

For the information of Railway Staff only.



EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the internal signalling
from

SATURDAY 6 JUNE 1970

AT

FERRYBRIDGE 'C' POWER STATION

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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FERRYBRIDGE 'C' POWER STATION—C.E.G.B. SIGNALLING

Additional internal signalling will be brought into use at Ferrybridge 'C' Power Station on Saturday 6 June. The new signals are positioned adjacent to the East and West lines and consist of Special Position Light signals for controlling the unloading of Merry-Go-Round trains. Additional flashing red lights will be provided, and certain existing flashing red lights will be dispensed with.

A diagram of the revised signalling is attached.

METHOD OF OPERATION

Under normal conditions the new Special Position Light signals will be used for the unloading of Merry-Go-Round trains. When the Hopper entrance signal (No.4 or 5) is operated to a proceed indication the Driver must proceed at one half m.p.h. and obey the indication displayed by either:—

Signals T6, T8, T10, T12, T14, T16,

or

Signals T7, T9, T11, T13, T15, T17,

and bring the train to a stand at the Marker Board 30 or 36 as the case may be. The aspects shown by the new signals are shown on the attached diagram.

In the event of failure of the Special Position Light signals or it being necessary to unload a train of conventional wagons, the existing Ground Position Light signals will be used to control the train.

EMERGENCY STOP

A train can be stopped in emergency by the operation of a switch or wire at the Hopper, and this will cause the new signals to exhibit the STOP IMMEDIATELY indication and the existing red lights to flash.

