For the information of Railway Staff only.

SIGNALLING NOTICE

No.107

British Rail

J. MIDCALF

EASTERN REGION

SUPPLEMENTARY NOTICE OF SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the Line

from

SUNDAY 29 JUNE 1980

at

SKELLOW JN. - APPLEHURST JN. - STAINFORTH JN.

KIRK SANDALL JN. - STAINFORTH JN. - THORNE JN.

York
JUNE, 1980

MO42–2011

G. Graham
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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RESIGNALLING BETWEEN SKELLOW JN. – APPLEHURST JN. – STAINFORTH JN. AND KIRK SANDALL JN. – STAINFORTH JN. – THORNE JN.

During the period of this work on Sunday 29 June Kirton Lane, Stainforth Jn., Bramwith and Applehurst Jn. signal boxes will be abolished and the area of control of these boxes will be transferred to Doncaster signal box. All semaphore and certain existing colour light signals will be abolished and new colour light signalling will be provided as shown on the accompanying drawing.

The existing signalling between Thorne Jn. and Goole and between Thorne Jn., Crowle and Scunthorpe will be retained and all signals now plated prefix 'ST' (Stainforth Jn.) will retain their same numbers but be replated prefix 'D' (Doncaster) and together with associated telephones will be supervised from Doncaster signal box. The signal replating will take place during the week following commissioning.

BLOCK WORKING
Track Circuit Block working will apply on all running lines shown on the attached diagram.

Level Crossings
Automatic Half Barriers will be provided at Thorpe Road and Bramwith level crossings and these, together with the existing Automatic Half Barriers at Stainforth Road level crossing will be supervised by Doncaster Signal Box. The existing barriers at Kirton Lane level crossing will be controlled from Doncaster Signal box with the aid of C.C.T.V.

Re-designation of Running Lines:–

Between Stainforth Junction and Skellow Junction
The Up and Down Main will be renamed Up and Down Skellow

Between Stainforth Junction and Kirk Sandall Junction
The Down Scunthorpe Main will be renamed Down Scunthorpe Fast.

The Down Scunthorpe Goods will be renamed Down Scunthorpe Slow.

At Stainforth
The Up Scunthorpe Goods will be renamed Up Scunthorpe Slow.

The Up Scunthorpe will be renamed Up Scunthorpe Fast.

The Down Scunthorpe will be renamed Down Scunthorpe Fast.

The Down Scunthorpe Goods will be renamed Down Scunthorpe Slow.

The Down Reception No.1 will be renamed Down Reception Line.

The Down Reception No.2 will be renamed Down Engineers Siding.

Thorpe Marsh Power Station – Departure Line
An illuminated Double Sided "OFF' indicator will be provided 360 yards on the East Side of D725 Signal.

A.W.S.
The Automatic Warning System will be provided as shown on the diagram.

Catch Points
Catch Points are provided in the Up Skellow 1200 yards, before reaching D734 Signal.

Alterations to Existing Signals
Down Scunthorpe Fast D655R) The red aspect will be brought into use and the signals replated D651
Down Scunthorpe Slow D653R) and D649.

General
A description of the new signals and a diagram illustrating the new layout and signalling is attached. During the period of this work, points and signals may be disconnected and Drivers will be handsignalled as necessary. Details of Engineers Possessions etc. will be included in the Weekly Notice.

Description of Signals

Signal	Line	Aspect M – Main S – Sub	Route or Junction Indication	Application to or towards
Down Direction				
D637 (ST 74 Replated)	Down Scunthorpe Slow	M		D641
		S	E	Engineers Siding
		S	R	Down Reception Siding
D639 (ST 66 Replated)	Down Scunthorpe Fast	M		D643
D641	Down Scunthorpe Slow	M		D649
		M	Position 4	D651
		M	Position 5	D717
D643	Down Scunthorpe Fast	M		D651
		M	Position 1	D649
		M	Position 4	D717
D717	Down Skellow	M		D719
D719	Down Skellow	M		D721
D721	Down Skellow	M		D723
D723	Down Skellow	M		D727
D725	Departure Line	M		D727
D727	Down Skellow	M		S729
		M	Position 4	SH851
		S	S	Down Skellow
		S	X	Up Skellow L.O.S. Indicator
S729	Down Skellow	M		S42
S42	Down Skellow	M		S41 (Existing)
Up Direction				
S51 (Existing)	Down Branch	M		D738
S52 (Existing)	Up Main	M		D738
D738	Up Skellow	M		D736
D736	Up Skellow	M		D734
D734	Up Skellow	M		D730
		M	Position 4	T1 (Existing)
		S	X	1152
D732	Up Stainforth	M		D730
		M	Position 4	T1 (Existing)
D730	Up Skellow	M		D728
D728	Up Skellow	M		D726
D726	Up Skellow	M		D724
D724	Up Skellow	M		D722

Description of Signals – continued

Signal	Line	Aspect M – Main S – Sub	Route or Junction Indication	Application to or towards
D722	Up Skellow	M		D648 (ST 18 Replated)
		M	Position 4	D646 (ST 8 Replated)
		S	B	Bunker Line
		S	R	Up Reception
D660	Up Scunthorpe Slow	M		D648 (ST 18 Replated)
		M	Position 4	D646 (ST 8 Replated)
		S	B	Bunker Line
		S	R	Up Reception
		S	X	1124
D658	Up Scunthorpe Fast	M		D646 (ST 8 Replated)
		S	B	Bunker Line
		S	R	Up Reception
		S	X	1124

Ground Position Light Signals

Signal	Line	Application to or Towards
1115	Up Scunthorpe Slow	D643 1125 Up Sidings
1117	Hatfield Colliery Reception Line	D643 1125 Up Sidings
1118	Up Sidings	Bunker Line Up Reception Line (Stop Board) D648
1119	Bunker Line	D643 1125 Up Sidings
1120	Down Scunthorpe Fast	Bunker Line Up Reception (Stop Board) D648 D646
1121	Down Reception/Down Sidings	Hatfield Siding D641
1122	Hatfield Siding	Down Reception Engineers Siding or Down Sidings
1123	Up Scunthorpe Fast	D643
1124	Down Scunthorpe Slow	Down Reception Engineers Siding or Down Sidings
1125	Up Slow	D717
1126	Down Scunthorpe Slow	1120 1124
1152	Down Skellow	T1 (Existing)
1154	Down Skellow	1152

DONCASTER SIGNAL BOX

RESIGNALLING OF LINE BETWEEN SKELLOW JCN - APPLEHURST JCN - STAINFORTH JCN
& BETWEEN KIRK SANDALL JCN - STAINFORTH JCN - THORNE JCN