

For the information of Railway Staff only.

SIGNALLING
NOTICE
No.85



British Rail

Eastern Region

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 24 OCTOBER 1976

between

LINCOLN ROAD - NEWARK CROSSING

York
OCTOBER, 1976

MO42.2003

G.R.H. Orbell
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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LINCOLN ROAD - NEWARK CROSSING RESIGNALLING

During the period of this work on Sunday 24 October, 1976, Lincoln Road signal box together with the level crossing, and the signal boxes at Egmonton and Cromwell will be abolished.

New colour light signalling (together with full track circuiting), will be installed and controlled by new switch panels in Bathley Lane and Carlton signal boxes, and the existing facilities at Retford. The existing semaphore signalling will be abolished.

Track Circuit Block Regulations will apply on all lines between Retford - Carlton and Bathley Lane signal boxes.

Permanent Way Alterations

Emergency main to main facing and trailing crossovers will be installed at approx. 131m. 60chs. operated by "Tuxford Emergency crossovers ground switch panel".

Emergency main to main facing and trailing crossovers will be installed on the Doncaster side of Carlton level crossing controlled by Carlton signal box.

The Down Passenger Loop between 126m. 40chs. and the 127m.p., together with the sand-drag will be abolished.

A new Down Passenger Loop, will be installed between 125m. 60chs. and 126m. 20chs. to be known as the Down Carlton Passenger Loop. The Up Passenger Loop, will be renamed Up Carlton Passenger Loop and the connections from and to the Up Main, will be remodelled and the sand-drag abolished.

Alterations to existing signalling

L.R.130 Up Main signal will have the second Yellow aspect brought into use and become a 4-aspect signal relettered CA.130. (Not on plan).

L.R.19 Up Main signal will have the two Yellow aspects brought into use and will become a 4-aspect semi-auto signal plated CA.128.

Down Main colour light signal L.R.7 RR, will have the Red aspect brought into use and become a 4-aspect semi-auto signal plated CA.123.

L.R.7 R, Down Main colour light signal will have the Red aspect brought into use and become an automatic signal relettered and renumbered RD.125.

L.R.7 Down Main colour light signal will become a semi-auto signal relettered and renumbered RD.127.

Level Crossings

Norwell Lane level crossing gates will be replaced by lifting barriers controlled from Bathley Lane signal box. These barriers, and those at Church Lane will be remotely controlled by Closed Circuit Television from Bathley Lane. The telephones at the crossings will communicate with that signal box.

Cromwell level crossing barriers will be controlled from Carlton signal box. These barriers, and those at Egmonton will be remotely controlled by Closed Circuit Television from Carlton signal box. telephones at the crossings will communicate with that signal box.

Eaves Lane and Grassthorpe Lane level crossings will be released by Carlton signal box with telephones connected to that signal box.

Catch Points

Catch points will be provided in the Down Main, 1,230 yards before reaching CA.119 signal.

Automatic Warning System

A.W.S. track equipment will be provided for all new colour light running signals.

General

A description of the new signals is included in this notice, and a diagram which illustrates the layout is attached. During the period of this work, points and signals will be disconnected, and drivers will be handsignalled as necessary. Further details will be included in the weekly notice of Engineering Operations.

Description of Signals

NN = Newark Northgate

X = Newark Crossing

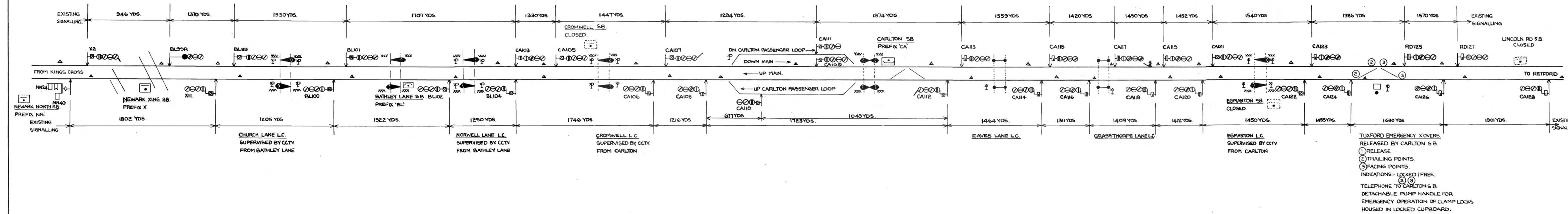
BL = Bathley Lane

CA = Carlton

RD = Retford

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or Towards
Down Direction Running Signals				
X2 (existing)	Down Main	M	—	BL99R
BL99R	Down Main Distant	M	—	BL99
BL99	Down Main	M	—	BL101
BL101	Down Main	M	—	CA103
CA103	Down Main Auto	M	—	CA105
CA105	Down Main	M	—	CA107
CA107	Down Main	M	—	CA109
		M	Position "1"	CA111
CA109	Down Main	M	—	CA113
CA111	Down Carlton Passenger Loop	M	—	CA113
CA113	Down Main Semi-auto	M	—	CA115
CA115	Down Main Semi-auto	M	—	CA117
CA117	Down Main Auto	M	—	CA119
CA119	Down Main Auto	M	—	CA121
CA121	Down Main	M	—	CA123
CA123	Down Main Semi-auto	M	—	RD125
(existing)				
RD125	Down Main Auto	M	—	RD127
(existing)				
RD127	Down Main Semi-auto	M	—	RD129 (existing) (Not on plan)
(existing)				
Up Direction Running Signals				
CA130	Up Main Auto	M	—	CA128
(existing not on plan)				
CA128	Up Main Semi-auto	M	—	CA126
(existing)				
CA126	Up Main Semi-auto	M	—	CA124
CA124	Up Main Auto	M	—	CA122
CA122	Up Main	M	—	CA120
CA120	Up Main Auto	M	—	CA118
CA118	Up Main Semi-auto	M	—	CA116
CA116	Up Main Auto	M	—	CA114
CA114	Up Main Semi-auto	M	—	CA112
CA112	Up Main	M	—	CA108
		M	Position "1"	CA110
CA108	Up Main Auto	M	—	CA106
CA110	Up Carlton Passenger Loop	M	—	CA106
CA106	Up Main	M	—	BL104
BL104	Up Main	M	—	BL102
BL102	Up Main	M	—	BL100
BL100	Up Main	M	—	X11
X11	Up Main	M	—	NN24 (existing semaphore)

The position numbers quoted in the column headed, "Route or Junction Indication" refer to Rule C.3.1.6. The suffix letter 'R' (i.e. BL99R) on the signal identification plate denotes that the signal is an isolated colour light Distant applicable to and bearing the same number as the Stop signal next ahead.



- KEY TO SYMBOLS**
- ⊗ 3 ASPECT SIGNAL
 - ⊙ 4 ASPECT SIGNAL
 - ⊕ GREEN
 - ⊖ YELLOW
 - ⊘ RED
 - ASPECT NOT IN USE.
 - ⊕ MULTI ASPECT WITH JUNCTION INDICATOR
 - ⊞ SIGNAL POST TELEPHONE
 - ⊡ AUTOMATIC SIGNAL
 - ⊠ SEMI AUTOMATIC SIGNAL
 - ⊔ NORMAL POSITION OF POINTS
 - ⊓ GROUND SWITCH PANEL
 - ⊗ ROAD SIGNAL FLASHING LIGHTS
 - ⊕ CCTV CLOSED CIRCUIT TELEVISION
 - ⊕ OTHER TELEPHONES
 - ⊕ A.W.S INDUCTOR

TUXFORD EMERGENCY XOVERS.
 RELEASED BY CARLTON S.B.
 ① RELEASE.
 ② TRAILING POINTS.
 ③ FACING POINTS.
 INDICATIONS - LOCKED / FREE.
 ② ③
 TELEPHONE TO CARLTON S.B.
 DETACHABLE PUMP HANDLE FOR
 EMERGENCY OPERATION OF CLAMP LOCKS
 HOUSED IN LOCKED CUPBOARD.

LINCOLN ROAD-NEWARK CROSSING RESIGNALLING
 (DONCASTER PHASE II)