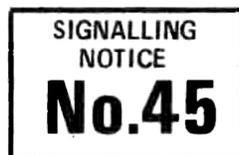


C. J. Woolsterholmes

For the information of Railway Staff only.



Eastern Region

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

SUNDAY 21 JANUARY 1973

between

**DORE - SHEFFIELD MIDLAND
STATION (INCL)**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

BETWEEN DORE – SHEFFIELD MIDLAND STATION: RESIGNALLING

During the period of this work on Saturday/Sunday/Monday 20th/21st/22nd January, 1973 the signal boxes at Millhouses and Eccleshall, Heeley Carriage Sidings, Queens Road, Sheffield South No.1, Sheffield South No.2, Sheffield Midland 'A', Sheffield Midland 'B', and Sheffield North Junction will be abolished. The signalling work therefrom will be replaced by full colour light signalling controlled from the existing panels at Dore and Brightside and the new Sheffield signal box. Certain existing colour light signals will be altered in form re-lettered or re-numbered.

PERMANENT WAY ALTERATIONS

As a result of the partial abandonment and re-modelling of the lines between Sheffield Midland and Millhouses and Eccleshall as from the above date the lines between these locations will consist of Up and Down Main Lines with an Up Passenger Loop between 156¾ and 156¼m.p. and a Down Passenger Loop between 157½m.p. and Sheffield Midland Station.

ALTERATIONS TO EXISTING SIGNALLING

D59 Dore Down Main Colour Light Starting Signal will have an additional yellow aspect brought into use and become an automatic signal re-lettered S59.

M34 Millhouses and Eccleshall Up Main Colour Light Starting Signal will have an additional yellow aspect brought into use and become an automatic signal re-lettered and re-numbered D62.

M31 Down Main Colour Light Signal will be re-lettered and re-numbered S63 and become an automatic signal.

SN156—Sheffield North Up Main Home Signal will become a 4-aspect controlled signal capable of displaying red, yellow, double yellow, and green aspects re-lettered S156.

SN36—Sheffield North Down Main Starting Signal will have a right hand offset subsidiary signal added and be re-lettered and re-numbered S147.

Signals SN152, 153, 154, 157, and U160 will be prefixed S.

CATCH POINTS

The following catch points will be provided:—

Line	Location	Gradient
Up Main	558 yards before reaching S80	Rising 1 in 100
Up Main	680 yards before reaching S78	Rising 1 in 100
Up Main	646 yards before reaching S76	Rising 1 in 100
Up Main	810 yards before reaching S68	Rising 1 in 100
Up Main	653 yards before reaching D62	Rising 1 in 100
Up Main	582 yards before reaching D60	Rising 1 in 100

GROUND FRAMES

HEELEY GROUND FRAME

A new two lever ground frame released by Sheffield signal box controlling the trailing main to main connection at 156¾m.p. will be brought into use. A telephone will be provided communicating with the signal box.

STATION GROUND FRAME

A new three lever ground frame released by Sheffield signal box controlling the entrance to the bay at the South end of the station between platforms 2 and 5 will be brought into use. A telephone will be provided communicating with the signal box.

AUTOMATIC WARNING SYSTEM

A.W.S. equipment will be provided as shown on the diagram.

GENERAL

A description of signals is included in this notice and the diagram which illustrates the revised signalling is attached. During the period of this work points and signals will be disconnected and drivers will be hand signalled as necessary. Further details will be given in the weekly notice of engineering operations.

DESCRIPTION OF SIGNALS

S = Sheffield

D = Dore

B = Brightside

S4 = Sheffield Vic. No.4

No.	Location	Aspect M = Main S = Sub	Route or Jn. Indication	Applications to or towards
Down Direction Running Signals				
S.59	Down Main Auto (existing signal)	M	—	S.63
S.63	Down Main Auto	M	—	S.69
S.69	Down Main	M	—	S.77
S.77	Down Main	M	—	S.81
		M	Position 1	S.79
S.79	Down Passenger Loop	M	1	Platform 1—S.112
		S	1	Platform 1—Occupied
		M	T	Through Line—S.113
		M	2	Platform 2—S.127
		S	2	Platform 2—Occupied
		M	5	Platform 5—S.130
		S	5	Platform 5—Occupied
		S	A	S.88 Signal
S.81	Down Main	M	1	Platform No.1—S.112
		S	1	Platform No.1— Occupied
		M	T	Through Line—S.113
		M	2	Platform 2—S.127
		S	2	Platform 2—Occupied
		M	5	Platform 5—S.130
		S	5	Platform 5—Occupied
		M	7	Platform 7
		S	7	Platform 7—Occupied
		S	'B'	S.89 Signal
		S	'C'	S.91 Signal
S.112	No.1 Platform	M	—	Platform 1—S.126
		S	1	Platform 1—Occupied
S.133	Through Line	M	1	Platform 1—S.126
		M	T	Through Line—S.123
		S	1	Platform 1—Occupied
S.127	Platform 2	M	—	S.147
		S	—	Along 'A' Line towards S.147
S.128	Platform 3	M	—	S.147
		S	'A'	Along 'A' Line towards S.147
		S	S	Centre Siding
		S	B	Along B Line towards S.148

DESCRIPTION OF SIGNALS—continued.

No.	Location	Aspect M = Main S = Sub	Route or Jn. Indication	Applications to or towards
Down Direction Running Signals—continued.				
S.129	Platform 4	M S	— 'A'	S.147 Along A Line towards S.147
		S S	S B	Centre Siding Along B Line towards S.148
S.130	Platform 5	M S	— A	S.147 Along A line towards S147.
		S S	S B	Centre Siding. Along B line towards S148.
S.126	Platform 1	M S S	— 'S' 'A'	S.147 Down Siding. Along A line towards S.147.
S.147	'A' line	M S	— —	S.151. Along Up Main to S153.
S.151	Down Main	M M	— Position 4	S.157(existing). S4/206(existing).
Up Direction Running Signals				
S.156 (existing)	Up Main	M	—	S.150.
S.154 (existing)	Up Nunnery Curve	M	—	S.150.
S.150	Up Main	M S M S M S M S M S S S S	1 1 2 2 3 3 4 4 5 5 6 6 8 8 A B	Platform 1 — S.116. Platform 1 — Occupied. Platform 2 — S.104. Platform 2 — Occupied. Platform 3 — Platform 3 — Occupied. Platform 4 Platform 4 — Occupied. Platform 5 — S.106. Platform 5 — Occupied. Platform 6 — S.109. Platform 6 — Occupied. Platform 8 — S.111. Platform 8 — Occupied. Along A line. Along B line.
S.116	No.1 Platform	M S M	1 1 T	Along Platform 1 — S.101. Platform 1 — Occupied. Through line — S.102.
S.104	No.2 Platform	M S S	— B S	B line — S.84 Along B line towards S.84. Shunt Spur.
S.106	No.5 Platform	M M S S S	B C S B C	S.84 S.85. Shunt Spur. B line. C line.

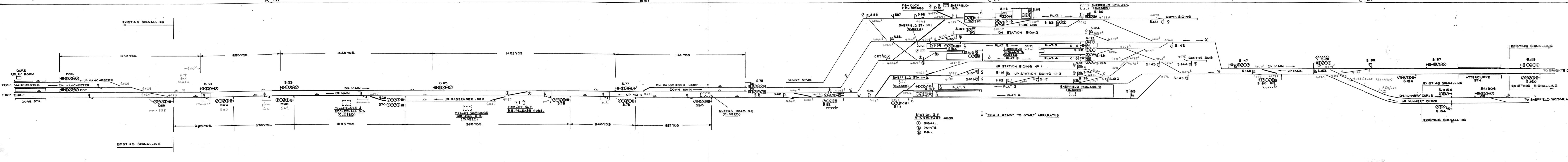
DESCRIPTION OF SIGNALS—continued.

No.	Location	Aspect M = Main S = Sub	Route or Jn. Indication	Applications to or towards
Up Direction Running Signals—continued.				
S.109	No.6 Platform	M S	— C	S.85. Along C line.
S.110	No.7 Platform	M S	— C	S.85. Along C line.
S.111	No.8 Platform	M S	— C	S.85. Along C Line.
S.85	'C' Line	M	—	S.80.
S.84	'B' Line	M	—	S.80.
S.80	Up Main	M	—	S.78.
S.78	Up Main Auto	M	—	S.76.
S.76	Up Main	M M	— Position 1	S.68. S.70.
S.68	Up Main	M	—	D.62.
S.70	Up Passenger Loop	M	—	D.62.
D.62	Up Main Auto	M	—	D.60.
D.60	Up Main Auto	M	—	D.58. (existing)

No.	Location	Route Indication	Application to or towards
Ground Position Light Signals			
S.82	Up Main	—	Along B Line to S89 or Along C Line to S91
S.86	Shunt Spur	—	S92 or S88
S.87	Shunt Spur	—	Along Shunt Spur
S.88	'A' Line	— — — —	Platform 1 or Through Line or S96 or Platform 5
S.89	B Line	— — — —	Platform 1 or Through Line or S96 or Station GF or Platform 5
S.91	C Line	— — — — —	Platform 5 or Up Station Siding No.1 or Up Station Siding No.2 or Platform 6 or Platform 7 or Platform 8
S.92	Shunt Spur	—	Platform 1 or Through Line
S.95	Fish Dock & Down Sidings	— —	Platform 1 or Through Line
S.96	'A' Line	— —	Down Station Siding or Platform 2

No.	Location	Route Indication	Application to or towards
Ground Position Light Signals – continued			
S.103	Down Station Siding	—	Shunt Spur or S84
S.107	Up Station Siding No.1	—	S85
S.108	Up Station Siding 2	—	S85
S.114	Up Station Siding 2	—	S132
S.115	No.6 Platform Line	—	S132 or S133
S.117	Up Station Siding No.2	—	S108 or Platform 6
S.124	Down Station Siding	—	S147
S.131	Up Station Siding 1	A S B	S147 Centre Siding S148
S.132	Up Station Siding No.2	A S B	S147 Centre Siding S148
S.133	Platform 6	A S B	S147 Centre Siding S148
S.136	North End of Up Station Sidings	—	Up Station Siding 1 or Up Station Siding 2 or Platform 6
S.139	No.8 Platform	—	S148
S.141	Down Siding	—	Platform 1 or Through Line
S.142	'A' Line	—	Platform 1 or Through Line or Down Station Siding or Platform 2 or Platform 3 or Platform 4 or Platform 5 or S136
S.143	Junction of B Line and Centre Siding	—	Platform 3 or Platform 4 or Platform 5 or S136
S.144	Centre Siding	—	S143
S.145	'B' Line	—	S143 or Platform 6 or Platform 8
S.148	Up Main	—	S153
S.153	Up Main	—	S157 or S4/206
S.152	Down Main	—	S150

The position numbers quoted in the column headed "Route or Junction Indication" refer to Rule C.3.1.6.



KEY TO SYMBOLS USED.

MULTI-UNIT TYPE SIGNAL

○ RED
 ○ YELLOW
 ○ GREEN

WITH JUNCTION INDICATOR

WITH SUBSIDIARY SIGNAL & THEATRE TYPE INDICATOR

POSITION LIGHT SHUNTING SIGNAL

WITH ROUTE INDICATOR

RUN BACK CATCH POINTS

TELEPHONE OR ☎

GROUND FRAME □

THICK LINES DENOTES NEW POINTS & CONNECTIONS.

A.W.S. △

DOUBLE LINE DENOTES NORMAL ASPECT: EG. ○ RED

TRAIN READY TO START APPARATUS □

STATION G.F. S.B. RELEASE 4050

① SIGNAL.
 ② POINTS.
 ③ F.P.L.

DORE TO SHEFFIELD RESIGNALLING