



TRAINLOAD FREIGHT

SUPPLEMENTARY NOTICE
OF
SIGNALLING & PERMANENT WAY
ALTERATIONS

affecting the working of the lines

at

WOODBURN JUNCTION

and between

WOODBURN JUNCTION, ROTHERHAM CENTRAL
(EXCL.), TINSLEY YARD AND BRIGHTSIDE JUNCTION

to apply from

SUNDAY 6TH DECEMBER 1992

SIGNALLING RECORD SOCIETY

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SIGNALLING AND PERMANENT WAY ALTERATIONS AT WOODBURN JUNCTION AND BETWEEN WOODBURN JUNCTION, ROTHERHAM CENTRAL (EXCL.), TINSLEY YARD AND BRIGHTSIDE JUNCTION

The lines at present controlled by Woodburn Junction signal box and the lines between Woodburn Junction and Rotherham Central (excl.), Broughton Lane Junction/Brightside Junction/Tinsley South Junction and Tinsley Yard will be resigalled.

Permanent Way Alterations

The line from Woodburn Junction to Tinsley East Junction will be singled and a new single to double junction will be provided at Tinsley East Junction.

The South West Arrival and Departure lines between Broughton Lane Junction and Shepcote Lane Junction will be brought back into use as a single Arrival/Departure line.

The North West Arrival and Departure lines between Tinsley South Junction and Shepcote Lane Junction will be brought back into use as a single Arrival/Departure line.

Shepcote Lane Junction will be remodelled and will lead to a double line towards Brightside Junction and a single line towards Tinsley Yard. The routes to/from Brightside Junction will remain out of use until further notice.

Signalling Alterations

Tinsley East Junction signal box will be abolished.

The existing Woodburn Junction signal box will be taken out of use and will be replaced by a new signal box at an adjacent location which will control, with new signalling, the Worksop and Deepcar lines as at the present time. The area of signalling controlled will be extended to include the following lines:—

- (i) Down/Up Single and Down and Up lines between Woodburn Junction and existing Sheffield signals S.748/S.751 exclusive (between Tinsley East Junction and Rotherham Central).
- (ii) The South West and North West Curves between Broughton Lane Junction/Tinsley South Junction and Shepcote Lane Junction and to Tinsley Yard signals TY.283/284 exclusive.
- (iii) The Brightside Arrival and Departure lines between Shepcote Lane Junction and existing Sheffield signals S.194/S.195 exclusive.

New signals will be provided controlled by Tinsley Yard signal box to control movements on the West Departure/Arrival line, the East Arrival line, the East Departure line, to and from the West end of the yard and to and from the S.P.A.C.E. sidings.

Details of the revised signalling are shown on the diagram which accompanies this notice. All distances are shown in yards.

Signals controlled by Woodburn Junction signal box will be prefixed "W" and those by Tinsley Yard signal box will be prefixed "TY". The existing signals controlled by Sheffield signal box are shown prefixed "S".

The application of all running signals is to the next running signal capable of displaying a Red aspect and those with route indications are detailed in this notice as are details of all Position Light signals.

Method of Working

The Track Circuit Block Regulations will apply throughout except between Woodburn Junction and Woodhouse Junction where the Absolute Block Regulations will continue to apply, and from Woodburn Junction to/from Deepcar where the One Train Working Regulations with No Staff will continue to apply.

A.W.S. Equipment

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

Telephones

All running signals capable of showing a Red aspect will be provided with a telephone communicating with the controlling signal box. Other telephones are indicated on the diagram.

General

During the period of this work all points and signals will be disconnected. Details of this will be published in the Weekly Operating Notice.

Numerical list of Main running signals with more than one route and of position light signals.

Sig. No.	Aspect	Route/Jn. Ind.	Route	Sig. No.	Aspect	Route/Jn. Ind.	Route
W.205	Main Main	— Pos. 1	Down Tinsley W.207 Down N.W. Curve W.226	W.212	Main Main	— Pos. 4	Up Tinsley W.206 Down S.W. Curve W.228
W.227	Main Main	S B	Up S.W. Curve W.209 Brightside Departure S.194	W.204	Main PL	— —	Up Tinsley W.202 Down Siding
	Main	N	Up N.W. Curve W.208				
W.213	Main Main	W S	Down Worksop W.217 Deepcar Stop Board	W.401	PL PL	T W	Up Tinsley Up Worksop
W.215	Main Main	— Pos. 4	Down Worksop W.217 Deepcar Stop Board	W.402	PL PL	W S	Down Worksop Deepcar Stop Board
W.218	Main Main	— Pos. 4	Up Tinsley W.212 Up Worksop W.214	TY.284	PL PL	E Y	East Departure Yard
W.220	Main Main	Pos. 1 —	Up Tinsley W.212 Up Worksop W.214	TY.413	PL PL	W B	West Departure/Arrival BSS S.P.A.C.E. Sidings

KEY TO SYMBOLS

⊙ green

⊙ yellow

⊖ red



4-aspect



3-aspect



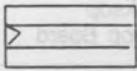
2-aspect



with function indicator



with route indicator



- reflectorised distant board



- Stop board



- AWS Commencement of gap



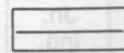
- AWS Termination of gap



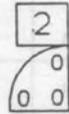
- AWS Cancelling Indicator



- telephone (PZ - point zone)



automatic signal



position light shunting signal with route indicator



-A.W.S. indicator (p = permanent magnet)



A.W.S. inductor - effective for direction of travel



- A.W.S. inductor - bi-directional lines



- P.S.R. warning indicator



- repeating signal

