

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

Notice to Drivers, Guards, Signalmen and others respecting alterations to Permanent Way, Signals, etc., at Mansfield Colliery Sidings and Rufford Colliery Junction, conversion of single line between Rolleston Junction and Upton Crossing into a double line, and bringing into use new up and down connecting lines at Fiskerton between the up and down Lincoln lines and the up and down Southwell lines on Sunday, April 7th, 1929.

BETWEEN MANSFIELD AND BLIDWORTH.

On Sunday, April 7th, commencing at 6.0 a.m., the Engineer will have possession of the single line between Mansfield and Blidworth, for the purpose of making alterations to the permanent way.

On the same day, commencing at 6.0 a.m., the following alterations will be made:—

The working of trains between Mansfield Colliery Sidings, Rufford Colliery Junction and Blidworth Junction by tablet will be superseded by Key Token working. The Regulations for signalling by Electric Train Tablet instruments apply to signalling by Electric Key Token instruments, and where the word "Tablet" appears it must be interpreted to mean "Key Token."

Mansfield Colliery Siding:—

The name of this Signal Box will be altered to Mansfield Colliery Junction.

The connection between the main line and No. 1 Siding worked by Guards and Shunters from a stage, and controlled by train tablet, will be dispensed with, and a new connection, about 760 yards on the Blidworth side of the Signal Box, worked by Guards and Shunters from a stage and controlled by key token, will be brought into use.

The three-armed bracket home signal applicable to up trains will be superseded by a new signal fixed about 15 yards nearer the Signal Box.

An auxiliary key token instrument will be provided on the down side of the main line near the connection at the Southwell end of the sidings to enable Guards and Shunters to obtain a key token for trains requiring to depart from No. 1 Siding or leave No. 1 Siding for the main line, and whenever it is necessary for a Guard or Shunter to obtain a key token from the auxiliary instrument, he must communicate with the Signalman at Rufford Junction Signal Box by means of the telephone fixed near the auxiliary instrument and obtain his permission.

The key token must be withdrawn from the instrument in accordance with the instructions exhibited near the instrument.

Trains running from Southwell to Mansfield must not attach or detach traffic at the new connection at the Southwell end of Mansfield Colliery Sidings.

SIGNALLING RECORD SOCIETY

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Southwell Station:—

The single-armed dwarf signal for setting back from the main line to the down loop line, the miniature signal fixed on the bracket of the starting signal down loop line to up loop line for setting back along the down loop line, and the two-armed dwarf signal for setting back along the down loop line and into the down siding will be dispensed with.

The locking at Rolleston Junction, Upton Crossing and Southwell Station will be removed for alterations.

The following dwarf signals will be painted yellow and at night a yellow light will be exhibited when the signal is in the "On" position, and these signals may be passed in the "On" position for a shunting movement in the direction for which the signal when taken off does not apply:—

Rolleston Junction.—Ground disc signals from up and down sidings.

Upton Crossing.—Ground disc signal from up siding.

Southwell Station.—Ground disc up siding to down line.

All the remaining dwarf signals at Rolleston Junction, Rolleston West Junction, Fiskerton Junction, Upton Crossing and Southwell Station will exhibit a red light at night when the signal is in the "On" position.

SIGNALMEN'S HOURS OF DUTY.**Rolleston West Junction and Fiskerton Junction:—**

These Signal Boxes will be open from 8.0 a.m. to 4.0 p.m. on week-days only.

Speed Restrictions.

Over Fiskerton Junction to or from Rolleston West Junction—15 miles per hour.

Over Rolleston West Junction to or from Fiskerton Junction—15 miles per hour.

SPECIAL OPENING OF SIGNAL BOXES.**Sunday, April 7th:—**

Mansfield East Junction.—Open 5.45 a.m. and as long as required.

Mansfield Colliery Sidings.—Open 5.45 a.m. and as long as required.

Rufford Colliery Junction.—Open 5.45 a.m. and as long as required.

Blidworth Junction.—Open 6.0 a.m. and as long as required.

Southwell Station.—Open 5.0 a.m. and as long as required.

Upton Crossing.—Open 5.0 a.m. and as long as required.

Fiskerton Station.—Open 5.0 a.m. and as long as required.

Rolleston Junction.—Open 5.0 a.m. and as long as required.

CHIEF GENERAL SUPERINTENDENT.

Derby, April 3rd, 1929.

**BETWEEN ROLLESTON JUNCTION AND SOUTHWELL, AND
BETWEEN ROLLESTON JUNCTION AND BLEASBY.**

CONVERTING SINGLE LINE INTO A DOUBLE LINE AND BRINGING NEW
CONNECTING LINES INTO USE.

On Sunday, April 7th, from 6.0 a.m. until about 5.0 p.m., the Engineer will have possession of the single line between Rolleston Junction and Upton Crossing, for the purpose of making alterations to the permanent way.

On the same day, commencing at 5.0 a.m., the following alterations will be made:—

The line alongside the single line between Rolleston Junction and Upton Crossing will be brought into use as the down main line, and the present single line will become the up main line; the new up and down main lines will be worked in accordance with the Regulations for Train Signalling by Absolute Block Telegraph on double lines of railway, and working by Train Staff and Ticket will be discontinued.

A new intermediate Block Telegraph Signal Box for the Southwell lines, named "Rolleston West Junction," about 1,600 yards on the Southwell side of Rolleston Junction, and a new intermediate Block Telegraph Signal Box for the Lincoln lines at Morton Crossing, named "Fiskerton Junction," and new up and down connecting lines between Rolleston West Junction and Fiskerton Junction, to enable trains to run direct between Nottingham and the Southwell lines, will be brought into use and worked in accordance with the General Regulations for Train Signalling by Telegraph Bells.

From Rolleston West Junction to Fiskerton Junction will be "Up," and from Fiskerton Junction to Rolleston West Junction will be "Down."

From Rolleston West Junction the new up and down connecting lines are level to a point about midway between there and Fiskerton Junction, and are then on a falling gradient of 1 in 306 towards Fiskerton Junction.

The arrangement of the lines and signals at Rolleston Junction, Rolleston West Junction, Fiskerton Junction and Upton Crossing will be as shown on the diagram dated April 3rd, 1929, issued with this notice.

The following alterations will also be made:—

Rolleston Junction Stage:—

The stage near the west end of the Southwell line platforms, the present single line junction points and controls on the Rolleston Junction starting and advanced starting signals to Southwell, and home signal from Southwell worked therefrom, will be dispensed with.

Morton Crossing:—

The Fiskerton Junction up home and distant signals from Newark and down home and distant signals to Newark will be controlled from Morton Crossing, and the Morton Crossing down distant signal will be dispensed with.

Fiskerton Station:—

The distant signal for the down main line will be superseded by new outer and inner distant signals as shown on the diagram.

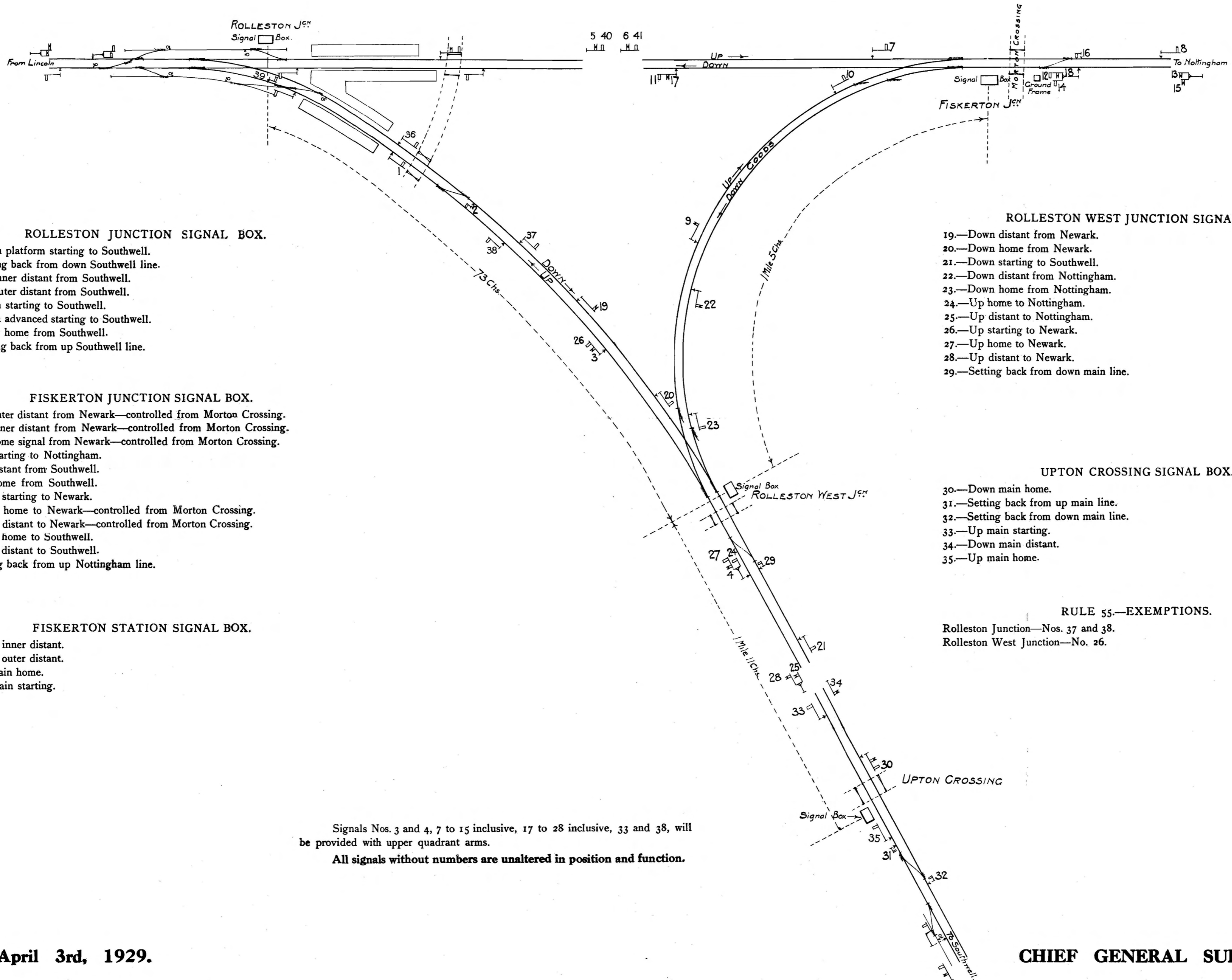
Upton Crossing:—

The two-armed dwarf signal for setting back from the main line to the down loop line and the up loop line, the two-armed dwarf signal for setting back from the down loop line to the main line and the present Engineer's Siding, the single-armed miniature signal regulating the running of trains and engines from the Engineer's Siding, and the cross-bar signal fixed alongside the Engineer's Siding will be dispensed with.

Commencing on Sunday, April 7th, the instructions on page 45 of the Midland Section Freight Working Time Table Notice, January 7th, 1929, respecting the cross-bar signal fixed alongside the Engineer's running line near the 153½ mile post will be cancelled.

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

DIAGRAM OF LINES AND SIGNALS BETWEEN ROLLESTON JUNCTION AND SOUTHWELL AND ROLLESTON JUNCTION AND FISKERTON JUNCTION TO COME INTO OPERATION ON SUNDAY, APRIL 7TH, 1929.



ROLLESTON JUNCTION SIGNAL BOX.

- 1.—Down platform starting to Southwell.
- 2.—Setting back from down Southwell line.
- 3.—Up inner distant from Southwell.
- 4.—Up outer distant from Southwell.
- 36.—Down starting to Southwell.
- 37.—Down advanced starting to Southwell.
- 38.—Outer home from Southwell.
- 39.—Setting back from up Southwell line.

FISKERTON JUNCTION SIGNAL BOX.

- 5.—Up outer distant from Newark—controlled from Morton Crossing.
- 6.—Up inner distant from Newark—controlled from Morton Crossing.
- 7.—Up home signal from Newark—controlled from Morton Crossing.
- 8.—Up starting to Nottingham.
- 9.—Up distant from Southwell.
- 10.—Up home from Southwell.
- 11.—Down starting to Newark.
- 12.—Down home to Newark—controlled from Morton Crossing.
- 13.—Down distant to Newark—controlled from Morton Crossing.
- 14.—Down home to Southwell.
- 15.—Down distant to Southwell.
- 16.—Setting back from up Nottingham line.

FISKERTON STATION SIGNAL BOX.

- 17.—Down inner distant.
- 18.—Down outer distant.
- 40.—Up main home.
- 41.—Up main starting.

ROLLESTON WEST JUNCTION SIGNAL BOX.

- 19.—Down distant from Newark.
- 20.—Down home from Newark.
- 21.—Down starting to Southwell.
- 22.—Down distant from Nottingham.
- 23.—Down home from Nottingham.
- 24.—Up home to Nottingham.
- 25.—Up distant to Nottingham.
- 26.—Up starting to Newark.
- 27.—Up home to Newark.
- 28.—Up distant to Newark.
- 29.—Setting back from down main line.

UPTON CROSSING SIGNAL BOX.

- 30.—Down main home.
- 31.—Setting back from up main line.
- 32.—Setting back from down main line.
- 33.—Up main starting.
- 34.—Down main distant.
- 35.—Up main home.

RULE 55.—EXEMPTIONS.

- Rolleston Junction—Nos. 37 and 38.
 Rolleston West Junction—No. 26.

Signals Nos. 3 and 4, 7 to 15 inclusive, 17 to 28 inclusive, 33 and 38, will be provided with upper quadrant arms.

All signals without numbers are unaltered in position and function.

Derby, April 3rd, 1929.

CHIEF GENERAL SUPERINTENDENT.