

For the information of Rail

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tion

Aspect  
M=Main S=Sub

Route or  
Junction

No. 22 A

rn Region

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING ALTERATIONS**  
affecting the working of the line

from

**SUNDAY 1 JUNE 1969**

between

**LEEDS AND HUNSLET SOUTH  
JUNCTION**

York  
May 1969

MO42/50929

F.J. Burge  
Movements Manager

# SIGNALLING RECORD SOCIETY

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## POSITION LIGHT SHUNTING SIGNALS

## SIGNALLING

At 00 01 Signal Junction signal box will be replaced by colour signalling will be controlled by Leeds and will apply on the Main lines and Track Circuit Block Regulations

**Alterations to existing signalling**

The existing 3 aspect colour light signal applying to No.E.59 will be renumbered 870 and fitted with a two-way route indicator which will work in conjunction with the subsidiary signal applying as follows:-

"G" to Up Normanton Goods

"S" to Through Siding or Back Siding

The existing 3 aspect colour light signal applying to Up Whitehall line, Engine Shed Junction No.E.54 will be renumbered 871. These signals will in future be controlled by Leeds Signal Box.

**Hunslet South Junction**

A 2 aspect colour light unit will be provided beneath the Down Main Home semaphore signal. This colour light signal, (R.906 on the diagram) will be capable of displaying a Yellow or Green aspect. The Down Main Home semaphore signal will not show a Green light when in the "OFF" position.

**Ground Frames**

Ground Frames will be brought into use as follows:-

**MOTIVE POWER DEPOT**

A 3 lever ground frame released from Leeds Signal Box. The ground frame will control the connection from the Back Siding to Nineveh Road Sidings and will have control on No.880 subsidiary signal applying to Back Siding or Nineveh Road Sidings.

**HUNSLET ENGINE WORKS GROUND FRAME**

The existing two lever ground frame controlling the trailing connection from Up Normanton Goods will be released by Leeds signal box.

**General**

A description of signals is included in this notice and a diagram, which illustrates 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 included in the Weekly Notice of Engineering Operations.

No.2371 points, Down Normanton Goods to Down Normanton Main and No.2360 points, Down Normanton Main to Up Normanton Main, will be installed and brought into use at a later date.

**DESCRIPTION OF SIGNALS****DOWN DIRECTION RUNNING SIGNALS**

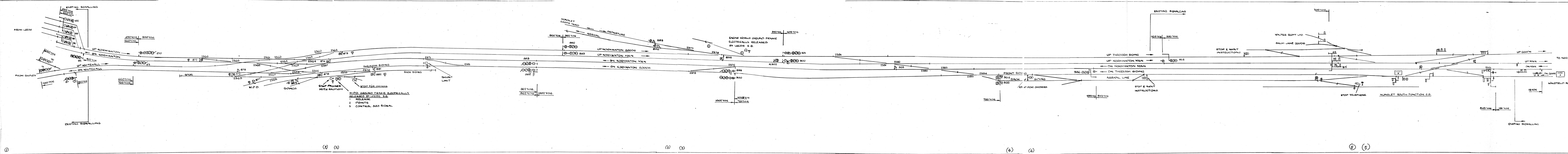
Number	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
R906	Down Main	M		906
906	Down Normanton Main	M		899
		S		Up Normanton Goods 898 Ground position light signal.

Number	Location	Aspect M=Main S=Sub	Route or Junction Indicator	Application to or towards
899	Down Normanton Main	M		883
		M	*Position 1	Down Normanton Goods 884.
		S		Down Normanton Goods 884
883	Down Normanton Main	M		93 (existing signal).
		M	*Position 1	Down Whitehall 87 (existing signal).
900	Down Normanton Goods	M		884
		S		884
884	Down Normanton Goods	M		93 (existing signal).
		M	*Position 1	Down Whitehall 87 (existing signal).
		S		Through Siding.
<b>UP DIRECTION RUNNING SIGNALS</b>				
870 (existing Main signal No. E59)	Up Normanton	M		893
		M	*Position 1	892 Up Normanton Goods.
		S	"G"	Up Normanton Goods.
		S	"S"	Through Siding or Back Siding.
893	Up Normanton Main	M		902
R902	Up Normanton Main	M		Banner repeater for 902.
902	Up Normanton Main	M		H14
		S		Front Siding or Back siding.
H14	Up Normanton Main	M		Hunslet South Junction Up Normanton Main semaphore Second Home (existing signal H.15 on the diagram).
871	Up Whitehall	M		893
		M	*Position 1	892 Up Normanton Goods.
		S		892 Up Normanton Goods.
892	Up Normanton Goods	M		901
901	Up Normanton Goods	M		H14. Up Normanton Main.
		S	"T"	Up Through Siding.
		S	"S"	Front or Back Sidings.

\* Position 1 quoted in the column headed Route or Junction Indicator refers to Rule 35 (e).

## POSITION LIGHT SHUNTING SIGNALS

No.	Location	Route Indication	Application to or Towards
904	Hunslet Down Front Siding	X	Up Normanton Goods.
		M G	Down Normanton Main. Down Normanton Goods.
905	Hunslet Down Back Siding	X	Up Normanton Goods.
		M G	Down Normanton Main. Down Normanton Goods.
903	Down Normanton Main	—	Hunslet Down Front or Back Sidings.
874	Up Normanton Main	L S	Down Normanton. Spur.
881	M.P.D. Through Siding	—	878
882	M.P.D. Back Siding	S D	878 M.P.D. Through Siding. Motive Power Depot.
880	Sidings (also controlled by Motive Power Depot Ground Frame).	—	M.P.D. Back Siding.
878	M.P.D. Through Siding	L W S D	Down Normanton. Down Whitehall. Spur. Motive Power Depot.
877	Motive Power Depot	—	M.P.D. Through or Back Sidings.
875	Down Whitehall	—	M.P.D. Through or Back Sidings.
876	Spur	G	Up Normanton Goods.
		M	Up Normanton Main.
		S	M.P.D. Through or Back Sidings.
872	Down Normanton	G	Up Normanton Goods.
		M	Up Normanton Main.
		S	M.P.D. Through or Back Siding.
873	Up Normanton Goods	L	Down Normanton.
		S	Spur.
895	Hunslet Goods Yard Departure Line	—	Up Normanton Goods.
896	Hunslet Goods Yard Arrival Line	—	Up Normanton Goods.
898	Up Normanton Goods	X	Up Normanton Goods.
		A	Arrival.
		D	Departure (Also controlled by Hunslet Goods Yard).



**KEY TO SYMBOLS USED.**

MULTI-UNIT TYPE SIGNAL	RED	⊖
WITH JUNCTION INDICATOR OR ROUTE INDICATOR	YELLOW	⊙
WITH SUBSIDIARY SIGNAL	GREEN	⊕
WITH SUBSIDIARY SIGNAL AND ROUTE INDICATOR	A DOUBLE LINE DENOTES NORMAL ASPECT EG. RE	⊖ RE
POSITION LIGHT GROUND SHUNTING SIGNAL WITH ROUTE INDICATOR	BANNER REPEATER SIGNAL	⊖ RE
TELEPHONE	GROUND FRAME	⊖
NOTICE BOARD	CATCH POINTS	⊖

**LEEDS CITY  
ENGINE SHED JUNCTION TO  
HUNSLT SOUTH JUNCTION RESIGNALING**

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