

For the information of Railway Staff only

1

No. 9A

BRITISH RAILWAYS

(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME

OF

SIGNALLING ARRANGEMENTS

affecting the working of the line

from

SUNDAY, 1st MARCH, 1964

**BENTON
SIGNAL BOX**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

BENTON NEW SIGNAL BOX

SUNDAY, 1st MARCH

The signalling alterations consequent upon the commissioning of the new Signal Box will take place in two stages as outlined below:—

Stage 1. South Gosforth East to Monkseaton.

Stage 2. Benton Bank to Killingworth.

During the progress of each stage of work, aspect testing will take place and colour light signals may display incorrect aspects. Drivers must disregard indications and work to instructions. Handsignalling will be in operation. The signalling will be as shown on the drawing attached to this notice.

STAGE 1.

Between 12-1 am and 6-0 am, Sunday, 1st March, all semaphore signals at Benton Station, Benton East and Backworth, and signals on the three curves will be disconnected from the relative signal boxes and as work progresses will be replaced by multi-aspect colour light or position light ground signals controlled from the new Benton Signal Box situated at the junction of the Down Main line and the Up S.W. Curve.

The colour light signals will be illuminated for testing purposes after the passage of the last train (1-15 am).

Drivers will be instructed as necessary at Monkseaton Up Platform in the Up Direction and South Gosforth East in the Down Direction.

Alterations to Signalling.

The following signal boxes will be dispensed with and control of signalling transferred to new Signal Box:—

Benton Station.

Benton East.

Backworth.

Altered Nomenclature of Lines.

The lines between Monkseaton and Backworth will be renamed Up and Down Tynemouth and the lines between Earsdon and South Gosforth East will be renamed Up and Down B. & T.

Altered Signals.

The following will display four aspects:—

Monkseaton.

MN33 Up Tynemouth Starting.

D9 Down Tynemouth Auto.

D10 Down Tynemouth Auto.

Earsdon.

E7/11 Up B and T Home

South Gosforth.

U3X Up B and T Auto.

Signal dispensed with.

Earsdon.

Down B and T Distant (fixed).

STAGE 2.

Between 6-0 am and 5-0 pm, Sunday, 1st March, the whole of the semaphore signals at Benton North, Benton Quarry, Forest Hall GB and certain signals at Benton Bank will be replaced by multi-aspect colour light or position light ground signals, controlled from the new Benton Signal Box.

At 6-0 am the colour light signals will be illuminated for testing purposes.

Drivers will be instructed as necessary at Benton Bank Signal Box in the Down Direction and Killingworth Signal Box in the Up Direction.

Alterations to Signalling.

The following signal boxes will be dispensed with and control of signalling transferred to the new Benton Signal Box:—

Benton North.

Benton Quarry.

Forest Hall GB will be electrically released from the new Benton Signal Box.

Killingworth.

Altered Signals.

D5 Down Main Auto will display four aspects.

K29 will become an automatic signal reading U5 Up Main Auto to B24.

The following catch points, already installed, will be brought into use:—

Location	Line
At 3 m. 47 chs.	Down Main.

The following facing points (which will eventually lead to sand drags), already installed, will be brought into use as trap points:—

Location	Line
Between 0 m. 0 chs. and 0 m. 5½ chs.	Down N.W. Curve.
Between 0 m. 13 chs. and 0 m. 10 chs.	Up S.W. Curve.
Between 0 m. 9 chs. and 0 m. 11 chs.	Up S.E. Curve.

The N.W. Curve clamped and padlocked out of use will be brought into use.

NEW SIGNALS (Stage 2 items marked thus*).

Signal No.	Location	Signal Box	Aspect M=Main S=Sub	Route or Junction Indicator where provided	Destination to Line or Signal Number
D3X	Down B & T	Auto	M	—	D3B
D3B	Down B & T	Auto	M	—	B41
B41	Down B & T	Benton	M	—	B39
B39	Down B & T	Benton	M	—	B19
			M	S	Up S.W. Curve B30
			M	N	Down N.W. Curve B27
R35	Down S.W. Curve	Benton	Banner	—	Repeater to B35
B35	Down S.W. Curve	Benton	M	—	Up B & T B40
* BB31	Down Main	Benton Bank	M	—	D3
* D3	Down Main	Auto	M	—	B34
* B34	Down Main	Benton	M	LH at 45°	Down S.W. Curve B35
			M	—	B29
			M	RH at 45°	Down SE Curve B17
* B29	Down Main	Benton	M	—	B25
B27	Down N.W. Curve	Benton	M	—	Down Main B25
* B25	Down Main	Benton	M	—	D5
B19	Down B & T	Benton	M	—	D5X
D5X	Down B & T	Auto	M	—	D5B
D5B	Down B & T	Auto	M	—	D5C
D5C	Down B & T	Auto	M	—	B6
B17	Down S.E. Curve	Benton	M	—	Down B & T DX5
B6	Down B & T	Benton	M	—	B3
B3	Down B & T	Benton	M	—	E21
			M	RH at 45°	Down Tynemouth D11
D11	Down Tynemouth	Auto	M	—	D10

Signal No.	Location	Signal Box	Aspect M=Main S=Sub	Route or Junction Indicator where provided	Destination to Line or Signal Number
Up Direction					
U9	Up Tynemouth	Auto	M	—	U10
U10	Up Tynemouth	Auto	M	—	U10B
U10B	Up Tynemouth	Auto	M	—	B1
B1	Up Tynemouth	Benton	M	—	Up B & T U6X
B2	Up B & T	Benton	M	—	U6X
U6X	Up B & T	Auto	M	—	U5X
U5X	Up B & T	Auto	M	—	B8
B8	Up B & T	Benton	M	—	B18
B18	Up B & T	Benton	M	LH at 45°	Up S.E. Curve B28
* B24	Up Main	Benton	M	—	B40
			M	—	B26
			M	RH at 45°	Up N.W. Curve B36
* B26	Up Main	Benton	M	—	U4
B28	Up S.E. Curve	Benton	M	—	Up Main U4
B30	Up S.W. Curve	Benton	M	—	Up Main U4
B36	Up N.W. Curve	Benton	M	—	Up B & T B40
B40	Up B & T	Benton	M	—	U3X
* U4	Up Main	Auto	M	—	U3
* U3	Up Main	Auto	M	—	BB39
* BB39	Up Main	Benton Bank	M	—	BB28/29/38

Position Light Ground Signals.

- 4 Down to Up B & T (Backworth Station).
- 5 Up to Down B & T (Backworth Station).
- 32 Down to Up Main.
- 33 Up to Down Main, or to Down S.W. Curve, or to Down S.E. Curve.
- 37 Down to Up B & T (Benton Station).
- 38 Up to Down B & T, or to Down N.W. Curve, or to Up S.W. Curve.

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

York,
March, 1964

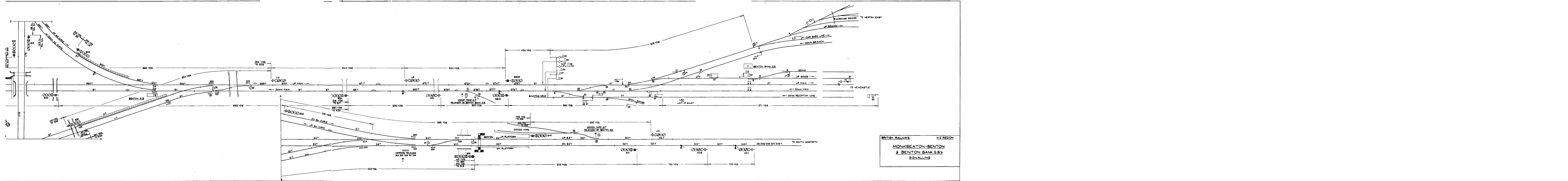
O.829

C. BIRCH,
Movements Operations Manager.

Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 9A."

Herald, York—R22754



BRITISH RAILWAYS
N.C. REGION
MONKSEATON-BENTON
& BENTON BANK S.B.'S
SIGNALLING