

LOW ELLERS



SC

EASTERN REGION

4/5

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 27 JANUARY

TO

FRIDAY 9 FEBRUARY 1979

INCLUSIVE

*12/19
1980*

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*

The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 JANUARY – DONCASTER SOUTH AND DONCASTER "C" BOX

The Down South Yorkshire Goods line between Doncaster South and Doncaster "C" Box will be taken out of use.

Doncaster South

The facing points leading Down Great Northern Goods line to Down South Yorkshire Goods line together with the associated traps will be secured for through running on the Down Great Northern Goods line.

Signalling Alterations

DS.21 signal with 2-way theatre type indicator applying along the Down Great Northern Goods line (indication "GN") or towards the Down South Yorkshire Goods line (indication "SY") will now only apply along the Down Great Northern Goods line.

DS.104 disc signal applying set-back Down South Yorkshire Goods line to Down Great Northern Goods line, will be abolished.

Doncaster "C" Box

The facing points leading Down South Yorkshire Goods line to Down Great Northern Goods line will be secured for through running on the Down Great Northern Goods line.

The tall Siding signal applying from the Down South Yorkshire Goods line towards Shunt line No.2, Shunt line No.1, Down Great Northern Goods line or Down South Yorkshire Goods line, will be abolished.

The disc signal applying from the Down Great Northern Goods line towards West Yard Sidings, set-back along Down Great Northern Goods line, or towards the Down South Yorkshire Goods line will no longer apply towards the Down South Yorkshire Goods line.

The disc signal applying set-back from the Down South Yorkshire Goods line to Down Great Northern Goods line, or along the Down South Yorkshire Goods line will no longer apply along the Down South Yorkshire Goods line.



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EASTERN REGION

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

SATURDAY 16 JUNE

TO

FRIDAY 22 JUNE 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 JUNE – BEIGHTON STATION JUNCTION

The disc signal applying set-back Up Branch to Engineers Sidings will be repositioned on the cess side of the Up Branch Line. (27)

DETAILS OF WORK ALREADY CARRIED OUT

LINCOLN HOLMES AND WEST YARD

The track layout has been rationalised and the redundant connections have been secured out of use pending removal.

The slip connection No.1 Siding to Up Goods has been removed and converted to a crossover Up Goods to Down Goods.

The connection Up Goods to Seeleys/Front Grain Siding has been abolished.

The slip connection Down Goods to N.C.L. Sidings has been abolished. (26)

BEIGHTON STATION JUNCTION AND WOODHOUSE JUNCTION

Beighton Station Junction

The track and signalling has been remodelled as shown on the diagram included within this notice.

The Down Branch to Up Branch trailing crossover has been secured out of use pending removal and the associated disc signals have been abolished. A new Down Branch to Up Branch facing crossover has been brought into use situated between the signal box and the connection to the Engineers Sidings.

A buffer-stop has been provided on the Holbrook Siding and access is now from Holbrook Siding Ground Frame end only. The connections to and from Arkwright Colliery have been replaced by a trailing connection in the Down Branch and movements towards Arkwright are now via this connection and the new facing crossover.

The Down Branch Home signal has been replaced by a straight post signal on the cess side of the Down Branch line 30 yards further from the signal box. A new disc signal at the foot of this post applies Down Branch Home to Engineers Sidings. A signal post telephone has been provided and the diamond sign removed.

A new disc signal has been provided on the cess side of the Down Branch line on the Woodhouse side of the new crossover and applies set-back Down Branch to Arkwright Colliery.

The disc signal applying set-back along Up Branch or Up Branch to Engineers Sidings applies Up Branch to Engineers Sidings only.

The disc signal Engineers Sidings to Up Branch also applies Engineers Sidings to Arkwright Colliery. A 2-way stencil route indicator has been provided and applies with indication "B" towards Up Branch or with indication "A" to Arkwright Colliery (via new crossover and Down Branch line).

The gantry carrying the following signals has been abolished:—

The Disc signal applying Holbrook Siding to Up Branch
Up Branch Starter together with the associated arms for Holbrook Siding
Arkwright Colliery and the Up Branch distant signal for Beighton Jn.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BEIGHTON STATION JUNCTION AND WOODHOUSE JUNCTION – continued

Beighton Station Junction – continued

The semaphore Up Branch Home signal has been replaced by 3-aspect colour light signal at 369 yards further from the signal box. This signal now acts as Beighton Junction Up Branch Distant signal and the distance to Beighton Junction Up Branch Home signal is 1454 yards. The signal has been fitted with a position 4 Junction Indicator which applies towards Arkwright Colliery (via new crossover and Down Branch line). The signal has been plated BX.7 and a signal post telephone has been provided.

Woodhouse Junction

The Up Branch Starting signal together with Beighton Station Junction Up Branch Distant signal has been abolished.

A new Distant signal arm has been provided mounted below the Up Goods to Up Branch Home signal and this is Beighton Station Junction Up Branch Distant from Up Goods. The distance to Beighton Station Junction Up Branch Home signal BX.7 is 1015 yards.

The Up Main Home colour light signal WJ.48/51 with position 4 Junction Indicator now acts as Beighton Station Junction Up Branch Distant signal from Up Main line. The distance to Beighton Station Junction Up Branch Home signal BX.7 is 1334 yards.

Between Woodhouse Junction and Beighton Station Junction

The Up Branch line is worked in accordance with the Track Circuit Block Regulations. See amended drawing. (25)

* * BEIGHTON STATION JN.

No.1 Up Siding has been abolished and the siding end of the trailing connection Up Branch to Up Siding have become trap points. A new shunt siding has been provided on the site of the former No.2 Up Siding and has been connected into the Engineers Siding by hand points on the Woodhouse side of the new trap points. (24)

BETWEEN CROSBY MINES AND DAWES LANE

THIS WORK HAS NOT BEEN CARRIED OUT

BETWEEN ROSSINGTON AND LOVERSALL CARR JUNCTION

In connection with Section C.3.1.1. (b) of the Rule Book, Down Main line signal DY.187 is capable of displaying flashing double yellow aspects and signal DY.189 a flashing single yellow aspect for the route Down Main to Down Slow line when signal DY.191 displays a proceed aspect with Junction Indicator position '1'. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

DETAILS OF WORK ALREADY CARRIED OUT - continued

** DONCASTER SOUTH

The trailing connection Up Main to Down Main together with the double slip connection Down Main to Down Passenger Independent No.1 line has been taken out of use.

The portion of the Down Passenger Independent No.1 line between the facing connection to the Down Passenger Independent No.2 line and the above mentioned trailing connection which was previously out of use has now been brought back into use.

The Bay Platform lines Nos.2 and 3 have been taken out of use and all points leading thereto have been secured out of use.

Signalling Alterations

A Handsignalled route is available from the Down Passenger Independent No.1 line signal DS17 towards Platform No.5 line.

Down Main signal DS3 no longer applies towards the Down Passenger Independent No.1 line and the position No.1 indicator has been removed.

Up Main line ground disc signal DS67 now applies set back along Up Main or to Up Passenger Independent No.1 line.

Down Passenger Independent No.1 line set back ground disc signal DS90 will be maintained at danger.

Down Main line ground disc signal DS88 now applies set back along Down Main line to signal DS116.

Up Main line ground disc signal DS53 and Up Passenger Independent line ground disc signal DS57 no longer applies towards Bay Platform Nos.2 and 3 lines.

The following signals have been abolished:-

- Down Main line ground disc signal DS96.
- Bay Platform No.2 line exit signal DS36.
- Bay Platform No.3 line exit signal DS38.

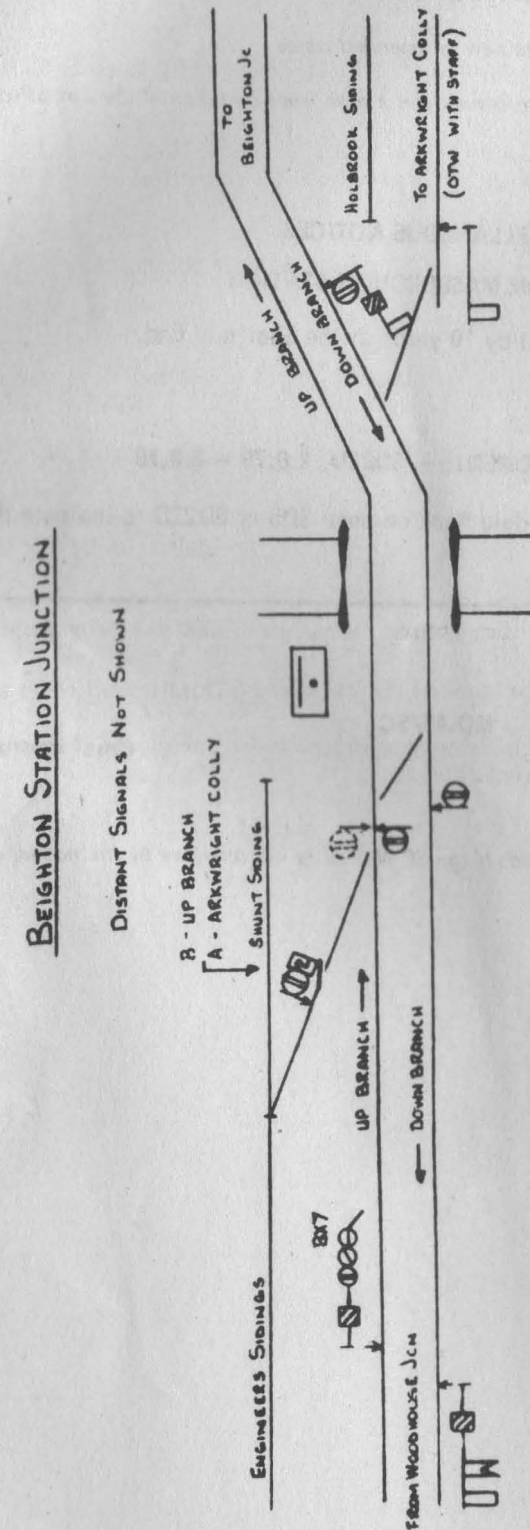
(24)

** MEXBOROUGH

The Down Doncaster signal M.861 has been renewed as a straight post signal between the Down Doncaster and Up Sheffield.

(24)

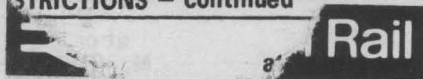
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



(Note: as from 17th June, the disc signal applying set-back Up Branch to Engineers Sidings will be repositioned on the cess side of the Up Branch line.)

★

RESTRICTIONS - continued



SC

EASTERN REGION

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

**SATURDAY 23 JUNE
TO
FRIDAY 29 JUNE 1979
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 ALREADY CARRIED OUT

LINCOLN HOLMES AND WEST YARD

The track layout has been rationalised and the redundant connections have been secured out of use pending removal.

The slip connection No.1 Siding to Up Goods has been removed and converted to a crossover Up Goods to Down Goods.

The connection Up Goods to Seeleys/Front Grain Siding has been abolished.

The slip connection Down Goods to N.C.L. Sidings has been abolished. (26)

** BEIGHTON STATION JUNCTION AND WOODHOUSE JUNCTION

Beighton Station Junction

The track and signalling has been remodelled as shown on the diagram included within this notice.

The Down Branch to Up Branch trailing crossover has been secured out of use pending removal and the associated disc signals have been abolished. A new Down Branch to Up Branch facing crossover has been brought into use situated between the signal box and the connection to the Engineers Sidings.

A buffer-stop has been provided on the Holbrook Siding and access is now from Holbrook Siding Ground Frame end only. The connections to and from Arkwright Colliery have been replaced by a trailing connection in the Down Branch and movements towards Arkwright are now via this connection and the new facing crossover.

The Down Branch Home signal has been replaced by a straight post signal on the cess side of the Down Branch line 30 yards further from the signal box. A new disc signal at the foot of this post applies Down Branch Home to Engineers Sidings. A signal post telephone has been provided and the diamond sign removed.

A new disc signal has been provided on the cess side of the Down Branch line on the Woodhouse side of the new crossover and applies set-back Down Branch to Arkwright Colliery.

The disc signal applying set-back along Up Branch or Up Branch to Engineers Sidings applies Up Branch to Engineers Sidings only.

The disc signal Engineers Sidings to Up Branch also applies Engineers Sidings to Arkwright Colliery. A 2-way stencil route indicator has been provided and applies with indication "B" towards Up Branch or with indication "A" to Arkwright Colliery (via new crossover and Down Branch line).

The gantry carrying the following signals has been abolished:-

The Disc signal applying Holbrook Siding to Up Branch
Up Branch Starter together with the associated arms for Holbrook Siding
Arkwright Colliery and the Up Branch distant signal for Beighton Jn.

The semaphore Up Branch Home signal has been replaced by 3-aspect colour light signal at 369 yards further from the signal box. This signal now acts as Beighton Junction Up Branch Distant signal and the distance to Beighton Junction Up Branch Home signal is 1454 yards. The signal has been fitted with a position 4 Junction Indicator which applies towards Arkwright Colliery (via new crossover and Down Branch line). The signal has been plated BX.7 and a signal post telephone has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BEIGHTON STATION JUNCTION AND WOODHOUSE JUNCTION - continued

Woodhouse Junction

The Up Branch Starting signal together with Beighton Station Junction Up Branch Distant signal has been abolished.

A new Distant signal arm has been provided mounted below the Up Goods to Up Branch Home signal and this is Beighton Station Junction Up Branch Distant from Up Goods. The distance to Beighton Station Junction Up Branch Home signal BX.7 is 1015 yards.

The Up Main Home colour light signal WJ.48/51 with position 4 Junction Indicator now acts as Beighton Station Junction Up Branch Distant signal from Up Main line. The distance to Beighton Station Junction Up Branch Home signal BX.7 is 1334 yards.

Between Woodhouse Junction and Beighton Station Junction

The Up Branch line is worked in accordance with the Track Circuit Block Regulations. See amended drawing. (25)

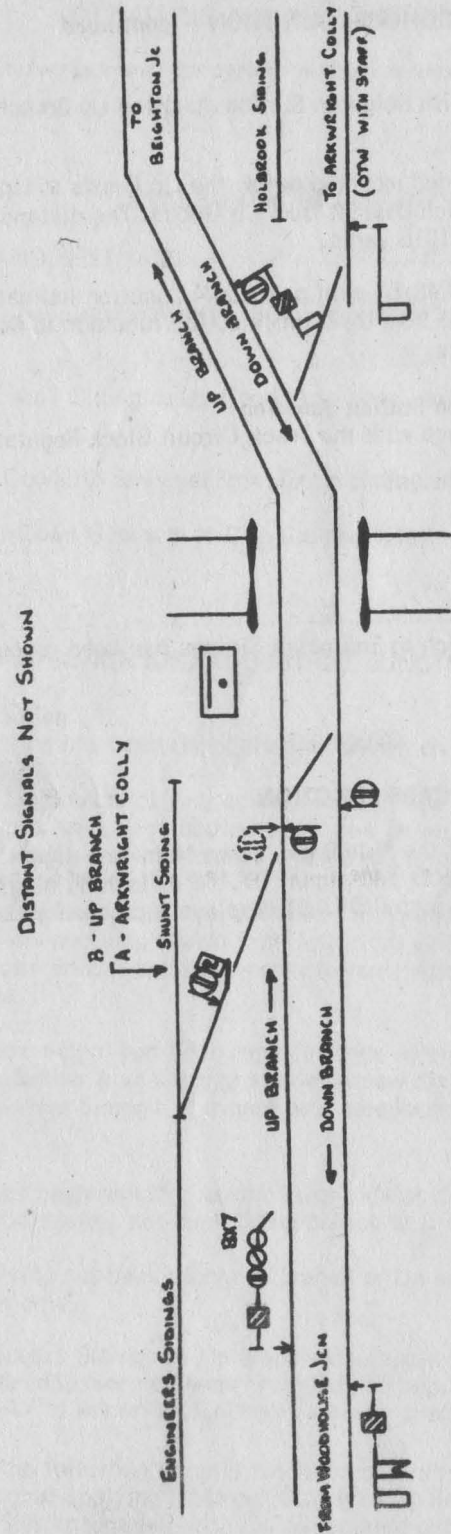
BEIGHTON STATION JUNCTION

The disc signal applying set-back Up Branch to Engineers Sidings has been repositioned on the cess side of the Up Branch Line. (27)

BETWEEN ROSSINGTON AND LOVERSALL CARR JUNCTION

In connection with Section C.3.1.1. (b) of the Rule Book, Down Main line signal DY.187 is capable of displaying flashing double yellow aspects and signal DY.189 a flashing single yellow aspect for the route Down Main to Down Slow line when signal DY.191 displays a proceed aspect with Junction Indicator position '1'. (26)

BEIGHTON STATION JUNCTION



DISTANT SIGNALS NOT SHOWN

(NOTE: As from 17th June, the disc signal applying set-back Up Branch to Engineers Siding will be repositioned on the cess side of the Up Branch line.)

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 by all concerned

MISCELLANEOUS NOTICES

ROTHERHAM MASBOROUGH STATION

Platform No.3 will be temporarily shortened by 10 yards at the Sheffield End. (27)

RULE BOOK AMENDMENTS - SD22D, 2.6.79 - 3.8.79

Please add stars to the amendments to the Rule Book on page SD5 of SD22D to indicate that these are new items published for the first time.

York

MO.45/SC

G. GRAHAM
Chief Operating Manager

14 JUNE, 1979

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

Rink Saw



British Rail

SC

EASTERN REGION

36

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

**SATURDAY 8 SEPTEMBER
TO
FRIDAY 14 SEPTEMBER 1979
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 9 SEPTEMBER – BEVERCOTES RAPID LOADING BUNKER

The existing signalling arrangements will be replaced by the new signalling arrangements as shown on the diagram included in this notice.

The existing track layout will be unaltered. (39)

SUNDAY 9 SEPTEMBER – DONCASTER STATION (NORTH END)

A new connection will be brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary will be brought into use. The new signal will be plated D.295 and will apply from the temporary B.R.E.L. Siding towards the:-

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ('Limit of Shunt' indicator)	Subsidiary with indication "W"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet will be provided adjacent to the signal and a signal-post telephone will be provided connected to the signal box.

Ground position light signal 1486 applying set-back along Down Leeds Slow line will additionally apply towards the B.R.E.L. Siding. (39)

SUNDAY 9 SEPTEMBER – DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM

Decoy Signalbox will close, Finningley Signalbox will be altered in status to a Gatebox.

All points and signals within this Area will be controlled or supervised from Doncaster Signalbox.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' will in future carry the prefix 'D'. All signal post, ground frame and point telephones will be connected to Doncaster Signalbox.

Rossington

The trailing crossover in the main lines at Rossington Ground Panel will cease to be worked from Decoy interlocking and will be worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover will be abolished.

Rossington Gate Box will be abolished and in future the Level Crossing will be supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic will become controlled signals and will be replated D.190 and D.189.

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 9 SEPTEMBER – DECOY UP YARD

Decoy Pointsman's box and all signals worked therefrom will be abolished. Telephone communication will be provided between Doncaster signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line will be taken out of use. All remaining points will become hand operated.

The Engine line and No.5 Reception line will be slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points will be brought into use adjacent to the former Carr Signal Box, which will be operated from Doncaster Signal Box. They will give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings will merge at the south end. Two notice boards will be provided between Sidings 3 and 4 and between Sidings 1 and 2, these will be worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards will be provided connected to the Shunter's Cabin.

Two new Cripple Sidings will be provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone will be provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone will be provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board will be provided worded 'STOP'.

Up Goods line signal D.252 and Locomotive Depot line signal 1446 will additionally apply towards the new Sidings Nos. 1 and 2.

DETAILS OF WORK ALREADY CARRIED OUT

GRIMSBY TOWN STATION

The trailing connection from the Down Back Platform line to Nos.1 and 2 Abbey Sidings has been secured out of use pending removal and the associated signals abolished. (37)

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION)

Immingham West Junction West has been remodelled as shown on the diagram included in this Notice.

The Down and Up Branch lines between Immingham West Junction West, Humber Road level crossing and Humber Road Junction have been renamed Down and Up Killingholme respectively and are worked in accordance with the T.C.B. regulations.

The Down and Up Ulceby Branch lines have been renamed Western Jetty Departure and Western Jetty Arrival respectively (Siding area only).

The Arrival and Departure lines (previously to and from the Steel Sidings) now leads to and from the Mineral Quay Sidings and the former Timber Siding will become No.8 Quay Siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) - continued

Description of Signals

I.W. = Immingham West Junction

I.R. = Immingham Reception Sidings

No.	Line	Aspect	Indication	Application to or Towards
		M - Main		
		S - Sub.		
Number in brackets is the previous number of a replated signal.				
Down Direction				
IW253	Down Killingholme	M		IW267
IW267	Down Killingholme	M		IR206 (existing)
Up Direction				
IW266	Up Killingholme	M		IW264
IW264	Up Killingholme	M		IW252
		S	W	Western Jetty Arrival
		S	8	No.8 Quay Sdg.
		S	A	Mineral Quay Arrival
IW252 (IW206)	Up Killingholme	M		Single line
		S		Reception Sdg.
IW265	Western Jetty Dep	M		Down Killingholme
		S		Up Killingholme L.O.S.

Ground Position Light Signals

No.	Line	Route Indication	Application to or towards
260	Storage Siding		Mineral Quay Departure
262	Down Killingholme	W 8 A D	Western Jetty Arrival No.8 Quay Sidings Mineral Quay Arrival Mineral Quay Departure
271	No.8 Quay	D X	Down Killingholme Up Killingholme L.O.S.
273	Arrival	D	Down Killingholme
273	Arrival	X	Up Killingholme L.O.S.
275	Departure	S D	Storage Siding Down Killingholme

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) - continued

Alterations to Existing Signals

Down Killingholme Signal IW202 has been replated IW253 and converted to a 3-aspect signal.

The Departure line signal from the B.S.C. Ore terminal (IW204) has been converted to a 3-aspect signal and replated IW255.

The semaphore arm signal (shown on the diagram for reference purposes only as 254 signal) has been converted to a miniature arm signal and the left-hand offset bracket signal has been abolished.

The semaphore arm outlet signal from Siding No.2 has been replaced by a ground disc signal (261 on diagram).

The ground position light signal applying Reception Sidings B.S.C. Ore Terminal (IW201) and its repeating signal R201) have been replated 251 and R251 respectively.

Immingham Reception Sidings

Route indication 'B' on Immingham Reception Sidings Up Main signal IR213 (read in conjunction with the main aspect) and on ground position light Down Main set-back signal IR212 apply towards the Up Killingholme.

Wagon marker boards to facilitate propelling movements on the Up Killingholme from Humber Road Jn. direction towards IW266 and IW264 signals, have been provided at 40, 30 and 20 SLU distance from those signals.

Wagon marker boards have also been provided on the Down Killingholme for propelling movements towards IR206 signal at 40, 30 and 20 SLU distance from that signal. (38)

DECOY NO.1 (POTTERIC CARR JUNCTION)

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line has been extended 95 yards further North. The points in the Low Ellers Curve line leading to the Shunt Neck or Up East Slow line have been replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 has been repositioned on the extended Shunt Neck at the trap points end of the new connection. (37)

BETWEEN ST. CATHERINES JUNCTION AND YORKSHIRE MAIN SIDINGS

The 2-aspect colour light Distant signal DY.226R has been repositioned 1160 yards from DY.226 (160 yards further). (37)

** DONCASTER SOUTH

A new connection leading from Up Fast to Up East Slow has been brought into use immediately opposite the new signal box.

Signal D.294 has an additional route indication 'E' applying towards D.268 on the Up East Slow. (36)

** BETWEEN KENDALL GREEN CROSSING AND WEST SILKSTONE JUNCTION

Spring catch points have been installed on the Down Worsborough line at 3m. 55chs. (36)

** SHEEPBRIDGE BRANCH

The Branch has been shortened by 1m. 3chs. and a stop-block erected at 148m. 27chs. (36)

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SC

EASTERN REGION

37

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

SATURDAY 15 SEPTEMBER

TO

FRIDAY 21 SEPTEMBER 1979.

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

✓ SUNDAY 16 SEPTEMBER – DONCASTER "C" BOX AND STATION (NORTH END) *see NS37*

Doncaster "C" Box will be closed and all signals worked therefrom will be abolished.

A new connection will be brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines Nos. 1 and 2 will be removed and replaced by a new Shunt Neck.

A new ground position light signal (1475) will be brought into use and will apply from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, Down Thorne ("Limit of shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) will be brought into use and will apply from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line will additionally apply towards the West Yard. (40)

✓ SUNDAY 16 SEPTEMBER – B.R.E.L. NORTH GROUND FRAME *see NS37*

Shunt line No.1 will be taken out of use. Shunt line No.2 will become part of "B" Siding.

All semaphore signals worked from the Ground Frame will be abolished.

The following elevated position light signals will be brought into use:-

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, will no longer apply to Shunt line No.1. (40)

SUNDAY 16 SEPTEMBER – BENTLEY JN.

All points operated from Bentley Jn. signal box will be secured out of use pending removal and the associated signals will be abolished. (40)

DETAILS OF WORK ALREADY CARRIED OUT

BEVERCOTES RAPID LOADING BUNKER

The existing signalling arrangements have been replaced by the new signalling arrangements as shown on the diagram included in this notice.

The existing track layout is unaltered. (39)

** GRIMSBY TOWN STATION

The trailing connection from the Down Back Platform line to Nos.1 and 2 Abbey Sidings has been secured out of use pending removal and the associated signals abolished. (37)

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION)

Immingham West Junction West has been remodelled as shown on the diagram included in this Notice.

The Down and Up Branch lines between Immingham West Junction West, Humber Road level crossing and Humber Road Junction have been renamed Down and Up Killingholme respectively and are worked in accordance with the T.C.B. regulations.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) - continued

The Down and Up Ulceby Branch lines have been renamed Western Jetty Departure and Western Jetty Arrival respectively (Siding area only).

The Arrival and Departure lines (previously to and from the Steel Sidings) now leads to and from the Mineral Quay Sidings and the former Timber Siding will become No.8 Quay Siding.

Description of Signals

I.W. = Immingham West Junction

I.R. = Immingham Reception Sidings

No.	Line	Aspect	Indication	Application to or Towards
		M - Main S - Sub.		
Number in brackets is the previous number of a replated signal.				
Down Direction				
IW253	Down Killingholme	M		IW267
IW267	Down Killingholme	M		IR206 (existing)
Up Direction				
IW266	Up Killingholme	M		IW264
IW264	Up Killingholme	M		IW252
		S	W	Western Jetty Arrival
		S	8	No.8 Quay Sdg.
		S	A	Mineral Quay Arrival
IW252 (IW206)	Up Killingholme	M		Single line
		S		Reception Sdg.
IW265	Western Jetty Dep	M		Down Killingholme
		S		Up Killingholme L.O.S.

Ground Position Light Signals

No.	Line	Route Indication	Application to or towards
260	Storage Siding		Mineral Quay Departure
262	Down Killingholme	W 8 A D	Western Jetty Arrival No.8 Quay Sidings Mineral Quay Arrival Mineral Quay Departure
271	No.8 Quay	D X	Down Killingholme Up Killingholme L.O.S.
273	Arrival	D	Down Killingholme
273	Arrival	X	Up Killingholme L.O.S.
275	Departure	S D	Storage Siding Down Killingholme

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) - continued

Alterations to Existing Signals

Down Killingholme Signal IW202 has been replated IW253 and converted to a 3-aspect signal.

The Departure line signal from the B.S.C. Ore terminal (IW204) has been converted to a 3-aspect signal and replated IW255.

The semaphore arm signal (shown on the diagram for reference purposes only as 254 signal) has been converted to a miniature arm signal and the left-hand offset bracket signal has been abolished.

The semaphore arm outlet signal from Siding No.2 has been replaced by a ground disc signal (261 on diagram).

The ground position light signal applying Reception Sidings B.S.C. Ore Terminal (IW201) and its repeating signal R201) have been replated 251 and R251 respectively.

Immingham Reception Sidings

Route indication 'B' on Immingham Reception Sidings Up Main signal IR213 (read in conjunction with the main aspect) and on ground position light Down Main set-back signal IR212 apply towards the Up Killingholme.

Wagon marker boards to facilitate propelling movements on the Up Killingholme from Humber Road Jn. direction towards IW266 and IW264 signals, have been provided at 40, 30 and 20 SLU distance from those signals.

Wagon marker boards have also been provided on the Down Killingholme for propelling movements towards IR206 signal at 40, 30 and 20 SLU distance from that signal. (38)

✓ ** DECOY NO.1 (POTTERIC CARR JUNCTION) *see NS 37*

The Shunt Neck at the South end of Decoy Up Sidings Outlet/Inlet line has been extended 95 yards further North. The points in the Low Ellers Curve line leading to the Shunt Neck or Up East Slow line have been replaced by a new double ended connection 95 yards further North.

Ground position light signal DY.1405 has been repositioned on the extended Shunt Neck at the trap points end of the new connection. (37)

✓ DECOY UP YARD *see NS 37*

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which are operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards have been provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards have been provided connected to the Shunter's Cabin.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

DETAILS OF WORK ALREADY CARRIED OUT - continued

✓ DECOY UP YARD - continued

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone have been provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone has been provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board has been provided worded 'STOP'.

Up Goods line signal D.252 and Locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)

✓ DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM. *see NS 37*

Decoy Signal box is closed, Finningley Signal box has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signal box.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signal box.

Rossington

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and are replated D.190 and D.189.

✓ DONCASTER STATION (NORTH END) *see NS 37*

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal is plated D.295 and applies from the temporary B.R.E.L. Siding towards the:-

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "W"
Marshgate Yard	Subsidiary with indication "E"

An A.W.S. magnet has been provided adjacent to the signal and a signal-post telephone has been provided connected to the signal box.

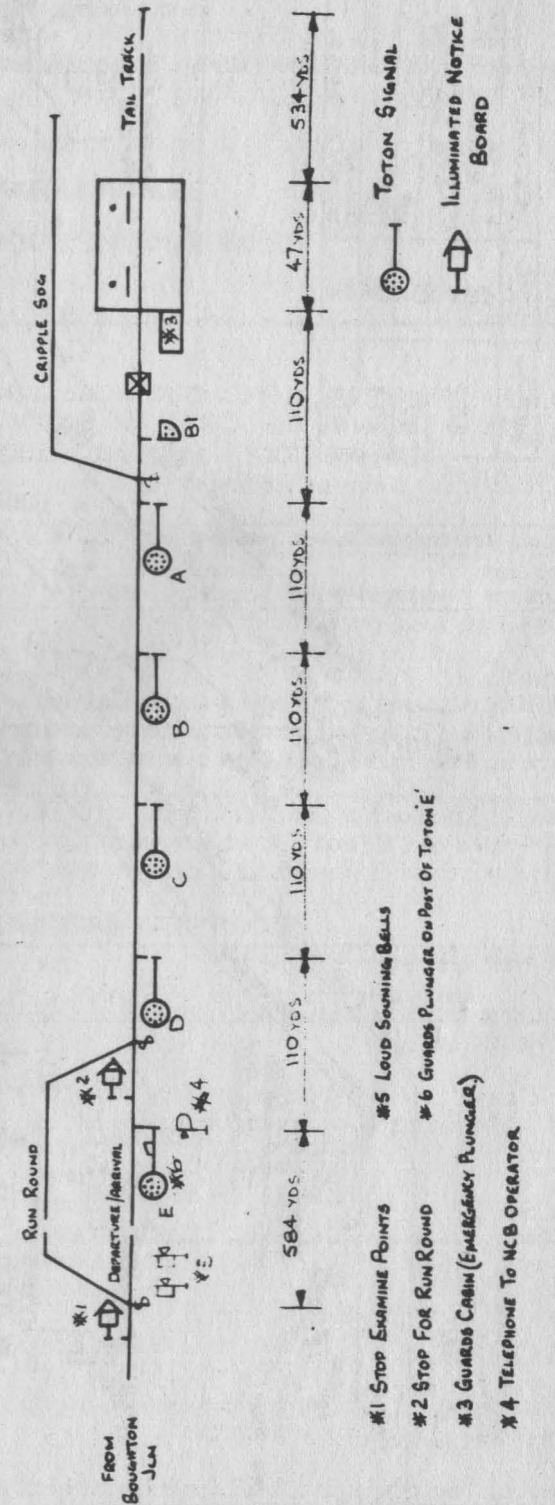
Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding. (39)

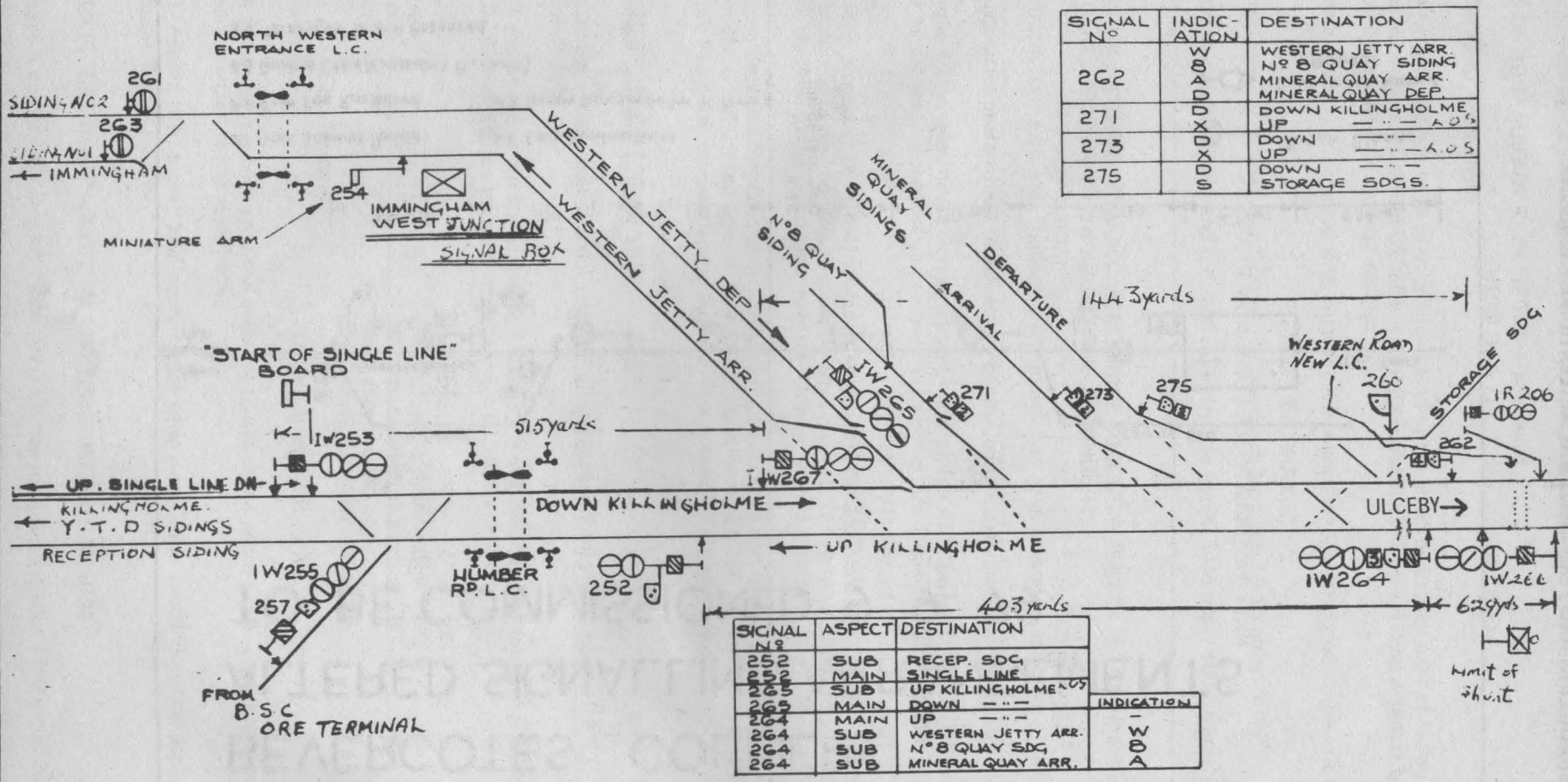
** BETWEEN ST. CATHERINES JUNCTION AND YORKSHIRE MAIN SIDINGS

The 2-aspect colour light Distant signal DY.226R has been repositioned 1160 yards from DY.226 (160 yards further). (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

BEVERCOTES COLLIERY
ALTERED SIGNALLING ARRANGEMENTS
TO BE COMMISSIONED 9.9.79.





SIGNAL No	INDICATION	DESTINATION
262	W B A	WESTERN JETTY ARR. N°8 QUAY SIDING MINERAL QUAY ARR. MINERAL QUAY DEP.
271	DD DD	DOWN KILLINGHOLME UP --- A.O.S.
273	DD DD	DOWN --- A.O.S. UP --- A.O.S.
275	SD X SD	DOWN STORAGE SDGS.

SIGNAL No	ASPECT	DESTINATION	INDICATION
252	SUB	RECEP. SDG	-
255	MAIN	SINGLE LINE	-
265	SUB	UP KILLINGHOLME	-
265	MAIN	DOWN ---	-
264	MAIN	UP ---	-
264	SUB	WESTERN JETTY ARR.	W
264	SUB	N°8 QUAY SDG	B
264	SUB	MINERAL QUAY ARR.	A

IMMINGHAM WEST JUNCTION WEST REMODELLING AND RESIGNALLING

Kirk Small



SC

EASTERN REGION

38

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

SATURDAY 22 SEPTEMBER

TO

FRIDAY 28 SEPTEMBER 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BEVERCOTES RAPID LOADING BUNKER

The existing signalling arrangements have been replaced by the new signalling arrangements as shown on the diagram included in this notice.

The existing track layout is unaltered.

(39)

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION)

Immingham West Junction West has been remodelled as shown on the diagram included in this Notice.

The Down and Up Branch lines between Immingham West Junction West, Humber Road level crossing and Humber Road Junction have been renamed Down and Up Killingholme respectively and are worked in accordance with the T.C.B. regulations.

The Down and Up Ulceby Branch lines have been renamed Western Jetty Departure and Western Jetty Arrival respectively (Siding area only).

The Arrival and Departure lines (previously to and from the Steel Sidings) now leads to and from the Mineral Quay Sidings and the former Timber Siding will become No.8 Quay Siding.

Description of Signals

I.W. = Immingham West Junction

I.R. = Immingham Reception Sidings

No.	Line	Aspect	Indication	Application to or Towards
		M - Main		
		S - Sub.		
Number in brackets is the previous number of a replated signal.				
Down Direction				
IW253	Down Killingholme	M		IW267
IW267	Down Killingholme	M		IR206 (existing)
Up Direction				
IW266	Up Killingholme	M		IW264
IW264	Up Killingholme	M		IW252
		S	W	Western Jetty Arrival
		S	8	No.8 Quay Sdg.
		S	A	Mineral Quay Arrival
IW252 (IW206)	Up Killingholme	M		Single line
		S		Reception Sdg.
IW265	Western Jetty Dep	M		Down Killingholme
		S		Up Killingholme L.O.S.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) –
– continued

Ground Position Light Signals

No.	Line	Route Indication	Application to or towards
260	Storage Siding		Mineral Quay Departure
262	Down Killingholme	W 8 A D	Western Jetty Arrival No.8 Quay Sidings Mineral Quay Arrival Mineral Quay Departure
271	No.8 Quay	D X	Down Killingholme Up Killingholme L.O.S.
273	Arrival	D	Down Killingholme
273	Arrival	X	Up Killingholme L.O.S.
275	Departure	S D	Storage Siding Down Killingholme

Alterations to Existing Signals

Down Killingholme Signal IW202 has been replated IW253 and converted to a 3-aspect signal.

The Departure line signal from the B.S.C. Ore terminal (IW204) has been converted to a 3-aspect signal and replated IW255.

The semaphore arm signal (shown on the diagram for reference purposes only as 254 signal) has been converted to a miniature arm signal and the left-hand offset bracket signal has been abolished.

The semaphore arm outlet signal from Siding No.2 has been replaced by a ground disc signal (261 on diagram).

The ground position light signal applying Reception Sidings B.S.C. Ore Terminal (IW201) and its repeating signal R201) have been replated 251 and R251 respectively.

Immingham Reception Sidings

Route indication 'B' on Immingham Reception Sidings Up Main signal IR213 (read in conjunction with the main aspect) and on ground position light Down Main set-back signal IR212 apply towards the Up Killingholme.

Wagon marker boards to facilitate propelling movements on the Up Killingholme from Humber Road Jn. direction towards IW266 and IW264 signals, have been provided at 40, 30 and 20 SLU distance from those signals.

Wagon marker boards have also been provided on the Down Killingholme for propelling movements towards IR206 signal at 40, 30 and 20 SLU distance from that signal. (40D)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY UP YARD**

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which are operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards have been provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards have been provided connected to the Shunter's Cabin.

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone have been provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone has been provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board has been provided worded 'STOP'.

Up Goods line signal D.252 and Locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)

DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM.

Decoy Signal box is closed, Finningley Signal box has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signal box.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signal box.

Rossington

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and are replated D.190 and D.189. (40D)

DONCASTER "C" BOX AND STATION (NORTH END)

Doncaster "C" has been closed and all signals worked therefrom have been abolished.

A new connection has been brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines Nos. 1 and 2 have been removed and replaced by a new Shunt Neck.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER "C" BOX AND STATION (NORTH END) – continued

A new ground position light signal (1475) has been brought into use and applies from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, ("Limit of shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) has been brought into use and applies from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line applies additionally towards the West Yard. (40D)

B.R.E.L. NORTH GROUND FRAME

Shunt line No.1 has been taken out of use. Shunt line No.2 has become part of "B" Siding.

All semaphore signals worked from the Ground Frame have been abolished.

The following elevated position light signals have been brought into use:—

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, no longer applies to Shunt line No.1. (40D)

DONCASTER STATION (NORTH END)

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal is plated D.295 and applies from the temporary B.R.E.L. Siding towards the:—

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "X"
Marshgate Yard	Subsidiary with indication "E"

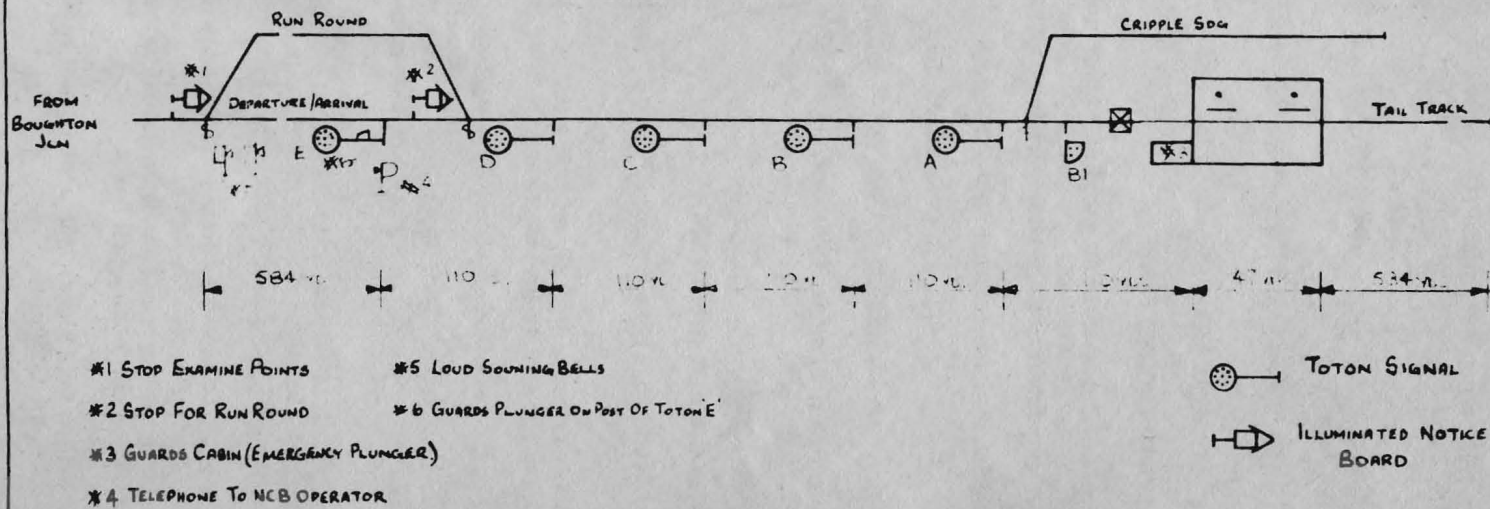
An A.W.S. magnet has been provided adjacent to the signal and a signal-post telephone has been provided connected to the signal box.

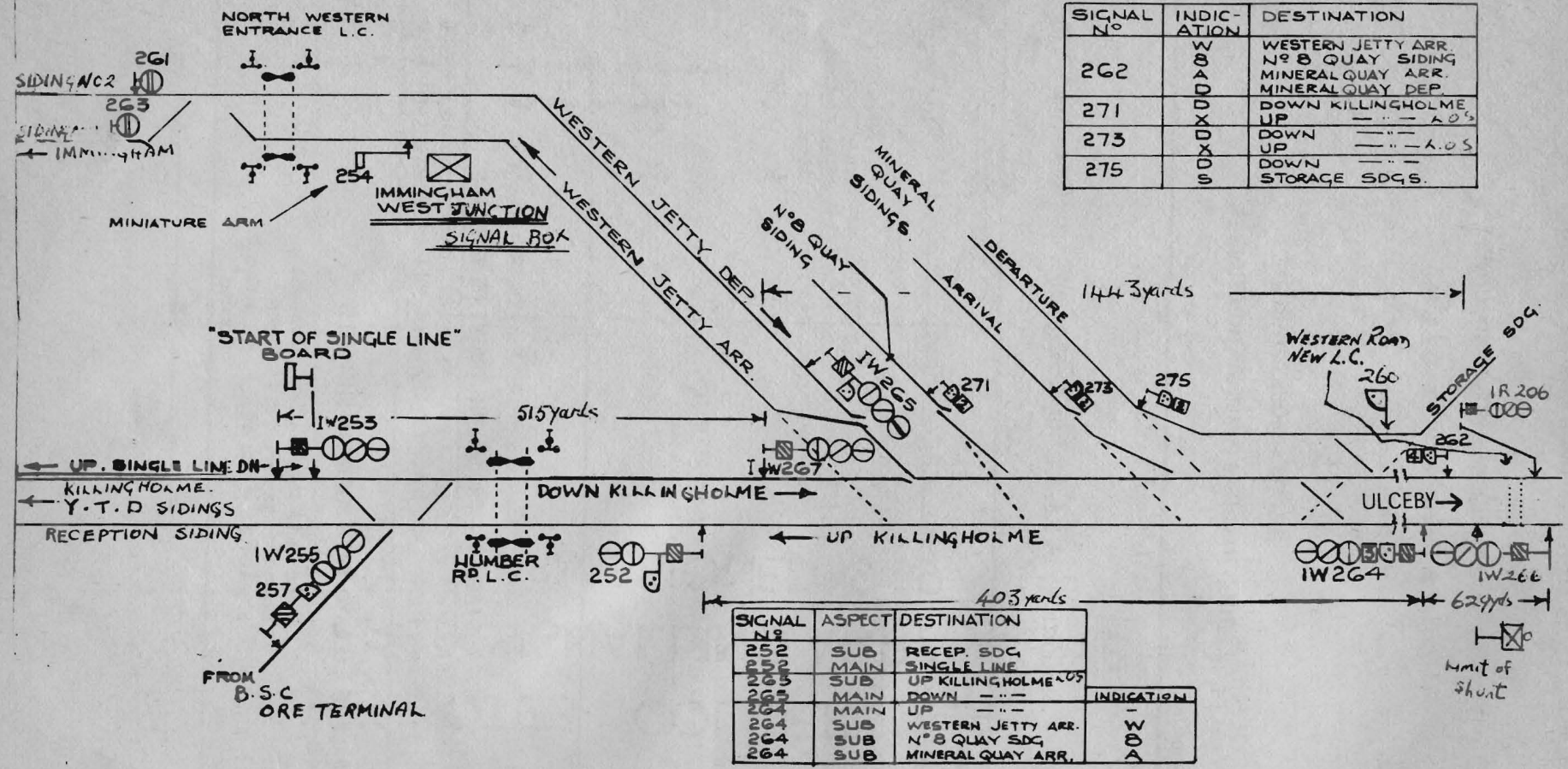
Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding. (40D)

BENTLEY JN.

All points operated from Bentley Jn. signal box have been secured out of use pending removal and the associated signals have been abolished. (40)

BEVERCOTES COLLIERY ALTERED SIGNALLING ARRANGEMENTS TO BE COMMISSIONED 9.9.79.





IMMINGHAM WEST JUNCTION WEST REMODELLING AND RESIGNALLING

(400)

Kirk Small



SC

EASTERN REGION

38

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

SATURDAY 22 SEPTEMBER

TO

FRIDAY 28 SEPTEMBER 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BEVERCOTES RAPID LOADING BUNKER

The existing signalling arrangements have been replaced by the new signalling arrangements as shown on the diagram included in this notice.

The existing track layout is unaltered.

(39)

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION)

Immingham West Junction West has been remodelled as shown on the diagram included in this Notice.

The Down and Up Branch lines between Immingham West Junction West, Humber Road level crossing and Humber Road Junction have been renamed Down and Up Killingholme respectively and are worked in accordance with the T.C.B. regulations.

The Down and Up Ulceby Branch lines have been renamed Western Jetty Departure and Western Jetty Arrival respectively (Siding area only).

The Arrival and Departure lines (previously to and from the Steel Sidings) now leads to and from the Mineral Quay Sidings and the former Timber Siding will become No.8 Quay Siding.

Description of Signals

I.W. = Immingham West Junction

I.R. = Immingham Reception Sidings

No.	Line	Aspect	Indication	Application to or Towards
		M - Main		
		S - Sub.		
Number in brackets is the previous number of a replated signal.				
Down Direction				
IW253	Down Killingholme	M		IW267
IW267	Down Killingholme	M		IR206 (existing)
Up Direction				
IW266	Up Killingholme	M		IW264
IW264	Up Killingholme	M		IW252
		S	W	Western Jetty Arrival
		S	8	No.8 Quay Sdg.
		S	A	Mineral Quay Arrival
IW252 (IW206)	Up Killingholme	M		Single line
		S		Reception Sdg.
IW265	Western Jetty Dep	M		Down Killingholme
		S		Up Killingholme L.O.S.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

IMMINGHAM WEST JUNCTION WEST AND IMMINGHAM RECEPTION SIDINGS (HUMBER ROAD JUNCTION) –
– continued

Ground Position Light Signals

No.	Line	Route Indication	Application to or towards
260	Storage Siding		Mineral Quay Departure
262	Down Killingholme	W 8 A D	Western Jetty Arrival No.8 Quay Sidings Mineral Quay Arrival Mineral Quay Departure
271	No.8 Quay	D X	Down Killingholme Up Killingholme L.O.S.
273	Arrival	D	Down Killingholme
273	Arrival	X	Up Killingholme L.O.S.
275	Departure	S D	Storage Siding Down Killingholme

Alterations to Existing Signals

Down Killingholme Signal IW202 has been replated IW253 and converted to a 3-aspect signal.

The Departure line signal from the B.S.C. Ore terminal (IW204) has been converted to a 3-aspect signal and replated IW255.

The semaphore arm signal (shown on the diagram for reference purposes only as 254 signal) has been converted to a miniature arm signal and the left-hand offset bracket signal has been abolished.

The semaphore arm outlet signal from Siding No.2 has been replaced by a ground disc signal (261 on diagram).

The ground position light signal applying Reception Sidings B.S.C. Ore Terminal (IW201) and its repeating signal R201) have been replated 251 and R251 respectively.

Immingham Reception Sidings

Route indication 'B' on Immingham Reception Sidings Up Main signal IR213 (read in conjunction with the main aspect) and on ground position light Down Main set-back signal IR212 apply towards the Up Killingholme.

Wagon marker boards to facilitate propelling movements on the Up Killingholme from Humber Road Jn. direction towards IW266 and IW264 signals, have been provided at 40, 30 and 20 SLU distance from those signals.

Wagon marker boards have also been provided on the Down Killingholme for propelling movements towards IR206 signal at 40, 30 and 20 SLU distance from that signal. (40D)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****DECOY UP YARD**

Decoy Pointsman's box and all signals worked therefrom have been abolished. Telephone communication has been provided between Doncaster signal box and the existing Shunters Cabin.

The Engine Spur, Avoiding line, Engine line and No.5 Reception line have been taken out of use. All remaining points have become hand operated.

The Engine line and No.5 Reception line have been slued at the south end to become Up Siding No.4 and Up Siding No.3 respectively.

Two new sets of points have been brought into use adjacent to the former Carr Signal Box, which are operated from Doncaster Signal Box. They give access to two new sidings known as Up Sidings No.1 and 2.

The four new Sidings merge at the south end. Two notice boards have been provided between Sidings 3 and 4 and between Sidings 1 and 2, these are worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN'. Telephones adjacent to the notice boards have been provided connected to the Shunter's Cabin.

Two new Cripple Sidings have been provided also at the south end to the east of Sidings 1 to 4. A notice board worded 'STOP FOR ORDERS. TELEPHONE SHUNTER'S CABIN' and adjacent telephone have been provided at the exit of these sidings.

A similarly worded notice board with adjacent telephone has been provided at the exit to the Departure line.

At the north end of Sidings 1 and 2 a notice board has been provided worded 'STOP'.

Up Goods line signal D.252 and Locomotive Depot line signal 1446 apply additionally towards the new Sidings Nos. 1 and 2. (39)

DECOY AREA : RANSKILL TO DONCASTER BRIDGE JUNCTION, FIRBECK 'A' TO MARKHAM SIDINGS AND BLACK CARR JUNCTION TO FINNINGLEY AND BECKINGHAM.

Decoy Signal box is closed, Finningley Signal box has been altered in status to a Gatebox.

All points and signals within this Area are controlled or supervised from Doncaster Signal box.

All signals within this Area which at present carry plates with the prefix 'F' or 'DY' now carry the prefix 'D'. All signal post, ground frame and point telephones are connected to Doncaster Signal box.

Rossington

The trailing crossover in the main lines at Rossington Ground Panel has ceased to be worked from Decoy interlocking and is worked from Rossington ground panel. The position light ground signal which reads set-back Up Main to the Down Slow over the aforementioned crossover has been abolished.

Rossington Gate Box has been abolished and the Level Crossing is now supervised from Doncaster signal box with the aid of Closed Circuit Television. The signals DY.190 and DY.189 protecting the Level Crossing, which are semi-automatic have become controlled signals and are replated D.190 and D.189. (40D)

DONCASTER "C" BOX AND STATION (NORTH END)

Doncaster "C" has been closed and all signals worked therefrom have been abolished.

A new connection has been brought into use giving access from the West Yard to the temporary B.R.E.L. Siding. The connections at the North end of the West Yard giving access to Shunt lines Nos. 1 and 2 have been removed and replaced by a new Shunt Neck.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER "C" BOX AND STATION (NORTH END) – continued

A new ground position light signal (1475) has been brought into use and applies from the West Yard towards the Shunt Neck, Down Leeds, Down York, Up Thorne, ("Limit of shunt" indicator) or Marshgate Sidings.

A new ground position light signal (1482) has been brought into use and applies from the Shunt Neck towards the West Yard.

Ground position light signal 1486 applying set-back Down Leeds Slow line applies additionally towards the West Yard. (40D)

B.R.E.L. NORTH GROUND FRAME

Shunt line No.1 has been taken out of use. Shunt line No.2 has become part of "B" Siding.

All semaphore signals worked from the Ground Frame have been abolished.

The following elevated position light signals have been brought into use:—

N.4 applying from "B" Siding to Down Leeds Goods line towards D.299 signal.

N.8 applying from "C" Siding to Down Leeds Goods line towards D.299 signal.

Ground position light signal 1490 applying set-back Down Leeds Goods, no longer applies to Shunt line No.1. (40D)

DONCASTER STATION (NORTH END)

A new connection has been brought into use giving access from the temporary B.R.E.L. Siding to the 2-way Goods line.

A new 3-aspect colour light signal with a subsidiary has been brought into use. The new signal is plated D.295 and applies from the temporary B.R.E.L. Siding towards the:—

Line	Indication
Down Leeds	Main aspect with indication "L"
Down York	Main aspect with indication "M"
Up Thorne	Main aspect with indication "T"
Down Thorne ("Limit of Shunt" indicator)	Subsidiary with indication "X"
Marshgate Yard	Subsidiary with indication "E"

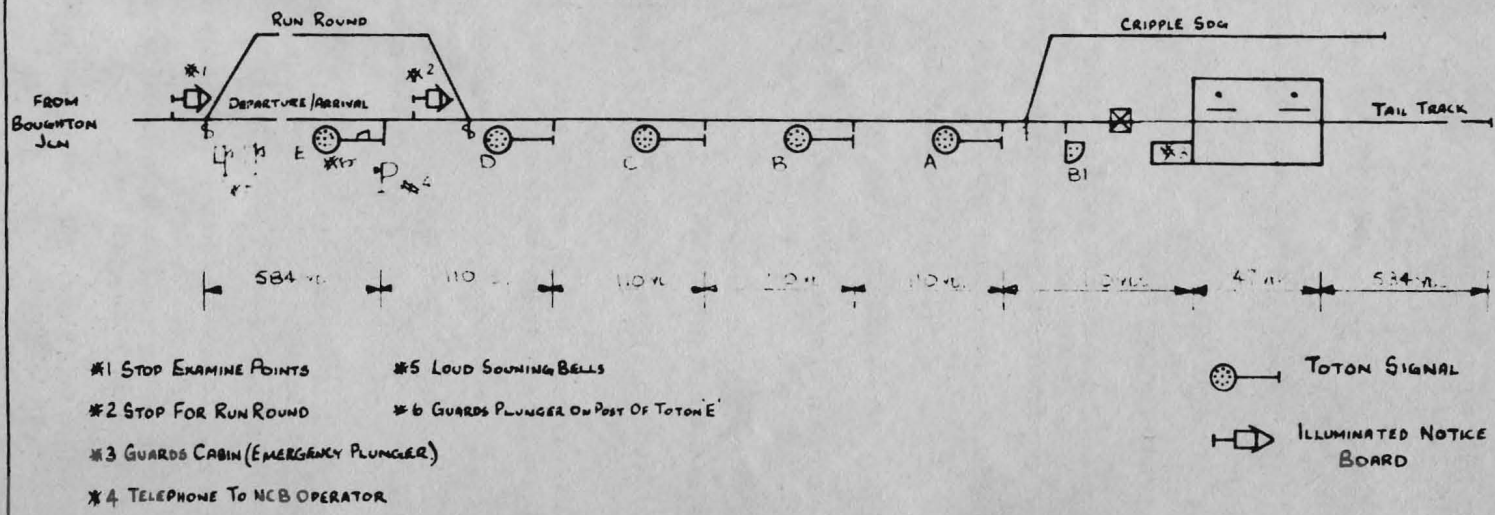
An A.W.S. magnet has been provided adjacent to the signal and a signal-post telephone has been provided connected to the signal box.

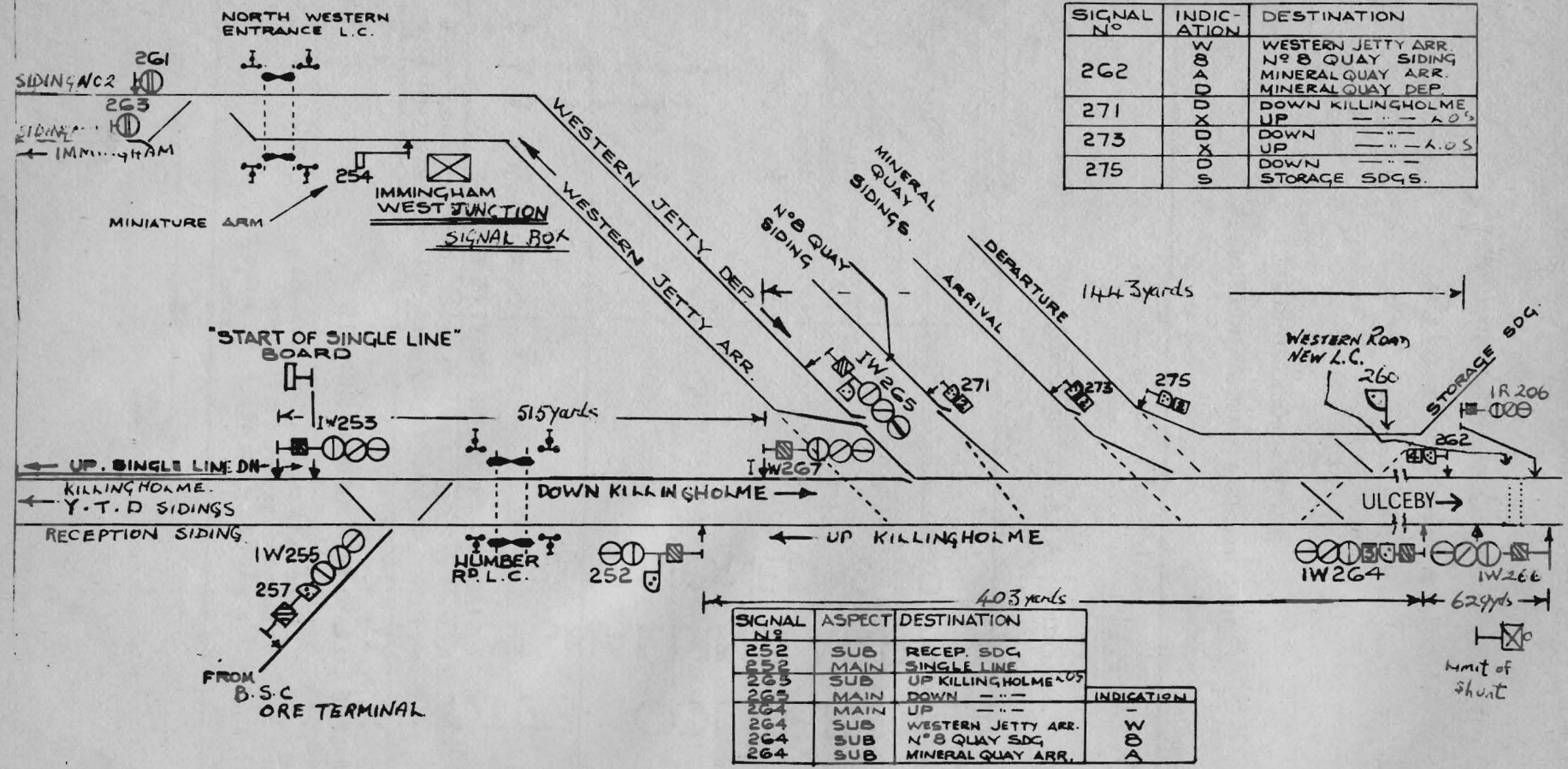
Ground position light signal 1486 applying set-back along Down Leeds Slow line applies additionally towards the B.R.E.L. Siding. (40D)

BENTLEY JN.

All points operated from Bentley Jn. signal box have been secured out of use pending removal and the associated signals have been abolished. (40)

BEVERCOTES COLLIERY ALTERED SIGNALLING ARRANGEMENTS TO BE COMMISSIONED 9.9.79.





SIGNAL N°	INDICATION	DESTINATION
262	W S A D	WESTERN JETTY ARR. N°8 QUAY SIDING MINERAL QUAY ARR. MINERAL QUAY DEP.
271	X O D	DOWN KILLINGHOLME UP - - - A.O.S.
273	X O S	DOWN - - - UP - - - A.O.S.
275	O S	DOWN - - - STORAGE SDGS.

SIGNAL N°	ASPECT	DESTINATION	INDICATION
252	SUB	RECEP. SDG	
253	MAIN	SINGLE LINE	
263	SUB	UP KILLINGHOLME A.O.S.	
265	MAIN	DOWN - - -	
264	MAIN	UP - - -	
264	SUB	WESTERN JETTY ARR.	W
264	SUB	N°8 QUAY SDG	O
264	SUB	MINERAL QUAY ARR.	A

IMMINGHAM WEST JUNCTION WEST REMODELLING AND RESIGNALLING

(400)

PRIVATE AND NOT FOR PUBLICATION

HINDALL B.R.31



SC

EASTERN REGION

51/5

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 22 DECEMBER 1979

TO

FRIDAY 4 JANUARY 1980

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 23 DECEMBER – BETWEEN BARROW HILL SOUTH AND BARROW HILL JUNCTION**

The points leading to and from the Down Goods will be secured out of use pending removal of the points and of the Down Goods line. The associated signals will be abolished. (3)

SUNDAY 30 DECEMBER – BETWEEN POTTERHANWORTH AND LINCOLN HIGH STREET, ALSO MONKS ABBEY AND PELHAM STREET

A.W.S. will be provided as follows:–

DOWN

Potterhanworth Down Distant

Greetwell Junction Down Main Distant

Sincil Bank Down Distant

Pelham Street Down Distant (beneath Greetwell Junction Down Home)
Down Outer Distant (beneath Monks Abbey Down Home)
Down Inner Distant (beneath Monks Abbey Down Starting)

High Street Down Distant beneath Pelham Street Down Main Starting signal
(this will be provided with an inductor in the Down Main and one also in the Durham Ox Curve which will be 70 yards before reaching the signal.)

UP

Pelham Street Up Distant beneath High Street Up Home

Sincil Bank Up Distant (beneath Pelham Street Up Main 2nd Home)
An inductor will be provided in the Up Main only, 95 yards from the signal

Greetwell Junction Up Distant (incorporated in the Sincil Bank 3-aspect Up Starting signal)

Potterhanworth Up Distant (3)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN BRANCLIFFE EAST JUNCTION AND SHIREOAKS EAST JUNCTION AND BETWEEN SHIREOAKS STATION/EAST JUNCTION AND STEETLEY COLLIERY SIDINGS**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.102 and all concerned must be in possession of a copy of this notice.

NOTE :-

The Up East Curve Home signal SE32 and Up Main Home signal SE34 have not been brought into use at this stage and the relevant semaphore signals are being retained. The 'Description of Signals' and diagram should be amended accordingly.

The catch points in the Down Main, 456 yards before reaching SS531 Signal have **NOT** been brought into use at this stage. (Amended item) (2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GRIMSBY FISH DOCK ROAD

The Down Main 1st Home and Up Main Starting signals (both on the same gantry) have been abolished.
 The Down Main 2nd Home has been renamed Down Main Home. (1)

KILNHURST CENTRAL

The Main to Main trailing crossover and the Up Goods Loop have been secured out of use until further notice.

Signals Abolished : Up Main Home semaphore arm to Up Goods Loop.
 Up Goods Loop starting together with the Distant arm below.
 All associated disc signals. (UFN)

**** ELMTON & CRESWELL JUNCTION**

The Down Main Third Home signal together with the Down Main Third Home signal applying towards the Up Branch line has been abolished.

The Down Main Second Home signal has been renewed 3 yards nearer the signal box with the arm the same height (18 feet) above rail level. An arm on a left-hand bracket has been provided and will apply Down Main Second Home towards Up Branch. The arm is 15 feet above rail level.

The ground disc signal applying Up Main to Down Main now applies additionally Up Main to Up Branch line. (51)

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 by all concerned

ALTERATION TO E.R. SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE 'A' - DETAILS OF RUNNING LINES

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	

KINGS CROSS TO DONCASTER MARSHGATE

Add in running lines column additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D. Leeds Goods". (5D)