

No. 38A

**BRITISH RAILWAYS**

(NORTH EASTERN OPERATING AREA)

**SUPPLEMENTARY PROGRAMME**  
OF  
**SIGNALLING ARRANGEMENTS**  
affecting the working of the line  
from  
**SUNDAY, 22nd SEPTEMBER, 1957**

**NEWCASTLE**  
**No. 3 SIGNAL BOX**

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This Programme gives details of an intermediate stage in the altered signalling arrangements. A diagram is enclosed of the new signalling whilst in addition full details of the reading of the signals is given.

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## Section C.

### NEWCASTLE RE-SIGNALLING: INTERMEDIATE STAGE AT NEWCASTLE No. 3.

SUNDAY to WEDNESDAY, 22nd to 25th SEPTEMBER.

#### NEWCASTLE No. 3.

At 12-1 am, Sunday, all points and signals worked from Newcastle No. 3 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 12-1 am, Tuesday, and new colour lights and position light subsidiaries replacing existing semaphores and discs will be brought into use as available up to 12-0 noon, Wednesday.

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 King Edward Bridge will be kept to a minimum from 12-1 am, Tuesday, until completion of work about 12-0 noon, Wednesday. During this period light engines between Newcastle and Gateshead Shed must travel via High Level Bridge as required.

See separate advice for details of altered train arrangements.

#### SIGNALLING.

All remaining mechanically worked semaphore signals and discs (except distants 'A', 'B', 'C', 'D' and 'E' on the West lines and 'U' and 'X' below King Edward Bridge stop signals) will be dispensed with and replaced by colour lights and subsidiaries.

Full details of the readings of all signals controlled from No. 3 Signal Box, whether altered in the course of this stage of the work or not, are given in the tables on the following pages. A diagram is included showing complete information in regard to signalling and track circuiting on completion of the work.

### SIGNALLING ARRANGEMENTS.

#### *Main Running Signals.*

The colour light signals to be introduced will conform with provisions of Rule 35 and will give indications as shown on the accompanying drawing.

#### *Route Indicators.*

Where route indication is given the eventual destination is shown, but trains may travel to this destination via two or more alternative routes.

#### *Subsidiary Signals.*

Subsidiary signals under running signals will normally give no indication, but the proceed aspect will be given by two white lights at 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 Signalman 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 the set back 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.

The details given later in this programme, showing the routes to which subsidiary signals apply, show the line or lines to which the signal reads, but in some cases such line may be approached by two or more routes. To assist Drivers in identifying the routes to which subsidiary signals lead, the number of the next signal is, in some cases, given under the heading "Nomenclature", but this does not necessarily mean that the line is clear to that signal.

All subsidiary signals exhibited WITHOUT A ROUTE INDICATION, whether under a running signal or elsewhere, 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.

#### TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS.

Referring to the instructions on page 86 of the L.N.E.R. General Appendix, the following additional instructions are in operation:—

"When the engine of a train is ahead of the platform starting signal, the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start and to proceed at caution as far as the next running signal, whatever may be its aspect. This verbal instruction must not be given until the Guard has given his signal to start.

"When an engine is ahead of the platform starting signal during shunting operations, the "Proceed" aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to verbally instruct the Driver to PROCEED AT CAUTION."

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R=Red, Y=Yellow, YY=Double Yellow, G=Green, S.B.=Signal Box	REMARKS
119 Pull or 207 Pull	UP WEST PASSENGER to:—					
	Up West Passenger ... ..	Main	Y	M	203/202/116 at R	—
	Up West Passenger Calling-on Up West Passenger Shunting ...	Main Main	YY G	M M	203/202/116 at Y 203/202/116 at YY or G	— —
119 Push or 207 Push	UP WEST PASSENGER to:—					
	Down West Passenger ... ..	Sub. Sub.	— —	M —	— —	— —
114 Pull	UP WEST PASSENGER to:—					
114 Push	Down West Passenger Calling-on Down West Passenger Shunting	Main	Y	D	206/209/118 at R	—
	UP WEST PASSENGER to:—					
	Up West Goods ... ..	Main Sub. Sub.	YY — —	D D D	206/209/118 at Y — —	— — —
60 Pull	UP WEST PASSENGER to:—					
	Up West Goods ... ..	Main	Y	G	59 at R	—
	Up West Goods Calling-on Up West Goods Shunting ...	Main Sub. Sub.	YY — —	G G G	59 at Y — —	— — —
{ 204 Pull { 203 Pull	UP WEST PASSENGER to:—					
	Platform 15 ... ..	Main	Y	15	187 or 201 subsidiaries cleared ...	—
	Platform 14 ... ..	Main	Y	14	187 or 200 or 201 subsidiaries cleared	—
{ 204 Push { 203 Push	Platform 13 ... ..	Main	Y	13	187 or 200 or 201 subsidiaries cleared	—
	Platform 15 Calling-on ... ..	Sub.	—	15	187 or 201 subsidiaries cleared ...	Bay Platform occupied
	Platform 14 Calling-on ... ..	Sub.	—	14	187 or 200 or 201 subsidiaries cleared	Bay Platform occupied
	Platform 13 Calling-on ... .. Carriage Dock Line Shunting ...	Sub. Sub. Sub.	— — —	13 13 —	187 or 200 or 201 subsidiaries cleared 187 or 200 or 201 subsidiaries cleared	Bay Platform occupied Bay Platform occupied

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R=Red, Y=Yellow, YY=Double Yellow, G=Green, S.B.=Signal Box	REMARKS
	<b>UP WEST PASSENGER to:—</b>					
202 Pull	Platform 12 ... ..	Main	Y	12	120/199 or 198 subsidiaries cleared ...	—
	Platform 11 ... ..	Main	Y	11	120/199 or 198 subsidiaries cleared ...	—
202 Push	Platform 12 Calling-on ...	Sub.	—	12	120/199 or 198 subsidiaries cleared ...	Bay Platform occupied
	Platform 11 Calling-on ...	Sub.	—	11	120/199 or 198 subsidiaries cleared ...	Bay Platform occupied
	12 Platform Line Shunting ...	Sub.	—	—	—	—
	<b>UP WEST PASSENGER to:—</b>					
116 Pull	Platform 8 ... ..	Main	Y	8	56 (No. 2 Signal Box) at R ...	—
		Main	YY	8	56 (No. 2 Signal Box) at Y ...	—
		Main	G	8	56 (No. 2 Signal Box) at YY or G ...	—
		Main	Y	9	61 (No. 2 Signal Box) at R ...	—
		Main	YY	9	61 (No. 2 Signal Box) at Y ...	—
		Main	G	9	61 (No. 2 Signal Box) at YY or G ...	—
116 Push	Platform 8 Calling-on ...	Sub.	—	8	—	—
	Platform 11 Calling-on ...	Sub.	—	9	—	—
	12 Platform Line Shunting ...	Sub.	—	—	—	—
	<b>DOWN WEST PASSENGER to:—</b>					
206 Pull	Platform 15 ... ..	Main	Y	15	201 subsidiary cleared ...	—
	Platform 14 ... ..	Main	Y	14	201 or 200 subsidiaries cleared ...	—
	Platform 13 ... ..	Main	Y	13	201 subsidiary cleared ...	—
206 Push	Platform 15 Calling-on ...	Sub.	—	15	201 subsidiary cleared ...	Bay Platform occupied
	Platform 14 Calling-on ...	Sub.	—	14	201 or 200 subsidiaries cleared ...	Bay Platform occupied
	Platform 13 Calling-on ...	Sub.	—	13	201 subsidiary cleared ...	Bay Platform occupied
	Down West Passenger Shunting ...	Sub.	—	—	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
209 Pull	DOWN WEST PASSENGER to:—					
	Platform 12 ... ..	Main	Y	12	122/191 or 197 subsidiaries cleared	—
	Platform 11 ... ..	Main	Y	11	122/191 or 197 subsidiaries cleared	—
	Platform 12 Calling-on ... ..	Sub.	—	12	122/191 or 197 subsidiaries cleared	Bay Platform occupied
209 Push	Platform 11 Calling-on ... ..	Sub.	—	11	122/191 or 197 subsidiaries cleared	Bay Platform occupied
	No. 12 Platform Line Shunting	Sub.	—	—	—	—
118 Pull	DOWN WEST PASSENGER to:—					
	Platform 8 ... ..	Main	Y	8	56 (No. 2 Signal Box) at R	—
	Platform 9 ... ..	Main	YY	8	56 (No. 2 Signal Box) at Y	—
		Main	G	8	56 (No. 2 Signal Box) at YY or G	—
		Main	Y	9	61 (No. 2 Signal Box) at R	—
		Main	YY	9	61 (No. 2 Signal Box) at Y	—
		Main	G	9	61 (No. 2 Signal Box) at YY or G	—
	Platform 10 ... ..	Main	Y	10	111 (No. 1 Signal Box) at R	—
		Main	YY	10	111 (No. 1 Signal Box) at Y	—
		Main	G	10	111 (No. 1 Signal Box) at YY or G	—
		Sub.	—	8	—	—
118 Push	Platform 8 Calling-on ... ..	Sub.	—	8	—	—
	Platform 9 Calling-on ... ..	Sub.	—	9	—	—
	Platform 10 Calling-on ... ..	Sub.	—	10	—	—
	No. 12 Platform Line Shunting	Sub.	—	—	—	—
121 Pull or 208 Pull	UP WEST GOODS to:—					
	Up West Passenger ... ..	Main	Y	M	116/202/203 at R	—
	Up West Passenger Calling-on ... ..	Main	YY	M	116/202/203 at Y	—
121 Push or 208 Push	Up West Passenger Calling-on ... ..	Sub.	—	M	—	—
	Up West Passenger Shunting ... ..	Sub.	—	—	—	—
	Up West Goods ... ..	Main	Y	G	59 at R	—
63 Pull	Up West Goods ... ..	Main	YY	G	59 at Y	—
	Up West Goods Calling-on ... ..	Main	G	G	59 at YY or G	—
	Up West Goods Shunting ... ..	Sub.	—	G	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
59 Pull	UP WEST GOODS to:—					
	No. 1 Goods ...	Main	Y	W	1/2/3 (No. 1 Signal Box) at R ...	—
	No. 2 Goods ...	Main	YY G Y YY G	W X X X X W X —	1/2/3 (No. 1 Signal Box) at Y ... 1/2/3 (No. 1 Signal Box) at YY or G... 40 (No. 1 Signal Box) at R ... 40 (No. 1 Signal Box) at Y ... 40 (No. 1 Signal Box) at YY or G ...	— — — — — — — —
59 Push	No. 1 Goods Calling-on ...	Sub.	—	W	—	—
	No. 2 Goods Calling-on ...	Sub.	—	X	—	—
	Up West Goods Shunting	Sub.	—	—	—	—
129	DOWN SOUTH to:—					
	Down South ...	Main	Y	—	72/127/128 at R ...	—
		Main	YY G	—	72/127/128 at Y ... 72/127/128 at YY or G ...	— —
128 Pull	DOWN SOUTH to:—					
	Down South ...	Main	Y	S	123/205 at R ...	—
		Main	YY G	S S S S —	123/205 at Y ... 123/205 at YY or G ...	— — — —
128 Push	Down South Calling-on ...	Sub.	—	—	—	—
	Down South Shunting ...	Sub.	—	—	—	—
		Sub.	—	—	—	—
127 Pull	DOWN SOUTH to:—					
	Up South ...	Main	Y	U	124 at R ...	—
		Main	YY G	U U U U —	124 at Y ... 124 at YY or G ...	— — — —
127 Push	Up South Calling-on ...	Sub.	—	—	—	—
	Up South Shunting ...	Sub.	—	—	—	—
		Sub.	—	—	—	—



NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
72 Pull	<b>DOWN SOUTH to:—</b> Down East ...	Main Main Main	Y YY G	E E E	66 at R ... 66 at Y ... 66 at YY or G ...	— — —
72 Push	Down East Calling-on ... Down East Shunting ...	Sub. Sub.	—	E —	—	—
126 Pull	<b>DOWN EAST to:—</b> Down East ...	Main Main Main	Y YY G	— — —	69/125/210 at R ... 69/125/210 at Y ... 69/125/210 at YY or G ...	— — —
126 Push	Down East Calling-on ...	Sub.	—	—	—	—
210 Pull	<b>DOWN EAST to:—</b> Down South ...	Main Main Main	Y YY G	S S S	123/205 at R ... 123/205 at Y ... 123/205 at YY or G ...	— — —
210 Push	Down South Calling-on ... Down South Shunting ... Up South Shunting ...	Sub. Sub. Sub.	— — —	S —	— — —	— — —
125 Pull	<b>DOWN EAST to:—</b> Up South ...	Main Main Main	Y YY G	U U U	124 at R ... 124 at Y ... 124 at YY or G ...	— — —
125 Push	Up South Calling-on ... Up South Shunting ...	Sub. Sub.	— —	U —	— —	— —

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
69 Pull	DOWN EAST to:—					
	Down East ...	Main	Y	E	66 at R ...	—
	Down East Calling-on ...	Main	YY	E	66 at Y ...	—
	Down East Shunting ...	Main	G	E	66 at YY or G ...	—
69 Push	Up East Shunting ...	Sub.	—	E	—	—
	DOWN SOUTH to:—					
	Platform 14 ...	Main	Y	14	198 subsidiary cleared	—
	Platform 13 ...	Main	Y	13	198 subsidiary cleared	—
205 Pull	Platform 12 ...	Main	Y	12	198 subsidiary cleared	—
	Platform 11 ...	Main	Y	11	197 subsidiary cleared	—
	Platform 14 Calling-on ...	Sub.	—	14	198 subsidiary cleared	Bay Platform occupied
	Platform 13 Calling-on ...	Sub.	—	13	198 subsidiary cleared	Bay Platform occupied
205 Push	Platform 12 Calling-on ...	Sub.	—	12	198 subsidiary cleared	Bay Platform occupied
	Platform 11 Calling-on ...	Sub.	—	11	197 subsidiary cleared	Bay Platform occupied
	No. 13 Platform Line Shunting	Sub.	—	—	—	—
	No. 12 Platform Line Shunting	Sub.	—	—	—	—
123 Pull	DOWN SOUTH to:—					
	Platform 8 ...	Main	Y	8	56 (No. 2 Signal Box) at R	—
	Platform 9 ...	Main	YY	8	56 (No. 2 Signal Box) at Y	—
	Platform 8 Calling-on ...	Sub.	G	8	56 (No. 2 Signal Box) at YY or G	—
123 Push	Platform 9 Calling-on ...	Main	Y	9	61 (No. 2 Signal Box) at R	—
	Platform 8 Calling-on ...	Main	YY	9	61 (No. 2 Signal Box) at Y	—
	Platform 9 Calling-on ...	Sub.	G	9	61 (No. 2 Signal Box) at YY or G	—
	No. 8 Platform Line Shunting	Sub.	—	8	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS	
124 Pull	UP SOUTH to:—						
	Platform 12	Main	Y	12	197 subsidiary cleared	—	
	Platform 11	Main	Y	11	197 subsidiary cleared	—	
	Platform 8	Main	YY	8	56 (No. 2 Signal Box) at R	—	
	Platform 9	Main	Y	8	56 (No. 2 Signal Box) at Y	56 (No. 2 Signal Box) at YY or G	—
					56 (No. 2 Signal Box) at R	61 (No. 2 Signal Box) at Y	—
					61 (No. 2 Signal Box) at Y	61 (No. 2 Signal Box) at YY or G	—
	Platform 10	Main	Y	9	111 (No. 1 Signal Box) at R	111 (No. 1 Signal Box) at Y	—
					111 (No. 1 Signal Box) at YY	111 (No. 1 Signal Box) at YY or G	—
					111 (No. 1 Signal Box) at Y	111 (No. 1 Signal Box) at YY or G	—
124 Push	Platform 12 Calling-on	Sub.	—	12	197 subsidiary cleared	Bay Platform occupied	
	Platform 11 Calling-on	Sub.	—	11	197 subsidiary cleared	Bay Platform occupied	
	Platform 8 Calling-on	Sub.	—	8	—	—	
	Platform 9 Calling-on	Sub.	—	9	—	—	
	Platform 10 Calling-on	Sub.	—	10	—	—	
	No. 11 Platform Line Shunting	Sub.	—	—	—	—	
	No. 9 Platform Line Shunting	Sub.	—	—	—	—	

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—INCOMING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
	DOWN EAST to:—					
66 Pull	Platform 8	Main	Y	8	56 (No. 2 Signal Box) at R	—
	Platform 9	Main	YY	8	56 (No. 2 Signal Box) at Y	—
	Platform 10	Main	G	8	56 (No. 2 Signal Box) at YY or G	—
	No. 1 Goods	Main	Y	9	61 (No. 2 Signal Box) at R	—
	No. 2 Goods	Main	YY	9	61 (No. 2 Signal Box) at Y	—
	Platform 8 Calling-on	Sub.	G	10	61 (No. 2 Signal Box) at YY or G	—
	Platform 9 Calling-on	Sub.	Y	10	111 (No. 1 Signal Box) at R	—
	Platform 10 Calling-on	Sub.	YY	10	111 (No. 1 Signal Box) at Y	—
	No. 1 Goods Calling-on	Sub.	G	W	111 (No. 1 Signal Box) at YY or G	—
	No. 2 Goods Calling-on	Sub.	Y	W	1/2/3 (No. 1 Signal Box) at R	—
	Platform Line Shunting	Sub.	YY	W	1/2/3 (No. 1 Signal Box) at Y	—
	Goods Shunting	Sub.	G	X	1/2/3 (No. 1 Signal Box) at YY or G	—
66 Push	Platform 8 Calling-on	Sub.	Y	8	40 (No. 1 Signal Box) at R	—
	Platform 9 Calling-on	Sub.	YY	8	40 (No. 1 Signal Box) at Y	—
	Platform 10 Calling-on	Sub.	G	9	40 (No. 1 Signal Box) at YY or G	—
	No. 1 Goods Calling-on	Sub.	Y	10	40 (No. 1 Signal Box) at R	—
	No. 2 Goods Calling-on	Sub.	YY	10	40 (No. 1 Signal Box) at Y	—
	Platform Line Shunting	Sub.	G	W	40 (No. 1 Signal Box) at YY or G	—
	Goods Shunting	Sub.	Y	X	40 (No. 1 Signal Box) at R	—
	Goods Shunting	Sub.	YY	X	40 (No. 1 Signal Box) at Y	—
	Goods Shunting	Sub.	G	X	40 (No. 1 Signal Box) at YY or G	—

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NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
188 Pull	No. 15 PLATFORM LINE to:— Up West Passenger ...	Main Main	Y G	U U	190 at R ... 190 at Y or YY ...	— —
188 Push	Up West Passenger Calling-on Deck Line Shunting ...	Sub. Sub.	— —	U —	— —	— —
143 Pull	No. 15 PLATFORM LINE to:— Up West Passenger ... Down West Passenger ...	Main Main Main	Y G Y G	U U W W	190 at R ... 190 at Y or YY ... 144 at R ... 144 at Y, YY or G ...	— — — —
143 Push	Up West Passenger Calling-on Down West Passenger Calling-on Up West Passenger Shunting ... Down West Passenger Shunting	Sub. Sub. Sub. Sub.	— — — —	U W — —	— — — —	— — — —
141 Pull	No. 14 PLATFORM LINE to:— Down West Passenger ...	Main Main	Y G	W W	144 at R ... 144 at Y, YY or G ...	— —
141 Pull or 186 Pull 141 Push	Up West Passenger ... Down West Passenger Calling-on Down West Passenger Shunting Up West Passenger Shunting ...	Main Main Sub. Sub. Sub.	Y G — — —	U U W — —	190 at R ... 190 at Y or YY ... — — —	— — — — —
186 Push	Up West Passenger Calling-on Deck Line Shunting ...	Sub. Sub.	— —	U —	— —	— —

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
142 Pull	PLATFORM 14 to:— Down South ...	Main Main	Y G	D D	149 at R ... 149 at Y or G ...	— —
142 Push	Down South Calling-on ... Down South Shunting ...	Sub. Sub.	— —	D —	— —	— —
	PLATFORM 14 to:—					

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
142 Pull	PLATFORM 14 to:—					
	Down South ...	Main	Y	D	149 at R ...	—
	Down South Calling-on ...	Main	G	D	149 at Y or G ...	—
142 Push	Down South Calling-on ...	Sub.	—	D	—	—
	Down South Shunting ...	Sub.	—	—	—	—
140 Pull	PLATFORM 14 to:—					
	No. 14 Platform Line ...	Main	Y	14	141/186 at R ...	—
	No. 14 Platform Line Calling-on	Main	G	14	141/186 at Y or G ...	—
140 Push	No. 14 Platform Line Calling-on	Sub.	—	14	—	—
136	PLATFORM 13 to:—					
	No. 14 Platform Line ...	Main	Y	14	141/186 at R ...	—
		Main	G	14	141/186 at Y or G ...	—
152 Pull	PLATFORM 13 to:—					
	Up West Passenger ...	Main	Y	U	190 at R ...	—
	Down West Passenger ...	Main	G	U	190 at Y or YY ...	—
152 Push	Up West Passenger Calling-on	Main	Y	W	144 at R ...	—
	Down West Passenger Calling-on	Main	G	W	144 at Y, YY or G ...	—
	Up West Passenger Shunting ...	Sub.	—	U	—	—
	Down West Passenger Shunting ...	Sub.	—	W	—	—
	Down West Passenger Shunting	Sub.	—	—	—	—

## NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
138 Pull	PLATFORM 13 to:— Down South Main ...	Main Main	Y G	D D	149 at R ... 149 at Y or G ...	— —
138 Push	Down South Calling-on ... Down South Shunting ...	Sub. Sub.	— —	D —	— —	— —
132	PLATFORM 12 to:— No. 11 Platform Line ...	Main Main	Y G	11 11	130/133/134 at R ... 130/133/134 at Y or G ...	— —
135 Pull	PLATFORM 12 to:— Down South ... Down South Calling-on ... Down South Shunting ...	Main Main Sub. Sub.	Y G — —	D D D —	149 at R ... 149 at Y or G ... — —	— — — —
146 Pull	PLATFORM 12 to:— Up West Passenger ... Up West Passenger Calling-on ... Up West Passenger Shunting ...	Main Main Sub. Sub.	Y G — —	U U U —	190 at R ... 190 at Y or YY ... — —	— — — —
131 Pull	PLATFORM 11 to:— No. 11 Platform Line ... No. 11 Platform Line Calling-on	Main Main Sub.	Y G —	11 11 11	130/133/134 at R ... 130/133/134 at Y or G ... —	— — —

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
137 Pull	PLATFORM 11 to:—					
	Down South ...	Main	Y	D	149 at R ...	—
	Down South Calling-on ...	Main	G	D	149 at Y or G ...	—
147 Pull	Down South Shunting ...	Sub.	—	—	—	—
	PLATFORM 11 to:—					
	Up West Passenger ...	Main	Y	U	190 at R ...	—
89	Up West Passenger Calling-on ...	Main	G	U	190 at Y or YY ...	—
	Up West Passenger Shunting ...	Sub.	—	—	—	—
	No. 8 PLATFORM:—					
92	Up Direction ...	Main	Y	—	90/92 at R ...	—
	No. 8 PLATFORM to:—	Main	YY	—	90/92 at Y ...	—
	No. 9 Platform Line ...	Main	G	—	90/92 at YY or G ...	—
90 Pull	No. 8 PLATFORM to:—					
	No. 8 Platform Line ...	Main	Y	9	54/96/97 at R ...	—
	No. 8 Platform Line ...	Main	YY	9	54/96/97 at Y ...	—
90 Push	No. 8 Platform Line Calling-on ...	Main	G	9	54/96/97 at YY or G ...	—
	No. 8 Platform Line ...	Main	—	8	91/112 at R ...	—
	No. 8 Platform Line Calling-on ...	Sub.	—	8	91/112 at Y ...	—



## NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
94	No. 9 PLATFORM:—					
	Up Direction ...	Main	Y	—	95/113 at R	—
	Main	YY	—	95/113 at Y	95/113 at YY or G	—
95 Pull	No. 9 PLATFORM to:—					
	No. 9 Platform Line ...	Main	Y	9	54/96/97 at R	—
	Main	YY	—	9	54/96/97 at Y	—
95 Push	No. 9 Platform Line Calling-on	Main	G	9	54/96/97 at YY or G	—
	No. 9 Platform Line Shunting ...	Sub.	—	9	—	—
	Sub.	—	—	—	—	—
113	No. 9 PLATFORM LINE to:—					
	No. 8 Platform Line ...	Main	Y	8	91/112 at R	—
	Main	YY	—	8	91/112 at Y	—
12	No. 10 PLATFORM to:—					
	Up Direction ...	Main	Y	—	13 at R	—
	Main	YY	—	—	13 at Y	—
13 Pull	Direction Calling-on ...	Sub.	G	—	13 at YY or G	—
	Sub.	—	—	—	—	—
	—	—	—	—	—	—
13 Push	PLATFORM 10 UP to:—					
	No. 9 Platform Line ...	Main	Y	—	54/96/97 at R	—
	Main	YY	—	—	54/96/97 at Y	—
13 Push	No. 9 Platform Line Calling-on	Main	G	—	54/96/97 at YY or G	—
	No. 9 Platform Line Shunting ...	Sub.	—	—	—	—
	Sub.	—	—	—	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R=Red, Y=Yellow, YY=Double Yellow, G=Green, S.B.=Signal Box	REMARKS
4 Pull	No. 3 GOODS to:— Up Goods ... ..	Main Main Main	Y YY G	—	29/42 at R 29/42 at Y 29/42 at YY or G	— — —
4 Push	Up Goods Calling-on ... ..	Sub.	—	—	—	—
5 Pull	No. 4 GOODS to:— Up Goods ... ..	Main Main Main	Y YY G	—	29/42 at R 29/42 at Y 29/42 at YY or G	— — —
5 Push	Up Goods Calling-on ... ..	Sub.	—	—	—	—
134 Pull	No. 11 PLATFORM LINE to:— Up South ... ..	Main Main	Y G	S S	148 at R 148 at Y or G	— —
134 Push	Up South Calling-on ... .. Up South Shunting ... ..	Sub. Sub.	— —	S —	— —	— —
130 Pull	No. 11 PLATFORM LINE to:— Down South ... ..	Main Main	Y G	D D	149 at R 149 at Y or G	— —
130 Push	Down South Calling-on ... .. Down South Shunting ... ..	Sub. Sub.	— —	D —	— —	— —
133 Pull	No. 11 PLATFORM LINE to:— Down West Passenger ... ..	Main Main	Y G	W W	144 at R 144 at Y, YY or G	— —
133 Push	Down West Passenger Calling-on Down West Passenger Shunting	Sub. Sub.	— —	W —	— —	— —

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
91 Pull	No. 8 PLATFORM LINE to:— Down South ... ..	Main Main Main	Y YY G	D D D	149 at R ... ..	—
					149 at Y ... ..	—
					149 at G ... ..	—
91 Push	Down South Calling-on ... .. Down South Shunting ... ..	Sub. Sub.	— —	D —	—	—
					—	—
112 Pull	No. 8 PLATFORM LINE to:— Up West Passenger ... ..	Main	Y YY G	U U U	190 at R ... ..	—
					190 at Y ... ..	—
					190 at YY ... ..	—
112 Push	Up West Passenger Calling-on ... .. Up West Passenger Shunting ... ..	Sub. Sub.	— —	U —	—	—
					—	—
54 Pull	No. 9 PLATFORM LINE to:— Down East ... ..	Main Main Main	Y YY G	O O O	55 at R ... ..	—
					55 at Y ... ..	—
					55 at G ... ..	—
54 Push	Down East Calling-on ... .. Down East Shunting ... ..	Sub. Sub.	— —	O —	—	—
					—	—
97 Pull	No. 9 PLATFORM LINE to:— Up South ... ..	Main Main Main	Y YY G	S S S	148 at R ... ..	—
					148 at Y ... ..	—
					148 at G ... ..	—
97 Push	Up South Calling-on ... .. Up South Shunting ... ..	Sub. Sub.	— —	S —	—	—
					—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
96 Pull	No. 9 PLATFORM LINE to:— Down West Passenger ...	Main	Y	W	144 at R	—
			YY	W	144 at Y	—
			G	W	144 at YY or G	—
96 Push	Down West Passenger Calling-on Down West Passenger Shunting	Sub. Sub.	—	W	—	—
			—	—	—	—
42 Pull	UP GOODS to:— Up East ...	Main Main Main	Y	E	44 at R	—
			YY	E	44 at Y	—
			G	E	44 at G	—
42 Push	Up East Calling-on Up East Shunting	Sub. Sub.	—	E	—	—
			—	—	—	—
29 Pull	UP GOODS to:— Down West Goods	Main Main Main Main Main	Y	G	83 at R	—
			YY	G	83 at Y	—
			G	G	83 at G	—
			Y	W	139 at R	—
			YY	W	139 at Y	—
29 Push	Down West Goods Calling-on ... Down West Passenger Calling-on Down West Passenger Shunting	Sub. Sub. Sub.	G	G	139 at G	—
			—	W	—	—
			—	—	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
44 Pull	UP EAST to:—					
	Up East ...	Main	Y	E	K.E.B. 56 and 31 at R ...	—
	Up South ...	Main	G	S	K.E.B. 58, 57, 56 at G or 13, 32, 31 at G ...	—
	Up South ...	Main	G	S	K.E.B. 35 at R ...	—
44 Push	Up East Calling-on	Sub.	—	E	—	—
	Up East Shunting	Sub.	—	S	—	—
	Up South Calling-on	Sub.	—	—	—	—
	Up South Shunting	Sub.	—	—	—	—
55 Pull	DOWN EAST to:—					
	Up East ...	Main	Y	E	K.E.B. 56 and 31 at R ...	—
	Up South ...	Main	G	S	K.E.B. 58, 57, 56 at G or 13, 32, 31 at G ...	—
	Up South ...	Main	G	S	K.E.B. 35 at R ...	—
55 Push	Up East Calling-on	Sub.	—	E	—	—
	Up East Shunting	Sub.	—	S	—	—
	Up South Calling-on	Sub.	—	—	—	—
	Up South Shunting	Sub.	—	—	—	—
148 Pull	UP SOUTH to:—					
	Up East ...	Main	Y	E	K.E.B. 56 and 31 at R ...	—
	Up South ...	Main	G	S	K.E.B. 58, 57, 56 at G or 13, 32, 31 at G ...	—
	Up South ...	Main	G	S	K.E.B. 35 at R ...	—
148 Push	Up East Calling-on	Sub.	—	E	—	—
	Up East Shunting	Sub.	—	S	—	—
	Up South Calling-on	Sub.	—	—	—	—
	Up South Shunting	Sub.	—	—	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
149 Pull	DOWN SOUTH to:—					
	Up East ... ..	Main	Y	* E	K.E.B. 56 and 31 at R	—
	Up South ... ..	Main	G	E	K.E.B. 58, 57, 56 at G or 13, 32, 31 at G	—
		Main	Y	S	K.E.B. 35 at R	—
149 Push	Up East Calling-on	Sub.	—	E	—	—
	Up East Shunting	Sub.	—	S	—	—
	Up South Calling-on	Sub.	—	—	—	—
	Up South Shunting	Sub.	—	—	—	—
144 Pull	DOWN WEST PASSENGER to:—					
	Down West Goods ... ..	Main	Y	G	33 at R	—
	Down West Passenger ... ..	Main	YY	G	33 at Y	—
		Main	Y	M	139 at R	—
144 Push	Down West Goods Calling-on ... ..	Sub.	—	G	—	—
	Down West Passenger Calling-on	Sub.	—	M	—	—
	Down West Passenger Shunting	Sub.	—	—	—	—
	Up West Passenger Shunting ... ..	Sub.	—	—	—	—
145	UP WEST PASSENGER to:—					
	Down West Passenger ... ..	Main	Y	—	139 at R	—
190 Pull		Main	YY	—	139 at Y	—
	Down West Passenger Calling-on	Sub.	—	—	—	—
	Up West Passenger Shunting ... ..	Sub.	—	—	—	—
190 Push	Wallside Siding Shunting ... ..	Sub.	—	—	—	—
		Sub.	—	—	—	—

NEWCASTLE No. 3 SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS—OUTGOING—continued

SIGNAL No.	NOMENCLATURE	MAIN OR SUB.	ASPECT DISPLAYED	ROUTE INDICATION	ASPECT OF SIGNAL AHEAD R = Red, Y = Yellow, YY = Double Yellow, G = Green, S.B. = Signal Box	REMARKS
*33 Pull	<b>DOWN WEST GOODS to:—</b> Down West Goods ...	Main Main	Y G	—	Forth 77 at R Forth 27, 28, 78, 77 or 27, 78, 77 at G ...	—
33 Push	Down West Goods Calling-on ... Down West Goods Shunting ...	Sub. Sub.	—	—	—	—
*139 Pull	<b>DOWN WEST PASSENGER to:—</b> Down West Passenger ...	Main Main	Y G	—	Forth 74 at R Forth 27, 78, 74 at G ...	—
139 Push	Down West Passenger Shunting	Sub.	—	—	—	—

\* YY aspect will not be brought into use until a later date.

NEWCASTLE No. 3 SIGNAL BOX—GROUND SUBSIDIARY SIGNALS  
INCOMING FROM WEST LINES AND SOUTH LINES

SIGNAL No.	NOMENCLATURE
194 Pull	Shunting Down West Passenger to Up West Passenger (Top) or Shunting Down West Passenger (Bottom)
38	Shunting Down West Passenger to Down West Passenger (Top) or to Up West Goods (Bottom)
193	Shunting Wallside Siding to Wallside Siding Line (Top) or to Up West Passenger (Bottom)
192	Shunting Wallside Siding to Dock Line
199/120	Up West Passenger to 12 Platform Line or 8 Platform Line
191/122	Down West Passenger to 11 Platform Line or 9 Platform Line
187	Dock Line to Dock or Platform 15 or 14 Platform Line
201	13 Platform Line to Platform 15 or 14 Platform Line or Platform 13
200	14 Platform Line to Platform 14 or Platform 13
211/70	Shunting Up South to -Down South (Indication D.S.) or Up South (Indication U.S.) or Up South to Down East (Indication D.E.) or Up South to Up East Goods (Indication U.E.)
68	Shunting Up East to Up South (Indication U.S.) or Up East to Down East (Indication D.E.) or Up East Goods (Indication U.E.)
67	Shunting Up East Goods to Down East or Up East Goods
196	Shunting Up South to Down South or Up South
65	Shunting Up East Goods to Down East Goods
198	12 Platform Line to Platform 14 or Platform 13 or Platform 12 or Platform 11
197	11 Platform Line to Platform 12 or 11 Platform
115	8 Platform Line to Platform 8 or 9 Platform Line
117/58	No. 9 Platform Line to Platform 8 or 9 Platform Line or 10 Platform Line
56/57	Up West Goods or Down East Goods to No. 1 Goods or No. 2 Goods
61	No. 10 Platform Line to No. 10 Platform or A.B. Sidings



NEWCASTLE No. 3 SIGNAL BOX—GROUND SUBSIDIARY SIGNALS  
INCOMING FROM WEST LINES AND SOUTH LINES—continued.

SIGNAL No.	NOMENCLATURE
110 Push	Platform 8 to Platform 8 (Top) (Elevated) or Station Sidings (Bottom)
111 Push	No. 9 Platform Line to Station Sidings (Top) or No. 9 Platform (Bottom)

NEWCASTLE No. 3 SIGNAL BOX—GROUND SUBSIDIARY SIGNALS  
OUTGOING TO SOUTH LINES AND WEST LINES

SIGNAL No.	NOMENCLATURE
111 Pull } 110 Pull }	Shunting Station Sidings to Platform 9 Shunting Station Sidings to Platform 8
3	Shunting No. 2 Goods to Down Goods
2	Shunting No. 1 Goods to Down Goods
9	Shunting A.B. Sidings to No. 9 Platform Line
41/28	Shunting Down Goods to Up East or Down East or Up West Goods
189	Shunting Dock to Dock Line
182	Dock Line to Up West Passenger or Wallside Siding
45	Up East to Up East
32	Down West Goods to Down West Goods (Top) or Down West Passenger (Bottom)
31	Shunting Up West Goods to Up West Goods or Down West Passenger or Up West Passenger
183	Shunting Wallside Siding Line to Wallside Siding
195 Push	Shunting Up West Goods to Down West Goods
150	Down West Passenger to Down West Goods or Down West Passenger
194 Push	Up West Passenger to Down West Passenger

**THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.**

York,  
12th September, 1957

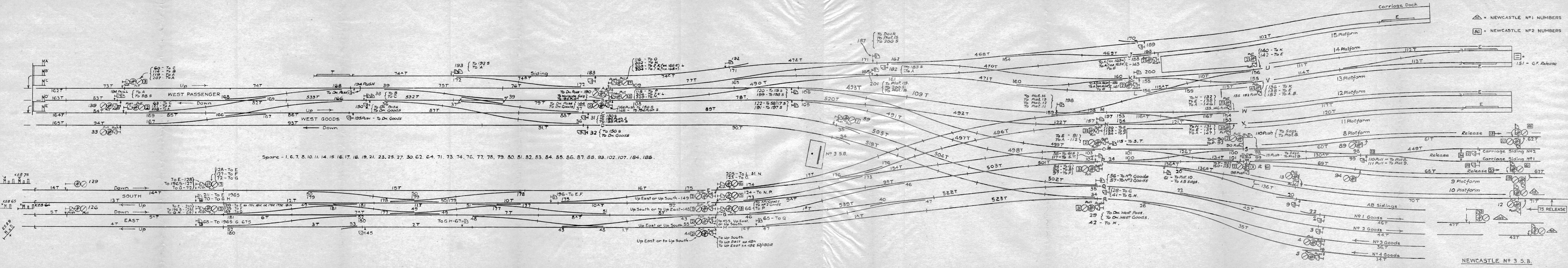
O.8205

L. SPROAT,  
Operating Officer

*Receipt of this notice must be acknowledged.*

*Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 38A."*

Herald, York—R18349



▲ = NEWCASTLE N°1 NUMBERS

◻ = NEWCASTLE N°2 NUMBERS

151 - G.F. Release

Spare - 1, 6, 7, 8, 10, 11, 14, 15, 16, 17, 18, 19, 21, 23, 25, 27, 30, 62, 64, 71, 73, 74, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 93, 102, 107, 184, 185.

No 3 S.B.

NEWCASTLE N° 3 S.B.