

BRITISH RAILWAYS

(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 21st APRIL, 1963

TYNE SIGNAL BOX

The control of signalling at the above mentioned signal box will be transferred to the new signal box—

Control Point

1. In the Down Main 250 yards in rear of D28 signal.
2. In the Up Main 250 yards in rear of U28 signal.
3. In the Down Main 250 yards in rear of D27 signal.
4. In the Up Main 250 yards in rear of U27 signal.
5. In the Down Main 250 yards in rear of D26 signal.
6. In the Up Main 250 yards in rear of U26 signal.
7. In the Down Main 250 yards in rear of D25 signal.

Control Point

1. In the Down Main 250 yards in rear of D28 signal.
2. In the Up Main 250 yards in rear of U28 signal.
3. In the Down Main 250 yards in rear of D27 signal.
4. In the Up Main 250 yards in rear of U27 signal.
5. In the Down Main 250 yards in rear of D26 signal.
6. In the Up Main 250 yards in rear of U26 signal.
7. In the Down Main 250 yards in rear of D25 signal.

Control Point

1. In the Down Main 250 yards in rear of D28 signal.
2. In the Up Main 250 yards in rear of U28 signal.
3. In the Down Main 250 yards in rear of D27 signal.
4. In the Up Main 250 yards in rear of U27 signal.
5. In the Down Main 250 yards in rear of D26 signal.
6. In the Up Main 250 yards in rear of U26 signal.
7. In the Down Main 250 yards in rear of D25 signal.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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TYNE NEW SIGNAL BOX

SUNDAY, 21st APRIL

TYNE NEW SIGNALLING

Between 8-30 pm, Saturday, 20th April, and 4-0 pm, Sunday, 21st April, a new Signal Box to be known as Tyne, situated 33 yards North of 75½ mile post, will be brought into use. At the same time colour light signalling with continuous track circuiting throughout will be introduced.

Alterations to the permanent way and the signalling will be carried out in stages and all concerned should refer to the Weekly Notices, NE/N 15/16, dated 13th April, and NE/N 17, dated 27th April.

Handsignalling will be in operation until completion of the work.

From 8-30 pm, Saturday, to about 4-0 pm, Sunday, drivers of trains travelling between Gateshead or Norwood and Newton Hall or South Pelaw will be instructed as necessary.

During the progress of the work aspect testing will commence and colour light signals may display incorrect aspects and drivers must disregard indications and work to instructions.

Signalling Arrangements.

The following signal boxes will be dispensed with at 8-30 pm on Saturday, 20th April:—

Low Fell.	*Chester-le-Street.
Low Fell Sidings.	*Chester Moor.
Lamesley.	*Plawsworth.
Birtley North.	*Kimblesworth.
Birtley Station.	
Ouston.	

(For items marked thus * read 28th April.)

The control of signalling at the above mentioned signal boxes will be transferred to the New Signal Box at the time stated above.

Ground Frames will be installed at the following places and electrically controlled from the new signal box:—

Controlling Points.

Low Fell Sidings G.F. (existing).	Up Goods to P.W. Yard.
Birtley Brick Works G.F.	Down Slow to Brickworks.
Birtley North G.F.	Up Fast to Durham Chemical Works.
Birtley No. 1 G.F.	Down Fast to Up Sidings.
Birtley No. 2 G.F.	Up Fast to Up Sidings.
A.E.I. G.F.	Up Fast to A.E.I. Siding.
Ouston G.F.	Mains Crossover.
*Chester-le-Street G.F.	Up Main to Up Sidings and Main Crossover.
*Plawsworth G.F.	Up Main to Up Siding.
*Kimblesworth No. 1 G.F.	Goods Loop to Down Sidings (North End).
*Kimblesworth No. 2 G.F.	Goods Loop to Down Sidings (South End).

Catch Points.

Catch points previously installed will be brought into use at the following locations:—

1. In the Down Main, 560 yards in rear of D.78 B signal.
2. In the Up Fast, 560 yards in rear of 265 signal.
3. In the Up Slow, 560 yards in rear of U.74 BS signal.
4. In the Up Main, 675 yards in rear of U.73 B signal.
- *5. In the Up Main, 560 yards in rear of 283 signal.
- *6. In the Up Main, 520 yards in rear of 291 signal.
- *7. In the Up Main, 850 yards in rear of 295 signal.

NEWTON HALL.

TYPE NEW SIGNALS (UP DIRECTION)

Alterations to Signals.

- *7 Down Main Starting. The green colour light aspect below will be replaced by a 3-aspect displaying Y, YY or G with semaphore "OFF".
- *U.68 Up Main Auto will now display R, Y, YY or G.

SOUTH PELAW.

New Signals—Auto Distant will be provided below the following signals:—

- S.61 Down Main Home No. 2.
- S.62 Down Main Home No. 1.
- S.63 Down Branch Home.

Signal	Aspect	Semaphore	Colour	Notes
TY 101	Up Goods	—	—	
TY 102	Up Low Fall	—	—	
TY 103	Up Goods	—	—	
TY 104	Up Siding	—	—	
TY 105	Up Goods	—	—	
TY 106	Up Goods	—	—	
TY 107	Up Fast	—	—	
TY 108	Up Slow	—	—	
TY 109	Up Fast	—	—	
TY 110	Up Slow	—	—	
TY 111	Up Fast	—	—	
TY 112	Up Slow	—	—	
TY 113	Up Goods	—	—	
TY 114	Up Slow	—	—	
TY 115	Up Fast	—	—	
TY 116	Up Slow	—	—	
TY 117	Up Fast	—	—	
TY 118	Up Slow	—	—	
TY 119	Up Goods	—	—	
TY 120	Up Slow	—	—	
TY 121	Up Fast	—	—	
TY 122	Up Slow	—	—	
TY 123	Up Goods	—	—	
TY 124	Up Slow	—	—	
TY 125	Up Fast	—	—	
TY 126	Up Slow	—	—	
TY 127	Up Goods	—	—	
TY 128	Up Slow	—	—	
TY 129	Up Fast	—	—	
TY 130	Up Slow	—	—	
TY 131	Up Goods	—	—	
TY 132	Up Slow	—	—	
TY 133	Up Fast	—	—	
TY 134	Up Slow	—	—	
TY 135	Up Goods	—	—	
TY 136	Up Slow	—	—	
TY 137	Up Fast	—	—	
TY 138	Up Slow	—	—	
TY 139	Up Goods	—	—	
TY 140	Up Slow	—	—	
TY 141	Up Fast	—	—	
TY 142	Up Slow	—	—	
TY 143	Up Goods	—	—	
TY 144	Up Slow	—	—	
TY 145	Up Fast	—	—	
TY 146	Up Slow	—	—	
TY 147	Up Goods	—	—	
TY 148	Up Slow	—	—	
TY 149	Up Fast	—	—	
TY 150	Up Slow	—	—	
TY 151	Up Goods	—	—	
TY 152	Up Slow	—	—	
TY 153	Up Fast	—	—	
TY 154	Up Slow	—	—	
TY 155	Up Goods	—	—	
TY 156	Up Slow	—	—	
TY 157	Up Fast	—	—	
TY 158	Up Slow	—	—	
TY 159	Up Goods	—	—	
TY 160	Up Slow	—	—	
TY 161	Up Fast	—	—	
TY 162	Up Slow	—	—	
TY 163	Up Goods	—	—	
TY 164	Up Slow	—	—	
TY 165	Up Fast	—	—	
TY 166	Up Slow	—	—	
TY 167	Up Goods	—	—	
TY 168	Up Slow	—	—	
TY 169	Up Fast	—	—	
TY 170	Up Slow	—	—	
TY 171	Up Goods	—	—	
TY 172	Up Slow	—	—	
TY 173	Up Fast	—	—	
TY 174	Up Slow	—	—	
TY 175	Up Goods	—	—	
TY 176	Up Slow	—	—	
TY 177	Up Fast	—	—	
TY 178	Up Slow	—	—	
TY 179	Up Goods	—	—	
TY 180	Up Slow	—	—	
TY 181	Up Fast	—	—	
TY 182	Up Slow	—	—	
TY 183	Up Goods	—	—	
TY 184	Up Slow	—	—	
TY 185	Up Fast	—	—	
TY 186	Up Slow	—	—	
TY 187	Up Goods	—	—	
TY 188	Up Slow	—	—	
TY 189	Up Fast	—	—	
TY 190	Up Slow	—	—	
TY 191	Up Goods	—	—	
TY 192	Up Slow	—	—	
TY 193	Up Fast	—	—	
TY 194	Up Slow	—	—	
TY 195	Up Goods	—	—	
TY 196	Up Slow	—	—	
TY 197	Up Fast	—	—	
TY 198	Up Slow	—	—	
TY 199	Up Goods	—	—	
TY 200	Up Slow	—	—	

TYNE NEW SIGNALS (UP DIRECTION).

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No.		
TY.101	Up Goods	M	G	TY.121		
		S	G	TY.121		
		S	Y	Low Fell Up Sidings		
TY.103	Up Low Fell	M	G	Up Goods TY.121		
		S	G	Up Goods TY.121		
		S	Y	Low Fell Up Sidings		
TY.121	Up Goods	M	—	TY.129		
		S	—	TY.129		
TY.127	Up Siding	M	S	Up Slow TY.144		
		S	S	Up Slow TY.144		
		S	T	Trading Estate Siding		
		S	—	Down Slow TY.136 signal		
TY.129	Up Goods	M	—	Up Slow TY.144		
		S	S	Up Slow TY.144		
		S	T	Trading Estate Siding		
TY.131	Up Fast	M	F†	U.77		
		M	S	Up Slow TY.144		
		S	S	Up Slow TY.144		
		S	T	Trading Estate Siding		
U.77	Up Fast	Auto	—	TY.145		
TY.144	Up Slow	M	—	TY.146		
		S	—	TY.146		
TY.145	Up Fast	M	F†	TY.203		
		M	S	Up Slow TY.204		
		S	S	Up Slow TY.204		
		M	A	Up Arrival Line TY.202		
		S	A	Up Arrival Line TY.202		
		S	U	Up Staging Sidings 1 to 4		
		S	U	Up Departure Sidings 5 and 6		
		S	E	Engine Line 'W' TY.162		
		TY.146	Up Slow	M	S†	TY.204
				S	S†	TY.204
M	A			Up Arrival TY.202		
S	A			Up Arrival TY.202		
S	U			Up Staging Sidings 1 to 4		
S	U			Up Departure Sidings 5 and 6		
TY.203	Up Fast	S	E	Engine Line 'W' TY.162		
		M	—	TY.211		
		M	RH 45°	Up Slow TY.212		
		M	RH 90°	Up Goods TY.213		
		S	RH 90°	Up Goods TY.213		
TY.204	Up Slow	M	—	TY.212		
		M	RH 45°	Up Goods TY.213		
		S	RH 45°	Up Goods TY.213		
TY.211	Up Fast	M	—	TY.251		
TY.212	Up Slow	M	F	Up Fast TY.251		
		M	S†	TY.252		
		M	U	Up Arrival Shunt Neck		
		S	U	Up Arrival Shunt Neck		
		M	D	Down Arrival		
		S	D	Down Arrival		
		TY.213	Up Goods	M	F	Up Fast TY.251
				M	S	Up Slow TY.252
M	U			Up Arrival Shunt Neck (2 routes)		
S	U			Up Arrival Shunt Neck (2 routes)		
M	D			Down Arrival (3 routes)		
S	D			Down Arrival (3 routes)		
S	E	Engine Release Neck				

† Rear indication only.

TYNE NEW SIGNALS (UP DIRECTION)—continued.

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No.
TY.214	Up Departure Line 'A'	M	F	Up Fast TY.251
		M	S	Up Slow TY.252
		M	U	Up Arrival Shunt Neck (2 routes)
		S	U	Up Arrival Shunt Neck (2 routes)
		S	D	Down Arrival (3 routes)
TY.215	Up Arrival Line	S	D	Down Arrival (3 routes)
		S	E	Engine Release Neck
		M	U	Up Arrival Shunt Neck
		S	U	Up Arrival Shunt Neck
		M	D	Down Arrival (2 routes)
TY.251	Up Fast	S	D	Down Arrival (2 routes)
		M	—	TY.265
TY.252	Up Slow	M	RH 45°	Up Slow U.74 BS
		M	—	Up Slow U.74 BS
TY.265	Up Fast	M	—	TY.267
U.74 BS	Up Slow	Auto	—	TY.268
TY.267	Up Fast	M	—	Up Main U.73 B
TY.268	Up Slow	M	LH 45°	Up Main U.73 B
		M	—	Up Branch S.13
U.73 B	Up Main	Auto	—	TY.278
*TY.278	Up Main	M	—	U.71
*U.71	Up Main	Auto	—	TY.283
*TY.283	Up Main	M	—	TY.291
*TY.284	Chester Moor Down Siding	M	—	TY.291
		S	—	Chester Moor Coke Sidings
		S	—	Chester Moor Colliery Sidings
*TY.291	Up Main	M	—	TY.295
*TY.295	Up Main	M	—	U.68
*TY.297	Kimbleworth Goods Loop	M	—	Up Main U.68
		S	—	Kimbleworth Shunt Neck

TYNE NEW SIGNALS (DOWN DIRECTION).

*D.68	Down Main	Auto	—	TY.299
*TY.299	Down Main	M	—	D.69
		S	—	Kimbleworth Goods Loop TY.294
*TY.294	Kimbleworth Goods Loop	M	—	Down Main D.69
		S	—	Kimbleworth Colliery
*D.69	Down Main	Auto	—	TY.289
*TY.289	Down Main	M	—	TY.279
		S	—	Chester Moor Down Siding TY.282
*TY.282	Chester Moor Down Sidings	M	—	Down Main TY.279
*TY.279	Down Main	M	—	D.72
D.72	Down Main	Auto	—	Down Fast TY.277
TY.277	Down Main	M	—	TY.266
		M	LH 45°	Down Slow D.73 BS
TY.269	Down Consett Main	M	—	Down Slow D.73 BS
TY.266	Down Fast	M	—	TY.253
D.73 BS	Down Slow	Auto	—	D.73 CS
D.73 CS	Down Slow	Auto	—	TY.264
TY.264	Down Slow	M	RH 45°	Down Fast TY.253
		M	—	TY.254
TY.254	Down Slow	M	RH 45°	Down Arrival TY.248
		S	RH 45°	Down Arrival TY.248
		M	—	TY.189

TYNE NEW SIGNALS (DOWN DIRECTION)—continued.

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No.
TY.253	Down Fast	M	—	TY.209
		M	LH 45°	Down Arrival TY.248
		S	LH 45°	Down Arrival TY.248
TY.209	Down Fast	M	LH 90°	Down Slow TY.189
		M	—	TY.201
		M	—	TY.141
TY.189	Down Slow	M	—	TY.188
TY.188	Down Slow	M	—	TY.187
		S	—	Down Staging Sidings 1 to 4
TY.187	Down Slow	M	—	TY.184
		S	—	TY.184
TY.186	Down Departure Line 'A'	M	—	Down Slow TY.184
		S	—	Down Slow TY.184
TY.184	Down Slow	M	—	TY.142
		S	—	TY.142
TY.183	Engine Line 'R'	M	S	Down Slow TY.142
		S	S	Down Slow TY.142
		S	V	Engine Neck V
		S	R	Engine Neck R
TY.152	Down Departure Line 'E'	M	F	Down Fast TY.141
		M	S	Down Slow TY.142
		S	S	Down Slow TY.142
TY.142	Down Slow	M	M	Down Main D.78
		M	G	Down Goods TY.114
		S	G	Down Goods TY.114
		S	—	Up Slow TY.134
		S	—	TY.135
TY.141	Down Fast	M	—	Down Main D.78
TY.137	Trading Estate	M	M	Down Main D.78
		M	G	Down Goods TY.114
		S	G	Down Goods TY.114
		S	—	Up Slow TY.134
		S	—	Down Slow TY.135
TY.114	Down Goods	M	—	TY.105
		S	—	TY.105
TY.106	Down Goods 2	M	G	Down Low Fell Curve G.154
		S	G	Down Low Fell Curve G.154
		M	N	ND.45
TY.105	Down Goods	S	N	ND.45
		M	G	Down Low Fell Curve G.154
		S	G	Down Low Fell Curve G.154
		M	N	ND.45
		S	N	ND.45
		S	N	ND.45

POSITION LIGHT GROUND SIGNALS.

Signal No.	Location	Route or Junction Indicator where provided	Destination to Line or Signal No.
102	Down Goods	G	Up Goods
		Y	Low Fell Up Sidings
		D	108
		D	109 Down Goods 2
104	Up Goods	—	Down Low Fell Curve G.154
		—	Down Goods ND.45
108	Down Goods	G	Up Goods
		—	Down Goods
		Y	Low Fell Up Sidings
109	Down Goods 2	—	Low Fell Up Sidings
		—	Low Fell Down Sidings
111	Low Fell Down Sidings	—	106 Down Goods 2
112	Low Fell Up Sidings	—	105 Down Goods
		—	106 Down Goods 2
113	Up Goods	U	104
		G	Down Goods 105
128	Down Goods	—	Up Slow
		—	Trading Estate Siding
		—	136
132	Down Main	—	Up Fast
		—	Up Slow
		—	Trading Estate Sidings
		—	136
133	Up Fast	—	Down Main
134	Up Slow	M	Down Main
		G	Down Goods
		U	Low Fell Up Sidings
		D	Low Fell Down Sidings
135	Down Slow	M	Down Main
		G	Down Goods
		U	Low Fell Up Sidings
		D	Low Fell Down Sidings
136	Down Slow	—	Trading Estate Sidings
147	Down Slow	S	Up Slow 204
		A	Up Arrival 202
		U	Up Staging Sidings 1 to 4 or Up Departures 5 and 6
		—	Engine Line 'W' 162
148	Down Slow	—	Down Slow 148
		U	Up Staging Sidings 1 to 4 or Up Departures 5 and 6
		D	Down Departure 'C' 169 or
		—	Down Departure 'C' Sidings 5 or 6
—	Down Departure 'B' Sidings 3 or 4 or		
—	Down Departure 1 or 2		
255	Down Fast	—	257 (Controlled by Birtley No. 1 G.F. to Birtley Up Sidings)
256	Birtley Down Sidings	—	253
257	Birtley Down Siding	—	U.74 BS
258	Down Slow	—	U.74 BS
259	Up Slow	—	256
		—	254
*281	Down Main	—	285
		—	284
*285	Down Main	—	Up Main
*286	Colliery Siding	—	282

POSITION LIGHT GROUND SIGNALS—continued.

Signal No.	Location	Route or Junction Indicator where provided	Destination to Line or Signal No.
*287	Coke Sidings	—	282
*288	Up Main	—	Down Main 282
*292	Kimbleworth Colliery Branch	—	297
*293	Down Main	—	296 297
*296	Down Main	—	Up Main
*298	Up Main	—	Down Main 294

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

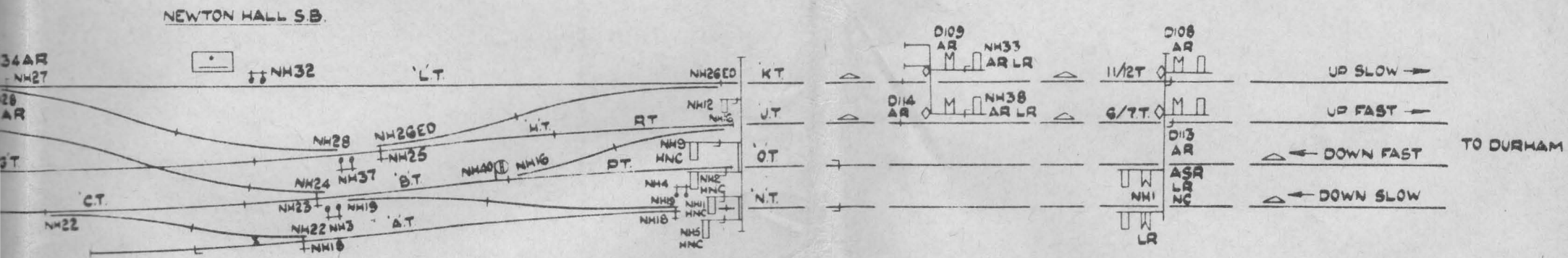
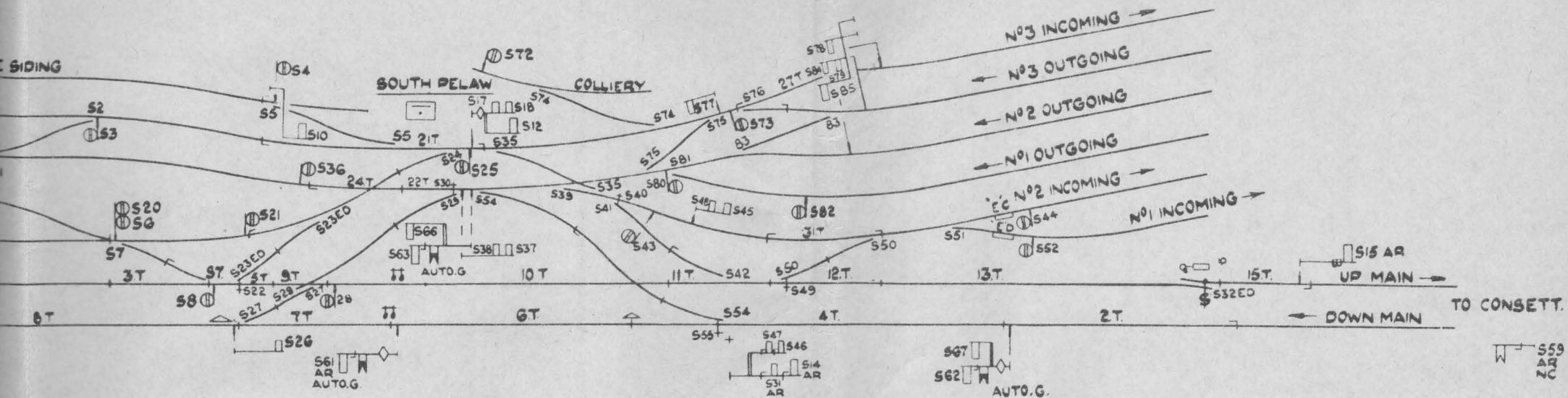
York,
April, 1963

O.677

F. L. HICK,
Operating Officer

Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 16A."

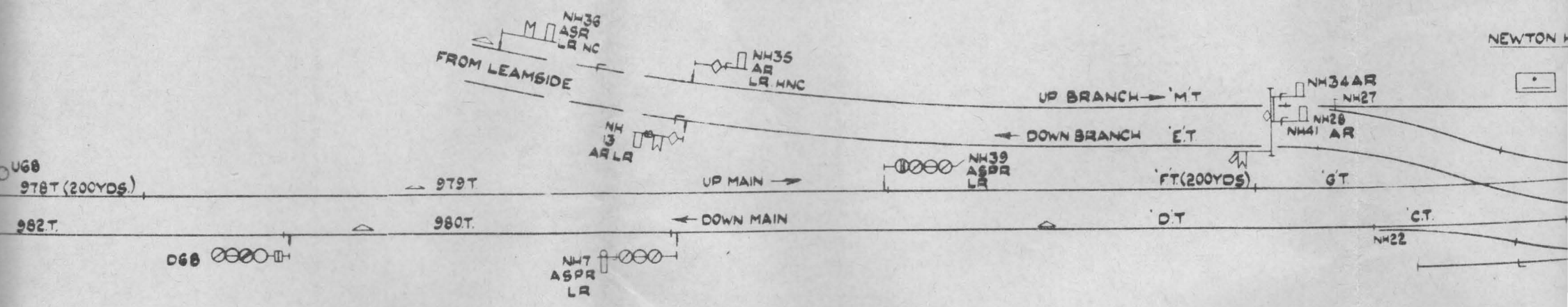
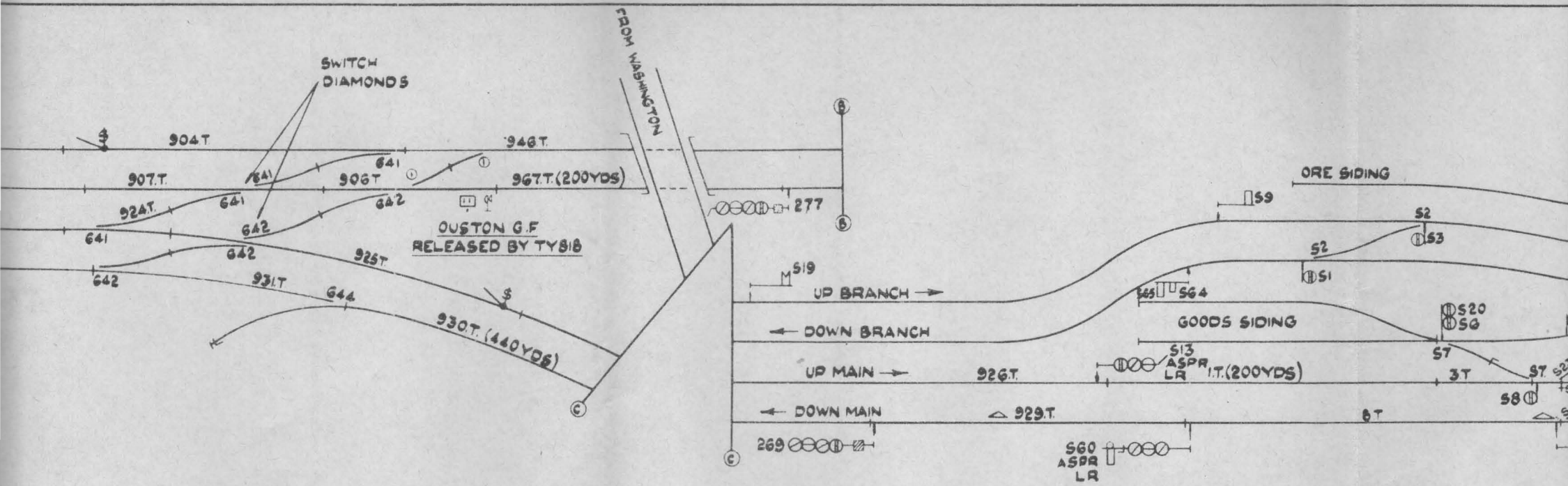


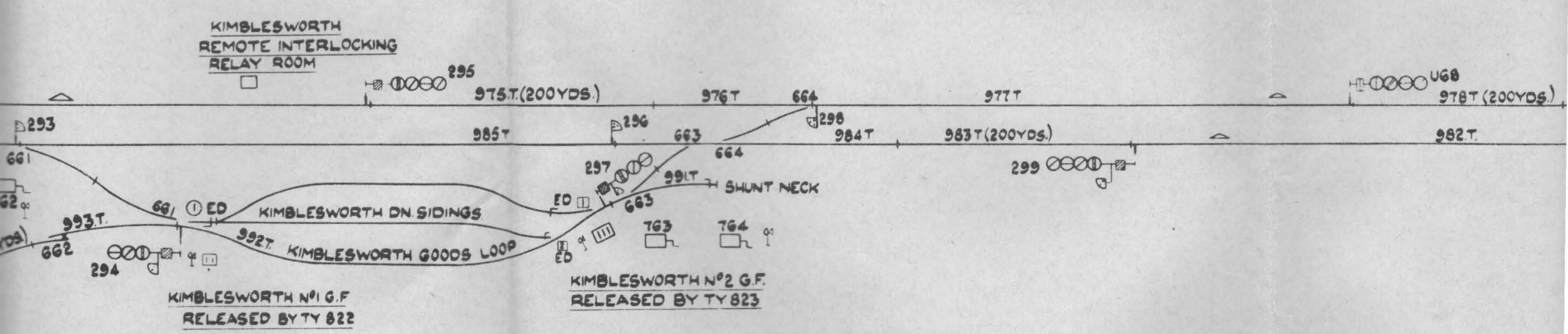
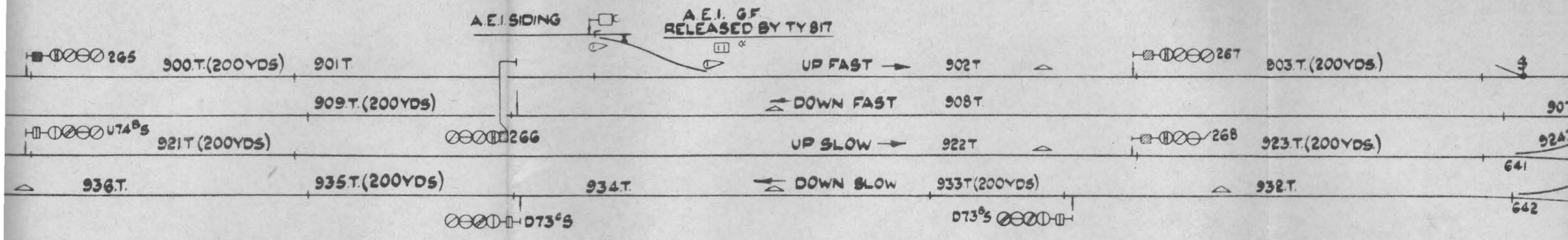
BRITISH RAILWAYS N.E. REGION

TYNE MARSHALLING YARD

SIGNALLING
NOT TO SCALE

DRAWING N ^o	AMENDMENTS								
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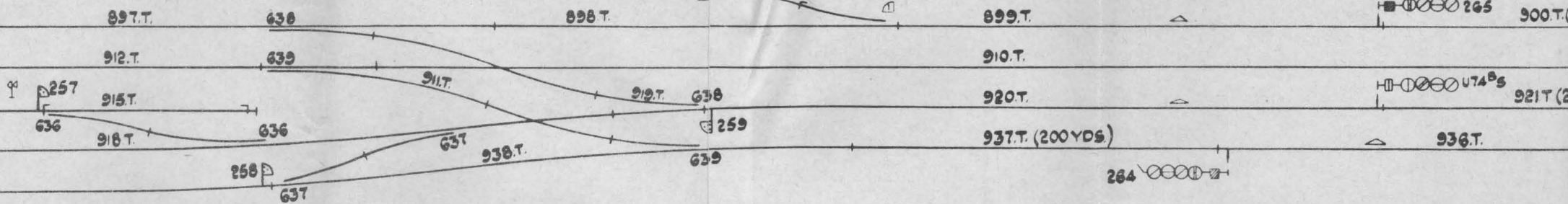




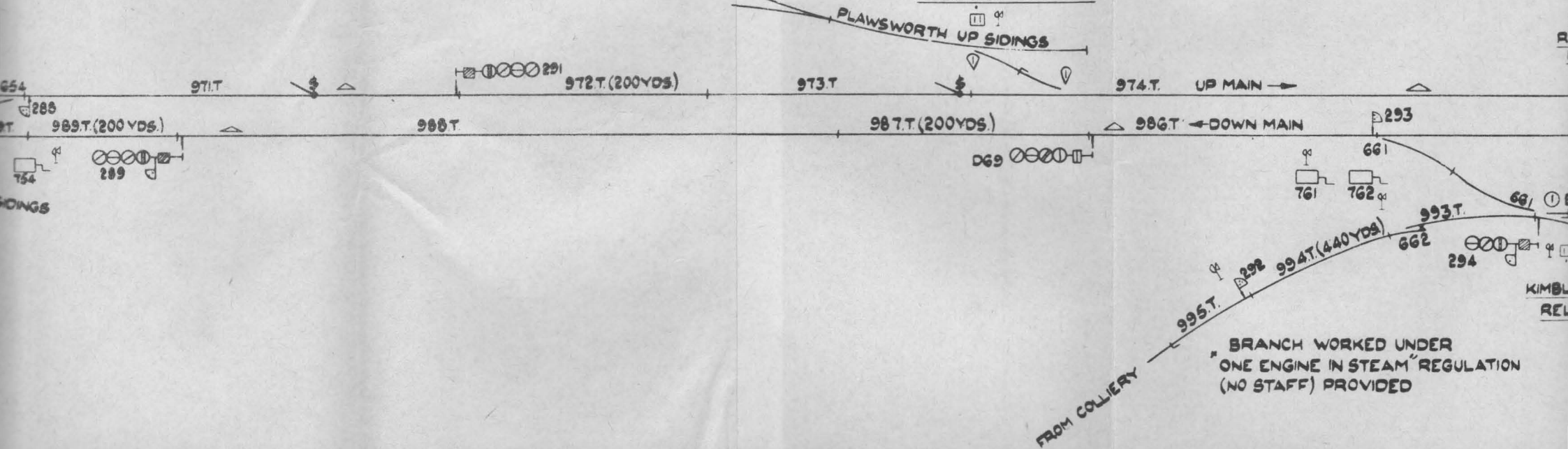
WORKED UNDER
STEAM REGULATION
DIVISION

TO IRONWORKS

BIRTLEY N°2 G.F.
RELEASED BY TY 816



PLAWSWORTH G.F.
RELEASED BY TY 821



BIRTLEY
GOODS SHEDS

BIRTLEY N°1 G.F.
RELEASED BY TY 814



BIRTLEY UP SIDINGS

896.T.

R. ED

UP FAST →

897.T.

629

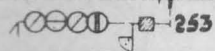
913.T.

255/b

635

← DOWN FAST

912.T.



253

917.T.

2 ED

914.T.

635

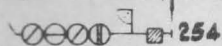
BIRTLEY DOWN SIDINGS

♀

257

915.T.

939.T.



254

256

UP SLOW →

636

918.T.

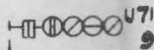
← DOWN SLOW

LE-STREET G.F.
RELEASED BY TY 819
R RELEASED BY TY 820



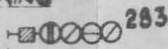
CHESTER MOOR
REMOTE INTERLOCKING
RELAY ROOM.

951.T.



952.T. (200 YDS)

UP MAIN → 953.T.



283

954.T. (200 YDS.)

955.T.

654

956.T.

963.T.

962.T. (200 YDS)

← DOWN MAIN 961.T.

281

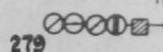
960.T.

285

959.T.

959.T.

959.T. (200 YDS.)



279

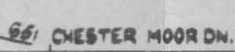


651



282

751



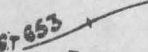
651



284



652



653

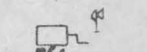
752

287



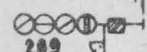
654

286



753

287



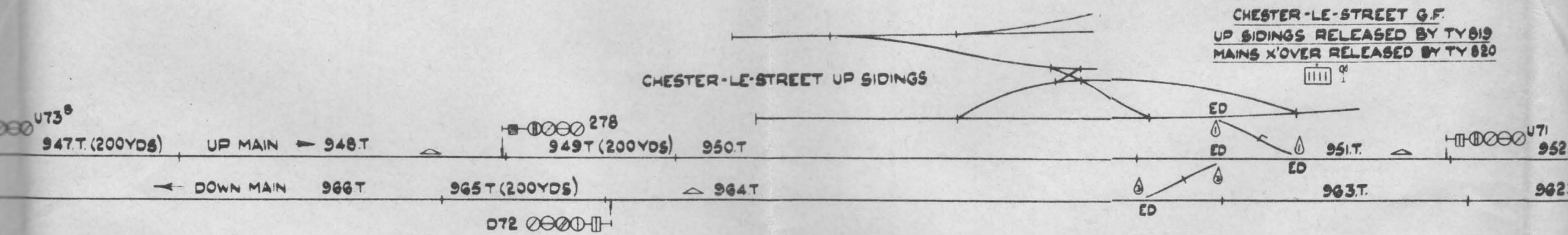
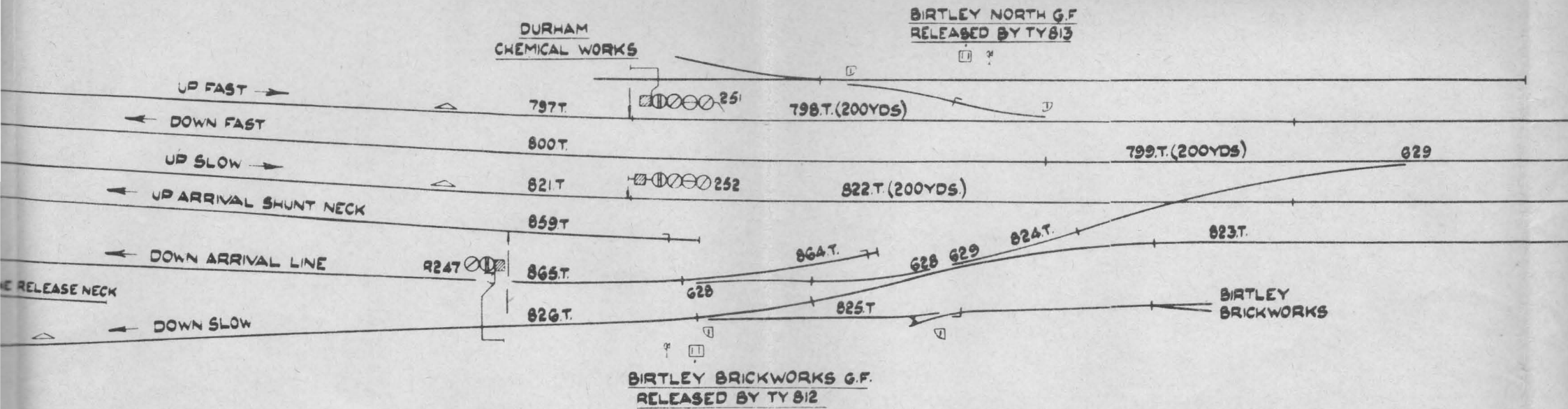
754

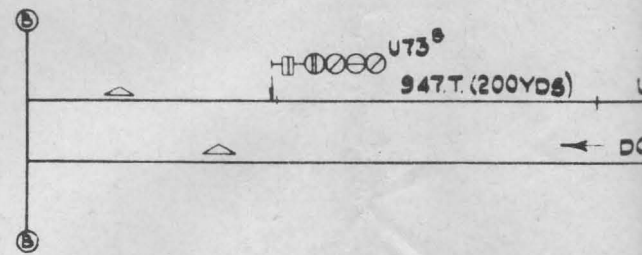
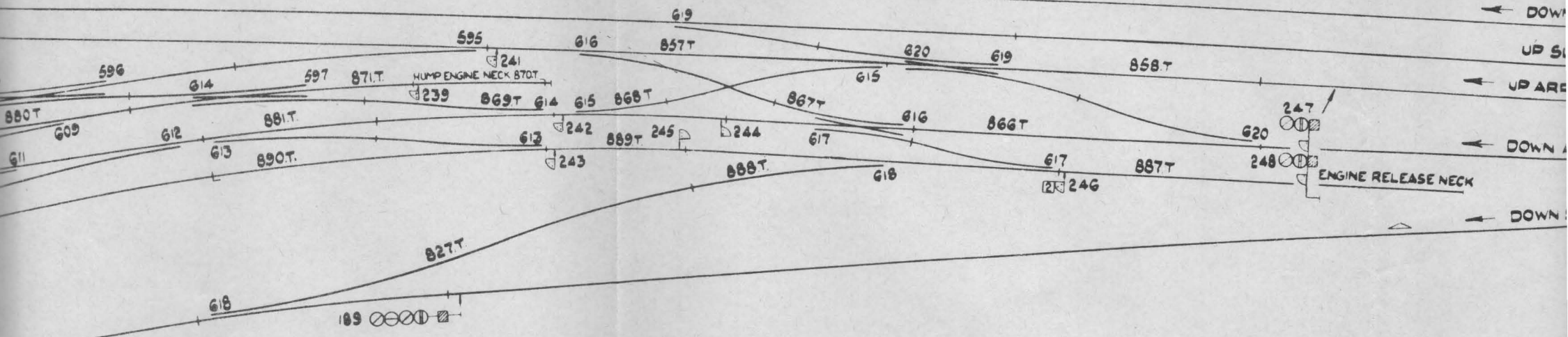
289

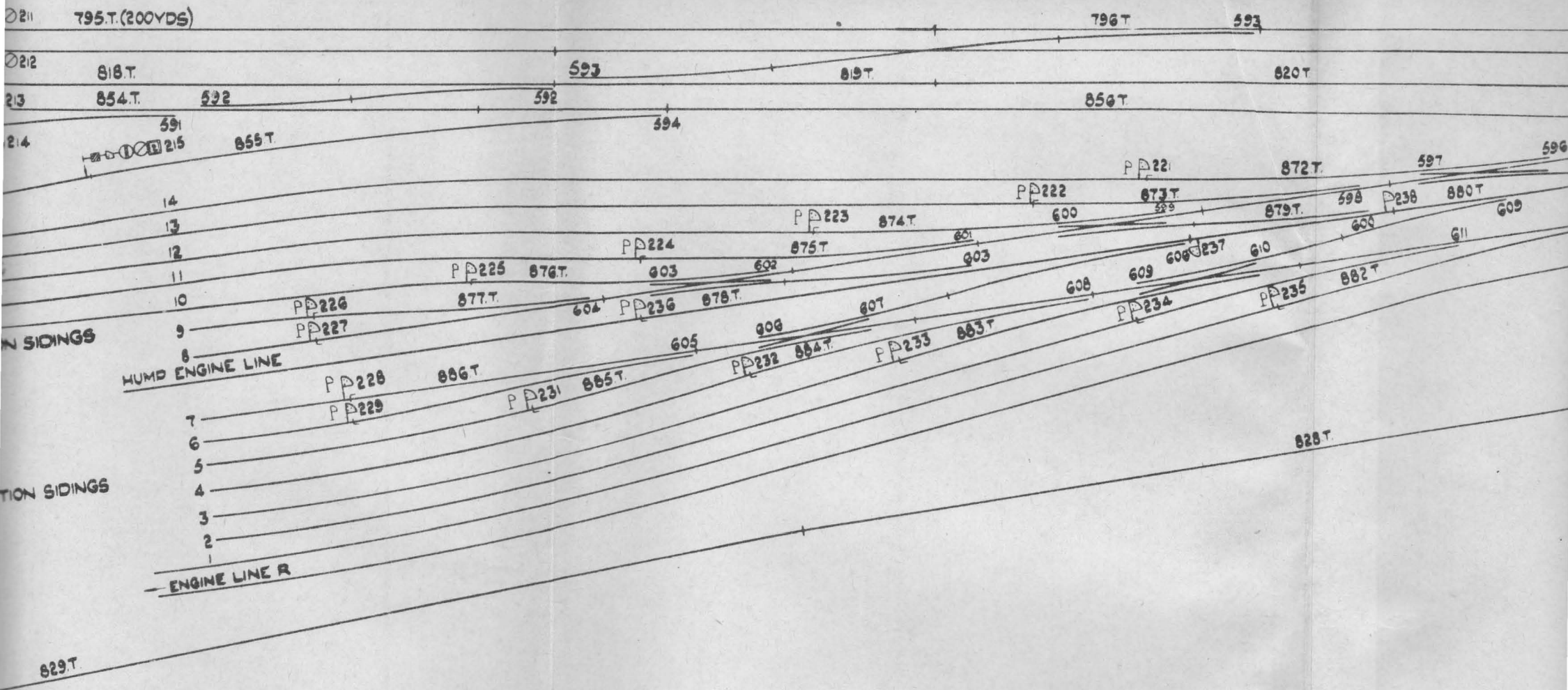
CHESTER MOOR DN. SIDINGS

COKE SIDINGS

COLLIERY SIDINGS







211 795.T (200YDS)

796.T

593

212 818.T

593

819.T

820.T

213 854.T

592

592

594

856.T

214 591 855.T

855.T

PP221

872.T

597

596

14

PP222

873.T

879.T

598

PP238

880.T

609

13

PP223

874.T

600

609

611

12

PP224

875.T

601

603

PP237

610

11

PP225

876.T

603

602

608

609

882.T

10

PP226

877.T

604

PP236

878.T

607

PP234

PP235

N SIDINGS

9

PP227

605

606

607

PP234

PP235

882.T

8

HUMP ENGINE LINE

PP228

886.T

PP232

884.T

PP233

883.T

7

PP229

PP231

885.T

ION SIDINGS

6

828.T

5

4

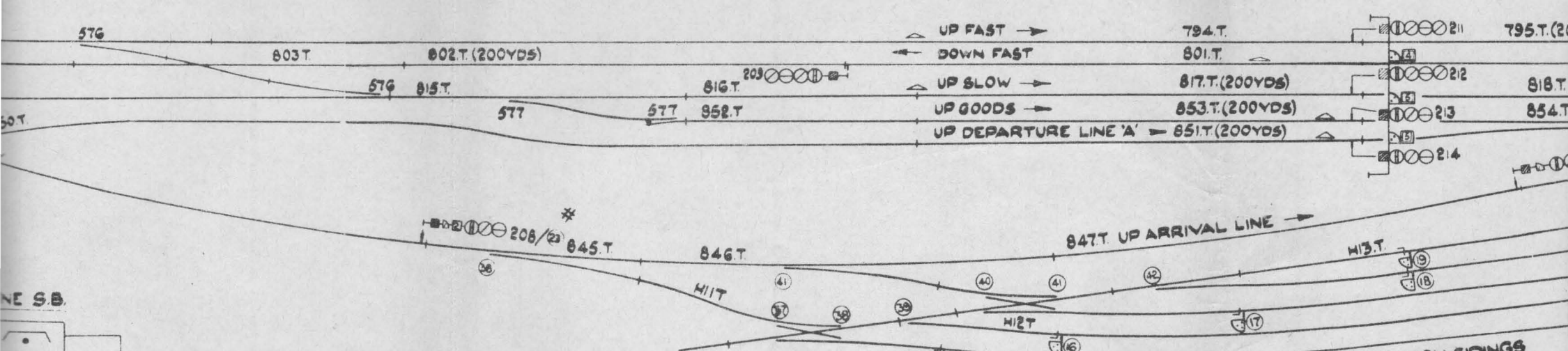
3

2

1

ENGINE LINE R

829.T



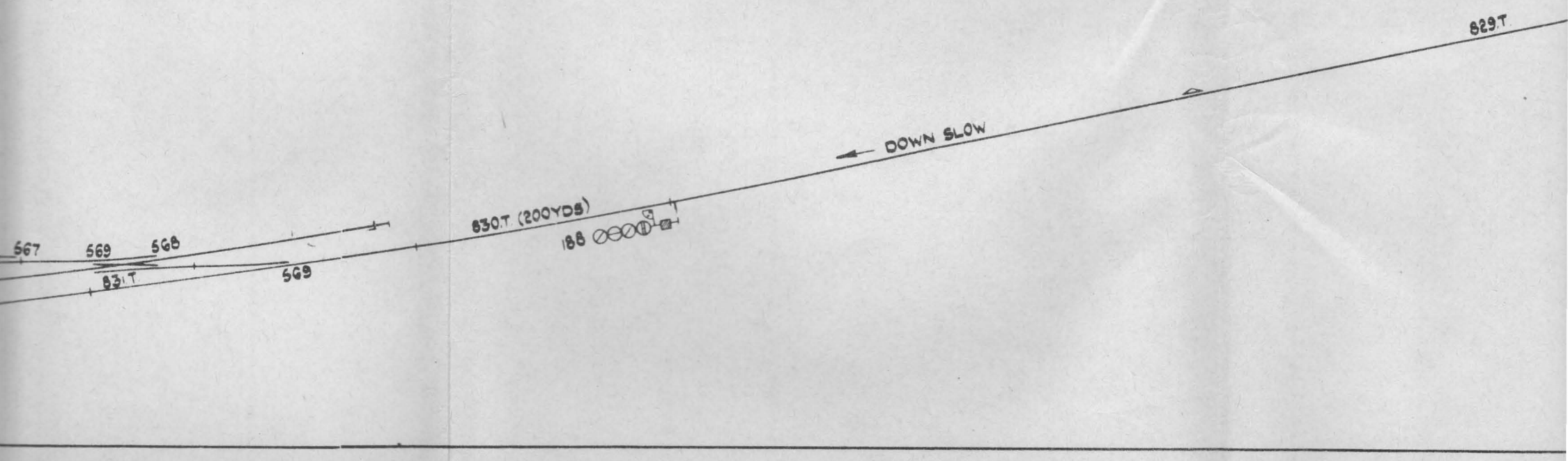
* 208/23 SIGNAL CONTROLLED BY TYNE S.B. & PRIMARY HUMP YARD AS LISTED BELOW

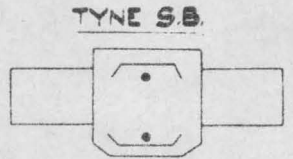
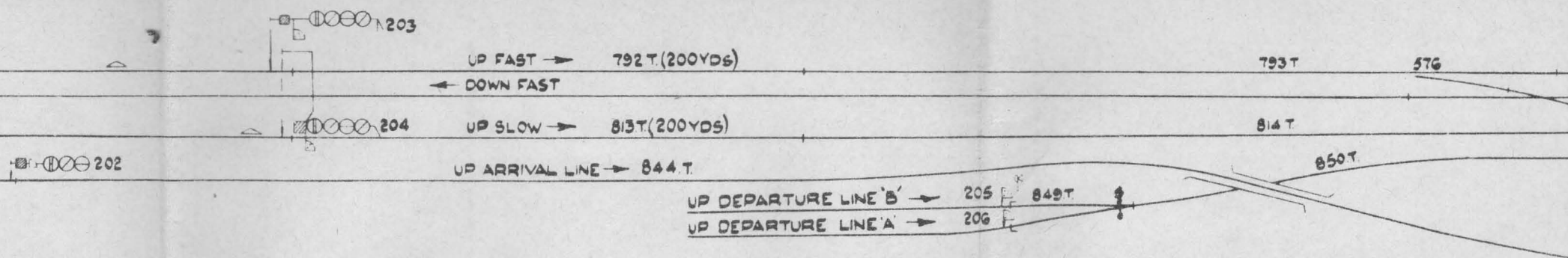
CONTROLLED BY				DESTINATION			
208	ROUTE 1			TO	215 SIGNAL		
208	"	2 RELEASES	23 ROUTE 5	TO	RECEPTION N° 14		
"	"	3	" " 4	"	" " 13		
"	"	4	" " 3	"	" " 12		
"	"	5	" " 2	"	" " 11		
"	"	6	" " 1	"	" " 10		

NE S.B.
 HUMP YARD S.B.
 S SHOWN THUS: - 23

RECEPTION SIDINGS

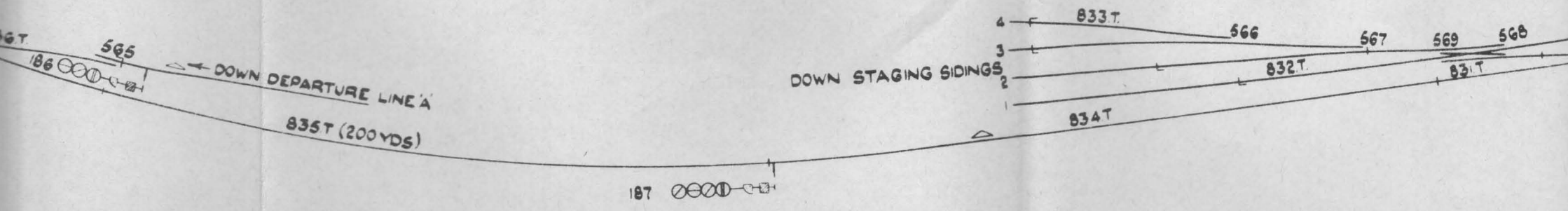
RECEPTION SIDINGS

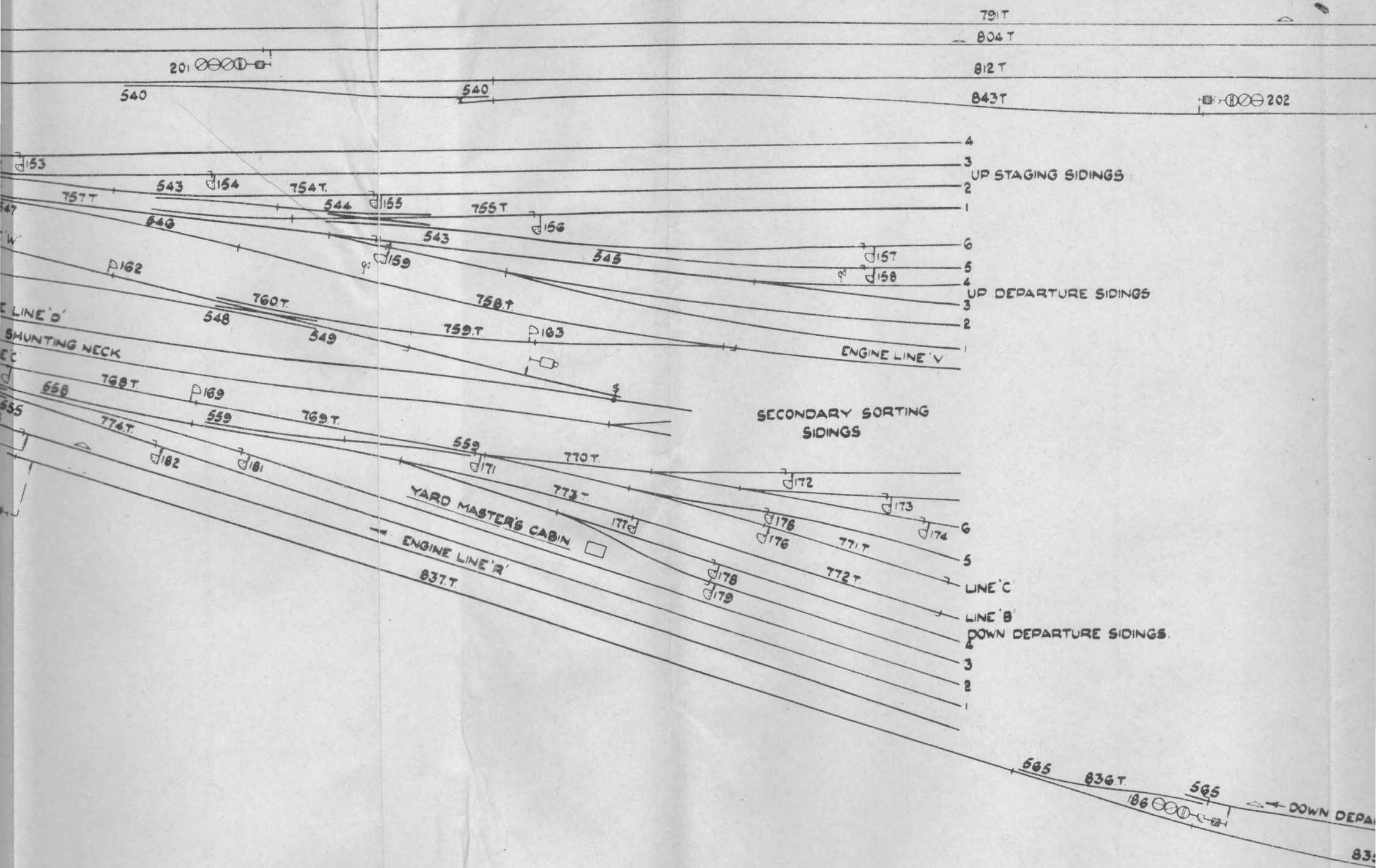


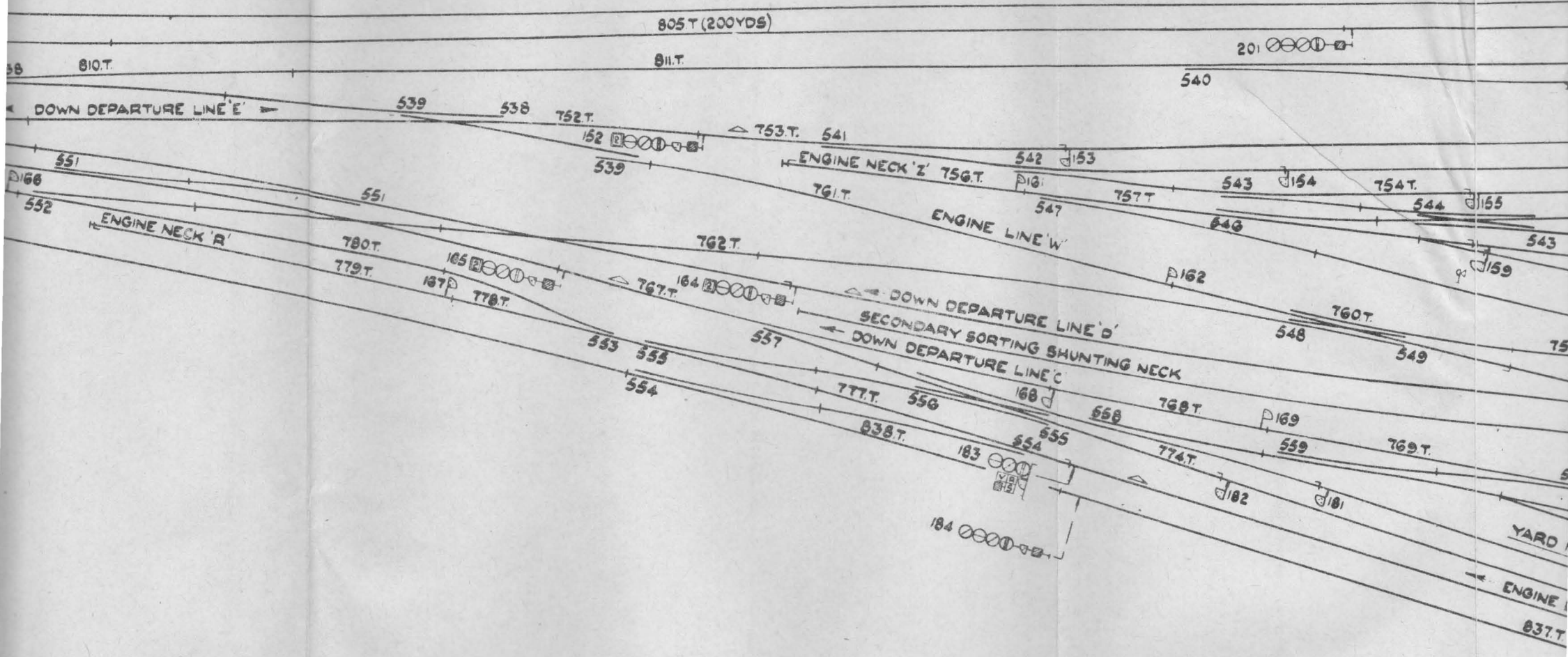


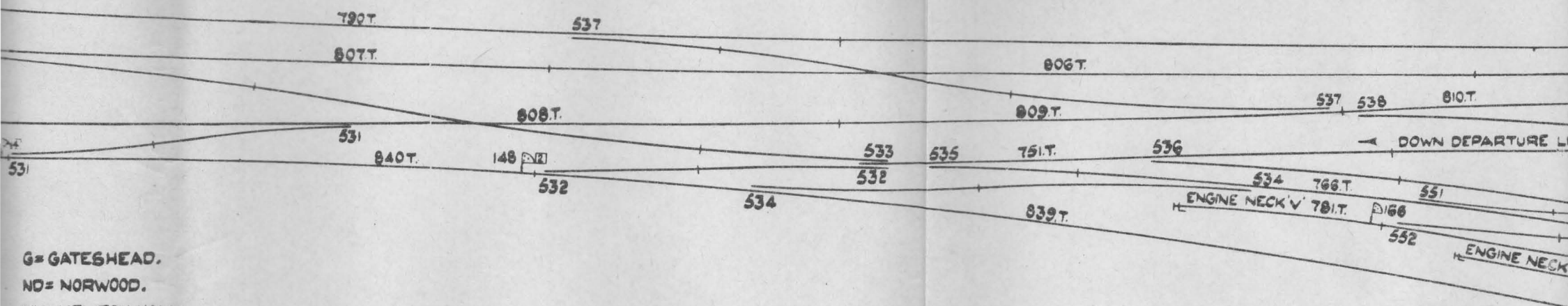
PRIMARY HUMP YARD S.B.
 FUNCTIONS SHOWN THUS: (B)

SIDINGS.









G = GATESHEAD.

ND = NORWOOD.

NH = NEWTON HALL.

S = SOUTH PELAW.

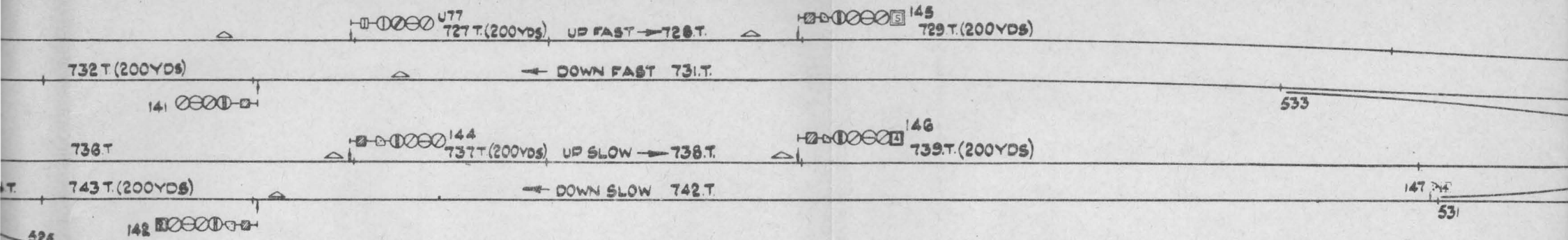
GROUND FRAMES WITH TELEPHONE SHOWN THUS:- □ ☉

GROUND FRAME NUMBERS SHOWN THUS:- ◁ OR ▽ OR ◻ OR ◁ OR ▽ OR ◻ OR ◁ OR ▽ OR ◻

A.W.S. INDUCTORS SHOWN THUS:- △

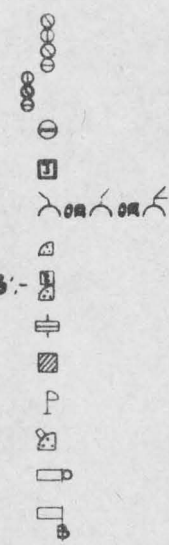
POINTS FITTED WITH HEPPEL'S RELEASE SHOWN THUS:- □

WHERE COLOUR LIGHT REPEATER SIGNALS ARE FIXED BELOW SEMAPHORE ARMS THE GREEN SPECTACLE OF THE MAIN SEMAPHORE ARM IS BLANKED OUT.

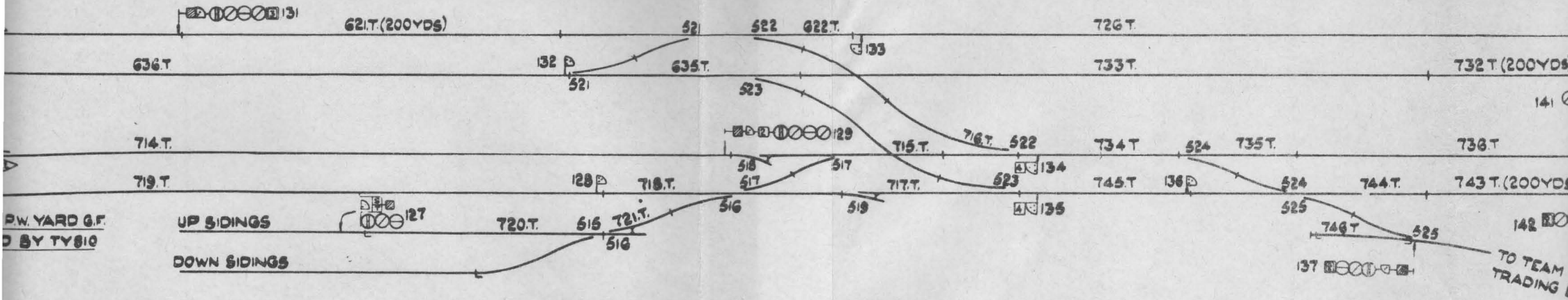


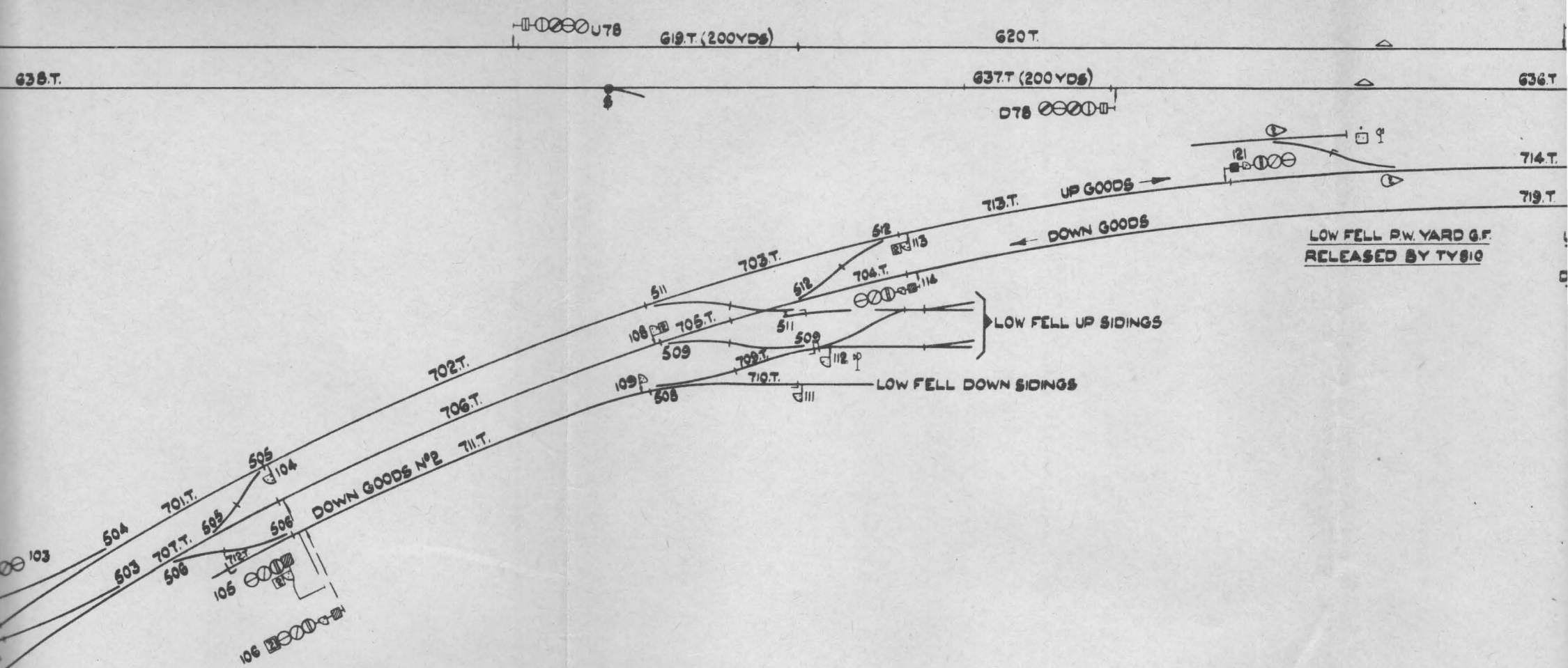
TO TEAM VALLEY
TRADING ESTATE

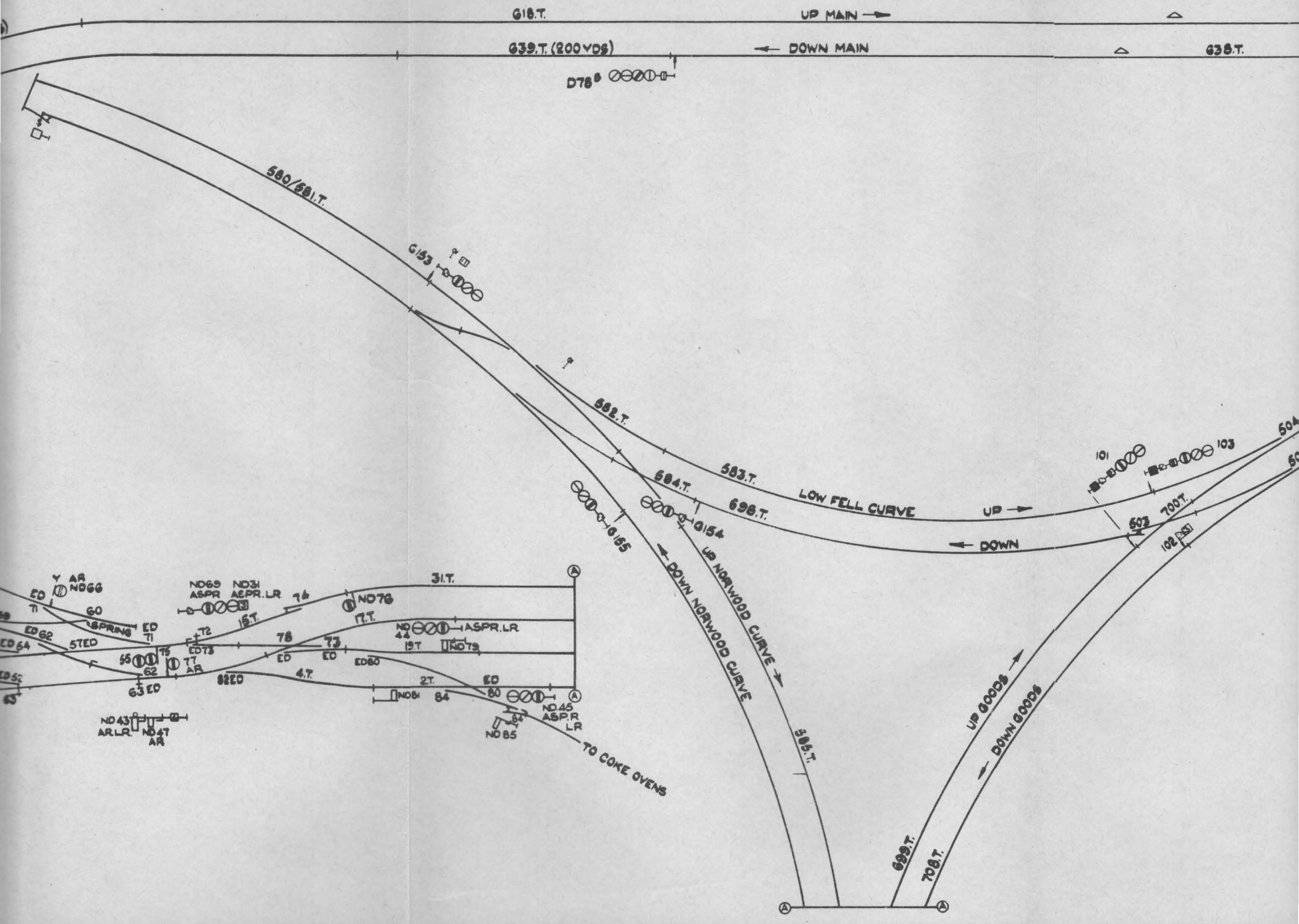
4 ASPECT COLOUR LIGHT SIGNALS SHOWN THUS:-
 3 ASPECT COLOUR LIGHT SIGNALS SHOWN THUS:-
 NORMAL ASPECT OF COLOUR LIGHT SIGNALS SHOWN BY DOUBLE LINES THUS:-
 ROUTE INDICATORS SHOWN THUS:-
 JUNCTION INDICATORS SHOWN THUS:-
 SUBSIDIARY SIGNALS SHOWN THUS:-
 2 ASPECT POSITION LIGHT GROUND SIGNALS WITH STENCIL TYPE ROUTE INDICATORS SHOWN THUS:-
 AUTOMATIC SIGNALS FITTED WITH SIGNS SHOWN THUS:-
 SIGNALS FITTED WITH TELEPHONES SHOWN THUS:-
 TRAIN READY TO START INDICATORS SHOWN THUS:-
 SUBSIDIARY SIGNAL CONTROLLED FROM BOTH TYNE S.B. & BIRTLEY N^oIG.F. SHOWN THUS:-
 MECHANICAL SEMAPHORE SIGNAL WITH INTENSIFIED LIGHT SHOWN THUS:-
 MECHANICAL SEMAPHORE SIGNAL RELEASED BY BLOCK AT LINE CLEAR SHOWN THUS:-
 ALL POWER OPERATED POINTS ARE FITTED WITH FACING POINT LOCKS AND ELECTRICALLY DETECTED.
 ALL GROUND SUBSIDIARY SIGNALS ARE FITTED WITH ONE RED LENS IN NORMAL ASPECT.
 ROUTE INDICATORS ASSOCIATED WITH MAIN SIGNALS WILL DISPLAY THE SAME INDICATION FRONT AND BACK (LUNAR WHITE FRONT AND AMBER BACK).



G = GATESHEAD
 ND = NORWOOD
 NH = NEWTON
 S = SOUTH PE
 GROUND FRAM
 GROUND FRAM
 A.W.S. INDUCTO
 POINTS FITTE
 WHERE COLO
 SEMAPHORE
 SEMAPHORE







ation to
Signal No.

WATER DIVISION

idings
121
121
idings

44
44
Siding
136 signal
44
44
Siding

44
44
TY.202
TY.202
idings 1 to 4
idings 5 and 6
TY.162

TY.202
TY.202
idings 1 to 4
idings 5 and 6
TY.162

112
1213
1213

1213
1213

151

unt Neck
unt Neck
151
252
unt Neck (2 routes)
unt Neck (2 routes)
1 (3 routes)
1 (3 routes)
unt Neck

