

**BRITISH RAIL
EASTERN REGION**

SPECIAL NOTICE

NOTICE TO DRIVERS, GUARDS AND OTHERS

RESPECTING THE NEW SIGNAL BOX

AT

ALDWARKE JUNCTION

**LIVERPOOL STREET STATION
FEBRUARY, 1965.**

SIGNALLING RECORD SOCIETY

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ALDWARKE JUNCTION

The diagram, with schedule of signal route indications, which is attached to this notice, shows the altered signalling of the ex Midland lines between Masboro' Station North and Swinton Town Station signal boxes and of the ex G.C. lines between Thrybergh Junction and Rotherham Road signal boxes consequent upon the bringing into use of a new signal box to be named Aldwarke Junction.

The work will be completed in two stages; the dates and details of the works will be published in the Weekly Notice of Engineering Operations.

The new signal box will be located adjacent to the Up Slow (ex Mid.) line between Kilnhurst West South and Rawmarsh signal boxes and will control the ex Midland and ex G.C. lines.

Two new double junctions, controlled from Aldwarke Junction, will be brought into use providing through running facilities between the Down and Up Slow (ex Mid.) lines and the Down and Up Main (ex G.C.) lines in both directions.

A new crossover road, controlled from a ground frame situated adjacent to the Up Main (ex G.C.) line, will be provided between the Down and Up Main (ex G.C.) lines on the Thrybergh Junction side of the new connections.

Aldwarke Main Colliery signal box will cease to be a block post and will be abolished. The trailing connection in the Up Main (ex G.C.) line to the sidings will be controlled from a ground frame situated adjacent to the Up Main (ex G.C.) line. The new facing crossover between the Up and Down Main (ex G.C.) lines and the trailing connection in the Down Main (ex G.C.) line from the Parkgate Iron and Steel Co.'s sidings will be controlled from Aldwarke Junction.

Roundwood signal box will cease to control the ex Midland lines. The connection from the sidings to the Up Slow line controlled by Roundwood will be released by Aldwarke Junction.

Certain permanent way alterations, other than those previously mentioned, will also be carried out and the Main running line connections and crossovers remaining in use are detailed on the diagram.

Description of Block Signalling

On completion of the work, the Track Circuit Block Regulations will apply on the Down and Up Fast, and Down and Up Slow lines between Rawmarsh and Kilnhurst West South signal boxes and on the Down and Up Main lines between Thrybergh Junction and Rotherham Road signal boxes. When Rawmarsh, Kilnhurst West South, Thrybergh Junction or Rotherham Road signal box is closed, the Absolute Block Regulations will apply between Aldwarke Junction and the next box open on the line(s) concerned. When Aldwarke Junction box is closed, the Absolute Block Regulations will apply on all lines between the next boxes open on each side.

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

A indicates Aldwarke Junction.
M indicates Masboro' Station North.
P indicates Parkgate Junction.
RM indicates Rawmarsh.

K indicates Kilnhurst West South.
S indicates Swinton Town Station.
T indicates Thrybergh Junction.
RR indicates Rotherham Road.

ALDWARKE JUNCTION (A)

<i>Signal No.</i>	<i>Type of Signal</i>	<i>Aspect to Driver</i>	<i>Application</i>
A.2	4 Aspect	Y YY G	RM.33 at R RM.33 at Y RM.33 at YY or G
A.3	4 Aspect	Y YY G	A.5 at R A.5 at Y A.5 at G
A.5	4 Aspect* *YY Aspect not in use at this stage.	Y G	K.54 at R K.54 at G
A.12	3 Aspect	Y G	A.14 at R A.14 at Y or G
A.13	3 Aspect with R.H. Junction Indicator (Position I)	Y G Y with Junction Indicator G with Junction Indicator	A.15 at R A.15 at Y or G A.29/T.6 at R A.29/T.6 at G
A.14	3 Aspect with L.H. Junction Indicator (Position I)	Y G Y with Junction Indicator G with Junction Indicator	A.16/RM.40 at R A.16/RM.40 at Y or G A.26 at R A.26 at Y or G
A.15	3 Aspect and Subsidiary	Y G Subsidiary	A.17/K.46 at R A.17/K.46 at G P.I. & S. Co. 11" Mill Siding
A.23	4 Aspect	Y YY G	A.25 at R A.25 at Y A.25 at G
A.24	3 Aspect with R.H. Junction Indicator (Position I)	Y G Y with Junction Indicator G with Junction Indicator	A.26 at R A.26 at Y or G A.16/RM.40 at R A.16/RM.40 at Y or G
R./A.24	2 Aspect with R.H. Bracket 2 Aspect	Y G Y R.H. Bracket G R.H. Bracket	A.24 at R A.24 at Y or G A.24 at R A.24 at Y or G with Junction Indicator
A.25	3 Aspect and Subsidiary	Y G Subsidiary	A.27 at R A.27 at Y or G P.I. & S. Co. Siding
A.26	3 Aspect	Y G	RR.30 at R RR.30 at G
A.27	3 Aspect with L.H. Junction Indicator (Position I)	Y G Y with Junction Indicator G with Junction Indicator	A.29/T.6 at R A.29/T.6 at G A.15 at R A.15 at Y or G
<i>Position Light Shunting Signal No.</i>		<i>Route Indicator where provided</i>	<i>Applicable to</i>
A.51		—	P.I. & S. Co.'s Siding
A.52		—	Down Main
A.53		S	Down Slow
A.54		R	Roundwood Sidings
A.56		—	Up Slow
		—	Down Slow

MASBORO' STATION NORTH (M)

<i>Signal No.</i>	<i>Type of Signal</i>	<i>Aspect to Driver</i>	<i>Application</i>
M.35	3 Aspect	Y G	P.12 at R P.12 at Y or G
M.43	4 Aspect	Y YY G	P.8 at R P.8 at Y P.8 at YY or G

PARKGATE JUNCTION (P)

P.8	4 Aspect	Y YY G	RM.18 at R RM.18 at Y RM.18 at YY or G
P.12	3 Aspect with L.H. Junction Indicator (Position I)	Y G Y with Junction Indicator G with Junction Indicator	RM.27 at R RM.27 at Y or G RM.18 at R RM.18 at Y, YY or G
P.36	4 Aspect with L.H. Junction Indicator (Position I)	Y YY G Y with Junction Indicator	Up Fast Starting signal ON Up Fast Starting signal OFF Masboro' Station North signals OFF Up Slow Starting signal ON
P.43	3 Aspect and Subsidiary	Y G Subsidiary	Up Slow Starting signal ON Up Slow Starting signal OFF Sidings

RAWMARSH (RM)

RM.18	4 Aspect	Y YY G	A.3 at R A.3 at Y A.3 at YY or G
RM.27	3 Aspect	Y G	A.13 at R A.13 at Y or G
RM.33	4 Aspect	Y YY G	P.36 at R P.36 at Y P.36 at YY or G
RM.40	3 Aspect	Y G	P.43 at R P.43 at Y or G

<i>Position Light Shunting Signal No.</i>	<i>Route indicator where provided</i>	<i>Applicable to</i>
RM.8	C F X S	Down Sidings Down Fast Set back on Up Fast to Good Yard ground frame Down Slow

KILNHURST WEST SOUTH (K)

<i>Signal No.</i>	<i>Type of Signal</i>	<i>Aspect to Driver</i>	<i>Application</i>
K.38	3 Aspect and Subsidiary	Y G Subsidiary	A.12 at R A.12 at Y or G Reception Lines
K.46	3 Aspect	Y G	Down Slow Second Home ON Down Slow Second Home and Starting signals OFF
K.50	4 Aspect* *Red Aspect not in use at this stage.	Y YY G	K.51 at R K.51 at Y K.51 at YY or G
K.51	4 Aspect	Y YY G	A.2 at R A.2 at Y A.2 at YY or G
K.54	4 Aspect* * Y and YY Aspects not in use at this stage.	G	Down Fast line clear to Swinton Town Station Home signal

SWINTON TOWN STATION (S)

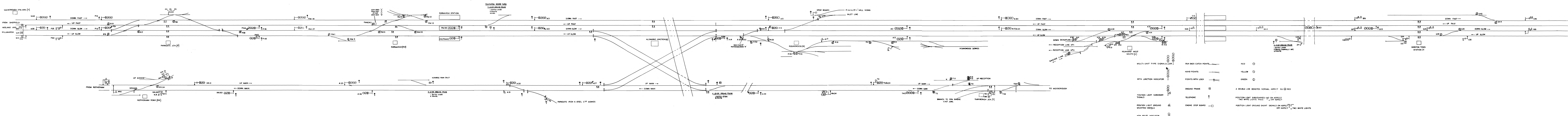
S.23	4 Aspect	YY G	K.50 at Y K.50 at YY or G
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THRYBERGH JUNCTION (T)

T.6	3 Aspect and Subsidiary	Y G Subsidiary	Up Main Second Home signal ON Up Main Second Home and Starting signals OFF Up Reception line
T.40	4 Aspect	YY G	R./A.24 at Y R./A.24 at G

ROTHERHAM ROAD (RR)

RR.3	3 Aspect	Y G	A.23 at R A.23 at Y , YY or G
RR.30	3 Aspect	Y G	Down Main Starting signal ON Down Main Starting signal OFF



MULTI-UNIT TYPE SIGNALS (OR)
 WITH JUNCTION INDICATOR
 POSITION LIGHT SUBSIDIARY SIGNALS
 POSITION LIGHT SHUNTING SIGNALS
 WITH ROUTE INDICATOR

RUN BACK CATCH POINTS
 HAND POINTS
 POINTS WITH LOCK
 GROUND FRAME
 TELEPHONE
 ENGINE STOP BOARD

RED ⊖
 YELLOW ⊙
 GREEN ⊕
 A DOUBLE LINE DENOTES NORMAL ASPECT E.G. ⊖ RED
 POSITION LIGHT SUBSIDIARIES: NO ON ASPECT
 TWO WHITE LIGHTS THUS: ○ OFF ASPECT
 POSITION LIGHT GROUND SHUNT SIGNALS ON ASPECT ⊖ ⊙
 OFF ASPECT ○ TWO WHITE LIGHTS