

For the information of Railway Staff only.

*E. Seltham*



**British Rail**

**SIGNALLING  
NOTICE**

**No.108**

**EASTERN REGION**

**SUPPLEMENTARY NOTICE  
OF  
SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 26 OCTOBER 1980**

**ARKSEY - SELBY (exclusive)**

**- SHAFTHOLME JUNCTION**

**and KNOTTINGLEY (exclusive)**

**York  
OCTOBER, 1980**

**MO42-2007**

**G. Graham  
Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

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**BETWEEN ARKSEY AND SELBY (EXCLUSIVE) AND BETWEEN SHAFTHOLME JUNCTION AND KNOTTINGLEY (EXCLUSIVE) RESIGNALLING.**

On Sunday 26 October and progressively during the following week, the work detailed in this notice will be carried out and the following signal boxes and gate boxes will be abolished:-

Arksey	Selby Road gate box
Bentley Colliery	Norton (replaced by a new gate box)
Shaftholme	Womersley
Askern	

All semaphore signalling will be abolished. New colour light signalling will be commissioned on the Down and Up Knottingley lines and certain colour light signals will be replaced on the Down E.C.M. line. Signals previously controlled by Arksey, Bentley Colliery and Shaftholme signal boxes will be replaced with 'D' (Doncaster) prefixes.

The T.C.B. Regulations will apply on all lines. [Between Shaftholme Junction, (controlled by Doncaster) and Knottingley and between Doncaster and Selby, also between Joan Croft Junction (controlled by Doncaster) and Applehurst Junction (controlled by Doncaster).]

Doncaster signal box will also control all points previously controlled by Arksey, Bentley Colliery and Shaftholme signal boxes.

The North and South Curve lines to and from Bentley Colliery will be worked in accordance with the 'One Train Working' Arrangements but no train staff will be provided.

**Permanent Way Alterations**

The trailing crossover on the Knottingley side of Norton gate box will be replaced by a facing crossover approximately 150 yards nearer to Knottingley. This crossover, together with the trailing crossover on the Shaftholme Junction side of Norton gate box; the connection - Down Knottingley to Askern Colliery Branch and the points - Askern Colliery Branch to Coalite Line and the associated signalling, will be controlled by Norton Gate Box.

The notice boards applicable to "One Train Working" etc on the Askern Colliery Branch will be abolished and new ground position light signals controlled by Norton Gate Box will be provided.

**Level Crossings (East Coast Main Line)**

**Level Crossing No. 263 between 157½ and 157¾m.p.**

This crossing will be converted to a Red/Green light crossing (P3) with adjacent telephones connected to Doncaster signal box.

**Arksey Level Crossing at 158m. 02chs.**

The level crossing lifting barriers will be brought under control of Doncaster signal box and supervised with the aid of C.C.T.V. An adjacent telephone connected to Doncaster will be provided.

**Daw Lane Level Crossing at 159m. 10chs.**

The automatic half barriers will be replaced by lifting barriers remotely controlled from Doncaster with the aid of C.C.T.V. An adjacent telephone connected to Doncaster signal box will be provided.

**Joan Croft Level Crossing at 160m. 48chs.**

The level crossing ground frame will be abolished and the gates will be released from Doncaster signal box. An adjacent telephone to Doncaster will be provided.

(Knottingley line)

**Thorpe level crossing at 68m. 43chs.**

The Gates will be abolished and the crossing converted to an 'open' crossing (P4 open type B1) with flashing road lights. Advance Warning signs and combined speed restriction/'whistle' boards will be provided.

**Askern level crossing at 66m. 23chs.**

The existing lifting barriers will be controlled from Norton gate box and supervised with the aid of C.C.T.V. An adjacent telephone connected to Norton gate box will be provided.

**Selby Road level crossing at 65m. 72chs.**

The level crossing gates will be replaced by automatic half barriers, with adjacent telephones to Norton Gate Box. "Whistle" boards will not be provided.

**Stubbs Walden South level crossing at 64m. 27chs.; Stubbs Walden North level crossing at 64m. 7chs., also Haywood level crossing at 67m. 56chs.**

The level crossing gates at these crossings will be replaced by lifting barriers remotely controlled from Norton gate box and supervised with the aid of C.C.T.V.

An adjacent telephone connected to Norton Gate box, will be provided at each crossing.

**Womersley level crossing**

The level crossing gates will be replaced by automatic-half barriers with adjacent telephones to Knottingley signal box. "Whistle" boards will not be provided.

**Post Office Lane; Spring Lodge and Cridling Stubbs Automatic Half Barriers**

The adjacent telephones at these crossings will now connect with Knottingley signal box. The "Whistle" boards will be removed.

**Automatic Warning System**

The A.W.S. will be provided on the Down and Up Knottingley lines, and as shown on the diagram.

**General**

A description of signals and a diagram illustrating the above is included in this notice.

During the period of this work, points and signals may be disconnected and drivers will be hand-signalled as necessary. Details of Engineers possessions will be included in the weekly notices.

**Description of Signals**

D – Doncaster. K – Knottingley. (BC) – former Bentley Colliery signal replaced. (A) – former Arksey signal. N – Norton Gate Box. (SH) – former Shaftholme signal replaced.

Signal	Line	Aspect		Route or Junction Indication	Application to or towards
		M – Main	S – Sub		
<b>Down Direction</b>					
D811 (A13)	Arksey Down Passenger Loop	M			D815 (BC15)
D813 (A16)	Down Main	M			D815 (BC15)
D815 (BC15)	Down Main	M S			D827 Bentley Colliery (Via South Curve)
D827 (Replaces existing BC14 signal)		M			D829
D824 (Reduced height signal)	Down Main (Up direction)	S			Bentley Colliery (via North Curve)
D829	Down Main	M M		Junction indicator position '1'	D849 D847
D849	Down Main	M			D853
D851	Down Stainforth	M			D853
D853 (Replaces existing SH853)	Down Main	M			D855

## Description of Signals – continued

Signal	Line	Aspect M – Main S – Sub	Route or Junction Indication	Application to or towards
<b>Down Direction – continued</b>				
D855 (SH855)	Down Main	M		D857 (existing Selby signal)
D847*	Down Knottingley	M		D891
D891	Down Knottingley	M		D893
D893*	Down Knottingley			D895
D895*	Down Knottingley	M S		D899 N1515 (ground position light)
N897	Askern Colliery Branch	M S		D899 N1515
D899*	Down Knottingley	M		K445
K445	Down Knottingley	M		K443
K443	Down Knottingley	M		K441
K441	Down Knottingley	M		K439
K439	Down Knottingley	M		K437
K437	Down Knottingley	M		K435 (existing)
<b>Up Direction</b>				
D822 (BC6)	Up Main	M		D814 (A4)
D814 (A4)	Up Main	M		D812 (existing)
K434 (converted to 3-aspect auto)	Up Knottingley	M		K436
K436	Up Knottingley	M		K438
K438	Up Knottingley	M		K440
K440	Up Knottingley	M		D900
D900	Up Knottingley	M		D898
D898*	Up Knottingley	M		D896
D896*	Up Knottingley	M S		D894 N1518 (ground position lights)
D894*	Up Knottingley	M		D892
D892	Up Knottingley	M		D846
D846*	Up Knottingley	M		D844
D844	Up Knottingley	M M	Junction indicator position '4'	D828 D824 (via Down Main in Up direction).

\* Also controlled by Norton Gate Box. |

## Description of Signals – continued

## Ground Position Light Signals

Controlled by Doncaster

Signal	Line	Route Indication	Application to or towards
1501	Up Main		Bentley Colliery (via South Curve)
1502†	South Curve		D814
1503†	North Curve		D827
1505 (SH831) (SH831)	Up Main		D847 D849
1506 (SH832)	Down Main		D828 D824 (set back along Down Main)

†These signals must not be approached until the associated "OFF" indicator is illuminated.

## Controlled by Norton Gate Box

N1509	Coalite line		N897
N1511	Bunker line		N897
N1510	Askern Colliery Branch line	C B	Coalite running line. Bunker line.
N1513	Up Knottingley	D X	Down Knottingley N1515 Up Knottingley Limit of shunt indicator.
N1514	Down Knottingley	U C	Up Knottingley Askern Colliery Branch N1510
N1515	Down Knottingley	D X	Down Knottingley Up Knottingley limit of shunt indicator.
N1516	Down Knottingley		N1514
N1518	Up Knottingley	U X	Up Knottingley N1516

FA

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**KNOTTINGLEY S.B.**  
(FUNCTIONS PREFIXED 'K')  
PART DETAILS ONLY SHOWN

FROM LEEDS & YORK TO GOOLE

EXISTING  
SIGNALLING

UP KNOTTINGLEY

DOWN KNOTTINGLEY

1695 YDS

K434

1695 YDS

K436

K435

1577 YDS

FOOT  
CROSSING

K437

1577 YDS

1497 YDS

**CRIDLING STUBBS L.C.**  
(AUTOMATIC HALF BARRIERS)  
TELEPHONES TO KNOTTINGLEY S.B.

K439

1497 YDS

1618 YDS

**SPRING LODGE L.C.**  
(AUTOMATIC HALF BARRIERS)  
TELEPHONES TO KNOTTINGLEY S.B.

K441

1618 YDS

1508 YDS

**POST OFFICE LANE L.C.**  
(AUTOMATIC HALF BARRIERS)  
TELEPHONES TO KNOTTINGLEY S.B.

K440

1687 YDS

1768 YDS

**WOMERSLEY L.C.**  
(AUTOMATIC HALF BARRIERS)  
TELEPHONES TO KNOTTINGLEY S.B.

K443

1808 YDS

1412 YDS

**WOMERSLEY S.B.**  
(TO BE CLOSED)

1768 YDS

D900

1650 YDS

K445

1412 YDS

1593 YDS

**STUBBS WALDEN NORTH L.C.**  
(FULL BARRIERS CONTROLLED  
AND SUPERVISED FROM  
NORTON G.B. USING CLOSED  
CIRCUIT TELEVISION)

**STUBBS WALDEN SOUTH L.C.**  
(FULL BARRIERS CONTROLLED  
AND SUPERVISED FROM  
NORTON G.B. USING CLOSED  
CIRCUIT TELEVISION)

D899

1593 YDS

1312 YDS

**LOWFIELD OCCUPATION L.C.**  
TELEPHONES TO NORTON G.B.

D898

1415 YDS

1760 YDS

1415 YDS

D898

1760 YDS

**NORTON G.B.**  
(FUNCTIONS PREFIXED  
RELEASED FROM DON

UP KNOTTINGLEY  
LIMIT OF SHUNT

NIS18

NIS18

NIS18

NORTON  
(LOCALLY  
FULL BI  
NORTON

**NIS18 STENCIL INDICATOR**  
U - UP KNOTTINGLEY  
K - NIS18 SIGNAL

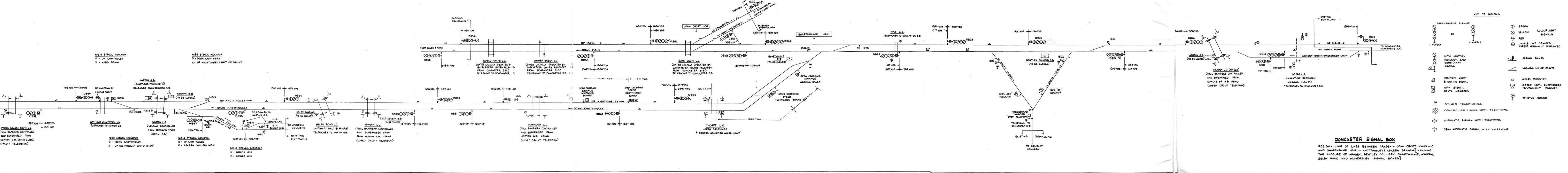
**NIS18 STENCIL INDICATOR**  
D - DOWN KNOTTINGLEY  
X - UP KNOTTINGLEY LIMIT OF SHUNT

B B

B1 B1

C C

C11



**KEY TO SYMBOLS**

	COLOURLIGHT SIGNALS 4 ASPECT		COLOURLIGHT SIGNALS 3 ASPECT
	POSITION LIGHT SHUNTING SIGNAL		SPRING POINTS
	WITH JUNCTION INDICATOR AND SUBSIDIARY SIGNAL		NORMAL LIE OF POINTS
	WITH STENCIL		A.W.S. INDUCTOR
	WITH STENCIL ROUTE INDICATOR		FITTED WITH SUPPRESSED PERMANENT MAGNET
	OTHER TELEPHONES		WHISTLE BOARD
	CONTROLLED SIGNAL WITH TELEPHONE		
	AUTOMATIC SIGNAL WITH TELEPHONE		
	SEMI-AUTOMATIC SIGNAL WITH TELEPHONE		

**DONCASTER SIGNAL BOX**  
 RESIGNALING OF LINES BETWEEN ARKSEY - JOAN CROFT JCN (E.C.M.) AND SHAFTHOLME JCN. - KNOTTINGLEY (ASKERN BRANCH) INVOLVING THE CLOSURE OF ARKSEY, BENTLEY COLLIERY, SHAFTHOLME, SELBY ROAD AND WOMERSLEY SIGNAL BOXES.