

Area Manager.



EASTERN REGION

**SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS**

affecting the working of the Line

from

SUNDAY 4 DECEMBER 1977

between

**BESSACARR JUNCTION (EXCLUSIVE)
FINNINGLEY - BECKINGHAM AND
TRENT JUNCTION (EXCLUSIVE)**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

BETWEEN BESSACARR JUNCTION (EXCLUSIVE) AND TRENT JUNCTION (EXCLUSIVE)

During the period of this work from Saturday 3 to Monday 5 December, 1977 Misterton, Haxey Station and Park Drain signal boxes will be abolished.

New colour light signalling together with full track circuiting will be installed and controlled from new panels installed in Beckingham and Finningley signal boxes.

The existing semaphore signalling will be abolished and the Down and Up Main lines will be renamed Down and Up Lincoln.

The Track Circuit Block Regulations will now apply on the Down and Up Lincoln lines between Decoy No.1 - Finningley and Beckingham throughout.

The Absolute Block Regulations will continue to apply between Beckingham and Trent Jn.

PERMANENT WAY ALTERATIONS

At Beckingham the emergency crossover will be controlled from a ground frame released from Beckingham signal box.

At Misterton the Down line connection to the Petrol Storage Depot will be controlled from a ground frame released from Beckingham signal box. All other points at Misterton and Haxey will be clamped out of use pending removal.

At Haxey the existing Main to Main crossover and the trailing connection in the Down line to the existing Down Siding will be clamped and padlocked and only used under special authority by the Divisional Civil Engineer.

At Finningley the Main to Main crossover will be controlled from a ground frame released from Finningley signal box.

LEVEL CROSSINGS

The barriers at Haxey will be remotely controlled from Beckingham with the aid of Closed Circuit Television.

The barriers at Park Drain, and Wroot Road will be remotely controlled from Finningley signal box with the aid of Closed Circuit Television.

Tetheringrass Lane, Walkeringham, North Carr and Tindall Bank level crossings will be released from Beckingham signal box with telephones connected to that signal box.

Beech Hill automatic half barriers at 109 miles 73 chains will be supervised from Finningley signal box.

AUTOMATIC WARNING SYSTEM

A.W.S. track equipment will be provided for all new colour light running signals.

General

Diagram and description of the new signals is included in this notice.

During the period of this work, points and signals may be disconnected and Drivers will be hand-galleted as necessary.

Further details will be published in the weekly notice of Engineering Operations.

Operations to existing signalling

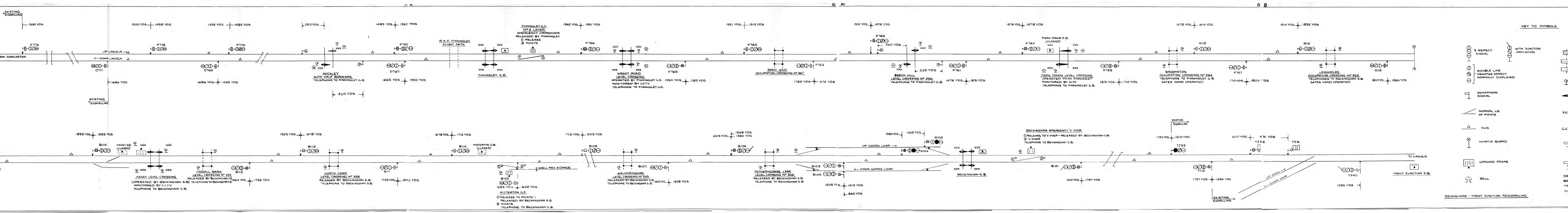
Down Lincoln auto signal DY771R will be replated DY769.

Up Lincoln signal DY774 will be converted to an automatic signal and replated F774. A.W.S. will be provided.

Description of signals

J = Trent Junction B = Beckingham F = Finningley DY = Decoy

No.	Location	Route or Junction Indication (Rule C.3.1.6)	Application to or towards
Down Lincoln			
J4/11	Down Lincoln	Position "4"	TJ12
(existing signal)			
J12	" "		B101
J1			B103
		Position "1"	B105
	Down Goods Loop		B107
	Down Lincoln		B107
	" " Semi Auto		B109
	" " Semi Auto		B111
	" " Semi Auto		B113
3	" "		B115
B115	" "	Auto	F757
F757	" "	Auto	F759
F759	" "		F761
F761	" "	Auto	F763
F763	" "	Auto	F765
F765	" "		F767
F767	" "	Auto	DY769 (existing)
Up Lincoln			
F774	Up Lincoln	Auto	F772
F772	" "	Auto	F770
F770	" "	Auto	F768
F768	" "		F766
	" "		F764
	" "	Auto	F762
	" "	Auto	F760
	" "		B118
3	" "	Auto	B116
3	" "	Semi Auto	B114
4	" "		B112
B112	" "	Semi Auto	B110
B110	" "	Auto	B108
B108	" "	Semi Auto	B106
B106	" "		B104
		Position "1"	B102
B102)			
B104)	" "		TJ32
TJ33)			(existing semaphore)



KEY TO SYMBOLS

- 3 ASPECT SIGNAL
- DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
- SEMAPHORE SIGNAL
- NORMAL LIE OF POINTS
- AWS
- WHISTLE BOARD
- GROUND FRAME
- BELL
- WITH JUNCTION INDICATION
- SIG.
- A
- S
- D
- F
- V.V.V.
- F.F.
- C.C.T.V.
- E.I.
- S.W.
- DECOY
- BECKING
- TRENT
- FINNING

BESSACARR - TRENT JUNCTION RESIGNALLING