

C. J. Woolsterholmes,

For the information of Railway Staff only.



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

**Selby New Mine.
Commissioning of
Loading Bunkers.**

York
November 1985

M042-3901

• R.M. WILLIAMS
Regional Operations Manager,

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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GASCOIGNE WOOD-SELBY NEW MINE

The new sidings and Loading Bunkers at Selby Mine have been brought into use, together with the associated signalling.

Reference should be made to the diagram attached hereto.

Description of Signals

GW = Gascoigne Wood
 C = N.C.B. Control Room
 M = Milford
 Y = York

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route</u>	<u>Destination</u>		
		M = Main	<u>Indication</u>			
		PL = Position Light				
<u>Down Direction</u>						
GW1831	Down Sherburn	M	L	Down Goods Loop GW1843		
		M	-	Down Hull GW1847		
		M	1	No. 1 Line C15		
		M	3	No. 3 Line C35		
		M	4	No. 4 Line C45		
		M	6	No. 6 Line C65		
		PL	Y	Down Goods Loop GW5919		
		PL	C	West West Arrival C31		
		GW1833	Down Hull	M	L	Down Goods Loop GW1843
				M	-	Down Hull GW1847
M	1			No. 1 Line C15		
M	3			No. 3 Line C35		
M	4			No. 4 Line C45		
M	6			No. 6 Line C65		
PL	Y			Down Goods Loop GW5919		
PL	C			West Arrival C31		
GW1835	Down Milford			M	L	Down Goods Loop GW1843
				M	-	Down Hull GW1847
		M	1	No. 1 Line C15		
		M	3	No. 3 Line C35		
		M	4	No. 4 Line C45		
		M	6	No. 6 Line C65		
		PL	Y	Down Goods Loop GW5919		
		PL	A or C	West Arrival (Choice of two routes)		
		<u>Up Direction</u>				
		GW1846	Up Hull	M	8	No. 8 Line C86
M	5			No. 5 Line C56		
M	2			No. 2 Line C26		
M	1			No. 1 Line C16		
M	-			Up Hull GW1836		
PL				East Inlet C100		

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Signal Line Aspect Route Destination
M = Main Indication
PL = Position
Light

Position Light Signals

GW5907	Up Milford		Y	Down Goods Loop
			D	Down Hull
			A or C	West Arrival (Choice of alternative routes)
GW5909	Up Hull		W	West Departure
			Y	Down Goods Loop
			D	Down Hull
			C	West Arrival
GW5928	Down Hull (Up Direction)		U	Up Hull
			D	Down Hull
			C	East Inlet

Selby Mine

C14	No. 1	M	M	Up Milford M702
		M	U	Up Hull GW1818
		M	S	Up Sherburn M1830
		PL		No. 3 Line
C15	No. 1	PL	-	No. 1 Line
C16	No. 1	PL	-	No. 1 Line
C19	No. 1	M		Down Hull Y1853
C26	No. 2	PL	3	No. 3 Line
		PL	2	No. 2 Line
C34	No. 3	M	M	Up Milford M702
		M	U	Up Hull GW1818
		M	S	Up Sherburn M1830
		PL	-	No. 3 Line C32
C35	No. 3	PL	2	No. 2 Line
		PL	B	Bunker No. 1
C44	No. 4	M	W	West Departure GW1822
		M	M	Up Milford M702
		M	U	Up Hull GW1818
		M	S	Up Sherburn M1830
		PL		No. 3 Line GW5912
		PL		West Departure GW1822
C45	No. 4	PL	B	Bunker No. 1
		PL	5	No. 5 Line
C56	No. 5	PL	6	No. 6 Line
		PL	5	No. 5 Line
		PL	4	No. 4 Line
C59	No. 5	M		Down Hull Y1853
		PL		Up Hull "Limit of Shunt"
C64	No. 6	M	W	West Departure GW1822
		M	M	Up Milford M702
		M	U	Up Hull GW1818
		M	S	Up Sherburn M1830
		PL		No. 6 Line
C65	No. 6	PL	5	No. 5 Line
		PL	B	Bunker No. 2

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<u>Signal</u>	<u>Line</u>	<u>Aspect</u> M = Main PL = Position Light	<u>Route</u> <u>Indication</u>	<u>Destination</u>
C74	No. 7	M	W	West Departure GW1822
		M	M	Up Milford M702
		M	U	Up Hull GW1818
		M	S	Up Sherburn M1830
		PL	-	West Departure GW1822
C86	No. 8	PL		No. 7 Line C74
C89	No. 8	M		Down Hull Y1853
		PL		Up Hull "Limit of Shunt"

Position Light Signals

C17	No. 1			No. 1 Line
C18	No. 1			No. 2 Line
C24	No. 2			No. 1 Line
C25	No. 2			No. 2 Line
C27	No. 2			No. 1 Line
C31	No. 3		3	No. 3 Line
			4	No. 4 Line
			6	No. 6 Line
			7	No. 7 Line
			Z	Cripple Siding
C32	No. 3			No. 3 Line
C33	No. 3		1	No. 1 Line
			2	No. 2 Line
			3	No. 3 Line
C46	No. 4		4	No. 4 Line
			3	No. 3 Line
C49	No. 4		D	Down Hull Y1853
			X	Up Hull "Limit of Shunt"
C54	No. 5			No. 6 Line
C55	No. 5			No. 5 Line
C61	West Departure		4	No. 4 Line
			6	No. 6 Line
			7	No. 7 Line
			Z	Cripple Siding
C62	No. 6			West Departure
				No. 3 Line
C63	No. 6		5	No. 5 Line
			6	No. 6 Line
C75	No. 7		B	Bunker No. 2
			8	No. 8 Line
C76	No. 6		7	No. 7
			6	No. 6
C79	No. 7		D	Down Hull
			X	Up Hull "Limit of Shunt"
C94	Cripple Siding			West Departure
				No. 3 Line
C100	East Inlet		8	No. 8 Line
			7	No. 7 Line
			5	No. 5 Line
			4	No. 4 Line
			1	No. 1 Line

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Double Sided 'OFF' Indicators are provided as follows :-

C15R	Adjacent to	No. 1 Line Repeating	C15 Signal
C35R	"	No. 3 " "	C35 Signal
C45R	"	No. 4 " "	C45 Signal
C65R	"	No. 6 " "	C65 Signal
C75R	"	No. 7 " "	C75 Signal

Position Light (Toton) signals will be provided to control bunker loading operations as follows :-

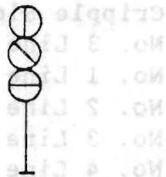
- No. 1 Line - SA to SF inclusive
- No. 3 and No. 4 Lines - B1A to B1F inclusive
- No. 6 and No. 7 Lines - B2A to B2F inclusive

An illuminated arrow will indicate the line for which the signal (B1A to B1F or B2A to B2F) is operating.

KEY TO SYMBOLS

FIXED SIGNALS - COLOUR LIGHT

ROUTE INDICATORS



- GREEN
- YELLOW
- RED



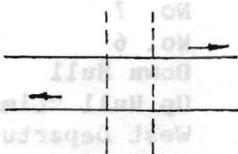
LOADING/UNLOADING SHUNT SIGNAL

CONTROLLED SIGNAL WITH TELEPHONE

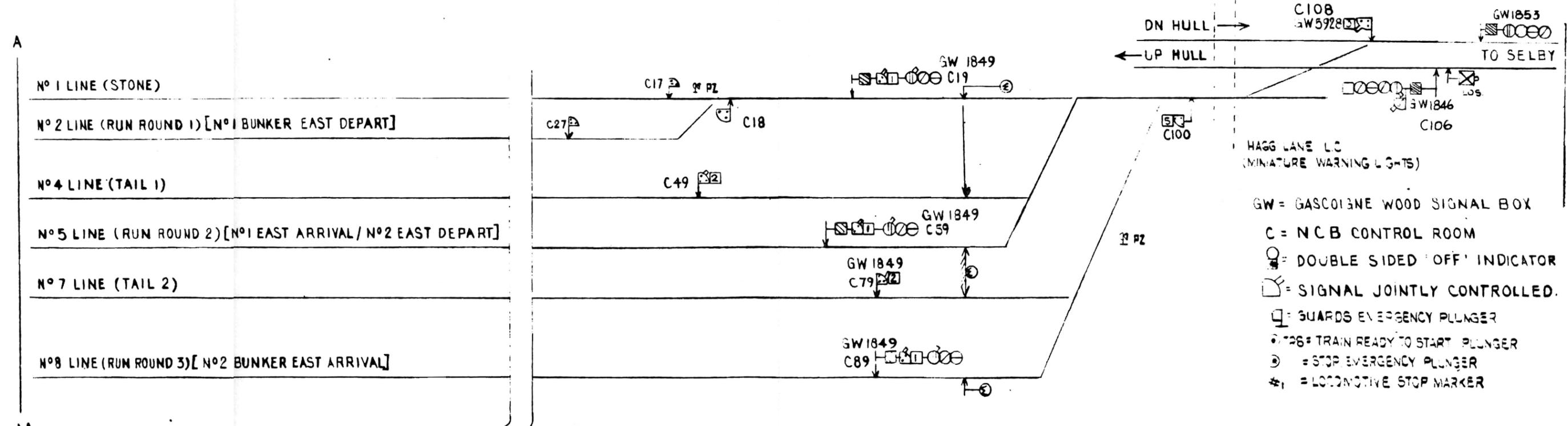
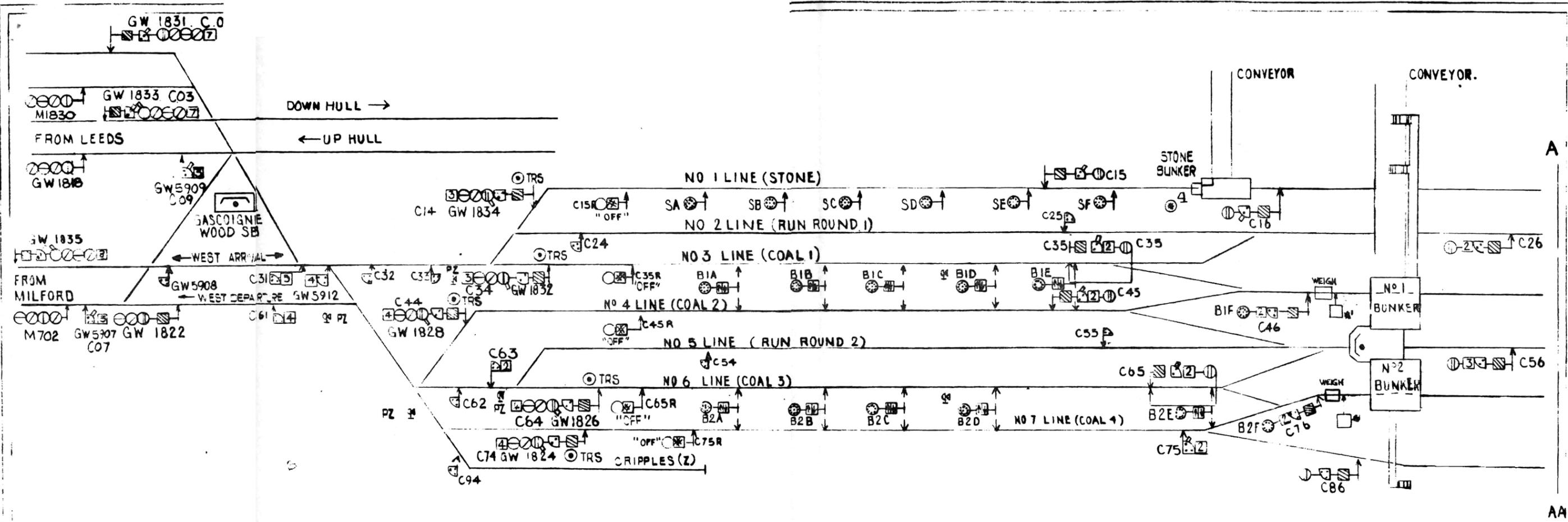
LINESIDE TELEPHONE

NORMAL LIE OF POINTS

LEVEL CROSSINGS



- = ROUTE INDICATOR (Numeral indicates total number of routes).
- = POSITION LIGHT SIGNAL - Associated with main aspect -
- = POSITION LIGHT SIGNAL - Not associated with main aspect -



- HAGG LANE LC
(MINIATURE WARNING LIGHTS)
- GW = GASCOIGNE WOOD SIGNAL BOX
 C = NCB CONTROL ROOM
 Ⓞ = DOUBLE SIDED 'OFF' INDICATOR
 Ⓜ = SIGNAL JOINTLY CONTROLLED.
 Ⓜ = GUARDS EMERGENCY PLUNGER
 Ⓜ = TRAIN READY TO START PLUNGER
 Ⓜ = STOP EMERGENCY PLUNGER
 Ⓜ = LOCOMOTIVE STOP MARKER

INTERNAL ROAD BRIDGE

SELBY NEW MINE