

*Northallerton
New & Existing Colours Light*

LONDON & NORTH EASTERN RAILWAY
(NORTH EASTERN AREA)

**SUPPLEMENTARY PROGRAMME OF
SIGNALLING ARRANGEMENTS**

affecting the Working of the Line

on

**Friday, Saturday & Sunday, 1st, 2nd & 3rd
September, 1939**

3,250

FRIDAY, 1st SEPTEMBER

NORTHALLERTON EAST SIGNAL BOX.

Between 10-0 am and 5-0 pm, the following signalling alterations will be made:—

SIGNALS DISPENSED WITH

Up Main to Branch Inner Home and Lower Distant.

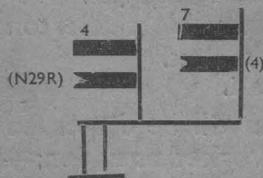
Up Main Inner Home and Lower Distant.

Down Branch to Main Inner Distant.

Down Branch to Main Outer Distant.

Up Advanced Starting Branch and Lower Distant.

NEW SIGNALS.



- 4. Up Main to Branch Home.**
- (N29R) Auto Distant (works in conjunction with N29).**
- 7. Up Main Home.**
- (4.) Up Distant (worked from Borough-bridge Road.)**

On site of existing Up Home Signals.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER

**BETWEEN OTTERINGTON AND ERYHOLME SIGNAL BOXES,
BETWEEN NORTHALLERTON AND AINDERBY SIGNAL BOXES
AND BETWEEN NORTHALLERTON AND NORTHALLERTON EAST
SIGNAL BOXES.**

Alterations to signalling, bringing into use new signal box, ground frames and colour light signalling. A sketch shewing the signalling arrangements is attached.

Signalling equipment will be disconnected at the following places at the following times:—

Wiske Moor } Saturday, 2nd September, 9-0 pm—partially. Sunday,
Castle Hills } 3-0 am—totally.

Northallerton West

Saturday, 2nd September, 9-0 pm—totally.

Northallerton Station

Saturday, 2nd September, 11-0 pm—partially. Sunday, 1-0 am—totally.

DURING THE PROGRESS OF THE WORK THE ENGINEER WILL HAVE TOTAL POSSESSION OF THE DOWN SLOW LINE AND DOWN SIDING, BETWEEN CASTLE HILLS AND WISKE MOOR AND BRANCH SIDING AT CASTLE HILLS.

WISKE MOOR SIGNAL BOX

This signal box and all signals worked therefrom will be dispensed with. The undermentioned points will in future be worked as under:—

Up Main to Up Slow.	}	Electrically from Northallerton Station Box.
Down Slow to Down Main.		
Mains Crossover.	}	From ground frame, electrically released by Northallerton Station Box.
Down Siding Derailer.		

CASTLE HILLS SIGNAL BOX.

This signal box and all signals worked therefrom will be dispensed with. The undermentioned points will in future be worked as shewn:—

Up Slow to Up Main.	}	Electrically from Northallerton Station Box.
Mains Crossover.		
Down Main to Down Slow.		
Loop to Down Slow.		
Branch Siding to Down Slow.	}	From separate ground frames, electrically released by Northallerton Station Box.
Down Siding to Down Slow Trap Points.		

NORTHALLERTON WEST SIGNAL BOX.

This signal box and all signals worked therefrom will be dispensed with. The undermentioned points will in future be worked as under:—

Castle Hills Loop to Hawes.	}	Electrically from Northallerton Station Box.

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued**NORTHALLERTON WEST SIGNAL BOX—continued.**

West Sidings Points. (Castle Hills Loop.) } From ground frame,
 electrically released
 by Northallerton
 Station Box.

From 1-0 am Sunday, and during the progress of the work, the line between Northallerton West and Castle Hills will be closed, and the single line sections between Northallerton, Northallerton West and Ainderby signal boxes will be worked in accordance with Electric Token Regulation 25. Operating Dept. to provide pilotman.

The first train to pass through the section in accordance with the new method of working (see page 743) will be the 8-54 am No. 1 Express Parcels Northallerton to Leyburn.

NORTHALLERTON STATION SIGNAL BOX

At 11-0 pm Saturday, 2nd September, there will be a partial disconnection of signals and points.

At about 1-0 am Sunday, 3rd September, all remaining points and signals will be disconnected. All semaphore signals and disc signals except those on Leeds lines will be dispensed with.

At 1-0 am Sunday, 3rd September, connecting up of points, colour light and subsidiary signals to new signal box, situate on Up side of line. All new and other existing signals and all points will be connected up to and controlled from the new signal box. The whole of the work will be completed by about 6-0 pm Sunday, 3rd September, at which time it will be brought into use.

The following is a complete list of all signals in the area concerned.

Description of Colour Light Signals

Identifi- cation No.	Switch No.	Denomination	Route Indic- ation	Junct'n Indic- ation	Remarks
N2	1	Up Main to Up Slow		Left	} Telephone
"	2	Up Main			
N3	3	Down Main			
N4	4	Down Slow to Down Main			
N5	5	Up Main			
U3IS	—	Up Slow			
N6	6	Down Main		} Telephone Automatic. Telephone and P sign.	
D3IS	—	Down Slow			

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued

Description of Colour Light Signals—continued

Identification No.	Switch No.	Denomination	Route Indication	Junct'n Indication	Remarks
N7	7	Up Slow to Up Main			Telephone
N8	8	Up Main			Telephone
N16	16	Down Main			Telephone
"	17	Down Main to Down Slow		Left	
N18	18	Loop to Down Slow			Telephone
N20	20	Up Hawes Branch to Loop		Left	
"	21	Up Hawes Branch		Right	Telephone
UBI	—	Repeater to N20			Automatic Yellow & Green only.
N22	22	Loop to Hawes Branch			Telephone
N23	23	Down Hawes Branch			Telephone
N24	24	Up Main			Telephone
N26	26	Up Hawes Branch to Up Main	M		
"	27	Up Hawes Branch to 4 Platform	4		Telephone
N29	29	Up Northallerton Loop to Up Main			Telephone
N54	53	Down Main to Northallerton Loop		Right	
"	54	Down Main			
"	55	Down Main to Hawes Line		Left	
N61	60	4 Platform to Northallerton Loop	E		
"	61	4 Platform to Down Main	M		
"	62	4 Platform to Hawes Line	H		
N72	71	5 Platform to Northallerton Loop	E		
"	72	5 Platform to Down Main	M		
"	73	5 Platform to Hawes via 217 Points	H		
"	74	5 Platform to Hawes via 210 Points	H		
N106	106	Down Main			
"	107	Down Main to 5 Platform			Telephone
N111	110	Up Main to Up Slow		Left	
"	111	Up Main			Telephone
"	112	Up Main to Up Cordio Loop		Right	
N117	116	1 Platform to Up Slow	S		
"	117	1 Platform to Up Main	M		
"	118	1 Platform to Up Cordio Loop	L		
N131	131	Down Cordio Loop to Down Main			Telephone
—	132	Up Cordio Loop			
—	R136	Repeater Distant to 136			Semaphores

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued

Description of Colour Light Signals—continued

Identification No.	Switch No.	Denomination	Route Indication	Junct'n Indication	Remarks
NI33	133	Down Main			Telephone
NI34	134	Up Longlands Loop to Up Slow			Telephone
NI35	135	Up Slow			Telephone
—	136	Up Cordio Loop to Leeds Main			Semaphore
—	137	Up Leeds Main			Telephone Semaphore
—	R137	Up Leeds Main Distant			Telephone
—	138	Down Leeds Main to Cordio Loop			Semaphore
—	139	Down Leeds Main			Telephone Semaphore
—	R139	Down Leeds Main Distant			Telephone
NI40	140	Down Main		Left	Telephone
„	141	Down Main to Down Longlands Loop			
NI42	142	Down Slow to Down Main		Right	Red and Yellow only. Telephone Red and Yellow only.
„	143	Down Slow to Down Longlands Loop			
U29X		Up Longlands Loop			
U29Y		Up Longlands Loop			Automatic Repeater to U29Y
U29		Up Slow			Automatic Telephone and P sign
E 35		Down Northallerton Loop			Automatic Telephone and P sign Controlled by Northallerton East. Automatic when Northallerton East closed. Telephone

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued

Description of Colour Light Signals—continued

Position White Light Shunt Signals.

Identification No.	Switch No.	Denomination	Route Indication	Junct'n Indication	Remarks
9	9	Down Main to Up Main Shunting			
10/12	10	Down Slow to Up Main Shunting			Repeater signal 150 yards in rear
"	11	Down Slow to Up Loop Shunting			
"	12	Down Slow to Down or Branch Sidings Shunting			
14/15	14	Up Main to Down Main Shunting			
"	15	Up Main to Down Slow Shunting			
N26	28	Up Hawes Branch Shunting		X	
33/34	33	Down Northallerton Loop to Up Main			
"	34	Down Northallerton Loop to Down Main			
35/36	35	Down Siding to Hawes Line			
"	36	Down Siding to 5 Platform			
37/38	37	Hawes Line Up			
"	38	Hawes Line to 5 Platform			
39/40	39	Down Main Shunting			
"	40	Down Main to 4 or 5 Platforms			
41/42	41	Hawes Line to Down Main			
"	42	Hawes Line Up			
43/44	43	Down Siding to 5 Platform			
"	44	Down Siding to Shunting Neck			
45/47	45	Down Main to Up Sidings Shunting			
"	46	Down Main to Up Main Shunting			
"	47	Down Main Shunting			
48/49	48	Milk Platform to 5 Platform			
"	49	Milk Platform to Shunting Neck			
N54	56	Down Main to Northallerton Loop		X	
"	57	Down Main		X	
"	58	Down Main to Hawes Line		X	
"	59	Down Main to Down Siding		X	
N61	63	4 Platform to Down Northallerton Loop		X	
"	64	4 Platform to Down Main		X	
"	65	4 Platform to Hawes Line		X	
"	66	4 Platform to Down Siding		X	
67/68	67	Hawes Line to 4 Platform			
"	68	Hawes Line to 5 Platform			
69	69	Up Main to Down Northallerton Loop Shunting			
N72	75	5 Platform to Down Northallerton Loop		X	
"	76	5 Platform to Down Main		X	
"	77	5 Platform to Hawes Line via 217 Points		X	
"	78	5 Platform to Hawes Line via 210 Points		X	
"	79	5 Platform to Down Siding		X	

X—These signals are situated under Colour Light Signals and will not exhibit any normal aspect, but will have an "off" aspect only. (See details under Signalling Equipment.)

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued
Description of Colour Light Signals—continued
Position White Light Shunt Signals—continued.

Identifi- cation No.	Switch No.	Denomination	Junct'n Indic- ation	Route Indic- ation	Remarks
N72	80	5 Platform to Milk Siding			X
81/82	81	Coal Depot and Turntable to Up Siding			
"	82	Coal Depot and Turntable to Up Main			
83/85	83	Shunting Neck to Hawes Line			
"	84	Shunting Neck to Down Siding			
"	85	Shunting Neck to Milk Platform			
88/92	88	Up Main Shunting			
"	89	Up Main to Down Northallerton Loop Shunting			
"	90	Up Main to Down Main Shunting			
"	91	Up Main to Hawes Line Shunting			
"	92	Up Main to Down Siding Shunting			
93/97	93	Up Sidings to Coal Depot and Turntable			
"	94	Up Sidings to Down Northaller- ton Loop			
"	95	Up Sidings to Down Main			
"	96	Up Sidings to Hawes Line			
"	97	Up Sidings to Down Sidings			
98/99	98	Up Main to Coal Depot or Turntable Shunting			
"	99	Up Main Shunting			
100/101	100	Up Sidings to Shunting Neck			
"	101	Up Sidings to Up Main			
102/103	102	Up Main to Up Sidings Shunting			
"	103	Up Main Shunting			
104	104	Down Main Shunting			
105	105	5 Platform to Down Main Shunting			
N106	108	Down Main			X
"	109	Down Main to 5 Platform			X
113/115	113	Down Main to Up Slow Shunting			
"	114	Down Main to Up Main Shunting			
"	115	Down Main to Up Cordio Loop Shunting			
119/121	119	Up Siding to Up Slow			
"	120	Up Siding to Up Main			
"	121	Up Siding to Up Cordio Loop			
125/128	125	Up Main to 1 Platform Shunting			
"	126	Up Main to Up Siding Shunting			
"	127	Up Main Shunting			
"	128	Up Main to Down Main Shunting			
129/130	129	Up Slow to 1 Platform Shunting			
"	130	Up Slow to Up Main Shunting			

X—These signals are situated under Colour Light Signals and will not exhibit any normal aspect, but will have an "off" aspect only. (See details under Signalling Equipment.)

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continue

**Signal Equipment.
Colour Light Signals.**

Colour Light Signals (searchlight type) shewing two, three or four aspects as the case may be will be installed for all running lines.

The aspects that may be exhibited are:—

Red Stop	One Yellow Proceed Be prepared to stop at next signal	Two Yellows Proceed Be prepared to pass next signal at re- stricted speed	Green Proceed

Subsidiary Signals.

Position White Light Subsidiary Signals.

These signals are provided :

- (1) As ground signals.
- (2) Underneath Colour Light signals.
- (1) When used as ground signals they are provided with three lamps, only two of which will be illuminated at any one time thus:—

Stop Indication



○ White Light

● No Light

Proceed Indication



- (2) When fixed underneath colour light signals these subsidiary signals are provided with two lamps which will be illuminated only when it is necessary to authorise a proceed movement past the red aspect of a Colour Light Signal thus:—

Stop Indication.



Red

No light
(normal)

○ White light
● No light

Proceed Indication



Red

Two White
lights

The aspect to proceed will be given without a route indication.

These subsidiary signals must be observed and obeyed:—

- (1) When used to authorise a shunting movement.
- (2) When used at a colour light signal to authorise a driver to pass such colour light signal at danger.

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued**Subsidiary Signals—continued**

When a driver receives the proceed aspect at any subsidiary signal he must proceed **as far as the line is clear towards the next signal only**, but the proceed aspect of the subsidiary signal does not authorise the next signal to be passed at danger.

A subsidiary signal need not be observed when a movement is made on the authority of a colour light proceed aspect (i.e., Yellow, Double Yellow or Green), **but under no other circumstances** may a subsidiary signal be passed when the stop indication is shewn unless under the authority of the signalman.

All subsidiary signals exhibiting the proceed aspect 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.

Signal controlling entrance to No. 4 Bay Platform Line.

Platform Line Clear. Yellow Aspect in colour light signal with Route Indication.

Platform Line Occupied. Subsidiary signal at colour light signal.

Single Lines.

**BETWEEN NORTHALLERTON AND NORTHALLERTON WEST,
BETWEEN CASTLE HILLS AND NORTHALLERTON WEST,
AND BETWEEN NORTHALLERTON WEST AND AINDERBY.**

The present method of working between Northallerton—Northallerton West, Castle Hills—Northallerton West by Staff and Ticket and between Northallerton West—Ainderby by Electric Tablet will be abolished. On and from Sunday, 3rd September, the single line section between Northallerton and Ainderby will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System, so far as they are applicable with the following modifications:—

NO TOKEN WILL BE PROVIDED.

The section will be track circuited throughout and the signals at each end electrically interlocked.

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued

Single Lines—continued

Regulation 14.—SECTION OBSTRUCTED.—In the event of an engine becoming disabled on the single line between these boxes the fireman must proceed to the box whence assistance is likely to be obtained or is expected, and if it is necessary for the engine coming to the assistance of the train, or for the breakdown van train to travel from the signal box to which the disabled train was proceeding, the instructions contained in Rule 183 (g) must be carried out.

Regulation 14B.—SHOULD AN ACCIDENT OR OBSTRUCTION OCCUR.—In carrying out this Regulation it will be necessary to appoint a pilotman on each side of the obstruction.

Regulation 14B.—TRAIN OR PORTION OF TRAIN LEFT ON SINGLE LINE.—In the event of a train having to be left or divided and the rear portion left on the single line, the driver must not return for the train or rear portion without the written authority of the guard as prescribed in Rule 183 (f).

Regulation 25.—FAILURE OF TRACK CIRCUITS, BLOCK BELLS AND SPEAKING INSTRUMENTS.—In the event of (a) track circuit failure or (b) the bell communication and speaking instruments having failed, thus preventing communication between the respective boxes, traffic will be worked by pilotman in accordance with Regulation 25 applicable to failure of Electric Token Instrument.

Identification of Signals.

Each colour light running signal bears an enamelled plate with the letters N, E or B denoting the signal box operating such signal followed by the number of the lever or switch. (N. Northallerton, E. Northallerton East, B. Boroughbridge Road).

Ground position light subsidiary signals are provided with a number plate bearing the number of the switch operating the signal, or in the case of multiple operation the first and last numbers of the series of switches operating the signal. The plate also bears an arrow pointing to the line to which the signal is applicable.

The above designations must be used by Trainmen, etc., in all cases for identification purposes.

SATURDAY and SUNDAY, 2nd and 3rd SEPTEMBER—continued

General.

Track Circuits have been installed throughout the area controlled by colour light signals and all running signals and points are controlled by the track circuits.

Operation of Signals.—Rule 39 (a).—Signalmen are exempt from carrying out the provisions of Rule 39, Clause (a), when advancing a train from one Colour Light Signal to another Colour Light Signal.

Signalling During Fog or Falling Snow.—With reference to Rules 84 to 95 inclusive, Fog signalmen will not be provided at any of the Colour Light Signals except in special cases.

Observation of Rules.—The provision of Colour Light Signals does not relieve the staff engaged in the signalling and working of trains, or men employed on the line, of the responsibility for seeing that the instructions contained in the Book of Rules, Block Regulations, Appendices and other notices regarding the safe and proper working of trains, signals, etc., are carried out, except where such may be modified or rendered inapplicable by any of the instructions herein contained.

**BETWEEN NORTHALLERTON AND DARLINGTON SOUTH
INTRODUCTION OF "P" SIGNS.**

At 6-0 pm Sunday, the present "Stop and Proceed" arrangement at Automatic and Semi-automatic Stop signals will be abolished and superseded by the arrangements for trains detained at Automatic and Semi-automatic Stop signals provided with P signs, see instructions headed "Trains detained at Automatic and Semi-automatic Stop signals provided with 'P' signs—Rule 55" shewn in the current Supplement to the Appendix to the Working Time Table.

S. T. BURGoyNE,

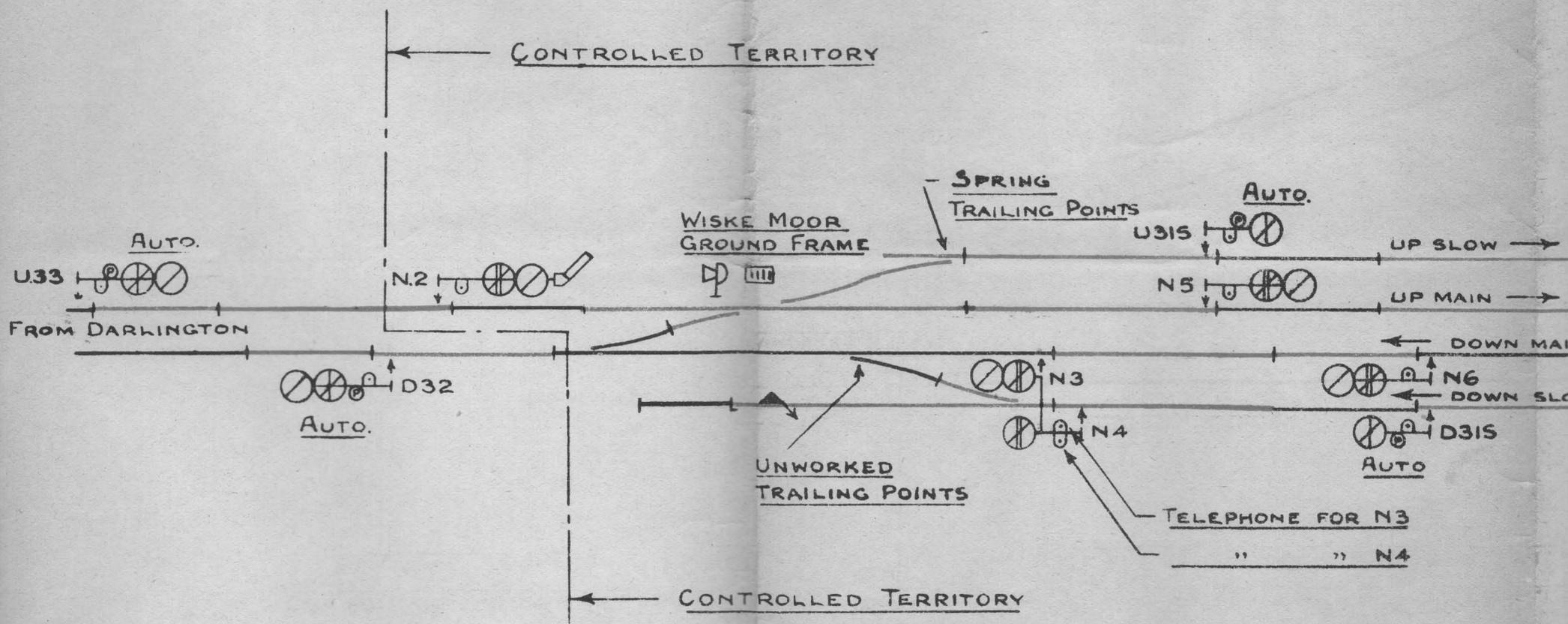
York, 17th August, 1939.

O.8870/22

Superintendent

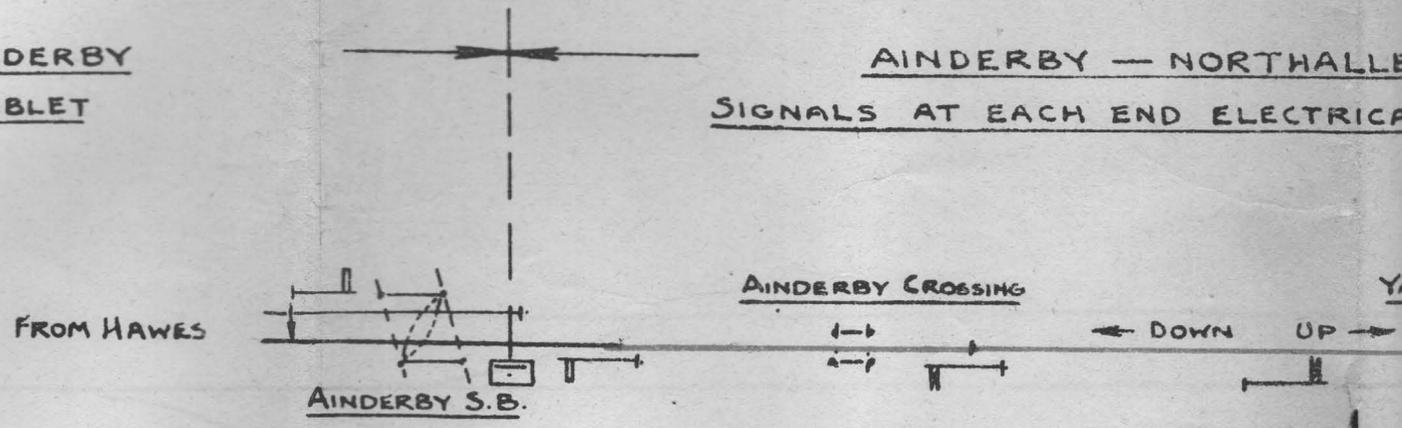
Acknowledge receipt by first means to your Superior Officer.

Herald, York.—R 10406



LEEMING BAR — AINDERBY
ELECTRIC TABLET

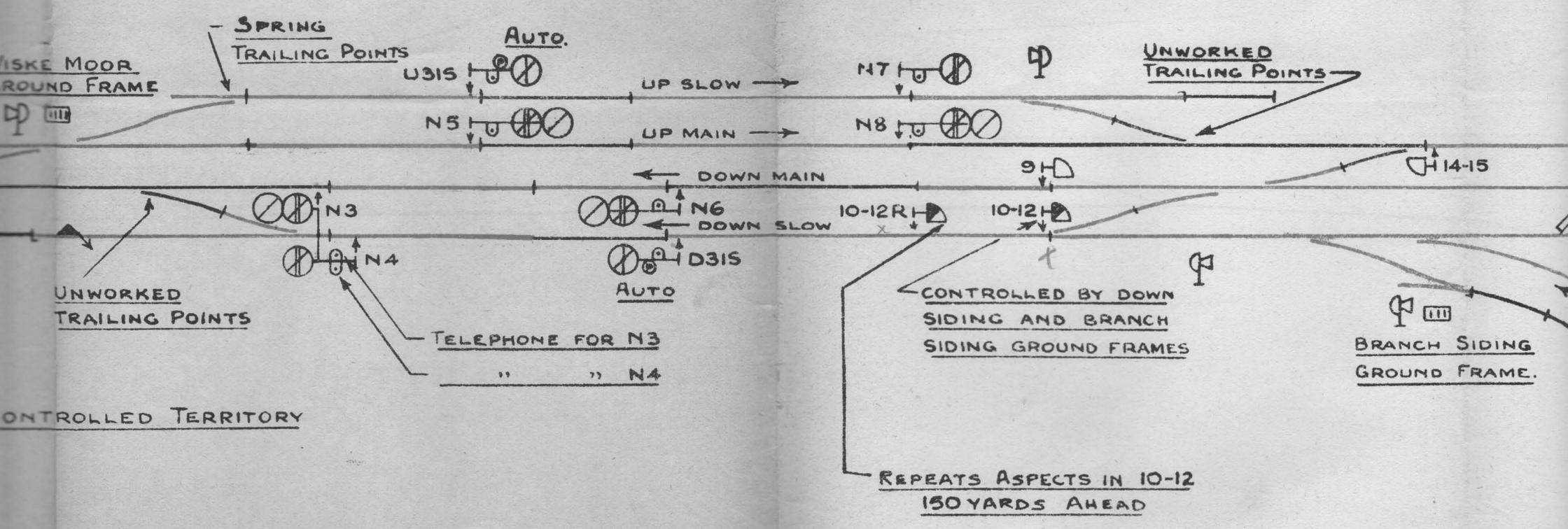
AINDERBY — NORTHALLER
SIGNALS AT EACH END ELECTRICAL



FROM
EAGLES

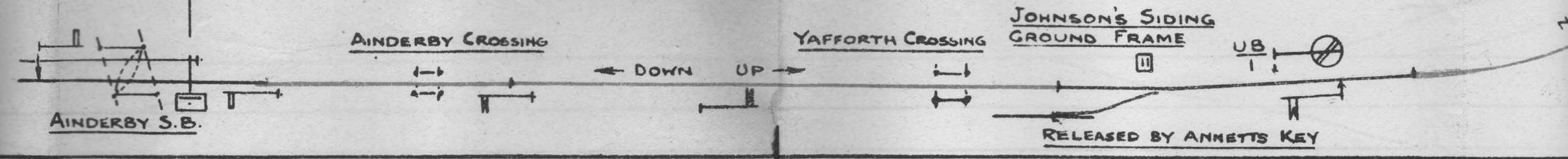
NORTHALLERTON E
SIGNAL BOX

TERRITORY



CONTROLLED TERRITORY

AINDERBY — NORTHALLERTON
SIGNALS AT EACH END ELECTRICALLY INTERLOCKED . NO TOKEN PROVIDED



FROM EAGLESCLIFFE
29R

NORTHALLERTON EAST
SIGNAL BOX

UNWORKED
TRAILING POINTS

N24

UP
DOWN NORTHALLERTON LOOP
N29
E35
33

CH14-15

UP MAIN
DOWN MAIN

BY DOWN
BRANCH
AND FRAMES

BRANCH SIDING
GROUND FRAME.

DOWN SIDING GROUND
FRAME

CASTLE HILLS LOOP
BRANCH SIDING

HAWES BRANCH

DOWN SIDING 35

ROUTE
M - M
4 - No

TS IN 10-12
AHEAD

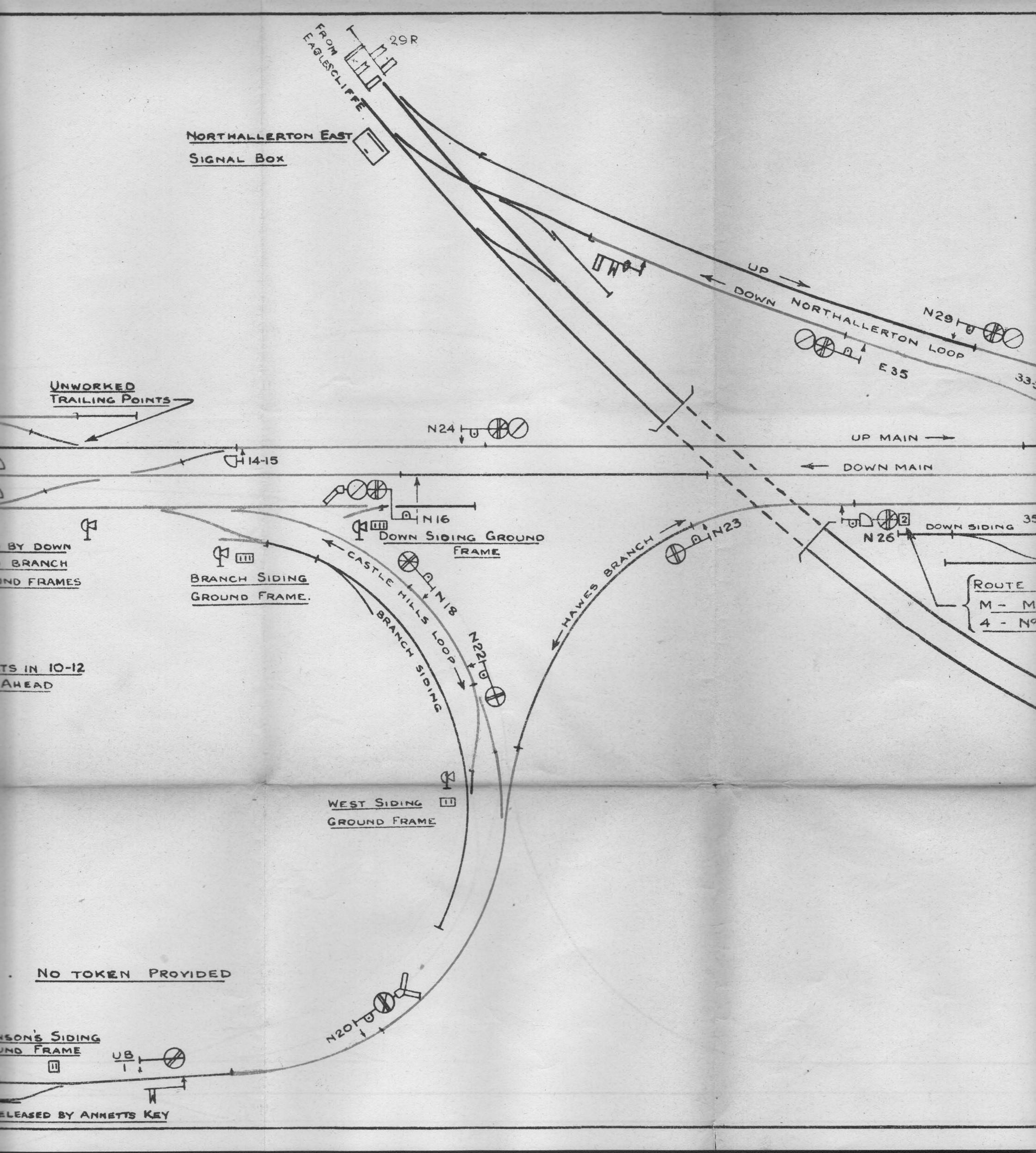
WEST SIDING
GROUND FRAME

NO TOKEN PROVIDED

SON'S SIDING
GROUND FRAME

UB

RELEASED BY ANNETTS KEY



SIGNALLING

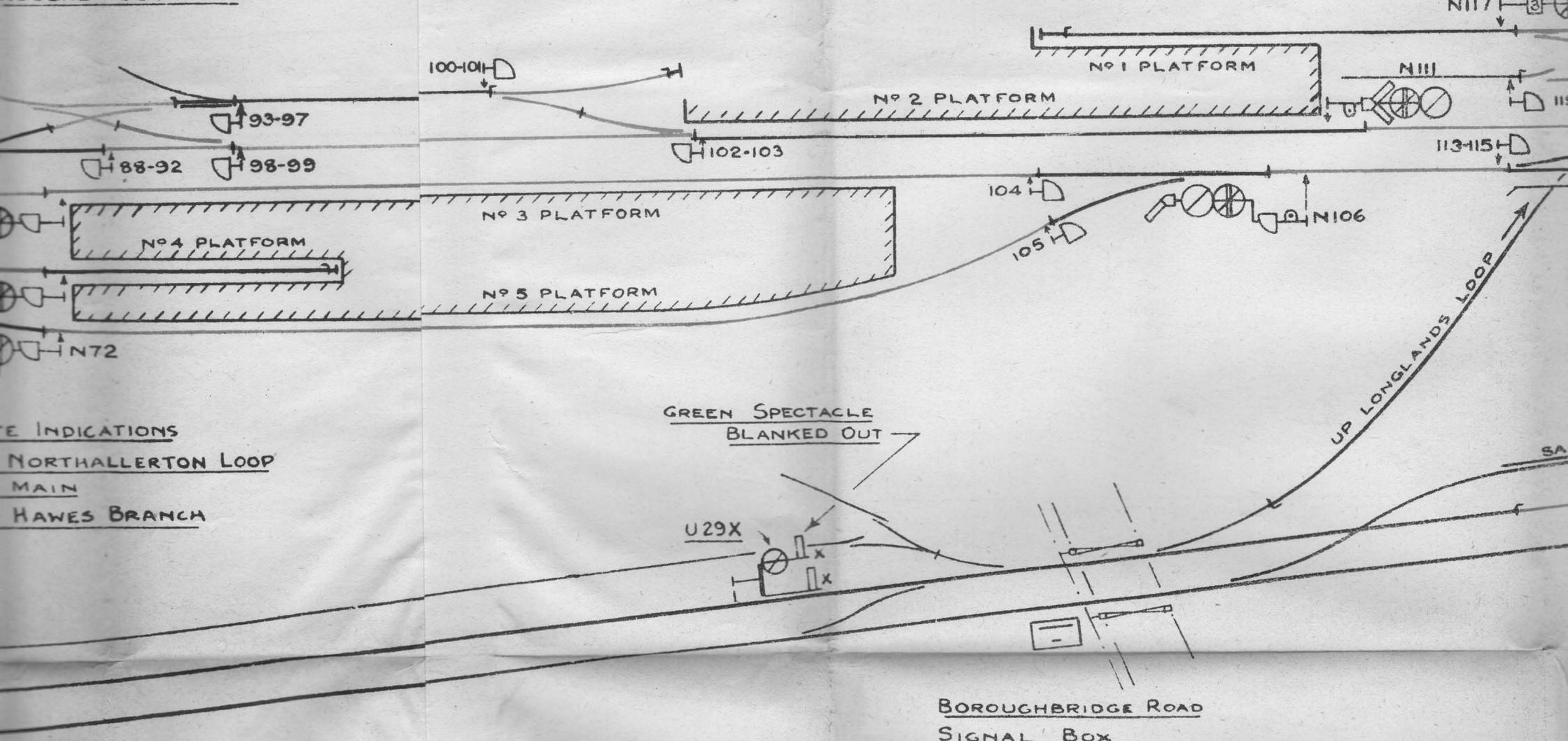
EMBER 3RD 1939

SIGNALS ARE

NORTHALLERTON

" EAST

BOROUGHBRIDGE ROAD



INDICATIONS

NORTHALLERTON LOOP

MAIN

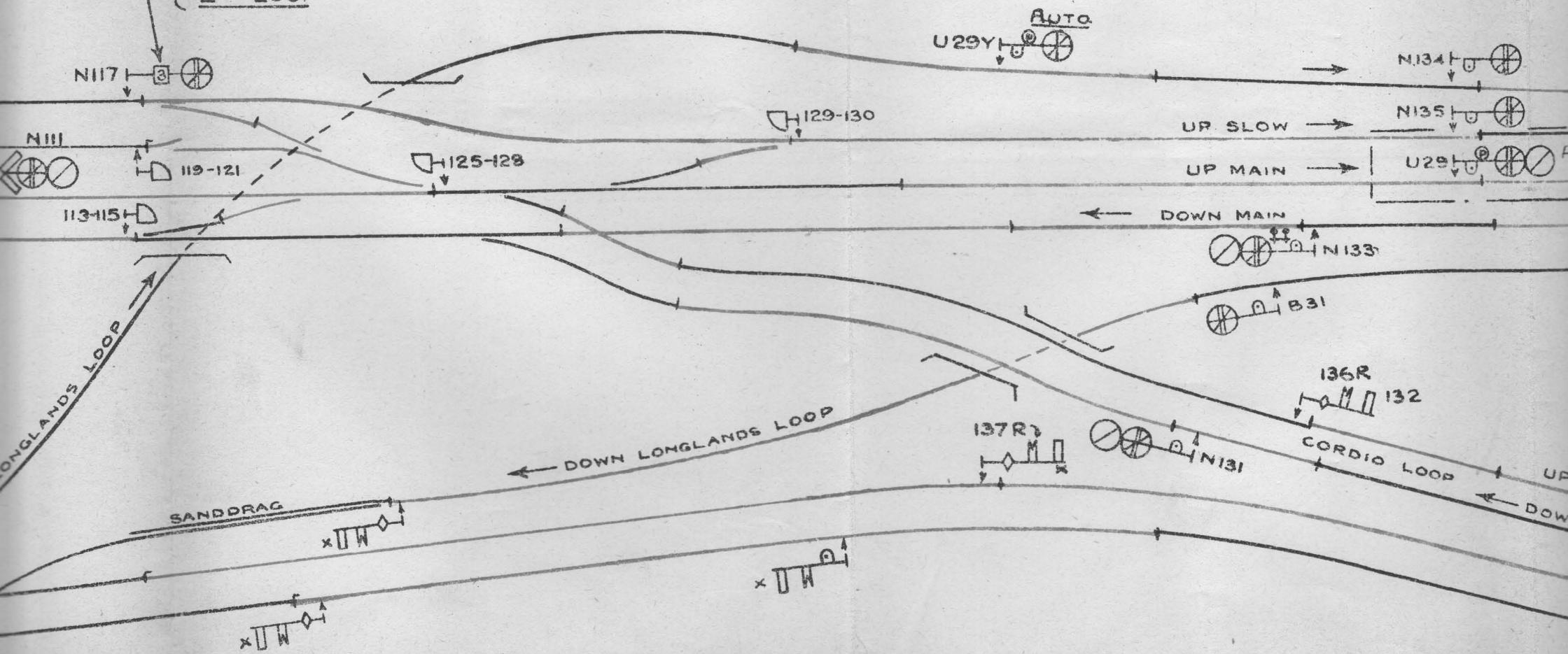
HAWES BRANCH

X .. WORKED FROM BOROUGHBRIDGE ROAD S.B.

ROUTE INDICATIONS

- S - SLOW
- M - MAIN
- L - LOOP

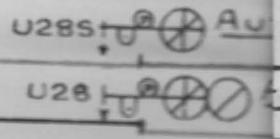
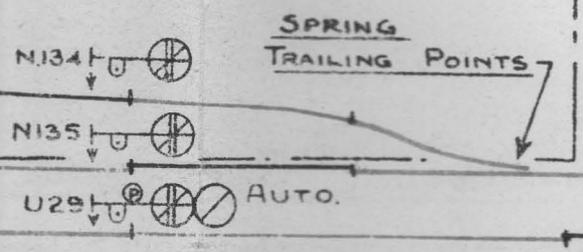
CONTROLLED



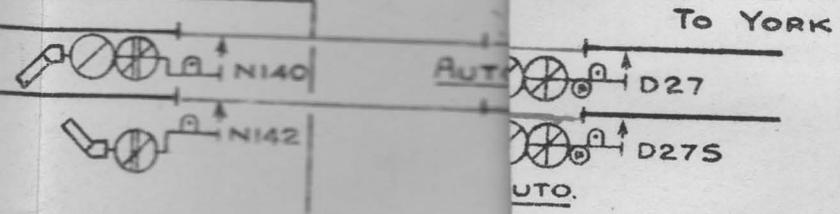
KEY TO SYMBOLS

	2 ASPECT	3 ASPECT	4 ASPECT
SEARCHLIGHT SIGNAL -	OR	OR	OR
JUNCTION INDICATOR -	OR		
POSITION WHITE LIGHT SUBSIDIARY -	OR		
TELEPHONE -	OR		
DERAILER -			
		REC INDICATOR	
		DUAL CONTROLLED POSITION WHITE LIGHT SUBSIDIARY	
		DIAMOND SIGN -	
		P" SIGN -	
		DETONATOR PLACER -	

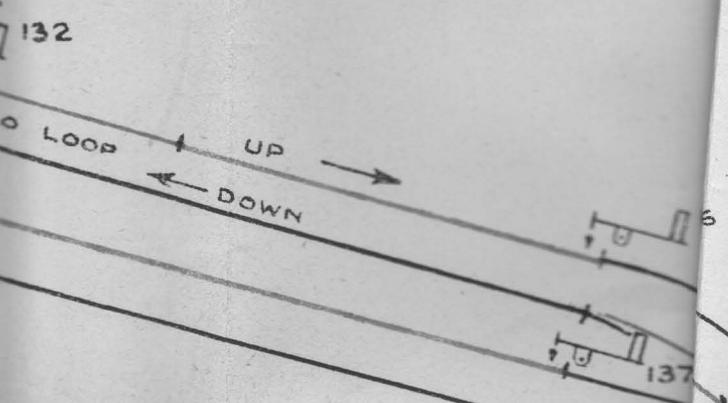
CONTROLLED TERRITORY →



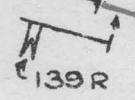
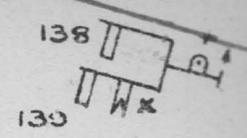
SPRING TRAILING POINTS



CONTROLLED TERRITORY →



UNWORKED TRAILING POINTS



LEADS