

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 19 JANUARY 1975

at

GOOLE

York
January, 1975

MO42/51713

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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GOOLE RESIGNALLING

During the period of this work on Sunday 19 January 1975 the signal box at Potters Grange will be abolished together with all semaphore signals controlled therefrom except the Up Branch semaphore starting signal together with Goole Engine Shed Distant below. The starting signal will be controlled by the new Goole box.

Colour light signalling together with full track circuiting will be provided controlled from a new panel to be installed in Goole Boothferry Road signal box which will be renamed Goole.

Certain existing colour light signals at Boothferry Road will be retained, altered in form, or abolished, relettered and renumbered as shown.

The Up and Down branch lines between Potters Grange Jn. and Goole Engine Shed Jn. will be redesignated Up and Down Wakefield.

Absolute Block Working will apply between Goole Engine Shed — Goole — Goole Bridge signal box and Goole — Thorne Moor.

Permanent Way Alterations

Potters Grange Jn. will be remodelled as shown.

The Down Goods and Exchange Sidings at Potters Grange, the Down Siding at Boothferry Road and the Up Goods No. 1 between Boothferry Jn. and Potters Grange will be abolished.

The Up Goods will be signalled in both directions renamed Up and Down Goods Loop with the connection from the Up Main re-located further north.

The Reception line will be extended by approximately 140 yards further north and a buffer stop erected, the connection from the Up Loop will be abolished and the line will be renamed Shunt Spur.

Alterations to existing signalling

B.R. 25 three aspect colour light signal will have the Theatre type route indications increased to two the signal will be re-lettered and re-numbered G56.

G34 Up Wakefield semaphore starting signal together with Goole Engine Shed Distant below will be equipped with intensified lights.

Ground Frame

Docks Ground Frame

A new four lever ground frame released by Goole signal box will be provided controlling the connections Shunt Spur — Docks Shunt Spur — Up Main. A telephone communicating with the signal box will be provided.

Catch Points

New catch points will be provided or existing catch points retained as follows:—

Line	Location	Gradient Rising
Up Main (Motor operated)	768 yards before reaching G50 signal.	1 in 189.

General

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

NOTE

The connection Up/Down Goods Loop to Up Main and the Dock Ground frame points together with G.52 signal and all the signal routes to Up/Down Goods Loop will not be brought into use at this stage.

The existing temporary connection between the Up/Down Goods Loop and Shunt Spur will be retained. The subsidiary route on G.56 signal and "G" route on G.88 applying to Up/Down Goods Loop will be used for movements Up Main and Down Main to Shunt Spur respectively.

The Docks Ground Frame points will remain clamped for the route into the Docks reception line (No. 4 wayscale).

DESCRIPTION OF SIGNALS

GB = Goole Bridge

G = Goole

E = Goole Engine Shed

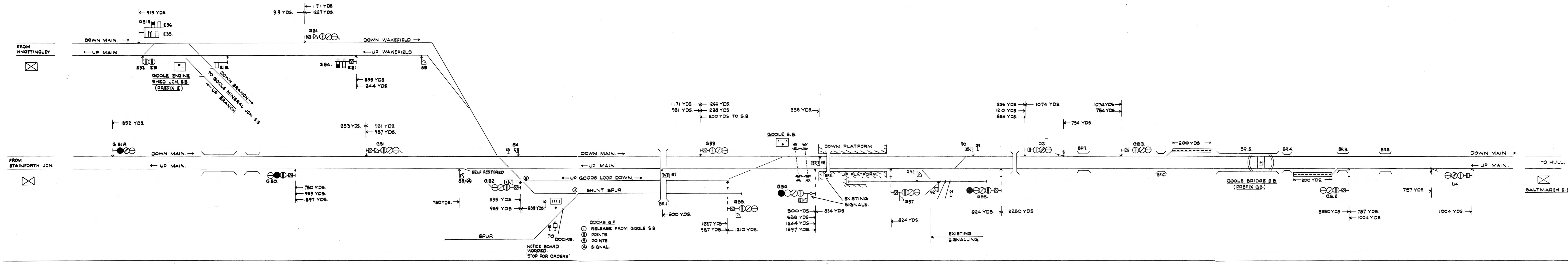
The numbers of semaphore signals are quoted for reference purposes only.

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
E36 (existing)	Down Wakefield Home 2. (semaphore)	M	—	G31
G31	Down Wakefield	M M S	— Position 4 —	G53 up main G55 up goods loop Up Goods Loop Occ.
G55	Up/Down Goods Loop	M S	— —	D6 (existing) Up Main
G53	Down Main	M	—	D6 (existing)
Thorne Moor (existing signalling)	Down Main	M	—	G51
G51R	Down Main District	M	—	G51
G51	Down Main	M M S	— Position 4 —	G53 G55 Up/Down Goods Loop Occ.
Up Direction Running Signals				
G62 (existing)	Up Main	M	—	G58
G58	Up Main	M	—	G56
G56	Up Main	M M M	— B G	G50 G34 (existing) G52 Up/Down Goods Loop.
		S	—	Up/Down Goods Loop Occ.
G52	Up/Down Goods Loop	M M S	— Position 4 X	G50 G34 (existing) Down Main
G50	Up Main	M	—	Thorne Moor (existing signalling)
Ground Position Light Signals				
G83	Up Wakefield	—	—	G53 Down Main or G55 Up Goods Loop
G84	Down Main	—	—	Up Wakefield G34.
G85	Up Main	—	—	Up/Down Goods Loop or Shunt Spur.
G87	Up Main	—	M X	Down Main Up Main
G88	Down Main	—	G M B	Up Goods Loop Up Main Up Wakefield

DESCRIPTION OF SIGNALS—continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Ground Position Light Signals – continued				
G90	Down Main	—	X	Along Down Main to G88 signal.
G92	Up Siding	—	M	Up Main G56 signal.
G92	Up Bay	—	—	Up Bay or along Up Main to G56 signal.
G92	Up Bay	—	—	Up Siding

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C3.1.6.



KEY TO SYMBOLS.

◯ (with horizontal line)	OR	⊗	REDFLASHING
⊗		⊗	MULTI-UNIT TYPE SIGNAL.
⊙		⊙	YELLOW.
⊚		⊚	GREEN.
⊚		⊚	DOUBLE LINE DENOTES NORMAL ASPECT.
●		●	ASPECT NOT IN USE.
◯ (with vertical line)		◯ (with horizontal line)	SEMAPHORE SIGNAL.
◯ (with diagonal line)	WITH JUNCTION INDICATOR.	◯ (with diagonal line)	MOTOR OPERATED SEMAPHORE SIGNAL.
◯ (with vertical line)	WITH SUBSIDIARY SIGNAL.	◯ (with vertical line)	DISTANT SIGNAL.
◯ (with horizontal line)		◯ (with horizontal line)	SEMAPHORE SIGNAL WITH INTENSIFIED LIGHT.
◯ (with diagonal line)		◯ (with diagonal line)	FIXED DISTANT SIGNAL.
⊚	POSITION LIGHT SHUNTING SIGNAL	⊚	DISC SIGNAL.
⊚	WITH ROUTE INDICATOR.	▭	GROUND FRAME
⊚	SIGNAL POST TELEPHONE	⊚	ROAD SIGNAL FLASHING LIGHT.
⊚	OTHER TELEPHONES	⊚	AUTOMATIC SIGNAL
⊚		⊚	ILLUMINATED NOTICE BOARD.
⊚		⊚	NORMAL USE OF POINTS.
⊚		⊚	HAND POINTS.

GOOLE RESIGNALLING.

- DOCKS G.F.
- ① RELEASE FROM GOOLE S.B.
 - ② POINTS.
 - ③ POINTS.
 - ④ SIGNAL.
- NOTICE BOARD WORDED. 'STOP FOR ORDERS'