

For the information of Railway Staff only.



British Rail

No. 42A

Eastern Region

C. J. Woolsterholmes

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

THURSDAY 24 OCTOBER 1968

between

KNOTTINGLEY AND HENSALL

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN KNOTTINGLEY AND HENSALL—RESIGNALLING

Between 08 00 Thursday, 24 October and 17 00 Friday, 25 October the existing semaphore signalling between Knottingley and Hensall will be replaced by Colour Light Signalling with full track circuiting.

Certain existing Colour Light signals will be renumbered.

The new signalling will be controlled by Sudforth Lane signal box and Whitley Bridge signal box will cease to operate as a block post.

The Track Circuit Block Regulations will apply between Knottingley and Hensall signal boxes.

Knottingley

The existing Down Goole Starting and Up Goole Distant signals will become 4-aspect automatic colour light signals.

Sudforth Lane

All existing signals will be abolished.

Whitley Bridge

The 4-aspect colour light Down Main First and Second Home signals (Nos.33 and 32) together with the Up Main semaphore Starting signal will be abolished.

The level crossing will be operated, in future, by a Crossing Keeper.

General

A description of signals is included in this notice and a diagram illustrating the revised 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 given in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
429 Auto (former- ly Knott- ingley Down Goole Starting Signal)	Down Goole	M	—	443
443 Auto	Down Goole	M	—	445
445	Down Goole	M S S	— S D	457 Arrival Line or Departure Line. Down Siding.
457	Down Goole	M	—	465 Auto.
465	Down Goole	M	—	466
466	Down Goole	M	—	468 (formerly Whitley Bridge No. 31)
468	Down Goole	M M S	— Position 1 —	473 Auto. (formerly D.63) Eggborough Down Line 471 Auto. (formerly Whitley Bridge No. 29) 471 (line occupied)
471	Eggborough Down Line	M S	— —	P.1 (existing C.E.G.B. signal) P.1 (line occupied)

UP DIRECTION RUNNING SIGNALS

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
H4 (existing signal)	Up Goole	M	—	474 (formerly Whitley Bridge No. 1)
474	Up Goole	M	—	467 (formerly Whitley Bridge No. 8)
470 Auto (formerly Whitley Bridge No. 6)	Eggborough Up Line	M	—	469
		S	—	469 (line occupied)
469	Eggborough Up Line	M	—	Up Goole 467
467	Up Goole	M	—	464
464	Up Goole	M	—	456
		S	—	Arrival Line or Departure Line.
456	Up Goole	M	—	444
444	Up Goole	M	—	442 Auto.
442	Up Goole	M	—	430 Auto. (formerly Knottingley Up Goole Distant signal for No. 428).

NOTE: The position number quoted in the column headed Route or Junction Indication refers to Rule 35 (e).

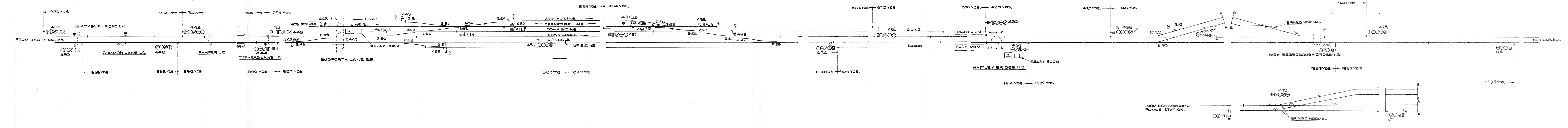
POSITION LIGHT SHUNTING SIGNALS

No.	Location	Route Indication	Application to or Towards
446	Up Goole	S	Arrival Line or Departure Line
		D	Down Siding
		M	Down Goole
		U	Up Siding
447	Down Goole	—	Up Goole
448	N.C.B. Sidings Line 2	—	Arrival Line or Departure Line
449	N.C.B. Sidings Line 1	—	Arrival Line or Departure Line
451	Spur	—	Arrival Line or Departure Line or Down Siding
452	Arrival Line	X	Down Goole
		S	Spur
		2	N.C.B. Sidings, Line 2
		1	N.C.B. Sidings, Line 1

POSITION LIGHT SHUNTING SIGNALS - continued

No.	Location	Route Indication	Application to or Towards
453	Departure Line	X S 2 1	Down Goole Spur N.C.B. Sidings, Line 2 N.C.B. Sidings, Line 1
454	Down Siding	X S	Down Goole Spur
455	Up Siding	-	Up Goole
458	Arrival Line	S D M	Spur Down Siding Down Goole
459	Departure Line	S D M	Spur Down Siding Down Goole
461	Down Siding	D M	Down Siding Down Goole
462	Spur	-	Departure Line or Arrival Line
463	Down Siding	-	Along Down Siding or Departure Line or Arrival Line

BRITISH RAIL E REGION.
SUDFORTH LANE S.B.
 SIGNALLING
 NOT TO SCALE
 G6YS.1GB.



KEY TO SYMBOLS USED

- MULTI-UNIT TYPE SIGNAL
- WITH JUNCTION INDICATOR
- WITH SUBSIDIARY SIGNAL
- WITH SUBSIDIARY SIGNAL AND ROUTE INDICATOR
- POSITION LIGHT GROUND SHUNTING SIGNALS
- WITH ROUTE INDICATOR
- TELEPHONE
- RED
- YELLOW
- GREEN
- A DOUBLE LINE DENOTES NORMAL ASPECT EQ.