

For the information of Railway Staff only.

*C. J. Woolsterholmes,  
January, 1985.*



**British Rail**

SIGNALLING  
NOTICE

**No.103**

**EASTERN REGION**

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

**affecting the working of the Line**

**from**

**SUNDAY 17 FEBRUARY 1980**

**at**

**HEXTHORPE JUNCTION TO STAINFORTH JUNCTION**

**also MARKHAM COLLIERY SIDINGS**

**York  
FEBRUARY, 1980**

**MO42-2011**

**G. Graham  
Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://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](http://www.s-r-s.org.uk/membform.html)

## HEXTHORPE JUNCTION TO STAINFORTH JUNCTION ALSO MARKHAM COLLIERY SIDINGS : RESIGNALLING

During the period of this work on Sunday 17 February – Bentley Junction, Kirk Sandall Junction and Markham Sidings signal boxes will be abolished and the area of control of these boxes will be transferred to Doncaster. Certain semaphore signals and colour light signals will be abolished and new colour light signalling will be provided.

The T.C.B. Regulations will apply over all lines between Hexthorpe Junction – Stainforth Junction inclusive; the Down and Up Avoiding lines between Bentley Junction (controlled by Doncaster) and Hexthorpe Junction.

### Between Kirk Sandall Junction and Stainforth Junction

The Up Scunthorpe Goods will be renamed Up Scunthorpe Slow.

The Up Scunthorpe Main will be renamed Up Scunthorpe Fast.

### Kirk Sandall Junction

The running ladder crossings to and from the South Yorkshire Branch will be controlled by Doncaster. All other connections will be abolished.

The Down Scunthorpe Goods will lead into the Up South Yorkshire Branch on the approach to Kirk Sandall Junction.

The Up Branch will be removed and the Down Branch will become part of the Down/Up South Yorkshire Branch single line. The T.C.B. (Single line) regulations will apply over this line between Firbeck Junction 'A' and Kirk Sandall Junction (controlled by Doncaster).

### Markham Sidings

The Arrival line will be taken out of use and the Departure line will be converted to an Arrival/Departure line.

A new 3-lever 'Markham Colliery' ground frame (released by Doncaster) will be provided to control the facing points Up South Yorkshire Branch to Arrival/Departure and the offset subsidiary on D.676 signal.

An illuminated 'STOP FOR ORDERS' board will be provided at the east end of the arrival/departure line.

### Between Kirk Sandall Junction and Bentley Junction

The Down and Up Goods lines will be taken out of use.

### Alterations to existing signals

The Stainforth Junction Down Scunthorpe Main semaphore starting signal and associated banner repeating signal will be abolished.

### A.W.S.

The Automatic Warning System will be provided as shown on the diagram.

### Catch Points

Catch points are provided as follows :-

In the Down Avoiding Line 962 yards before reaching H7 (D695) signal.

In the Down Avoiding Line 950 yards before reaching D.687 signal.

In the Up South Yorkshire Line 918 yards before reaching D.657 signal.

### General

A description of the new signals and a diagram illustrating the new signalling and layout is attached. During the period of this work, points and signals may be disconnected, and Drivers will be hand-signalled as necessary. Details of Engineer's possessions etc., will be included in the Weekly Notice.

## Description of Signals

Doncaster; H = Hexthorpe Junction; S.T. = Stainforth Junction. (BJ) = former Bentley Jn. Signal replaced.

Direction	Line	Aspect M = Main S = Sub.	Routes or Junction Indication	Application to or towards
	Down Scunthorpe Goods	(M) Distant		D.653
	Down Scunthorpe Goods	(M)		D.657
		M	Junction Indicator Position '4'	D.659
	Down Scunthorpe Main	(M) Distant		D.655
	Down Scunthorpe Main	M		D.659
	Down Scunthorpe	M		D.675
		M	Junction Indicator Position '1'	D.676R
		S		Rockware Sidings
	Down South Yorkshire	(M) Distant		D.671
	Down South Yorkshire	M		D.667R
	Down South Yorkshire	(M) Distant		D.667
	Down South Yorkshire	M		ST.666
		M	Junction Indicator Position '1'	ST.668
	Down Scunthorpe	M		D.677
	Down Scunthorpe	M		D.681
	Down Scunthorpe	M		D.308 (existing)
		M	Junction Indicator Position '1'	D.687
	Down Avoiding	M		D.689
	Down Avoiding	M		H.6
	Down Avoiding	M		H.7
	Down Avoiding	M		H.12 (existing)

## Description of Signals – continued

Signal	Line	Aspect M = Main S = Sub.	Routes or Junction Indication	Application to or towards
D.700	Up Avoiding	M		D.696R
D.696R	Up Avoiding	(M) Distant		D.696
D.696	Up Avoiding	M		D.688
D.688	Up Scunthorpe	M		D.684
D.684	Up Scunthorpe	M		D.680
(Former Kirk Sandall Junction K4 signal converted to a 3-aspect auto)				
D.680	Up Scunthorpe	M		ST.666
		M	Junction Indicator Position '1'	ST.668
(Former Kirk Sandall Junction K5 signal converted to a 3-aspect controlled)				
D.657	Up South Yorkshire	M		D.676R
		S		Rockware Sidings
D.676R	Up South Yorkshire	(M) Distant		D.676
D.676	Up South Yorkshire	M		D.216 (existing)
		S		Markham Colliery Arrival/Departure
(Sub-aspect controlled from Markham Colliery ground frame)				
ST.668	Up Scunthorpe Slow	M		ST.664
ST.666	Up Scunthorpe Fast	M		ST.662
ST.664	Up Scunthorpe Slow	M		ST.12 (existing)
(Former ST.11 converted to 3-aspect auto)				
ST.662	Up Scunthorpe Fast	M		ST.6 (existing)
(Former ST.5 converted to 3-aspect auto)				
D.307 (B35)	Up Thorne	M		D.688
<b>Ground position light signals controlled by Doncaster</b>				
<b>Signal</b>	<b>Line</b>		<b>Route Indication</b>	<b>Application to or towards</b>
1130	Rockware Sidings			ST.668 or 666
1129	Up Scunthorpe Slow		Y R D	D.676R Rockware Sidings D.675
1127	Up Scunthorpe Fast		Y R D	D.676R Rockware Sidings D.675

