

C. J. Woolstenholmes,

For the information of Railway Staff only

SIGNALLING NOTICE  
No. 2



TRAINLOAD FREIGHT

**SUPPLEMENTARY NOTICE  
OF  
SIGNALLING & PERMANENT WAY  
ALTERATIONS**

affecting the working of the lines

at

**DRAX POWER STATION**

to apply from

**SUNDAY 24TH JANUARY 1993**

YORK  
JANUARY 1993

OP4/RA/W.3726

P JOHNSON  
OPERATIONS DIRECTOR

# SIGNALLING RECORD SOCIETY

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## **DRAX POWER STATION**

A new loading/unloading installation will be brought into use to service the Flue Gas Desulphurisation (F.G.D.) plant at Drax Power Station consisting of a Reception line, two Intermediate Reception lines, two Loading/Unloading lines, which run through the Rail Handling Building, and a Release line.

Access to the Reception line will be by means of a new facing connection located after passing over the existing weighbridge and the new installation will rejoin the existing lines by means of a new trailing connection in the Coal By-Pass line shortly before reaching the connection leading to the Oil Delivery Siding. The connections leading to and from the Oil Delivery Siding will become worked points.

Existing signal D.1 will be provided with a route indicator and will control movements to the F.G.D. Reception line, the position light signal at D.2 will be abolished and the main signal will apply to the By-Pass line with indication "D" in the existing route indicator and a new signal L.115 will be provided on the Coal By-Pass line before reaching the trailing connection from the F.G.D. Release line.

Signals with the Prefix letter D will continue to be controlled by the Coal Plant Control Room and Coal Hopper Operator. The new signals, prefixed L, will be controlled from the F.G.D. Control Room except for those controlling the loading and unloading operations which will be controlled by the F.G.D. Rail Handling Operator and for L.114, L.115, L.120 and L.121 which will be controlled by the Coal Plant Control Room. The telephones at signals L.114 and L.115 will communicate with the Coal Plant Control Room.

Details of the new track layout and all new/altered signalling are shown on the diagram attached to this notice and details of the applications of the new signals are included in this notice.

### **Details of signals and indicators on F.G.D. Sidings H and G. Loading and Unloading movements**

Loading and unloading movements through the F.G.D. Rail Handling Building will be controlled by a series of six signals on each line (L.107A to L.107F and L.108A to L.108F) using the standard indications as shown in the Rule Book Section C.5.6.

Small white marker posts at 20 metre intervals are provided adjacent to both lines to assist with the positioning of wagons.

The Headshunt beyond the Stop Boards at the end of Loading/Unloading lines G and H is for use in an emergency under handsignalling arrangements.

### **Propelling Movements**

When signal L.109 or L.110 is cleared for the propelling movement on to Intermediate Reception line No. 2 or No. 3, an indication "P" will be illuminated at signal L.107F or L.108F in the same signal heads which control the loading/unloading movements, together with a route indication "2" or "3", as the case may be. The "P" indication (without the route indication) will be repeated at signals L.107A to L.107E or L.108A to L.108E, in the route indicator at signal L.105 or L.106 and for each line at a ground level indicator four yards on the Intermediate reception line side of signal L.109/110.

The illumination of the "P" indication is the authority for the Driver to set back to either Intermediate reception line No. 2 or 3 and to bring the movement to a stand on the approach side of signal L.103 or L.104 ready for the departing movement via the F.G.D. Release line. A black/yellow marker post will be provided on each line five yards on the approach side of signal L.103 or L.104 and the movement must be brought to a stand when the locomotive driving cab window is in line with this marker post.

### **Limited Clearances**

Limited clearances exist through the new F.G.D. Rail Handling Building and the standard notices will be provided.

### **Crippled Wagons**

When a train has completed loading or unloading, an indication "C" for Cripple or "N" for No Cripple will be exhibited at signal L.107F or L.108F. Any crippled wagons will be detached at the location used for crippled coal wagons.

### **Barlow Road Level Crossing**

Barlow Road Level Crossing, over the Loading/Unloading lines, will be provided with barriers and will be supervised by means of CCTV from the F.G.D. Control Room.

### **North Crossing**

The new F.G.D. Release line will pass over the existing North Crossing (A.O.C.L.).

### **Coal Unloading Level Crossing**

The existing level crossing at the exit end of the Coal Unloading Hopper will become an A.O.C.L. and associated Drivers white lights will be provided. The level crossing sequence will be initiated by the operation of a pull wire at the exit end of the Hopper building.

### **Telephones**

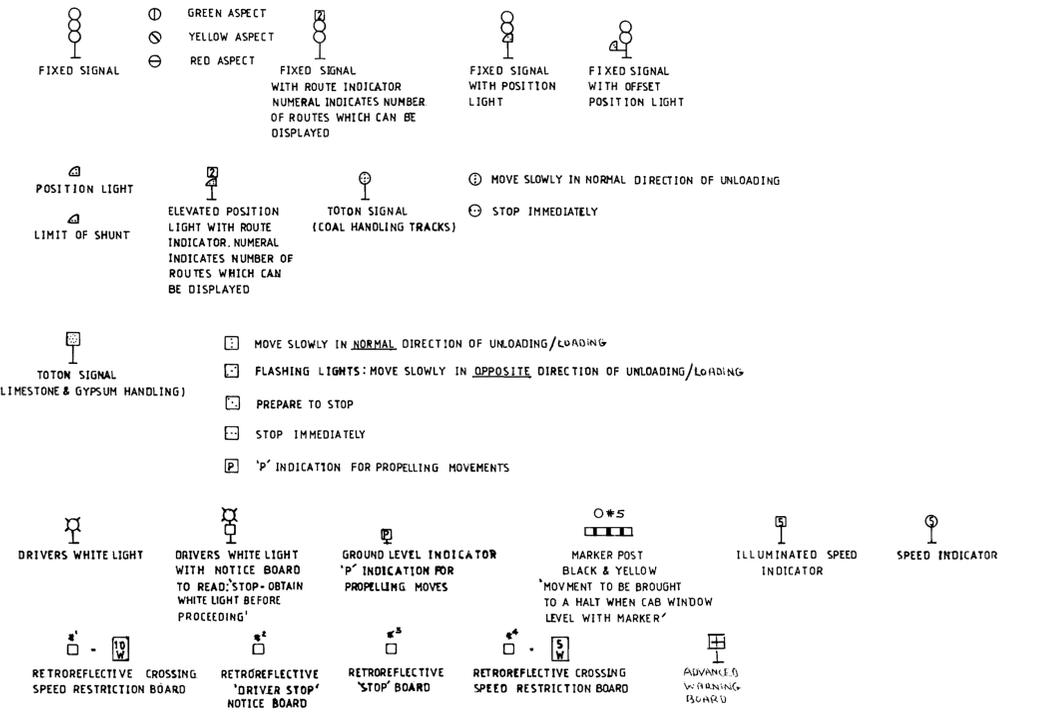
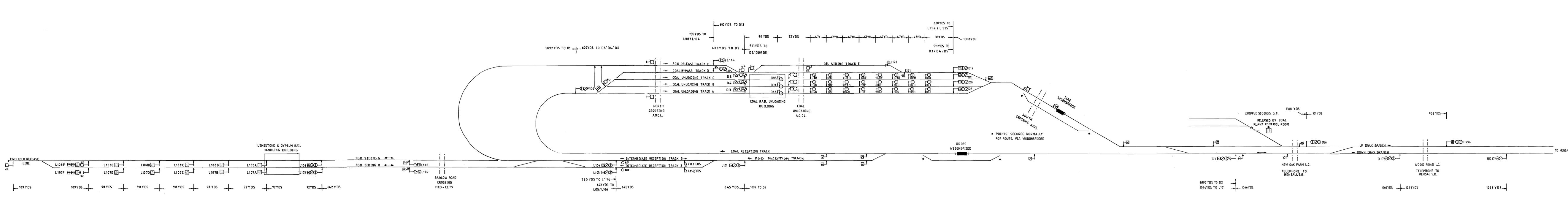
All signals capable of displaying a main aspect are provided with a telephone communicating with either the Coal Plant Control Room (prefix D) or the F.G.D. Control Room (prefix F).

### **Speeds**

A speed restriction of 5 m.p.h. will apply until an incoming train is clear of the inlet weighbridge, thereafter a maximum speed of 10 m.p.h. will apply throughout until reaching the exit weighbridge when a speed restriction of 5 m.p.h. will apply. Propelled movements must not exceed 5 m.p.h.

List of new Main running signals and of position light signals.

Sig. No.	Aspect	Route/ Jn. Ind.	Route
D.1	Main Main PL	L M M	FGD Reception L.101 Coal Reception D.2 (existing) Coal Reception line occupied
L.101	Main Main	2 3	Intermediate Reception No. 2, Signal L.103 Intermediate Reception No. 3, Signal L.104
L.103	Main Main Main	H G F	FGD Siding H, Signal L.105 FGD Siding G, Signal L.106 FGD Release Track F, Signal L.114
L.104	Main Main Main	H G F	FGD Siding H, Signal L.105 FGD Siding G, Signal L.106 FGD Release Track F, Signal L.114
L.105	Main	—	Stop Board at Signal L.107F
L.106	Main	—	Stop Board at Signal L.108F
L.109	PL  PL	3  2	Intermediate Reception No. 3 Limit of Shunt Signal L.113 Intermediate Reception No. 2 Limit of Shunt Signal L.112
L.110	PL  PL	3  2	Intermediate Reception No. 3 Limit of Shunt Signal L.113 Intermediate Reception No. 2 Limit of Shunt Signal L.112
L.112	PL	—	Intermediate Reception No. 2 Limit of Shunt
L.113	PL	—	Intermediate Reception No. 3 Limit of Shunt
L.114	Main	—	Coal By-pass line D, Existing Signal D.12
D.2	Main Main Main Main	D C B A	Coal By-pass line D, New Signal L.115 Coal line C, Existing Signal D.5 Coal line B, Existing Signal D.4 Coal line A, Existing Signal D.3
L.115	Main PL	— Off-set to left	Coal By-pass line D, Existing Signal D.12 Oil Siding track E
L.120	PL	—	Coal By-pass line D, Existing Signal D.12
L.121	PL	—	Oil Siding track E



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