'D' - Beighton Depot 'B' - Up Branch 'S' - East Sidings
73	'C' - Siding C 'B' - Siding B 'A' - Siding A

Siding 'A', Siding 'B', West Siding and East Siding have been brought back into use together with the associated signals. (33)

\*\* DEEPCAR AND WHARNCLIFFE WOOD

The Up Goods line between Deepcar and Wharncliffe Wood has been abolished together with the associated signals.

Deepcar Up Main No.2 Home 3-aspect colour light signal plated D.C.3 together with the Up Main Inner Distant 3-aspect colour light signal plated D.C.1 has been abolished.

Deepcar Up Main No.1 Home 4-aspect colour light signal plated D.C.2 has been converted to a 3-aspect colour light signal capable of displaying Red/Yellow or Green aspects.

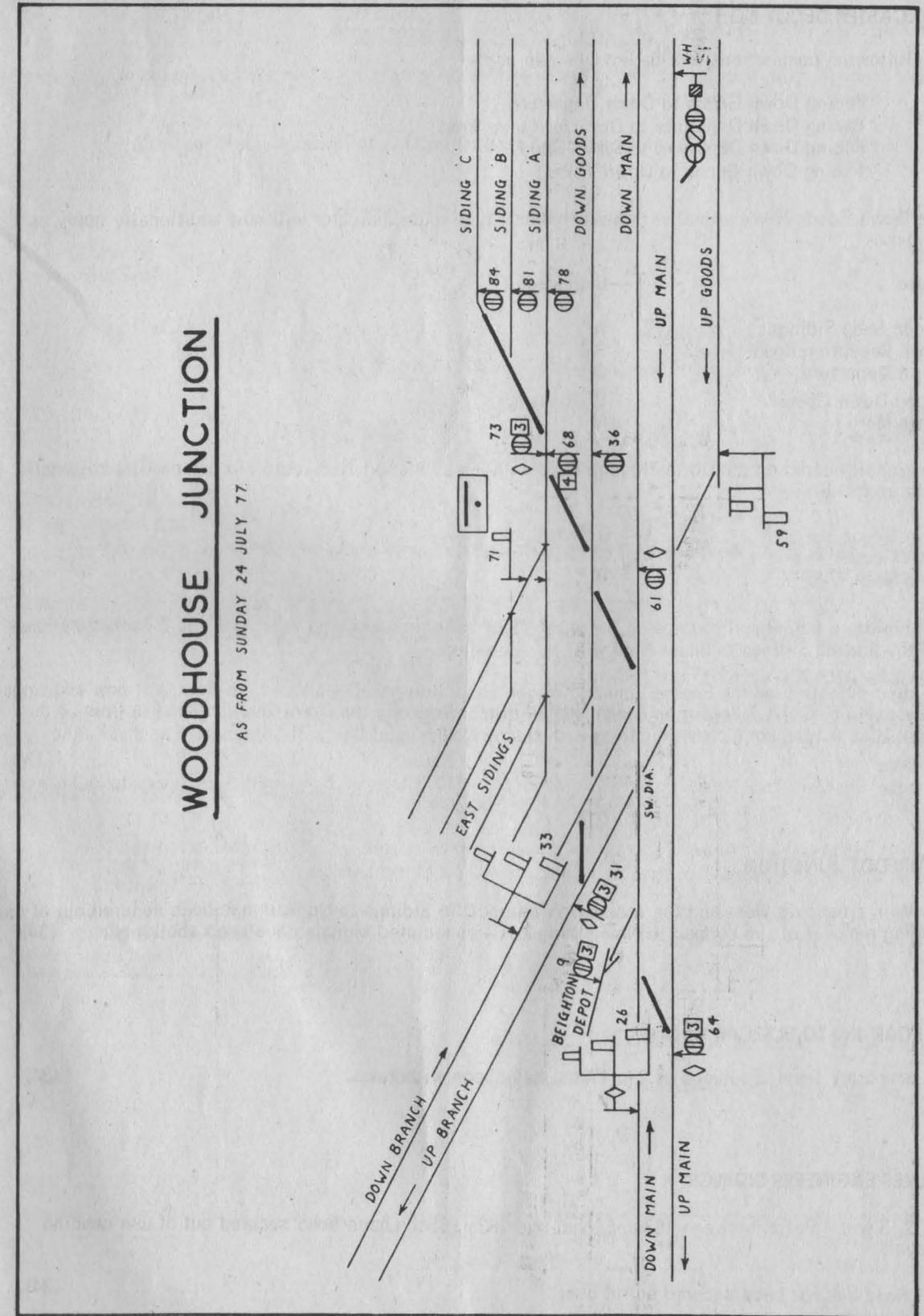
Deepcar Up Main outer Distant 3-aspect colour light signal plated D.C.1 R has been converted to a 2-aspect colour light capable of displaying Yellow/Green aspects and has been replated D.C.1. (32)

BEIGHTON STATION JN. TO ARKWRIGHT COLLIERY

The Long Siding has been shortened to terminate at 50m. 50chs. (34)

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

## \* \* DONCASTER DECOY NO.1

The following connections will be brought into use:—

Facing Down Goods to Down Departure  
 Facing Down Departure to Departure Line West  
 Facing Down Departure to Down Goods  
 Facing Down Goods to Down Main.

The Down Goods Home signal with 5-way stencil type route indicator will now additionally apply as follows:—

Route	Indication
Wagon Shop Sidings	W
Down Reception Roads 1 to 3	R
Down Departure	D
Along Down Goods	G (Existing)
Down Main	M

The signal located on the Down Through Road with 3-way stencil type route indicator will additionally apply as follows:—

Down Departure	D (Existing)
Down Goods	G
Down Main	M

The miniature arm signal located on the Down Departure Line applying to No.5,6 and 7 Reception Roads and the Sorting Sidings or Shunt Neck will be abolished.

The disc signals from the Engine Line and Wagon Shop Siding to Departure Line West will now additionally apply to No.5, 6 and 7 Reception Roads and Sorting Sidings via the Down Through Road in front of the Signal box. A telephone communicating with Decoy No.1 signal box will be provided at these disc signals. (32)

## STAIRFOOT JUNCTION

The Main crossover West and the connection Wharncliffe Sidings to Up Main has been secured out of use pending removal of the connection and sidings. All associated signals have been abolished. (34)

## ELSECAR JN. TO ELSECAR GOODS

The temporary level crossings at 2m. 17chs. have been withdrawn. (34)

## HOLMES ENGINEERS SIDINGS

Nos.2, 3 and 4 Roads between 163m. 50chs. and 163m. 65chs. have been secured out of use pending removal.

No.1 Road has not been secured out of use. (34)



**SC**

EASTERN REGION

**38**

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

**SATURDAY 17 SEPTEMBER**

**TO**

**FRIDAY 23 SEPTEMBER 1977**

**INCLUSIVE**

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

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## 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 SEPTEMBER : IMMINGHAM RECEPTION SIDINGS

The present double track West Curve between Lindsey West Jn. and Lindsey North Jn. will be reduced to a single line with remodelled point layouts at each end as shown on the sketch included with this notice.

A new signal will be provided at the North end of the West Curve plated IR.126 capable of displaying a fixed Red with subsidiary and will apply along the Arrival line to signal CT.2.

Application of all colour signals remain unchanged with the exception of IR.113 which when cleared for the Oil Refinery will now apply to the new signal IR.126 via the Single line. (41)

## SUNDAY 18 SEPTEMBER : WHARNCLIFFE WOOD AND DEEPCAR

The Down Goods line between Wharncliffe Wood and Deepcar will be re-named Down Refuge Siding with access at the Deepcar end only. A stop block will be provided in the vicinity of the 34 m.p.

Wharncliffe Wood signal box together with all points worked therefrom will be abolished.

Deepcar Up Main Starter plated DC.4 will only be capable of displaying Red or Green aspects. Wharncliffe Wood Down Main Starter plated WW.3 will be re-named Deepcar Down Main Distant plated DC.40 and will be capable of displaying Yellow or Green aspects. All other signals at Wharncliffe Wood will be abolished. The catch points 527 yds. before reaching Wharncliffe Wood Down Main Home will be secured for through running pending removal.

Deepcar Down Goods Home plated DC.35 will be abolished. The associated subsidiary signal will be provided with an 'ON' aspect and will apply Down Refuge Siding to Down Sidings or Down Main. At the Down Main end of the connection Down Refuge Siding to Down Main a new Ground Position Light Shunt

signal will be provided on the cess side and will apply Down Main to Down Refuge Siding. A new 'OFF' repeater will be provided at the Penistone side of the signal box. (41)

## MONDAY 19 SEPTEMBER : THURCROFT COLLIERY

The stabling sidings will be shortened from 6 miles 15 chains to 6 miles 04 chains. (41)

## TUESDAY 20 SEPTEMBER : LINCOLN CENTRAL STATION (PELHAM STREET)

The Starting signal from Platform 2 will be renewed on the right-hand side of the line with the arm at a reduced height of 16ft. above rail level 148 yds. from the signal box. (41)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT

## TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:—

Kings Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction) to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City/West Junction (40)

\*\*  
\* THRUMPTON TO WORKSOP

Manton Wood signal box has been abolished and all signals and points worked therefrom are now controlled from Worksop East signal box.

The layout has been remodelled and resignalled as shown in the sketch included with this notice.

The following signals have been altered:—

Manton Wood Up Home MW.2 has been replated WE.6. A right hand off-set subsidiary signal has been provided which applies to the Reception Siding.

Manton Wood Up Distant has been plated WE.6R.

Manton Wood Down Home ME.12 has been replated WE.18 and is no longer capable of displaying a yellow aspect.

Worksop East Down Home WE.18 has been replated WE.9.

Worksop East Down Distant WE.17 has been replated WE.9R.

Track Circuit Block now extends between the Thrumpton and Worksop East. (38)

\*\*  
\* REEPHAM

The Down Main Starting signal has been abolished together with the trailing Main to Main crossover and associated ground disc signals. (38)

\*\*  
\* COTTAM POWER STATION

The 2-aspect colour light outlet signals from the Hopper Line No.1 (signal 7) and Hopper No.2 (signal 8) has been repositioned 33 yards nearer the C.E.G.B. Control Cabin. (38)

## BARNESLEY STATION JN. TO DODWORTH

The connection between the Single Line and Summer Lane Sidings has been removed, pending abolition of the Ground Frame and Sidings. (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DONCASTER DECOY NO.1 SIGNAL BOX

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows.

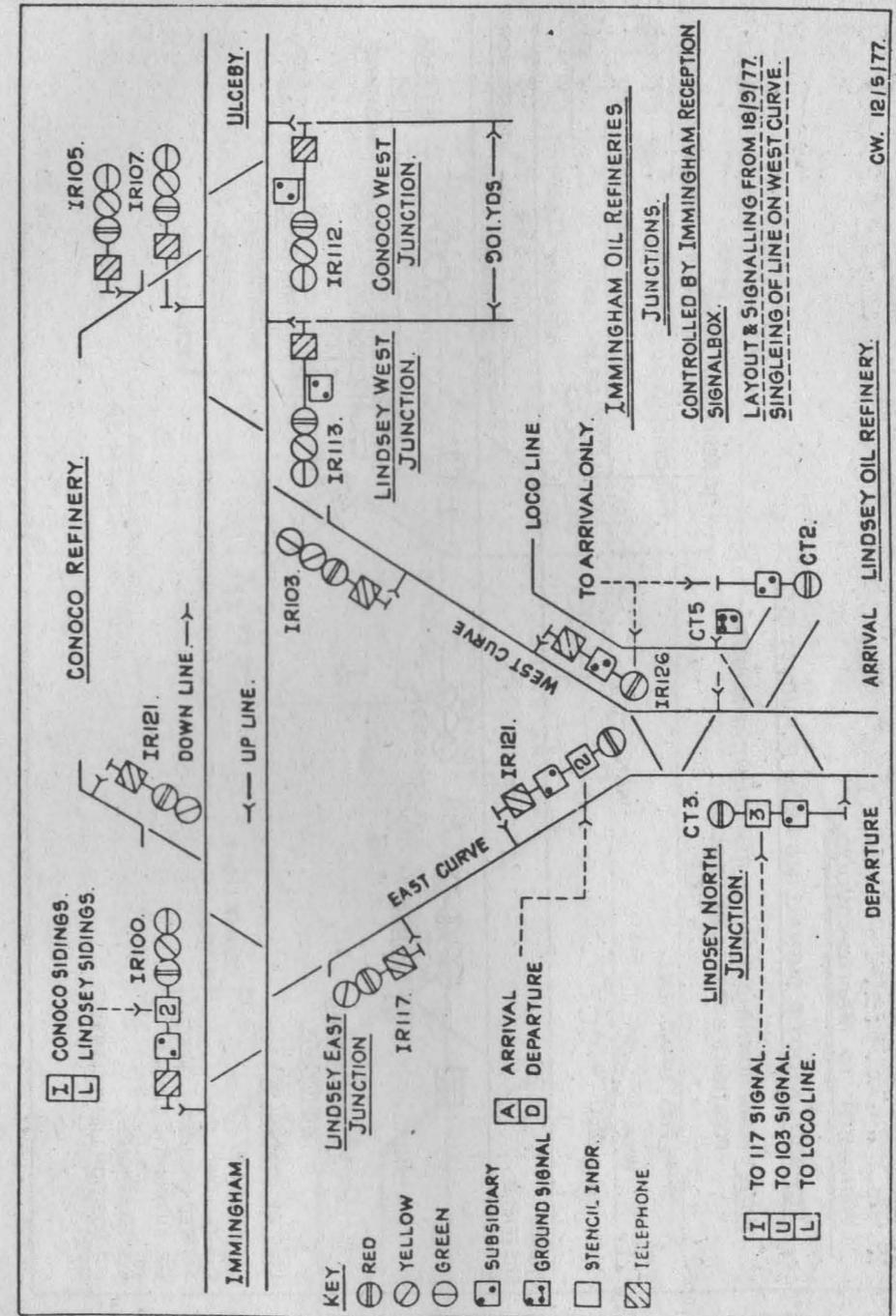
No.	Aspect M=Main S=Sub	Route or Junction indicator	Application to or towards
DY239	M	-	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY1415, 1417, 1419 and 1421 signal will be preceded by DY239.

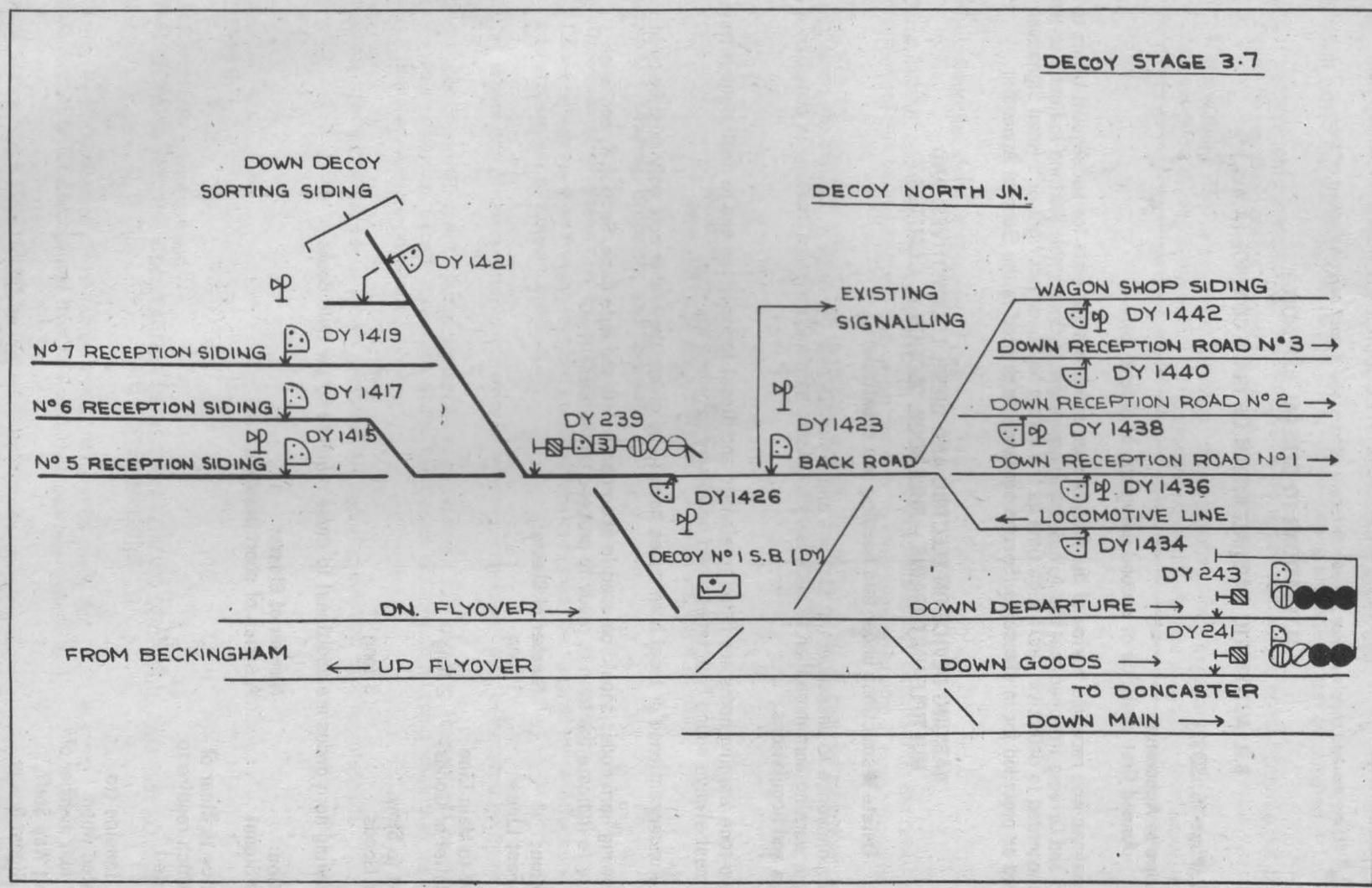
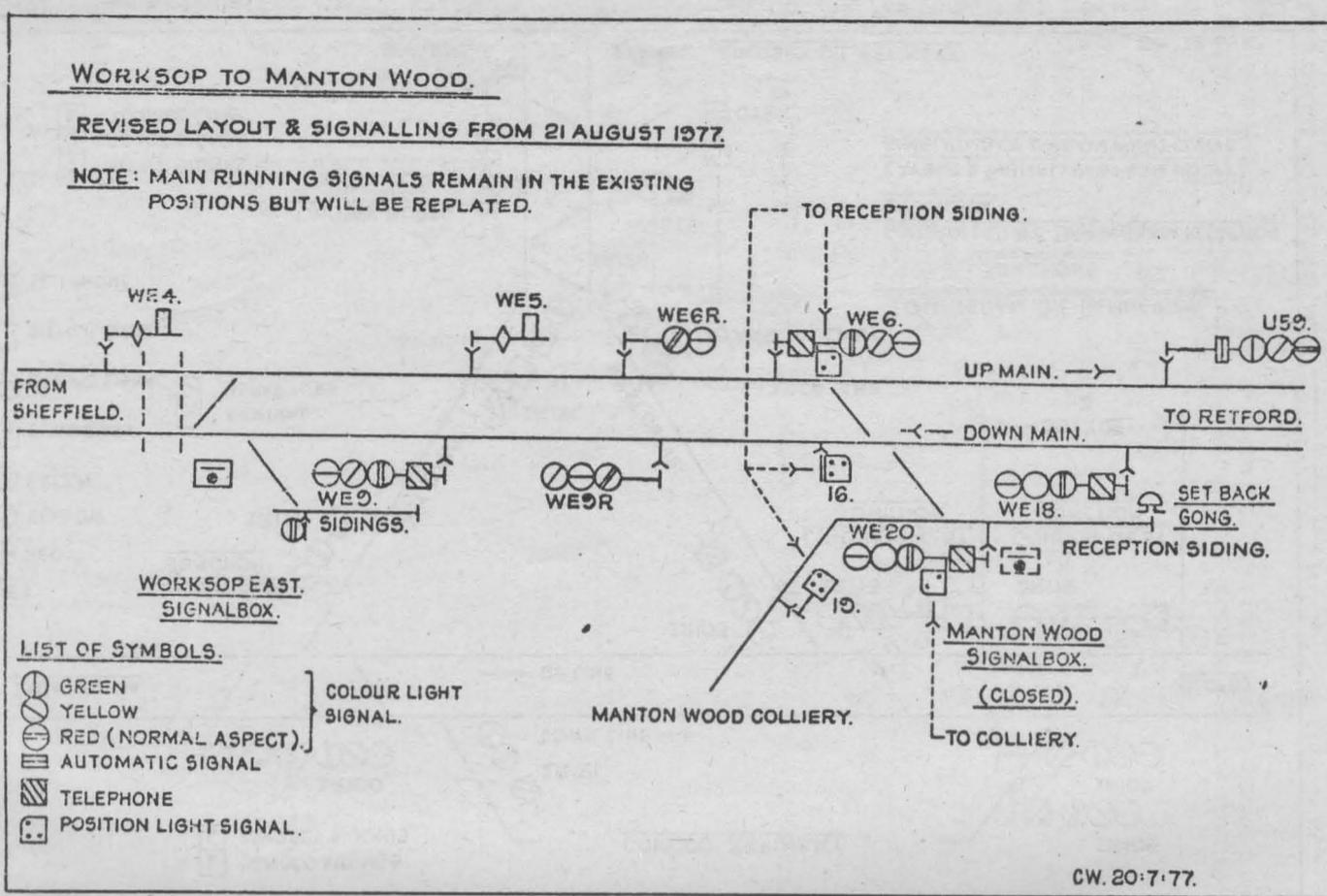
(Amended item) (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



CW. 12/5/77.



## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

## TABLE "F" – continued

From	To	Line	Number of vehicles and special conditions
<b>Page 225</b>			
<b>Add:–</b>			
<b>LOW ELLERS CURVE JUNCTION TO POTTERIC CARR JUNCTION</b>			
Low Ellers Curve Jn.	Potteric Carr Jn.	Down/ Single	10 S.L.U., or 10 S.L.U. fitted without brakevan leading, in clear weather only.
Potteric Carr Jn.	Low Ellers Curve Jn.	Single/ Up	10 S.L.U., or 10 S.L.U. fitted without brakevan leading in clear weather only. (40D)
<b>DINNINGTON &amp; LAUGHTON COLLIERY JUNCTION TO KIRK SANDALL JN.</b>			
<b>Add:–</b>			
St. Catherines Signals DY.225/227	Low Ellers Curve Jn.	Single	10 S.L.U., or 10 S.L.U. fitted without brakevan leading, in clear weather only.
Low Ellers Curve Jn.	St. Catherines Signals DY.218/220	Single	10 S.L.U., or 10 S.L.U. fitted without brakevan leading, in clear weather only. (40D)

TABLE W – SET BACK SIGNALS – THE RULE BOOK  
SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instruction on page
<b>Page 276</b>		
<b>Add:–</b>		
<b>CLEETHORPES TO WOODHOUSE JUNCTION VIA RETFORD</b>		
Worksop East	Manton Wood Reception Sidings to Colliery	399 (40D)

## LOCAL INSTRUCTIONS

Page 399

## MANTON WOOD

**Delete instructions and substitute:–**

1. The Guard of an arriving train in the Reception Siding must proceed into the Colliery, set the route into the nominated empty siding and then advise the Signalman by telephone.
2. The loud sounding bell in the Reception Siding will operate when the shunt signal controlling entrance into the Colliery is cleared for the movement to proceed.
3. After an empties train has been placed in the empties sidings, all subsequent movements must be made under instructions given by the N.C.B. staff at the weighbridge, when open.
4. When the weighbridge is closed, the Guard must obtain details of traffic to be taken out of the loaded sidings, from the Signalman.
5. When the train is ready to depart from the Colliery the Guard must advise the Signalman.
6. B.R. locomotives must not pass along the Weighbridge Road. (40D)



**SC**

**EASTERN REGION**

**40**

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

**SATURDAY 1 OCTOBER**

**TO**

**FRIDAY 7 OCTOBER 1977**

**INCLUSIVE**

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

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**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 OCTOBER – BEIGHTON JUNCTION**

The Down Main Distant signal will be renewed 260 yards further from the signal box with the arm at a reduced height of 15 ft. above rail level. (43)

**SUNDAY 2 OCTOBER – FIRBECK A AND FIRBECK B**

Working under Track Circuit Block Regulations will be introduced on both the Up and Down lines between Firbeck A (East Junction) and Firbeck B (South Junction) signal boxes. (43)

**MONDAY 3 OCTOBER – BETWEEN BRIDGE JUNCTION AND CARR SIGNAL BOX**

The following 3 Temporary level crossings will be brought into use:—

No.1 – Located at 155 miles 11 chains at the North End of Carr Motive Power Depot over Oil Sidings, Washing Plant line and Two loco Sidings.

No.2 – Located at 154 miles 7 chains over the Up and Down Engine lines, Up Goods No.2 No.1 and Down.

No.3 – Located at 154 miles 76 chains from the Coal Sorting Sidings to Balby Jn.

A crossing keeper will be in attendance between 07 00 hours to 19 00 hours located at No.2 temporary level crossing and will also supervise Nos.1 and 3 temporary level crossings. (43)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS**

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:—

Kings Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction) to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City/West Junction (40)

**TUXFORD CENTRAL**

The Up Main distant signal has been renewed 385 yards further from the signal box with the arm at a reduced height of 15' above rail level. (42)

**LINCOLN CENTRAL STATION (PELHAM STREET)**

The Starting signal from Platform 2 has been renewed on the right-hand side of the line with the arm at a reduced height of 16ft. above rail level 148 yds. from the signal box. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**IMMINGHAM RECEPTION SIDINGS**

The present double track West Curve between Lindsey West Jn. and Lindsey North Jn. has been reduced to a single line with remodelled point layouts at each end as shown on the sketch included with this notice.

A new signal has been provided at the North end of the West Curve plated IR.126 capable of displaying a fixed Red with subsidiary and applies along the Arrival line to signal CT.2.

Application of all colour signals remain unchanged with the exception of IR.113 which when cleared for the Oil Refinery now applies to the new signal IR.126 via the Single line. (41)

**WHARNCLIFFE WOOD AND DEEPCAR**

The Down Goods line between Wharncliffe Wood and Deepcar has been re-named Down Refuge Siding with access at the Deepcar end only. A stop block has been provided in the vicinity of the 34m.p.

Wharncliffe Wood signal box together with all points worked therefrom has been abolished.

Deepcar Up Main Starter plated DC.4 is now only capable of displaying Red or Green aspects. Wharncliffe Wood Down Main Starter plated WW.3 has been re-named Deepcar Down Main Distant plated DC.40 and is capable of displaying Yellow or Green aspects. All other signals at Wharncliffe Wood have been abolished. The catch points 527 yds. before reaching Wharncliffe Wood Down Main Home have been secured for through running pending removal.

Deepcar Down Goods Home plated DC.35 has been abolished. The associated subsidiary signal is provided with an 'ON' aspect and applies Down Refuge Siding to Down Sidings or Down Main. At the Down Main end of the connection Down Refuge Siding to Down Main a new Ground Position Light Shunt signal has been provided on the cess side and applies Down Main to Down Refuge Siding. A new 'OFF' repeater has been provided at the Penistone side of the signal box. (41)

**THURCROFT COLLIERY**

The stabling sidings have been shortened from 6 miles 15 chains to 6 miles 04 chains. (41)

**DONCASTER DECOY NO.1 SIGNAL BOX**

The connections to Nos.5, 6 and 7 Reception Roads and Down Decoy Sorting Sidings have been remodelled (shown in heavy type) and the signalling is in accordance with the sketch included with this notice.

DY239 signal will apply as follows.

No.	Aspect M=Main S=Sub	Route or Junction indicator	Application to or towards
DY239	M	-	DY243
	M	Position 4	DY241
	M	Position 5	Down Main
	S	W	Wagon Shop Siding
	S	R	1/2/3 Reception Roads
	S	B	Back Road

DY1415, 1417, 1419 and 1421 signal will be preceded by DY239. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

