

For the information of Railway Staff only.



No.58

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 19 AUGUST 1973

at

THAMES HAVEN JUNCTION

York
August 1973

MO/42/51511

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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THAMES HAVEN BRANCH : RESIGNALLING

During the period of this work on Sunday 19 August the re-modelled Thames Haven Jn. will be brought into use and the signal box abolished. Certain existing colour light signals will be abolished or modified and augmented with new signals controlled from a panel in Low Street signal box. The semaphore signalling on the Thames Haven branch, apart from Terminus Ground Frames First and Second Down Home signals, will be replaced by colour light signalling, also controlled from Low Street. The Ground Frames on the branch will be released by Low Street signal box and Terminus Ground Frame.

Track circuit block regulations will apply between Low Street – Stanford-le-Hope, Low Street – Thames Haven Terminus in both directions.

Alterations to Existing Signalling.

L3 signal will become an automatic signal.

M2 signal will have a yellow aspect added and become a semi-automatic signal re-lettered and re-numbered L31.

TH20 signal will have a red aspect added and become an automatic signal re-lettered and re-numbered L33.

TH19 signal will be equipped with a subsidiary signal re-lettered and re-numbered L35.

TH9 signal will have an additional yellow aspect added re-lettered and re-numbered L40.

M6R signal will have a red aspect added and become an automatic signal re-lettered and re-numbered L34.

M6 signal will become a semi-automatic signal re-lettered and re-numbered L32.

Ground Frames

Fisons Sidings Ground Frame will be released by Low Street signal box and the telephone will communicate with the signal box.

Shell No.1 Ground Frame will be converted to a four lever frame released by Low Street signal box and the telephone will communicate with the signal box.

Shell No.2 Ground Frame will be released by Terminus Ground Frame and the telephone will communicate with Terminus Ground Frame.

West End Ground Frame will be converted to a two lever frame released by Terminus Ground Frame and the telephone will communicate with Terminus Ground Frame.

East End Ground Frame will be converted to a two lever frame released by Terminus Ground Frame and the telephone will communicate with Terminus Ground Frame.

Terminus Ground Frame will be converted to a seven lever frame with a train in section indicator and a telephone communicating with Low Street signal box located in the Supervisor's hut.

General

A description of the new signals is included in this notice and a diagram which illustrates the layout and 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 included in the weekly notice of engineering operations.

Description of Signals

S = Stanford-le-Hope

L = Low St.

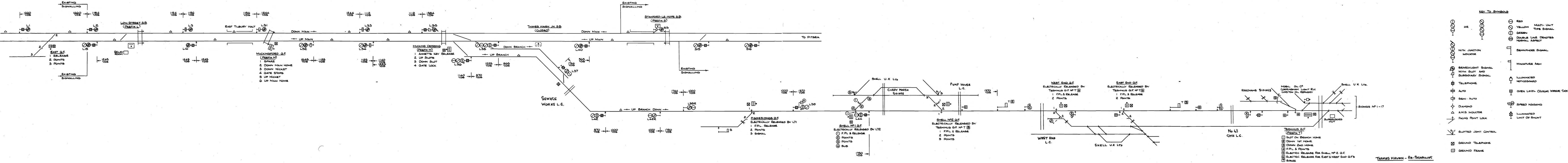
T = Terminus GF

| No. | Location | Aspect M = Main S = Sub | Route or Junction Indication | Application to or towards |
|---------------------------------------|---------------------|-------------------------------|------------------------------------|------------------------------|
| Up Direction Running Signals | | | | |
| S15 (existing) | Up Main | M | — | L.40 |
| L40 | Up Main | M | — | L.38 |
| L38 | Up Main | M | — | L.34 |
| L44 | Up Branch | M | — | L.42 |
| L42R | Up Branch | M | — | L.42 |
| L42 | Up Branch | M | — | L.36 |
| L36 | Up Branch | M | — | L.34 |
| L34 | Up Main Auto | M | — | L.32 |
| L32 | Up Main Semi Auto | M | — | L.16 (existing) |
| Down Direction Running Signals | | | | |
| L2 (existing) | Down Main | M | — | L.3 |
| L3 | Down Main Auto | M | — | L.31 |
| L31 | Down Main Semi Auto | M | — | L.33 |
| L33 | Down Main Auto | M | — | L.35 |
| L35 | Down Main | M | — | S.3 (existing) |
| | | M | Position 4 | L.37 |
| | | S | — | Down Branch occ. |
| L37 | Down Branch | M | — | L.39 |
| L39R | Down Branch | M | — | L.39 |
| L39 | Down Branch | M | — | T.1 (semaphore existing) |
| | | S | — | Shell Sidings. |

The position number quoted in the column headed "Route or junction indication" refer to Rule C.3.1.6.

NOTE

The suffix letter 'R' (i.e. L39R) on the signal plate denotes that the signal is an isolated colour light distant applicable to and bearing the same number as the stop signal next ahead.



KEY TO SYMBOLS

| | | | |
|--|----|--|--|
| | OR | | RED MULTI-UNIT TYPE SIGNAL |
| | | | YELLOW MULTI-UNIT TYPE SIGNAL |
| | | | GREEN |
| | | | DOUBLE LINE DENOTES NORMAL ASPECT |
| | | | SEMAPHORE SIGNAL |
| | | | MINIATURE ARM |
| | | | SEARCHLIGHT SIGNAL WITH SLOT AND SUBSIDIARY SIGNAL |
| | | | TELEPHONE |
| | | | AUTO |
| | | | SEMI-AUTO |
| | | | DIAMOND |
| | | | A.W.S. INDUCTOR |
| | | | FACING POINT LOCK |
| | | | SLOTTED JOINT CONTROL |
| | | | GROUND TELEPHONE |
| | | | GROUND FRAME |
| | | | ILLUMINATED NOTICEBOARD |
| | | | OPEN LEVEL CROSSING WARNING SIGN |
| | | | SPEED WARNING |
| | | | ILLUMINATED LIMIT OF SHUNT |

THAMES HAVEN - RE-SIGNALING