



SC

EASTERN REGION

18

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

SATURDAY 6 MAY

TO

FRIDAY 12 MAY 1978

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 7 MAY - SHEFFIELD - HOLMES JUNCTION - WINCOBANK STATION JUNCTION AND ECCLESFIELD WEST

Wincobank Station Junction signal box will be abolished. Holmes Junction and Ecclesfield West will become fringe boxes to Sheffield, with Track Circuit Block Regulations applying on all lines.

Wincobank Station Junction

All points will be brought under control of Sheffield and the facing crossover between the Down and Up Barnsley Branch lines (at approximately 162m.p.) will be commissioned.

Alterations to existing signalling:-

All signals will be replated with "S" prefixes and the signal-post telephones will be connected to Sheffield signal box.

The Down Main semaphore Starting signal will be abolished. An Off-set position light subsidiary (applying towards Down Goods 189 signal) will be provided on the Up Barnsley Branch signal S200 (former 33).

Ecclesfield West

All semaphore signals will be abolished and new colour light signals provided.

The trailing crossover on the Wincobank side of the signal box, together with the facing connection Down Main to Down Sidings, will be commissioned. The trailing crossover and associated slip connection on the Wincobank side of this new crossover will be secured out of use in the normal position pending removal.

Holmes Junction

The 3-aspect colour light Down Main Home signal will be replaced by a 4-aspect head (4th aspect for future use) and repositioned approximately 400 yards further South. A signal-post telephone connected to Holmes Junction signal box will be provided and the "Diamond" sign removed.

A new colour light distant (displaying Y, YY, or G,) for S212 will be provided on the post of the Holmes Junction Up Starting signal which will only be illuminated when the semaphore arm is showing a proceed aspect, but the green spectacle of the semaphore arm will be blanked out.

A description of signals is listed below.

Location	Old No.	New No.	Aspect Main or Sub	Application to or towards
Up Main		S212	Main	S208
Up Main	39	S208	Main	B190
Down Main	9	S199	Main	S211
			Junction Indicator position "1"	EW201
Down Main		S211	Main	HJ36 (existing)
Down Goods	2	S197	Main	EW201
Down Barnsley Branch		EW201	Main	EW16
		(replated auto signal)		

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 7 MAY - SHEFFIELD - HOLMES JUNCTION - WINCOBANK STATION JUNCTION AND ECCLESFIELD WEST - continued

Location	Old No.	New No.	Aspect Main or Sub	Application to or towards
Down Barnsley Branch		EW16	Main	EW15
Down Barnsley Branch		EW15	Main	EW14
			Sub	Siding
Down Branch		EW14	New colour light starting signal.	
Up Barnsley Branch		EW3	Main	S202
Up Barnsley Branch	36	S202	Main	S200
		(replated auto signal)		
Up Barnsley Branch	33	S200	Main	Up Main B190
			Sub	Down Goods 189
Ground Position Light Signals				
(Ecclesfield West)				
Down Siding		9	Indication "X"	Down Main "Limit of Shunt" indicator.
			Indication "M"	To Up Branch. Down Main Down Siding
Down Siding		8		
Down Branch		6		
(Wincobank)				
Down Main	13	196		Up Main (21)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DECOY NO.1 AND BALBY JUNCTION (ALSO BRIDGE JUNCTION)

The Down Goods line between Decoy No.1 and Balby Junction has been taken out of use.

Decoy No.1

All associated signal routes towards the Down Goods have been removed from signals DY233 (Down Fast) DY235 (Nos.1 to 4 Reception Sidings) DY 237 (Down Flyover) DY239 (Nos.5 to 7 Reception Sidings.)

Down Goods 4-aspect colour light Starting signal DY241 has been taken out of use.

Balby Junction

The semaphore Down Goods Home signal together with the Bridge Junction Down Goods Distant signal below have been abolished.

The trailing connection between the Down Goods No.1 and Down Arrival lines has had the Down Goods end secured in the reverse position for through running to and from the Down Arrival (East Sidings). (21)

DONCASTER SOUTH

The disc signal DS.92 at the south end of Platform 8 which applies set back along Down Passenger Independent No.2 has been repositioned on the opposite side of the line (between the Down Passenger Independent No.2 and the Up South Yorkshire Goods Independent) and will apply as hitherto.

The Down Bay Platform sidings at the south end of the station have been abolished. (20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BOLSOVER CASTLE - MARKHAM COLLIERY SIDINGS TO GLAPWELL

The single line between Markham Colliery Sidings Signal box and Glapwell Colliery Sidings Ground Frame has been renamed Up/Down Bolsover and will be worked in accordance with the 'One Train Working' regulations. The authority for the single line will be a tablet labelled 'Markham to Glapwell'.

Distillates No.2 Ground Frame

The frame has been renamed 'Distillates Ground Frame' and is released by the O.T.W. tablet. The single capacity tablet instrument to Bolsover Castle Signal box has been abolished and the telephone is connected to Markham Colliery Sidings Signal box.

Distillates No.1 Ground Frame

The frame has been re-named 'Bolsover Coalite Ground Frame' and is released by the O.T.W. tablet. The single capacity tablet instrument to Bolsover Castle Signal box has been abolished and the telephone is connected to Markham Colliery Sidings Signal box.

Bolsover Colliery Loaded Sidings Ground Frame

The frame is released by the O.T.W. tablet and the telephone is connected to Markham Colliery Sidings Signal box.

Bolsover Colliery Empties Sidings Ground Frame

The frame is released by the O.T.W. tablet and the telephone has been connected to Markham Colliery Sidings Signal box.

Bolsover Castle Signal box

The Signal box and all associated signals have been abolished. The Goods Loop is re-named Bolsover Run Round. The trap points at both ends of the Run Round are secured for through movements to the Up/Down Bolsover pending removal of the 'Dead Ends'. The two sets of points connecting Bolsover Run Round to Up/Down Bolsover have been converted to hand points.

Glapwell Colliery Sidings Ground Frame

The key for releasing the Ground Frame is kept at Markham Colliery Sidings Signal box. (21)

ECCLESFIELD EAST

The lever frame in the former Signal box has been abolished and a new ground frame has been installed, immediately North of Underbridge No.12. The new ground frame has the same release and controls the same points as the frame in the former Signal box. (21)

**** ECCLESFIELD WEST**

The dead end at 164m. 30chs. has been abolished and replaced by trap points. The Cripple Siding has been extended by 14 yards and the reach wagon is stabled in the Cripple Siding.

A new trailing crossover has been provided on the Wincobank side of the Signal box and secured out of use. This crossover is available for Single Line Working purposes. (18)

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 SD13D DATED 1 APRIL TO 2 JUNE, 1978

Page SD4

100 TONNE STEEL AB WAGONS

Delete:- Heading and item (20)

MISCELLANEOUS NOTICES

PROTOTYPE MGR WAGON 359571

1. A prototype MGR wagon is being evaluated on MGR workings within the Eastern Region. The wagon is of the conventional MGR type except that the bottom doors are air-operated, identifiable by the mid-rail of the wagon painted blue instead of brown as on other MGR wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

DONCASTER

No.8 Platform has been shortened further in length from the South End by 84 yards. (20)



SC

EASTERN REGION

30

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

SATURDAY 29 JULY

TO

FRIDAY 4 AUGUST 1978

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JULY - ST. JAMES JN.

Up Sidings West No.1 line will be taken out of use.

Up Sidings West Nos.2 and 3 lines will be slued together and then connected to the 2-way Goods line on the Sheffield side of the signal box by new power-worked points (the points at the convergence of Nos.2 and 3 lines will be hand operated).

A new Ground Position Light outlet signal (No.52) will be provided and will apply from Up Sidings West No.2 or No.3 line towards Up Main or Up Goods. (32)

DETAILS OF WORK ALREADY CARRIED OUT

** DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION

Balby Junction signal box together with all points and signals worked therefrom, has been abolished.

The Block Section on the Up Main line is between Bridge Junction and Decoy No.2 signal boxes and on the Down Main line between Decoy No.1 and Bridge Junction signal boxes.

The Temporary Down Reception line Decoy No.1 and Bridge Junction signal boxes are worked under the "No Block" Regulations and have been realigned between 154m. 65chs. and 155m.p.

The Down Goods No.1 and Down Goods No.2 lines between Balby Junction and Bridge Junction together with the associated outlet signals has been taken out of use.

The Down Goods No.2 line between Bridge Junction and St. James Junction has been taken out of use.

Between St. James Junction and Bridge Junction

The Absolute Block Regulations apply on the Up Goods line, (Permissive Block will continue to apply on the Down Goods line).

Bridge Junction

The signal applying set-back Down Goods Independent line to Up Main now applies Down Goods Independent to "Stop for Orders" board on the Temporary Down Reception line at Belmont (north end).

St. James Junction

Platform 'B' line and Siding 'C' line have been taken out of use.

The trailing crossover between the Down and Up Goods lines and the associated slip connection have been secured out of use pending removal of the trailing points in the Up Goods.

The Down Goods have been slued to join the Up Goods by single-ended trailing points (facing to Down trains, see below) approximately 37 yards further north,

The Down Goods/Down Goods No.2 south of this slue have been taken out of use and movements from Down Main towards Down Goods will be diverted via the Up Goods and new single-ended points.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DECOY NO.1/DECOY NO.2 TO BALBY JUNCTION/BRIDGE JUNCTION AND ST. JAMES JUNCTION - continued

St. James Junction - continued

The following signals will be abolished:-

- Down Goods No.2 First Home
- Down Goods No.2 Call-on
- Platform 'B' to Down Goods
- Down Goods to Sidings 'C'
- Up Goods to Down Reception
- Siding 'C' to Down Goods
- Down Reception to Up Goods (towards Doncaster South)
- Down Reception to Up Goods (towards Bridge Jn.)
- Down Reception to Siding 'C' at Platform 'B'

The Up Goods Home bracket signal has been renewed as a colour light signal (at ground level with the red aspect uppermost) with a 2-way stencil type route indicator approximately 55 yards further from the Signal Box, and will apply as follows:-

- | | |
|------------|-----------------------------|
| Indication | "N" towards Doncaster South |
| " | "G" towards Bridge Junction |

The outlet signal Up Sidings West to Up Goods have been repositioned on the left hand side of the re-aligned sidings. (Amended item) (31)

ROTHERHAM ROAD

The miniature arm signals applying Branch to Down Main or Up Sidings has been renewed as a straight post signal 3yds. further from the signal box with the arms at 30ft. and 27ft. respectively. (32)

BETWEEN FOXLOW JUNCTION AND RENISHAW PARK GOODS JUNCTION

The Down Goods line between Foxlow Junction and Renishaw Park Goods Junction has been taken out of use and the portion at the South end has been removed.

Foxlow Junction

The facing connection Down Main to Down Goods has been secured out of use pending removal.

The following signals have been abolished:-

- Down Main Distant to Down Goods
- Down Main Home to Down Goods
- Call-on, Down Main to Down Goods
- Disc, Down Siding to Down Goods

Renishaw Park Goods Junction

A stop-block has been provided on the Down Goods line 450 yards south of the Down Goods Home signal. The portion of line south of the stop-block has been removed and the remaining portion renamed Down Siding.

The following signals have been abolished:-

- Down Goods Distant
- Down Goods Home to Down Main

(32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MASBOROUGH STATION NORTH JUNCTION

The trailing crossover between the Down and Up Fast lines has been secured out of use pending removal and the associated disc signals have been abolished. (31)

** MASBOROUGH STATION SOUTH JUNCTION AND MASBOROUGH STATION NORTH JN.

The Down Slow Home signal together with Masborough Station North Junction Down Slow Inner Distant signal has been renewed 50 yards North of Masborough Station South Junction signal box. The arms are at 22 feet and 15 feet respectively. (30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO RULE BOOK

Page 7 SD.22.

Section T, Part III

Add ★ to clause 9.3.

Add ★ to new clause 12.1.1 (b).

Amend (b) to read:—

Arrange for all points on the blocked line to be placed in the correct position for the possession. (31D)

SECTIONAL APPENDIX

SOUTHERN AREA

TABLE F – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions	
Page 239			
CLEETHORPES TO WOODHOUSE JN. VI A RETFORD			
Add:—			
Garden Street Jn.	Wellowgate	Back Platform	15 S.L.U. fitted (31D)
Wellowgate	Garden Street Junction	Up Main	15 S.L.U. fitted. (31D)
Wellowgate	Friargate	Down Main	3 S.L.U. fitted. (31D)
Garden Street Junction	Pasture Street Crossing	Up Main Up Goods	15 S.L.U. fitted. (31D)

TABLE "G" – WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 250				
CLEETHORPES TO WOODHOUSE JN. VIA RETFORD				
Add:—				
Wellowgate	Garden Street Junction	Back Platform	—	15 S.L.U. fitted. (31D)
Garden Street Junction	Wellowgate	—	Main	Locomotives only. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (SOUTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 424

CLEETHORPES TO WOODHOUSE JN. VIA RETFORD
GRIMSBY TOWN

Add:-

Propelling Movements. A propelling movement must not be made until the Signalman concerned has been advised a propelling movement is intended. (31D)

MISCELLANEOUS NOTICES

DECOY NO.1 AND BRIDGE JN.

The alignment of the Temporary Down Reception has been altered between 154m. 65chs. and 155 m.p. The line being slued into No.25 siding. (31)

SUPPLEMENT NO.1 - WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR29987/10

The above Supplement, which will operate on and from Saturday 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1. (31D)

SUPPLEMENT NO.1 - EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR29988/4

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extracts from working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1. (31D)

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 M.P.D. Shed Roads BLOCKED	Trackwork between 154m. 70chs. and 155m. 15chs. Crane in use.	Sunday 30 July 07 00 to 17 00	

York

MO.45/SC

G.R.H. ORBELL
Chief Operating Manager

21 JULY, 1978

Receipt of this notice need not be acknowledged; If the SC Notice is not received by the normal time advise your Supervisor.



SC

EASTERN REGION

39

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

SATURDAY 30 SEPTEMBER

TO

FRIDAY 6 OCTOBER 1978

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 OCTOBER – BETWEEN ROTHERHAM MASBOROUGH STATION SOUTH JN. TO CANKLOW GOODS JN.

Masborough Station South

The following signals will be abolished:—

Down Barrow Hill Home along with Masborough Station North Distant.

Up Barrow Hill Starter along with Masborough Sorting Sidings North Distant.

A new semaphore Up Slow Home signal to Up Main with Masborough Sorting Sidings North Distant below will be mounted on the same gantry as the existing Up Slow Home to Up Masborough Goods.

New colourlight Home signals are to be provided for the Down Main and Down Masborough Goods. These signals will be situated 97 yards on the approach side of the signalbox and will be mounted at rail level pending the provision of a signal gantry.

Description of signals – MS = Masborough Station South Junction.

Location	No.	Aspects	Application to or towards
Down Main Home (MS.60 will also function as the Masborough Station North Junction Distant).	MS.60	Main	Down Slow
Down Masborough Goods Home (MS.64 will also function as the Masborough Station North Junction Distant).	MS.64	Main	Down Slow

Between Masborough Station South Jn. and Masborough Sorting Sidings North Signal Boxes

The lines temporarily out of use between these Signal Boxes will be brought back into use and named the Up and Down Main. The present lines named Up and Down Barrow Hill will be renamed the Up and Down Masborough Goods respectively.

Between Masborough Sorting Sidings North, Masborough Sorting Sidings South and Canklow Goods Jn. Signal Boxes

The Down Main Line temporarily out of use will be brought back into use.

(42)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN POTTERIC CARR AND BRIDGE JN.

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.98 and all concerned should be in possession of a copy of this Notice.

Up Engine / P. Way line

The down direction arrow should be deleted from the diagram.

Up Main signal PC11R is capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.25) applying set back from Up Engine/Permanent Way line towards the loco/P.Way depots has been replaced by a miniature arm signal 16ft. above rail level.

(41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER NORTH

The connection Up Grimsby line to Up Main has been abolished. The Up Grimsby line signal IN.16 applying Up Grimsby to Up Main or Up Passenger Independent only applies Up Grimsby to Up Passenger Independent to signal IN.20, and the associated Junction Indicator Position "1" has been abolished. (41)

ROTHERHAM, HOLMES JN.

The extension of the Down Goods line at the Holmes Junction end has been permanently taken out of use. with the associated trailing connection re-designated run-back catch points. (41)

MASBOROUGH STATION SOUTH JN.

The facing connection Down Goods to Down Fast together with the trailing connection Down Goods to Down Slow and the slip connection Down Fast to the Down Sidings has been secured out of use pending removal. The associated signalling has been abolished. (41)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (SOUTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 416

THORESBY COLLIERY

Delete existing instructions and substitute:-

THORESBY COLLIERY BRANCH

1. The Branch is worked under the Regulations for One Train Working on Single lines subject to the modifications herein, so far as they are applicable:-
2. No staff is provided.
3. The signals controlling movements to and from the branch are electrically controlled to prevent more than one train being on the line at the same time. When a train is worked by more than one locomotive the additional locomotive must remain with the train until it leaves the branch.

DISABLED TRAIN

4. Should a train be stopped by failure the Driver, after ensuring the train cannot be moved, must proceed to Thoresby Colliery signal box and advise the Signalman of the circumstances.
5. The Driver must conduct the assisting locomotive to the disabled train. (40D)

THORESBY COLLIERY

RAPID LOADING FACILITIES FOR CONVENTIONAL TRAINS

1. Trains must be hauled over the weighbridge at a speed not exceeding 3m.p.h. for tare weighing and will be stopped with the rear wagons positioned beneath the bunker by the special loading signals.
2. Loading and gross weighing will be undertaken on the "Stop/Start" basis under the control of the special loading signals. Maximum speed must not exceed 3m.p.h.
3. During loading and gross weighing the Guard must position himself at the emergency plunger to restore the signals to the "Stop Immediately" aspect in case of emergency.
4. If the train is stopped because of coal spillage during loading, the train brake must be applied and sufficient wagon brakes pinned down to prevent movement taking place **before clearance of the obstruction commences**. If the coal spillage is sufficiently large to require removal by staff working between wagons, the train must be uncoupled and one portion drawn clear; the brakes being pinned down on both portions. During the whole of such an operation, the Guard must control proceedings and direct colliery staff when it is safe to carry out any removal of spillage whilst the train is in the bunker area.
5. Upon completion of loading and gross weighing, the train will be stopped on the Branch side of the weighbridge and the special loading signals extinguished.
6. The Guard must then collect the loading documents and advise the Bunker Operator when the loaded train is ready to depart. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS BR.30059/5

Page D.9

Add

6.17.3.3 Alternatively trains can be routed via Lincoln and Market Rasen. (40D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (SOUTHERN AREA)
DATED 5 AUGUST 1978

MISCELLANEOUS NOTICES

Page 1

SPENO RAIL GRINDING TRAIN RR.555

Delete:- heading and instructions

(40D)

Page 61:-ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Amend:-						
Page 186:-						
Dunford Bridge East						
Add:-						
			20	20	23m. 79ch. and 23m. 73ch.	
Page 191						
BARNETBY WRAWBY JN. TO DONCASTER MARSHGATE JN.						
Add:-						
			40	-	4m. 48ch. and 4m. 18ch.	
Amend:-						
			30	-	Down Main and Down Goods at 2m. 69ch. (Bridge No.7) applies to all trains except DMU's. (40D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

GERMAN BOGIE VANS - CARGOWAGGONS AND V.T.G.

The Chief Mechanical & Electrical Engineer, B.R.B. H.O. has given authority for the above wagons to run at a maximum speed of 75 m.p.h. in the Ford Motor Company A.B. container trains, which run between Ford Sidings Halewood/Parkeston and between Parkeston/Ford Sidings Halewood, providing the following special conditions are observed.

- The trains run under the single pipe operation at all times.
- The proportion of wagons to be not less than 2 freightliner wagons to one bogie van.
- On the bogie vans,
 - the "Passenger/Goods" changeover lever must be in the passenger position.
 - the "Empty/Loaded" changeover lever must be,
 - in the Loaded position for 'M' label load (41t - 60t GLW)
 - in the Empty position for 'L' label load (27t - 40t GLW).
 - in the Empty position for 'E' label load (empty - tare 26t)

N.B. Wagons with an 'H' label load (61t - 80t GLW) are not acceptable under these conditions. (40D) (MS.12)

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 Carr Loco Shed Roads BLOCKED	Trackwork between 154½m.p. and 155m. 15chs.	Sunday 1 October 07 00 to 17 00	-

York

MO.45/SC

G.R.H. ORBELL
Chief Operating Manager

20 SEPTEMBER, 1978

Receipt of this notice need not be acknowledged; If the SC Notice is not received by the normal time advise your Supervisor.

TO THE LOOK-OUT MAN

Their lives are in
your hands



ALWAYS REMEMBER THIS



British Rail

SC

EASTERN REGION

42

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

SATURDAY 21 OCTOBER

TO

FRIDAY 27 OCTOBER 1978

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 22 OCTOBER – STAYTHORPE CROSSING

The level crossing gates and associated wickets will be replaced by single lifting barriers controlled from the box. Amber and red road lights will be provided on each side of the crossing for the guidance of road users.

The ground disc shunting signal situated outside the Up Main immediately on the Newark side of the box and applying to set-back movements into Staythorpe 'A' Power Station Sidings will be taken away. (45)

SUNDAY 22 OCTOBER – DECOY NO.1 – BELMONT YARD – BRIDGE JN. & ST. JAMES JN.

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No.99 and all concerned should be in possession of a copy of this notice. The date on the front cover and in the text should be altered to agree with the above.

UNTIL FURTHER NOTICE

The Wagon Shop Siding/Temporary Down Reception line between Decoy No.1 and Bridge Jn. will not be taken out of use on this date and the signal routes at Decoy No.1 on DY233, DY237, DY235, DY239 and DY1423 signals applying towards this line will remain in use.

The new Down Slow No.2 and new Down Reception lines will not be brought into use at this stage.

Belmont Yard

The new Belmont Down Yard will not be brought into use until further notice. The existing Belmont Sidings will remain in use.

Permanent Way Alterations

Until further notice, the new facing and trailing connections from Belmont Yard Down Reception lines to Down Slow No.2 will be secured out of use in the reverse position for through running from the Temporary Down Reception/Belmont Yard (existing) towards BJ55 signal on Down Slow No.2.

Engine/Permanent Way Line

This line should be shown on the diagram as Up Engine/Permanent Way line and the Down direction arrow should be deleted.

Up Main signal PC11R will be capable of exhibiting a green, single yellow or double yellow aspect.

The disc signal adjacent to Carr signal box (No.29), applying set-back from Up Engine/Permanent Way line towards the Loco/Permanent Way depots has been replaced by a miniature arm signal 16ft. above the rail level. (45)

SUNDAY 22 OCTOBER – BETWEEN DECOY NO.1 AND BRIDGE JUNCTION

The temporary level crossing at approximately 154 $\frac{3}{4}$ m.p. on the Temporary Down Reception line will be taken out of use and the Crossing Keeper withdrawn.

SUNDAY 22 OCTOBER – DECOY SOUTH JUNCTION

A Staff crossing with illuminated notices worded "CAUTION :- CROSS ONLY WHEN LIGHT SHOWS" will be provided to the South of D.234 signal, covering the exit from Nos.1 to 7 Reception Sidings.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

LINCOLN DIESEL DEPOT

Nos. 2 and 3 Sidings have been shortened by 20 yards and stop blocks erected accordingly. (44)

DONCASTER NORTH & DONCASTER SOUTH

The South Yorkshire Up Goods Independent line has been taken out of use, and the associated signals (DS.42 and DS.118) abolished. All points leading to and from this line have been secured out of use pending removal. The Junction Indicator position "4" on Up Main line signal DN.18 applying Up Main to South Yorkshire Up Goods Independent has been abolished. (43)

HOLMES JUNCTION

The trap points and associated disc signal on the Westgate Siding have been renewed 140 yards nearer to the Signal Box. (43)

** BETWEEN ROTHERHAM MASBOROUGH STATION SOUTH JN. TO CANKLOW GOODS JN.

Masborough Station South

The following signals have been abolished:-

Down Barrow Hill Home along with Masborough Station North Distant.

Up Barrow Hill Starter along with Masborough Sorting Sidings North Distant.

A new semaphore Up Slow Home signal to Up Main with Masborough Sorting Sidings North Distant below has been mounted on the same gantry as the existing Up Slow Home to Up Masborough Goods.

New colour light Home signals are to be provided for the Down Main and Down Masborough Goods. These signals are situated 97 yards on the approach side of the signalbox and mounted at rail level pending the provision of a signal gantry.

Description of signals – MS = Masborough Station South Junction.

Location	No.	Aspects	Application to or towards
Down Main Home (MS.60 also functions as the Masborough Station North Junction Distant).	MS.60	Main	Down Slow
Down Masborough Goods Home (MS.64 also functions as the Masborough Station North Junction Distant).	MS.64	Main	Down Slow

Between Masborough Station South Jn. and Masborough Sorting Sidings North Signal Boxes

The lines temporarily out of use between these Signal Boxes have been brought back into use and named the Up and Down Main. The present lines named Up and Down Barrow Hill have been renamed the Up and Down Masborough Goods respectively.

Between Masborough Sorting Sidings North, Masborough Sorting Sidings South and Canklow Goods Jn. Signal Boxes

The Down Main Line temporarily out of use has been brought back into use. (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

****MASBOROUGH STATION SOUTH JUNCTION**

The facing connection Down Goods to Down Fast, the trailing connection from Down Sidings to Down Goods and the associated slip connection from Down Sidings to Down Fast have been secured out of use pending removal and the associated signalling abolished. (42)

STAIRFOOT JUNCTION AND QUARRY JUNCTION

The Down line between Stairfoot Junction and Quarry Junction and also the Up line between Quarry Junction and Beatson Clark Ground Frame has been taken out of use until further notice. Special arrangements have been made to service Beatson Clark Sidings from the Stairfoot Junction end of the line. The Ground Frame will be released by the Annetts key kept at Stairfoot Jn. signal box.

At Quarry Junction the Crossover and Down Sidings has been secured out of use until further notice. Quarry Junction Signal box has been taken out of use and all signals abolished. Until further notice the block section is between Skiers Spring and Jumble Lane Signal Boxes. (43)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (SOUTHERN AREA)

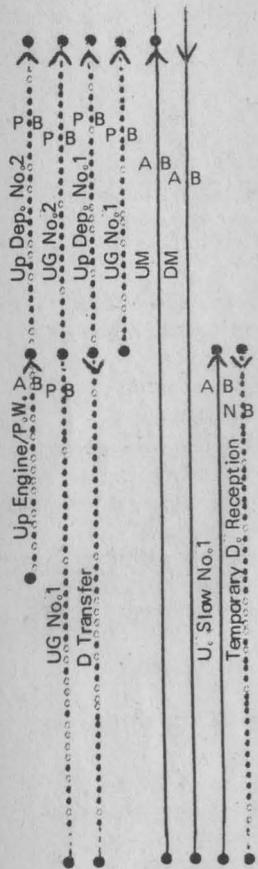
TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Pages 52/53 (Page 23/24 SD.40D)

KINGS CROSS TO DONCASTER MARSHGATE JN.

Delete portion of table Potteric Carr to Bridge Jn. and substitute



Potteric Carr (See page 196)	153.77	-	15	To Low Ellers Jn. line.
			5	Up Goods No.1 154m. 2ch. and 153m. 77ch.
Decoy No.1 (See page 157)	154.12	10	-	To, from and on Reception lines 153m. 50ch. and 154m. 10ch.
Decoy No.2	154.22	-	25	Up Goods No.1 154m. 16ch. and 154m. 2ch.
Carr	154.47			
			Stop	Transfer Line at 155m. 27ch.
			25	Up Goods No.1 155m. 27ch. and 154m. 25ch.
Balby Bridge Tunnel (95 yards)	155.34 to 155.39			
Bridge Jn. (See page 72)	155.38	10	-	Up Slow No.1 to Hexthorpe Goods Single line.

(48D)

Page 72 DONCASTER BRIDGE JN. TO ST. JAMES WEST JN.

Delete table and substitute :-



Bridge Jn. (See page 53)	22.53	10	-	22m. 53ch. and 22m. 49ch.
St. James Jn. (See page 197)	22.35			
St. James West Jn.	22.33			

(48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (SOUTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 155 WHITEMOOR JN. TO GAINSBOROUGH TRENT EAST JN.

(Shown as additional items on page 38 of SD.40).

Delete:-				35	-	88m. 40ch. and 96m. 75ch. (Passenger trains, loaded or empty not conveying four-wheeled vehicles may travel at 50 m.p.h.)
Delete:-				30	-	96m. 75ch. and 97m. 0ch.
Delete:-				-	35	96m. 60ch. and 85m. 20ch. (Passenger trains loaded or empty not conveying four-wheeled vehicles may travel at 50m.p.h.)
				35	-	97m. 0ch. and 98m. 02ch. (Passenger trains, loaded or empty not conveying four-wheeled vehicles may travel at 50 m.p.h.)

(48D)

Until further notice the restrictions shown for pages 153, 154 and 155 above will remain as temporary differential speed restrictions in accordance with the Rule Book Section T, Clause 21.2. See entries in Section A.

MISCELLANEOUS NOTICES

★ BEVERCOTES COLLIERY BRANCH - BOUGHTON BRAKE TUNNEL

There is reduced clearance in the tunnel due to scaffolding erected whilst repairs are in progress. (45)

ROTHERHAM MASBOROUGH STATION

The South End of Nos.1 and 2 platforms has been temporarily shortened by 16 yards. (43)

MO.45/SC

York

G.R.H. ORBELL
Chief Operating Manager

12 OCTOBER, 1978

Receipt of this notice need not be acknowledged; If the SC Notice is not received by the normal time advise your Supervisor.