

For the information of Railway Staff only.



Eastern Region

C. J. Woodsterholmes

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 22 MARCH 1970

between

SHAFTHOLME AND SELBY CANAL

York
March, 1970

MO42/51229

F.J. Burge
Movements Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN SHAFTHOLME AND SELBY CANAL : RESIGNALLING

During the period of this work on Saturday and Sunday 21 and 22 March, the signal boxes at Moss, Balne, Temple Hirst and Henwick Hall will be abolished. In future, the level crossings at Moss, Balne and Henwick Hall will be operated by Crossing Keepers.

The existing semaphore signalling will be replaced by colour light signals with full track circuiting. The new signalling will be controlled by Shaftholme and Brayton signal boxes, and the Track Circuit Block Regulations will apply between these signal boxes. The Absolute Block Regulations will continue to apply between Brayton and Selby Canal signal boxes.

ALTERATIONS TO EXISTING SIGNALLING

Selby Canal and Brayton

Selby Canal Up Main Starting signal (SC8), together with Brayton Up Main Inner Distant signal (BN37) on the same post, will be fitted with intensified lights.

The distance between Brayton Up Main Outer Distant and Home signal BN32 will be 1068 yards.

Brayton Down Barlow Branch Home signal (BN3), together with Selby Canal Down Branch Distant signal on the same post, will be fitted with intensified lights.

Brayton Down Main Home signal BN6 will also act as Outer Distant signal for Selby South signal box. The distance to Selby South Down Main Home signal will be 2540 yards.

Shaftholme

Shaftholme Down Main Home signal (No.7) will be fitted with an intensified light, with the Green aspect blanked out. A 3 aspect colour light head will be provided below this signal on the same post, capable of displaying Yellow, Double Yellow or Green aspects.

Shaftholme Up Main Home signal SH30 will display Red, Yellow or Green aspects only for the Up Main line route at this stage. The Double Yellow aspect will apply additionally to the Up Stainforth Branch line route.

A new Distant arm, acting as Distant signal for SH853 signal, will be provided on the same post as Shaftholme Down Stainforth Branch Home signal. The distance to SH853 signal will be 1000 yards.

The disc shunting signals, provided at each end of the trailing crossover between the Down and Up Main lines, will be abolished. Any movement which is required to pass over the trailing crossover will be handsignalled until further notice.

The Limit of Shunt indicator, provided 500 yards on the approach side of Shaftholme Down Stainforth Branch Home signal, will be abolished.

The Limit of Shunt indicator, provided 500 yards on the approach side of the former Shaftholme Up Main Home No.1 semaphore signal, will be abolished.

The associated disc shunting signals, which apply when lowered towards the Limit of Shunt indicators, will be abolished.

LEVEL CROSSINGS

The semi-automatic signals, which will be provided on the approach side of each of the following level crossings, will be controlled by the Crossing Keeper concerned when the crossing gates or barriers are required open to road traffic:—

Level Crossing	Signal Nos.	
	Down Line	Up Line
Moss	BN857	SH858
Balne	BN863	SH864
Henwick Hall	BN877	SH878

GENERAL

A description of the signals is included in this notice, and a diagram which illustrates the new signalling is attached.

A.W.S. track equipment will be provided for all new colour light signals.

During the period of this work, points and signals will be disconnected and Drivers will be handsignalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

BY = Bentley Colliery. SH = Shaftholme. BN = Brayton. SC = Selby Canal.

The numbers of semaphore signals are quoted for reference purposes only.

DOWN DIRECTION RUNNING SIGNALS

No.	Location or Description	Aspect M = Main	Junction Indication	Application to or towards
BY14 (existing signal)	Down Main	M	—	SH7
SH7 (existing signal)	Down Main Home	Semaphore and colour light	—	SH853
SH9 (existing signal)	Down Stainforth Home	Semaphore	—	SH853
SH853	Down Main Auto	M	—	SH855
SH855	Down Main Auto	M	—	BN857
BN857	Down Main Semi	M	—	BN859
BN859	Down Main Auto	M	—	BN861
BN861	Down Main Auto	M	—	BN863
BN863	Down Main Semi	M	—	BN865
BN865	Down Main Auto	M	—	BN867
BN867	Down Main Auto	M	—	BN869
BN869	Down Main Auto	M	—	BN871
BN871	Down Main Auto	M	—	BN873
BN873	Down Main Auto	M	—	BN875
BN875	Down Main Auto	M	—	BN877
BN877	Down Main Semi	M	—	BN6
BN6	Down Main Home	M	—	SC31 (existing signal)

UP DIRECTION RUNNING SIGNALS

SC8 and BN37 (Existing signals)	Selby Canal Up Starting Brayton Up Inner Distant	Semaphore Semaphore	—	BN32
BN32	Up Main Home	M M	— Position 1	SH878 Barlow Single line
SH878	Up Main Semi	M	—	SH876
SH876	Up Main Auto	M	—	SH874
SH874	Up Main Auto	M	—	SH872


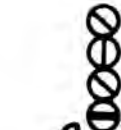
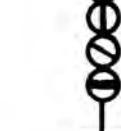


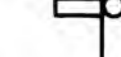




UP DIRECTION RUNNING SIGNALS – continued

No.	Location or Description	Aspect M = Main	Junction Indication	Application to or towards
SH872	Up Main Auto	M	—	SH870
SH870	Up Main Auto	M	—	SH868
SH868	Up Main Auto	M	—	SH866
SH866	Up Main Auto	M	—	SH864
SH864	Up Main Semi	M	—	SH862
SH862	Up Main Auto	M	—	SH860
SH860	Up Main Auto	M	—	SH858
SH858	Up Main Semi	M	—	SH856
SH856	Up Main Auto	M	—	SH854
SH854	Up Main Auto	M	—	SH30
SH30	Up Main Home	M	—	SH29 Up Main Home No.2 (existing signal)
		M	Position 1	SH33 Up Stainforth Starting (existing signal)

The position numbers in the column headed Junction Indication refer to Rule 35(e).

Varitype Unit No.303

KEY TO SYMBOLS USED.

- MULTI-UNIT TYPE SIGNAL WITH JUNCTION INDICATOR. 
- WITH SUBSIDIARY SIGNAL. 
- SEMI-AUTO & AUTO. 
- TELEPHONE.  OR 
- SEMAPHORE SIGNAL WITH INTENSIFIED LIGHT. 
-  RED
-  YELLOW
-  GREEN.
- A DOUBLE LINE DENOTES NORMAL ASPECT E.G.  RED.

