

For the information of Railway Staff only.



SIGNALLING NOTICE

NO.112

EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

SUNDAY 15 NOVEMBER 1981

DUNSTON & BARLOW NORTH

- BARROW HILL -

BEIGHTON JUNCTION -

SEYMOUR JUNCTION

SIGNALLING RECORD SOCIETY

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DUNSTON & BARLOW NORTH – BARROW HILL – BEIGHTON JUNCTION – SEYMOUR JUNCTION RE-SIGNALLING

During the period of this work from Thursday, 12 to Monday, 16 November – the area of control of Sheffield will be extended and the following signal boxes will be abolished :-

Dunston & Barlow North
Whittington
Barrow Hill Up Sidings (converted to a shunting frame)
Barrow Hill South
Barrow Hill Junction
Foxlow Junction
Hall Lane Junction
Renishaw Park Goods Junction

New colour light signalling will be commissioned and the Track Circuit Block Regulations will apply on the Down and Up Barrow Hill (former Main) lines.

Between Barrow Hill South Junction (148m. 76ch.) (Former Whittington) and Barrow Hill North Junction (149m. 46ch.) (Former Barrow Hill Junction)

The area will be remodelled and controlled by Sheffield. The Down Goods will be reinstated and renamed Down Barrow Hill Goods.

The Down Sidings (at former Barrow Hill South) will be abolished.

The Up Summit Goods/Up Goods – Hall Lane Junction (exclusive) to Barrow Hill North Junction to Barrow Hill South Junction will become the Up/Down Staveley Goods single line. The Down and Up Main lines between Hall Lane Junction and Seymour Junction will become the Down and Up Seymour Goods lines respectively. The Track Circuit Block Regulations will apply throughout between Barrow Hill South Junction and Seymour Junction.

The Down and Up Branch lines between Hall Lane Junction and Foxlow Junction will be replaced by the Foxlow Goods Curve single line (using the former Up Branch line) and the Track Circuit Block Regulations will apply.

The former Down Branch line will be abolished.

The outpost signal boxes to Sheffield will be Beighton Junction and Seymour Junction.

The Up/Down Goods Single line (and associated signalling) between Barrow Hill North Junction and Hall Lane Junction will be abolished.

Barrow Hill Up Sidings Shunting Frame

The signal box will be retained as a Shunting Frame, controlling only the internal points at the south end of the Up Sidings. The Reception lines (now signalled for movements in both directions) will be controlled from Sheffield and will be available for use when the Shunting Frame is unstaffed.

Barrow Hill Diesel Depot

The Inwards line will be renamed "Loco Line" and will be used both as an Inwards line and as an Outwards line. The former Outwards line will be abolished.

Until further notice – access to Barrow Hill Up Sidings will be via the south end connections only.

Hall Lane Junction (150m. 56ch.) – Foxlow Junction (150m. 64ch.) – Renishaw Park Goods Junction.

These junctions will be remodelled and controlled by Sheffield.

Alterations to Existing Signalling DB = former Dunston & Barlow North, S = Sheffield, BJ = Beighton Junction.

Down Barrow Hill Automatic Signal DB30 will be replated S229 and converted to a 4-aspect controlled signal.

Barrow Hill Diesel Depot – continued.

Up Barrow Hill signal DB3 will be converted to an automatic signal and replated S230.

The signal-post telephones on these signals will be connected to Sheffield.

Down Barrow Hill signal DB29 and Up Barrow Hill signal DB1 will be abolished.

Down Barrow Hill Distant signal BJ3 will be converted to an automatic signal and replated BJ277. A signal-post telephone will be provided.

Automatic Warning System

AWS will be provided on the Down and Up Barrow Hill lines and as shown on the diagram.

General

A description of signals and a diagram illustrating the revised layout and signalling is included herein.

During the period of this work, points and signals may be disconnected and Drivers will be hand-signalled as necessary. Details of Engineer's possessions etc. will be included in the weekly operating notice.

Description of Signals – Prefix of signal box to which signal-post telephone is connected:–

S = Sheffield, SE = Seymour Junction, BJ = Beighton Junction, (DB) = former Dunston & Barlow North Signal replated.

Signal	Line	Aspect M – Main S – Sub	Route Indication JI – Junction Indicator	Application to or towards
Down Direction				
S233	Down Barrow Hill	M		S235
S235	Down Barrow Hill	M	JI Position "1"	S243 (Down Barrow Hill Goods)
		M		S245
		M	JI Position "4"	S239 (Down Staveley Goods)
		S	"R"	No.1 Reception 1013
S239 REDUCED HEIGHT SIGNAL	Down Staveley Goods	S	"S"	Up Sidings 1007
		(M)	(JI Position "1" for future use)	S249 (Down Barrow Hill)
S241 † REDUCED HEIGHT SIGNAL	Reception lines/ Up Sidings	M	JI Position "1"	S253 (Down Staveley Goods)
		M		S249 Down Barrow Hill
		S	"S"	S253 Down Staveley Goods Shunting Line
† This signal and all associated routes will be brought into use at a later date.				
S243	Down Barrow Hill Goods	M		S247 (Preceded by 1009)
		S		1009
S245	Down Barrow Hill	M		S249
S247	Down Barrow Hill Goods	M		S249

Description of signals – continued

Signal	Line	Aspect M – Main S – Sub	Route Indication JI – Junction Indicator	Application to or towards
Down Direction – continued				
S249	Down Barrow Hill	M		S251
S251	Down Barrow Hill	M		S265
S253	Down Seymour Goods	M (M)	(JI Position "4" for future use)	S257 Arkwright Colliery Branch (via new Curve)
S257	Down Seymour Goods	M		SE47
SE47	Down Seymour Goods (1st Home)	M		Seymour Junction existing 2nd Home signals
S265	Down Barrow Hill	M		BJ271
S267	Down Foxlow Goods Curve	M		S265 (Down Barrow Hill)
BJ271	Down Barrow Hill	M		BJ273
BJ273	Down Barrow Hill	M		BJ275
BJ275	Down Barrow Hill	M		BJ277 (BJ3)
BJ277(BJ3)	Down Barrow Hill	M		BJ4 (existing)
BJ4 (existing)	Down Barrow Hill Home	M M	JI Position "1"	Down Beighton Branch Beighton Junction Down Starting (existing)
Up Direction				
S278	Up Barrow Hill	M		S276
S276	Up Barrow Hill	M		S274
S274	Up Barrow Hill	M		S272
S272	Up Barrow Hill	M		S270
S270	Up Barrow Hill	M S		S252 Renishaw Park Colliery Shunt Spur
S260	Up Seymour Goods	M		S256
S256	Up Seymour Goods	M M	JI Position "4"	S246 Up Staveley Goods S267 Down Foxlow Goods Curve
S255	Up Foxlow Goods Curve	M (M)	(JI Position "4" for future use)	S257 Arkwright Colliery Branch (via new Curve)

Description of signals – continued

Signal	Line	Aspect M – Main S – Sub	Route Indication JI–Junction Indicator	Application to or towards
Up Direction – continued				
S252	Up Barrow Hill	M	JI Position "1"	S255 Up Foxlow Goods Curve S248
S248	Up Barrow Hill	(M) M (S)	JI Position "1" (for future use) (Route to Reception lines not available until further notice)	S238 Up Staveley Goods S236
S246	Up Staveley Goods	M (S)	(Route to Reception lines not available until further notice)	S238
S242	Nos. 2/3 Reception/ Up Sdgs.	M S	"X"	S232 Up Barrow Hill Down Barrow Hill "Limit of Shunt"
S240	No.1 Reception	M S	"X"	S232 Up Barrow Hill Down Barrow Hill "Limit of Shunt"
S238	Up Staveley Goods	M S	"X"	S232 Up Barrow Hill Down Barrow Hill "Limit of Shunt"
S236	Up Barrow Hill	M S	"X"	S232 Down Barrow Hill "Limit of Shunt"
S232	Up Barrow Hill	M		S230 (DB3)
SE78	Up Seymour Goods Starting	M		S260

Ground position light signals (controlled by Sheffield)

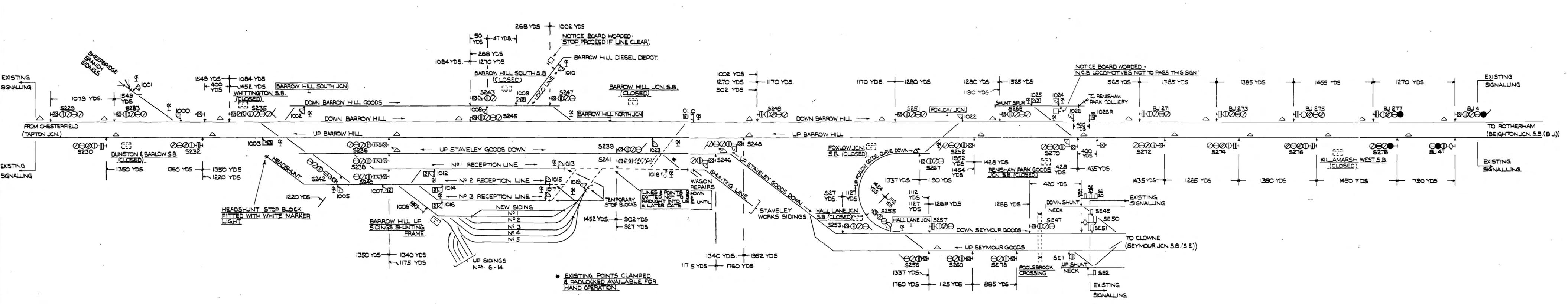
"†" indicates that the route is also controlled by Barrow Hill Up Sidings Shunting Frame.

"††" indicates that the signal will be maintained "ON" until further notice.

No.	Line	Route Indication	Application to or towards
1000	Down Barrow Hill		Sheepbridge Branch Sidings
1001	Sheepbridge Branch Sdgs.		S235 Down Barrow Hill
1002	Down Barrow Hill Goods		Down Barrow Hill "Limit of Shunt"
1003	Up Barrow Hill	"G" "R" "S"	S239 Down Staveley Goods 1013 No.1 Reception Up Sidings 1007
1005	Headshunt		Up Sidings 1007

Ground position light signals (controlled by Sheffield) – continued

No.	Line	Route Indication	Application to or towards
1006 (Elevated)	Up Sidings	“H” † “D” †	Headshunt S242
1007	Up Reception/Sidings	“R” “S” †	Reception lines Up Sidings
1008	Down Barrow Hill Goods		1002
1009	Down Barrow Hill Goods	“D” “G” *	Diesel Maintenance Depot S247 Down Barrow Hill Goods
* No stencil Indication will be given when preceding S243 (Main aspect)			
1010	Loco-Line		1008 Down Barrow Hill Goods
1012	No.1 Reception (Up)	“H” “R”	Headshunt S240
1013††	No.1 Reception (Down)		S241
1014	No.2 Reception (Up)	“H” “D”	Headshunt S242
1015††	No.2 Reception (Down)		S241
1016	No.3 Reception (Up)	“H” “D”	Headshunt S242
1017††	No.3 Reception (Down)		S241
1018	Shunting Line		(Up Sidings or Receptions)
1018 signal out of use until further notice			
1019††	Up Sidings		S241
1020	Down Barrow Hill	“S” (for future use) “R” (for future use) “G” (for future use) “M” “X”	Up Sidings (Light Engine(s) only) Reception Lines S238 Up Staveley Goods S236 Up Barrow Hill 1008 Down Barrow Hill Goods
1022	Down Barrow Hill		S255 Up Foxlow Goods Curve S248 Up Barrow Hill
1023	Up Barrow Hill		S249 Down Barrow Hill
1024	Renishaw Park Colliery Down Sdgs.		Shunt Spur
1025	Renishaw Park Colliery Shunt Spur	“S” “M” “X”	Renishaw Park Colliery Sdgs. BJ271 Down Barrow Hill Up Barrow Hill “Limit of Shunt”
1026	Down Barrow Hill		Renishaw Park Shunt Spur
1026R	Double sided “OFF” indicator will be illuminated when 1026 signal is cleared.		



- MAIN SIGNALS.**
- RED
 - YELLOW
 - GREEN
 - ASPECT NOT IN USE
- DOUBLE LINE INDICATES ASPECT NORMALLY DISPLAYED
- MAIN SIGNAL WITH JUNCTION INDICATOR**
- DISC SIGNAL**
- POSITION LIGHT SHUNTING SIGNAL**
- ILLUMINATED NOTICE BOARD**
- ILLUMINATED LIMIT OF SHUNT BOARD**
- SIGNAL POST TELEPHONE**
- OTHER TELEPHONE**
- AUTO SIGN.**
- AWS INDUCTOR**
- AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW.**
- NORMAL LIE OF POINTS.**
- HAND POINTS**
- SEMAPHORE SIGNAL**
- SEMAPHORE SIGNAL FITTED WITH INTENSIFIED LIGHT**
- MINIATURE ARM**
- EXEMPT FROM RULE K2**
- ROUTE INDICATOR (FIGURE DENOTES NUMBER OF INDICATIONS DISPLAYED)**

RESIGNALLING OF LINES: TAPTON JCN (EXCL) - BARROW HILL SOUTH JCN - BARROW HILL NORTH JCN - FOXLOW JCN - BEIGHTON JCN. S.B. (EXCL) & BARROW HILL NORTH JCN - HALL LANE JCN - SEYMOUR JCN. S.B. (EXCL).