# BRITISH RAILWAYS EASTERN REGION

## SPECIAL NOTICE

NOTICE TO DRIVERS, GUARDS AND OTHERS
RESPECTING THE NEW SIGNAL BOXES

**AT** 

SHEPCOTE LANE

AND

TINSLEY PARK

### SIGNALLING RECORD SOCIETY

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## SHEPCOTE LANE AND TINSLEY PARK NEW SIGNAL BOXES

The diagram, with schedule of signals, aspects and route indications, which is attached to this notice, shows the signalling at the western end of the new Marshalling Sidings consequent upon the bringing into use of two new signal boxes to be named Shepcote Lane and Tinsley Park on the following dates:—

Tinsley Park......29th November 1964 Shepcote Lane.....7th December 1964

Details of the work will be published in the Weekly Notices of Engineering Operations.

The area of control of each of the boxes is shown below.

The following signal boxes will be abolished:-

Attercliffe Station

Tinsley Station Junction

Broughton Lane

Brown Bayleys

Carbrook

The running signals will be of the multiple aspect colour light type and subsidiary signals, including ground shunt signals, will be of the position light type.

#### Shepcote Lane Signal Box

Shepcote Lane box will control the following lines:-

Down and up main and down and up goods lines between Darnall West and Tinsley East Junction.

Down and up branch lines to Woodburn Junction.

Down and up lines to Tinsley West Junction.

Down and up lines from Brightside Junction.

North West arrival and departure and South West arrival and departure lines.

North and South arrival lines to Tinsley Yard.

Western end of Tinsley Marshalling Yard.

Movements to and from engine line.

The following ground frames will be electrically released from Shepcote Lane box:-

Firth Vickers Siding: Connection from North arrival line.

Tinsley Rolling Mill Sidings: Connection from down goods line ex Tinsley East Junction.

Hadfields Down and Up Sidings: Connections from down line to Tinsley West and from up sidings to down sidings.

Wards Sidings: Connection from up goods line.

Carbrook Down Sidings: Connection from down goods line.

Broughton Lane Yard: Connection from up goods line.

Brown Bayleys Sidings "A": Connection to up goods line.

Brown Bayleys Sidings "B". Connection from up goods line.

Attercliffe: Main line crossover and connection to Logans Sidings from down main line.

#### Tinsley Park Signal Box

Tinsley Park box will control:-

Movements along engine line.

Movements between express freight yard and sorting sidings.

Movements at East end to West departure lines I and 2, and secondary engine line.

Movements from express freight yard to North arrival line.

South arrival line from Tinsley Yard.

## SCHEDULE OF MAIN RUNNING SIGNALS AND POSITION LIGHT SUBSIDIARY AND SHUNTING SIGNALS

#### SHEPCOTE LANE (SL)

Signal No.	Type of Signal	Aspect to Driver	Application	
SL.2	2 Aspect with Subsidiary	Y Subsidiary	North Arrival Line North Arrival Line occupied	
SL.4	I Aspect with 4 way Route Indicator and Subsidiary	Subsidiary with <b>B</b> indication	North West Arrival Line	
		Subsidiary with Y indication	E.F. Siding No. 1 or 2	
		Subsidiary with $\mathbf{Y}$ indication	E.F. Siding No. 3, 4 or 5	
	*	Subsidiary with <b>E</b> indication	Engine Line	
SL.5	2 Aspect with 3 way Route	Y with S indication	SL.9 at <b>R</b> or <b>Y</b>	
	Indicator	Y with M indication	Brightside Junction	
		Y with N indication	SL.31 at R, Y or G	
SL.6	2 Aspect with R.H. Junction	Y	SL.4 "Off"	
	Indicator, (Position 1)	Y with Junction Indicator	SL.34 at <b>R</b> or <b>Y</b>	
SL.7	2 Aspect with 3 way Route	Y with S indication	SL.9 at R or Y	
	Indicator	Y with M indication	Brightside Junction	
		Y with N indication	SL.31 at R, Y or G	
SL.8	2 Aspect with R.H. Junction	Y	SL.4 " Off "	
	Indicator (Position 1)	Y with Junction Indicator	SL.34 at <b>R</b> or <b>Y</b>	
SL.9	2 Aspect	Υ	SL.17 at <b>R, Y</b> or <b>G</b>	
SL.10	2 Aspect	Y	SL.4 " Off "	
SL.II	3 Aspect	Y	SL.13 at R	
		G	SL.13 at <b>Y</b> or <b>G</b>	
SL.12	3 Aspect with L.H. Junction Indicators (Positions I and 2), and Subsidiary	Y G	SL.II at <b>R</b> SL.II at <b>Y</b> or <b>G</b>	
		With Junction Indicator	SE.TT at 1 of G	
		(Position I):—	Down Goods Line	
		Subsidiary	Down Goods Line occupied	
	•	With Junction Indicator (Position 2):—		
		Y G	SL.10 at <b>R</b> SL.10 at <b>Y</b>	
		Subsidiary	North West Arrival Line occupied	
SL.13	3 Aspect	Y	SL.19 at R	
		G	SL.19 at <b>Y</b> or <b>G</b>	
SL.14	3 Aspect	Y	SL.12 at <b>R</b>	
		G	SL.12 at <b>Y</b> or <b>G</b>	
SL.15	2 Aspect	Y	SL.17 at <b>R, Y</b> or <b>G</b>	
SL.16	2 Aspect	Y SL.12 at R		
SL.17	3 Aspect	Y	SL.19 at <b>R</b>	
		G	SL.19 at <b>Y</b> or <b>G</b>	
SL.18	3 Aspect	Y	SL.12 at R	
		G	SL.12 at <b>Y</b> or <b>G</b>	

Signal No.	Type of Signal	Aspect to Driver	Application
SL.19	3 Aspect	Y	SL.21 at R
		G	SL.21 at Y or G
R/SL.19	Banner Repeater	On	SL.19 at <b>R</b>
		Off	SL.19 at Y or G
SL.20	3 Aspect with R.H. Junction Indicator, (Position I), and	Y G	SL.29 at <b>R</b> SL.29 at <b>Y</b> or <b>G</b>
	Subsidiary	Y with Junction Indicator	SL.6 at R
		<b>G</b> with Junction Indicator	SL.6 at Y
		Subsidiary with Junction Indicator	South West Arrival Line occupied
SL.21	3 Aspect with L.H. Junction Indicator, (Position 1)	Y	Woodburn Junction home signal "On"
		G	Woodburn Junction signals "Off"
		Y with Junction Indicator	Darnall West home signal "On"
		<b>G</b> with Junction Indicator	Darnall West signals "Off"
SL.22	3 Aspect with 3 way Route	Y with A Indication	SL.6 at R
	Indicator and Subsidiary	G with A Indication	SL.6 at <b>Y</b>
		Subsidiary with <b>A</b> Indication	South West Arrival Line occupied
		$oldsymbol{Y}$ with $oldsymbol{G}$ Indication	Up Goods Line
		Subsidiary with <b>G</b> Indication	Up Goods Line occupied
		Y with M Indication	SL.29 at <b>R, Y</b> or <b>G</b>
SL.23	2 Aspect with Subsidiary	Y	SL 25 at R
		Subsidiary	Up Goods Line occupied
SL.24	4 Aspect with L.H. Junction Indicator, (Position 1)	Y YY G	SL.20 at <b>R</b> SL.20 at <b>Y</b> SL.20 at <b>G</b>
		<b>Y</b> with Junction Indicator	SL.22 at <b>R</b>
SL.25	3 Aspect with 2 way Route	Y with W Indication	West Curve via Up Goods Lin
	Indicator	Y with E Indication	Tinsley East Home Signal "On
		G with E Indication	Tinsley East Signals "Off"
SL.26	2 Aspect (Ground Level) with	Υ	SL.22 at R
	2 way Route Indicator and Subsidiary	Subsidiary with <b>G</b> Indication	Up Goods Line occupied
		Subsidiary with Y Indication	Broughton Lane Up Yard
SL.28	4 Aspect with L.H. Junction	Y	SL.24 at <b>R</b>
	Indicator, (Position 1), and Subsidiary	YY G	SL.24 at <b>Y</b> SL.24 at <b>YY</b> or <b>G</b>
		Y with Junction Indicator	SL.26 at R
		Subsidiary with Junction Indicator	Up Goods Line occupied

Signal No.	Type of Signal	Aspect to Driver	Application
SL. <b>29</b>	3 Aspect with L.H. Junction Indicator, (Position I)	Y	Tinsley East Home Signal "On"
		G	Tinsley East Signals "Off"
		Y with Junction Indicator	SL.33 at R
SL.30	4 Aspect	Y YY G	SL.28 at <b>R</b> SL.28 at <b>Y</b> SL.28 at <b>YY</b> or <b>G</b>
SL.31	3 Aspect with L.H. Junction Indicator (Position I)	Υ	Tinsley East Home Signal " On '
		G	Tinsley East Signals " Off"
		Y with Junction Indicator	SL.33 at R
SL.32	4 Aspect	Υ	SL.28 at R
		YY	SL.28 at <b>Y</b>
	, ,	G	SL.28 at YY or G
SL.33	3 Aspect	Y	Tinsley West Home Signals "On"
		G	Tinsley West Signals "Off"
SL.34	2 Aspect with Subsidiary	Υ	South West Arrival Line
	* * * * * * * * * * * * * * * * * * * *	Subsidiary	South West Arrival Line occupied

#### SHEPCOTE LANE (SL)

	Position Light Shunting Signal No.	Route Indicator where provided	Applicable to:—
	SL.41	_	Up Line
	SL.43		Up Line
	SL.44	<b>→</b>	E.F. Siding 3, 4 or 5
		E	Engine Line
	SL.45	S	Spur
		U	Up Line
	SL.46	В	North West Arrival Line
		Ý	E.F. Siding 1 or 2
		₹	E.F. Siding 3, 4 or 5
		E	Engine Line
*	SL.47	S	Spur
		U	Up Line
	SL.49	S	Spur
		U	Up Line
	SL.51	_	Up Line
	SL.53	_	Up Line
	SL.54	UY	Broughton Lane Up Yard
		UG	Up Goods Line
		М	Up Main Line
		DG	Down Goods Line
		DS	Broughton Lane Down Siding
	SL.55	S	Spur
		U	Up Line
	SL.61	G	Set Back on Up Goods Line
		Y	Broughton Lane Up Yard
	SL.63	_	Set Back on Up Goods Line
	SL.65	М	Down Main Line
		G	Up Goods Line
	SL.67	_	Down Main Line
	SL.69	_	Up Main Line to SL.33

## SCHEDULE OF MAIN RUNNING SIGNALS AND POSITION LIGHT SUBSIDIARY AND SHUNTING SIGNALS TINSLEY PARK (TP)

Signal No.	Type of Signal	Aspect to Driver	Application
TP.6	I Aspect with 2 way Route Indicator and Subsidiary	Subsidiary with <b>S</b> Indication	{Secondary Engine Line
		Subsidiary with <b>E</b> Indication	Engine Line
TP.19	2 Aspect (Ground Level) with Subsidiary	<b>Y</b> Subsidiary	North Arrival Line North Arrival Line Occupied
TP.20	I Aspect with Subsidiary	Subsidiary	TP.18 Aspect "Off"

	Position Light Shunting Signal No.	Route Indicator where provided	Applicable to:—
	TP.I		Engine Line
	TP.2		Up to SL.55
	TP.3	_	To TP.4
	TP.4	Α	To TP.19
		1	To West Departure Line No. 1 up to Stop Board
		2	To West Departure Line No. 2 up to Stop Board
		С	Cattle Dock
	TP.5	_	Engine Line
	TP.7	Α	Up to TP.19
		Y	Sorting Sidings
	TP.8	A	Up to TP.19
		Y	Sorting Sidings
	TP.9	A	Up to TP.19
		Y	Sorting Sidings
	TP.10	В	North Arrival Line
		A	Up to TP.19
*		Y	Sorting Sidings
	TP.11	В	North Arrival Line
		A	Up to TP.19
		Y	Sorting Sidings
	TP.12	S	Secondary Engine Line
		2	West Departure Line No. 2
		I	West Departure Line No. I
	70.13	5	E.F. Siding No. 5
	TP.13	S	Secondary Engine Line
		2 	West Departure Line No. 2 West Departure Line No. 1
		5	E.F. Siding No. 5
	TP.14	_	To West Departure Lines Nos. I or 2 or E.F. Siding No. 5
	TP.15	_	Sorting Sidings
	TP.16	SP	Secondary Engine Line
	11.10	s	Shunt Spur
		Y	E.F. Sidings I—5
	TP.18	E	Engine Line
		Υ	E.F. Sidings I—5

