



EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the Line

from

SUNDAY 10 JULY 1977

between

BARNBY - CLAYPOLE - NEWARK

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BARNBY-CLAYPOLE-NEWARK RESIGNALLING

During the period of this work on Saturday–Monday 9–11 July the existing semaphore signalling controlled by Newark South signal box will be replaced by new colour light signalling together with full track circuiting and the layout at Newark South remodelled. The new signalling will be controlled from a new panel in Newark Northgate South signal box which will be renamed Newark Signal box. The existing Claypole and Barnby signal boxes will be abolished and new colour light signalling installed controlled from new switch panels installed in new Claypole and Barnby signal boxes located on the opposite side of the line to the old structures.

Balderton signal box will be abolished and the level crossing at Balderton together with Bullpit Lane crossing will be monitored by closed circuit television from Barnby.

Barnby Lane and Oster Fen level crossings will also be monitored by closed circuit television from Claypole signal box.

The Down and Up branch lines to Bottesford will be renamed Down and Up Bottesford.

Track circuit block regulations will apply between Grantham-Claypole-Barnby-Newark-Newark Crossing (Lincoln Branch only) – Bathley Lane and between Newark and Lowfield.

PERMANENT WAY ALTERATIONS

The layout at Newark South will be remodelled as shown on the diagram.

The trailing main to main crossover at Lowfield and associated signal will be abolished. The points from Down Bottesford to the single line will be replaced by plain line and associated disc signals abolished.

The Up and Down sidings at Claypole will be abolished together with the associated signalling.

ALTERATIONS TO EXISTING SIGNALLING

Lowfields up branch distant, home, and starting semaphore signals will be abolished and replaced by colour light signals.

C8 signal will become an automatic signal relettered and renumbered CL51.

NC12 signal will become a semi-automatic signal relettered and renumbered N98.

BL99R signal will have the red aspect brought into use and become an automatic signal relettered and renumbered N97.

NC2 colour light signal will be abolished. Signals will be relettered and renumbered as shown:-

Old	New
C51	CL41
C53	CL45
C55	CL47
C56	CL52
NC11	N96
NS37	N78
NS9	N72
NS14	N74
NS57	N76

AUTOMATIC WARNING SYSTEM

A.W.S. track equipment will be provided for all new colour light signals.

GENERAL

A description of the new signals is included in this notice and diagram which illustrates the layout is attached. During the period of this work points and signals will be disconnected and Drivers will be handsignalled as necessary. Further details will be included in the Weekly Notice of Engineering operations.

Description of Signals

N = Newark L = Lowfield BL = Bathley Lane BY = Barnby CL = Claypole G = Grantham

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
CL47 (existing)	Down Main Auto	M	—	CL51
CL51	Down Main Auto	M	—	CL53
CL53	Down Main	M M	— Position 1	CL55 CL57
CL55	Down Main	M	—	BY59
CL57	Down Claypole Passenger Loop	M	—	BY59
BY59	Down Main	M	—	BY61
BY61	Down Main Auto	M	—	BY63
BY63	Down Main	M	—	BY65
BY65	Down Main	M	—	N73
N73	Down Main	M M M M S	— Position 4 Position 5 Position 6 —	N81 N79 Up Main (Fixed Red) N77 Passenger Loop N75 Goods Loop Up Sidings
L3 (existing)	Down Bottesford Semaphore	M	—	N71R
N71R	Down Bottesford Auto Distant	M	—	N71
N71	Down Bottesford	M M M M S Y	— Position 4 Position 5 Position 6 — —	N81 N79 Up Main (Fixed Red) N77 Passenger Loop N75 Goods Loop Up Sidings Down Sidings
N81	Down Main	M	—	N97
N97	Down Main	M	—	BL99 (existing)
N77	Passenger Loop	M	—	N83
N75	Goods Loop	M	—	N83
N83	Down Newark Curve	M	—	NC7 (existing)

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction Running Signals				
NC9 (existing)	Up Lincoln	M M	— Position 1	Up Lincoln N78
N98 (existing)	Up Main Semi Auto	M	—	N96
N78	Up Newark Curve	M M	— Position 1	N74 N72
N96	Up Main	M M	— Position 1	N76 N78
N74	Passenger Loop	M M S	— Position 4	BY68 N70 Standage Siding
N72	Goods Loop	M M S	— Position 4	BY68 N70 Standage Siding
N76	Up Main	M M	— Position 4	BY68 N70
N70	Up Bottesford Auto	M	—	L29R
L29R	Up Bottesford	M	—	L29
BY68	Up Main	M	—	BY66
BY66	Up Main	M	—	BY64
BY64	Up Main Auto	M	—	BY62
BY62	Up Main	M	—	CL60
CL60	Up Main	M	—	CL58
CL58	Up Main	M M	— Position 1	CL56 CL54
CL56	Up Main	M	—	CL52 (existing)
CL54	Up Claypole Passr. Loop	M	—	CL52 (existing)
Ground Position Light Signals				
NC4	Down Lincoln	—	—	N78
N1311	Up Bottesford	—	Y P G S D U	Down Sidings Passenger Loop Clear or occupied Goods Loop Clear or occupied Up Sidings Down Main Clear or occupied Up Main Clear or occupied
N1312	Down Sidings	—	—	Up Bottesford or Down Bottesford occupied
N1313	Standage Siding	—	—	N77 Clear or occupied or N75 Clear or occupied or Up Sidings

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Ground Position Light Signals – continued				
N1314	Down Main	—	—	Down Main occupied or Up Bottesford or Down Bottesford occupied
N1315	Up Main	—	U P G S	Up Main Clear or occupied Passenger Loop Clear or occupied Goods Loop Clear or occupied Up Sidings
N1316	Up Sidings	—	—	Standage Siding or BY68 Signal or N70 Signal

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C3.1.6.

The suffix letter 'R' (i.e. L29R) on the signal identification plate denotes that the signal is an isolated colour light distant applicable to and bearing the same number as the stop signal next ahead.

