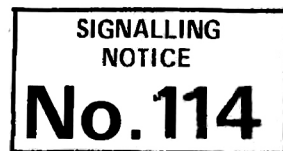


For the information of Railway Staff only.

C. J. Woolsterholmes,



EASTERN REGION

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

SUNDAY 10 OCTOBER 1982

at the

MILFORD AREA

**(INCLUDING SHERBURN-IN-ELMET
SOUTH and NORTH and BURTON SALMON)**

**York
October 1982**

MO42-3714

**G. Graham
Chief Operating Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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MILFORD AREA – RESIGNALLING

On Sunday 10 October – the following signal boxes will be abolished:–

Burton Salmon
Hillam Gates (Gate Box)
Sherburn-in-Elmet (South)
Sherburn-in-Elmet (North)

New colour–light signalling will be commissioned and all semaphore signalling abolished.

The **Track Circuit Block Regulations** will apply on the Down and Up Normanton lines (former 'Main' Lines) between Fryston–Milford and Church Fenton and as follows:–

Points Between	Lines (New name)	Former Name
Ferrybridge and Milford	Down and Up Pontefract	Down and Up Branch/Pontefract
Milford and Gascoigne Wood	Down and Up Milford	Down and Up Branch
Sherburn Junction (Controlled by Milford) and Gascoigne Wood	Down and Up Sherburn	Down and Up Branch

Permanent Way Alterations

All new points/crossovers at Milford will be brought into use and the layout remodelled.

The new Up Milford Passenger Loop will be brought into use and the sidings will be renamed as follows:–

Old	New
No.4 Down Siding	No.1 Down Siding
No.3 Siding	Run–round
No.2 Siding	Reception line
No.1 Siding	Down Milford passenger loop

A "LIMIT OF SHUNT" will be provided on the Up Normanton line 230 yards on the Sherburn Junction side of Sherburn-in-Elmet level crossing.

Notice Boards worded "STOP PROCEED IF LINE IS CLEAR" will be provided at the Sherburn Junction end of the Milford No.1 Down Siding and on the Reception line.

Sherburn Junction (At former Sherburn-in-Elmet South)

The control of the Junction between the Down and Up Normanton and Down and Up Sherburn lines will be transferred to Milford.

Burton Salmon

All Junction points etc. will be secured out of use pending removal and replacement by plain line.

Level Crossings

The control of Hillam Gates and Sherburn-in-Elmet (North) level crossing lifting barriers will be transferred to Milford and the crossings will be supervised with the aid of Closed Circuit Television. Telephones will be provided.

Holme Fam accommodation level crossing (Across the Down and Up Normanton lines between 13½ and 13¾m.p.)

The adjacent telephone previously communicating with Sherburn South, will now communicate with Milford signal box.

Green Lane Accommodation Level Crossing (Across the Down and Up Normanton lines between 13¾ and 14m.p.)

Telephone communication will be provided between the crossing and Milford signal box.

Milford West Sidings Ground Frame

The ground frame controlling the trailing connection leading from Milford West sidings to Down Milford will be abolished and the connection brought under the control of Milford signal box.

The temporary STOP–BLOCK adjacent to the Shunter's Cabin will be removed thereby opening the route between the Down Milford line and West Sidings 7 to 11 and No.12 Through line.

The "TRAIN READY TO START" plungers and indicators positioned at the exits from Milford West Sidings Nos.1 to 11 inclusive will be brought into use.

Between Sherburn-in-Elmet North and Church Fenton South Junction

The Down Goods line, together with all associated signalling will be taken out of use pending removal.

The Junction Indicator arm and subsidiary will be removed from Down Normanton signal M.697 (former Sherburn-in-Elmet North signal SN23).

Automatic Warning System

The A.W.S. will be provided on all **Main Line running signals**.

Alterations to Existing Signalling M = Milford F = Ferrybridge**Down Normanton****Former Signal No.**

Burton Salmon B14 (2-aspect distant)
 Sherburn South SS19
 Sherburn North SN.23
 Sherburn North SN.22

New Signal No.

M671 (Replaced by a 4-aspect automatic signal)
 M693
 M697
 M699 (Converted to an automatic signal)

Up Normanton

Sherburn North SN.716
 Sherburn North SN.712
 Sherburn North SN.8

M.716
 M.712
 M.698 (M.698 will now function as a 4-aspect signal)

Down Pontefract

D.1 Automatic
 DO Automatic

M.623
 M.625

Up Pontefract

Burton Salmon B.65
 UO Automatic

M.628 replated as automatic signal
 F.626

Down Milford

M.15

M.705

Up Milford

M.55 (Distant)

M.702 now functions as a 4-aspect controlled signal

Down Sherburn

Gascoigne Wood GW1829 (distant) will be converted to a 4-aspect automatic signal.

Up Sherburn

Sherburn South SS25 (Distant)

M.1830 converted to a 4-aspect automatic signal

All signal-post telephones on the above signals will communicate with the signal box according to the prefix on the new signal number.

Description of New Signals M = Milford FN=Fryston GW=Gascoigne Wood

Signal	Line	Aspect M=Main S=Sub	Route Indication (Position No. refers to Junction Indicator Arm)	Application to or towards
Down Normanton				
FN29	Down Normanton	M		M671
M671	Down Normanton	M		M673
M673	Down Normanton	M		M675

Description of New Signals M = Milford FN = Fryston GW = Gascoigne Wood - continued

Signal	Line	Aspect M=Main S-Sub	Route Indication (Position No. refers to Junction Indicator Arm)	Application to or towards
Down Normanton - continued				
M675	Down Normanton	M		M683
M683	Down Normanton	M	Position "1"	Down Milford Passenger Loop
		M		M687
		M	Position 4	Milford West Sidings No.12 Through line M701
		M	Position 5	Down Milford M705
		S	"R"	Reception Line
		S†	"W"†	Milford West Sidings 7 to 11
† = Also controlled by Milford West Sidings shunters cabin.				
M687	Down Normanton	M		M693 (existing)
Down Pontefract/Down Milford				
M627	Down Pontefract	M		M677
M677	Down Pontefract	M		M685
M685	Down Pontefract	M	Position 3	Down Milford Passenger Loop M689
		M	Position 2	Down Normanton M687
		M	Position 1	Milford West Sidings No.12 Through Line M701
		M		Down Milford M705
		S	"R"	Reception Line
		S†	W†	West Sidings 7 to 11
† = Also controlled from the Shunters cabin.				
Miscellaneous Down Direction Signals				
FN6	Down Goods Loop	M		M671
M689	Down Milford Passenger Loop	M		M693 existing
M691	Down Sidings/ Reception	M		Down Normanton M693
M701	No.12 Through Line	S†		M703
M703	Milford West Sidings	M		Gascoigne Wood GW1835 existing
Up Normanton				
M696	Up Normanton	M	Position "1"	Down Sherburn GW1829 (existing)
		M		Up Normanton M694
M694	Up Normanton	M	Position "1"	Up Milford Passenger Loop M688
		M		M690
M690	Up Normanton	M	Position 1	Up Pontefract M678
		M		Up Normanton M680
M680	Up Normanton	M		M676
M676	Up Normanton	M		FN674
FN674	Up Normanton	M		FN672
FN672	Up Normanton	M		FN27
FN27	Up Normanton	M		FN26 existing

Description of New Signals M = Milford FN = Fryston GW = Gascoigne Wood – continued

Signal	Line	Aspect M=Main S=Sub	Route Indication (Position No. refers to Junction Indicator Arm)	Application to or towards
Up Milford/Up Pontefract				
M682	Up Milford	M	Position 4	Up Normanton M680
		M		Up Pontefract M678
M678	Up Pontefract	M		M630
M630	Up Pontefract	M		M628 existing
Miscellaneous Up Direction Signals				
M688	Up Milford Passenger Loop	M	Position "1"	Up Pontefract M678
		M		Up Normanton M680
M692	Down Reception (Up Direction)	M	"P"	Up Pontefract M678
			"N"	Up Normanton M680
M686	Milford West Siding No.12 Through Line	M	"P"	Up Pontefract M678
		M	"N"	Up Normanton M680
M695	Up Sherburn	M		Down Normanton M697
M684	Milford West Sidings	M	"P"	Up Pontefract M678
		M	"N"	Up Normanton M680

Ground Position Light Signals Controlled from Milford

Signal	Line	Route Indication	Application to or towards
M5233	Up Normanton	"R" "L" "N" "X" "T" "W" † "D"	Reception Line Down Milford Passenger Loop Down Normanton Up Milford Passenger Loop line occupied only Milford West Sidings No.12 Through Line Milford West Sidings 7 – 11
M5235	Up Pontefract	"R" "L" "N" "X" "T" "W" † "D"	Down Milford Reception Line Down Milford Passenger Loop Down Normanton Up Milford Passenger Loop line occupied only Milford West Sidings No.12 Through Line Milford West Sidings 7 – 11 Down Milford
† = Also controlled by Milford West Sidings Shunter.			
M5236	Down Normanton	"P" "N"	Up Pontefract Up Normanton
M5241	Reception Line		Reception Line
M5246	Down Milford	"P" "N"	Up Pontefract Up Normanton
M5248	Down Normanton (New route indicator added to former M29 replated)	"X"	Down Milford Passenger Loop line occupied only
		"S"	Reception/Down Sidings
M5250	Milford West Sidings No.12 Through Line		M686

Ground Position Light Signals Controlled from Milford – continued

Signal	Line	Route Indication	Application to or towards
M5252	Down Milford	"W" †	West Sidings ("OFF" indicator applicable only to this route 320 yards in rear)
		"D"	Down Milford M5246
M5261	Up Normanton	"N"	Down Normanton
(Replaces ground disc)		"X"	Up Normanton "LIMIT OF SHUNT" Indicator
M5262	Down Normanton		Up Normanton
(replaces ground disc)			

Fryston

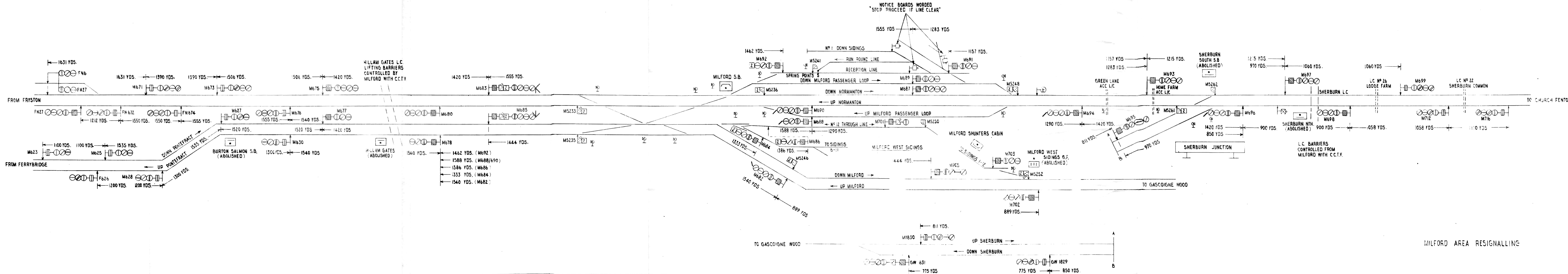
The ground disc signal at the Milford end of the Down Goods Loop applying set back along Down Normanton or Down Normanton to Down Goods Loop will be replaced by a new ground position light signal No.FN1 on the opposite side of the line.

General







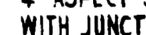













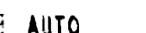







A description of signals and a diagram is included in this notice.

During the period of this work, points and signals may be disconnected and Drivers will be hand-signalled as necessary.

Details of Engineer's possessions etc. will be included in the Weekly Notice.



KEY TO SYMBOLS

- 



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-  RED ASPECT
-  YELLOW ASPECT
-  GREEN ASPECT
-  DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
-  4 ASPECT SIGNAL WITH JUNCTION INDICATOR
-  4 ASPECT SIGNAL WITH ROUTE INDICATOR AND SUBSIDIARY SIGNAL
-  GROUND POSITION LIGHT SHUNTING SIGNAL WITH STENCIL ROUTE INDICATOR
-  AUTO
-  TELEPHONE
-  HAND POINTS
-  FACING POINT LOCK
-  CATCH POINTS
-  M - MILFORD NORTH
-  GW - GASCOIGNE WOOD
-  FN - FRYSTON
-  F - FERRYBRIDGE

MILFORD AREA RESIGNALLING