

For the information of Railway Staff only.

C. J. Woodsterholmes,



EASTERN REGION

SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 1 APRIL 1973

BETWEEN

SCUNTHORPE-APPLEBY

**York
April, 1973**

MO/42/51555/2

**F.J. Burge
Chief Operating Manager**

SIGNALLING RECORD SOCIETY

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BETWEEN SCUNTHORPE – APPLEBY : RESIGNALLING

On and from Saturday 31 March the signal boxes at Scunthorpe and Frodingham (Station), Frodingham Yard No.1, Frodingham Yard No.2, Trent Junction and Santon will be abolished. Except as shown below all signalling worked therefrom will be abolished. New colour light signalling with full track circuiting will be installed, worked from a route setting panel in Scunthorpe New Signal Box.

Gunhouse Junction Signal Box will be abolished and control of all points and signals worked therefrom will be transferred to the new Scunthorpe Signal Box. These signals will be re-plated "S".

Track circuit block regulations will apply between Stainforth – Scunthorpe – Appleby, and Scunthorpe – Dawes Lane.

Alterations to Existing Signalling

S43 signal will have the number of routes increased to 3 and a junction indicator added.

The signal will be renumbered S318.

S12 signal will have the number of routes increased to 4 and will be renumbered S324.

S38 signal will have the number of routes increased to 4 and will be renumbered S22.

S44 signal will become a 4 aspect signal capable of displaying red, yellow, double yellow, and green aspects renumbered S316.

A7 signal will become a 4 aspect signal capable of displaying red, yellow, double yellow, and green aspects relettered and renumbered S365.

S21 signal will become a 4 aspect signal capable of displaying red, yellow, double yellow, and green aspects renumbered S363.

S18 and S16 signals will become 3 aspect signals capable of displaying red, yellow, and green aspects and be renumbered S362 and S358 respectively.

The following signals will be re-numbered as shown:—

Old	New
S14	S319
S23	S20
S31	S331
S32	S315
S19	S360
T92	S342
T94	S344

Permanent Way Alterations

The trailing main to main crossover and the connections from Down Scunthorpe to the Santon Branch together with the Slag Sidings at Santon will be abolished and replaced by plain line.

Ground Frames**Ground Frame "A"**

A new 3 lever ground frame released by Scunthorpe signal box will be brought into use controlling the trailing connection from the Up Sidings at Dawes Lane to the Up Branch Goods line. A telephone will be provided communicating with the signal box.

Ground Frame "B"

A new 4 lever ground frame released from Scunthorpe Signal Box will be brought into use and will control the connection from BSC entrance "F" to the MPD outlet line. A telephone communicating with the signal box will be provided.

Catch Points

Catch Points will be provided as follows:—

Line	Location	Gradient Rising
Up Scunthorpe	670 yards before reaching S356.	1 in 130
Up Scunthorpe	700 yards before reaching S358	1 in 130
Down Scunthorpe	700 yards before reaching S363	1 in 95
Down Scunthorpe	700 yards before reaching S335	1 in 192
Down Scunthorpe	700 yards before reaching S331	1 in 150

General

A description of the new signals is included in this notice and a diagram which illustrates the layout and 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.

DESCRIPTION OF SIGNALS

S = Scunthorpe A = Appleby

The numbers of semaphore signals are shown for reference purposes only.

No.	Location	Aspect		Route or Junction Indication	Application to or towards
		M = Main	S = Sub		
Up Direction Running Signals					
S318	Up Scunthorpe	M		—	S334
(existing)		M		Position 4	S324
		S		L	West St. Loading Dock
		S		U	Up Platform Line
		S		X	S22 Signal
S324	'E' Line	S		R	No.2 Reception
		S		R	No.3 Reception
		S		X	S14 Signal
		S		E	S326 Signal
		S		Y	Yard
S334	Up Scunthorpe	M		—	S336
S336	Up Scunthorpe	M		—	S344
		M		Position 1	S340
		S		Position 1	Up Scunthorpe Goods (occupied)
		M		Position 2	D4 (existing)
		S		R	Goods Yard Reception No.1
S344	Up Scunthorpe	M		—	S348
		M		Position 4	S350
		S		Position 4	Up Scunthorpe Goods (occupied)
		S		R	Trent Yard Reception
		S		Y	Trent Yard
S340	Up Scunthorpe Goods	M		—	S348
		M		Position 4	S350
		S		Position 4	Up Scunthorpe Goods (occupied)
		S		S	S346 Grimsby Sidings
		S		R	S44 Trent Yard Reception
		S		Y	Trent Yard
S346	Grimsby Sidings	M		—	S356
		S		S	Standage Sidings
		S		E	Storage Sidings
		S		I	Anchor Inwards
		S		H	Engine Line
		S		K	Anchor Outwards
		S		L	North Lincoln Branch
S348	Up Scunthorpe	M		—	S356
		S		E	Storage Sidings
		S		I	Anchor Inwards
		S		H	Engine Line
		S		K	Anchor Outwards
		S		L	North Lincoln Branch
S350	Up Scunthorpe Goods	M		—	S356
		S		E	Storage Sidings
		S		I	Anchor Inwards
		S		H	Engine Line
		S		K	Anchor Outwards
		S		L	North Lincoln Branch

DESCRIPTION OF SIGNALS – continued

No.	Location	Aspect M = Main S = Sub	Route or Junction indication	Application to or towards
Up Direction Running Signals – continued				
S356	Up Scunthorpe	M	—	S358 (existing)
D16 (existing)	Dawes Lane Up Branch Home	Semaphore	—	S338
S338	Up Branch	M	—	S342
S342	Up Branch	M	—	S348
		M	Position 4	S350
		S	Position 4	Up Scunthorpe Goods (occupied)
		S	—	S346
		S	R	S44 Signal
		S	Y	Trent Yard
S326	Inwards Line	S	D	S328
		S	T	S330
		S	S	Storage Sidings
		S	2	No. 2 Road B.S.C.
		S	1	No.1 Road B.S.C.
S328	Down Arrival & Up Departure Line	M	M	S348
		M	G	S350
		S	X	S36 Signal
S330	Transfer Line	M	M	S348
		M	G	S350
		S	X	S36 Signal
		S	T	S38 Signal
		S	A	Entrance A
Down Direction Running Signals				
S363 (existing)	Down Scunthorpe	M	—	S361
		M	Position 1	Foreign Ore branch
S361	Down Scunthorpe	M	—	S359
		M	Position 1	S357
		S	Position 1	Down Scunthorpe Goods (occupied)
S359	Down Scunthorpe	M	—	S341
		M	Position 1	S343
		S	Position 1	Down Scunthorpe Goods (occupied)
		S	R	S345
		S	X	S47 Signal – Up Scunthorpe
		S	S	S45 Signal – Grimsby Siding
S341	Down Scunthorpe	M	Position 4	D2 (existing)
		M	—	S335
		M	Position 1	S333
		S	Position 1	Down Scunthorpe Goods (occupied)
		M	Position 2	S325
		S	Position 2	Transfer Line (occupied)
		S	R	Goods Yard Reception Sidings
		S	S	S19 Signal
S357	Down Scunthorpe Goods	M	—	S343
		M	Position 4	S341
		S	S	S45 – Grimsby Sidings
		S	X	S47 – Up Scunthorpe
		S	G	Down Scunthorpe Goods (occupied)
		S	R	S345

DESCRIPTION OF SIGNALS — continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or Towards
Down Direction Running Signals — continued				
S355	Storage Sidings	M	M	S341
		M	G	S343
		S	G	Down Scunthorpe Goods (occupied)
		S	S	S45 Grimsby Sidings
		S	X	S47 Up Scunthorpe
S353	Anchor Outwards Line	S	R	S345
		M	M	S341
		M	G	S343
		S	G	Down Scunthorpe Goods (occupied)
		S	S	S45 Grimsby Siding
S351	North Lincoln Branch	S	X	S47 Up Scunthorpe
		S	R	S345
		S	T	Trent Yard
		M	M	S341
		M	G	S343
S343	Down Scunthorpe Goods	S	G	Down Scunthorpe Goods (occupied)
		S	S	S45 Grimsby Sidings
		S	X	S47 Up Scunthorpe
		M	R	S345 Signal
		M	M	S335
S345	Trent Yard Reception Line	M	G	S333
		S	G	Down Scunthorpe Goods (occupied)
		M	T	S325
		S	T	S43 Signal
		S	A	Entrance A
		S	S	S19 Signal
		S	R	Goods Yard Reception Sidings
		M	B	D2 (existing)
		M	T	S325
		S	T	S43 Signal
S335	Down Scunthorpe	M	G	S333
		S	G	Down Scunthorpe Goods (occupied)
		M	M	S335
		S	A	Entrance A
		S	S	S19 Signal
S333	Down Scunthorpe Goods	S	R	Goods Yard Reception Sidings
		M	B	D2 (existing)
		M	—	S331
		S	—	Reception No.1
		S	—	S331
S337	Up Normanby Park Goods	S	—	Reception No.1
		M	—	S331
		S	—	Reception No.1
S325	Transfer Line	S	M	Midland Siding
		S	X	Inwards Line L.O.S.
		S	O	S323
		S	R	Reception No.2
		S	R	Reception No.3

DESCRIPTION OF SIGNALS — continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals — continued				
S323	Outwards Line	M	—	S319
S319	'E' Line	M	—	S315 (existing)
S331	Down Scunthorpe	M S	— D	S315 (existing) S29 Signal
S321	North Departure Line	M S	— D	S315 (existing) S29 Signal
Ground Position Light Signals				
No.	Location	Route Indication		Application to or towards
S10	Reception No.2	—		S328 Signal or S330 Signal or Storage Siding or BSC No.2 Road or BSC No.1 Road
S12	Reception No.3	—		S328 Signal or S330 Signal or Storage Siding or BSC No.2 Road or BSC No.1 Road
S14	Outwards Line	—		S328 Signal or S330 Signal or Storage Sidings or BSC No.2 Road or BSC No.1 Road
S16	Midland Siding	—		S328 Signal or S330 Signal or Storage Sidings or BSC No.2 Road or BSC No.1 Road
S19	Down Arrival Line	—		To Sidings 7-13 or Reception No.2 or Reception No.3 or S323 signal or Inwards Line L.O.S. or Midland Siding
S20	Down Scunthorpe	—		S22 Signal or S324 signal
S21	Storage Sidings	—		Reception 2 or Reception 3 or S323 signal or Inwards Line L.O.S. or Midland Siding
S22	Down Scunthorpe	L U X Y		West Loading Dock S334 Signal Down Platform North Departure
S23	No.2 Road	— — —		Reception No.2 or Reception No.3 or S323 signal or Inwards Line L.O.S. or Midland Siding

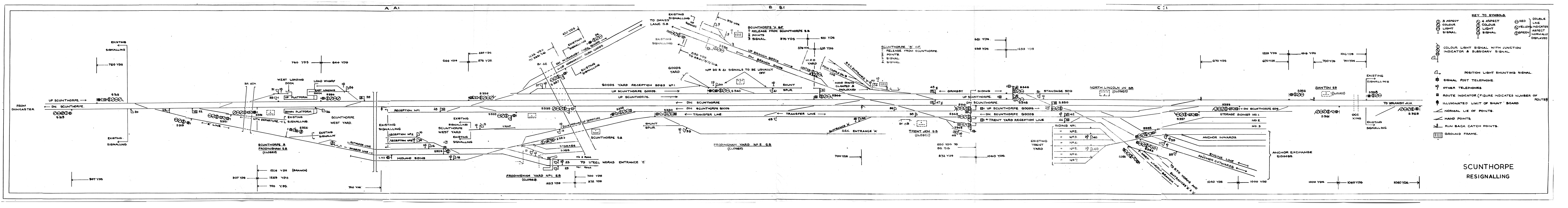
DESCRIPTION OF SIGNALS — continued

No.	Location	Route indication	Application to or towards
Ground Position Light Signals — continued			
24	East Loading Dock & Wharf	—	S336
25	No.1 Road	—	Reception No.2 or
		—	Reception No.3 or
		—	S323 Signal or
		—	Inwards Line L.O.S. or
			Midland Siding
26	Down Scunthorpe	—	S336
28	Reception No.1	B R G U	D4 signal Goods Yard Reception Siding S340 S344
29	Down Scunthorpe	—	S315
30	Goods Yard	—	To shunt Spur or
		—	S346 Signal or
		—	S348 Signal or
		—	Trent Yard or
		—	S44 Signal or
		—	S350 Signal
31	West Loading Dock	—	S29 Signal
33	Up Platform	—	S29 Signal
34	Entrance 'A'	—	S38 Signal
35	Up Scunthorpe	S X D	East Loading Dock Along Up Scunthorpe Along Down Scunthorpe
36	Down Scunthorpe Goods	—	S350 Signal or
		—	Trent Yard Reception or
		—	Trent Yard
37	Goods Yard Reception Siding No.1	—	S331 Signal or Reception No.1
38	Transfer Line	—	Trent Yard Reception or Trent Yard
39	Entrance 'A'	—	S325 Signal
40	B.S.C. & M.P.D. Line	—	S346 signal or S348 signal
41	Shunt Spur	—	Goods Yard Reception Sdgs.
42	Down Scunthorpe Goods	E I H K L	Storage Siding Anchor Inwards Engine Line Anchor Outwards North Lincoln Branch
43	Transfer Line	—	S325 Signal
44	Trent Yard Reception Line	E I H K L	Storage Siding Anchor Inwards Engine Line Anchor Outwards North Lincoln Branch
	Grimsby Sidings	L B R	Motive Power Depot D.2 Signal Goods Yard Reception Sdgs.

DESCRIPTION OF SIGNALS – continued

No.	Location	Route Indication	Application
Ground Position Light Signals – continued			
S46	Trent Yard Sidings 1 – 3	— — —	To Anchor Inwards or Engine Line or Anchor Outwards
S47	Up Scunthorpe	L B R M G S T	Motive Power Depot D.2 signal Goods Yard Reception Sdgs. S335 signal S333 signal S19 signal S325 signal
S48	Trent Yard Sidings 4 – 7	— — —	To Anchor Inwards or Engine Line or Anchor Outwards
S49	Trent Yard	B R M G S T A	D2 signal Goods Yard Reception Sidings S335 S333 S19 signal S43 signal Entrance 'A'
S55	Anchor Outwards Sidings	—	S353
S57	Anchor Engine Line	—	S353
S59	Anchor Inwards Sidings	—	S353

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



KEY TO SYMBOLS.

- 3 ASPECT COLOUR LIGHT SIGNAL.
- 4 ASPECT COLOUR LIGHT SIGNAL.
- RED DOUBLE LINE
- YELLOW INDICATES ASPECT NORMALLY DISPLAYED
- GREEN INDICATES ASPECT NORMALLY DISPLAYED

- COLOUR LIGHT SIGNAL WITH JUNCTION INDICATOR & SUBSIDIARY SIGNAL.
- POSITION LIGHT SHUNTING SIGNAL.
- SIGNAL POST TELEPHONE.
- OTHER TELEPHONES.
- ROUTE INDICATOR (FIGURE INDICATES NUMBER OF ROUTES)
- ILLUMINATED LIMIT OF SHUNT BOARD
- NORMAL LIE OF POINTS.
- HAND POINTS.
- RUN BACK CATCH POINTS.
- GROUND FRAME.

SCUNTHORPE RESIGNALING

SCUNTHORPE 'A' G.F.
 1. RELEASE FROM SCUNTHORPE S.B.
 2. POINTS.
 3. SIGNAL.

SCUNTHORPE 'B' G.F.
 1. RELEASE FROM SCUNTHORPE.
 2. POINTS.
 3. SIGNAL.
 4. SIGNAL.

SIDING NO. 1
 " NO. 2
 " NO. 3
 " NO. 4
 " NO. 5
 " NO. 6
 " NO. 7

ANCHOR EXCHANGE SIDINGS.

ANCHOR INWARDS
 ANCHOR OUTWARDS
 ENGINE LINE

TO STEEL WORKS ENTRANCES 'E' & 'D'