



EASTERN REGION

SUPPLEMENTARY NOTICE

of

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

affecting the working of the Line

from

SATURDAY 30 APRIL

to

MONDAY 2 MAY 1977

at

**DOWN DECOY - RANSKILL -
BLACK CARR JN. - FINNINGLEY - FIRBECK -
LOW ELLERS - YORKSHIRE MAIN COLLIERY**

SIGNALLING RECORD SOCIETY

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DECOY NO.1 TO RANSKILL AND FINNINGLEY : BLACK CARR JUNCTION TO BESSACARR JUNCTION, FIRBECK TO LOW ELLERS AND YORKSHIRE MAIN SIDINGS : REMODELLING AND RESIGNALLING

During the period of this work from 30 April to 2 May 1977, new track layout in the area Down Decoy to Bessacarr Junction, Rossington and St. Catherines Junction, also the existing track layout from Black Carr Junction to Bessacarr Junction, Firbeck to Low Ellers and the Yorkshire Main Colliery Branch line will be provided with full track circuiting and colour light signals.

Certain existing colour light signals between Ranskill and Black Carr Junction will be altered in form or application and will be replated.

The signal boxes at Bessacarr Junction and St. Catherines Junction will be abolished. The signal box at Rossington will become a gate box. The signal box at Yorkshire Main Sidings will become a Shunters Cabin.

The new signalling and track layout will be controlled from a new route setting panel installed in Decoy No.1 signal box, working to the fringe signal boxes at Ranskill, Firbeck 'A', Low Ellers, Finningley and Black Carr Junction.

The lines controlled by the new Decoy panel will be worked in accordance with the Track Circuit Block Regulations, except that the Up Lincoln line from Signal DY774 to Finningley signal box will be worked in accordance with the Absolute Block Regulations. The lines between Firbeck 'A' (East Junction) and Firbeck 'B' (South Junction) will be worked in accordance with special instructions.

Permanent Way Alterations

The following new lines and connections will be brought into use:-

- (a) Double lines from Bessacarr Junction to the New Decoy South Junction to be named the Down and Up Lincoln Flyover lines, with new facing connection at Bessacarr Junction.
- (b) Single line from Loversall Carr Junction, joining into the Down Lincoln Flyover line, to be named the Up West Side/Down Slow line.
- (c) Single line from the Down Lincoln Flyover line to the Up Goods line, to be named the Up Loversall Curve.
- (d) Single line from St. Catherines Junction to Decoy South Junction, to be named St. Catherines Curve.
- (e) New connection from Decoy South Junction into Decoy Down Yard, bringing into use the new Nos.5, 6 and 7 Reception sidings. Entrance to the north end of Nos.5, 6 and 7 Reception sidings, for light engines only, will be by means of new hold up spring points normally set for the Sorting Sidings.
- (f) The Up Siding at St. Catherines Junction will be extended and will be connected into the South Yorkshire Branch line to form the St. Catherines Loop.

The Down Goods line between Loversall Carr Junction and Decoy No.1 signal box will be abolished.

The Down Lincoln line between Bessacarr Junction and Black Carr Junction will be abolished.

The Up Lincoln line between Black Carr Junction and Bessacarr Junction will be worked as a single line in both directions.

The points at Yorkshire Main Sidings, formerly controlled from the signal box, have been converted to hand points, one set becoming spring points, normally set for the Down line and detected for arriving trains.

Alterations to Existing Signalling

Rossington

Down Main signal R4 will become a semi automatic signal and will be plated DY 189.

Up Main signal R29 will become a semi automatic signal and will be plated DY190.

Down Main signal R5 will have the second yellow aspect brought into use and will be plated DY191.

Alterations to Existing Signalling – continued

Rossington – continued

Down Main automatic signals R185 and R187 will be plated DY185 and DY187 respectively.

Up Main signal R30 will be plated DY194.

Up Goods signal R32 will be plated DY192.

Rossington Colliery starting signal R8 will have the green aspect brought into use, and will be plated DY193.

Black Carr Junction

The junction indicator position 1 on Down Fast signal BC44 will be removed.

The Up Goods Home semaphore signal BC3, together with the two associated junction semaphore signals BC1 and BC5 on the same bracket, will be provided with distant signal semaphore arms located lower down the dolls, acting as distants to the new colour light signals DY204, DY200 and DY202 according to route.

Firbeck 'A'

The posts for signals FK14, 36 and 37 will be equipped with diamond signs.

Low Ellers

Distant signal semaphore arms will be provided on the posts of Up Main Home signal No.5 and Up Branch Home signal No.2, applying to new colour light signal DY216. The post for Down Home signal No.16 will be equipped with a diamond sign.

Notice Boards

Down Decoy New Reception Sidings Nos.5, 6 and 7 will be provided with illuminated notice boards worded 'Stop – Telephone' at the north end. Telephones will be provided communicating with Decoy No.1 signal box.

On the Yorkshire Main Colliery Branch line two illuminated 36 Wagon Marker boards are provided at the following locations:—

360 yards before reaching Y1 signal.

360 yards before reaching DY226 signal.

This board will be provided with left and right arrow indicators, one of which will illuminate according to the signal route cleared.

Catch Points

Catch points will be provided as follows:—

In the Down Lincoln line, 1180 yards before reaching DY205 signal.

In the Down Slow/Up West Slow line, worked catch points 730 yards before reaching DY207 signal.

Ground Frames and Switch Panels

Rossington Ground Switch Panel

The ground switch panel controlling the emergency facing crossover will be released by Decoy No.1 signal box. The telephone will communicate with Decoy No.1 signal box.

Tickhill Ground Frame

The two lever ground frame controlling the connection to the Up Sidings will be released by Decoy No.1 signal box. A telephone will be provided communicating with Decoy No.1 signal box.

Automatic Warning System

AWS inductors will be provided 200 yards before reaching Up Fast signal DY202 and Up Goods signal DY200.

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 hand signalled as necessary. Further details will be included in the weekly notice of engineering operations.

Description of Signals

RL = Ranskill, DY = Decoy No.1, BC = Black Carr Junction, PC = Potteric Carr, F = Finningley, FK = Firbeck 'A', Y = Yorkshire Main Colliery, LE = Low Ellers.

The numbers of semaphore signals are quoted for reference purposes only.

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
RL183 (existing)	Down Main Semi Auto	M	—	DY 185
DY185	Down Main Auto	M	—	DY 187
DY187	Down Main Auto	M	—	DY 189
DY189	Down Main Semi Auto	M	—	DY 191
DY191	Down Main	M M	— Position 1	BC44 (existing) DY197
DY197	Down Slow	M	—	DY207
DY207	Down Slow	M	—	DY213
DY213	Down Slow	S	'D'	Reception Sdgs.
F4 (existing)	Down Lincoln semaphore	M	—	DY771
DY771R	Down Lincoln Auto Distant	M	—	DY771
DY771	Down Lincoln Auto	M	—	DY199
DY199	Down Lincoln	M M M	— Position 4 Position 5	DY205 DY203 BC47
DY205	Down Lincoln Flyover	M	—	DY213
DY203	Up Lincoln Flyover	M	—	DY213
BC47	Down Lincoln Branch semaphore	M	—	BC43 (existing)
FK14 (existing)	Down South Yorks semaphore	M	—	DY229
DY229R	Down South Yorks Auto Distant	M	—	DY229
DY229	Down South Yorks	M M	— Position 4	DY227 DY225

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals – continued				
DY227	Down South Yorks	M M M	– Position 1 Position 4	DY219 Y1 DY215
DY225	St. Catherines Loop	M M M	– Position 1 Position 2	DY215 DY219 Y1
DY219	St. Catherines Curve	S	'D'	Reception Sidings
Y1R	Yorkshire Main Colliery Distant	M	–	Y1
Y1	Yorkshire Main Colliery	S	left hand offset	Colliery Sidings
DY215	Down South Yorks	M	–	LE16 (existing)
Up Direction Running Signals				
BC19 DY202R (existing)	Up Main semaphores	M	–	DY202
BC12 DY204R (existing)	Up Main to Lincoln semaphores	M	–	DY204
BC3 DY200R (existing)	Up Goods semaphores	M	–	DY200
DY202	Up Fast Auto	M	–	DY194
DY200	Up Goods	M	–	DY192
DY194	Up Fast	M	–	DY190
DY192	Up Goods	M	–	DY190
DY190	Up Main Semi Auto	M	–	RL188 (existing)
DY234	Decoy Reception Sidings	M M	– Position 4	DY210 DY224
DY210	Up West Slow	M M M	– Position 1 Position 4	DY198 DY206 DY196
DY198	Up Loversall Curve	M	–	DY192
DY196	Up West Slow	S	–	Rossington Colliery
DY204	Up Lincoln Branch	M	–	DY774
DY206	Up Lincoln Flyover	M	–	DY774

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction Running Signals – continued				
DY774	Up Lincoln	M	—	F12 (existing)
LE5/2 (existing)	Low Ellers semaphores	M	—	DY216
DY216	Up South Yorks	M	—	DY222
DY228	Yorkshire Main Colliery	M	—	DY226
DY226R	Yorkshire Main Branch Auto Distant	M	—	DY226
DY226	Yorkshire Main Branch	M M	— Position 1	DY220 DY218
DY224	St. Catherines Curve	M M	— Position 1	DY220 DY218
DY222	Up South Yorks	M M	— Position 4	DY218 DY220
DY220	Up South Yorks	M	—	FK37 (existing)
DY218	St. Catherines Loop	M	—	FK37 (existing)
Ground Position Light Signals				
DY2	Up Main		—	DY197
DY1410	No.5 Reception Siding		—	DY234
DY1412	No.6 Reception Siding		—	DY234
DY1414	No.7 Reception Siding		—	DY234

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

The suffix letter 'R' on the signal plate denotes that the signal is an isolated colour light distant signal applicable to and bearing the same number as the stop signal next ahead.

