

**LONDON AND NORTH EASTERN RAILWAY**  
(SOUTHERN AREA)

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**DONCASTER**  
**NEW SIGNALLING AT DONCASTER SOUTH**

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*The instructions contained in this circular must  
be carefully read and observed by all concerned*

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E. W. ROSTERN,  
*Superintendent*  
(D. 11873)

LIVERPOOL STREET STATION,  
8TH SEPTEMBER, 1947.

# SIGNALLING RECORD SOCIETY

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# LONDON & NORTH EASTERN RAILWAY

(SOUTHERN AREA).

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## DONCASTER

### NEW SIGNALLING AT SOUTH END OF STATION.

The first stage of the changeover from the existing signalling at Doncaster to new Colour Light Signalling will be carried out on a date to be subsequently advised.

On this date the existing Doncaster South and South Yorkshire Junction Signal Boxes and all the existing signals worked therefrom will be taken out of use and the working transferred to a new signal box named "Doncaster South" situated 78 yards south of the existing Doncaster South Box.

The attached diagram shows the new signalling arrangements at Doncaster South, all signals being numbered, and a full description of each signal is given in the list of signals included in this circular.

Track circuiting will be provided on Nos. 2 and 3 Bay Platform lines, and on all running lines between Doncaster South Box and Bridge Junction, St. James' Junction, "A," "B," "C," and Frenchgate Boxes, except Up Goods Independents Nos. 1 and 2 from Doncaster South to Bridge Junction Box.

#### PERMANENT WAY ALTERATIONS.

##### *New Connection.*

From Down Passenger Independent No. 2 to the South Box Siding (Siding West of the new box), the points in the Down Passenger Independent No. 2 being 80 yards north of the new box. Trap points protecting Down Passenger Independent No. 2 will be provided.

##### *New connections to be brought into use at a later date.*

When the existing Doncaster South Box has been demolished the following new connections will be laid in and connected to the new box. These connections are shown on the attached diagram and further notice will be given of the date they are to be brought into use :—

From the Down Branch from St. James' Junction to run parallel with the Down Main line and join with Down Passenger Independent No. 1.

A facing connection Down Main to Down Passenger Independent No. 1, the points in the Down Main line being 87 yards south of new box.

A slip connection on the existing crossover between the Up and Down Main lines opposite the existing Doncaster South Box, to form a through connection from Up Main line to Down Passenger Independent No. 1. Facing points will be provided in the Down Main line leading to the through connection to form a facing connection from Down Main line to Down Passenger Independent No. 1.

From Down Passenger Independent No. 1 to South Box Siding (siding west of the new box), the points in the Down Passenger Independent No. 1 being 80 yards north of the new box. Trap points protecting Down Passenger Independent No. 1 will be provided.

*Connection dispensed with.*

The existing connection from Down Main to Down Passenger Independent No. 1, 20 yards north of the existing Doncaster South Box, will be dispensed with.

COLOUR LIGHT SIGNALS.

*Running Signals.*

The Colour Light Signals will be replaced to Red as soon as the engine passes them.

All Colour Light Signals carry an enamelled iron plate bearing reference letters and numerals to identify each signal and a full description of each is given in the list of signals included in this notice.

Running Signals worked from Doncaster South Box will bear the prefix letters "DS".

Drivers and others having to refer to any of the signals must always quote the letters and number.

The aspects and meanings of the Colour Light Signals are as shown below :—

2-aspect Signal.	3-aspect Signal.	4-aspect Signal.	Meaning.
Red ... ..	Red ... ..	Red ... ..	Stop.
Single Yellow ...	Single Yellow...	Single Yellow...	Proceed—be prepared to stop at next signal.
		Double Yellow	Proceed—be prepared to pass next signal at restricted speed.
	Green ... ..	Green ... ..	Proceed.

Braking distance is provided from the first signal exhibiting a Double Yellow aspect to the signal in advance which is showing a Red aspect at that time. A Single Yellow aspect will always be exhibited at the signal next in rear of the signal showing Red, but in some cases there are one or more signals displaying a Double Yellow aspect between the first signal showing Double Yellow and the signal showing the Single Yellow aspect. Explanatory diagrams of the signal aspect sequence for the Up and Down directions are attached to this Circular.

*Junction Indicators and Route Indicators.*

Certain signals are provided with junction indicators or route indicators, and some signals with both junction and route indicators. Under no circumstances must a movement be made when the junction indicator or a route indication is showing unless the colour light or subsidiary signal concerned is OFF.

### *Miniature Colour Light Signals.*

These signals are bracketed on Colour Light Running Signals and lead to "No-block" Running Lines. The normal aspect is a small Red light. The "Off" indication is a small Green light which authorizes a movement IN THE DIRECTION TO WHICH THE SIGNAL APPLIES, as far as the line is clear towards the next signal only.

### *Subsidiary Signals.*

All subsidiary signals, whether ground shunt signals or fixed below running signals, are of the floodlit disc type, which show the same indications by day and night, and do not show any red, yellow or green light. They may exhibit the OFF indication with or without a junction indicator or a route indicator.

The OFF indication of a subsidiary signal authorizes a movement as far as the line is clear towards the next signal only, but the turning off of a subsidiary signal does NOT authorize the next signal ahead to be passed at Danger.

Ground shunt signals carry an enamelled plate upon which are prefix letters, a number, and an arrow pointing to the line to which they apply. Signals worked from Doncaster South Box bear the prefix letters "DS".

Ground shunt signals applicable in the right direction on running lines will be turned off with the running signals for all through movements. It may happen in emergency that such a ground shunt signal has to be placed to Danger by the Signaller, in which case the Driver must endeavour to bring his train to a stand.

In making set-back movements on running lines it is essential that all the vehicles should pass beyond the signal applicable for the set-back movement to ensure that the controlling Track Circuit is clear. IF THE CONTROLLING TRACK CIRCUITS ARE NOT CLEARED, THE SIGNALMAN IS NOT ABLE TO CHANGE THE POSITION OF THE POINTS CONCERNED.

### TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS.

Referring to the instructions on page 63 of the Appendix; the following additional instructions are in operation at Doncaster South:—

When an engine is ahead of the Platform Starting Signal, the Proceed aspect of the relative subsidiary Signal will be given and the Station Inspector will arrange to verbally instruct the Driver to start, but this verbal instruction will not be given until the Guard has given his hand signal to start.

If, however, the engine is near to the next signal ahead this working will not apply and the latter signal will be pulled off for the train to proceed.

## TELEPHONES.

When a train is brought to a stand at a signal provided with a telephone the instructions on page 66 of the Appendix apply.

In the case of the following signals :—

DS. 1 and DS. 19,  
DS. 30 and DS. 40,  
DS. 34 and DS. 36,

only one telephone is provided for two signals. When communicating with the Signal Box care must be taken that the key in the Telephone Cabinet labelled for the signal at which the train is standing is operated. The Driver or Fireman must also inform the Signaller of the line on which the train is standing.

## PERMISSIVE BLOCK REGULATIONS.

Permissive Block Working is authorized between the following Boxes :—

	Line.
Bridge Junction and Doncaster South ... ..	Down Goods Independent.
Doncaster South and Doncaster " B " ... ..	Down Main. Down Passenger Independent No. 1. Down Passenger Independent No. 2.
Doncaster South and Doncaster " C " ... ..	Down South Yorkshire Goods Independent. Down G.N. Goods Independent.
Frenchgate and Doncaster South ... ..	Up South Yorkshire Goods Independent.
Doncaster " A " and Doncaster South ... ..	Up Main. Up Passenger Independent No. 1. Up Passenger Independent No. 2.

## WORKING IN WRONG DIRECTION.

Working in Wrong Direction is authorized through the following sections :—

From	To	Line.
Doncaster South ... ..	Doncaster " A " ... ..	Up Main. Up Passenger Independent No. 1. Up Passenger Independent No. 2.
Doncaster Bridge Junction ... ..	Doncaster South ... ..	Up Passenger Independent.
Doncaster " C " ... ..	Doncaster South ... ..	Down South Yorkshire Goods Independent. Down G.N. Goods Independent.
Doncaster South ... ..	St. James' Junction ... ..	Down Branch.
Doncaster " B " ... ..	Doncaster South ... ..	Down Passenger Independent No. 1.
Doncaster " B " ... ..	Doncaster South ... ..	Down Passenger Independent No. 2.

## DONCASTER SOUTH BOX. DESCRIPTION OF SIGNALS.

The abbreviations used in the following list are as under:—

R	...	...	...	...	...	Red.
Y	...	...	...	...	...	Single Yellow.
Y/Y	...	...	...	...	...	Double Yellow.
G	...	...	...	...	...	Green.

At signals shown to be fitted with a " D " sign a telephone is provided communicating with Doncaster South Box.

The junction indicators apply as set out in Rule 35(e).

### RUNNING SIGNALS, DOWN DIRECTION

Signal No. and Description	Type of Signal.	Aspect to Drivers.	Application.
DS.1 Down Main Home.	4-aspect with two left-hand Junction Indicators and Subsidiary.  D sign	Y without Junction Indicator ... Y/Y without Junction Indicator ... G without Junction Indicator ... Y with top left-hand Jct. Indicator ... Y/Y with top left-hand Jct. Indicator ... Y with lower left-hand Jct. Indicator ... Y/Y with lower left-hand Jct. Indicator ... Subsidiary without Jct. Indicator ... Subsidiary with top left-hand Junction Indicator. Subsidiary with lower left-hand Junction Indicator.	To Down Main. DS.3 at Red. To Down Main. DS.3 at Y. To Down Main. DS.3 at Y/Y or G. To Down Passr. Ind. No. 1. DS.15 at Red. To Down Passr. Ind. No. 1. DS.15 at Y. To Down Passr. Ind. No. 2. DS.17 at Red. To Down Passr. Ind. No. 2. DS.17 at Y. To Down Main. Occupied before DS.3 is reached. To Down Passr. Ind. No. 1. Occupied before DS.15 is reached. To Down Passr. Ind. No. 2. Occupied before DS.17 is reached.

DESCRIPTION OF SIGNALS—*continued.*

Signal No. and Description.	Type of Signal.	Aspect to Drivers.	Application.
DS.3 Down Main Starter.	4-aspect with left-hand Junction Indicator and Subsidiary.  Diamond Sign.	Y without Junction Indicator ...	To Down Main.
		Y/Y without Junction Indicator. ...	To Down Main, York Route only. Down Homes off at B. Box, Frenchgate and Marshgate, but Marshgate Down York Starter at Danger.
		G without Junction Indicator ...	To Down Main. York route only. All signals off at B. Box, Frenchgate and Marshgate.
		Y with left-hand Junction Indicator ...	To Down Passenger Independent No. 1.
		Subsidiary without Junction Indicator ...	To Down Main. Occupied before B. Box Down Home is reached.
DS.13 Down Branch Home.	3-aspect with Route Indicator and Subsidiary.  D Sign.	Subsidiary with left-hand Junction Indicator.	To Down Passenger Independent No. 1. Occupied before B. Box Down Home is reached.
		Y with Route Indication G.N. ... ..	To Down G.N. Goods Independent. DS.21 at Red.
		G with Route Indication G.N. ... ..	To Down G.N. Goods Independent. DS.21 at Y.
		Y with Route Indication S.Y. ... ..	To Down S.Y. Goods Independent up to C. Box Down Home. Shunt 51 off.
		Y with Route Indication P.2 ... ..	To Down Passenger Independent No. 2. DS.17 at Red. Shunt 51 off.
		G with Route Indication P.2 ... ..	To Down Passenger Independent No. 2. DS.17 at Y. Shunt 51 off.
		Y with Route Indication P.1 ... ..	To Down Passenger Independent No. 1. DS.15 at Red. Shunt 51 off.
		G with Route Indication P.1 ... ..	To Down Passenger Independent No. 1. DS.15 at Y. Shunt 51 off.
		Subsidiary with Route Indication G.N. ...	To Down G.N. Goods Independent. Occupied before DS.21 is reached.
		Subsidiary with Route Indication S.Y. ...	To Down S.Y. Goods Independent. Occupied before C. Box Down Home is reached. Shunt 51 off.
		Subsidiary with Route Indication P.2 ...	To Down Passenger Independent No. 2. Occupied before DS.17 is reached. Shunt 51 off.
Subsidiary with Route Indication P.1 ...	To Down Passenger Independent No. 1. Occupied before DS.15 is reached. Shunt 51 off.		
Subsidiary without Route Indication ..	Draw towards Shunt 51 at Danger. (Line clear or occupied.)		
DS.15 Down Passenger Independent No. 1 Starter.	4-aspect with Subsidiary ... ..  Diamond Sign.	Y ... ..	To Down Passenger Independent No. 1.
		Subsidiary ... ..	To Down Passenger Independent No. 1. Occupied before B. Box Down Home is reached.

DESCRIPTION OF SIGNALS—*continued.*

Signal No. and Description.	Type of Signal.	Aspect to Drivers.	Application.
DS.17 Down Passenger Independent No. 2 Starter.	3-aspect with Subsidiary ... .. Diamond Sign.	Y ... .. Subsidiary ... ..	To Down Passenger Independent No. 2. To Down Passenger Independent No. 2. Occupied before B. Box Down Home is reached.
DS. 19 Down Goods Independent Home.	3-aspect ... .. D Sign.	Y ... .. G ... ..	To Down G.N. Goods Independent. DS.21 at Red. To Down G.N. Goods Independent. DS.21 at Y.
DS.21 Down G.N. Goods Independent Starter.	2-aspect (R/Y) with Route Indicator and Subsidiary. D Sign.	Y with Route Indication G.N. ... .. Y with Route Indication S.Y. ... .. Subsidiary with Route Indication G.N. ... .. Subsidiary with Route Indication S.Y. ... ..	To Down G.N. Goods Independent. To Down S.Y. Goods Independent. To Down G.N. Goods Independent. Occupied before C. Box Down Home is reached. To Down S.Y. Goods Independent. Occupied before C. Box Down Home is reached.

RUNNING SIGNALS. UP DIRECTION.

DS.26 Up Main First Home	4-aspect with left-hand Junction Indicator, Route Indicator, Miniature R/G, and Subsidiary. D Sign.	Y without Junction or Route Indication Y/Y without Junction or Route Indication G without Junction or Route Indication  Y with left-hand Junction Indicator ... Y/Y with left-hand Junction Indicator ... G with left-hand Junction Indicator ...  Miniature G with Route Indication G.1 ... Miniature G with Route Indication G.2 ... Subsidiary with Route Indication M ... Subsidiary with left-hand Junction Indicator. Subsidiary with Route Indication Y ... Subsidiary without Junction Indicator or Route Indication.	To Up Main. DS.28 at Red. To Up Main. DS.28 at Y or Y/Y. To Up Main. DS.28 and DS.30 at G. Bridge Junction Up Main Home and Balby Junction Up Main Distant off. To Up Passenger Independent. DS.40 at Red. Shunt 108 off. To Up Passenger Independent. DS.40 at Y. Shunt 108 off. To Up Passenger Independent. DS.40 at Y/Y or G. Shunt 108 off. To Up Goods Independent No. 1. Clear or occupied. To Up Goods Independent No. 2. Clear or occupied. To Up Main. Occupied before DS.28 is reached. To Up Passenger Independent. Occupied between Shunt 108 and DS.40. Shunt 108 off. To No. 4 Siding, South Yard, or Grain Bank. Draw onto Up Passenger Independent up to Shunt 108 at Danger. (Line clear or occupied.)
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DESCRIPTION OF SIGNALS—*continued.*

Signal No. and Description.	Type of Signal.	Aspect to Drivers.	Application.
DS.28 Up Main Second Home.	4-aspect with right-hand Junction Indicator and Subsidiary.  Diamond Sign.	Y without Junction Indicator ... Y/Y without Junction Indicator ... G without Junction Indicator ...  Y with right-hand Junction Indicator G with right-hand Junction Indicator Subsidiary without Junction Indicator ...	To Up Main. DS.30 at Red. Shunt 112 off. To Up Main. DS.30 at Y or Y/Y. Shunt 112 off. To Up Main. DS.30 at G. Bridge Junction Up Main Home and Balby Junction Up Main Distant off. Shunt 112 off. (N.B.—DS.30 may show Y/Y if DS.28 is approached from Up Passenger Independent No. 1.) To Up Branch. St. James' Junction Homes at Danger. Shunt 112 off. To Up Branch with St. James' Junction Main Home to Mexboro' off. Shunt 112 off. Draw towards Shunt 112 at Danger, Line clear or occupied, or if Shunt 112 is off, to Up Main occupied between Shunt 112 and DS.30.
DS.30 Up Main Starter.	4-aspect ... ..  D Sign.	Y ... .. Y/Y ... .. G ... ..	To Up Main. Bridge Junction Up Main Home at Danger. To Up Main. Bridge Junction Up Main Home off. To Up Main. Bridge Junction Up Main Home and Balby Junction Up Main Distant both off.
DS.32 Up Passenger Independent No. 1 Home.	3-aspect with Miniature R/G, Subsidiary, and Route Indicator.  D Sign.	Y with Route Indication M ... .. G with Route Indication M ... .. Y with Route Indication P ... ..  G with Route Indication P ... ..  Miniature G with Route Indication G.1 ... .. Miniature G with Route Indication G.2 ... .. Subsidiary with Route Indication M ... .. Subsidiary with Route Indication P ... ..  Subsidiary with Route Indication Y ... .. Subsidiary without Route Indication ... ..	To Up Main. DS.28 at Red. To Up Main. DS.28 at Y, Y/Y or G. To Up Passenger Independent. DS.40 at Red. Shunt 108 off. To Up Passenger Independent. DS.40 at Y, Y/Y or G. Shunt 108 off. To Up Goods Independent No. 1. Clear or occupied. To Up Goods Independent No. 2. Clear or occupied. To Up Main. Occupied before DS.28 is reached. To Up Passenger Independent. Occupied between Shunt 108 and DS.40. Shunt 108 off. To No. 4 Siding, South Yard, or Grain Bank. Draw forward on Up Passenger Independent towards Shunt 108 at Danger. (Line clear or occupied)

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DESCRIPTION OF SIGNALS—*continued.*

Signal No. and Description.	Type of Signal.	Aspect to Drivers.	Application.
<p>DS.34 Up Passenger Independent No. 2 Home.</p>	<p>3-aspect with Miniature R/G, Subsidiary and Route Indicator.  D Sign.</p>	<p>Y with Route Indication B ... .. G with Route Indication B .. ... Y with Route Indication M ... .. G with Route Indication M ... .. Y with Route Indication P ... .. G with Route Indication P ... ..  Miniature G with Route Indication G.1 ... Subsidiary with Route Indication M ...  Subsidiary with Route Indication P ...  Subsidiary without Route Indication ...</p>	<p>To Up Branch. St. James' Junction Homes at Danger. Shunt 112 off. To Up Branch. St. James' Junction Main Home to Mexboro' off. Shunt 112 off. To Up Main. DS.30 at Red. Shunt 112 off. To Up Main. DS.30 at Y, Y/Y or G. Shunt 112 off. To Up Passenger Independent. DS.40 at Red. To Up Passenger Independent. DS.40 at Y or Y/Y or G. To Up Goods Independent No. 1. Clear or occupied. To Up Main. Occupied between Shunt 112 and DS.30. Shunt 112 off. To Up Passenger Independent. Occupied before DS.40 is reached. To Up Main. Draw towards Shunt 112 at Danger. (Line clear or occupied.)</p>
<p>DS.36 Starter from No. 2 Bay.</p>	<p>3-aspect with Miniature R/G, Subsidiary and Route Indicator.  D Sign.</p>	<p>Y with Route Indication B ... .. G with Route Indication B ... .. Y with Route Indication M ... .. G with Route Indication M ... .. Y with Route Indication P ... .. G with Route Indication P ... .. Miniature G with Route Indication G.1 ... Subsidiary with Route Indication M ...  Subsidiary with Route Indication P ...  Subsidiary without Route Indication ...</p>	<p>To Up Branch. St. James' Junction Homes at Danger. Shunt 112 off. To Up Branch. St. James' Junction Main Home to Mexboro' off. Shunt 112 off. To Up Main. DS.30 at Red. Shunt 112 off. To Up Main. DS.30 at Y, Y/Y or G. Shunt 112 off. To Up Passenger Independent. DS.40 at Red. To Up Passenger Independent. DS.40 at Y, Y/Y or G. To Up Goods Independent No. 1. Clear or occupied. To Up Main. Occupied between Shunt 112 and DS.30. Shunt 112 off. To Up Passenger Independent. Occupied before DS.40 is reached. To Up Main. Draw towards Shunt 112 at Danger. (Line clear or occupied.)</p>

DESCRIPTION OF SIGNALS—*continued.*

Signal No. and Description.	Type of Signal.	Aspect to Drivers.	Application.
DS.38 Starter from No. 3 Bay.	3-aspect with Miniature R/G, Subsidiary and Route Indicator.  D Sign.	Y with Route Indication B ... .. G with Route Indication B ... .. Y with Route Indication M ... .. G with Route Indication M ... .. Y with Route Indication P ... .. G with Route Indication P ... .. Miniature G with Route Indication G.1 ... .. Subsidiary with Route Indication M ... ..  Subsidiary with Route Indication P ... .. Subsidiary without Route Indication ... ..	To Up Branch. St. James' Junction Homes at Danger. Shunt 112 off. To Up Branch. St. James' Junction Main Home to Mexboro' off. Shunt 112 off. To Up Main. DS.30 at Red. Shunt 112 off. To Up Main. DS.30 at Y, Y/Y or G. Shunt 112 off. To Up Passenger Independent. DS.40 at Red. To Up Passenger Independent. DS.40 at Y, Y/Y or G. To Up Goods Independent No. 1. Clear or occupied. To Up Main. Occupied between DS.30 and Shunt 112. Shunt 112 off. To Up Passenger Independent. Occupied before DS.40 is reached. To Up Main. Draw towards Shunt 112 at Danger. (Line clear or occupied.)
DS.40 Up Passenger Independent Starter.	4-aspect ... ..  D Sign.	Y ... .. Y/Y ... .. G ... ..	To Up Passenger Independent. Bridge Junction Up Homes at Danger. To Up Passenger Independent. Bridge Junction Up Passenger Independent Home to Up Main off. To Up Passenger Independent. Bridge Junction Up Passenger Independent Home to Up Main and Balby Junction Up Main Distant from Up Passenger Independent both off.
DS.42 Up SY Goods Independent Home.	3-aspect ... ..  Diamond Sign.	Y ... .. G ... ..	To Up Branch. St. James' Junction Homes at Danger. Shunt 118 off. To Up Branch. St. James Junction Home to Mexboro' or to Down Goods Independent off. Shunt 118 off.

DONCASTER SOUTH.  
GROUND SHUNT SIGNALS. DOWN DIRECTION.

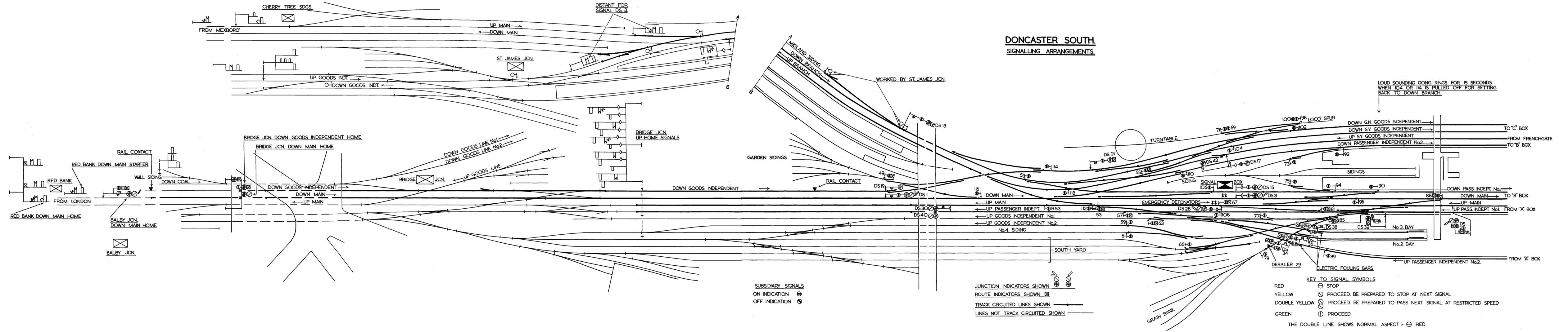
Shunt No.	Applicable from	Route Indication where provided	Applicable to
49	Garden Sidings ...	GN P2 P1 DM	Down G.N. Goods Independent towards DS.21. Down Passenger Independent No. 2 towards DS.17. Down Passenger Independent No. 1 towards DS.15. Down Main towards DS.3.
51	Down Branch (Right Direction) ...	— — —	Down S.Y. Goods Independent towards C. Box Down Home, or Down Passenger Independent No. 2 towards DS.17, or Down Passenger Independent No. 1 towards DS.15.
53 & R53	Up Main ...	UM G1 B3 B2 P2	Up Main Setback towards Shunt 67. Up Goods Independent No. 1 towards Shunt 77. No. 3 Bay. No. 2 Bay. Up Passenger Independent No. 2 towards Shunt 89.
55	Up S.Y. Goods Independent.	S GN  DSY  USY	Loco' Spur. Down G.N. Goods Independent towards C. Box Down Home. Down S.Y. Goods Independent towards C. Box Down Home. Facing Way on Up S.Y. Goods Independent with line occupied only.
57	Up Passenger Independent.	P1 G1 B3 B2 P2	Up Passenger Independent Setback towards Shunt 81. Up Goods Independent No. 1 towards Shunt 77. No. 3 Bay. No. 2 Bay. Up Passenger Independent No. 2 towards Shunt 89.
59	Up Goods Independent No. 2.	— —	Setback. Released by Shunt 85 off.
61	No. 4 Siding ...	—	Released by Shunt 85 off.
63	Up Goods Independent No. 1.	G1  B3 B2 P2	Up Goods Independent No. 1 Setback towards Shunt 77. No. 3 Bay. No. 2 Bay. Up Passenger Independent No. 2 towards Shunt 89.
65	South Yard (Yellow normal aspect).	—	Released by Shunt 85 off.
67	Up Main ...	P1 ← } DM UM { P1   →	Down Passenger Independent No. 1 towards B. Box Down Home. Down Main towards B. Box Down Home. Up Main Setback Facing Way. Up Passenger Independent No. 1 released by Shunt 81 off.
69	Turntable ...	—	Loco' Spur.
71	Turntable ...	—	Down G.N. Goods Independent towards C.Box Down Home.
73	Siding behind South Box	—	Down Passenger Independent No. 2 towards B. Box Down Home.
75	Siding behind South Box	—	Down Passenger Independent No. 1 towards B. Box Down Home.
77	Up Goods Independent No. 1.	—	Setback. Released by Shunt 85 off.
79	Grain Bank ...	—	Released by Shunt 85 off.
81	Up Passenger Independent No. 1.	DM UM P1	Down Main towards B. Box Down Home. Up Main Setback Facing Way. Up Passenger Independent No. 1 Setback Facing Way.
85	Up Goods Independent No. 1, Up Goods Independent No. 2, No. 4 Siding, South Yard and Grain Bank.	DM UM P1	Down Main towards B. Box Down Home. Up Main Setback Facing Way. Up Passenger Independent No. 1 Setback Facing Way.
89	Up Passenger Independent No. 2.	—	Up Passenger Independent No. 2 Setback Facing Way.

## GROUND SHUNT SIGNALS. UP DIRECTION.

Shunt No.	Applicable from	Route Indication where provided	Applicable to
88	Down Main ... ..	Y G2 G1 UM ← P (UM) → DM	No. 4 Siding, South Yard, or Grain Bank. Up Goods Independent No. 2. Up Goods Independent No. 1. Up Main towards Shunt 112 via Up Goods Independent No. 1. Up Passenger Independent towards Shunt 108. Up Main towards DS.28 via Up Passenger Independent No. 1. Down Main Setback towards Shunt 96.
90	Down Passenger Independent No. 1.	—	Up Main towards DS.28, or Down Main towards Shunt 116, or Down Passenger Independent No. 1 Setback towards Shunt 94.
92	Down Passenger Independent No. 2.	—	Siding behind South Box, or Down Passenger Independent No. 2 Setback towards Shunt 110.
94	Down Passenger Independent No. 1.	—	Down Passenger Independent No. 1 Setback towards Shunt 106, or Siding behind South Box.
96	Down Main ... ..	—	Up Main towards DS.28, or Down Main Setback towards Shunt 116.
98	Loco' Spur ... ..	—	Turntable.
100	Loco' Spur ... ..	—	Up S.Y. Goods Independent towards Shunt 118.
102	Down G.N. Goods Independent.	— —	Up S.Y. Goods Independent towards Shunt 118. Down G.N. Goods Independent Setback towards Shunt 114, or Turntable.
104	Down S.Y. Goods Independent.	— —	Up S.Y. Goods Independent towards Shunt 118. Down S.Y. Goods Independent Setback Facing Way towards St. James' Junction, or Down G.N. Goods towards Shunt 114.
106	Down Passenger Independent No. 1.	—	Down Main towards Shunt 116 or Setback Facing Way towards St. James' Junction.
108	Up Passenger Independent (Right Direction).	—	Up Passenger Independent towards DS.40.
110	Down Passenger Independent No. 2.	—	Down Main towards Shunt 116 or Setback Facing Way towards St. James' Junction.
112	Up Main (Right Direction).	—	Up Main towards DS.30, or Up Branch.
114	Down G.N. Goods Independent.	—	Down Goods Independent with line occupied only, or Garden Sidings or Setback Facing Way towards St. James' Junction.
116	Down Main ... ..	—	Down Main Setback Facing Way with line occupied only or Garden Sidings.
118	Up S.Y. Goods Independent (Right Direction).	—	Up Branch.

# DONCASTER SOUTH.

## SIGNALLING ARRANGEMENTS.



SUBSIDIARY SIGNALS  
 ON INDICATION ⊖  
 OFF INDICATION ⊙

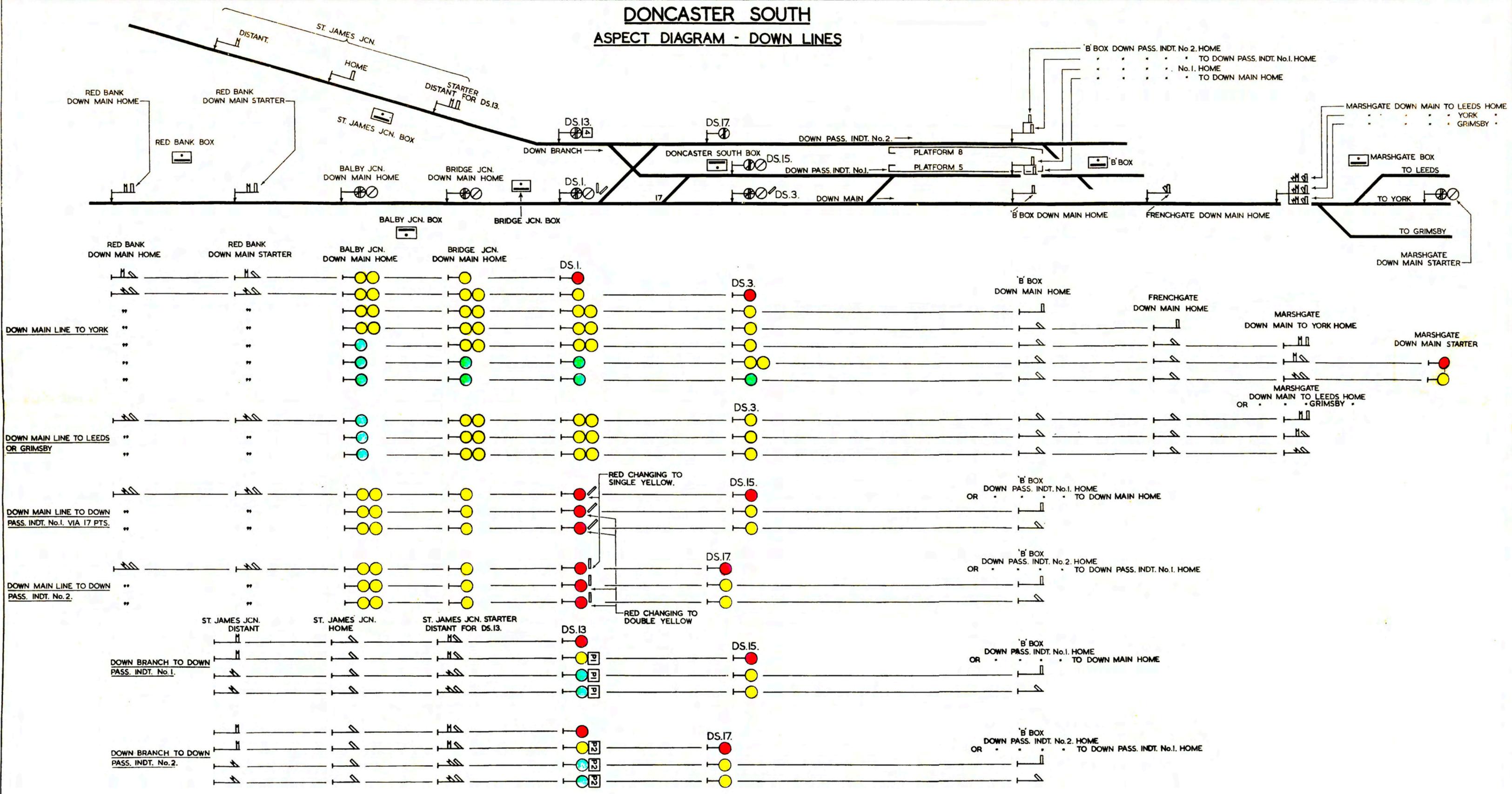
JUNCTION INDICATORS SHOWN ⊕ ⊕  
 ROUTE INDICATORS SHOWN ⊠  
 TRACK CIRCUITED LINES SHOWN —●—  
 LINES NOT TRACK CIRCUITED SHOWN —

KEY TO SIGNAL SYMBOLS  
 RED ⊖ STOP  
 YELLOW ⊙ PROCEED. BE PREPARED TO STOP AT NEXT SIGNAL  
 DOUBLE YELLOW ⊕ PROCEED. BE PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED  
 GREEN ⊕ PROCEED  
 THE DOUBLE LINE SHOWS NORMAL ASPECT :- ⊖ RED

LOUD SOUNDING GONG RINGS FOR 15 SECONDS WHEN 104 OR 114 IS PULLED OFF FOR SETTING BACK TO DOWN BRANCH.

WORKED BY ST. JAMES JCN.

# DONCASTER SOUTH ASPECT DIAGRAM - DOWN LINES



# DONCASTER SOUTH

## ASPECT DIAGRAM - UP LINES

