

For the information of Railway Staff only.

*October, 1983.*

SIGNALLING  
NOTICE



**British Rail**

**No. 111**

**EASTERN REGION**

# **SUPPLEMENTARY NOTICE**

## **of SIGNALLING ALTERATIONS**

affecting the working of the line

from

**SUNDAY 5 JULY 1981**

between

**HUNSLET GOODS JN. Excl.**

and

**METHLEY JN.**

# SIGNALLING RECORD SOCIETY

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## **BETWEEN HUNSLET GOODS JUNCTION (EXCLUSIVE) AND METHLEY JUNCTION: RESIGNALLING**

During the period of this work on Sunday 5 July – a temporary new signal box named STOURTON will be brought into use on the Up Side adjacent to the site of Wakefield Road signal box which will be abolished.

The following signal boxes will also be abolished:–

Methley Sidings  
Waterloo Colliery Sidings  
Stourton Junction  
Hunslet South Junction

All semaphore signals will be abolished and new colour light signalling will be commissioned. The track Circuit Block Regulations will apply between Altofts Junction – Methley Junction – Stourton new box and Leeds.

## **PERMANENT WAY ALTERATIONS**

### **Methley Sidings and Waterloo Colliery Sidings**

All siding connections will be secured out of use pending removal.

### **Stourton Junction**

The site of former Stourton Junction signal box will be known as Stourton Junction. The crossovers and associated slip connection will be replaced by a new series of crossovers further South

### **Hunslet South Junction**

All points (except the connection – Up Hunslet Goods/Up Midland and associated points) will be abolished.

### **Stourton Junction and Hunslet South Junction**

A remodelled track layout including new connections at Hunslet South Junction leading to Stourton Freightliner Terminal will be brought into use. Stourton new signal box will control all new and existing points within the area extending from Hunslet Down ground frame (exclusive) to the new crossovers at Stourton Junction ( inclusive).

## **RENAMING OF LINES**

### **Between Altofts Junction and Leeds North Junction**

The Down and Up Main/Normanton lines will be renamed Down and Up Midland respectively.

### **Between Whitwood and Methley Junction**

The lines will be renamed Down and Up Whitwood.

### **Between Engine Shed Junction and Hunslet South Junction**

The Up Midland Goods/Up Through Siding will become a Goods Line throughout named Up Hunslet Goods.

## **OTHER LINES**

### **Between Stourton Junction and Stourton**

Old	New
Down Reception	Stourton Down Siding
Down Goods	Stourton Arrival/Departure

The Up Goods will be abolished.

Stourton Up Sidings will also be abolished.

### **Between Hunslet South Junction and Hunslet Down Ground Frame**

Old	New
Arrival/Back Sidings	No.2 Reception/Shunt line
Down Through Siding/Front Siding	No.1 Reception

## ALTERATIONS TO EXISTING SIGNALLING

Down Midland Signal L.906 will be converted to a 4-aspect signal.

Up Midland Signal L.902 will be converted to a 4-aspect signal. The subsidiary will now apply towards No.1 Reception Signal 908 instead of to the Back Siding.

A position 4 Junction Indicator will be added to Up Hunslet Goods Signal L.901 and the following amended routings will apply.

Aspect	Route or Junction Indication	Application to or towards
Main	Junction Indicator position '4'	Up Midland S914
Main		Up Hunslet Goods S.912
Sub	'G'	Up Hunslet Goods line occupied.
Sub	'1'	No.1 Reception (908)

Methley Junction Down Midland Signals MJ.981 (auto) and M23 will now function as 4-aspect signals.

The ground position light signal on the Down Midland (No.903) previously applying towards Back Siding, will now apply towards No.1 Reception.

### Hunslet Down Ground Frame at 193m. 73ch.

A new 7-lever ground frame released from Leeds will be provided to control the connections and signalling between Reception lines, and between No.1 Reception and Shunt line (or Middleton Railway). An adjacent telephone to Leeds will be provided.

'STOP, AWAIT INSTRUCTIONS' notice boards will be provided at the exit from Middleton railway; at the North end of No.2 Reception and Down Sidings.

Marker Boards will be provided on No.1 Reception, No.2 Reception and Down Siding No.1 applicable to propelled movements from 922 and 924 signals.

### Level Crossing

The telephone adjacent to Methley North Crossing (between 188¼m.p. and 188½) will now connect with Methley Junction signal box.

### Description of signals

Prefix of signal box to which signal-post telephone is connected

L – Leeds, S – Stourton, M – Methley Junction, A – Altofts Junction

† – also controlled by Freightliner Terminal Overseer.

Signal	Line	Aspect M – Main S – Sub	Junction or Route Indication	Application to or towards
<b>Down Direction</b>				
M.18	Down Midland	M		M.955
M.955	Down Midland	M		M.951
M.951	Down Midland	M		S.949
S.949	Down Midland	M		S.941
S.941	Down Midland	M		S.939
S.939	Down Midland	M	Junction Ind. Position "1"	Stourton Arrival S.929
		M		S.927
		S	'F' †	Freightliner Terminal
		S	'S'	Stourton Down Sidings (921)
		S	Junction Ind. Position 1	Stourton Arrival (Line occupied)
S.927	Down Midland	M		L.906 (existing)
S.929	Stourton Departure	S	'S'	Down Siding No.1 (919)
		S	'1'	No.1 Reception (907)

**S.929 Signal will be mounted at Ground Level**

## Description of signals – continued

Signal	Line	Aspect M – Main S – Sub	Junction or Route Indication	Application to or towards
<b>Up Direction</b>				
S.914	Up Midland	M		S.926
S.926	Up Midland	M		S.940
		S		Up Shunt Spur
S.940	Up Midland	M		S.942
S.942	Up Midland	M		S.944
S.944	Up Midland	M		S.950
S.950	Up Midland	M		M.952
M.952	Up Midland	M		M.956
M.956	Up Midland	M		M.6
M.6	Up Midland	M		A.980 (existing)
		M	Junction Ind. Position '1'	M.12 (existing)
S.912	Up Hunslet Goods	M		S.926
		S		Shunt Spur
S.910	Hunslet Up Sdgs.	M		S.926
		S		Shunt Spur
S.928	Stourton Departure	M		S.940
		S	"U"	Up Shunt Spur
		S	"D"	Down Shunt Spur
S.930	Stourton Down Sidings	M		S.940
		S	"U"	Up Shunt Spur
		S	"D"	Down Shunt Spur
S.932	Freightliner Terminal	M		S 940
		S	"U"	Up Shunt Spur
		S	"D"	Down Shunt Spur

**Ground Position Light Signals** † † = Joint Control by Stourton and Hunslet Down Ground Frame † = also controlled by Freightliner Terminal Overseer.

Signal No.	Line	Route Indication	Application to or towards
907 † †	No.1 Reception (Down Direction)	"S"	Shunt Line or Middleton Railway
		"I"	(L)904
908 † †	No.1 Reception (Up Direction)	"I"	922
		"S"	No.2 Reception or Sidings
909	No.2 Reception (Up Direction)		918
915	Shunt Spur	"X"	Up Hunslet Goods Line Occupied.
		"U"	Up Sidings
915R (915R will repeat the aspects of 915)			
917	Up Midland	"X"	Up Hunslet Goods Line Occupied.
		"U"	Up Sidings
918	No.2 Reception (Up Direction)		924
919	Down Siding No.1 (Down Direction)	"S"	Down Siding No.1
		"R"	No.2 Reception
920	Down Siding No.1 (Up Direction)		924
921	Stourton Down Siding	"S"	Down Siding No.1
		"I"	No.1 Reception (907)

## Ground Position Light Signals – continued

Signal No.	Line	Route Indication	Application to or towards
922	No.1 Reception (Up Direction)	"D"	Stourton Departure (S928)
		"S"	Stourton Down Sidings (S930)
		"F" †	Freightliner Terminal
923	Inspection Pit	"T"	Stourton Trading Estate
		"S"	Down Siding No.1
		"A"	No.1 Reception (907)
924	Down Siding No.1 (Up Direction)	"D"	Stourton Departure (S928)
		"S"	Stourton Down Siding (S930)
		"F" †	Freightliner Terminal
925	Stourton Industrial Estate	"T"	Stourton Trading Estate
		"S"	Down Siding No.1
		"A"	No.1 Reception (907)
933	Down Shunt Spur	"F" †	Freightliner Terminal
		"S"	Stourton Down Siding (921)
		"A"	Stourton Arrival (S929)
933R	Down Shunt Spur (933R will repeat the aspects of 933)		
935	Up Shunt Spur	"F" †	Freightliner Terminal
		"S"	Stourton Down Siding (921)
		"A"	Stourton Arrival S.929
		"M"	S.927
935R	Up Shunt Spur (935R will repeat the aspects of 935)	"C"	Carriage & Waqon Shops
937	Up Midland	"F" †	Freightliner Terminal
		"S"	Stourton Down Siding (921)
		"A"	Stourton Arrival (S.929)
		"M"	S.927
937R	Up Midland (937R will repeat the aspects of 937)		
938	Up Shunt Spur (Up Direction)		

**Automatic Warning System**

The A.W.S. will be provided on the Down and Up Midland Lines.

**General**

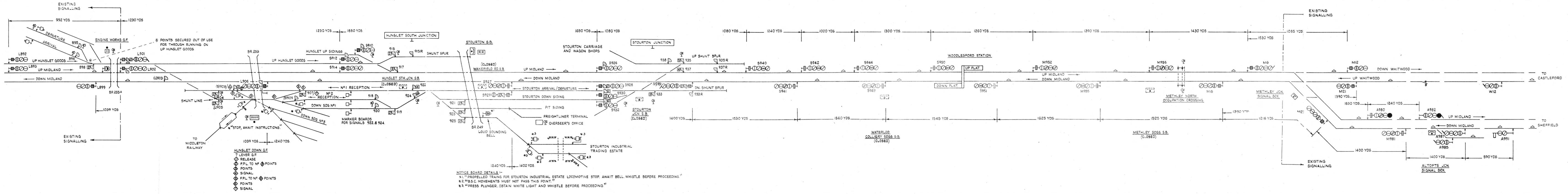
A description of signals and a diagram illustrating the revised track layout and new signalling is included herein.

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 Notice.

A A

A1 A1

B B



- HUNSLT DOWN G.F.**  
 7 LEVER G.F.  
 ◆ RELEASE  
 ◆ F.P.L. TO N° 1 POINTS  
 ◆ POINTS  
 ◆ SIGNAL  
 ◆ F.P.L. TO N° 2 POINTS  
 ◆ POINTS  
 ◆ SIGNAL

**NOTICE BOARD DETAILS :-**  
 \*1. "PROPELLED TRAINS FOR STOURTON INDUSTRIAL ESTATE LOCOMOTIVE STOP. AWAIT BELL WHISTLE BEFORE PROCEEDING."  
 \*2. "B.S.C. MOVEMENTS MUST NOT PASS THIS POINT."  
 \*3. "PRESS PLUNGER. OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING."

**KEY TO SYMBOLS**

- |  |    |  |  |                  |                          |
|--|----|--|--|------------------|--------------------------|
|  | OR |  | COLOUR LIGHT SIGNAL                            |                  | RED                      |
|  |    |  | YELLOW   |                  | GREEN                    |
|  |    |  | DOUBLE LINES DENOTES ASPECT NORMALLY DISPLAYED |                  | ILLUMINATED NOTICE BOARD |
|  |    |  | WITH JUNCTION INDICATOR                        |                  | AWS INDUCTOR             |
|  |    |  | WITH ROUTE INDICATOR & SUBSIDIARY SIGNAL       |                  | BANNER REPEATER SIGNAL   |
|  |    |  | POSITION LIGHT SHUNTING SIGNAL                 |                  | ASPECT NOT IN USE        |
|  |    |  | WITH STENCIL ROUTE IND.                        |                  | HAND POINT               |
|  |    |  | AUTO   |                  | FACING POINT LOCK        |
|  |    |  | TELEPHONE                                      |                  | CATCH POINTS             |
|  |    |  |  | S — STOURTON     |                          |
|  |    |  |  | L — LEEDS        |                          |
|  |    |  |  | M — METHLEY JCN. |                          |
|  |    |  |  | A — ALTOFTS JCN. |                          |
|  |    |  |  | W — WHITWOOD     |                          |

**HUNSLT-METHLEY RESIGNALLING**