

For the information of Railway Staff only

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No. 40A



(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 2nd OCTOBER, 1960

PELAW SIGNAL BOX

A diagram is enclosed of the new signalling whilst in addition full details of the reading of the signals is given

SIGNALLING RECORD SOCIETY

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Section C

SUPPLEMENTARY PROGRAMME SIGNALLING ALTERATIONS SUNDAY, 2nd OCTOBER, 1960 PELAW SIGNAL BOX

The whole of the semaphore signals at Pelaw will be replaced by colour light signals with full track circuiting.

Saturday.

12-30 am to 11-59 pm, changing over points 109, 110, 115, 119 and 120 to power working and preparing for introduction of colour light signalling and new Signal Box. Live rail made dead 12-30 am to 4-45 am.

Sunday.

12-1 am to 5-0 pm, change over from the old Signal Box to the new Signal Box, and testing.

Live rail made dead 12-1 am to 2-0 pm.

In the course of testing controls, colour light signals may display incorrect aspects and drivers must disregard indications shown by them and work to the instructions of handsignalmen.

Handsignalmen will be provided at the following Signal Boxes:—

PELAW, FELLING, WARDLEY, HEBBURN WEST AND BOLDON COLLIERY.

Drivers will be instructed as necessary.

SIGNALLING ARRANGEMENTS

MAIN RUNNING SIGNALS.

The colour light signals to be introduced will conform to the provisions of Rule 35 and will give indications as shown on the drawing and tables included in this Notice.

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 degrees and an illuminated "C" or "S" will be displayed.

When a Driver receives the aspect to proceed at any subsidiary signal, he must proceed as required as far as the line is clear towards the next signal only, whether the latter is a subsidiary signal or a running signal, but the proceed aspect of the subsidiary signal does not authorise the next signal to be passed at danger.

When a subsidiary signal is exhibited under a running signal together with an "ILLUMINATED" "S" for the purpose of shunting, it is essential that all the vehicles should pass beyond the signal applicable for the next movement to ensure the track circuit is clear. If this is not done, the Signalman will not be able to clear the signal for the next movement. This instruction should also be observed for all other setback movements.

Note:—Illuminated "S" will be given only at 45 Down Goods Starting to Gateshead.

GROUND SUBSIDIARY SIGNALS.

All ground subsidiary signals will conform to Rules 35 and 47 and will be of the Position light type. They will normally display one RED and one WHITE light when in the danger position. When in the proceed position two WHITE lights at an angle of 45 degrees will be shown.

TELEPHONES.

In addition to the automatic stop signals, telephones will be provided at the following controlled signals:—

PELAW Nos. 11, 12, 16, 17, 19, 22, 23, 24, 38, 39, 44, 45, 46, 47 and 48.

SIGNALLING ALTERATIONS.

Springwell Signal Box and its associated mechanical signals will be abolished.

WARDLEY SIGNAL BOX.

Signal dispensed with:—No. 3 Up Main Distant.

Altered Signal:—No. 15 Down Main Home will have a 3-aspect colour light signal fixed below (displaying Y, YY or G with semaphore arm "OFF"). The green aspect of the semaphore signal will be blanked out.

PELAW SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS UP DIRECTION

Signal No.	Nomenclature	Main or Sub.	Aspect Displayed	Junction or Route Indication	Aspect of Signal ahead R=Red Y=Yellow YY=Double Yellow G=Green	Remarks
U99	Up Main Auto to 48 Signal	Main Main Main	R Y G	— — —	48 at R 48 at Y, YY or G	
48	Up Main to 46 Signal	Main Main Main	R Y YY G	— — — —	46 at R 46 at Y 46 at YY or G	
46	Up Main to 38 Signal	Main Main Main Main	R Y YY G	— — — —	38 at R 38 at Y 38 at YY or G	
47	Up Goods to 39 Signal	Main Main Main Main	R Y YY G	— — — —	39 at R 39 at Y 39 at G	
	“Calling On” to 39 Signal	Sub.	—	—		Illuminated C. Track in rear of 39 occupied
38	Up Main to Up Leamside	Main Main Main	R Y YY	Right hand Junction	11 at R 11 at Y or G	Right hand Junction Indicator at 45°
	to U.97 Signal	Main Main Main Main	R Y YY G	— — — —	U. 97 at R U.97 at Y U.97 at G	
	to Down Shields	Main Main Main	R Y YY	Left hand Junction	23 at R 23 at Y or G	Left hand Junction Indicator at 45°
39	Up Goods to Up Leamside	Main Main Main	R Y G	Right hand Junction	11 at R 11 at Y or G	Right hand Junction Indicator at 90°

	to Up Main	Main Main Main	R Y G	Right hand Junction	U.97 at R U.97 at Y or G	Right hand Junction Indicator at 45°
	to 25 Signal	Main Main Main	R Y G	— — —	25 at R 25 at Y or G	
25	Up Goods to Up Main	Main Main Main	R Y G	Right hand Junction	U.97 at R U.97 at Y or G	Right hand Junction Indicator at 45°
	to Down Shields	Main Main Main	R Y G	— — —	23 at R 23 at Y or G	
11	Up Leamside Starting to Washington	Main Main Main	R Y G	— — —	W.1 ON W.1 OFF W.2 OFF	
U.97	Up Main Auto to 16 Signal	Main Main Main	R Y G	— — —	16 at R 16 at G	
16	Up Main Starting to Boldon Colliery	Main Main	R G	— —		
23	Down Shields Starting	Main Main Main	R Y G	— — —	Semaphore	

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GROUND SUBSIDIARY SIGNALS. UP DIRECTION

Signal No.	Nomenclature	Signal No.	Nomenclature	Signal No.	Nomenclature
43	Goods Yard to Up Goods to East Shunt Spur	34	Down Main to Up Leamside to Up Main to Down Shields	37	Down Goods to Up Leamside to Up Main to Up Goods
33	Station Siding to Up Leamside to Up Main to Down Shields				

PELAW SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS. DOWN DIRECTION

Signal No.	Nomenclature	Main or Sub.	Aspect Displayed	Junction or Route Indication	Aspect of Signal ahead R=Red Y=Yellow YY=Double Yellow G=Green	Remarks
D.20	Down Leamside to 12 Signal	Main	Y	—	12 at R	
12	Down Leamside to Down Main	Main	G	—	12 at Y, YY or G	
		Main	R	—		
		Main	Y	—	44 at R	
		Main	YY	—	44 at Y	
		Main	G	—	44 at YY or G	
	to Down Goods	Main	R	Right hand Junction	45 at R	Right hand Junction Indicator at 45°
		Main	Y		45 at G	
		Main	G			
	"Calling On" to 45 Signal	Sub.	—	—		Illuminated C. Track in rear of 45 occupied
D.96	Down Main Auto to 97 Signal	Main	Y	—	D.97 at R	
		Main	YY	—	D.97 at Y	
		Main	G	—	D.97 at YY or G	
D.97	Down Main Auto to 17 Signal	Main	R	—		
		Main	Y	—	17 at R	
		Main	YY	—	17 at Y	
		Main	G	—	17 at G	
17	Down Main to 19 Signal	Main	R	—		
		Main	Y	—	19 at R	
		Main	G	—	19 at Y, YY or G	
19	Down Main to 44 Signal	Main	R	—		
		Main	Y	—	44 at R	
		Main	YY	—	44 at Y	
		Main	G	—	44 at YY or G	
	to Down Goods via 117 Points	Main	R	Right hand Junction	45 at R	Right hand Junction Indicator at 45°
		Main	Y		45 at G	
		Main	G			
	to Down Goods via 109 Points	Main	R	Right hand Junction	45 at R	Right hand Junction Indicator at 45°
		Main	Y		45 at G	
		Main	G			

	to Down Goods "Calling On" via 117 Points	Sub.	—	Right hand Junction		Illuminated C. Track in rear of 45 occupied
	to Down Goods "Calling On" via 109 Points	Sub.	—	Right hand Junction		Illuminated C. Track in rear of 45 occupied
U.I	Up Shields Auto.	Main	Y	—	22 at R	Up Direction
		Main	YY	—	22 at Y	
		Main	G	—	22 at G	
22	Up Shields to 24 Signal	Main	R	—		
		Main	Y	—	24 at R	
24	Up Shields to Down Main	Main	G	—	24 at Y, YY or G	
		Main	R	Left hand Junction		Left hand Junction Indicator at 45°
		Main	Y		44 at R	
		Main	YY		44 at Y	
		Main	G		44 at YY or G	
	to Down Goods	Main	R	—		
		Main	Y	—	45 at R	
		Main	G	—	45 at G	
44	to Down Goods "Calling On" Down Main Starting	Sub.	—	—		Illuminated C. Track in rear of 45 occupied
		Main	R	—		
		Main	Y	—	D.98 at R	
		Main	YY	—	D.98 at Y	
		Main	G	—	D.98 at YY or G	
D.98	Down Main Auto.	Main	R	—		
		Main	Y	—	FL.28 at R	
		Main	YY	—	FL.28 at Y	
		Main	G	—	FL.28 at YY or G	
45	Down Goods Starting to Gateshead	Main	R	—		
		Main	G	—		
	"Calling On"	Sub.	—	—		Illuminated C Illuminated S
	"Shunt Ahead"	Sub.	—	—		

GROUND SUBSIDIARY SIGNALS. DOWN DIRECTION

Signal No.	Nomenclature	Signal No.	Nomenclature	Signal No.	Nomenclature
29	Up Main to 32 Signal to Up Goods	32B	Up Main to Limit of Shunt	41	Up Goods to Goods Yard
32A	Up Main to Station Siding to Down Main	36	Up Goods to Down Goods to 41 Signal	42	East Shunt Spur to Goods Yard

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THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE

York
26th September, 1960

O.6644

F. L. HICK,
Operating Officer

Receipt of this Notice must be acknowledged

Advise your Superior Officer by telegraph as follows:— "DERWENT SIG. PROG. 40A".

Herald, York—R20678

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 ALL AUTOMATIC COLOUR LIGHT SIGNALS ARE FITTED WITH TELEPHONES COMMUNICATING WITH S B

SIGNALS CONTROLLED BY ADJACENT SIGNAL BOXES SHOWN THUS:-
 BC = BOLDON COLLIERY
 W = WARDLEY
 FL = FELLING

PELAW

