

For the information of Railway Staff only.



British Rail

SIGNALLING NOTICE

No.125

EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

SUNDAY 25 SEPTEMBER 1983

between

**YORK CHALONERS WHIN JUNCTION
and DRINGHOUSES YARD**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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YORK CHALONERS WHIN JUNCTION – DRINGHOUSES JUNCTION – DRINGHOUSES YARD RESIGNALLING

On **Sunday 25 September** – Chaloners Whin Junction points and all adjacent running connections will be secured out of use pending removal. The East Coast Main Line between Barlby North Junction and Chaloners Whin Junction will be permanently closed to traffic in preparation for the opening of the new route via Temple Hirst Junction and Hambleton South and North Junctions on **Sunday 2 October 1983**.

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.

Mile Posts

The mile posts applicable to all lines between Colton Junction and Chaloners Whin Junction will be converted to mile posts bearing King's Cross – York mileages. The positions of the mile posts between Chaloners Whin Junction and York will be adjusted accordingly.

Dringhouses New Junction (Between Chaloners Whin Junction and Dringhouses Yard)

The new junction (centred at 186m. 67ch.) and formed by a series of running (ladder) crossovers will be brought into use controlled by York signalbox.

Dringhouses Yard

The double junction between the Down and Up Main Lines (former Doncaster Main lines) and the Receptions/Sidings at the South end of the Yard, will be remodelled and replaced by a single lead via which, all movements (at the South end into/or out of Dringhouses Yard) will be made.

The Down Reception No.1 and Siding No.4 will be abolished. The Reception Lines and Sidings within Dringhouses Yard will be renamed and/or renumbered as follows:—

Old	New
Down Reception No.2	Down Reception No.1
Up/Down Reception No.3	Down Reception No.2
Up/Down Reception No.4	Up/Down Reception No.3
Up/Down Reception No.5	Up/Down Reception No.4
Up Reception No.6	Up Reception No.5
Siding No.3	Up Reception No.6
Siding No.5	Siding No.1
Siding No.6	Siding No.2
Siding No.7	Siding No.3
Siding No.8	Siding No.4
Siding No.9	Siding No.5
Siding No.10	Siding No.6
Siding No.11	Siding No.7

Dringhouses South Shunters Ground Switch Panel

A new Ground Switch Panel (released from York signalbox) and housed in the T.O.P.S. Office will be brought into use. This Ground Switch Panel will have control on Y5405 position light signal for the route to Group "A" and "B" Sidings; and will control the points – Shunt Spur to Group B; the points Shunt Spur to Group A; also, D5416 and D5418 position light signals.

YORK CHALONERS WHIN JUNCTION – DRINGHOUSES JUNCTION – DRINGHOUSES YARD RESIGNALLING
 – continued

Signalling

The area will be resignalled and new colour light signalling will be commissioned as shown in the Description of Signals below.

Description of Signals

Y = York

Main Line Running Signals

Signal	Line	Aspect M = Main PL = Position Light	Route Indication	Destination
Y786	Up Leeds	M		Up Leeds Y782 (existing)
Y788	Up Main	M		Up Main Y784 (existing)
Y1001	Down Leeds	M		Down Leeds Y16 (existing)
		M	Junction Indicator Position 4	Down Main Y19 (existing)
		PL		Dringhouses Yard
Y1002	Dringhouses Yard Departure	M	"M"	Up Main Y788
		M PL	"L"	Up Leeds Y786 Shunt Spur
Y1003	Down Main	M		Down Main Y19 (existing)
		PL		Dringhouses Yard
Y1004 (Former Y13 replated)	Up Leeds	M		Up Leeds Y786
Y1008 (Former Y14 replated)	Up Main	M		Up Main Y788
		M	Junction Indicator Position 4	Up Leeds Y786

YORK CHALONERS WHIN JUNCTION – DRINGHOUSES JUNCTION – DRINGHOUSES YARD RESIGNALLING
 – continued

Position Light Signals

Y = York

D = Dringhouses South Shunters Ground Switch Panel

Signal	Line	Route Indication	Destination
Y5401	Up Main	"D" "Y"	Down Main Y19 Y5405
Y5402 (Former Y12 replated)	Down Main		Up Main Up Leeds via set back movement along Down Main
Y5403	Shunt Spur		Y5405
Y5404	Down Reception No.1		Y1002
Y5405	Dringhouses Yard Arrival	"1" "2" "3" "4" "A" \$ "B" \$	No.1 Down Reception No.2 Down Reception No.3 Down Reception No.4 Down Reception Nos.5 or 6 Receptions or Nos.1 or 2 Sidings Remaining Sidings
Y5406	Down Reception No.2		Y1002
Y5408	Up/Down Reception No.3		Y1002
Y5410	Up Reception No.4		Y1002
D5416	Group "A" Sidings/Reception		Y1002
D5418	Group "B" Sidings		Y1002

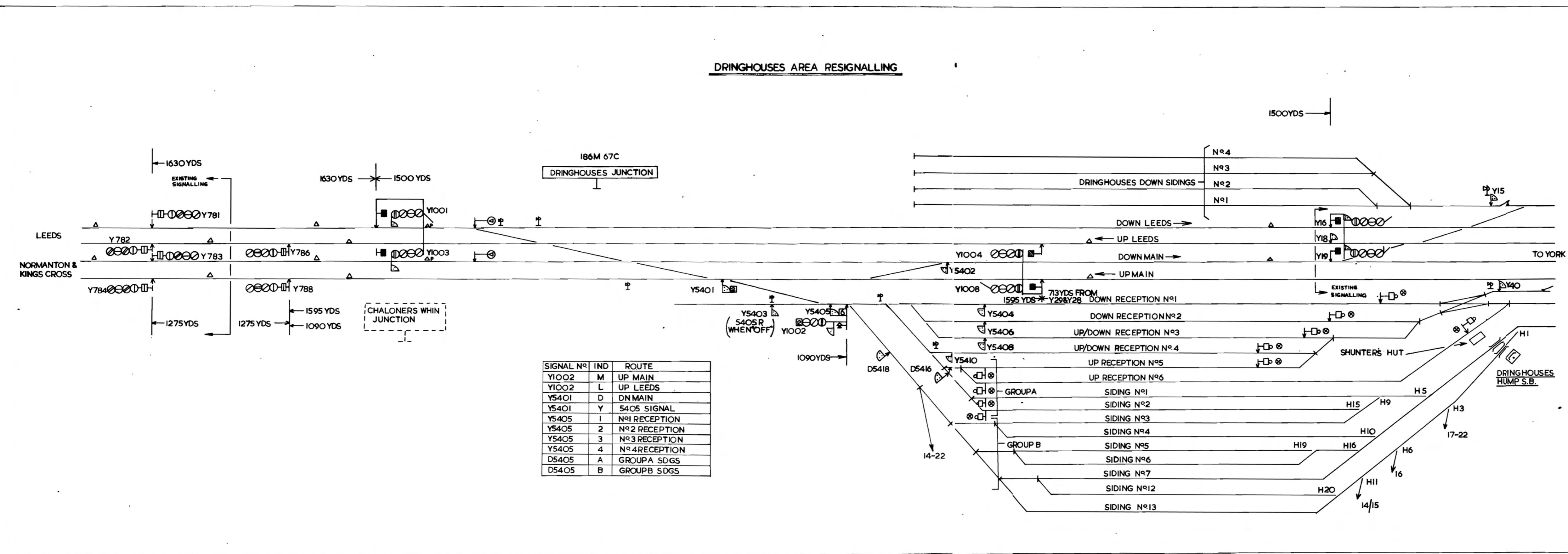
\$ = Indications "A" and "B" are controlled from Dringhouses South Shunters Ground Switch Panel.

General

A diagram illustrating the above is included in this Notice. During the period of this work, points and signals may be disconnected and Drivers will be handsignalled as necessary.

Until the new route (via Temple Hirst Junction and Hambleton South and North Junctions) is opened on Sunday 2nd October, all traffic between Doncaster and York will be diverted via Askern. Details of Engineer's possessions will be published in the N.S. Weekly Operating Notice.

DRINGHOUSES AREA RESIGNALLING



SIGNAL N ^o	IND	ROUTE
Y1002	M	UP MAIN
Y1002	L	UP LEEDS
Y5401	D	DN MAIN
Y5401	Y	5405 SIGNAL
Y5405	1	N ^o 1 RECEPTION
Y5405	2	N ^o 2 RECEPTION
Y5405	3	N ^o 3 RECEPTION
Y5405	4	N ^o 4 RECEPTION
D5405	A	GROUP A SDGS
D5405	B	GROUP B SDGS

KEY TO SYMBOLS

COLOURLIGHT SIGNALS

- 4 ASPECT
- 3 ASPECT
- 2 ASPECT
- ⊕ GREEN
- ⊙ YELLOW
- ⊖ RED
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
- WITH JUNCTION INDICATOR
- WITH THEATRE INDICATOR
- WITH POSITION LIGHT ROUTE INDICATOR AND STENCIL INDICATOR

POSITION LIGHT SHUNTING SIGNAL

AUTOMATIC SIGNAL WITH TELEPHONE

ILLUMINATED NOTICE BOARD

POSITION LIGHT SHUNTING SIGNAL WITH STENCIL (FIGURE DENOTES NUMBER OF INDICATIONS DISPLAYED)

△ A.W.S.

WORKED POINTS (NORMAL LIE AS SHOWN)

CONTROLLED SIGNAL WITH TELEPHONE

OTHER TELEPHONES

"STOP, AWAIT INSTRUCTIONS"

PERMANENT SPEED RESTRICTION ADVANCE WARNING INDICATOR

SPEED RESTRICTION PERMANENT MAGNET

HAND POINTS

TRAP POINTS