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BRITISH RAILWAYS

(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 3rd JUNE, 1962

INTRODUCTION OF
COLOUR LIGHT SIGNALLING
BETWEEN
KILLINGWORTH STATION AND MORPETH
SIGNAL BOXES

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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HEATON—BURNMOUTH RE-SIGNALLING

STAGE 3

KILLINGWORTH STATION AND MORPETH

SIGNAL BOXES

SUNDAY, 3rd JUNE

Between 12-1 am and 5-0 pm, Sunday, the whole of the semaphore signals at Killingworth Station, Dudley, Dam Dykes, Plessey, Stannington and Clifton Crossing will be replaced by colour light signals with track circuiting throughout.

The work will involve interlocking alterations at all signal boxes, commencing at 12-1 am and completed by 6-0 am.

The Distant signals at Killingworth Station will be kept at "Caution". At Dudley, Dam Dykes, Cramlington, Plessey, Stannington and Clifton Crossing the Home signals will be at "Danger" and the Distant signals at "Caution". Drivers will be instructed as necessary at Killingworth Down Home and at Clifton Crossing Up Home signals.

Between 6-0 am and completion of work, drivers will be instructed as necessary at Killingworth Station new colour light signal No. 16/17 Down Home and Stannington new colour light signal No. 1 Up Home.

At 6-0 am the main colour light signals will be illuminated for the purpose of testing and semaphore arms dispensed with.

Handsignalling will be in operation from 12-1 am until completion of work.

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 included in this notice.

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. A position light ground signal which may be passed in the "ON" position for a movement in a direction to which the signal when cleared does not apply (Rule 47) will display one YELLOW and one WHITE light when the signal is "ON".

Signalling Alterations.

Dam Dykes Signal Box will operate as a Gate Box (electrically controlled from Dudley). The connections to and from the Passenger Loops will be operated from Dudley.

Cramlington Signal Box will cease to exist as a block post. The connection from the Up Siding to Up Main will be operated from a new ground frame (released by track circuit occupation) adjacent to the trap points. Telephone provided to communicate with Dudley.

Plessey Signal Box will operate as a gate box (electrically controlled from Stannington). The two crossovers between Up and Down Mains now operated by separate ground frames will be operated by a new ground frame (electrically controlled from Stannington) situated left of Up Main midway between crossovers. Telephone provided to communicate with Stannington.

Clifton Crossing Signal Box will operate as a Gate Box (electrically controlled from Stannington). The connections to and from the Up and Down Passenger Loops will be operated from Stannington. The crossover between the Up and Down Mains will be operated by a new ground frame (electrically controlled from Stannington) situated on the left of Down Main adjacent to the crossover. Telephone provided to communicate with Stannington.

Alterations to Signal.

Forest Hall No. 3 Down Main Starting will have a three-aspect colour light signal fixed below (displaying Y, YY or G with semaphore arm "OFF"). The green aspect of the semaphore will be blanked out.

Catch Points.

The catch points installed in the Up Main line at 12 miles 70 chains and 12 miles 8 chains will be brought into use.

NEW SIGNALS.

Down Direction.

Signal No.	Location	Signal Box	Aspect (M—Main, S— Subsidiary)	Route or Junction Indication where provided	Application To or Towards
D.5	Down Main	Auto	M	—	K.16/17
K.16	Down Main	Killingworth Station	M	—	D.6
K.17	Down Main	Killingworth Station	S	—	To Empty Sidings
D.6	Down Main	Auto	M	—	D.7
D.7	Down Main	Auto	M	—	D.C.17
D.C.17	Down Main	Dudley	M	Junction	D.C.15
D.C.17	Down Main	Dudley	M	—	D.C.16
D.C.17	Down Main	Dudley	S	—	D.C.15
D.C.15	Down Pass. Loop	Dudley	M	—	D.9
D.C.16	Down Main	Dudley	M	—	D.9
D.9	Down Main	Auto	M	—	D.10
D.10	Down Main	Auto	M	—	S.18
S.18	Down Main	Stannington	M	—	D.12
D.12	Down Main	Auto	M	—	D.12B
D.12B	Down Main	Auto	M	—	S.17
S.17	Down Main	Stannington	M	Junction	S.12
S.17	Down Main	Stannington	M	—	S.13
S.17	Down Main	Stannington	S	—	S.12
S.12	Down Pass. Loop	Stannington	M	—	M.2
S.13	Down Main	Stannington	M	—	M.2

Up Direction.

U.15	Up Main	Auto	M	—	S.1
S.1	Up Main	Stannington	M	Junction	S.5
S.1	Up Main	Stannington	M	—	S.3
S.1	Up Main	Stannington	S	—	S.5
S.3	Up Main	Stannington	M	—	U.13
S.5	Up Main	Stannington	M	—	U.13
U.13	Up Main	Auto	M	—	U.12
U.12	Up Main	Auto	M	—	S.4
S.4	Up Main	Stannington	M	—	U.11
U.11	Up Main	Auto	M	—	U.10
U.10	Up Main	Auto	M	—	U.10B
U.10B	Up Main	Auto	M	—	U.9
U.9	Up Main	Auto	M	—	D.C.1
D.C.1	Up Main	Dudley	M	Junction	D.C.4
D.C.1	Up Main	Dudley	M	—	D.C.3
D.C.1	Up Main	Dudley	S	—	D.C.4
D.C.3	Up Main	Dudley	M	—	U.7
D.C.4	Up Pass. Loop	Dudley	M	—	U.7
U.7	Up Main	Auto	M	—	U.6
U.6	Up Main	Auto	M	—	K.30
K.30	Up Main	Killingworth Station	M	—	K.29
K.31	Loaded Sidings	Killingworth Station	M	—	K.29
K.29	Up Main	Killingworth Station	M	—	F.H.10

Ground Subsidiary Signals.**Killingworth Station.**

- No. 5 Shunting Up Main to No. 20 Signal or to Dock Siding.
- No. 7 Shunting Dock Siding to Up Main.
- No. 20 Shunting Up Main to Empty Sidings or Down Main.
- No. 22 Shunting Down Main to Up Main.

Dudley.

- No. 7 Shunting Down Main to Up Main
- No. 8 Shunting Down Passenger Loop to Up Main.
- No. 12 Shunting Up Main to Down Passenger Loop or to Down Main.
- No. 21 Shunting Up Siding to Up Siding or to Up Main.
- No. 23 Shunting Up Main to No. 12 Signal or to Up Siding.
- No. 24 Shunting Up Siding Down Direction.
- No. 25 Shunting Colliery to Up Siding.
- No. 30 Shunting Up Siding to Up Main.
- No. 32 Shunting Up Main to No. 23 Signal or Up Siding.

Stannington.

- No. 14 Shunting Down Passenger Loop to Down Main.
- No. 21 Shunting Down Main to Up Main.
- No. 23 Shunting Up Main to Down Passenger Loop or to Down Main.
- No. 24 Shunting Goods Siding to Up Main
- No. 26 Shunting Up Main to No. 23 Signal or to Goods Siding.

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

York,
June, 1962

O.694

F. L. HICK,
Operating Officer

Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 22A."

Herald, York—R21854

