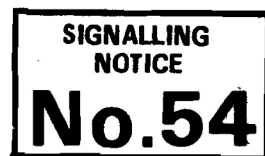


For the Information of Railway Staff only.



EASTERN REGION

SUPPLEMENTARY NOTICE

of

SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 20 MAY 1973

between

SELBY - GASCOIGNE WOOD

York
May 1973

MO42/51604

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN SELBY-GASCOIGNE WOOD : RESIGNALLING

On and from Sunday 20 May the signal box at Thorpe Gates will be converted to a gate box. The existing semaphore signals controlled by Thorpe Gates and certain semaphore signals at Gascoigne Wood will be replaced by new Colour Light signals. Full track circuiting together with automatic and semi-automatic signals will become operative between the controlling signal boxes at Selby and Gascoigne Wood.

Track Circuit Block Regulations will apply between Selby and Gascoigne Wood signal boxes.

Thorpe Gates gate box will be provided with replacement switches for 1853, 1854, 1857, 1858, 1861 and 1862 signals to be maintained at danger when necessary.

Permanent Way Alterations

The slip connection from Up Peckfield to Down Selby immediately outside Gascoigne Wood signal box together with associated signalling will be abolished.

The Up and Down Main lines between Selby and Gascoigne Wood will be renamed Up Selby and Down Selby respectively.

Alterations to Existing Signalling

S1868 Up Selby Home and S1866 Down Canal Goods to Up Selby signals will have additional yellow aspects brought into use and be capable of displaying red, yellow, double yellow and green aspects.

S1864 Up Selby Starting signal will become an automatic signal replaced GW1864 and will be capable of displaying red, yellow, double yellow and green aspects.

Automatic Warning Systems

A.W.S. equipment will be provided for all Main Line signals.

Whistle Boards

Whistle Boards approaching level crossings will be re-located as shown.

Catch Points

Catch points will be provided as follows:-

Line	Location	Gradient rising
Up Selby	630 yards before reaching GW.58 signal	1 in 136

General

A description of the new signals is included in this notice and a diagram which illustrates the layout and signalling is attached. During the period of this work points and signals will be disconnected and drivers will be hand signalled as necessary. Further details will be included in the weekly notice of engineering operations.

Description of Signals

P = Peckfield S = Selby GW = Gascoigne Wood SS = Sherburn South MS = Milford South

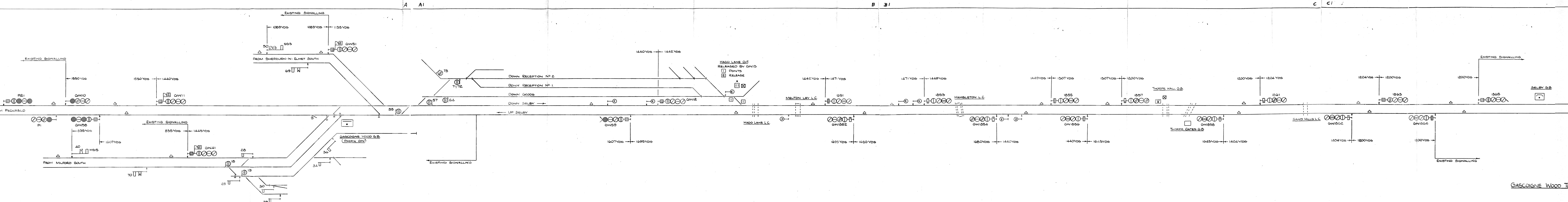
The numbers of semaphore signals are quoted for reference purposes only.

No.	Location	Aspect	Route or	Application to or towards
		M = Main S = Sub	Junction Indication	
Up Direction Running Signals				
GW 1864	Up Selby Auto	M	—	GW 1862
GW 1862	Up Selby Semi Auto	M	—	GW 1858
GW 1858	Up Selby Semi Auto	M	—	GW 1856
GW 1856	Up Selby Auto	M	—	GW 1854
GW 1854	Up Selby Semi Auto	M	—	GW 1852
GW 1852	Up Selby Semi Auto	M	—	GW 59
GW 59	Up Selby Home	M	—	GW 58
		M	Position 1	GW 70 (existing)
		M	Position 4	GW 69 (existing)
GW 58	Up Selby Starting	M	—	P.1. (existing)

Description of Signals—continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
P 21 (existing)	Peckfield Down Main Starting Signal	M	—	GW 11
GW 10	Down Selby Distant	M	—	GW 11
MS 15 (existing)	Milford South Starting	Semaphore	—	GW 41
SS 3 (existing) and GW 50	Sherburn South Starting Distant Signal for GW 51	Semaphore))) Colour Light Head)	— — —	GW 51 GW 51
GW 11	Down Selby Home	M S S	— R G	GW 12 Down Reception Down Goods
GW 51	Down Sherburn Branch Home	M S S	— R G	GW 12 Down Receptions Down Goods
GW 41	Down Milford Branch Home	M S S	— R G	GW 12 Down Receptions Down Goods
GW 12	Down Selby Starting	M	—	S 1851
S 1851	Down Selby Auto	M	—	S 1853
S 1853	Down Selby Semi Auto	M	—	S 1855
S 1855	Down Selby Auto	M	—	S 1857
S 1857	Down Selby Semi Auto	M	—	S 1861
S 1861	Down Selby Semi Auto	M	—	S 1863
S 1863	Down Selby	M	—	S 1865 (existing)

The position numbers quoted in the column headed "Route or Junction Indication" refer to Rule C.3.1.6.



KEY TO SYMBOLS

	RED		MULTI-UNIT TYPE SIGNAL
	YELLOW		GREEN
	DOUBLE LINE DENOTES NORMAL ASPECT		MINIATURE YELLOW
	WITH JUNCTION INDICATOR		SEMAPHORE SIGNAL
	WITH SUBSIDIARY SIGNAL AND ROUTE INDICATION		DISTANT SIGNAL
	TELEPHONES		MINIATURE ARM
	GROUND FRAME		DISC SIGNAL
	AWS INDUCTOR		WHISTLE BOARD
	AUTO SIGNAL AND SEMI-AUTO SIGNAL		SPRING POINTS
	FACING POINT LOCK		ASPECT BLANKED OUT

GASCOIGNE WOOD TO SELBY