



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

**DIVERSION OF
EAST COAST MAIN LINE**

**COLTON JUNCTION -
HAMBLETON JUNCTIONS -
TEMPLE HIRST JUNCTION**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DIVERSION OF EAST COAST MAIN LINE – (BETWEEN TEMPLE HIRST JUNCTION – HAMBLETON JUNCTIONS AND COLTON JUNCTION)

The new diverted route of the E.C.M.L. between Doncaster and York will be introduced in two stages. The date of implementation of each stage will be published in the appropriately dated **NS** Weekly Operating Notice.

STAGE 1

Colton Junction (between Bolton Percy and Copmanthorpe)

The new junction between the Down and Up Normanton lines and the new route will be brought into use.

Hambleton North Junction and Hambleton East Junction

These junctions, and the two-way Hambleton North Curve single line will be brought into use to link the new Northern section of the E.C.M.L. with the Down and Up Hull lines.

The new Northern section of the E.C.M.L. between Hambleton East and North Junctions and Colton Junction will be open to traffic, but will be utilised by local services only between York and Selby until Stage 2 is implemented.

The Track Circuit Block Regulations will apply between Selby – Gascoigne Wood and York.

Alterations to Existing Signalling (Stage 1)

The following Gascoigne Wood (GW) signals in the Hambleton area on the Down and Up Hull lines will be replated with York (Y) prefixes.

Down Hull

Old	New
GW1853 and GW1855	Y1853 and Y1855

Up Hull

Old	New
GW1864 to GW1854 inclusive	Y1864 to Y1854 inclusive

Hambleton East Junction

A Junction Indicator Position '4' will be provided on Up Hull signal Y1856 applying Up Hull to Down Hambleton North Curve.

All signal-post telephones on these signals will communicate with York.

A 'LIMIT OF SHUNT' indicator will be provided applicable to Down direction movements on the Up Hull line from the Gascoigne Wood Pithead line.

Stages 1 and 2

York will control (in Stage 1) the new Colton Junction and Hambleton North and East Junctions also (in Stage 2), Temple Hirst Junction and Hambleton South and Hambleton West Junctions.

A 'Description of Signals' inclusive of all new signals commissioned in Stages 1 and 2 and a diagram (one for each Stage) is included herein. Gradients, mileposts and landmarks are also shown on the diagram.

Speed Restrictions

Details of the Permanent Speed Restrictions in force on the opening of the new routes will be published in the **NS** Weekly Operating Notice and/or in the **ND** Periodical Operating Notice.

Automatic Warning System

Automatic Warning System track inductors will be provided for all new and altered Main Line running signals.

STAGE 2

The Southern section of the new route will be opened to traffic between the new Temple Hirst Junction and Hambleton South and North Junctions, linking the E.C.M.L. immediately North of Shaftholme Junction with the new northern section open in Stage 1.

STAGE 2 – continued

Hambleton West Junction and the two-way Hambleton South Curve line will also be brought into use to link the new route with the Down and Up Hull lines.

The Track Circuit Block Regulations will apply throughout the area.

On the opening of the new route to E.C.M.L. trains, Chaloners Whin Junction (excepting the Junction points leading from Down Leeds to Down Main and from Up Main to Up Leeds) and the former section of the East Coast Main line between Chaloners Whin Junction and Barlby Junction will be made redundant and all redundant points will be secured out of use pending removal.

The Down and Up lines between Selby and Temple Hirst Junction will be renamed Down and Up Selby respectively.

Coincidental with the opening of the throughout new route and the closure of Chaloners Whin Junction, the Down and Up Normanton lines between Colton Junction and Chaloners Whin Junction and their continuation (between Chaloners Whin Junction and York Holgate Junction) into the Down and Up Doncaster Main lines will be renamed Down and Up Main throughout.

(Mileposts)

The mileposts applicable to all lines between Colton Junction and Chaloners Whin Junction will then be converted to mileposts bearing Kings Cross – York mileages.

Alterations to existing signalling (Stage 2)

The following Selby (S) signals will be replated with York (Y) prefixes.

(Between Shaftholme Junction (exclusive) and Temple Hirst Junction)

(Down Main)

Old	New
S865 to S871 inclusive	Y865 to Y871 inclusive

Down Main Y871 signal will be repositioned 190 yards on the approach side of its present position. A Junction Indicator position '4' applying towards Down Selby will be provided.

Between Selby and Temple Hirst Junction

(Up Main) (D= Doncaster)

Old	New
D878	S878
D876	S876
D874	Y874
D872	Y872

Up Selby 4-aspect automatic signal Y872 will be repositioned 67 yards on the approach side of its present position.

A Junction Indicator position '4' will be provided on Down Hull 4-aspect signal Y1853 applying – Down Hull to Up Hambleton South Curve Y954 signal.

Gascoigne Wood Down Hull signal GW1847 will be converted to a 4-aspect signal.

Colton Junction

A Junction Indicator position 1 will be provided on Up Main (former Up Normanton) signal Y766 for the route towards Hambleton North Junction

Scalm Lane level crossing (across the Down and Up Hambleton South Curve lines)

Miniature Red/Green warning lights for the benefit of road users together with telephone communication with York signal box will be provided.

Description of signals

Signal	Line	Aspect M : Main	Junction Route Indicator	Destination
Down direction				
Y871	Down Main	M	Position 4	Y933
		M		Down Selby S873 (existing).
Y933	Down Main	M	Position 1	Y935
Y935	Down Main	M		Y937
Y937	Down Main	M		Y943
Y943	Down Main	M		Y945
Y945	Down Main	M		Y947
Y947	Down Main	M		Down Hambleton South Curve
		M		Y1852
Y953	Down Main	M		Y953
Y955	Down Hambleton	M		Y957
	North Curve	M		Y957
Y957	Down Main	M		Y963
Y963	Down Main	M		Y965
Y965	Down Main	M		Y967
Y967	Down Main	M		Y973
Y973	Down Main	M		Y975
Y975	Down Main	M		Y977
Y977	Down Main	M		Y979
Y979	Down Main	M		Y983
Y983	Down Main	M		Y985
Y985	Down Main	M		Y769 (existing)
Y1852	Down Hambleton	M		Up Hull GW1846 (existing)
	South Curve	M		
Up Direction				
Y766	Up Main	M	Position 1	Y984
		M	Position 4	Up Normanton
Y984	Up Main	M		Y978
Y978	Up Main	M		Y976
Y976	Up Main	M		Y974
Y974	Up Main	M		Y972
Y972	Up Main	M		Y966
Y966	Up Main	M		Y964
Y964	Up Main	M		Y962
Y962	Up Main	M		Y956
Y956	Up Main	M	Position 1	Up Hambleton
		M		North Curve Y1859
		M		Y952
Y952	Up Main	M		Y946
Y954	Up Hambleton	M		
	South Curve	M		Y946
Y1859	Up Hambleton	M		S1857 (existing)
	North Curve	M		
Y946	Up Main	M		Y944
Y944	Up Main	M		Y942
Y942	Up Main	M		Y936
Y936	Up Main	M		Y934
Y934	Up Main	M		Y932
Y932	Up Main	M		D870 (existing)

Ground Position Light Signals

Signal	Line	Destination
Y5933	Up Hull (Hambleton West Junction)	Up Hambleton South Curve
Y5939	Up Main (Hambleton South Junction)	Down Main
Y5942	Down Main (Hambleton North Jn.)	Hambleton North Curve or Up Main
Y5936	Up Hambleton South Curve (Hambleton West Junction)	Up Hull
Y5951	Up Main (Temple Hirst Jn.)	Down Selby

FLASHING YELLOW ASPECTS AT HIGH SPEED JUNCTIONS

The table below shows the provision of flashing double or flashing single yellow aspects which the signals will also be capable of displaying (Rule Book C.3.1.1(b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at diverging junction
Down Main Y867	Y869	Y871 cleared with junction route indicator position 4 for the route Down Main to Down Selby at Temple Hirst Junction.
Down Main Y983	Y985	Y769 cleared with junction route indicator position 1 for the route Down Main to Down Leeds at Colton North Junction.

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued**

1983

SUNDAY 10 APRIL – COLTON JUNCTION – HAMBLETON JUNCTIONS

The new northern section of the re-routed East Coast Main Line will be opened to traffic in accordance with Stage 1 of the Signalling Notice No.117.

All concerned must be in possession of a copy of this Notice.

The date of implementation of Stage 2 will be published in the "NS" notice in due course.

The MAXIMUM PERMISSIBLE SPEED on the new Northern section is published in Section 'D' of this notice.

Flashing Yellow Aspects at High Speed Junctions

The Flashing Single and Flashing Double Yellow aspects referred to in Notice No.117 will not be brought into use at this stage. (17)

1983

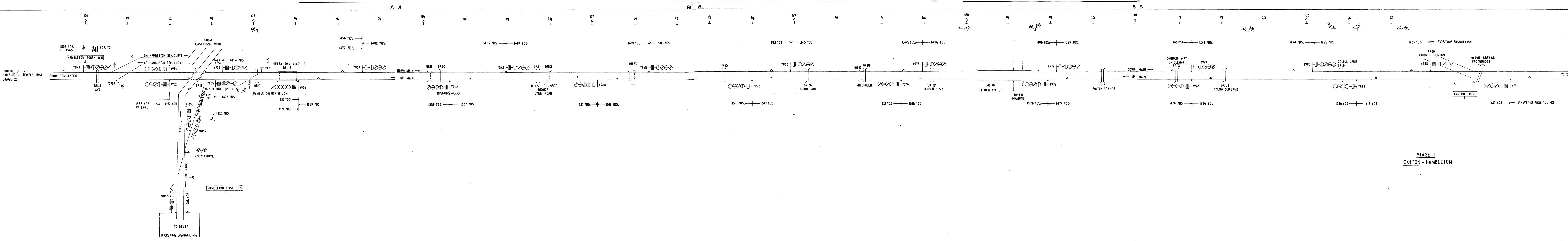
SUNDAY 10 APRIL – BETWEEN HAMBLETON WEST JUNCTION AND GASCOIGNE WOOD

The trailing crossover between the Down and Up Hull lines (between 5m.p. and 4¾m.p.) will be secured out of use pending removal and the associated signalling (GW5931) will be abolished.

Hambleton Construction Sidings

The adjacent facing connection from Down Hull to Hambleton Construction Sidings (arrival line) will be secured out of use pending removal of the Construction Sidings.

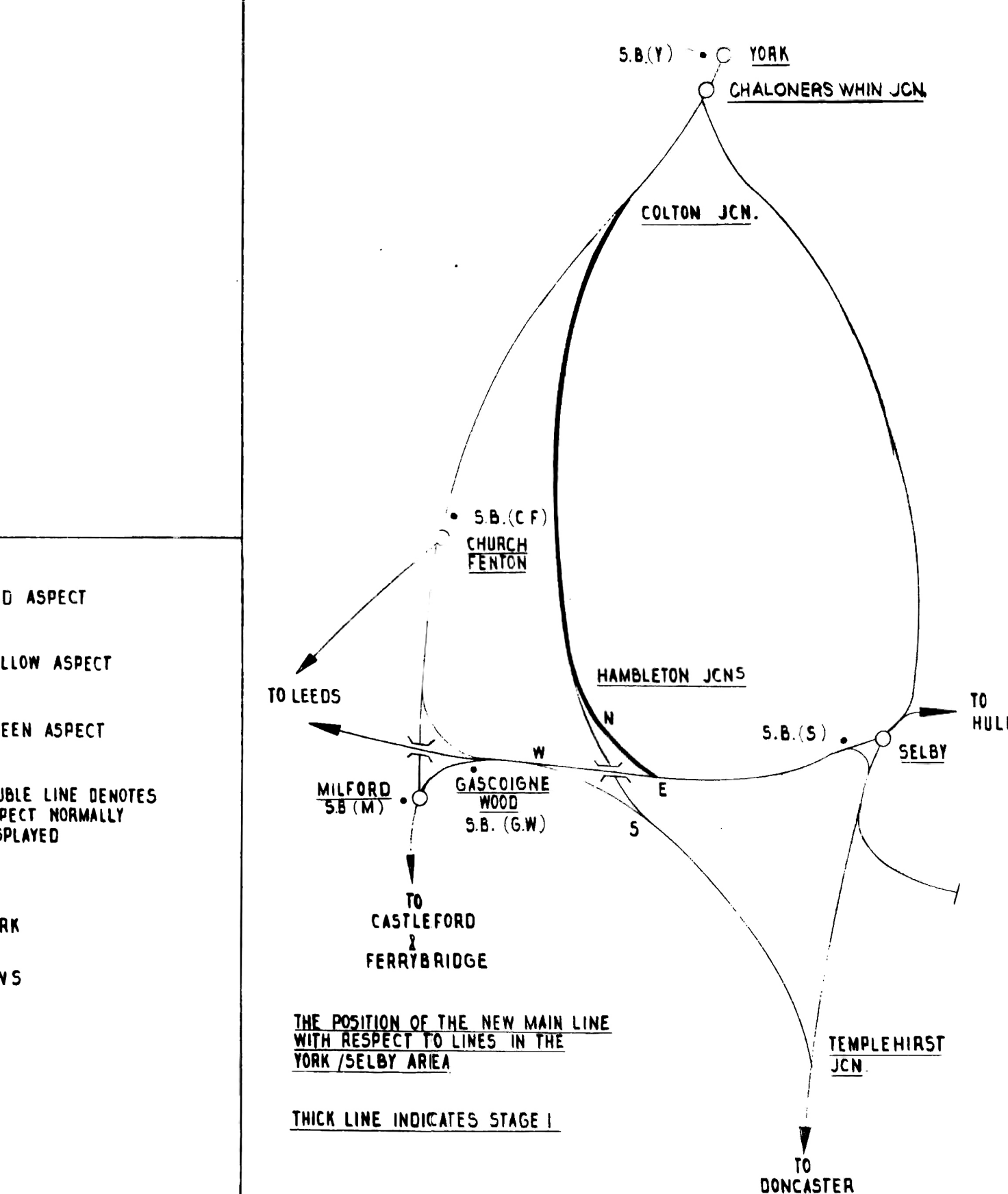
Down Hull 4-aspect signal GW1851 (with offset subsidiary applying – Down Hull towards the Construction Sidings) will be abolished. (17)



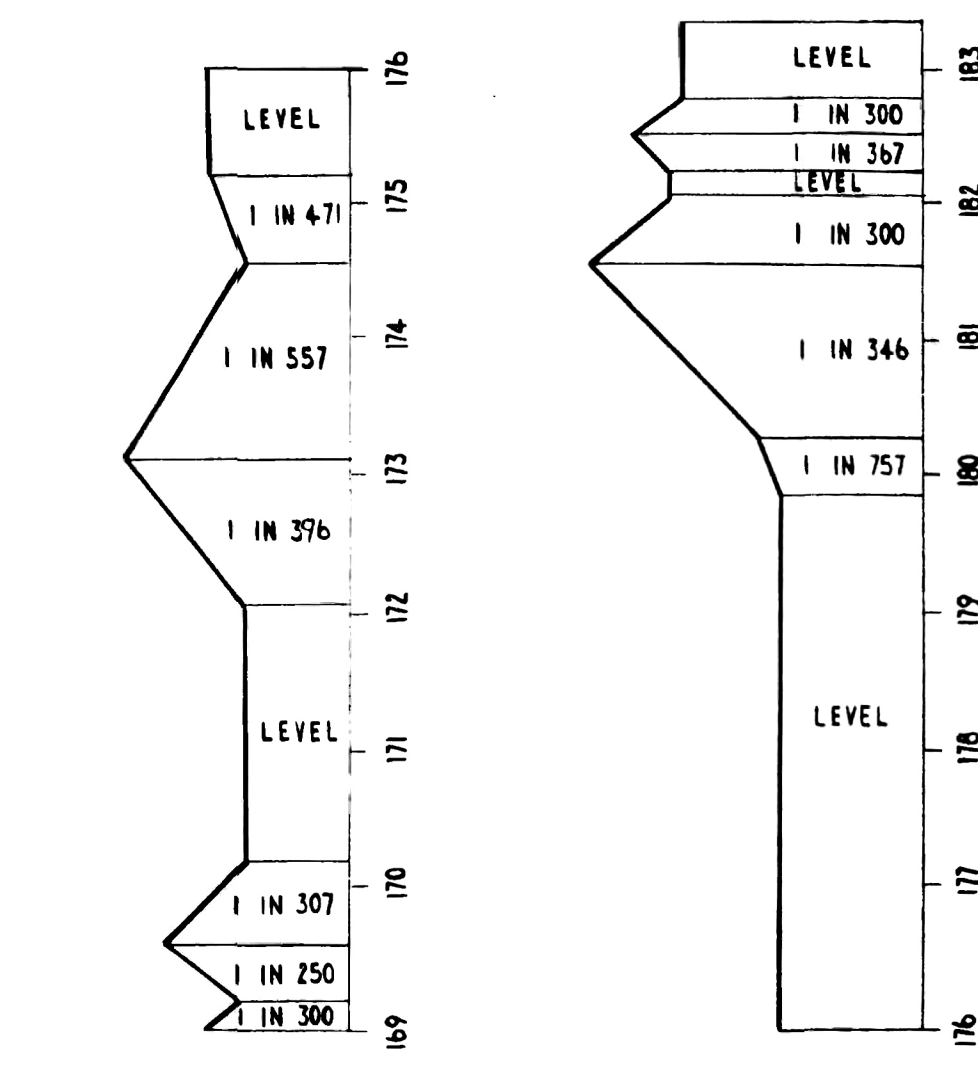
STAGE I
COLTON - HAMBLETON

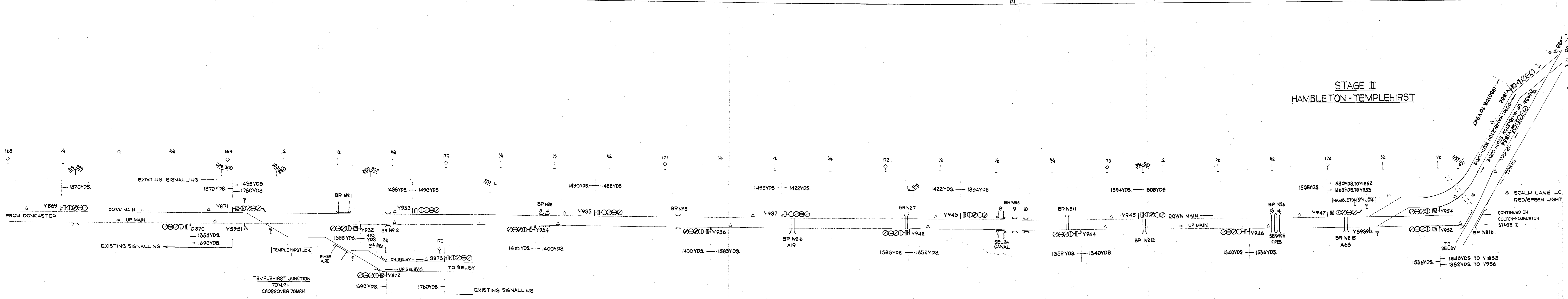
KEY TO SYMBOLS

	CLOUR LIGHT SIGNAL		RED ASPECT
	YELLOW ASPECT		GREEN ASPECT
	4 ASPECT SIGNAL WITH JUNCTION INDICATOR		DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
	GROUND POSITION LIGHT SHUNTING SIGNAL	Y	YORK
	AUTO	△	AWS
	TELEPHONE		



GRADIENT PROFILE FOR NEW E.C.M.L. DIVERSION





KEY TO SYMBOLS

	COLOUR LIGHT SIGNAL		GREEN ASPECT
			RED ASPECT
			GROUND POSITION LIGHT
	AUTO		TELEPHONE
			DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
			D - DONCASTER
			S - SELBY
			Y - YORK
			Δ AWS.

