



**Eastern Region**

*MR APPLEBY  
A M*

**SUPPLEMENTARY NOTICE  
OF  
SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 20 FEBRUARY 1972**

**AT**

**GRANTHAM**

# 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)

**GRANTHAM : RESIGNALLING**

During the period of this work on Saturday and Sunday 19th/20th February the signal boxes at Grantham South and Grantham North will be abolished and the former Grantham Yard box will be equipped with a switch panel and re-opened as Grantham signal box.

The existing semaphore and disc signalling will be abolished and replaced with colour light and ground position light signalling together with full track circuiting. Certain existing colour light and ground position light signals will be retained, altered in form or re-numbered. The Down Slow Line between Grantham South Junction and Western Platform Line will be signalled for train working in both directions.

**PERMANENT WAY ALTERATIONS**

The facing connection Up Goods to Up Main at Great Ponton will be brought back into use and the catch points in the Up Goods line will become motor operated.

**GROUND FRAME**

Ambergate Yard ground frame will be released by Grantham signal box and the telephone will communicate with that box.

**ALTERATIONS TO EXISTING SIGNALLING**

(Not all these signals are shown on the attached drawing).

G6 (H44) Up Slow will be equipped with a route indicator Position 4 and subsidiary signal with stencil indicator applying:-

Up Slow to Up Goods (H8) – Main Aspect.

Up Slow to Up Main (H15) – Main Aspect and Route Indicator.

Up Slow to Up Goods Occupied – Main Aspect and Subsidiary (G).

The following existing colour light signals will be re-lettered and re-numbered:-

Old	New
G. S. 20	G. 22
G. N. 33	G. 25
G. N. 31	G. 23
G. N. 34	G. 50
G. N. 21	G. 28
G. N. 36	G. 48
G. N. 20	G. 26
G. S. 7	G. 14
G. S. 21	G. 12
H. 48	G. 10
H. 46	G. 8
H. 44	G. 6
H. 42	G. 4
G. S. 51	G. 13

G. 14. G.12 signals will become automatic signals.

G. 6 and G.4 signals will become controlled signals.

**GENERAL**

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

A.W.S. track equipment will be provided as shown on the attached diagram. During the period of this work signals will be disconnected and drivers will be hand-signalled as necessary. Further details will be included in the Weekly Notice of Engineering Operations.

Track Circuit Block Working will apply between Grantham and Highdyke on all lines.

## DESCRIPTION OF SIGNALS

G = GRANTHAM

No.	Location or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction Running Signals</b>				
G.13 (existing)	Down Fast	M	—	G.23 (existing)
		M	Position 1	G.15
		M	Position 2	G.17
		S	'G'	Down Goods (occupied)
G.15	Down Slow	M	—	G.19
		S	'W'	Western Platform occupied
G.17	Down Goods	M	—	G.25 (existing)
G.19	Western Platform Line	M	—	G.25 (existing)
G.21	Down Bay	M	—	G.25 (existing)
<b>Up Direction Running Signals</b>				
G.26 (existing)	Up Main	M	—	G.22 (existing)
G.20	Western Platform Line	M	'F'	G.12 (existing)
			'S'	G.14 (existing)
G.24	Nottingham Line	M	'B'	Down Bay
		M	'W'	G.20
		M	'G'	G.18
		S	'B'	Down Bay (occupied)
		S	'W'	Western Platform (occupied)
		S	'S'	Carriage Sidings
		S	'G'	Up Goods (occupied)
		S	'L'	Shunt Line
		S	'Y'	Engineers Yard
		G.22 (existing)	Up Fast	M
M	Position 1			G.16
M	Position 2			G.14 Up Slow via up Fast
G.16	Up Slow	M	—	G.14 (existing)
G.18	Up Goods	M	'S'	G.14 (existing)
		M	'F'	G.12 (existing)
		S	—	Down Sidings

## Ground Position Light Signals

No.	Location	Route Indication	Application to or towards
G.81	Up Fast	F	Down Fast
		S	Down Slow
		G	Down Goods
G.83	Up Slow	F	Down Fast
		S	Down Slow
		G	Down Goods
		X	Along Up Slow towards G.89 Signal
		1	No.1 Up Siding
G.85	Up Shunt Line	—	Yard
G.86	No.1 Up Siding	N	Shunt Line
		S	Up Slow

## Ground Position Light Signals – continued

No.	Location	Route Indication	Application to or towards
(G.82)	Down Fast	–	To Up Fast or Up Slow
(R.82)	Down Fast	–	Repeating G.82
G.84	Down Slow	–	To Up Fast or Up Slow
G.88	Shunt Line	–	To Down Sidings
G.87	Down Sidings	N	Shunt Line
		G	Down Goods
G.89	Up Slow	–	To Up Fast L.O.S.
G.91	Down Shunt Line	–	Nottingham Line
G.93	Carriage Sidings	–	Nottingham Line
G.95	Engineers Yard	–	Nottingham Line

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

