

For the information of Railway Staff only.



EASTERN REGION

**SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS**

affecting the working of the Line

on and from

SUNDAY 21 AUGUST 1977

at

DOWN DECOY

and

BLACK CARR JN.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Down Decoy – Black Carr Junction Resignalling

During the period of this work from **Saturday 20 August to Monday 22 August**, the Down side semaphore signalling controlled from Decoy No.1, together with Black Carr Junction signal box and all signals controlled therefrom, will be abolished.

New colour-light signalling, controlled from the new Decoy Panel, together with full track circuiting will be installed.

The Track Circuit Block Regulations will apply between Decoy No.1 and Potteric Carr, Ranskill, Finningley (Down Lincoln), Firbeck "A" and Low Ellers Jn. signal boxes.

The Absolute Block Regulations will continue to apply between Decoy No.1 (DY774 signal) and Finningley (Up Lincoln) and between Decoy No.1 and Balby Jn. (Down Main).

The Permissive Block Regulations will continue to apply between Decoy No.1 and Balby Jn. over the Down Goods line and the "No Block" regulations over the Down Departure line.

The Down and Up Fly-over lines will be extended from Decoy South Jn. to Decoy No.1 and will run adjacent to No.5 Reception Sidings.

Between Decoy South Junction and Decoy No.1

The Down Goods line will be re-aligned, and re-named No.1 Reception Siding.

Former Nos.1, 2 and 3 Reception Sidings will be reinstated as Nos.2, 3 and 4 Reception Sidings respectively.

These Reception Sidings will be worked in both directions.

Between Decoy No.1 and Balby Junction

No.1 Down Reception North will be re-named Locomotive line.

The former Engine line will be re-named Down Reception Road No.3 Nos. 2 and 3 Down Receptions North will become Down Reception Roads Nos. 1 and 2 respectively.

The South end connections of these Reception lines will in future be known as Decoy North Jn.

Renaming of Running Lines

The Up Goods line from Potteric Carr to Loversall Carr will be renamed Up East Slow. The portion of this line between Potteric Carr and Black Carr Jn. will be worked in both directions and will be known as Up East Slow/Down Locomotive line.

The Up and Down Lincoln single line between Black Carr Jn. and Bessacarr Jn. will be renamed Up Lincoln/Down Locomotive line.

The Departure line (West) will be renamed Black Road.

The Down and Up Fast/Main lines between Potteric Carr and Loversall Carr Jn. will be redesignated Down and Up Fast throughout.

Permanent Way Alterations

Potteric Carr

The trailing crossover between the Down and Up Fast will be secured out of use in the normal position pending removal.

The facing connection from Down Fast to Down Goods will be reinstated.

New trap points will be installed at the Potteric Carr end of the Up Goods No.1. The trap points at the North end of the Up East Slow/Locomotive line will be secured out of use pending removal.

Permanent Way Alterations – continued**Black Carr Jn.**

The facing connection from Up Fast to Up Lincoln/Down Locomotive line and Up East Slow/Down Locomotive line to Up Fast, also the trailing crossover between the Down and Up Fast, will be secured out of use pending removal.

The worked catch points in the Up East Slow and in the Up Lincoln/Down Locomotive lines will be secured out of use in the normal position pending removal.

Alterations to Existing Signalling

All aspects on the following signals will now be brought into use.

4 aspect

Down Slow DY197, DY207
Down Fly-over DY205, DY213

3 aspect

St. Catherines Curve DY219
Up Lincoln Fly-over (down direction) DY203.

Potteric Carr

The Calling-on miniature arms below the Up Main Home, Up Goods No.1 Home, Up Departure No.1 Home signals applying towards the former Up Goods line, together with the ground disc applying Up Goods to Down Main line will be abolished.

Notice Boards

Illuminated notice boards worded "STOP FOR ORDERS" will be provided at the North end of the Down Reception Roads.

Automatic Warning System

A.W.S. will be brought into use on the Down and Up Flyover lines and on the Down Slow line.

General

A "Description of signals" and a diagram illustrating the layout and signalling is included in this notice. During the period of this work, points and signals may be disconnected and Drivers will be hand-signalled as necessary. Further details will be included in the weekly notices.

Description of Signals

DY = Deey No.1. PC = Potteric Carr. B = Balby Junction.

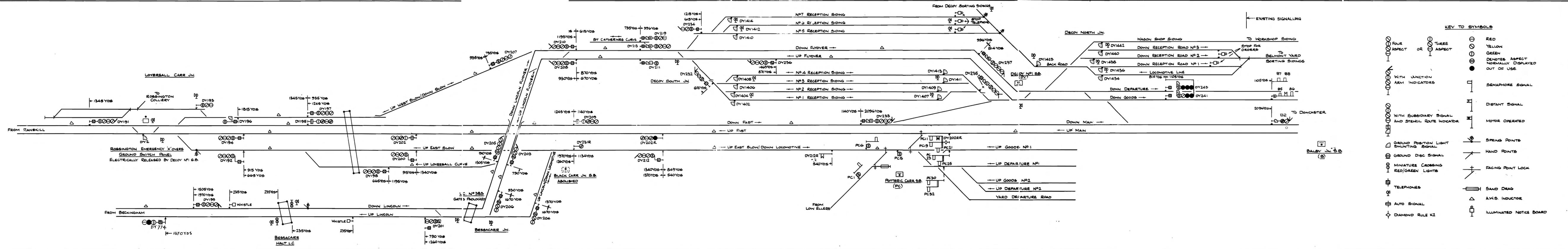
No.:	Line	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
DY191 (existing)	Down Main	M M	Position "1"	DY195 Down Slow DY197
DY195	Down Fast Auto			DY209
DY209	Down Fast Auto			DY233
DY233	Down Fast	M M M S S	Position "1" Position "2" "W" "R"	B2 (existing colour light) DY241 DY243 Wagon Shop Siding Down Reception Roads
DY213 (existing)	Down Flyover	M S S	U) (altered D) readings)	DY237 Up Reception Siding Down Reception Siding
DY219 (existing)	St. Catherines Curve	M S S	D) (altered U) readings)	DY237 Down Reception Siding Up Reception Sidings

No.	Line	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals – continued				
DY237	Down Flyover	M M M S S	Position 4 Position 5 W R	DY243 DY241 Down Main B2 Wagon Shop Siding Down Reception Roads
DY235	Reception Siding	M M M S S	Position "1" Position "4" "W" "R"	DY241 DY243 Down Main B2 Wagon Shop Sidings Down Reception Roads
DY241	Down Goods	M S		Down Goods B6 (existing semaphore) Down Goods occupied
DY243	Down Departure	S		Down Departure
DY199 (existing)	Down Lincoln	M M M	Position "4" Position "5"	DY205 (existing) DY203 (existing) Down locomotive PC6
DY231R	Down Locomotive	Auto Distant		PC6 semaphore
DY211 (existing)	Up Flyover (down direction)	S	U (altered reading)	Up Reception Sidings
PC6	Down Locomotive	S		PC5 (existing)
Up Direction Running Signals				
PC11) PC19)existing PC21)semaphores	Up Fast			DY202R DY212 Up S. & Y.LE2 (existing semaphore) DY202 (existing)
DY202R	Up Fast Distant			
DY212	Up East Slow	M M	Position "1"	DY200 existing Up Lincoln DY204 (existing)
DY236	Up Flyover	M M M	Position "4" Position "5"	DY208 existing Down Flyover DY210 existing. St. Catherines Curve DY224 existing.
Ground Position Light Signals				
DY1404	No.2 Reception Siding			DY232
DY1406	No.3 Reception Siding			DY232
DY1408	No.4 Reception Siding			DY232
DY1407	No.1 Reception Siding			DY235

No.	Line	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Ground Position Light Signals – continued				
DY1409	No.2 Reception Siding			DY235
DY1411	No.3 Reception Siding			DY235
DY1413	No.4 Reception Siding			DY235
DY1423	Back Road			Down Reception Roads 1,2 or 3. Wagon Shop Siding.
DY1434	Locomotive Line			To Up Flyover or to Down Flyover line occupied or to Reception Sidings or to Back Road.
DY1436	Down Reception Road 1			Up Flyover or to Reception Sidings or to Back Road.
DY1438	Down Reception Road 2			To Up Flyover or to Reception Sidings or to Back Road.
DY1440	Down Reception Road 3			Back Road. Up Flyover. Up Receptions.
DY1442	Wagon Shop Siding			Back Road. Up Flyover. Up Receptions

All telephones adjacent to ground position light signals are connected to Decoy No.1 Signalbox.

The position numbers quoted in the column headed "Route or Junction Indication" refer to Rule Book section C3.1.6.



KEY TO SYMBOLS

- ⊗ FOUR ASPECT
- ⊗ WITH JUNCTION ARM INDICATORS
- ⊗ WITH SUBSIDIARY SIGNAL AND STENCIL ROUTE INDICATOR
- ⊗ GROUND POSITION LIGHT SHUNTING SIGNAL
- ⊗ GROUND DISC SIGNAL
- ⊗ MINIATURE CROSSING RED/GREEN LIGHTS
- ☎ TELEPHONES
- ⊗ AUTO SIGNAL
- ◇ DIAMOND RULE K2
- ⊗ THREE ASPECT
- ⊗ DENOTES ASPECT NORMALLY DISPLAYED OUT OF USE
- ⊗ SEMAPHORE SIGNAL
- ⊗ DISTANT SIGNAL
- ⊗ MOTOR OPERATED
- ⊗ SPRING POINTS
- ⊗ HAND POINTS
- ⊗ FACING POINT LOCK
- ⊗ SAND DRAG
- ⊗ A.W.S. INDICATOR
- ⊗ ILLUMINATED NOTICE BOARD
- ⊗ RED
- ⊗ YELLOW
- ⊗ GREEN
- ⊗ DENOTES ASPECT NORMALLY DISPLAYED OUT OF USE