



SC

EASTERN REGION

2

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

SATURDAY 12 JANUARY

TO

FRIDAY 18 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 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 13 JANUARY – SHIREOAKS

Up East Curve Home (SE32) and Up Main Home (SE34) colour light signals will be brought into use as shown in Supplementary Notice No.102 and the relevant semaphore signals will be abolished.

The catch points in the Down Main, situated 456 yards before reaching SS531 signal (referred to on Page 2 of the Notice) will also be brought into use. (5)

SUNDAY 13 JANUARY – STAINFORTH JUNCTION

The following semaphore signals will be abolished:—

Up Main Distant and Up Goods Distant
Up Goods First Home with Up Goods to Up Main on the right-hand bracket
Up Main First Home

New 3-aspect colour light first Home signals will be provided on an overhead gantry plated ST6 (Up Main) and ST12 (Up Goods). Signal post telephones will be provided. This new gantry will be situated at approximately 6 mile post and 1,023 yards before reaching the Up Main second Home signal (ST7/16). A position '4' Junction Indicator will be provided on the Up Goods first Home signal and this will apply towards the Up Main.

New 3-aspect colour light signals will be provided on an overhead gantry situated 58 yards north of the 5 mile post plated ST5 (Up Main) and ST11 (Up Goods). The Red aspect on these signals will be blanked out and ST5 and ST11 will act as Distant signals, 1688 yards before reaching the new colour light first Home signal. (5)

SUNDAY 13 JANUARY – BETWEEN BATHLEY LANE AND DONCASTER

Ranskill and Carlton Signal Boxes will be reduced in status to Gate Boxes and Retford Signal Box will be abolished.

The area of control of these Signal Boxes will be transferred to Doncaster. All signals previously plated with RL; RD; or CA prefixes will be replated with prefix "D".

The T.C.B. Regulations will apply between Doncaster and the Outpost Boxes of Bathley Lane and Thrumpton.

All Signal-post telephones, releases to emergency crossovers, etc., will be transferred to Doncaster. (5)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 13 JANUARY - DONCASTER STATION (SOUTH END)

The Up side South Bay will be brought back into use and re-named Platform 2.

Platform 3A will be extended at the South end by approximately 130 yards.

A new 3-aspect colour light signal (plate D280) will be provided on Platform 2 line with signal post telephone to the signal box.

A left-hand offset sub end 2-way Theatre type route indicator will be provided with the following indication:-

Aspect	Route Indication	Application to or towards
Main	'E'	Up East Slow
Main	'F'	Up Fast
Sub	-	Carriage Sidings

The following signals will additionally apply towards Platform 2 as follows:-

No.	Line	Aspect	Route Indication	Application to or towards
D269	Down Engine	Main	'2'	Platform 2
		Sub	'2'	Platform 2 line occupied
1465	Ground Position Light Signals Set back from Up Fast		'2'	Platform 2
1467	Carriage Sidings		(No indication)	Platform 2 (5)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN POTTERHANWORTH AND LINCOLN HIGH STREET, ALSO MONKS ABBEY AND PELHAM STREET

A.W.S. has been 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 has been 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)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLIPSTONE COLLIERY BRANCH (LMR)

The connection from the Clipstone (LMR) Branch line to the Empty Sidings at 146m. 51chs. has been secured out of use pending removal. (4)

KILNHURST CENTRAL

The Main to Main trailing crossover and the Up Goods Loop and connection Down Sidings to Down Main 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)

BETWEEN BARROW HILL SOUTH AND BARROW HILL JUNCTION

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

TREETON (NORTH) JUNCTION

The main/main trailing crossover has been secured out of use until further notice. (New item) (5)

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	

Page 54
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)



ACE
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SC

EASTERN REGION

7

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

SATURDAY 16 FEBRUARY

TO

FRIDAY 22 FEBRUARY 1980

INCLUSIVE

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

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 FEBRUARY – RUFFORD JUNCTION

The points in the Down and Up Main lines, leading to and from Clipstone Colliery Branch will be secured out of use pending removal. |

The trap points in the Down Sidings (Clipstone Run-Round) will be secured for through running. |

The Connecting line between the Down Sidings and Reception Sidings will be taken out of use pending removal. Movements from Down Sidings to Reception Sidings will now be via the Down Main and movements from the Reception Sidings to Down Sidings will be via the Up Main. |

All signals associated with the Connecting line and the above connections will be abolished. | (10)

SUNDAY 17 FEBRUARY – HEXTHORPE JUNCTION TO STAINFORTH JUNCTION, ALSO MARKHAM COLLIERY SIDINGS : RESIGNALLING

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No. 103 and all concerned must be in possession of a copy of this notice. | (10)

SUNDAY 17 FEBRUARY – BETWEEN ECCLESFIELD EAST AND MEADOW HALL : GRANGE LANE LEVEL CROSSING AT 4m. 40chs.

The Gate Box and all associated signals will be abolished. The level crossing will become "Trainmen Operated" and the normal position of the gates will be padlocked across the railway. The padlock key will be attached to the "Train Staff". |

Notice boards worded "STOP. OPEN CROSSING GATES BEFORE PROCEEDING" will be provided on each rail approach to the crossing 30 yards before reaching the crossing in the Down direction and 25 yards in the Up direction.

Warning boards in the form of a black St. George's Cross will be provided on each rail approach to the crossing, 950 yards before reaching the "STOP" board in the Down direction and 880 yards before reaching the "STOP" board in the Up direction. | (10)

SUNDAY 17 FEBRUARY – MEADOW HALL**Sharlows Siding**

The ground frame will be abolished and the connection to the Sidings will be secured out of use pending removal. | (10)

MONDAY 18 FEBRUARY – ECKINGTON AND REMSHAW UP SIDINGS

The Up Siding will be shortened by 484 yards and a buffer stop erected at 152m 6chs pending removal of Sidings. | (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

** MARKHAM COLLIERY BUNKER

The ground position light signals at the signalbox end of lines A and B have been resited nearer to the signalbox. (7)

WELBECK COLLIERY JUNCTION

The Down Branch has been renamed Run-Round and the Up Branch is being used by trains in both directions and has been renamed Up and Down Branch Single line.

The following connections have been secured out of use pending removal and the associated signals referred to abolished:-

Slip connection (associated with the West end trailing crossover) leading from Down Main to Up Sidings and the associated semaphore signal-Up Sidings to Down Main.

Facing Junction points - Down Main to Down Branch and the associated right-hand bracket signal applying Down Main to Down Branch.

East end trailing crossover between the Down Main and Up Main and the associated Down Main set-back disc signal.

Trailing connection - Up Main to Up Sidings and the associated disc signals.

Signalling Alterations

The Down Branch Home signal has been replaced by a new semaphore signal on the right-hand side of the single line (arm 12ft. above rail level), situated 826 yards after passing the signal box.

A Banner Repeating signal has been provided 300 yards before reaching the Up Branch single line 2nd Home signal.

A new double disc signal has been provided at the Up Main/Down Branch single line junction points.

The Up Main disc signal on the Clipstone side of the signal box (associated with the former East end crossover) has been retained and applies Up Main to Down Branch or set back along Up Main.

A diagram illustrating the layout and signalling is included in this notice.

"Diamond" signs have been provided on certain signals as shown on the diagram.

All signals appertaining to the Run-Round (former Down Branch) together with the Down Main 1st. Home signal have been abolished. The Down Main 2nd. Home has been renamed Down Main Home. (9)

** KIVETON PARK COLLIERY

The points giving access to the Down and Up Sidings have been secured out of use pending removal and the associated disc signals abolished. (7)

** LINCOLN WEST

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

The "Shunt-Ahead" arm carried below the Up Starting signal has been abolished. (7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STAINFORTH JUNCTION

The Up Scunthorpe (searchlight-type) 2nd Home signal (with double-head applying towards the Up Goods) has been repositioned 30 yards nearer to the signal box. (9)

** DONCASTER

The "diamond" sign on Platform 3A, D282 Signal has been removed. (7)

WEST SILKSTONE JUNCTION

A signal post telephone has been provided on the Up Home signal (WS31) and the "diamond" sign removed. (8)

KILNHURST CENTRAL

The Main to Main trailing crossover and the Up Goods Loop and connection Down Sidings to Down Main 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)

** TREETON JUNCTION (FIELD SIDINGS AND MITCHELLS BRANCH)

Field Sidings have been secured out of use pending removal. (7)

** SHEFFIELD (TAPTON JUNCTION)

The facing end of the connection Down Goods Loop to Down Main has become trap points. (7)

** THRYBERGH JUNCTION

The facing and trailing connections from Up Main to Up Reception have been secured out of use pending removal of the Up Reception and Up Sidings.

Signalling Alterations

The off-set sub on Up Main T6 signal and the ground disc signal applying set back along Up Main or Up Main to Up Reception have been abolished.

The disc signal applying Down Main to Up Reception or to Up Main now applies towards the Up Main only.

All other associated disc signals have been abolished. (7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

** MARKHAM COLLIERY BUNKER

The ground position light signals at the signalbox end of lines A and B have been resited nearer to the signal box. (7)

WELBECK COLLIERY JUNCTION

The Down Branch has been renamed Run-Round and the Up Branch is being used by trains in both directions and has been renamed Up and Down Branch Single line.

The following connections have been secured out of use pending removal and the associated signals referred to abolished:-

Slip connection (associated with the West end trailing crossover) leading from Down Main to Up Sidings and the associated semaphore signal-Up Sidings to Down Main.

Facing Junction points - Down Main to Down Branch and the associated right-hand bracket signal applying Down Main to Down Branch.

East end trailing crossover between the Down Main and Up Main and the associated Down Main set-back disc signal.

Trailing connection - Up Main to Up Sidings and the associated disc signals.

Signalling Alterations

The Down Branch Home signal has been replaced by a new semaphore signal on the right-hand side of the single line (arm 12 ft. above rail level), situated 826 yards after passing the signal box.

A Banner Repeating signal has been provided 300 yards before reaching the Up Branch single line 2nd Home signal.

A new double disc signal has been provided at the Up Main/Down Branch single line junction points.

The Up Main disc signal on the Clipstone side of the signal box (associated with the former East end crossover) has been retained and applies Up Main to Down Branch or set back along Up Main.

A diagram illustrating the layout and signalling is included in this notice.

"Diamond" signs have been provided on certain signals as shown on the diagram.

All signals appertaining to the Run-Round (former Down Branch) together with the Down Main 1st. Home signal have been abolished. The Down Main 2nd. Home has been renamed Down Main Home. (9)

** KIVETON PARK COLLIERY

The points giving access to the Down and Up Sidings have been secured out of use pending removal and the associated disc signals abolished. (7)

** LINCOLN WEST

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

The "Shunt-Ahead" arm carried below the Up Starting signal has been abolished. (7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STAINFORTH JUNCTION

The Up Scunthorpe (searchlight-type) 2nd Home signal (with double-head applying towards the Up Goods) has been repositioned 30 yards nearer to the signal box. (9)

** DONCASTER

The "diamond" sign on Platform 3A, D282 Signal has been removed. (7)

WEST SILKSTONE JUNCTION

A signal post telephone has been provided on the Up Home signal (WS31) and the "diamond" sign removed. (8)

KILNHURST CENTRAL

The Main to Main trailing crossover and the Up Goods Loop and connection Down Sidings to Down Main 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)

** TREETON JUNCTION (FIELD SIDINGS AND MITCHELLS BRANCH)

Field Sidings have been secured out of use pending removal. (7)

** SHEFFIELD (TAPTON JUNCTION)

The facing end of the connection Down Goods Loop to Down Main has become trap points. (7)

** THRYBERGH JUNCTION

The facing and trailing connections from Up Main to Up Reception have been secured out of use pending removal of the Up Reception and Up Sidings.

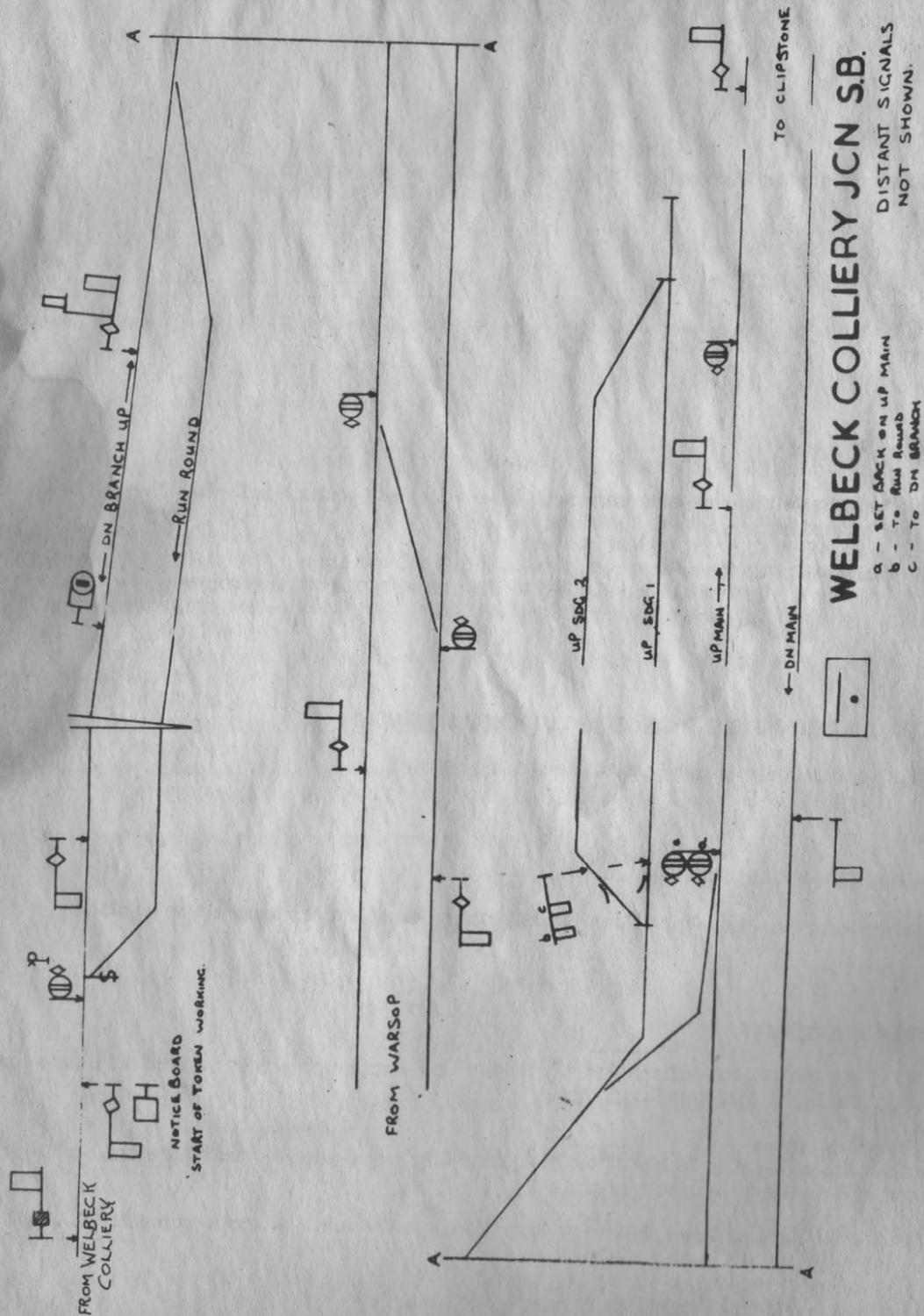
Signalling Alterations

The off-set sub on Up Main T6 signal and the ground disc signal applying set back along Up Main or Up Main to Up Reception have been abolished.

The disc signal applying Down Main to Up Reception or to Up Main now applies towards the Up Main only.

All other associated disc signals have been abolished. (7)

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



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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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 m.p.h.	
Pages 174/175						
LOUTH TO GRIMSBY GARDEN STREET JN.						
Amend 'TS' in first column between Louth North L.C. and Hainton Street LC to 'OT'						(14D)
Page 197 (Page SD-63, SD5D)						
DONCASTER SOUTH YORKSHIRE JN. TO SHEFFIELD WOODBURN JN.						
★ Delete existing line speeds and substitute :-						
DONCASTER SOUTH YORKSHIRE JN. AND ALDWARKE JN.				50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER, LOADED OR EMPTY E.C.S. AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES
ALDWARKE JN. AND WOODBURN JN.				40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER, LOADED OR EMPTY, E.C.S. AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES
ALDWARKE JN. AND WOODBURN JN.				40	40	MAXIMUM PERMISSIBLE SPEED

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK, SECTION J. CLAUSE 4.1

Signal Box	Movement	See Special Instructions on page
Page 277		
Add:- PYEWIPE JN. TO SHIREBROOK EAST JN.		
Welbeck Colliery Jn.	Up Main Welbeck Colliery Jn. to Welbeck Colliery Branch	416 (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 E.R. SECTIONAL APPENDIX (SOUTHERN AREA) - continued

Page 416

LOCAL INSTRUCTIONS

PYEWIPE JN. TO SHIREBROOK EAST JN.

Add:- WELBECK COLLIERY JN.

A red light is permitted to be carried on the leading vehicle of a propelling movement between the Colliery Branch Up Inner Home signal and the Up Main line. The Rule Book Section H.8 3(b) is modified accordingly. (14D)

Page 427

CLEETHORPES TO WOODHOUSE JN. VIA RETFORD

Add:- SHIREOAKS COLLIERY

Examination of Trains in No.1 Down Siding

1. When necessary to examine a train in No.1 Siding, the Guard must advise the Signalman of what is required. (14D)
2. The Guard must not commence examination until authorised to do so by the Signalman. (14D)
3. Upon completion of train examination, the Guard must so advise the Signalman. (14D)

Page 444

BARNETBY WRAWBY JN. TO DONCASTER MARSHGATE JN.

KIRK SANDALL JN.

Delete paragraphs 1 - 4. (14D)

ROCKWARE SIDINGS

Paragraph 1 (Page 444)

Amend reference to Up Main and Up Goods to read:-
 Up Fast and Up Slow (14D)

Page 445

Paragraph commencing "When a train which has left"
 Amend third line "Signalman at Doncaster." (14D)

Page 445 (Page 123 Supp. Oper. Insts.)

MOVEMENT OF HEAVILY LOADED 46 AND 91.5 TONNE G.L.W. VEHICLES BETWEEN
 KIRK SANDALL JUNCTION AND BENTLEY JUNCTION

Delete item. (14D)

Page 448 (Page 123 Supp. Oper. Insts.)

LOW ELLERS JN. TO KIRK SANDALL JN.

Delete heading and all items. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 56chs. and 156m. 24chs. have been replaced by the following experimental signs.

- Warning Board The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The Warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).
- Speed Indicator One indicator showing the restricted speed in blue numerals on a white background. The board is electrically floodlit from the front.
- Termination Indicator One indicator showing a white letter 'T' on a blue background. The board is electrically floodlit from the front.

For this experimental purpose, the requirements of the Rule Book, Section T, Part V are modified accordingly. A Handsignalman is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref. MO/45)

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

In connection with 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
Lincoln Diesel Depot Nos.2 and 3 Sidings BLOCKED	Trackwork	07 30 to 17 00	

York MP.32/SC G. GRAHAM
 Chief Operating Manager
 8 FEBRUARY, 1980

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

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 JUNE

TO

FRIDAY 27 JUNE 1980

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 JUNE - ARKSEY

The Up Main line will be restored to its normal alignment and normal traffic working will be resumed.

The temporary signalling arrangements will be discontinued. (28)

SUNDAY 22 JUNE - HEXTHORPE JUNCTION

The facing connection leading from Up Sheffield to the Up Avoiding line will be replaced by a new facing lead approximately 30 yards nearer to Sheffield.

The Up Sheffield Home 3-aspect signal (H.65) with Junction Indicator position "1" applying towards the Up Avoiding and Junction indicator position "4" applying towards the Up Sheffield Goods, will be replaced 260 yards towards Sheffield. (A new 4-aspect head will be provided on a bracket post). (28)

FRIDAY 27 JUNE - STAINFORTH JUNCTION

The Down line from Stainforth Junction towards Applehurst Junction will be taken out of use.

The junction arm signals applying from Down Scunthorpe Fast and Down Scunthorpe Goods towards Skellow will be removed. (28)

SUNDAY 22 JUNE - THRYBERGH JUNCTION

The trailing crossover on the Aldwarke side of the signal box (together with the associated disc signals) will be abolished. (28)

SUNDAY 22 JUNE - SHEFFIELD VICTORIA NO.3 AND NO.4

Sheffield Victoria No.3

The Down Main Starting signal (S3.109) will be abolished.

The Down Goods Home (S3.123) will in future display Red or Green aspects.

The Down Main Home (S3.107) will be resited at the bottom of the Platform ramp, 38 yards nearer to the Signal Box. The new signal will be a standard 2-aspect colour light signal displaying Red or Green aspects. The signal-post telephone will be abolished and replaced by a "diamond" sign on the post of the signal.

Sheffield Victoria No.4

The Down Main Home (S4.41) will cease to display a double yellow aspect.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SEYMOUR JN. AND MARKHAM COLLIERY SIDINGS

There is an increased user of the level crossing at 7m. 26chs. and level crossing barriers have been provided.

A Crossing Keeper is in attendance with telephone communication to Markham Colliery Sidings signal box. (U.F.N.)

CLEETHORPES

The Down Main Starting signal has been renewed with the arm at a reduced height of 15ft. above rail level, 385 yards from the signal box (5 yards further). (26)

GRIMSBY - FISH DOCK ROAD

The Down Main Distant signal has been renewed with the arm at a reduced height of 15ft. above rail level, (3 yards further from the signal box). (26)

SHEPCOTE LANE (BROUGHTON LANE)

The trailing connection - Down Main to Broughton Lane Down Sidings has been secured out of use pending removal. The Down Sidings outlet signal has been abolished. The Down Main ground position light signal applying towards Up Yard; Up Goods; Up Main etc has ceased to apply towards the Down Sidings and indications 'DS' has been abolished. (27)

CLIPSTONE

The Up Main 1st Home signal has been renewed forty yards further from the signal box. (27)

**ROXTON SIDINGS

The Up Main Home signal has been renewed 33 yards further from the signal box. The Up Main Distant has been renewed 487 yards further from the signal box, and is now 1,220 yards from the repositioned Up Home signal. (25)

**GOXHILL

The Up Distant signal has been renewed with the arm at a reduced height of 12ft. above rail level and is now 970 yards from the Home signal (7 yards further). (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

STAINFORTH JUNCTION

'West End' ground frame has been abolished and the connections Up Goods/Reception line and bunker line (operated from the ground frame) have been taken out of use.

The following new connections (hand-worked at this stage) have been brought into use:-

- Facing connection – Up Goods to Reception line.
- Facing connection – Reception line to Bunker line.
- Reception line to Up Goods (trailing in Up Goods).

'STOP FOR ORDERS' notice boards have been provided at the following locations:-

1. At the exit from the Up Sidings.
2. At the exit from the Bunker line.
3. Applying to set-back movements on the Up Goods (at the Up Goods point end of the new trailing connection).
4. Applying to down direction movements on the Reception line (adjacent to the board on the Up Goods).

All existing notice boards in the area of 'West End' ground frame have been abolished.

Signalling Alterations

The Up Goods Starting signal, together with the left-hand off set miniature arm signal applying towards the Reception line has been abolished. The adjacent ground disc applying – set back Up Goods to Down Main has been repositioned to the Up Goods point ends of the connection – Up Scunthorpe/Up Goods.
(26)

**** OXMARSH**

The Down Home signal (with Barrow Road Down Distant below) has been renewed with the arms at reduced heights of 22ft. and 16ft. above rail level respectively and has been repositioned 78 yards from the box (10 yards nearer). (Distance to Barrow Road Down Main Home has been reduced to 441 yards).
(25)

DONCASTER (SOUTH END)

The facing connection leading from Down Slow to Down Platform Loop has been relayed with the facing end 15 yards further south.
(27)

DONCASTER

The facing connection – Down Fast to Down Slow (adjacent to Doncaster signal box) has been relayed with the Down Fast end approximately 35 yards further south.
(26)

DONCASTER STATION

Whilst work is in progress on Platform 3A Drivers of stopping trains must bring their trains to a stand at the moveable marker board provided.
(UFN)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN MEXBOROUGH AND CADEBY COLLIERY

The line between Mexborough and Cadeby Colliery has been resignalled as shown on the diagram included in this notice.

Lowfield Junction signal box has been abolished and the Absolute Block Regulations apply between Denaby Crossing and Cadeby Colliery Signal Box.

The Track Circuit Block Regulations apply between Mexborough and Denaby Crossing.

The Up Goods line between Lowfield Junction and Cadeby Colliery has been taken out of use pending removal. The Up and Down Main lines between Mexborough East Junction and Denaby Crossing have been renamed Up and Down Doncaster respectively.

Description of Signals

M = Mexborough DX = Denaby Crossing C = Cadeby Colliery

Alterations to Existing Signalling

No.	Line	Alterations
M864	Up Main	Converted to 4-aspect signal
M870	Up Doncaster	Converted to 4-aspect automatic signal.
DX1 (Distant to New DX2)	Down Main	Former Lowfield Junction LJ6 replated and now also capable of displaying a double Yellow aspect (4th (Red) aspect added for future use).
M873	Down Doncaster	Converted to 4-aspect signal.
M869	Down Doncaster	Converted to 4-aspect signal.
M865	Down Doncaster	4th aspect added for future use.
New Signals		
No.	Line	Application to or towards
DX2	Down Main	M873
DX23	Up Doncaster	DX22
DX22	Up Main	C40 (26)

**** MEXBOROUGH AND DENABY CROSSING**

The points leading to and from the Up Goods line have been secured out of use pending removal and all associated signalling has been abolished.
(25)

HEXTHORPE JUNCTION

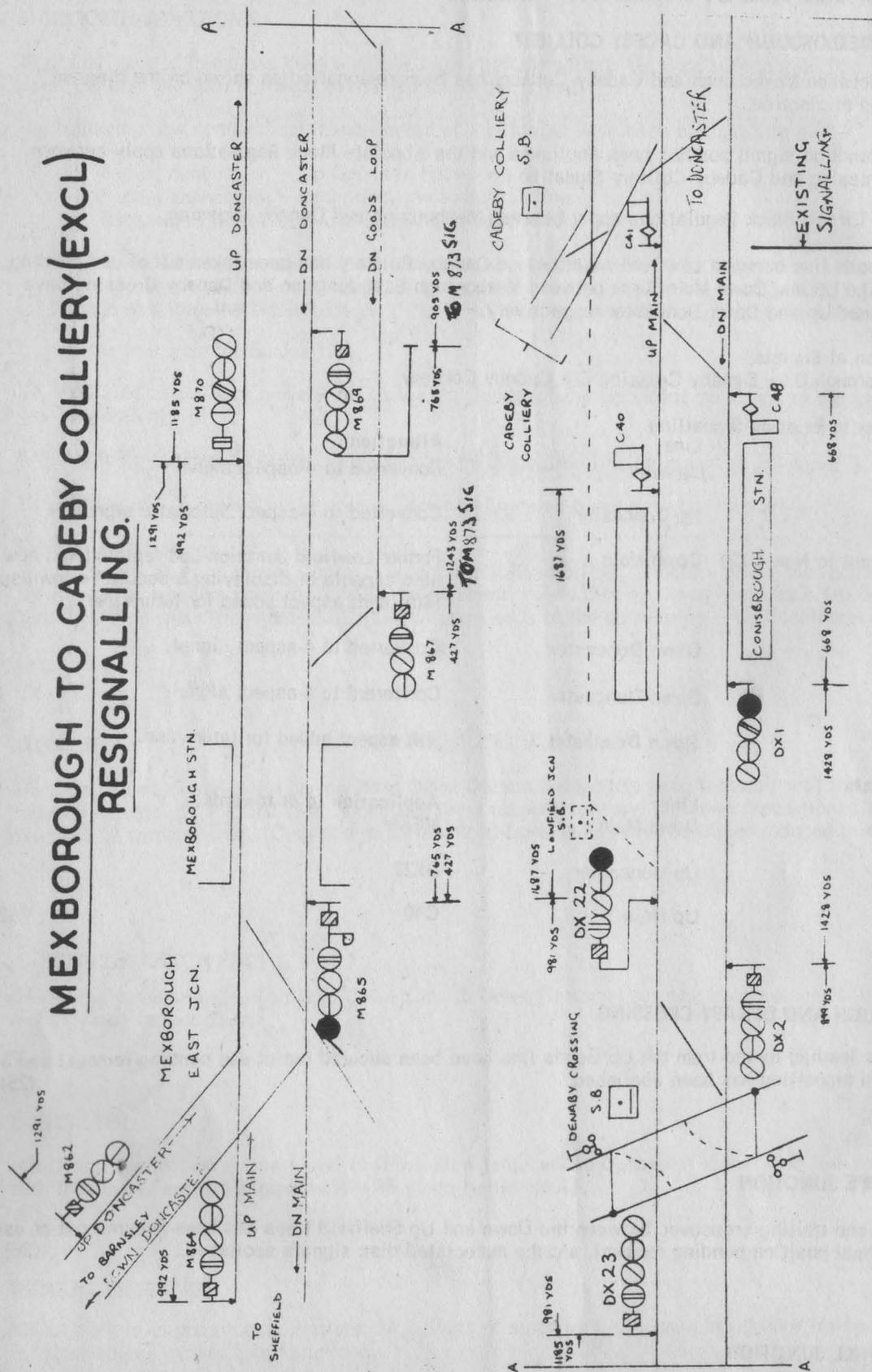
The west end trailing crossover between the Down and Up Sheffield lines has been secured out of use in the normal position pending removal, and the associated disc signals abolished.
(26)

**** BARROW HILL JUNCTION**

The hand-worked points between 149m. 50chs. and 149m. 68chs. leading from the Shunting line to Nos.3 to 12 Sidings in Barrow Hill Old Yard (Staveley Yard) have been secured out of use pending removal.
(25)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

FOXLOW JUNCTION

The Up Passenger Home signal with routes applying towards Barrow Hill Jn. and towards Hall Lane Jn. has been replaced by a straight post signal applying towards Barrow Hill Jn. only. The route towards Hall Lane Jn. has been abolished. The new signal arm is at the same height as previously. (27)

OLLERTON COLLIERY

The Colliery Loaded Sidings, other than the three nearest the Main lines, will be disconnected from the Bunker line and reconnected to a new Shunt Spur. The three Colliery Loaded Sidings nearest the Main lines will be disconnected from the Bunker line and reconnected to the Arrival/Departure line.

The Run Round will be disconnected from the West end of the Arrival/Departure line and will be reconnected to the three Colliery Loaded Sidings nearest the Main lines.

The notice Board worded "STOP AWAIT INSTRUCTIONS" at the exit from the Colliery Loaded Sidings will be sited clear of the new hand-points at the West end of the Run-Round.

The notice board on the Bunker line will be abolished. (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended items

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

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
ALTERATION TO SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 190/191 BARNETBY WRAWBY JN. TO DONCASTER MARSHGATE JN. ★ Delete all details between Kirton Lane LC and Kirk Sandall Jn. and substitute: -							
	Kirton Lane Crossing LC (C.C.T.V.)	8.47					
	Thorne Jn. (See page 158 Northern Appendix)	8.08	40	40	Down Fast to Down Slow and Up Slow to Up Main. To Hull line.	S. Up Main at 8m. 68ch. (690 yards before reaching signal D626) CW Up Slow at 8m. 11ch. (585 yards before reaching signal D650)	(31D)
	Hatfield Colliery Bunker Loading Sidings G.F.		35	35	Up Fast to Up Slow.		
			20	20	Up Slow to and from Hatfield Colliery.		
			35		Up Fast to Down Slow.		
			35		Down Fast to Down Slow.		
			30		Fast line 6m. 55ch. and 6¼m.p.		
	Stainforth and Hatfield	6.40	25	25	Down Slow 6m. 34ch. and 6m. 30ch.		
	Stainforth Jn. (See page 87 Northern Appendix)	6.27	25	30	To Bramwith line.		
			20	30	Fast line 6¼m.p. and 7m. 76ch.		
			30	10	Slow line 4½m.p. and 4m. 30ch. Fast line 3m. 50ch. and 2m. 65ch. To Markham Main Colliery line.	CW Up South Yorkshire line at 4m. 10ch. 918 yards before reaching signal D657.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
ALTERATIONS TO 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 m.p.h.	
Page 194 (Page SD-27, SD23D) LAUGHTON EAST JN. TO KIRK SANDALL JN. Kirk Sandall Jn.						
Amend:-						
			10		20m. 45ch. and 20m. 52ch.	
Page 222 DORE STATION TO GRINDLEFORD L.M.R. Totley Tunnel (3m. 950 yards)						
Add in 'Remarks' column:-						
						Trolleys must not be taken into or through Totley Tunnel. (31D)

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 252 BARNETBY WRAWBY JN. TO DONCASTER MARSHGATE JN.				
★ Delete:-				
Stainforth Jn.	Thorne Jn.	-	Thorne Goods	(31D)

E.R. SECTIONAL APPENDIX (SOUTHERN AREA)

Page 441
Add
KEADBY POWER WORKS CROSSING

This crossing situated on the single line between Keadby Power Works Junction and Keadby Power Works Sidings falls within category B.I. of Table P.4.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS NOTICES

DONCASTER SOUTH AND NORTH : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed and termination indicators for the temporary speed restriction on the Down Fast between 155m. 56chs. and 156m. 24chs. have been replaced by the following experimental signs.

Warning Board
The warning board is a yellow rectangular shape, without chevron ends, and incorporates two white electric lights which flash. The Warning board is surmounted by two speed indicators, mounted vertically directly above each other, both showing the restricted speed. The top indication shows white numerals on a blue background and the bottom indication shows white numerals on a black background. (The two indications are not for "differential" purposes but for comparison of the colours).

Speed Indicator
One indicator showing the restricted speed in blue numerals on a white background. The board is electrically floodlit from the front.

Termination Indicator
One indicator showing a white letter 'T' on a blue background. The board is electrically floodlit from the front.

For this experimental purpose, the requirements of the Rule Book, Section T, Part V are modified accordingly. A Handsignaller is not provided at the Warning Board during fog or falling snow.

Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref. MO/45)

DONCASTER STATION PLATFORM 3

Due to Platform rebuilding work E.C.M.L. trains stopping at Doncaster will require to draw forward to and stop at D.282 signal at the south end of Platform 3. Trains for Sheffield in Platform 3B must stop at the marker board provided, which will be moved as work progresses. Passengers must be advised to take care when alighting.

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

In connection with 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
Lincoln Diesel Depot Nos.2 and 3 Sidings BLOCKED	Trackwork	07 30 to 17 00	

York
13 JUNE, 1980

MP.32/SC

G. GRAHAM
Chief Operating Manager

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

EVERY MINUTE MATTERS WITH

SUPER-RAIL

Monday Morning - Operating Manager's Office

WE'VE GOT TO IMPROVE TRAIN RUNNING ON THE MAIN LINE

SUPER-RAIL

ALTHOUGH THESE RECENT FIGURES SHOW THEY HAVE IMPROVED WE'VE GOT TO DO BETTER IT'S A JOB FOR US ALL ... IT'S A JOB FOR ...

LATEST REPORT

EVERY MINUTE MATTERS SUPER-RAIL YOU KNOW...

* Right Time Starts
* Connections
* Station Time
* Parcels In Position

THE BREAD & BUTTER OF TIME KEEPING

JUST AS IMPORTANT ARE... LEAVE IT TO ME...

* Emergencies
* Regulation
* Communications

FOLLOW SUPER-RAIL ON THE 'TIME-SAVING TRAIL'... EVERY WEEK

EVERY MINUTE MATTERS



SC

EASTERN REGION

48

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 NOVEMBER

TO

FRIDAY 5 DECEMBER 1980

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 30 NOVEMBER - DONCASTER (ST. JAMES JUNCTION TO SOUTH YORKSHIRE JUNCTION)

The Up/Down Sheffield Single line will be realigned between St. James Junction and signal D277 at South Yorkshire Junction.

The convergence of the Down and Up Sheffield lines and the Up/Down Sheffield single line will be remodelled 70 yards nearer to Doncaster.

The points leading from the Up/Down Sheffield single line to Up/Down/Sheffield Goods will be repositioned 15 yards before reaching D277 signal and the Up/Down Sheffield Goods single line between these points and the Down and Up Sheffield Goods lines at St. James Junction will be realigned. (51)

DETAILS OF WORK ALREADY CARRIED OUT

WARSOP JN.

The trailing connection from Down Main to Down Sidings has been secured out of use in the normal position, pending removal of the connection and sidings.

The associated signalling has been abolished. (50)

CLEETHORPES

The Up Main Home signal has been renewed at a reduced height of 20ft. above rail level and sited 12 yards further from the signal box. (50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION

Kilnhurst West South and Wath Road Junction signal boxes, together with all signals worked therefrom have been abolished.

New colour light signalling has been commissioned, and the Track Circuit Block Regulations apply between Sheffield and Wath North on the Down and Up Main lines, (former Fast/Passenger lines), and between Sheffield and Dearne Junction on the Down and Up Pontefract lines (former Slow/Branch lines).

Between Wath Road Junction and Deame Valley Colliery Sidings

The Down Goods line has been taken out of use

Between Wath North and Wath Road Junction

The Up Goods line has been taken out of use.

Between Dearne Valley Colliery Sidings and Wath North

The Up Goods remains in use as a Headshunt for movements to and from Dearne Valley Colliery Sidings. The Wath North Up Goods Home signal is maintained in the 'ON' position and the Up Goods is not available for use immediately ahead of this signal.

Permanent Way Alterations

Wath Road Junction

All points and connections between Fast and Slow lines etc. have been secured out of use pending removal.

Swinton Junction (166 $\frac{3}{4}$ m.p.).

New crossovers, controlled by Sheffield have been commissioned, which provide running connections between the Pontefract lines and the Main lines.

Kilnhurst North Ground Frame

The connection to Croda Chemical Works Private Sidings has been moved 75 yards further South and is controlled from Sheffield Signal box. The existing ground frame has been repositioned and one lever controls the "STOP SHUNTING" signal at the exit from the Works.

Between Kilnhurst West South and Aldwarke Junction

The Up Through Siding has been "Stop-blocked" on each side of Roundwood Sidings which have been removed (between 165 $\frac{1}{2}$ and 165m.p.) The Up Through Siding has been renamed Up Siding at each end Kilnhurst West Goods Yard and the associated sidings have been abolished.

Roundwood Single lever Ground Frame has been abolished.

All points previously controlled by Kilnhurst West South are now controlled by Sheffield, with the exception of the trailing connection to the Goods Yard which has been abolished.

Automatic Warning System

The A.W.S. has been provided on all running signals.

Reference should be made to the diagrams included in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

Description of Signals

Prefix of signal box to which signal post telephone is connected, S or SA = Sheffield; C = Cudworth Station; D = Dearne Junction; WN = Wath North; K = Former Kilnhurst West South signal replaced.

Down Direction

Signal	Line	Aspect M=Main S=Sub	Route Indication JI=Junction Indicator	Application to or towards
S455	Down Main	M		S457
S457	Down Main	M		S461
SA17	Down Pontefract	M		S459
S459	Down Pontefract	M		S463
S461	Down Main	M		S465
S463	Down Pontefract	M		S467
		M	JI Position "1"	S465
S465	Down Main	M		S469
S467	Down Pontefract	M		S471
S469	Down Main	M		S473
S471	Down Pontefract	M		D4
S473	Down Main	M		WN38
WN38	Down Main	M		C7 (Existing)
D4	Down Pontefract	M		Existing Hickleton Colliery Sdgs. signalling

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALDWARKE JUNCTION (EXCLUSIVE) TO WATH NORTH AND DEARNE JUNCTION - continued

Up Direction

Signal	Line	Aspect M=Main S=Sub	Route Indication JI=Junction Indicator	Application to or towards
S512	Up Pontefract	M		S466
WN9R	Up Main	M		WN9
WN9	Up Main	M		WN10
WN10	Up Main	M		S472
S472	Up Main	M		S468
S468	Up Main	M		S464
S466	Up Pontefract	M		S460
S464	Up Main	M		S458
		M	JI Position "1"	S460
S460	Up Pontefract	M		SA12 (K38)
†S458	Up Main	M		S456 (K51) (converted to auto signal)
(converted to auto)				
†SA12 (K38)	Up Pontefract	M		SA14 (Existing)
		S		Up Siding (former Through Sdg.)
†S456 (K51)	Up Main	M		SA4 (Existing)
(converted to auto)				
† = converted to 4 aspect signal.				

Ground Position Light Signals (New)

Signal	Line	Route Indication	Application to or towards
1078	Up Pontefract		Croda Chemical Works Private Sidings
1079	Croda Chemical Works		SA12
1085	Up Pontefract	"M"	S465
		"P"	S467
1086	Down Main	"P"	S460
		"M"	S458
1088	Down Pontefract		S460
SA59	Up Siding (Kilnhurst)		S459
SA62	Down Pontefract		1078 Up Siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN GREAT COATES AND WELLOWGATE CROSSING

The Automatic Warning System has been brought into use at the following signals:—

The Up Main

Marsh Junction Distant (below the Great Coates Up Main Starting signal).

Littlefield Distant (below the Marsh Junction Up Main Starting signal).

Friargate Crossing Distant (below the Littlefield Up Main Starting signal).

Garden Street Junction Distant (below the Wellowgate crossing Home Signal). (The inductor for this signal is 130 yards before reaching the Distant signal).

Down Main

Littlefield Distant (below Friargate Down Home). (The inductor for this signal is 190 yards before reaching the signal).

Marsh Junction Distant (below the Littlefield Down Main Starting).

Great Coates Distant (below Marsh Junction Starting signal).

Great Coates Distant from West Curve (below the Marsh Junction Down Starting signal from West Curve). (49)

DECOY NORTH JN.

The ground position light signal No.1426 applying Back Road to Decoy Sidings or the Down Reception Siding has been elevated 11 feet above rail level and repositioned on the right hand (Opposite) side of the line. (49)

****DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION**

The Down/Up West Slow line has been renamed Down/Up West Slow No.2 and a new line named Down/Up West Slow No.1 has been brought into use using the alignment of the former Down Goods and forms the straight through route of the Down Slow. The points at 155m. 39chs. leading from Down Slow/Down/Up West Slow No.1 to Down/Up West Slow No.2 and the points at 155m. 62chs. leading to and from Down Slow to Down/Up West Slow No.1 or No.2, have been brought into use (controlled from Doncaster).

The following new signals have been provided.

A new 4-aspect signal D260 (applying to Up Direction movements on the new Down/Up West Slow No.1) has been commissioned. A 3-way stencil type route indicator and a subsidiary has been provided and the following indications apply.

Aspect	Route Indication	Application to or towards
Main		D258 (Up Slow No.1)
Sub	"D"	1458 Ground Position Light (Down Reception)
Sub	"U"	Up Reception Loop
Sub	"R"	Up West Goods

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DONCASTER (BRIDGE JUNCTION) AND DONCASTER STATION – continued

Aspect	Route Indication	Application to or towards
A new 3-aspect signal (D273) applying to Down direction movements on the Down/Up West Slow No.1 has been commissioned. A 6-way theatre type route indicator and subsidiary has been provided and the following indications apply:—		
Main	"V"	D293 (Two-way Goods)
Main	"8"	D291 (Platform 8 via route "A" or "C")
Main	"5"	Platform 5
Main		D285 (Down Slow)
Main	"F"	D283 (Down Fast)
Main	"3"	D281 (Up Slow)
Sub	"V"	Two-way Goods line occupied
Sub	"8"	Platform 8 line occupied via route "A" or "C"
Sub	"5"	Platform 5 line occupied
Sub	"4"	Down Slow line occupied
Sub	"3"	Up Slow line occupied

Additional routes now apply from the following existing signals:—

Signal	Line	Aspect	Route Indication
(a) Up Direction towards new D260 signal			
D284	Down Slow	Main	—
D286	Platform 5	Main	"1"
D288	Down Platform Loop	Main	"1"
D290	Two-way Goods	Main	"1"
D292	Up Slow	Main	"1"
D294	Up Fast	Main	"1"
(b) Down Direction towards new D273 signal			
D253	Down & Up Slow No.1	Main	
D255	Down Slow No.2	Main	(48)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA - continued

LOCAL INSTRUCTIONS

CLEETHORPES TO WOODHOUSE JN.

Page 428

Delete instructions:-

KIVETON PARK COLLIERY

(49D)

IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN.

Page 431

LINDSEY OIL REFINERY AND HUMBER OIL REFINERY

Lindsey Oil Refinery Sidings

Delete item and substitute:-

When a train is ready to leave any one of the Departure sidings or a light locomotive is ready to leave the Engine Release Line, the appropriate "Train ready to start" plunger must be operated. (49D)

Pages 432/3/4

IMMINGHAM ORE TERMINAL

Delete item and substitute :-

Train Arrivals

1. Trains must stop on the reception siding with the rear most vehicle clear of the points leading from the reception siding to the arrival line and the Guard must inform the Bunker Operator of a trains' arrival.
2. Should the emergency flashing red lights become illuminated whilst a train is being propelled along the arrival line, the Driver must stop the train immediately and the Guard must communicate with the Bunker Operator. The train must not recommence propelling until authorised to do so by the Bunker Operator.
3. If, in emergency, the locomotive is required to pass through the bunker, trainmen are warned that they must not put their heads out of the cab windows.

Loading

4. Upon the train arriving at the loading position, the Guard, when informed by the Bunker Operator that the air brakes may be released must so instruct the Driver..
5. The Driver must confirm the brakes have been released by sounding one short blast on the locomotive horn and then place and maintain the power controller in the "Off" position until loading is completed.
6. **IT SHOULD BE SPECIALLY NOTED THAT ALTHOUGH THE TRAIN IS UNDER THE CONTROL OF THE BUNKER OPERATOR, THE DRIVER CAN APPLY THE BRAKES TO STOP THE TRAIN IN EMERGENCY. THE BRAKE APPLICATION IN AN EMERGENCY WILL TRIP AN OVER-PRESSURE SWITCH IN THE HYDRAULIC SYSTEM OF THE VEHICLE POSITIONER AND THE BRAKES MUST NOT BE RELEASED UNTIL VERBAL CONFIRMATION HAS BEEN OBTAINED FROM THE BUNKER OPERATOR THAT THE APPARATUS HAS BEEN RESTORED AND THAT HE IS AGAIN IN CONTROL OF THE TRAIN. IN THESE CIRCUMSTANCES THE GUARD SHOULD TELEPHONE TO OBTAIN CONFIRMATION FROM THE BUNKER OPERATOR BEFORE INSTRUCTING THE DRIVER TO RELEASE THE LOCOMOTIVE AND TRAIN BRAKES.**

Train Departure

7. Should the white light at the "Stop for Train Examination" board on the departure line commence to flash on arrival of the train at the board, the Guard must immediately contact the Bunker Operator by telephone.
8. The examiner is responsible for carrying out the provisions of the Rule Book, Section H. Clause 6.3.1., or the Guard, if the Examiner is not available.
9. Upon completion of examination, the Guard must instruct the Driver to move the train forward to the departure signal and also inform the Signaller at Immingham West Jn. the train is ready to depart.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX SOUTHERN AREA - continued

LOCAL INSTRUCTIONS - continued

IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN. - continued

Cripples

10. When cripples require to be detached, the Examiner must inform the Guard who must instruct the Driver.
11. The Guard must telephone the Bunker Operator from the Stop board on the departure line and make the necessary arrangements. **UNDER NO CIRCUMSTANCES MUST THE TRAIN BE SET BACK WITHOUT THE PERMISSION OF THE BUNKER OPERATOR.**
12. When arrangements with the Bunker Operator have been agreed, the Guard must operate the ground frame and supervise operations.
13. After the wagons have been detached, the ground frame must be normalised and after reforming the train and carrying out examination the Guard must advise the Bunker Operator. The train must be drawn forward to the departure signal where the Guard must then inform the Signaller that the train is ready to depart.

Changing Vehicle Sets

14. The propelled train must be stopped at the marker board on the arrival line with the trailing locomotive cab adjacent thereto and the Guard must proceed to the ground frame, obtain its release from the Bunker Operator, operate the ground frame and supervise operations.
15. Upon completion of operations, the Guard must normalise the ground frame and inform the Bunker Operator accordingly.
16. The Guard must then obtain permission from the Bunker Operator before authorising any movement towards the bunker.

Failure of Wagon Positioner Equipment

17. Should this equipment fail, the Bunker Operator will advise the trainmen and will issue a portable radio receiver to the Driver for communication purposes.
18. The radio receiver must be placed on the locomotive console and switched to and maintained in the 'listen' position throughout loading operations.
19. The Drivers' must maintain control of the train continuously.
20. The button on the night hand side of the radio receiver must be pressed by the Driver when he requires to speak to the Bunker Operator and released for reply.
21. **The channel selector must not be altered or the 'off' switch operated.**
22. All instruction to the Driver will be preceded by the words "Train driver", and the appropriate instruction will be received in accordance with the following code:-
 - (a) "Train driver - testing before loading commences".
 - (b) "Train driver - move forward".
 - (c) "Train driver - set back".
 - (d) "Train driver - prepare to stop".
 - (e) "Train driver - stop".
 - (f) "Train driver - emergency stop".
 - (g) "Train driver - loading completed".

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JN. - continued

23. The Driver must, when calling the Bunker Operator use the call sign "Mobile" with the number shown on the radio receiver.
24. The Driver must immediately acknowledge he has received and understood each instruction, except in the case of an emergency stop (f) when the acknowledgement must be given after the appropriate action has been taken.
25. When the train is fully loaded, the Bunker Operator will advise the Driver and the radio receiver will be withdrawn before the train departs from the loading area. (49D)

ALTERATIONS 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	
★Pages 190/191 (Page 37 SD 40D)						
BARNETBY WRABY JN. TO DONCASTER MARSHGATE JN.						
Between Hatfield Colliery Bunker Loading Sidings G.F. and Stainforth and Hatfield						
Delete:-						
			30	Fast line 6m.		(49D)
				55ch. and 6¼m.p.		
Between Stainforth and Hatfield and Stainforth Jn.						
Delete:-						
			25	Down Slow 6m.		(49D)
				34ch. and 6m. 30ch.		

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES; B.R.30059/5

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddler's Ferry Power Stations.

Amend loadings as follows :-

Drax, Eggborough and Ferrybridge Power Stations.
- 34 wagons per train.

Thorpe Marsh and Fiddler's Ferry Power Stations.
- 30 wagons per train. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

STAINFORTH

STAINFORTH JUNCTION : EXPERIMENTAL WARNING BOARDS AND INDICATORS

The warning board, speed indicator and termination indicator for the temporary speed restriction on the Up Main between 6m. 14chs. and 6m. 50chs. have been replaced by the following experimental signs:-

- | | |
|-----------------------|--|
| Warning Board | A yellow miniature rectangular shape, without chevron ends, incorporating two electric lights which will flash. The speed indicator shows the restricted speed in white numerals on a blue background with a white border. |
| Speed Indicator | Restricted speed is shown in white numerals on a blue background with a white border. |
| Termination Indicator | A white letter 'T' on a blue background with a white border. |

For this experimental purpose, the requirements on the Rule Book, Section T, Part V are modified accordingly. A Handsignalman is not provided at the warning board during fog or falling snow. Drivers are invited to comment on the effectiveness of these boards and should submit a report through their Depot Supervisor to the Chief Operating Manager York (ref. MO/45)

DONCASTER STATION - PLATFORM 4

Due to platform reconstruction work, DMU trains stopping at Doncaster must stop at the moveable stop boards provided. Loco-hauled and H.S.T. trains must come to a stand at the departure signal D285.

Passengers must be advised to take care when alighting. (UFN)

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

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

Location	Nature of work	Duration	Commencing Date
Immingham Maintenance Depot	Renewal of outside Fuelling point	07 30 to 16 00 daily	
Carr TMD No. 12 Road	Construction Work Restricted Clearance	08 00 to 16 00	

MP.32/SC

York
21 NOVEMBER, 1980

G. GRAHAM
Chief Operating Manager

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

A Ellis



King west

SC

EASTERN REGION

49

Duplicate =
C.J.W.

WEEKLY OPERATING NOTICE.

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 DECEMBER

TO

FRIDAY 12 DECEMBER 1980

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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'

- ** With effect from 14 00 on Monday 8 December, the speed from the Down line at Laughton East Jn. to the Kirk Sandall line will be 10m.p.h. (49D)
- ** With effect from 14 00 on Monday 8 December, the P.S.R. on the Up line at Laughton East Jn. (4m. 19ch and 3m. 40ch.) will be reduced to 10m.p.h. (49D)

SUNDAY 7 DECEMBER – BETWEEN WELLOWGATE CROSSING AND CLEETHORPES

The Automatic Warning System will be brought into use in conjunction with the following signals:—

Up Main

Pasture Street Up Distant (below the Garden Street Junction Up Main Starting signal).

(The Inductor for this signal will be situated 77 yards from the signal).

Fish Dock Road Up Main Distant.
Cleethorpes Up Main Distant.

Down Main

Fish Dock Road Down Main Distant.

Pasture Street Down Main Distant.

Garden Street Junction Down Main Distant (below the Pasture Street Down Main starting signal).

Wellowgate Crossing Down Distant (below the Garden Street Junction Down Main starting signal).

(The Inductor for this signal will be situated 79 yards from the signal).

Friargate Crossing Down Distant (below the Wellowgate Crossing Down Main Home Signal). (52)

SUNDAY 7 DECEMBER – DONCASTER (BRIDGE JN.)

Up direction signal D268 on the Down Engine/Up East Slow will be moved 10 yards further south. (52)

SUNDAY 7 DECEMBER – BETWEEN WATH CENTRAL JUNCTION AND WATH CENTRAL STATION

The Down and Up Main lines between (14m.p. and 13¼m.p.) will be taken out of use pending removal and all traffic will travel on the Down and Up Doncaster lines, (former Down and Up Goods).

All signalling or associated signal routes appertaining to the redundant section of the Down and Up Main lines will be abolished.

Wath Central Junction

The facing end of the connection – Down Main to Down Doncaster, will be disconnected and secured in the reverse position for through running to Down Doncaster. The trailing end of the connection – Up Doncaster to Up Main, will be disconnected and secured in the reverse position for through running to Up Main.

The connection – Manvers Colliery Empty Sidings to Up Main, Down Main, Up Doncaster and Down Doncaster will be secured out of use pending removal and the associated signalling abolished.

The remaining portion of the Down and Up Main lines will be re-named Down and Up Branch respectively.