

No. 12B

BRITISH RAILWAYS

(NORTH EASTERN OPERATING AREA)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 25th MARCH, 1956

NEWCASTLE
No. 1 SIGNAL BOX

This Programme gives details of a further stage at Newcastle No. 1 in the altered signalling arrangements. A diagram of the signalling is enclosed whilst in addition detail is given of the new and altered signalling to be brought into use at this stage.

SIGNALLING RECORD SOCIETY

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Section C.

NEWCASTLE RE-SIGNALLING: FURTHER STAGE AT NEWCASTLE No. 1.

SUNDAY AND MONDAY, 25th and 26th MARCH.

NEWCASTLE No. 1.

At 1-0 am, Sunday, all points and signals worked from Newcastle No. 1 Signal Box will be disconnected. The movement of trains will be controlled by Handsignalmen and Drivers must act upon their instructions. Points and unaltered signals will remain disconnected as required until 6-0 am, Monday, and new colour lights and position light subsidiaries replacing existing semaphores will be brought into use as available up to 12-0 noon, Monday.

In the course of testing, colour light signals may display incorrect aspects and Drivers must disregard indications shown by signals whenever these conflict with instructions received from a Handsignalman.

Train Working.

The running of trains over the High Level Bridge will be suspended from 1-0 am, Sunday, until completion of work about 12-0 noon, Monday. During this period light engines between Newcastle and Gateshead Shed must travel via King Edward Bridge.

From 1-0 am, Sunday, until 4-0 am, Monday, electric trains between Newcastle and South Shields will be replaced by steam or diesel services, and these trains, together with all other steam or diesel passenger trains between Pelaw and Newcastle, will be diverted via King Edward Bridge.

Commencing 4-0 am, Monday, until completion of work, Newcastle and South Shields electric trains will start and terminate at Gateshead East Station and steam and diesel passenger trains between Pelaw and Newcastle will be diverted via King Edward Bridge.

Facing direction working over the Up and Down North Main lines between Newcastle No. 1 and Manors will be suspended during these operations.

See separate advice for details of altered train arrangements.

Signalling.

All remaining mechanically worked semaphores, signals and discs will be dispensed with and replaced by the following:—

New Signals.

- No. 176 No. 4 Platform to No. 179 Signal—Route indication 4.
- No. 4 Platform to Up North Main—Route indication U.
- No. 4 Platform to Down Tynemouth—Route indication T.
- No. 4 Platform to Up South Main—Route indication S.
- No. 4 Platform to No. 71/123 Signal (Down South Main)—Route indication D.

Three-aspect colour light with position light subsidiary and route indicator erected on No. 4 Platform at fouling point with connection from No. 5 Platform.

- No. 177 No. 5 Platform to No. 179 Signal—Route indication 4.
- No. 178 No. 5 Platform to Up North Main—Route indication U.
No. 5 Platform to Down Tynemouth—Route indication T.
No. 5 Platform to Up South Main—Route indication S.
No. 5 Platform to No. 71/123 Signal (Down South Main)—Route indication D.
- No. 96 No. 6 Platform to Up North Main—Route indication U.
No. 6 Platform to Down Tynemouth—Route indication T.
No. 6 Platform to Up South Main—Route indication S.
No. 6 Platform to No. 71/123 Signal (Down South Main)—Route indication D.
No. 6 Platform to No. 115 Signal—Route indication 7.
Two three-aspect colour lights with position light subsidiaries and route indicators erected on gantry at East end of Nos. 5 and 6 Platforms.
- No. 95 No. 6 Platform to No. 96 Signal—Route indication 6.
- No. 97 No. 6 Platform to No. 100 Signal—Route indication 7.
Three-aspect colour light with position light subsidiary and route indicator erected on No. 6 Platform beside No. 132 Points.
- No. 99 No. 7 Platform to No. 100 Signal.
Three-aspect colour light erected on No. 7 Platform at fouling point with connection from No. 6 Platform.
- No. 100 Nos. 6 or 7 Platforms to No. 115 Signal—Route indication 7.
Nos. 6 or 7 Platforms to No. 122 Signal—Route indication 10.
Three-aspect colour light with route indicator erected at East end of No. 7 Platform.
- No. 104 No. 8 Platform to No. 105 Signal.
Four-aspect colour light on existing bracket on No. 8 Platform.
- No. 105 No. 8 Platform to No. 112 Signal.
Four-aspect colour light on existing bracket on No. 8 Platform.
- No. 112 No. 8 Platform to No. 115 Signal—Route indication 7.
No. 8 Platform to No. 122 Signal—Route indication 10.
Four-aspect colour light with position light subsidiary and route indicator erected on existing gantry at East end of No. 8 Platform.
- No. 107 No. 9 Platform to No. 109 Signal.
Four-aspect colour light erected on temporary support near existing gantry on No. 9 Platform.
- No. 109 No. 9 Platform to No. 112 Signal—Route indication 8.
No. 9 Platform to No. 122 Signal—Route indication 10.
Four aspect colour light with position light subsidiary and route indicator erected at East end of No. 9 Platform.
- No. 111 No. 10 Platform to No. 113 Signal.
Four-aspect colour light with position light subsidiary erected on existing gantry on No. 10 Platform.

- No. 113 No. 10 Platform to No. 115 Signal—Route indication 7.
 No. 10 Platform to No. 122 Signal—Route indication 10.
 Four-aspect colour light with position light subsidiary and route indicator.
- No. 39 No. 1 Goods Home No. 1.
 Four-aspect colour light with position light subsidiary.
- No. 40 No. 2 Goods Home No. 1.
 Four-aspect colour light with position light subsidiary.
 Erected on gantry spanning all lines from No. 10 Platform to No. 4 Goods.
- No. 1 No. 1 Goods to No. 115 Signal—Route indication 7.
- No. 2 No. 1 Goods to No. 122 Signal—Route indication 10.
- No. 3 No. 1 Goods to No. 39 Signal—Route indication W.
- No. 4 No. 1 Goods to No. 23 Subsidiary Signal (Shunt Neck).
 Four-aspect colour light with position light subsidiary and route indicator. Erected at left side of No. 1 Goods at East end of Station Wall.
- No. 51 Down Goods to No. 66/69 Signal.
 Subsidiary—Down Goods to Nos. 66/69 or 59 Signals.
 Four-aspect colour light with position light subsidiary.
- No. 58 Shunting Down Goods to Nos. 4 or 3 Goods or to No. 36 Subsidiary Signal.
 Position light subsidiary.
 Erected on left-hand bracket on wall West of Signal Box.

Position Light Ground Subsidiaries.

- No. 183 No. 5 Platform Line to Up North Main or Down Tynemouth.
 Ground subsidiary situated on left side of No. 5 Platform to North line.
- No. 120 Up South to No. 119/184 Signal (Up South Main).
 Ground Subsidiary situated East of Signal Box on left side of line towards Up South Main.
- No. 103/108 Carriage Sidings to No. 8 or No. 9 Platforms.
 Ground subsidiary at left-hand of exit points from Carriage Sidings.
- No. 114 Shunting AB Sidings to No. 7 or No. 10 Platform Lines—Top.
- No. 41 Shunting AB Sidings to No. 23 Signal.
 Double ground subsidiary erected on left side of AB Sidings.
- No. 23 AB Sidings to Shunt Spur—Top.
 AB Sidings to Down Goods.
 Double ground subsidiary erected on left side of No. 48 Points.
- No. 43 No. 3 Goods to No. 51 or No. 52 Signals.
 Ground subsidiary between Nos. 2 and 3 Goods lines opposite facing points on No. 4 Goods.
- No. 44 No. 4 Goods to No. 51 Signal—Top.
 No. 4 Goods to No. 38 Signal.
 Double ground subsidiary between Nos. 3 and 4 Goods lines at No. 46 points.
- No. 38 No. 4 Goods Line to No. 52 Signal.
 Ground subsidiary between Nos. 3 and 4 Goods lines at No. 49 trap points, No. 4 Goods line.

- No. 24 Shunt Spur to No. 36 Signal.
Ground subsidiary on left-hand side of Shunt Spur.
- No. 36 Shunting Shunt Neck to AB Sidings.
Ground subsidiary on left-hand side of Shunting Neck.
- No. 52 Shunting Up Goods Line to Nos. 66/69 or 59 Signals.
Ground subsidiary between Up and Down Goods lines at No. 53 points.

COLOUR LIGHT SIGNALS.

Subsidiary Signals.

Subsidiary signals under running signals will normally give no indication, but the proceed aspect will be given by two white lights at an angle of 45°.

Ground subsidiary position light signals will conform with the provisions of Rule 35, but it should be specially noted that these signals will exhibit one RED and one WHITE light when in the danger position. When in the proceed position two white lights at an angle of 45° will be given. **GROUND SUBSIDIARY SIGNALS MUST NOT BE PASSED WHEN IN THE DANGER POSITION. THE SPECIAL ATTENTION OF DRIVERS IS DRAWN TO THIS POINT.** When a proceed aspect is given at a full colour light running signal, the facing ground subsidiary signals between this signal and the next stop signal will normally be in the clear position, but the Signaller has facilities for restoring such intervening ground subsidiary signals to the danger position in an emergency after the train has passed the full colour light signal.

In making local set back movements, it is essential that all the vehicles should pass beyond the signal applicable for such movement to ensure that the controlling track circuit is clear. If this is not done, the Signaller will not be able to clear the signal for the set back movement.

To assist drivers in identifying the routes to which subsidiary signals lead the number of the next signal is given in some cases, but this does not necessarily mean that the line is clear to that signal.

Subsidiary signals under running signals exhibited **WITHOUT A ROUTE INDICATION** and ground subsidiaries exhibited **WITH A ROUTE INDICATION**, authorise movements at Caution only as far as the line is clear towards the next signal, whether the latter is a subsidiary or a running signal.

When a subsidiary signal is exhibited under a running signal together **WITH A ROUTE INDICATION**, all intervening subsidiary signals ahead (where provided) will be at "Proceed", but the line immediately in the rear of the next running signal ahead, or platform line as the case may be, will be occupied at the time the signal is exhibited, but the intervening section of the line will be clear.

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

March, 1956.

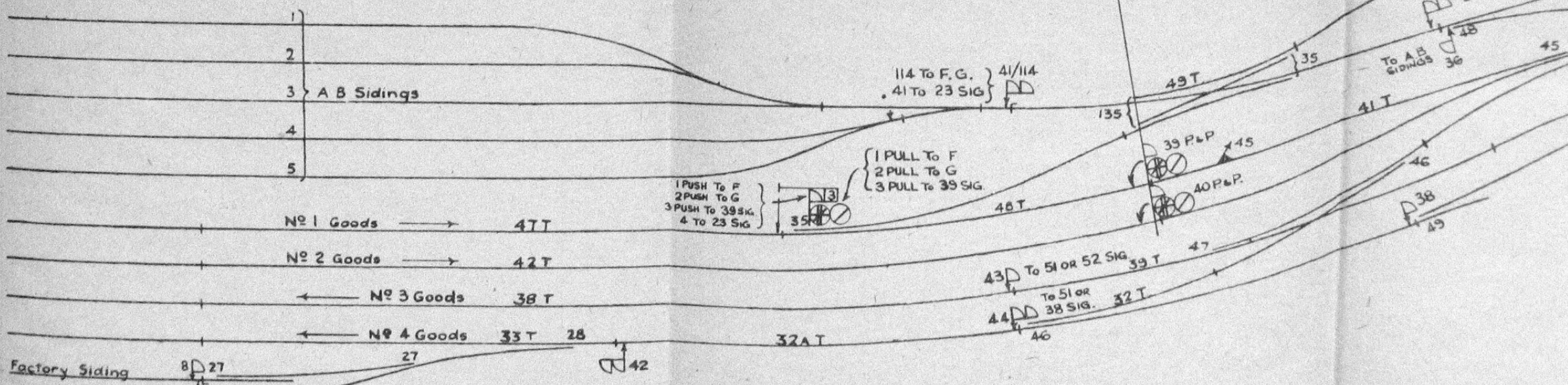
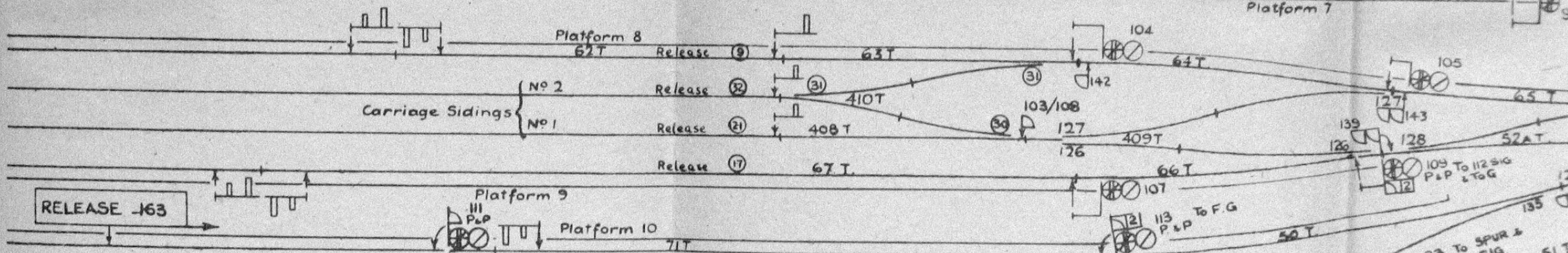
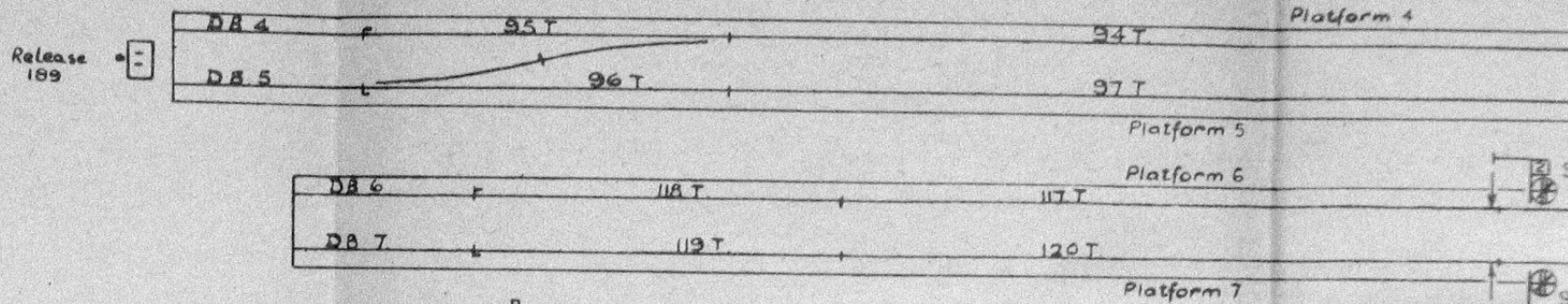
O.8205

A. P. HUNTER,
Chief Operating Superintendent,
YORK.

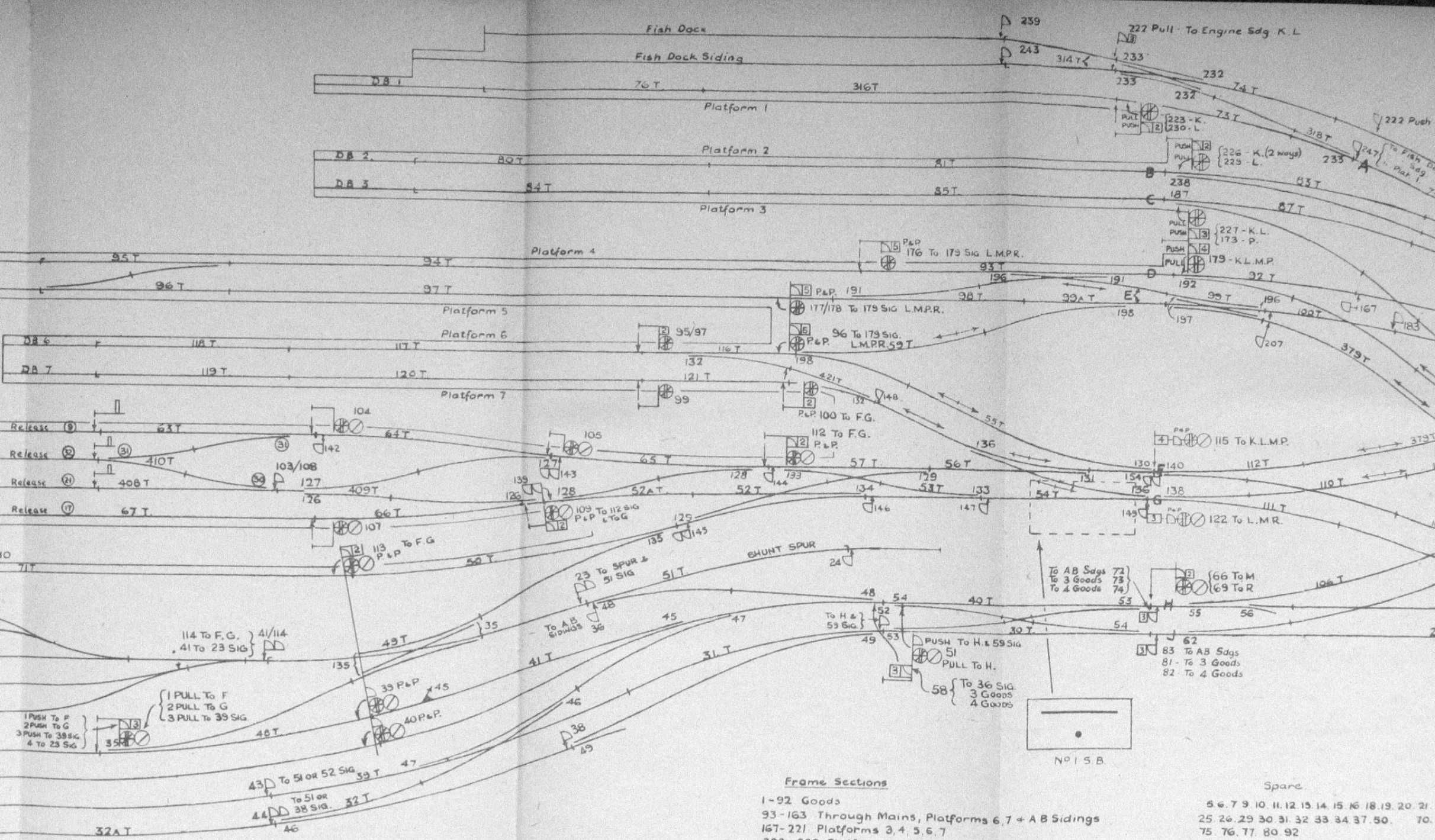
Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 12B."

DB 2	80T
DB 3	84T



Hawthorn's Siding 17D 28

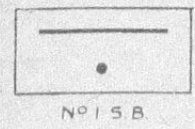


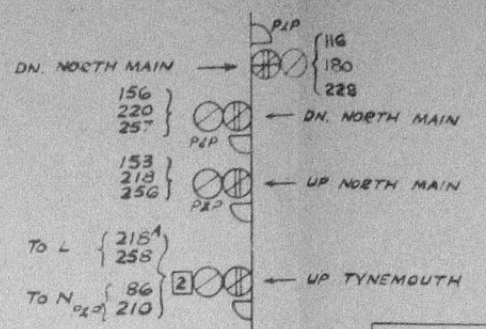
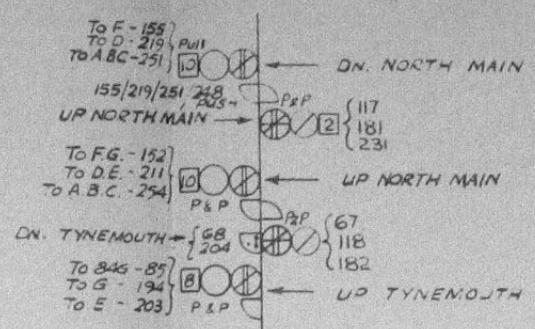
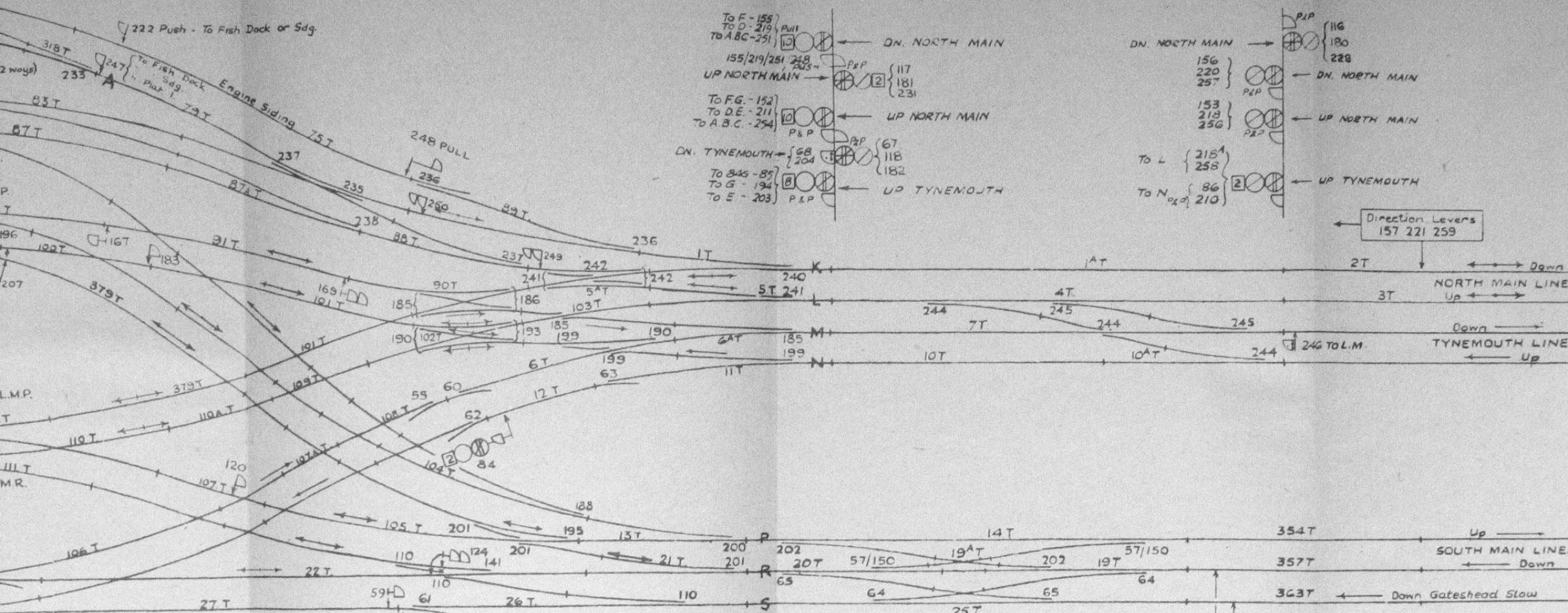
Frame Sections

- 1-92 Goods
- 93-163 Through Mains, Platforms 6, 7 + A B Sidings
- 167-221 Platforms 3, 4, 5, 6, 7
- 222-259 Platforms 1, 2, 3

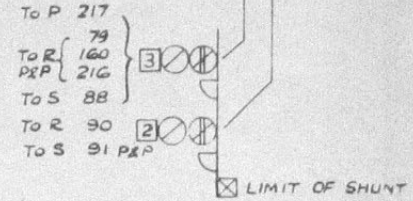
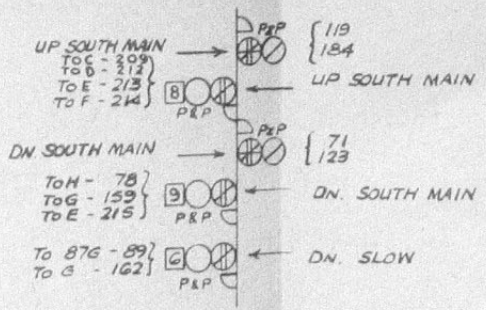
Spare

- 5 6 7 9 10 11 12 13 14 15 16 18 19 20 21
- 25 26 29 30 31 32 33 34 37 50 70
- 75 76 77 80 92
- 93 94 98 101 102 106 121 125
- 151 158 161
- (164 165 166 168 170 - Spare spaces)
- 171 172 174 175 205 206 208
- 224 226 234 252 253 255

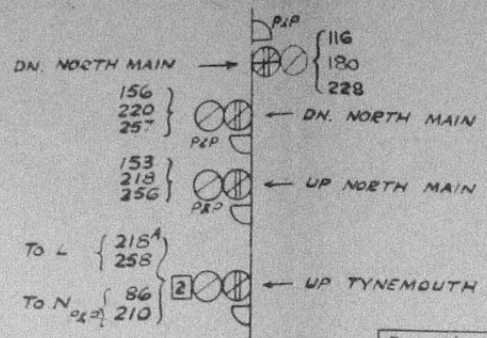
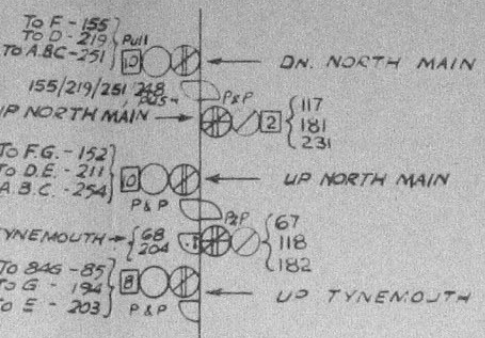




Direction Levers
157 221 259



- Spare
- 10 11. 12. 13. 14. 15. 16. 18. 19. 20. 21. 22.
- 30 31. 32. 33. 34. 37. 50. 70.
7. 80. 92
98. 101. 102. 106. 121. 125. 137
- 161.
166. 168. 170 - Spare spaces)
174. 175. 205. 206. 208
234. 252. 253. 255.



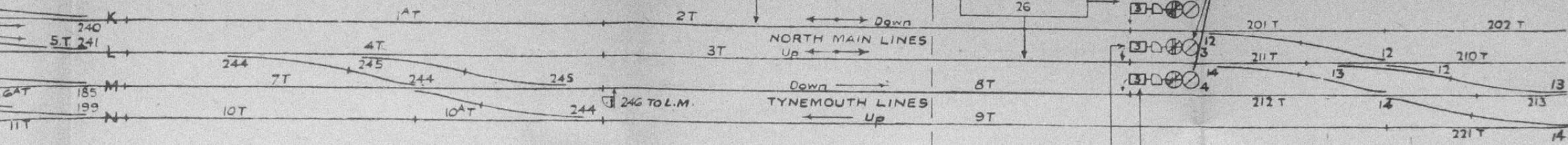
Direction Levers
157 221 259

CONTROLLED BY MANORS SIGNAL BOX

Direction Switch
26

12N 19e (B)
12N 19N (M)
12R (T)

To Down Branch, Down Main,
or Down Tynemouth



13N	16R	19R	(B)	13R	16R	19R	(B)
13N	16R	19N	(M)	15e	16R	19N op	(M)
13N	16N	21R	(T)	16N	21R		
13R				15N			(T)

