

or the information of Railway Staff only.

Ed Broadbent



British Rail

SIGNALLING
NOTICE

NO.4

Eastern Region

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

SUNDAY 8 MARCH 1970

between

**MOORHOUSE JUNCTION,
CARCROFT AND SKELLOW JUNCTION**

**York
February 1970**

MO42/50929

**F.J. Burge
Movements Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MOORHOUSE JUNCTION, CARCROFT & SKELLOW JUNCTION : RESIGNALLING

Between 12 00 hours Saturday 7 March and 23 59 hours Sunday 8 March, the signal boxes at Carcroft and Adwick Junction will be abolished. The existing semaphore signals will be dispensed with, and new colour light signals will be brought into use between Moorhouse Junction and Carcroft, Adwick Junction and Skellow Junction, and Skellow Junction and Carcroft. The new signals will be controlled by Moorhouse Junction and Skellow Junction signal boxes, and the Track Circuit Block Regulations will apply between the signal boxes at Moorhouse Junction, Skellow Junction and Bentley Crossing.

ALTERATIONS TO EXISTING SIGNALLING**Moorhouse Junction**

The existing Up Doncaster Starting signal (M8) will be fitted with an intensified light.

Carcroft

The existing Down Doncaster signal No. C17, a 4 aspect colour light with junction indicator position 4, will be lettered and numbered S109.

The existing Up Doncaster signal No. C24, a 4 aspect colour light, will be lettered and numbered S110.

All other existing colour light signals at present controlled from Carcroft signal box, will in future be controlled from Skellow Junction signal box. The existing signal numbers will be retained, but the prefix letter will be altered from "C" to "S".

General

A description of signals is included in this notice and a diagram, which illustrates the revised signalling and permanent way layout 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

M = Moorhouse Junction S = Skellow Junction

The numbers of semaphore signals are quoted for reference purposes only.

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect		Junction Indication	Application to or towards
		M = Main	S = Sub		
S42 Skellow Distant signal	Down Main	M		—	S41
S41	Down Main	M M		— Position 1	S107 S108
S107	Down Main	M		—	673 Auto
S109	Down Doncaster	M M		— Position 4	S105 S51
S105	Down Doncaster	M		—	673 Auto
S51	Down Branch	M M S		— Position 1 —	S50 (Up Main) Bullcroft Junction Up Sidings

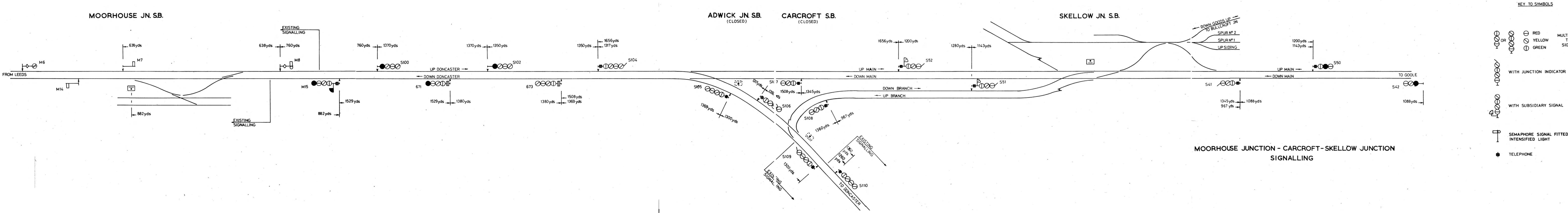
DOWN DIRECTION RUNNING SIGNALS—continued

No.	Location	Aspect M = Main S = Sub	Junction Indication	Application to or towards
673	Down Doncaster	M	—	671 Auto
671	Down Doncaster	M	—	M15 Moorhouse Junction Home
M15	Down Doncaster	M	—	M14 Moorhouse Junction Starting (existing signal)

UP DIRECTION RUNNING SIGNALS

M8 Moorhouse Junction Starting (existing signal)	Up Doncaster	Semaphore	—	S100
S100	Up Doncaster	M	—	S104
S102	Up Doncaster	M	—	S104
S104	Up Doncaster	M M	— Position 1	S106 S52
S106	Up Doncaster	M	—	S110 (existing signal)
S108	Up Branch	M	—	S110
S52	Up Main	M M S	— Position 1 —	S50 Bullcroft Junction Up Sidings
S50 Skellow Starting signal	Up Main	M	—	Applehurst Junction

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



MOORHOUSE JUNCTION - CARCROFT - SKELLOW JUNCTION
SIGNALLING

- KEY TO SYMBOLS
- RED MULTI UNIT TYPE SIGNAL
 - OR
 - YELLOW MULTI UNIT TYPE SIGNAL
 - GREEN MULTI UNIT TYPE SIGNAL
 - WITH JUNCTION INDICATOR
 - WITH SUBSIDIARY SIGNAL
 - SEMAPHORE SIGNAL FITTED WITH INTENSIFIED LIGHT
 - TELEPHONE