

For the information of Railway Staff only.

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**British Rail**

**SIGNALLING  
NOTICE  
No.73**

**Eastern Region**

# SUPPLEMENTARY NOTICE

OF

# SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the line

from

**SUNDAY 13 APRIL 1975**

between

# HELPSTON-TALLINGTON- LITTLE BYTHAM

York  
APRIL, 1975

MO42/1205/1

F.J. Burge  
Chief Operating Manager

# SIGNALLING RECORD SOCIETY

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

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## **HELPSTON—TALLINGTON—LITTLE BYTHAM : RESIGNALLING**

During the period of this work on Saturday/Sunday 12/13 April the Signal Boxes at Lolham Greatford and Essendine together with all semaphore and colour light signalling controlled from these boxes will be abolished together with D90, U91 and U95 Automatic colour light signals.

The existing colour light and semaphore signalling controlled by Little Bytham will also be replaced by new colour light signalling. The new signalling will be controlled from new panels in Tallington and Little Bytham Signal Boxes.

Track Circuit Block Regulations will apply between Tallington and Little Bytham on all lines, between Little Bytham and Corby Glen over Up and Down main lines and over the Up Fast and Up Slow lines between Tallington and Helpston.

Absolute Block Working will apply between Little Bytham and Corby Glen over Up and Down Goods Lines and between Tallington and Helpston over the Down Fast and Down Slow lines.

The Down Goods Line between Greatford and Essendine and the Up Goods line between Little Bytham and Essendine will be upgraded to Slow lines.

### **Permanent Way Alterations**

The Down Slow to Down Fast facing connection at Greatford will be abolished.

A new Engineers Siding together with a Ground Frame Operated connection onto the Up Slow will be provided adjacent to Little Bytham Signal Box.

### **Alterations to existing signalling**

Signal T19 Up Slow Home Signal will be provided with an additional stencil route 'Y' – Up Siding and will be re-numbered T542.

Signal T52 Down Slow Home Signal will be re-numbered T541.

Signal T43 Down Fast Home Signal will have the second yellow aspect brought into use and the signal will be renumbered T543.

Signal RU95 will be re-lettered and re-numbered LB586R and T25 signal will become T544.

### **Ground Frames**

#### **Tallington A Ground Frame**

A four lever Ground Frame released by Tallington signal box will be provided controlling the connection Up Sidings – Up Slow at Tallington. A telephone will be provided communicating with the signal box.

#### **Tallington B Ground Frame**

A four lever Ground Frame released by Tallington signal box will be provided controlling the Facing connection Up Slow – Up Sidings at Tallington. A telephone will be provided communicating with the signal box.

#### **Little Bytham Engineers Siding Ground Frame**

A two lever Ground Frame released by Little Bytham signal box will be provided controlling the connection from the Siding to Up Slow. Telephone will be provided communicating with the signal box.

#### **Little Bytham Emergency Crossover Ground Frame**

A two lever Ground Frame released by Little Bytham signal box will be provided controlling a trailing Main to Main Crossover at approximately 91 miles 70 chains. This Crossover will be used in emergencies only. A telephone will be provided communicating with the signal box.

### **Level Crossing**

The accommodation Crossing at 84 miles 6 chains will be equipped with miniature red/green warning lights for the guidance of road users worked automatically by the Occupation and clearance of Track Circuits.

**HELPSTON-TALLINGTON-LITTLE BYTHAM : RESIGNALLING-continued****Catch Points**

New Catch Points will be provided or existing Catch Points will be retained as follows:-

Line	Location	Gradient Rising
Down Fast	700 yards before reaching LB571 Signal	240
Down Slow	700 yards before reaching LB569 signal	240
Down Slow	715 yards before reaching LB577 Signal	200

**Automatic Warning System**

A.W.S. Track equipment will be provided for all new colour light signals.

**General**

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

**DESCRIPTION OF SIGNALS**

LB = Little Bytham. CG = Corby Glen. T = Tallington. HE = Helpston.

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

No.	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
<b>Up Direction Running Signals</b>				
CG.38 (existing)	Up Main semaphore	M	-	LB.586R
LB.586R	Up Main	M	-	LB.586
CG.29 (existing)	Up Goods semaphore	M	-	LB.580R
LB.586	Up Main Auto	M	-	LB.578R
LB.580R	Up Goods	M	-	LB.580
LB.578R	Up Main	M	-	LB.578
LB.580	Up Goods	M	-	LB.576
LB.578	Up Fast	M	-	LB.574
		M	Position 1	LB.572
LB.576	Up Slow	M	Position 4	LB.574
		M	-	LB.572
LB.574	Up Fast Auto	M	-	T.570
LB.572	Up Slow Auto	M	-	T.568
T.570	Up Fast Auto	M	-	T.566
T.568	Up Slow Auto	M	-	T.564
T.566	Up Fast Auto	M	-	T.558
T.564	Up Slow Auto	M	-	T.556
T.558	Up Fast Auto	M	-	T.554
T.556	Up Slow Auto	M	-	T.552
T.554	Up Fast	M	-	T.548

## DESCRIPTION OF SIGNALS—continued

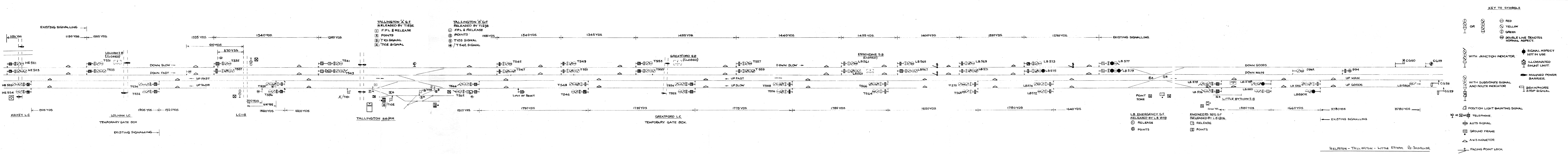
No.	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
<b>Up Direction Running Signals — continued</b>				
T.552	Up Slow	M	—	T.546
T.548	Up Fast Auto	M	—	T.544
T.546	Up Slow	M	—	T.542
T.544	Up Fast	M	—	T.538
		M	Position 1	T.536
T.542	Up Slow	M	—	T.536
		M	Position 4	T.538
		S	Y	Up Siding
T.538	Up Fast Auto	M	—	T.534
T.536	Up Slow	M	—	T.532
T.534	Up Fast	M	—	HE.526 (existing)
T.532	Up Slow	M	—	HE.524 (existing)
<b>Down Direction Running Signals</b>				
HE.521 (existing)	Down Slow	M	—	T.531
HE.523 (existing)	Down Fast	M	—	T.533
T.533	Down Fast	M	—	T.537
T.531	Down Slow	M	—	T.535
T.537	Down Fast Auto	M	—	T.543
T.535	Down Slow	M	—	T.541
T.543	Down Fast	M	—	T.547
		M	Position 1	T.545
		S	X	Up Slow L.O.S.
T.541	Down Slow	M	—	T.545
T.547	Down Fast Auto	M	—	T.551
T.545	Down Slow Auto	M	—	T.549
T.551	Down Fast Auto	M	—	T.555
T.549	Down Slow Auto	M	—	T.553
T.555	Down Fast	M	—	T.559
T.553	Down Slow	M	—	T.557
T.559	Down Fast Auto	M	—	LB.563
T.557	Down Slow Auto	M	—	LB.561
LB.563	Down Fast Auto	M	—	LB.567
LB.561	Down Slow Auto	M	—	LB.565
LB.567	Down Fast	M	—	LB.571
LB.565	Down Slow Auto	M	—	LB.569
LB.571	Down Fast Auto	M	—	LB.575
LB.569	Down Slow Auto	M	—	LB.573
LB.575	Down Fast Auto	M	—	LB.579

## DESCRIPTION OF SIGNALS—continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
<b>Down Direction Running Signals—continued</b>				
LB.573	Down Slow	M	—	LB.577
LB.579	Down Fast	M	—	D.94 (existing)
		M	Position 1	CG.59 (existing)
LB.577	Down Slow	M	—	CG.59 (existing)
		M	Position 4	D.94 (existing)
<b>Ground Position Light Signals</b>				
T.101	Up Slow	—	—	Up Siding or Up Slow L.O.S.
T.102	Up Siding	—	—	Up Siding or Up Slow
T.103	Up Siding	—	—	Up Siding or Up Slow L.O.S.

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

**NOTE:** The suffix letter 'R' (i.e. LB.586R) on the signal plate denotes that the signal is an isolated colour light distant applicable to and bearing the same number as the stop signal next ahead.



**TALLINGTON 'A' G.F.**  
RELEASED BY T1292

- ① F.P.L. & RELEASE
- ② POINTS
- ③ T101 SIGNAL
- ④ T102 SIGNAL

**TALLINGTON 'B' G.F.**  
RELEASED BY T1298

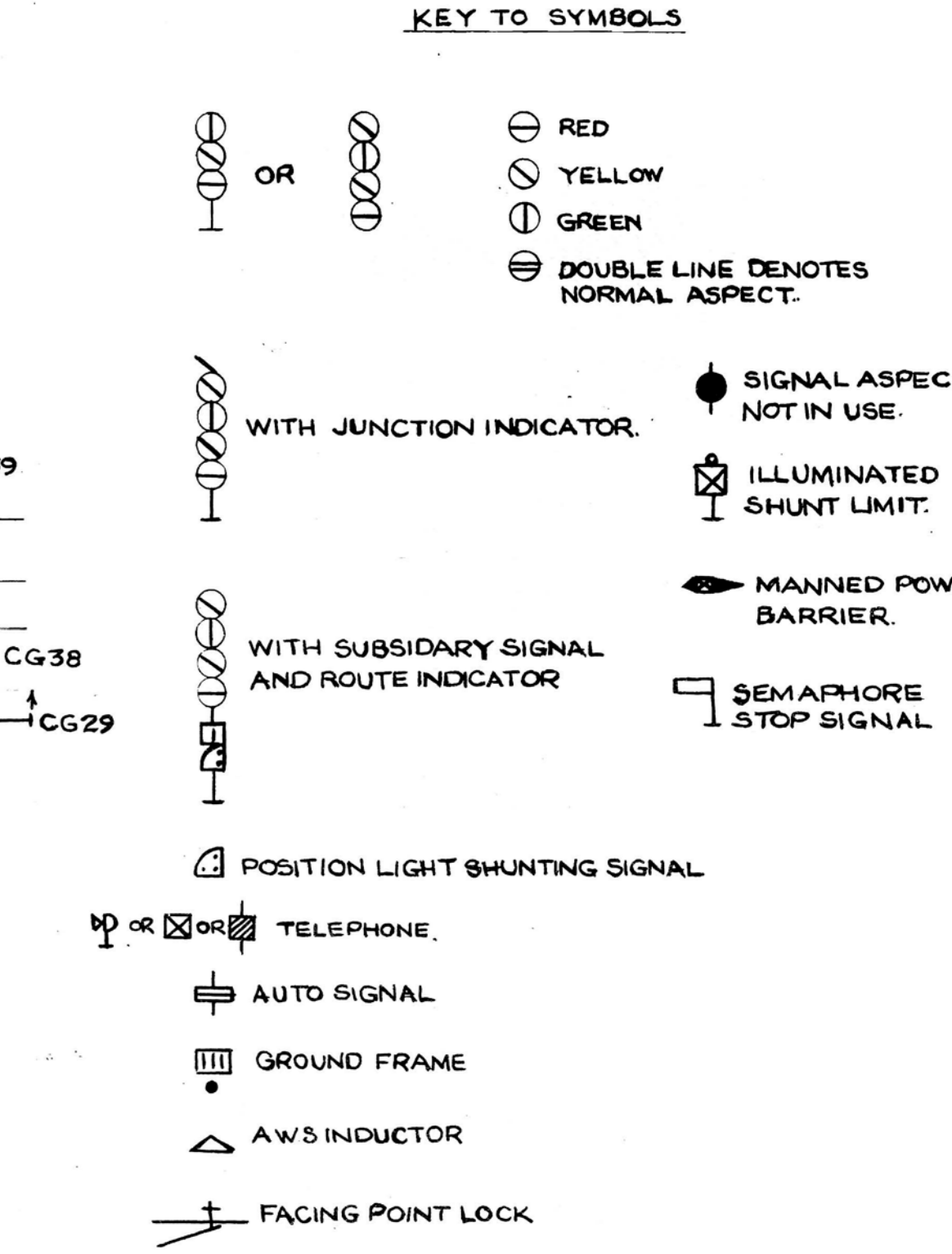
- ① F.P.L. & RELEASE
- ② POINTS
- ③ T103 SIGNAL
- ④ T542 SIGNAL

**LB EMERGENCY G.F.**  
RELEASED BY LB 1303

- ① RELEASE
- ② POINTS

**ENGINEERS SDG G.F.**  
RELEASED BY LB 1306

- ① RELEASE
- ② POINTS



HELPSTON - TALLINGTON - LITTLE BYTHAM RE-SIGNALING.