

No. 25D
E/S



GENERAL INSTRUCTIONS AND NOTICES

**AFFECTING NORTH EASTERN REGION TRAINMEN
WORKING OVER THE EASTERN AND SCOTTISH REGIONS**

SATURDAY 18 JUNE (4-weekly period)

to

FRIDAY 15 JULY 1966

inclusive

For additional items during
the currency of this pamphlet, see
Weekly Notice Section 'D'

Receipt of this Notice need not be acknowledged.

GENERAL INSTRUCTIONS AND NOTICES

****** Items marked thus will not appear in future issues and a note must be taken of them by all concerned
★ Denotes new or amended item.

MISCELLANEOUS NOTICES

MANCHESTER-SHEFFIELD-WATH ELECTRIFIED

WORKING INSTRUCTIONS BOOKLET

APPENDIX 'D'

WATER COLUMNS

Location	Serving	Protection Provided
Delete:- 28/35	Penistone, adjacent to Turntable Road	Unwired track

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS
FOR WORKING OVER EASTERN REGION LINES" BOOKLET

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

List of Lines in the sequence used throughout the book	Page number relating Table "A"
--	--------------------------------------

PAGE (iv)

Amend-	
Mexborough No.2 to Barnsley Junction (via Barnsley)	57
Add-	
Mexborough No.3 to Wath Central Junction	63

PAGE 2

STANDARD CODE OF ENGINE WHISTLES

ADD:

Description	Whistles
Distress signal	Series of short blasts (on Diesel and Electric traction, to be given on the high note of the warning horn).

SECTION D
GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

TABLE A

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Page 5 (Page 123 Supp. No.3)

AMEND:—

**KING'S CROSS AND SHAFTHOLME JN. 90 90 MAXIMUM PERMISSIBLE SPEED ON MAIN
(N.E.R.) EXCEPT BETWEEN THE AND FAST LINES
FOLLOWING POINTS WHERE 100 M.P.H.
IS AUTHORISED ON MAIN AND FAST
LINES:—**

CADWELL 33 miles 10 chains AND OFFORD (South of) 54 miles 40 chains.

LOLHAM 83 m.p. AND STOKE 100 m.p.

GRANTHAM (North of) 105 miles 58 chains AND NEWARK (South of) 119 miles 0 chains

(Note:— No alteration has been made to the limits of the 100 m.p.h. area, the detailed mileages only
having been added)

Page 9 (Page 125 Supp.No.3).

DELETE:— one of the additional Up Goods lines between **New Southgate**, Station and Cemetery.

Page 15

Huntingdon
No.2.

DELETE:—

C.Down Main 200
1,269 yds.
before
reaching
Stukeley
Home
Signal

Abbots Ripton
ADD:—

C.Down Main 200
3 miles
66 yds.
before
reaching
Home Signal

Connington South
DELETE:—

C. Up Main Level
701 yds.
before
reaching
Home
signal

SECTION D
GENERAL INSTRUCTIONS AND NOTICES—continued

ES-D 4

EASTERN REGION—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
													Down		Up		For
			M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Pages 22/23 Tuxford North

Lincoln Road

DELETE:—

Down IBS

1,430 yards from

D.P.L.122

Lincoln Road

ADD:—

C. Up Main 700 200

yards before
reaching UI35
signal.

C. Up Main 810 200

yards before
reaching GR 7
signal.

ADD:— between Lincoln Road and Retford South:— "T.C. Block" on Down and Up Main lines.

Retford

Gamston

DELETE:—all details except SUBSTITUTE:—"Signal" GR.6 for block post dot on Additional Up running line.

Grove Road

AMEND:— 4 678

Page 36 (Pages 136/137 Supp. No.3)

LINCOLN (GREETWELL JUNCTION) TO BELLWATER JUNCTION

AMEND:—

Lincoln

Greetwell Junction

20 — Through Junctions

20 20 136 miles 10 chains to 136 miles 16 chains

Stickney

Station

DELETE:—All particulars

Midville

Station

AMEND:— 4 1354

Stixwold

Station

DELETE:—Block post dot and mileage

Woodhall Jn.

Station

AMEND:— 6 777

Page 40 Portland

Station

DELETE:—

URS 48

Page 46

ADD:—In Station and Signal Boxes columns a bracket with asterisk between second Low Ellers Jn. and Doncaster Potteric Carr

ADD:—note *Train Staff and Ticket Working on Goods line

SECTION D
GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

Description of Block Signalling on Main Lines: Absolute Block unless otherwise shown (Note indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 52 (Page 140 Supp. No.3)

Mexborough

No.2

ADD:—

BARNETBY (WRAWBY JUNCTION) TO SHEFFIELD (WOODBURN JUNCTION) (VIA DONCASTER).

4S1L — — — Train for
Wath
Yard.
3S1L — — — Train for
beyond
Wath
— — — 1L1S N.E.R. at
Lowfield
Junction

DELETE:—

No.3

ADD:—

(See page 63 for
Wath Central line)

Down Main
IBS 950 yards from
Mexborough No.3

— 15 Round Swinton Curve towards Wath Cen. 9m. 75chs. and
15m. 38chs.

DELETE:—

No.3

M. Yds.

No.1

0 417

Kilnhurst Central
Station

15 15 Round Swinton Curve between
Nos. 3 and 1 boxes — — 6S — Goods
line at
No.1
Box

DELETE:—

6S — — — Goods
line at
Mexbor-
ough No.1
— — 5S1L — Goods
line at
Mex-
borough
No.2

AMEND:—

Thrybergh

Junction

DELETE:—note—Fast Passenger train Drivers to give the same whistles as at Kilnhurst box)

Page 53 (Page 140 Supp. No.3)

Rotherham

Road

DELETE:—

1S1L1S — — — Freight
train re-
quiring
pilot at
Tinsley
East
Junction

★
Page 55 (Pages 141/2 Supp. No.3)

THORNE JUNCTION TO THORNE MOOR (N.E.R.)

Thorne

North

DELETE:—All details

Thorne Moor

AMEND:— 2 1098

SECTION D GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

Description of Block Signaling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running times		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Pages 57, 58 and 59 (Pages 142/143 Supp. No.3)

AMEND:—MEXBOROUGH No. 2 TO BARNSLEY JUNCTION (VIA BARNSLEY)
MEXBOROUGH AND BARNSLEY JUNCTION

40 40 MAXIMUM PERMISSIBLE SPEED

DELETE:—Mexborough No.2 to Wath Central Junction items and ADD:—

(See page 51 for
Conisborough line)

• Mexborough No.2 Up Doncaster IBS, 562 yards from Adwick Crossing	—	—										—	—	ILIS	—	N.E.R. at Lowfield Junction
												4SIL	—	—	—	Train for Wath Yard
												3SIL	—	—	—	Train for beyond Wath
• Adwick Crossing	I	455										—	—	IC2L	—	Coal Trains at Hex- thorpe not requiring water at Mex-
• Wath Central Staithe Crossing Dearne Jn. (See page 87 for Bolton-on- Dearne line) M. Yds. —	0	463														
Wath Cen. Jn. 0 1483 Junction (See page 63 for Mexborough No.3 Line)	0	529	•	•								ILIS	—	—	—	Elsecar Branch
			•	•								—	—	1C2L	1C2L	Hex- thorpe direct not stopping at Mex- borough Goods Lines Mex- borough
			•	•								—	—	5SIL	5SIL	

15 15 Between Dearne Junction and Wath Central Junction

SECTION D
GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds	Up	Down	Description	Stand- age Wagon E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

PAGE 60 (Page 143 Supplement No.3)

Aldam Jn.

DELETE:—

— — IL1C IL1C Wath
A Hump
— — IL2C IL1C Wath
B Hump

ADD:—

— — IS1L IS1L Dearne
Junction
Line
— — 2S1L 2S1L Doncaster
Line
— — 3S1L 3S1L Sheffield
Line
— — 4S1L 4S1L Wath
Yard

PAGE 63

ADD:—

MEXBOROUGH No.3 and WATH CENTRAL JUNCTION

MEXBOROUGH AND WATH CENTRAL JUNCTION

40 40 MAXIMUM PERMISSIBLE SPEED

(See page 52

for

Rotherham

Central line)

Mexborough

No.3

15 15 Round Swinton Curve 9m. 75chs. and 15 miles 38 chains

C—Down 117

line,930

yards

before

reaching

starting

signal

● Adwick 1 298

Crossing

Wath Central

● Staithe 0 463

Crossing

● Junction 0 529

(See page 59

for

Barnsley line)

IL1S — — — Elsecar
Branch

PILSLEY (L.M.R.) TO PENISTONE.

PAGE 67 (Page 144 Supp.No.3)

Killamarsh

Central

Junction

ADD:—

1S1C — — — Woodhouse
Yard

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 68 and 69 (Pages 145 and 146 Supp. No.3)

Sheffield Victoria

Woodburn Jn.

AMEND:—T.C. Block Permissive Down additional line between Woodburn Jn. and No.4 Boxes to be a two-way line (insert Arrow heads)

DELETE:— Arrow heads from the Down additional Goods line between Woodburn Junction and No.3 boxes.

ADD:—

C.W. Down Goods 144

1730 yards before
reaching Sheffield

No.3 Home Signal

C.W. Down Goods 144

360 yards before
reaching Sheffield

No.3 Down Goods

Home signal

No. 4

DELETE:—

Station

AMEND:—

30 — Down Fast line (No.3 Platform line)

10 — Down Slow line (No.2 Platform line)

— 30 Up Fast line (No.4 Platform line)

— 10 Up Slow line (No.5 Platform line)

AMEND:—

C.W. Up Goods 144

1609 yards before
reaching

Woodburn Jn.

Home signal

Page 69

DELETE:— Down Goods line between Sheffield Victoria No.3 and No.2.

Page 71 (Page 146 Supp. No.3)

DELETE:—

Huddersfield

Junction and all details

Penistone North and all details

Station

West—and all details

ADD:—

Huddersfield

Junction 0 962

30 30 Main lines through station 28 miles 46 chains and
28 miles 29 chains.

Huddersfield

Junction

M. Yds.

15 15 Branch lines through Penistone station
28 miles 46 chains and 13 miles 32 chains.

Penistone

Station

Denby Dale

Station (NER)

Clayton

West Junction (NER)

5 1308

Station

HASLAND SIDINGS (LMR) TO HOUGHTON COLLIERY SIDINGS (N.E.R.) VIA SHEFFIELD

Page 71

Chesterfield

Midland

Hollis Lane

DELETE:—Signal Box, mileage and block post dots.

South

AMEND:— 0 807

SECTION D GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Notes indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons (E. & V)	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Page 79—Wath North
(Page 150, Supp. No.3)

North
AMEND—

15 15 Goods lines between Wath North (North) and Dearne Valley Colliery Sidings, 169 miles 49 chains and 171 miles 42 chains

★ ADD:—“†” to the Down and Up Goods lines opposite Houghton Colliery Sidings (N.E.R.)
ADD note:—“†” when Houghton Colliery Sidings (N.E.R.) is closed, Absolute Block Working to be in operation on the Down and Up Goods lines between **Cudworth** Station (N.E.R.) and the next signal box open in the Darfield direction.

CHESTERFIELD, TAPTON JUNCTION TO ROTHERHAM, MASBOROUGH STATION SOUTH JUNCTION AND HOLMES JUNCTION

Pages 82 and 83

DELETE—

Sorting Sidings Down
Banks, O M, 66 chs.,
from Sorting Sidings
South Junction

DELETE—

Sorting Sidings 0 572
Centre (Signals 1st
Down Goods line
only)

DELETE—Additional Down “NB” line between Sorting Sidings South Junction and Sorting Sidings North Junction and the words “2nd Goods”

Sorting Sidings North
Junction

DELETE—note from S.S. South Junction)

★
Page 84 (Page 151 Supp. No.3)

DORE AND TOTLEY STATION JUNCTION TO GRINDLEFORD

Dore and
Totley

West

ADD:—

55 55 154m. 16 chs. and 154m. 42chs.

Page 85 (Page 152 Supp. No.3)

SHEFFIELD NUNNERY MAIN LINE JUNCTION TO SHEFFIELD VICTORIA NO.4

Sheffield Midland
Nunnery Main
line Junction

ADD:—

C.W. Down 60
Branch, 340
Yards before
reaching
signal S4/206

S. Down Branch 60
154 yards ahead
of signal
S4/206

Sheffield Victoria
No.4

DELETE:—

C.W. Down Branch 60
122 yards before
reaching Signal
S4/206

SECTION D GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running times		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 87 (Page 153, Supp. No.3)

Skiers Spring

ADD—

Elsecar & Hoyland

DELETE—

Station and all entries

Wombwell West

Station

AMEND—

2 1288

C. Up Line

100

1 m. 828

yds. before

reaching

Outer

Home

Signal

TABLE C

From	To	Line	
		Down	Up
PAGE 91			
DELETE:—			
Masborough SS South	Masborough SS Centre	*Reception	—

TABLE E

Whistle to be given at	Movement required	Whistle
PAGE 95 (Page 156, Supp. No.3)		
MEXBOROUGH TO BARNSELY JUNCTION (VIA BARNSELY)		
DELETE:—		
Mexborough—Sub Heading and all entries		

TABLE F

From	To	Line	Number of Vehicles and special conditions
KINGS CROSS TO SHAFTHOLME JUNCTION (N.E.R.)			
PAGE 101.			
DELETE:—			
Finsbury Park No.3	Finsbury Park No.5	Down High Barnet Branch	5 Wagons.
ADD:—			
Finsbury Park No.3	Finsbury Park No.5	Down Canonbury	5 wagons or one coaching stock vehicle.
Finsbury Park No.3	Finsbury Park No.5	Down Slow No.1	One coaching stock vehicle.
PAGE 109			
DELETE:—			
Hollis Lane	Tapton Junction	Down Goods	5 Coaching Stock vehicles, etc.
Masborough S.S. South Junction	Masborough S.S. Centre	No. 1 Down Goods etc.	40 freight vehicles, etc.

SECTION D

EASTERN REGION—continued.

GENERAL INSTRUCTIONS AND NOTICES—continued

TABLE G

From	To	Line		Remarks
		Down	Up	
PAGE 115 (Pages 162/3, Supp. No.3).				
AMEND: —line heading.				
MEXBOROUGH No. 2 TO BARNLEY JUNCTION VIA BARNLEY.				
DELETE: —				
Mexborough No.3	Mexborough No.1	—	Sheffield	20 vehicles without brake van.
Mexborough No.4	Mexborough No.1	Goods	—	Drawn only
Mexborough No.1	Mexborough No.4	—	Goods	Vehicles drawn 54 wagons etc.
Mexborough West	Mexborough No.4	Goods	—	Drawn only
PILSLEY (L.M.R.) TO PENISTONE				
PAGE 116 (Page 163 Supp.No.3).				
DELETE: —				
Sheffield No.2	Sheffield No.3	Goods	—	Not exceeding 20 freight vehicles may be set back.
PAGE 117				
DELETE: —				
Masborough S.S. Centre	Masborough S.S. South Junction	Reception	—	
Masborough S.S. North Junction	Masborough S.S. Centre	1st Goods	—	

TABLE H I

From	To	Line	Number of Vehicles and special conditions
PAGE 121 (Page 165 Supp. No.3)			
DELETE: —			
Mexborough No.1	Mexborough No.3	Up Sheffield	20
Mexborough No.4	Mexborough No.1	Up Goods	50

TABLE J

From	To	Class of Train	Condition	Remarks
PAGE 123				
ADD: —				
at end of pre-ample—see footnote at end of table				
PAGE 124 (Page 166, Supp. No.3)				
DELETE: —				
Mexborough No.2	Mexborough No.1	F	N	Down Main or Down Goods

PAGE 125**ADD:**—

as footnote to Table J.

Except in an emergency in accordance with Absolute Block Regulation 14, electrically hauled trains on the Manchester/Sheffield/Wath Electrified Lines must not be assisted in rear by diesel locomotives.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

TABLE M

Signal Box	Line	Remarks
PAGE 129 (Page 169 Supp. No.3)		
MEXBOROUGH TO BARNSELY JUNCTION (VIA BARNSELY)		
DELETE:—		
Mexborough No.1	Down Doncaster	—
Mexborough No.1	Down Sheffield	—
Mexborough West Junct.	Up Main from Adwick Crossings	

TABLE SI

Name of Siding	Position	Line connected with	Method of Control
PAGE 131			
ADD:—			
PILSLEY (L.M.R.) TO PENISTONE.			
Sheffield Corporation	Neepsend and Wadsley Bridge	Down Main	Ground frame electrically controlled from Neepsend.
Electricity Sidings			
Page 131. (Page 170, Supp. No.3)			
AMEND:—			
Wombwell	Between Wombwell and	—	Ground frame, controlled by key
West Station	Skiers Spring		kept in frame of Wombwell
South end			West Station box

TABLE Y

Signal Box	Movement	See Special Instruction on page:
------------	----------	----------------------------------

PAGE 133 (Page 171 Supp. No.3).**PILSLEY (L.M.R.) TO PENISTONE.****DELETE:—**

Parkwood

Down Main to Down Siding

LOCAL INSTRUCTIONS**PAGE 141****FINSBURY PARK****ADD:—**

FINSBURY PARK — BREAKDOWN CRANE ROAD During the time No.2 signal box is closed, all movements between the Breakdown Crane line at No.2 signal box and No.3 signal box must be accompanied by the Station Inspector.

Page 150**BOSTON****ADD:—**

BOSTON SWING BRIDGE Trains must not exceed 10 m.p.h. when passing over the swing Bridge

PAGE 152**LINCOLN****EAST HOLMES**

AMEND:—Drivers entering Loco Yard must whistle 1 long, 1 crow when their engines are over the points in Loco Yard.

PAGE 156**DELETE:—BETWEEN HECKINGTON AND SWINESHEAD**

Heading and entry.

SECTION D

EASTERN REGION—continued.

GENERAL INSTRUCTIONS AND NOTICES—continued.

PAGE 160 (Page 179 Supp. No.3)

FIRBECK AND HARWORTH COLLIERY BRANCHES**AMEND** Third and fourth paragraph to read:—

Trains travelling from Firbeck Junction "B" box to Harworth Colliery must obtain a Token from the Signaller at Firbeck "B" box lettered "Firbeck Junction 'B' and Firbeck Colliery" and on arrival at Harworth Junction the Guard or Second man must proceed to the ground frame hut and advise the Signaller at Harworth Colliery by telephone of his arrival. The Signaller at Harworth Colliery will then release the Auxiliary Instrument to enable a Token lettered "Harworth Junction — Harworth Colliery" to be obtained and the Guard or Second man must place the two Tokens in the locks provided, reverse the junction points and instruct the Driver to draw his train clear of the Junction. The Guard or Second man must then replace the points, obtain the Tokens out of the locks, hand the "Harworth Junction — Harworth Colliery" Token to the Driver and place the "Firbeck Junction — Firbeck Colliery" Token in the Firbeck Junction "B" box Auxiliary Instrument, afterwards advising the Firbeck Junction "B" Signaller that the train is complete and clear of the Main line.

A stop board is provided at Harworth Junction at which all trains from the direction of Harworth Colliery must come to a stand. The Guard or Second man must then proceed to the ground frame hut, advise the Signaller at Firbeck "B" of his position and act on his instructions as to obtaining a Token from the Auxiliary Instruments in accordance with the preceding paragraph.

Page 167

ADD:—**MEXBOROUGH No. 3 TO WATH CENTRAL JUNCTION**

TRAINS FOULING LEVEL CROSSINGS. When a freight train is stopped foul of the public level crossing at Wath Central, Staithe or Adwick, the Guard will be held responsible for ascertaining immediately from the Signaller at the box where the crossing is blocked whether it is necessary for the train to be divided to allow the crossing being used, and for taking any action that may be required of him.

Page 171

ADD:—**ROTHERHAM (MASBOROUGH).**

STATION NORTH JUNCTION.—The points situated in the Through Siding and leading to Carr House Colliery must be kept padlocked for the Through Siding except when required to be unlocked to allow a train to work at the Sidings.

When not in use the key for the padlock is kept in Parkgate Junction box and the Person in charge of shunting movements at the Sidings is responsible for returning the key to that box when the work has been completed and for giving an assurance to the Signaller that the points are padlocked for the Through Siding.

ADD:—**WINCOBANK NORTH JUNCTION**

Drivers must understand that when the outlet signal from Wincobank Sidings is lowered for a train to depart on the Down Goods line, the section ahead may be occupied.

GENERAL INSTRUCTIONS AND NOTICES—continued.

Page 172

**CHESTERFIELD (TAPTON JUNCTION) TO ROTHERHAM MASBOROUGH STATION
SOUTH JUNCTION AND HOLMES JUNCTION****ADD:—****BARROW HILL DIESEL DEPOT**

Movements from Barrow Hill South box must only be made along the inwards line.

Movements towards Barrow Hill South box must only be made along the outwards line.

On arriving at the signals controlling movements from the outwards line, the driver, or fireman when provided, must communicate with the signalman on the telephone provided.

In the event of either line being blocked, the Signalman at Barrow Hill South box must be immediately advised and movements will then continue to be made in accordance with his instructions or those of the person appointed to supervise the work.

GENERAL AND LOCAL INSTRUCTIONS INDEX

Page 174

DELETE:— Great Hale Siding between Heckington and Swineshead	...	...	...	...	156
Heckington and Swineshead, Great Hale Siding	...	...	...	...	156

AMEND:—

Adwick, Staithe and Wath Central, trains stopped foul of level crossings	166 and 167
--	-------------

Page 175

DELETE:— Swineshead and Heckington, Great Hale Siding	156
--	-----	-----	-----	-----	-----

ADD:—


Staithe, Adwick and Wath Central, trains stopped foul of level crossings	166 and 167
--	-------------

AMEND:—

Wath Central, Staithe and Adwick, trains stopped foul of level crossings	166 and 167
--	-------------

GENERAL INSTRUCTIONS AND NOTICES

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

 *Denotes new or amended item*

MISCELLANEOUS NOTICES

Haymarket Motive Power Depot—Until further notice—Numbers 5, 6, 7 and 8 shed sidings have been temporarily shortened and stop blocks placed across the rails inside the shed, clear of the shed door. All connections at the West end of the sidings have been clamped out of use. Movements to and from the shed sidings will be made from the East end only.

Markle Level Crossing—Tests made at the automatic half barriers at Markle level crossing have revealed that trains in certain instances have exceeded the maximum speed for this particular section of the East Coast Main line.

Drivers are reminded that the length of the track circuits controlling the half barriers is based on the maximum permissible speed approaching Markle level crossing and any infringement above thereof may endanger the safe working of the crossing.

SECTION D

SCOTTISH REGION—continued.

GENERAL INSTRUCTIONS AND NOTICES—continued

**INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER SCOTTISH REGION LINES**

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

PAGE IV

AMEND:—

Craigentinny to Edinburgh (Waverley) via Abbeyhill

TABLE A

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (dots indicate Block Posts).	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons R. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

TWEEDMOUTH TO EDINBURGH (WAVERLEY)

Page 8

Drem

Aberlady Jn.

DELETE:—All details

Prestonpans

Longniddry Junction

AMEND:— 4 1020

Pages 9 and 10 (Pages 187/188 Supp. No.3)

Portobello East

AMEND:—

3S 1L 3S 1L — — Abbeyhill
line at
Craigentinny

Craigentinny

ADD:—

(See page 14)

2S2S2S 2S2S2S — — Waverley
Goods Yard
1S 1L 1S 1L — — Leith Walk
East Goods
Yard

DELETE:—
DELETE:—Down and Up Additional running lines between Portobello, Craigentinny and Piershill Jn.

Piershill Junction

DELETE:—All details

Abbeyhill

St. Margarets

AMEND:— 0 1327

Edinburgh (Wav.)

Waverley East

DELETE:—

— — 2L 2S — — Mussel-
burgh
line at
Newhailes
Jn.
— — 2L 3S — — Millerhill
Up Yard
— — 3S 2L — — Millerhill
Down Yard

ADD:—

SECTION D.

SCOTTISH REGION—continued.

GENERAL INSTRUCTIONS AND NOTICES—continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagon E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Page 14 **AMEND**:—heading and sub-heading to read
(Page 189 **CRAIGENTINNY TO EDINBURGH (WAVERLEY EAST) (VIA ABBEYHILL)**
Supp. No.3) **BETWEEN CRAIGENTINNY AND ABBEYHILL JUNCTION**
40 40 MAXIMUM PERMISSIBLE SPEED

DELETE:—
Portobello
Piershill Jn.
(See page 10)

SUBSTITUTE:—
Portobello
Craigentinny
(See page 10)

DELETE:—
Abbeyhill
Lochend Jn.
ADD:— 0 1710

20 20 Through Junction Fast lines to and from Lochend Jn.

TABLE F

PAGE 23
AMEND last line heading:—
Craigentinny to Edinburgh (Waverley) via Abbeyhill

TABLE H2

PAGE 26
AMEND second line heading:—
Craigentinny to Edinburgh (Waverley) via Abbeyhill
AMEND Piershill Jn. in two items to read Craigentinny.

TABLE J

PAGE 28
AMEND first line heading:—
Craigentinny to Edinburgh (Waverley) via Abbeyhill
AMEND Piershill Jn. in two items to read Craigentinny.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued.

TABLE K2

		Line	
From	To	Down	Up
PAGE 28 (Page 194 Supp. No.3)			
ADD:-			
Craigentenny to Abbeyhill Junction (via Abbeyhill)			
Craigentenny	Lochend	Branch	Branch
Lochend	Abbeyhill Junction	Main	Main

TABLE M

PAGE 29 (Page 194 Supp. No.3)**AMEND** third line heading:—**Craigentenny to Edinburgh (Waverley) East (via Abbeyhill)****AMEND** reference to Piershill Jn. in first entry to read Craigentenny

TABLE O

PAGE 29 (Page 195 Supp. No.3)**AMEND** Craigentenny and Edinburgh (Waverley) (via Abbeyhill)

TABLE V

PAGE 32 (Page 195 Supp. No.3)**AMEND** second line heading:—**Craigentenny to Waverley East (via Abbeyhill)**

TABLE Z

PAGE 32 (Page 196 Supp. No.3)**AMEND** in last line heading and item:—

Piershill Jn. to read Craigentenny.

GENERAL INSTRUCTIONS AND NOTICES—continued.

PAGE 34—ADD

AUTOMATIC HALF-BARRIERS

The following instructions will apply at the level crossing shown in the table below.

Wrong Line Order form "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the signalman at the supervising Signal Box.

A ballast train which has passed over the crossing must not be set back in accordance with Rule 216 (j) if it would approach nearer than ¼m. from the crossing.

A trolley must not be allowed to occupy any of the controlling track circuits without permission of the Signalman at the supervising Signal Box.

Prior arrangements must be made for a Crossing Keeper to be in attendance if a train is required to stop in section (in accordance with Block Regulation 8) or if a Tamping Machine, Track Recording Machine, Ballast Cleaning Machine, Engineer's Rail Motor or Rail Bus is required to run through the section.

Level Crossing	Signal Boxes Between	
Markle	Supervising Box	
	East Fortune (Drem) Junction when East Fortune closed).	East Linton

LOCAL INSTRUCTIONS

PAGE 38

DELETE:—

BETWEEN PIERSHILL JUNCTION AND ST MARGARETS and relative instruction.

INDEX TO GENERAL AND LOCAL INSTRUCTIONS

PAGE 48

DELETE:—Piershill Jn.—Local instructions—Page 38

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned

York
6th June, 1966.

M/54/1383/ES—25D

J.R. SAMPSON,
Movements Operations Manager

If this notice not received by the normal time advise your Superior Officer by telegram as follows:— "NILE FOUR WEEKLY SIG. PROG. ES No.25D"
