

For the information of Railway Staff only.



No. 41A

Eastern Region

SUPPLEMENTARY NOTICE

OF

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 12 OCTOBER 1969

between

HORNS BRIDGE AND TAPTON JUNCTION

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN HORNS BRIDGE AND TAPTON JUNCTION—SIGNALLING ALTERATIONS

Between 08 00 hours Saturday 11 October and 05 00 hours Monday 13 October, Horns Bridge and Chesterfield Midland South signal boxes will be abolished. Following extensive track re-modelling at Horns Bridge, Chesterfield and Tapton Junction, the existing semaphore signalling will be replaced by colour light signalling with full track circuiting. The new signalling will be controlled by Tapton Junction Signal Box and will be brought into use in conjunction with the new signalling controlled by Trent signal box. The Track Circuit Block Regulations will apply between Tapton Junction and Trent signal boxes.

Ground Frames

Chesterfield Up Sidings

A new 2 lever ground frame released by Tapton Junction signal box will be brought into use, controlling the trailing connection Up Main to Up Sidings.

Chesterfield Down Sidings

A new 6 lever ground frame released by Tapton Junction signal box will be brought into use, controlling the trailing crossover between Down and Up Main lines, and the trailing connection Down Main to Down Sidings.

Steel Breakers Siding

A new 2 lever ground frame released by Tapton Junction signal box will be brought into use, controlling the trailing connection Down Goods Loop to Sidings.

Catch Points

Catch points will be provided as follows :—

Line	Position	Gradient Rising
Up Goods	1050 yards before reaching T.J. 4 signal	1 in 327

General

A description of signals is included in this notice and a diagram which illustrates the revised signalling is attached.

Full details of the new signalling controlled by Trent signal box are given in the London Midland Region Supplementary Notice No.2810G, which should be read in conjunction with this notice.

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.

DESCRIPTIONS OF SIGNALS

TT = Trent. TJ = Tapton Junction. UC = Unstone Colliery Sidings. DB = Dunston and Barlow North.

Down Direction Running Signals

No.	Location	Aspect M=Main S=Sub.	Route or Junction Indication	Application to or towards
TT4 Auto (Trent Signal)	Down Main	M	—	TJ.1
TT3 Auto (Trent Signal)	Down Goods	M	—	TJ.3 Auto
		S	G	TJ.3 (Line Occupied)
TJ.1	Down Main	M	—	TJ.7
TJ.3	Down Goods	M	—	TJ.9
		S	G	TJ.9 (Line Occupied)
TJ.7	Down Main	M	—	TJ.17
		M	Position 4	TJ.19
TJ.9	Down Goods	M	—	TJ.19

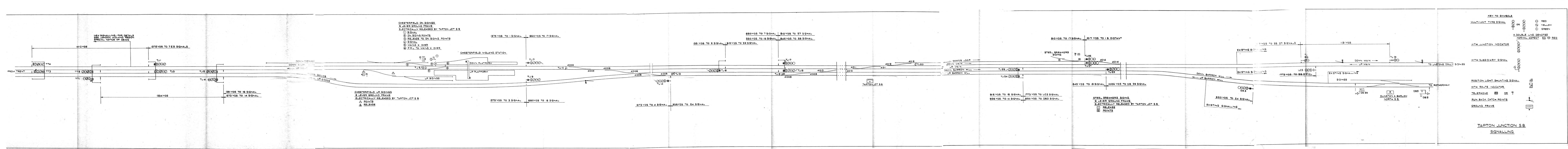
Down Direction Running Signals—continued

No.	Location	Aspect M=Main S= Sub	Route or Junction Indication	Application to or towards
TJ.17	Down Main	M S	— —	TJ.27 TJ.25
TJ.19	Down Barrow Hill	M M S	— Position 1 —	TJ.29 TJ.27 TJ.25
TJ.27	Down Main	M	—	TJ.31.IB Home (Existing signal)
TJ.25	Down Goods Loop	M	—	TJ.31.IB Home (Existing signal)
TJ.29	Down Barrow Hill	M	—	Dunston & Barlow Down Home DB29 (Existing signal)
Up Direction Running Signals				
UC.5 (existing signal)	Up Main	M	—	TJ.22
DB.3 (existing signal)	Up Barrow Hill	M	—	TJ.24
TJ.22	Up Main	M M	— Position 1	TJ.16 TJ.14
TJ.24	Up Barrow Hill	M	—	TJ.14
TJ.16	Up Main	M M	— Position 4	TJ.2 Auto Down Platform Fixed Red Signal.
TJ.14	Up Barrow Hill	M M M	— Position 4 Position 5	TJ.4 Auto TJ.2 Auto Down Platform Fixed Red Signal
TJ.2	Up Main	M	—	TT.2 Auto (Trent signal)
TJ.4	Up Goods	M S	— G	TT.1 Auto (Trent signal) TT.1 Auto (Line occupied)

Position Light Shunting Signals

No.	Location	Route Indication	Application to or towards
Located at Chesterfield			
TJ.8 /Ground Frame 4	Up Main	— —	Up Main TJ.10 sub signal Down Main TJ.7 signal
Ground Frame 1	Down Main	—	Down Sidings
TJ.10	Up Main	—	Down Barrow Hill TJ.19 signal
TJ.13	Down Barrow Hill	D U	Down Platform Fixed Red signal Up Main TJ.2 signal
TJ.15	Up Barrow Hill	L M B	Down Goods Loop TJ.25 signal Down Main TJ.27 signal Down Barrow Hill TJ.29 signal
TJ.20	Down Goods Loop	— —	Up Barrow Hill TJ.14 signal Up Main TJ.16 signal

The position numbers in the column headed Route or Junction Indication refer to Rule 35 (e).



NEW SIGNALLING - FOR DETAILS SEE LONDON MIDLAND REGION SPECIAL NOTICE NO 28/09

1375 YDS TO 1 SIGNAL | 660 YDS TO 17 SIGNAL

1351 YDS TO 2 SIGNAL | 912 YDS TO 22 SIGNAL

810 YDS TO 17 SIGNAL | 1517 YDS TO 1 B. DISTANT

1131 YDS

1334 YDS | 1351 YDS TO 16 SIGNAL | 1273 YDS TO 14 SIGNAL

1375 YDS TO 3 SIGNAL | 660 YDS TO 18 SIGNAL

1273 YDS TO 4 SIGNAL | 938 YDS TO 24 SIGNAL

912 YDS TO 18 SIGNAL | 1773 YDS TO UCS SIGNAL | 938 YDS TO 14 SIGNAL | 820 YDS TO DB3 SIGNAL

845 YDS TO 18 SIGNAL | 1026 YDS TO DB 28 SIGNAL

1773 YDS TO 22 SIGNAL

820 YDS TO 24 SIGNAL