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British Rail

Eastern Region

SIGNALLING NOTICE

No. 20

# SUPPLEMENTARY NOTICE

OF

# SIGNALLING ALTERATIONS

affecting the working of the line

from

## SUNDAY 29 NOVEMBER 1970

between

## LEEDS GELDERD ROAD JUNCTION, WAKEFIELD WESTGATE AND NOSTELL

York
November, 1970

MO42/50929

F.J. Burge
Chief Operating Manager

# SIGNALLING RECORD SOCIETY

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## BETWEEN LEEDS (GELDERD ROAD JUNCTION), WAKEFIELD WESTGATE AND NOSTELL : RESIGNALLING

During the period of this work on Saturday and Sunday 28th and 29th November 1970, the signal boxes at Nostell, Hare Park Station, Wakefield Westgate South, Balne Lane, and Lofthouse North will be abolished. The existing semaphore signalling will be dispensed with, and new colour light signals will be brought into use with full track circuiting. Certain existing colour light signals will be retained and altered in form, with altered letters and numbers.

The lines between South Kirkby Junction and Wakefield Westgate North, Wakefield Kirkgate West and Wakefield Westgate South Junction, and between Wakefield Westgate North and Leeds (Gelderd Road Junction), will be worked in accordance with the Track Circuit Block Regulations, which will apply between Wakefield Westgate North signal box and the signal boxes at South Kirkby Junction, Wakefield Kirkgate West and Leeds.

The Track Circuit Block Regulations will continue to apply to the Down and Up Crofton Branch lines between Hare Park Junction (controlled from Wakefield Westgate North), and Crofton West Junction (controlled from Oakenshaw).

## PERMANENT WAY ALTERATIONS

**Between Hemsworth South and Nostell**

A portion of the Up Doncaster Goods line between Fitzwilliam and Hemsworth Station, approximately 900 yards in length, will be brought back into use, with new facing connections at each end controlled from Westgate North signal box, and will be known as the Up Doncaster Goods Loop line.

## ALTERATIONS TO EXISTING SIGNALLING

South Kirkby Down Doncaster Starting signal SK.633, a 2 aspect colour light displaying Red and Green aspects only, will become a 4 aspect signal capable of displaying Red, Yellow, Double Yellow and Green aspects, with telephone to South Kirkby Junction signal box.

South Kirkby Down Doncaster Goods Loop Starting signal SK.635, a 2 aspect colour light displaying Red and Green aspects only, will become a 3 aspect signal capable of displaying Red, Yellow and Green aspects, with telephone to South Kirkby Junction signal box.

Up Doncaster signal SK.626, a 3 aspect colour light displaying Yellow, Double Yellow and Green aspects only, will become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow and Green aspects. The signal will be lettered and numbered WN.626, and a telephone will be provided communicating with Westgate North signal box.

Up Doncaster signal SK.628, a 3 aspect colour light displaying Yellow, Double Yellow and Green aspects only, will become a 4 aspect controlled signal capable of displaying Red, Yellow, Double Yellow and Green aspects. A Junction Indicator (Position 1), and a left hand offset subsidiary signal will be added.

The signal will be lettered and numbered WN.628, and a telephone will be provided communicating with Westgate North signal box.

Up Doncaster automatic signal SK.632 will be lettered and numbered WN.632 and will be controlled from Westgate North signal box. The signal telephone will communicate with Westgate North signal box.

Up Doncaster signal LN.214, a 2 aspect colour light displaying Yellow and Green aspects, will become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow and Green aspects, and will be lettered WN.214.

Down Doncaster signal LN.219, a 2 aspect colour light displaying Yellow and Green aspects, will become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow and Green aspects, and will be lettered WN.219.

The following existing colour light signals will be retained in their present form, with new letters and numbers:–

| Old | New | Old | New |
|---|---|---|---|
| WN.30 | WN.234 | WS.16 | WN.243 |
| WS.1 | WN.240 | WS.7 | WN.248 |
| WS.5 | WN.242 | HP.19 | WN.262 |

The existing colour light signals bearing prefix letters LN will be lettered WN, retaining the existing numbers. The signal telephones will communicate with Westgate North signal box.

## GROUND FRAMES

**Nostell Ground Frame**
A new 4 lever ground frame, released by Westgate North signal Box, will be brought into use, controlling the trailing connections to Nos. 1 and 2 Up Sidings. A telephone will be provided communicating with Westgate North signal box.

**Hare Park Ground Frame**
A new 2 lever ground frame, released by Westgate North signal box, will be brought into use, controlling the trailing crossover,between the Down and Up Doncaster lines. A telephone will be provided communicating with Westgate North signal box.

**Wakefield Up Siding Ground Frame**
The existing 4 lever ground frame will be retained in use, released by Westgate North signal box. A telephone to the signal box is provided.

**Lofthouse Ground Frame**
The existing 4 lever ground frame, controlling the trailing crossover between the Down and Up Doncaster lines, and the trailing connection Up Doncaster to E. and W. Sidings, will be released by Westgate North signal box. The telephone will communicate with Westgate North signal box.

## SHUNT LIMITS

**Wakefield Westgate Station**
The Limit of Shunt indicator applicable to the Up Platform line will be abolished.

## CATCH POINTS

The following catch points will be provided:–

| Line | Location | Gradient Rising |
|---|---|---|
| Down Doncaster | 842 yards before reaching WN.629 signal | 1 in 428 |
| Down Doncaster | 925 yards before reaching WN.627 signal | 1 in 165 |
| Down Doncaster | 614 yards before reaching WN.227 signal | 1 in 106 |
| Down Doncaster | 1170 yards before reaching WN.225 signal | 1 in 89 |
| Down Doncaster | 1167 yards before reaching WN.223 signal | 1 in 90 |
| Down Doncaster | 1050 yards before reaching WN.221 signal | 1 in 440 |
| Up West Curve | 375 yards before reaching WN.249 signal | 1 in 100 |
| Up Doncaster | 1010 yards before reaching WN.258 signal | 1 in 166 |
| Up Doncaster | 750 yards before reaching WN.260 signal | 1 in 147 |
| Up Doncaster | 670 yards before reaching WN.264 signal | 1 in 100 |
| Up Doncaster | 1015 yards before reaching WN.620 signal | 1 in 246 |
| Up Crofton Branch | 1280 yards before reaching WN.262 signal | 1 in 110 |

## NOTICE BOARDS

**Balne Lane Down Sidings**
An illuminated notice board worded 'Stop – Telephone For Permission To Pass' will be provided at the convergence of Nos. 1, 2 and 3 Down Sidings, and will apply to all movements leaving the sidings. A telephone will be provided communicating with Westgate North signal box.

**Nostell**
An illuminated notice board worded 'Stop – Proceed If Line Is Clear' will be provided at the clearance point between the Colliery and Coal Sidings, and will apply to all movements leaving these sidings.

## GENERAL

A description of the new signals is included in this notice, and a diagram which illustrates the revised signalling is attached.

During the period of this work, points and signals will be disconnected, and Drivers will be hand-signalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

## DESCRIPTION OF SIGNALS

SK = South Kirkby Junction HP = Hare Park O = Oakenshaw
WN = Wakefield Westgate North WW = Wakefield Kirkgate West L = Leeds

### Down Direction Running Signals

| No. | Location or Description | Aspect M=Main S=Sub | Junction or Route Indication | Application to or towards |
|---|---|---|---|---|
| SK.633 (existing signal) | Down Doncaster | M | – | WN.629 |
| SK.635 (existing signal) | Down Doncaster Goods Loop | M | – | WN.629 |
| WN.629 | Down Doncaster Auto | M | – | WN.627 |
| WN.627 | Down Doncaster Auto | M | – | WN.625 |
| WN.625 | Down Doncaster | M | – | WN.265 |
| WN.265 | Down Doncaster Auto | M | – | WN.263 |
| WN.263 | Down Doncaster | M<br>M | –<br>Position 4 | WN.259<br>0.309 Down Crofton Branch (existing signal) |
| WN.259 | Down Doncaster Auto | M | – | WN.257 |
| WN.257 | Down Doncaster Auto | M | – | WN.255 |
| WN.255 | Down Doncaster Auto | M | – | WN.253 |
| WN.253 | Down Doncaster Auto | M | – | WN.251 |
| WN.251 | Down Doncaster | M | – | WN.243 |
| WW.47 | Up West Curve | M | – | WN.249 |
| WN.249 | Up West Curve | M | – | WN.243 |
| WN.243 | Down Doncaster | M<br>M<br>S | –<br>'P'<br>'P' | WN.237<br>WN.239<br>Down Platform line occupied |
| WN.237 | Down Doncaster | M<br>S | –<br>– | WN.227<br>Down Sidings |
| WN.239 | Down Platform | M<br>S<br>S | –<br>'1'<br>'2' | WN.227<br>Down Sidings<br>Spur |
| WN.227 | Down Doncaster Auto | M | M | WN.225 |
| WN.225 | Down Doncaster Auto | M | – | WN.223 |
| WN.223 | Down Doncaster | M | – | WN.221 |
| WN.221 | Down Doncaster Auto | M | – | WN.219 |
| WN.219 | Down Doncaster Auto | M | – | WN.211 |
| WN.211 | Down Doncaster Auto | M | – | WN.207 formerly LN.207 Auto (existing signal) |

### Up Direction Running Signals

| | | | | |
|---|---|---|---|---|
| WN.202 (existing signal) (formerly LN202 Auto) | Up Doncaster Auto | M | – | WN.204 |
| WN.204 | Up Doncaster Auto | M | – | WN.206 |
| WN.206 | Up Doncaster Auto | M | – | WN.208 |
| WN.208 | Up Doncaster Auto | M | – | WN.214 |
| WN.214 | Up Doncaster Auto | M | – | WN.220 |

**Up Direction Running Signals–continued**

| No. | Location or Description | Aspect M=Main S=Sub | Junction or Route Indication | Application to or toward |
|---|---|---|---|---|
| WN.220 | Up Doncaster | M | – | WN.222 |
| WN.222 | Up Doncaster Auto | M | – | WN.224 |
| WN.224 | Up Doncaster Auto | M | – | WN.226 |
| WN.226 | Up Doncaster | M | – | WN.234 |
| WN.234 | Up Doncaster | M<br>M<br>S | –<br>'P'<br>'P' | WN.242<br>WN.240<br>Up Platform line occupied |
| WN.242 | Up Doncaster | M | – | WN.248 |
| WN.240 | Up Platform | M | – | WN.248 |
| WN.244 | Down Platform | M | – | WN.248 |
| WN.248 | Up Doncaster | M<br>M | –<br>Position 1 | WN.252<br>WW.24 (existing signal) |
| WN.252 | Up Doncaster Auto | M | – | WN.254 |
| WN.254 | Up Doncaster Auto | M | – | WN.256 |
| WN.256 | Up Doncaster Auto | M | – | WN.258 |
| WN.258 | Up Doncaster Auto | M | – | WN.260 |
| WN.260 | Up Doncaster | M | – | WN.264 |
| WN.262 (formerly HP.19) | Up Crofton Branch | M | – | WN.264 |
| WN.264 | Up Doncaster | M | – | WN.620 |
| WN.620 | Up Doncaster | M<br>S | –<br>– | WN.626<br>Up Sidings |
| WN.626 | Up Doncaster Auto | M | – | WN.628 |
| WN.628 | Up Doncaster | M<br>M<br>S | –<br>Position 1<br>– | WN.632<br>WN.630<br>Up Doncaster Goods Loop occupied |
| WN.632 | Up Doncaster | M | – | SK.638 (existing signal) |
| WN.630 | Up Doncaster Goods Loop | M | – | SK.638 (existing signal) |

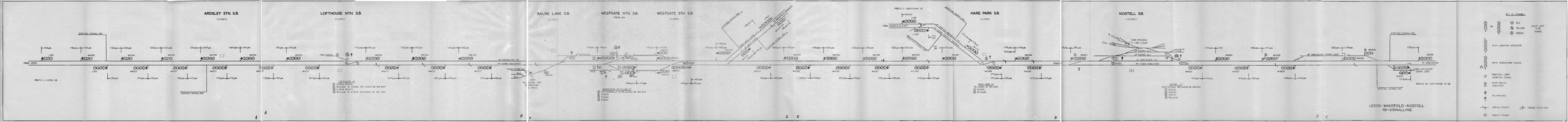
**Ground Position Light Signals**

| No. | Location | Route Indication | Application to or towards |
|---|---|---|---|
| **Nostell** | | | |
| WN.621 | Up Sidings | – | To Shunt Spur or<br>Along Down Doncaster to WN.265 signal. |
| WN.622 | Down Doncaster | 'S'<br>'M' | To Up Sidings<br>Along Up Doncaster to WN.626 signal. |
| WN.623 | Up Doncaster | – | Along Down Doncaster to WN.265 signal. |
| WN.624 | Up Doncaster | – | Set back along Up Doncaster to WN.623 signal or<br>To Up Sidings (requires G.F. No.1 lever). |

**Ground Position Light Signals – continued**

| No. | Location | Route Indication | Application to or towards |
|---|---|---|---|
| **Wakefield Westgate** | | | |
| WN.231 | Up Siding | – | Along Down Doncaster to WN.227 signal or To Down Sidings. |
| WN.232 | Down Sidings | 'S' | To Up Siding |
| | | 'M' | Along Up Doncaster to WN.234 signal |
| | | 'X' | Set back along Down Doncaster to WN.236 signal. |
| WN.235 | Up Platform | 'S' | To Down Sidings |
| | | 'M' | Along Down Doncaster to WN.227 signal |
| | | 'U' | To Up Siding (requires G.F. No.4 lever). |
| WN.236 | Down Doncaster | 'P' | Along Up Platform line to WN.240 signal |
| | | 'M' | Along Up Doncaster to WN.242 signal |
| | | 'D' | Set back along Down Platform line to WN.244 signal |
| | | 'X' | Set back to Down Doncaster line occupied. |
| WN.238 | Shunt Spur | – | Set back along Down Platform line to WN.244 signal. |
| WN.241 | Up Doncaster | 'P' | Along Down Platform line to WN.239 signal |
| | | 'M' | Along Down Doncaster to WN.237 signal |
| | | 'X' | Set back along Up Platform line to WN.235 signal. |
| | Up Siding Ground Frame No.3 | – | Along Up Platform line to WN.240 signal. |

The position numbers shown in the column headed Junction or Route Indication refer to Rule 35 (e).


ARDSLEY STN S.B.
LOFTHOUSE NTH S.B.
BALNE LANE S.B.
WESTGATE NTH S.B.
WESTGATE STH S.B.
HARE PARK S.B.
NOSTELL S.B.
LEEDS-WAKEFIELD-NOSTELL
RE-SIGNALLING
KEY TO SYMBOLS
RED
YELLOW
GREEN
MAGNETIC UNIT WITH SIGNAL
WITH JUNCTION INDICATOR
WITH SUBSIDIARY SIGNAL
POSITION LIGHT DWARF NO. SIGNAL
WITH ROUTE INDICATOR
TELEPHONES
SPRING POINTS
FACING POINT LOCK
CROSS-OVER POINT