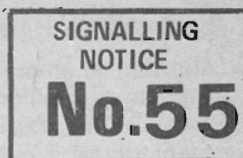


For the information of Railway Staff only.



Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 3 JUNE 1973

at

BRADFORD
EXCHANGE - NEW STATION

York
June 1973

MO42/51009

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BRADFORD EXCHANGE : NEW STATION RESIGNALLING

Following up on previous stage work for the remodelling and resignalling of the lines between Mill Lane Junction and Bradford Exchange (see N32) the completion stage of this work will be commissioned on Sunday 3 June. During the period of this work commencing on Saturday 2 June until Monday 4 June two new platforms, No.3 and 4 together with a stabling siding adjacent to No.4 platform will be brought into use.

All existing semaphore signals will be abolished and new colour light signalling installed, controlled by a panel in Mill Lane Junction signal box, with full track circuiting extending to Bowling Junction. All points will be motor operated.

Broomfield Carriage Sidings will be secured permanently out of use pending removal.

Track Circuit Block Regulations will apply between Mill Lane Junction – Hammerton Street, and Absolute Block Regulations between Mill Lane Junction – Bowling Junction.

ALTERATIONS TO EXISTING SIGNALLING

M20 No. 1 platform section signal will have an additional route added in the theatre type indicator and be re-numbered M1578.

M19 No. 2 platform section signal will be dispensed with in its present position and replaced by a 3 aspect colour light signal M1574 fixed on a right hand bracket 35 yards on the Mill Lane side of the platform end.

M52 Down Branch Home signal will have a 2-way stencil route indicator added and the 2-way theatre type route indicator will be increased to a 4-way. The signal will be re-numbered M1581.

The banner repeater signal 230 yards before reaching M1581 signal will remain unaltered.

The two platform "Off" indicators suspended from the station roof will be increased to four, one for each platform, and will be illuminated when platform Nos. 1, 2, 3 or 4 signals show a proceed aspect.

Bowling Junction Up Main semaphore distant signal will be replaced by M1568 a 3 aspect colour light signal situated 347 yards from Mill Lane Junction signal box which will act as Mill Lane section signal and Bowling Junction distant signal.

Bowling Junction Up Main Home semaphore signal will be abolished and replaced by a 3 aspect signal capable of displaying red, yellow, and green aspects and plated B2 300 yards from Bowling Junction signal box.

CATCH POINTS

existing catch points situated 485 yards in rear of Bowling Junction Up Home signal and 484 yards in rear of Mill Lane Junction section signal will be secured permanently out of use pending removal.

GROUND FRAMES

Bradford "B"

A new 2-lever ground frame released from Mill Lane Junction signal box will be provided to control the connection between platform 3 and 2 at the terminal end. A telephone will be provided communicating with the signal box.

Spring Mill Street Ground Frame

A new 4-lever ground frame released from Mill Lane Junction signal box will be provided controlling the connection from the through siding to and from the Down Main. A telephone will be provided communicating with the signal box.

NOTICE BOARDS

Notice boards lettered "STOP EXAMINE POINTS" and "STOP PROCEED IF CLEAR" will be provided respectively at the entrances and exits to Spring Mill Street Sidings and sidings 11 and 12.

Two notice boards lettered "STOP TELEPHONE" will be provided 50 yards apart on the through siding between 39¼ and 39½m.p., one facing the Bradford direction and one facing the Bowling Junction direction. A telephone will be provided between the boards at an equal distance from each board.

GENERAL

A description of the new signals is included in this notice and the 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

M = Mill Lane Junction

HS = Hammerton St.

B = Bowling Junction

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction Running Signals				
M1572	Platform 4	M	B	HS 1582 (existing) via E line.
		M	B	HS 1582 (existing) via M line.
		M	M	M 1568 via E line.
		M	M	M 1568 via M line.
		S	E	Along E line towards M 1544.
		S	U	Up Main or Up Branch.
		S	X	Down Main M 1542.
M1576	Platform 3	M	B	HS 1582 (existing)
		M	M	M 1568 Signal
		S	U	Up Branch or Up Main
		S	X	Down Main M 1542.
M1574	Platform 2	M	B	HS 1582 (existing)
		M	M	M 1568 Signal
		S	U	Up Branch or Up Main
		S	X	Down Main M 1542
M1578	Platform 1	M	B	HS 1582 (existing)
		M	M	M 1568 Signal
		S	U	Up Branch or Up Main
		S	X	Down Main via M line
		S	X	Down Main via W line
M1568	Up Main	M	—	B.2
B.2	Up Main	M	—	B.5 (existing)
Down Direction Running Signals				
B 29 (existing)	Down Main	M	—	M 1569
		M	Position 4	B23 (existing)
		S	—	Through siding
M1569	Down Main	M	1	Platform 1
		S	1	Platform 1 (occupied)
		M	2	Platform 2
		S	2	Platform 2 (occupied)
		M	3	Platform 3
		S	3	Platform 3 (occupied)
		M	4	Platform 4
		S	4	Platform 4 (occupied)
		S	M	M 1547 Signal
		S	W	M 1545 Signal
HS 28 (existing)	Down Branch	M	—	M 1581
RM1581	Down Branch	M	—	M 1581

DESCRIPTION OF SIGNALS – continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals – continued				
M 1581	Down Branch	M	1	Platform 1
		S	1	Platform 1 (occupied)
		M	2	Platform 2
		S	2	Platform 2 (occupied)
		M	3	Platform 3
		S	3	Platform 3 (occupied)
		M	4	Platform 4
		S	4	Platform 4 (occupied)
		S	M	M 1547 Signal
		S	W	M 1545 Signal

Ground Position Light Signals

No.	Location	Route Indicator	Application to or towards
M1539	Through Siding	—	Springmill Street Siding or W. Line or M Line.
M1542	Down Main	—	Along Down Main towards Springmill Street Ground. Frame 3 Signal
M1543	Up Branch	M E	To M 1547 Signal To M 1549 Signal
M1544	'E' Line	—	Up Branch or Up Main
M1545	W Line	R 1	Engine Release Line Platform No. 1
M1546	Engine Release Line	—	Up Branch or Up Main or Down Main
M1547	'M' Line	R 1 2 3 4 S	Engine Release Line. Platform No.1 Platform No.2 Platform No.3 Platform No.4 Stabling Siding
M1548	Stabling Siding	E B M X	To M1544 Signal. Up Branch Up Main To M1542 Signal.
M1549	'E' Line	4 S	To Platform 4 To Stabling Siding

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

