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BRITISH RAIL
EASTERN REGION

SPECIAL NOTICE

NOTICE TO DRIVERS, GUARDS AND OTHERS

RESPECTING THE NEW SIGNAL BOX

AT

BRIGHTSIDE JUNCTION

LIVERPOOL STREET STATION

APRIL, 1965.

SIGNALLING RECORD SOCIETY

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BRIGHTSIDE JUNCTION

The diagram, with schedule of signal route indications, which is attached to this notice shows the resignalling of the line between Sheffield North Junction and Wincobank Station Junction signal boxes and of the line between Brightside Station Junction and Shepcote Lane signal boxes consequent upon the bringing into use of a new signal box to be named Brightside Junction. The new signal box will be located on the up side of the line on the Sheffield side of Brightside Station.

The work will be carried out in three main stages and these are indicated on the diagram. During each stage, points and signals will be disconnected and Drivers handsignalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

The following details supplement the information given on the diagram in respect of each stage.

Stage 1. Between Grimesthorpe Junction Nos. 1 and 2 and Wincobank Station Junction signal boxes.

The new Brightside Junction signal box will be brought into operation and will, on completion of this stage, control the section of line between Grimesthorpe Junction Nos. 1 and 2 and Wincobank Station Junction signal boxes and the section of line between Brightside and Shepcote Lane signal box (Down and Up Tinsley lines). The new signalling on the latter section of line will link up with that previously brought into use at Shepcote Lane.

Upwell Street Junction and Brightside Station Junction signal boxes will cease to be block posts and will be abolished.

The designation of the running lines will be changed as detailed below:—

The down and up fast lines between Mill Race Junction and Brightside Junction will be redesignated down and up main lines respectively.

The down and up local lines between Grimesthorpe Junction No. 1 and Brightside Junction will be redesignated down goods No. 2 and No. 1 Reception line respectively.

The Up Reception line between the former Upwell Street Junction and Grimesthorpe Junction No. 1 signal boxes will be redesignated No. 2 Reception line.

The down goods line between Grimesthorpe Junction No. 2 and Brightside Junction will be redesignated down goods No. 1 line.

The following temporary alterations will be made to the signalling, shown within the Stage 1 area on the diagram and to the existing signalling at Grimesthorpe Nos. 1 and 2 signal boxes, until the completion of Stage 3.

Down Main Line

Mill Race Junction down main distant signal will also act as outer distant signal for Grimesthorpe Junction No. 1 and Brightside Junction (B.105), 1,450 yards and 2,270 yards from the respective home signals to which it applies.

Upwell Street Junction down main distant signal, carried as lower arm on Grimesthorpe Junction No. 1 down main home signal will be controlled as down main distant signal for Brightside Junction (B.107).

Wincobank Station Junction down main directing home signals with lower distant for Wincobank North Junction (Holmes Junction direction) will be superseded by a four-aspect colour light signal (W.9 on the attached diagram).

Up Main Line

Wincobank North Junction up main home signal from Holmes Junction (distant signal for Wincobank Station Junction) will be converted to a four-aspect signal and will, when displaying a double yellow aspect, act as outer distant signal for Brightside Junction, 1,675 yards in rear of the signal to which it applies (B.104).

A new distant signal for Brightside Junction will be provided as lower arm on Wincobank Station Junction up branch to up main home signal, 560 yards in rear of the signal to which it applies (B.104).

Wincobank Station Junction up main starting signal with lower inner distant signal for Brightside will be abolished.

Grimesthorpe Junction No. 1 up main home signal with lower distant signal for Mill Race Junction will be abolished.

Signal B.108 will be brought into use but will be temporarily controlled as up main home signal for Grimesthorpe Junction No. 1. The telephone provided at the signal will be temporarily connected to that box. The signal will be capable of displaying the proceed aspects detailed below and will apply as indicated.

| Aspect | Application |
|--------|--|
| Y | Mill Race Junction up main home signal "On." |
| G | Mill Race Junction up main signals "Off." |

The double yellow aspect and the L.H. Junction indicator will be brought into use at later stages.

Down Goods No. 1

A new 8-lever ground frame to be named "Upwell Street Wharf and E.S.C. Sidings," situated outside the down goods No. 1 line at a point opposite the former Upwell Street Junction box, will be brought into use. The ground frame will be electrically released from Brightside Junction signal box.

Signal B.126 will be brought into use but will be temporarily controlled from Grimesthorpe Junction No. 2 signal box. The yellow aspect together with the route indicator will be brought into use at later stages. The position light signal will apply along the down goods No. 1 or to the Shunting line.

Up Goods Line
Up Tinsley Line
Down Tinsley Line

The routes, from signals B.112 (up goods), B.122 (up Tinsley) and B.166 (down Tinsley), to the "Down and Up" goods No. 2 line will not be brought into use at this stage.

Down Goods No. 2

The route from signal B.176 along Down Goods No. 2 will not be brought into use at this stage.

Description of Block Signalling

On completion of this stage the lines will be worked as follows:—

The Track Circuit Block Regulations will apply on the down and up main lines between Grimesthorpe Junction No. 1 and Brightside Junction, on the up main line between Wincobank Station Junction and Brightside Junction and on the down and up Tinsley lines between Brightside Junction and Shepcote Lane signal boxes.

The Absolute Block Regulations will apply on the down goods No. 2 line between Grimesthorpe Junction No. 1 and Brightside Junction signal boxes.

The Permissive Block System (Goods) will apply on the down goods No. 1 line between Grimesthorpe Junction No. 2 and Brightside Junction signal boxes.

The "No Block" Regulations, as shown in the General Appendix, will apply on No. 1 Reception line between Brightside Junction and Grimesthorpe Junction No. 1 signal boxes.

Except as shown above, the existing methods of working between Brightside and Wincobank Station Junctions will continue to apply.

Stage 2. Between Sheffield North Junction and Mill Race Junction signal boxes.

The existing signals on the down and up main lines controlled from Nunnery Main Line Junction signal box will be abolished and the signalling shown within the Stage 2 area on the diagram will be brought into use. In addition, the following alterations will be carried out.

Down Main Line

Sheffield North Junction down main starting signal (SN.36) will be capable of displaying a double yellow aspect. The aspects displayed by this signal are as detailed in the schedule attached to this notice.

Signal NM.20 will, when displaying a double yellow aspect, act as the down main outer distant signal for Mill Race Junction 1,380 yards from the home signal to which it applies.

Signal NM.21 (D159 on the attached diagram) will, when displaying a double yellow aspect, act as the down main outer distant signal for Grimesthorpe Junction No. 1 and Brightside (B.105), 1,410 yards and 2,210 yards, respectively, in rear of the home signals to which it applies. When a green aspect is displayed it will indicate that Mill Race and Grimesthorpe Junction No. 1 signals are "Off."

The existing Mill Race Junction down main home and starting signals with lower inner distant signals for Grimesthorpe Junction No. 1 and Brightside, together with Grimesthorpe Junction No. 1 down main home signals with lower inner distant signal for Brightside will be retained at this stage.

Up Main Line

Grimesthorpe Junction No. 1 up main home signal (B.108 on the attached diagram) will, in future, be capable of displaying a double yellow aspect. The aspects displayed by this signal will be as detailed in the schedule attached to this notice.

Mill Race Junction up main home signal and up main starting signal with lower distant signal for Nunnery Main Line Junction will be abolished.

A new four-aspect colour light signal (B.110 on the attached diagram) will be brought into use at a point approximately 320 yards in rear of Mill Race Junction signal box. This signal will be temporarily controlled as Mill Race Junction Up Main home signal. The telephone provided at the signal will be temporarily connected to that signal box. The aspects displayed by this signal will be as detailed in the schedule attached to this notice.

On completion of this stage, all the up main line colour light signals shown on the diagram will be in use. Until Stage 3, signal B.108 will be temporarily controlled by Grimesthorpe Junction No. 1 and signal B.110 will be temporarily controlled by Mill Race Junction, as detailed previously.

Description of Block Signalling

On completion of this stage, the Track Circuit Block Regulations will apply on the up main line between Mill Race Junction and Nunnery Main Line Junction signal boxes.

The existing methods of working will continue to apply on the other running lines.

Stage 3. Between Nunnery Main Line Junction and Brightside Junction signal boxes.

Mill Race Junction and Grimesthorpe Junction Nos. 1 and 2 signal boxes will cease to be block posts and will be abolished. The signalling shown within the Stage 3 area on the diagram will be brought into use and will link up with that previously brought into use under Stages 1 and 2. On completion the signalling and designation of lines between Sheffield North Junction and Wincobank Station Junction will be as detailed on the diagram and signal aspects and route indications will be as detailed in the schedule of signal route indications.

Description of Block Signalling

On completion, the lines will be worked as follows:—

The Track Circuit Block Regulations will apply on the down main line between Nunnery Main Line Junction and Brightside Junction, on the up main line between Wincobank Station Junction and Nunnery Main Line Junction and on the down and up Tinsley lines between Brightside Junction and Shepcote Lane.

The Track Circuit Block Regulations will apply on the “Down and Up” Goods Nos. 1 and 2 lines controlled by Brightside Junction, except that Permissive working will be authorised.

The existing methods of working will continue to apply on the other running lines.

Certain permanent way alterations will be carried out between the three main stages referred to above and details of these will be given in the Weekly Notice of Engineering Operations.

The diagram attached to this notice does not show the complete existing permanent way layout and signalling at Sheffield Midland Station.

The attention of staff is drawn to the fact that the work detailed in this notice commences in April and will not be completed until August and staff should in their own interests, take care of this notice as the details given will not be included in Section C of future Weekly Notices of Engineering Work.

**SCHEDULE OF MAIN RUNNING SIGNALS AND POSITION
LIGHT SUBSIDIARY SIGNALS AND SHUNTING SIGNALS
WHERE ROUTE INDICATORS ARE PROVIDED**

The details given below are the indications which will be given on completion of the whole of the resignalling. Certain of these indications will not apply during the staging of the work and details of these are given in the remarks on Stages 1 and 2.

B. Indicates Brightside Junction
NM. Indicates Nunnery Main Line Junction
SN. Indicates Sheffield North Junction
SL. Indicates Shepcote Lane

BRIGHTSIDE JUNCTION

| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|--|--|---|
| B.101 | 4 aspect with L.H. Junction Indicator (Position 1) and Subsidiary with Route Indicator | Y YY G Y with Junction Indicator YY with Junction Indicator Subsidiary with Junction Indicator Subsidiary with G.2 Indication | B.103 at R B.103 at Y B.103 at YY or G B.109 at R B.109 at Y Down goods Line occupied " Down and Up " Goods No. 2 |
| B.103 | 4 Aspect | Y YY G | B.105 at R B.105 at Y B.105 at G |
| B.104 | 4 Aspect | Y YY G | B.106 at R B.106 at Y B.106 at YY or G |
| B.105 | 4 Aspect with L.H. and R.H. Junction Indicators (Position 1) | Y YY G Y with L.H. Junction Indicator YY with L.H. Junction Indicator Y with R.H. Junction Indicator YY with R.H. Junction Indicator | B.107 at R B.107 at Y B.107 at YY or G B.113 at R B.113 at Y B.125 at R B.125 at Y |
| B.106 | 4 Aspect with R.H. Junction Indicator (Postition 1) | Y YY G Y with Junction Indicator YY with Junction Indicator | B.108 at R B.108 at Y B.108 at YY or G B.124 at R B.124 at Y |
| B.107 | 4 Aspect | Y YY G | W.9 at R W.9 at YY Wincobank Station Junction and North Junction signals " Off " towards Holmes Junction |

| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|---|---|--|
| B.108 | 4 Aspect with L.H. Junction Indicator (Position 1) and Subsidiary with Route Indicator | Y YY G Y with Junction Indicator Subsidiary with Junction Indicator Subsidiary with Y Indication | B.110 at R B. 110 at Y B.110 at YY or G B.118 at R " Down and Up " Goods No.2 occupied Up Yard |
| B.109 | 2 Aspect | Y | B.111 at R |
| B.110 | 4 Aspect | Y YY G | U.160 at R U.160 at Y U.160 at YY or G |
| B.111 | 4 Aspect § with R.H. Junction Indicators (Positions 1 and 2) and Subsidiary with Route Indicator § Green Aspect not in use | Y YY Y with Junction Indicator (Position 1) YY with Junction Indicator (Position 1) Y with Junction Indicator (Position 2) YY with Junction Indicator (Position 2) Subsidiary with DG indication Subsidiary with S indication | B.113 at R B.113 at Y B.107 at R B.107 at Y B.125 at R B.125 at Y Down Goods occupied Gas Works Siding |
| B.112 | 4 Aspect § with R.H. Junction Indicator (Positions 1 and 2) and Subsidiary with Route Indicator § Green Aspect not in use | Y YY Y with Junction Indicator (Position 1) YY with Junction Indicator (Position 1) Y with Junction Indicator (Position 2) YY with Junction Indicator (Position 2) Subsidiary with G.2 Indication Subsidiary with I Indication | B.114 at R B.114 at Y B.108 at R B.108 at Y B.124 at R B.124 at Y " Down and Up " Goods No. 2 occupied No. 1 Reception Line |
| B.113 | 2 Aspect and Subsidiary | Y Subsidiary | Down Goods clear Down Goods occupied |
| B.114 | 2 Aspect and Subsidiary | Y Subsidiary | B.116 at R " Down and Up " Goods No. 2 occupied |
| B.115 | 2 Aspect | Y | B.111 at R |
| B.116 | 2 Aspect and Subsidiary with Route Indicator | Y Subsidiary with G.2 indication Subsidiary with Y Indication | B.118 at R " Down and Up " Goods No. 2 occupied Yard |

| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|---|---|--|
| B.117 | 4 Aspect § and Subsidiary with Route Indicator § Green Aspect not in use | Y YY Y with DM Indication YY with DM Indication Y with DG Indication YY with DG Indication Subsidiary | B.125 at R B.125 at Y B.107 at R B.107 at Y B.113 at R B.113 at Y Up to B. 169 |
| B.118 | 3 Aspect | Y YY | U.160 at R U.160 at Y |
| B.119 | 1 Aspect and Subsidiary | Subsidiary | No. 1 Reception Line |
| B.120 | 2 Aspect | Y | B.122 at R |
| B.121 | 4 Aspect § and Subsidiary with Route Indicator § Green Aspect not in use | Y with DG Indication YY with DG Indication Y with DM Indication YY with DM Indication Y with DT Indication YY with DT Indication Subsidiary with ← I Indication Subsidiary with I → Indication | B.113 at R B.113 at Y B.107 at R B.107 at Y B.125 at R B.125 at Y No. 1 Reception Line via "Down and Up" Goods No. 2 Line No. 1 Reception Line (up to B.163) |
| B.122 | 4 Aspect § and R.H. Junction Indicator (Positions 1 and 2) and Subsidiary with Route Indicator § Green Aspect not in use | Y YY Y with Junction Indicator (Position 1) YY with Junction Indicator (Position 1) Y with Junction Indicator (Position 2) YY with Junction Indicator (Position 2) Subsidiary with G.2 Indication Subsidiary with I Indication | B.114 at R B.114 at Y B.108 at R B.108 at Y B.124 at R B.124 at Y "Down and Up" Goods No. 2 occupied No. 1 Reception Line |
| B.123 | 1 Aspect and Subsidiary with Route Indicator | Subsidiary with I Indication Subsidiary with V Indication | No. 1 Reception Line Vickers Front road |
| B.124 | 2 Aspect and Subsidiary | Y Subsidiary | B.126 at R Upwell Street Wharf or E.S.C. Sidings |
| B.125 | 2 Aspect | Y | B.127 at R |

| Signal No. | Type of Signal | Aspect to Driver | Application |
|------------|--|--|--|
| B.126 | 2 Aspect and Subsidiary with Route Indicator | Y with UM indication Y with G.2 Indication Subsidiary with G.2 Indication Subsidiary with Y indication Subsidiary with W Indication | B.110 at R B.118 at R "Down and Up" Goods No. 2 occupied Up Yard Wicker branch |
| B.127 | 2 Aspect | Y | SL.8 at R |
| D.159 | 4 Aspect | Y YY G | B.101 at R B.101 at Y B.101 at YY or G |
| U.160 | 4 Aspect | Y YY G | NM. 26 at R NM.26 at Y NM.26 at G |

| Position Light Shunting Signal No. | Route Indicator | Applicable to:— |
|------------------------------------|---|---|
| B.151 | G.2 Y | "Down and Up" Goods No. 2 Yard |
| B.155 | DM G.1 G.2 | Down Main "Down and Up" Goods No. 1 "Down and Up" Goods No. 2 |
| B.156 | I G.2 | No. 1 Siding (Normally "Off") "Down and Up" Goods No. 2 |
| B.157 | DM G.1 G.2 I | Down Main "Down and Up" Goods No. 1 "Down and Up" Goods No. 2 No. 1 Reception line (Normally "Off") |
| B.158 | I 2 S | Wicker No. 1 Wicker No. 2 Siding |
| B.160 | DG S | Down Goods Down Sidings |
| B.162 | G.1 G.2 | "Down and Up" Goods No. 1 "Down and Up" Goods No. 2 |
| B.163 | T V | Down Tinsley Up to B.171 |
| B.166 | UM G.1 G.2 I V | Up Main. "Down and Up" Goods No. 1. "Down and Up" Goods No. 2. No. 1 Reception line. Vickers Sidings. |
| B.167 | DG S | Down Goods Down Siding |
| B.171 | DT X S | Down Tinsley Up Tinsley "Limit of Shunt" Jessops Sidings (Normally "Off") |
| B.172 | G.1 S | "Down and Up" Goods No. 1 Gas Works Siding |
| B.174 | V I | Vickers Siding (Normally "Off") No. 1 Reception line |
| B.176 | G.2 I | "Down and Up" Goods No. 2 No. 1 Reception line |

NUNNERY MAIN LINE JUNCTION

| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|--|----------------------------------|--------------------------------|
| NM.14 | 2 Aspect | Y | SN.94 at R |
| NM.19 | 4 Aspect with R.H. Junction Indicator (Position I) | Y | NM.20 at R |
| | | YY | NM.20 at Y |
| | | G | NM.20 at YY or G |
| | | Y with Junction Indicator | To Nunnery |
| NM.20 | 4 Aspect | Y | D.159 at R |
| | | YY | D.159 at Y |
| | | G | D.159 at YY or G |
| NM.26 | 3 Aspect | Y | SN.94 at R |
| | | G | SN.94 at YY |

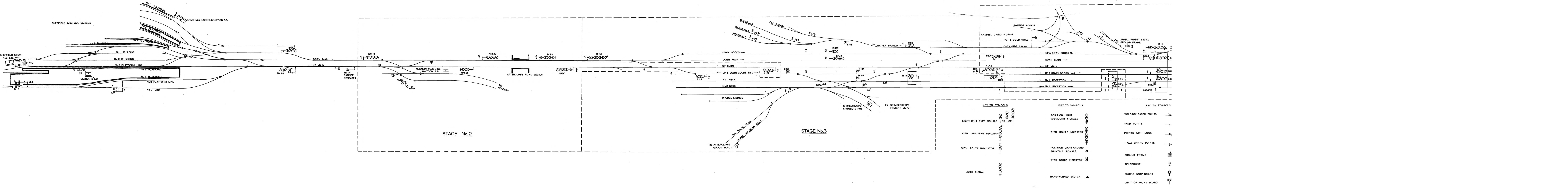
SHEFFIELD NORTH JUNCTION

| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|-----------------------|-------------------------|--------------------------------|
| SN.36 | 4 Aspect | Y | NM.19 at R |
| | | YY | NM.19 at Y |
| | | G | NM.19 at YY or G |

WINCOBANK STATION JUNCTION

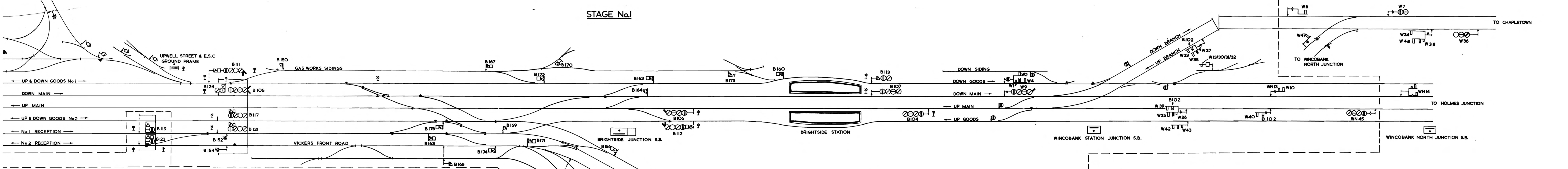
| <i>Signal No.</i> | <i>Type of Signal</i> | <i>Aspect to Driver</i> | <i>Application</i> |
|-------------------|---------------------------------------|-----------------------------------|--|
| W.9 | 4 Aspect with L.H. Junction Indicator | Y | Down Main starting signal " On " |
| | | YY | Wincobank North Junction Down Main home signal " On " |
| | | G | Wincobank North Junction Down Main signals " Off " |
| | | Y with Junction Indicator | Wincobank Station Junction Down Branch second home signal " On " |
| | | YY with Junction Indicator | Wincobank Station Junction Down Branch second home |

| <i>Shunting Signal No.</i> | <i>Route Indicator</i> | <i>Applicable to:—</i> |
|----------------------------|--|--|
| W.13/30/31/32 | UG UM DG DS | Up Goods Up Main Down Goods Down Siding |



| KEY TO SYMBOLS | | KEY TO SYMBOLS | | KEY TO SYMBOLS | |
|-------------------------|--|--|--|-----------------------|--|
| MULTI-UNIT TYPE SIGNALS | | POSITION LIGHT SUBSIDIARY SIGNALS | | RUN BACK CATCH POINTS | |
| WITH JUNCTION INDICATOR | | WITH ROUTE INDICATOR | | HAND POINTS | |
| WITH ROUTE INDICATOR | | POSITION LIGHT GROUND SHUNTING SIGNALS | | POINTS WITH LOCK | |
| AUTO SIGNAL | | WITH ROUTE INDICATOR | | 1 WAY SPRING POINTS | |
| | | HAND-WORKED SCOTCH | | GROUND FRAME | |
| | | | | TELEPHONE | |
| | | | | ENGINE STOP BOARD | |
| | | | | LIMIT OF SHUNT BOARD | |

STAGE No.1



KEY TO SYMBOLS

- POSITION LIGHT SUBSIDIARY SIGNALS
- WITH ROUTE INDICATOR
- POSITION LIGHT GROUND SHUNTING SIGNALS
- WITH ROUTE INDICATOR
- HAND-WORKED SCOTCH

KEY TO SYMBOLS

- RUN BACK CATCH POINTS
- HAND POINTS
- POINTS WITH LOCK
- I WAY SPRING POINTS
- GROUND FRAME
- TELEPHONE
- ENGINE STOP BOARD
- LIMIT OF SHUNT BOARD

KEY TO SYMBOLS

- 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 RED WHITE OFF ASPECT TWO WHITE LIGHTS
- POSITION LIGHT GROUND SHUNT SIGNALS Y ON ASPECT YELLOW WHITE OFF ASPECT TWO WHITE LIGHTS

