

*C. J. Woolsterholmes,*

For the information of Railway Staff only.



**British Rail**

SIGNALLING NOTICE

**No.132**

**EASTERN REGION**

**SUPPLEMENTARY  
NOTICE  
of  
SIGNALLING  
ALTERATIONS**

**affecting the working of the line**

**LINCOLN AREA RESIGNALLING  
and DIVERSION of ROUTE.**

YORK  
February - May 1985

M042-2732

R.M. WILLIAMS,  
REGIONAL OPERATIONS MANAGER

# SIGNALLING RECORD SOCIETY

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## LINCOLN AREA RESIGNALLING - NEW BOULTHAM CURVE

The new double track (Boultham) Curve will be opened to traffic. This will link the Newark-Lincoln (St. Marks) line at 32m.p. (immediately on the Lincoln Side of Boultham Crossing) with the former Lincoln Avoiding line and form part of the new through route between Newark and Lincoln Central via the reinstated Down and Up Boultham lines between Boultham Junction and West Holmes Junction.

Coincidental with the opening of the new route, the double track railway between Boultham Crossing and Lincoln Pelham Street Junction signal box (including Lincoln West and St. Marks signal boxes and St. Marks Station) will be permanently closed.

The portion of the former Lincoln Avoiding line between Boultham Junction and Pyewipe Junction will be reinstated as the Down/Up Newark Single line, utilising the Boultham Junction end of the former Down Goods line and the Down Avoiding line slued together to form the single line.

The date of implementation of this new curve and the staging of the introduction of the associated new colour light signalling will be published in the appropriately dated weekly operating notice.

The Track Circuit Block Regulations will apply between Boultham Crossing and West Holmes Junction, and between Boultham Junction and Pyewipe Junction.

The mile-posts on the route - Boultham Crossing - Boultham Junction - West Holmes Junction, will be an extension of the Newark Castle - Boultham Crossing mileages.

The above should be read in conjunction with the diagram included herein.

### Speed Restrictions

Details of the permanent speed restrictions in force on the opening of the new route will be published in the S.N. Weekly Operating Notice and/or in the SD Periodical Operating Notice.

### Pelham Street Junction

Access will be maintained to Pelham Street Coal Depot Sidings by the provision of a new connection at the Pelham Street end, the West End connection being abolished.

The semaphore arm signals on the Pelham Street Down Main Starting signal gantry (left-doll) towards St. Marks direction and the Distant arm below will be removed and replaced by a miniature arm applying towards the Coal Sidings.

A Yellow disc will be provided at the exit from the Coal Sidings.

### Coulson Road Crossing

The automatic (A.O.C.R.) level crossing, across the Down and Up Newark on the new curve will be remotely monitored from West Holmes Junction signal box. Telephone communication will be provided.

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Rustons Tip Crossing across the Down and Up Boultham lines

This crossing will be converted to a miniature warning lights crossing for the benefit of road users/pedestrians. Telephone communication to West Holmes Junction signal box will be provided.

Description of Routing Signals - WH = West Holmes

<u>Signal</u>	<u>Line/ Location</u>	<u>Aspect</u> M = Main PL= Position -light	<u>Route Indication or Junction Indicator Position No.</u>	<u>Application to or towards</u>
WH37	Up Main (Pyewipe Junction)	M M	Position 4	Up Main WH36 Up Newark single line WH65 signal
WH63	Up Boultham (West Holmes Junction)	M PL PL	G Y	East Holmes existing signalling Up Goods West Goods Yard
WH65	Up Newark Single line (Boultham Junction)	M PL	"X"	Up Newark via via Boultham curve Down Newark "LIMIT OF SHUNT"
WH68	Down Newark (Boultham Junction)	(PL)		Down Newark single line or Up Boultham
WH69	Down Newark (Boultham Curve)	M M	Position 1	Down Newark single line WH30 signal Up Boultham WH63 signal

The distance between the existing Boultham Crossing Down Newark colour light Distant signal BC1 and BC2 signal is 1,729 yds.

The West Holmes Junction semaphore Down Main Starting signal will be abolished.

Automatic Warning System.

A.W.S. will be provided on all signals as indicated on the diagram including the existing Boultham Crossing Down Newark Distant signal BC1 (not shown on the diagram) and on Down Newark 3-aspect signal BC2.

Rustons Tip Crossing across the Down and Up Boultham lines

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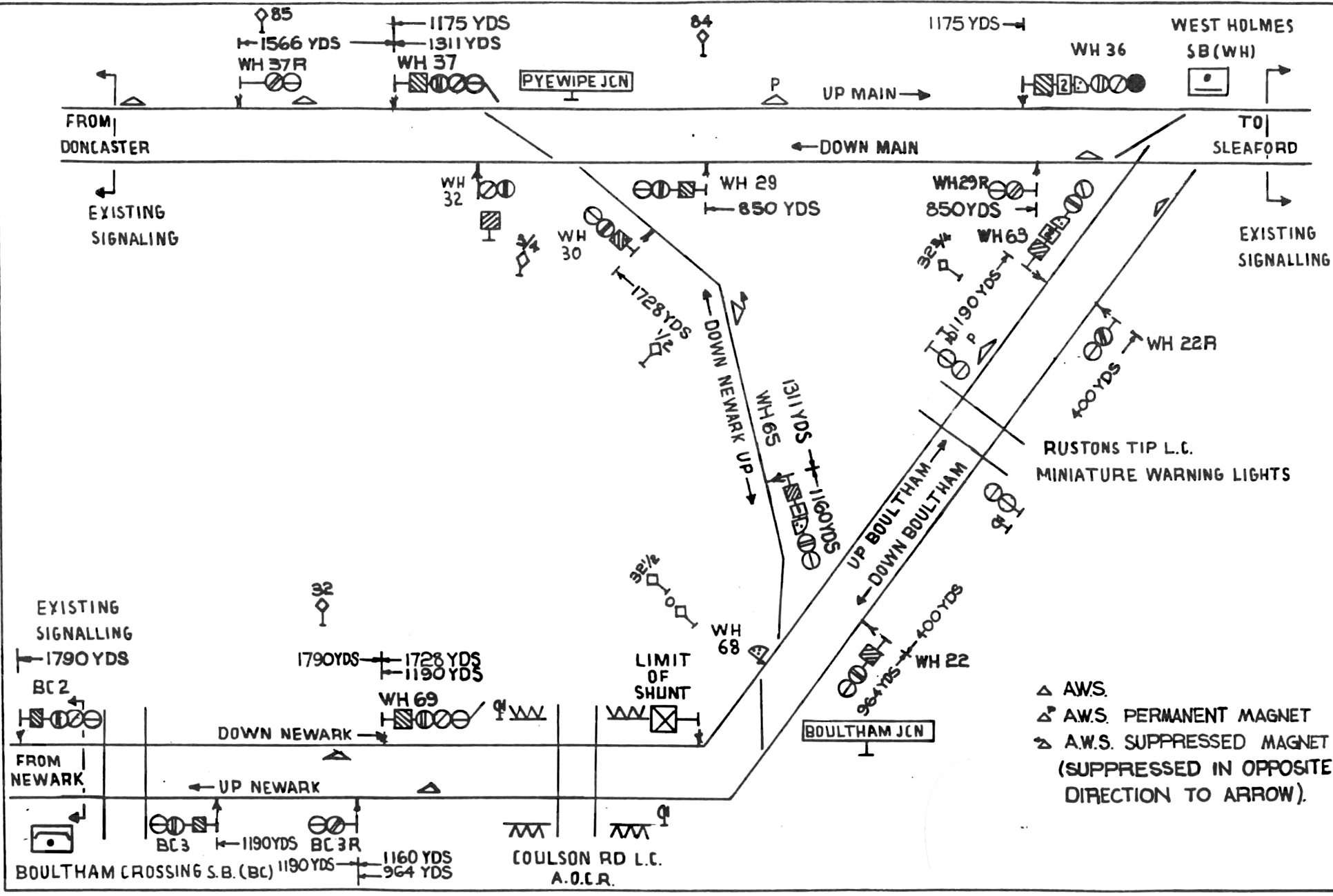
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- △ AWS.
- △ AWS. PERMANENT MAGNET
- △ AWS. SUPPRESSED MAGNET (SUPPRESSED IN OPPOSITE DIRECTION TO ARROW).