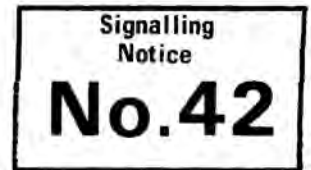


For the information of Railway Staff only.

*C. J. Woolstenholmes*



**Eastern Region**

# **SUPPLEMENTARY NOTICE**

**of**

# **SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

# **SUNDAY 29 OCTOBER 1972**

**BETWEEN**

# **KEADBY CANAL JUNCTION - SCUNTHORPE**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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**BETWEEN KEADBY CANAL JUNCTION AND SCUNTHORPE AND FRODINGHAM**

During the period Saturday/Sunday 28/29 October 1972 the signal box at Keadby Canal Junction will be converted to a gate box.

All semaphore signalling between Keadby Canal Junction and Scunthorpe and Frodingham will be abolished and full colour light signalling together with track circuiting installed controlled from a panel in Gunhouse Junction signal box.

The lines between Keadby Canal Junction and Scunthorpe and Frodingham will be known as Up and Down Scunthorpe lines and signalled under TCB regulations.

**Alterations to Existing Signalling**

G1 Gunhouse Down Main Distant signal will be equipped with an additional red aspect and become a controlled signal renumbered G313.

KC5 signal will be relettered and renumbered ST601 and become an automatic signal.

**Catch-points**

Catch-points will be provided as follows:-

Line	Location	Gradient
Up Scunthorpe	580 yards before reaching G304 signal	Level
Up Scunthorpe	760 yards before reaching G306 signal	Rising 1 in 270
Up Scunthorpe	1420 yards before reaching S44	Rising 1 in 100
Down Scunthorpe	700 yards before reaching G307 signal	Rising 1 in 200
Down Scunthorpe	530 yards before reaching ST601	Level.

**General**

A description of signals is included in this notice and a diagram illustrating the revised signalling is attached. During the period of the 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.

**DESCRIPTION OF SIGNALS**

ST—Stainforth		G—Gunhouse		S—Scunthorpe	
Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards	
<b>Up Direction Running Signals</b>					
ST604 (existing signal)	Up Scunthorpe	M S	— —	G302 To Power Station	
G302	Up Scunthorpe Semi Auto	M	—	G304	
G304	Up Scunthorpe Auto	M	—	G306	
G306	Up Scunthorpe	M M S	— Position 1 —	G308 G312 Up Goods Occupied	
G308	Up Scunthorpe	M	—	G314	
G312	Up Gunhouse Goods	M S	— —	G314 Shunt Spur	
G314	Up Scunthorpe	M	—	S44 (Existing Signal)	

## DESCRIPTION OF SIGNALS – continued

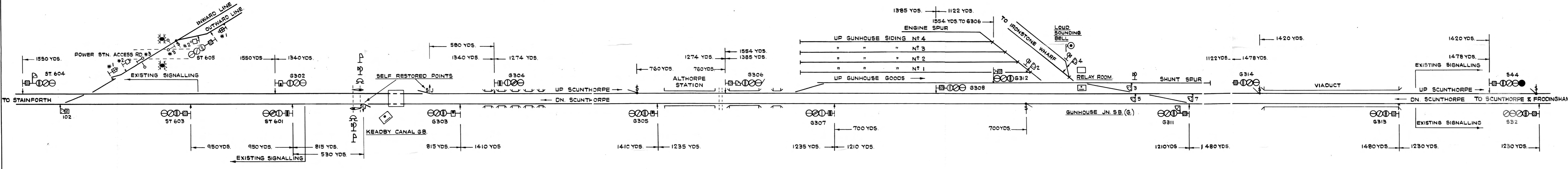
Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction Running Signals</b>				
S32 (Existing Signal)	Down Scunthorpe	M	—	G313
G313	Down Scunthorpe	M	—	G311
G311	Down Scunthorpe	M S	— —	G307 To Up Scunthorpe G5 signal
G307	Down Scunthorpe Auto	M	—	G305
G305	Down Scunthorpe Semi Auto	M	—	G303
G303	Down Scunthorpe Semi Auto	M	—	ST601 (existing signal)

## Ground Position Light Signals

No.	Location	Route Indicator	Application to or towards
G2	Gunhouse Up Sidings	—	Shunt Spur or G314 signal.
<del>G3</del>	Shunt Spur	—	Ironstone Wharf or Up Sidings or Up Gunhouse Goods.
G4	Ironstone Wharf Line	—	Shunt Spur or G314 signal.
G5	Up Scunthorpe	—	Ironstone Wharf or Up Sidings.
G7	Up Scunthorpe	—	To G5 Signal.

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C.3.1.6.

**NOTICE BOARDS:-**  
 \*1 ADVANCE WARNING BOARD (ILLUMINATED)  
 \*2 COMBINED SPEED RESTRICTION & WHISTLE BOARD  
 (ILLUMINATED SPEED RESTRICTION 5 M.P.H.)  
 \*3 WHITE LIGHT INDICATOR (SHADED FROM ROAD.)



**KEY TO SYMBOLS.**

	3 ASPECT COLOUR LIGHT SIGNAL		4 ASPECT COLOUR LIGHT SIGNAL		RED		DOUBLE LINE INDICATES ASPECT NORMALLY DISPLAYED.
					YELLOW		GREEN
							ASPECT NOT IN USE
							WITH JUNCTION INDICATOR AND SUBSIDIARY SIGNAL
							2 ASPECT POSITION LIGHT SHUNTING SIGNAL
							AUTOMATIC SIGNAL SIGN.
							SEMI-AUTOMATIC SIGNAL SIGN.
							SIGNAL POST TELEPHONE
							OTHER TELEPHONES
							ROUTE INDICATOR (FIGURE INDICATES NUMBER OF ROUTES)
							ILLUMINATED NOTICE BOARD
							ILLUMINATED WARNING BOARD.
							NORMAL LIE OF POINTS
							HAND POINTS
							SPRING POINTS
							RUN-BACK CATCH POINTS
							SLOTTED-JOINT CONTROLLED POINTS.
							GROUND FRAME
							ROAD SIGNAL (FLASHING LIGHT)
							PLUNGER
							BELL
							LOAD SOUNDING BELL.

**KEADBY CANAL - SCUNTHORPE & FRODINGHAM.  
 RESIGNALLING**