

P. Fryman Starboard

For the information and guidance of Railway Officers and Railway Staff only.

No. 20B



(NORTH EASTERN OPERATING AREA)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 15th MAY, 1955

NEWCASTLE
No. 1 SIGNAL BOX

This Programme gives details of an intermediate stage in the altered signalling arrangements. A diagram is enclosed of the new signalling whilst in addition full detail of the reading of the signals is given,

SIGNALLING RECORD SOCIETY

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Section C.

NEWCASTLE RE-SIGNALLING. INTERMEDIATE STAGE.

SUNDAY TO TUESDAY, 15th TO 17th MAY.

NEWCASTLE No. 1.—At 1-0 am on Sunday, 15th May, all points and signals worked from Newcastle No. 1 Signal Box will be disconnected. The movement of trains will be controlled by handsignalmen and Drivers must act upon their instructions. Points will remain disconnected as required until 6-0 pm, Monday, and signals until 6-0 pm, Tuesday.

In the course of testing, colour light signals may display incorrect aspects and Drivers must disregard indications shown by signals whenever these conflict with instructions received from a handsignalman.

Train working.

The running of trains over the High Level Bridge will be suspended from 12-1 am, Sunday, 15th May, until completion of the signalling work. During this period light engines between Newcastle and Gateshead Shed must travel via King Edward Bridge.

From 12-1 am, Sunday, until 4-0 am, Monday, electric trains between Newcastle and South Shields will be replaced by steam services and these trains, together with all other steam trains between Pelaw and Newcastle, will be diverted via King Edward Bridge. (See also notice of Engineering Operations on page 16 of Programme No. 20.)

Commencing 4-0 am, Monday, and until completion of signalling work, Newcastle and South Shields electric trains will start and terminate at Gateshead East Station and steam trains between Pelaw and Newcastle will be diverted via King Edward Bridge.

On Monday and until 9-15 am, Tuesday, North Tyneside Electric trains will start and terminate at Manors Station.

See separate advice for details of altered train arrangements.

Signals dispensed with.

All **Ingoing** signals on the large signal bridge spanning all lines at the North end of No. 1 Signal Box together with:—

224	No. 1 Platform Line to Fish Dock Siding or Fish Dock.	
247	To No. 1 Platform and Calling-on.	
144	No. 8 Platform Up and Calling-on.	} Controlled from } No. 2 Signal Box.
103 Push	No. 8 Platform to No. 1 or 2 Carriage Siding.	
108 Push	No. 9 Platform to Nos. 1 and 2 Carriage Sidings.	
148	No. 9 Platform Up and Calling-on.	
9	No. 8 Platform Up.	} Worked from } No. 2 Signal Box.
10	No. 8 Platform to No. 2 Carriage Sidings.	
147	No. 10 Platform Up and Calling-on.	
42	No. 4 Goods Starting and Calling-on.	
17 Push	No. 4 Goods to Factory or Hawthorns Sidings.	

- 8 From Factory Siding.
- 17 Pull From Hawthorns Siding.
- 175 Push No. 4 Platform to No. 5 Platform.
- 175 Pull No. 5 Platform to No. 4 Platform.
- 174 No. 4 Platform Call Back.
- 172 No. 5 Platform Call Back.

The crossover between Nos. 4 and 5 Platforms will be disconnected from the Signal Box and will become worked from a miniature lever ground frame fixed on platform at buffer end and released from Signal Box.

Route Indications Y and Z on subsidiaries 81/82/83, 72/73/74 and colour lights 84 and 87 will read to Nos. 3 and 4 Goods lines respectively.

New Signals (See Diagram).

- 249 No. 3 Platform Line to 2 or 3 Platforms—Top.
 No. 3 Platform Line to No. 247 signal—Bottom.
 Double ground subsidiary between Nos. 1 and 3 Platform Lines.
- 250 No. 1 Platform Line to No. 2 Platform—Top.
 No. 1 Platform Line to No. 247 signal—Bottom.
 Double ground subsidiary between No. 1 Platform Line and Engine Siding.
- 247 No. 1 Platform Line to 1 Platform, Fish Dock Siding or Dock.
 Ground subsidiary between No. 1 Platform Line and Engine Siding.
- 207 Down South or Up Tynemouth to 4, 5 or 6 Platforms.
 Ground subsidiary on left-hand side of Down South Line.
- 154 No. 8 Platform Line to No. 145 signal or No. 144 signal—Top.
 No. 8 Platform Line to No. 6 Platform or No. 148 signal—Bottom.
 Double ground subsidiary left of No. 8 Platform Line under Signal Box.
- 149 No. 10 Platform Line to No. 147 signal or No. 148 signal.
 Ground subsidiary left of No. 10 Platform Line under Signal Box.
- 148 No. 7 Platform Line to No. 7 Platform or No. 6 Platform.
 Ground subsidiary between Nos. 6 and 7 Platform Lines at No. 132 points
- 147 No. 10 Platform Line to No. 146 signal or No. 144 signal.
 Ground subsidiary left of No. 10 Platform Line at No. 133 points.
- 146 No. 10 Platform Line to No. 145 signal or No. 139 signal.
 Ground subsidiary left of No. 10 Platform Line at No. 134 points.

- 144 No. 8 Platform to No. 139 signal or No. 143 signal.
Ground subsidiary left of No. 8 Platform Line at No. 128 points.
- 145 No. 10 Platform Line to A.B. Sidings—Top.
No. 10 Platform Line to No. 10 Platform—Bottom.
Double ground subsidiary left of No. 10 Platform Line at No. 135 A.B. Sidings points.
- 139 No. 9 Platform Line to No. 9 Platform—Top.
No. 9 Platform Line to No. 1 or 2 Carriage Sidings—Bottom.
Double subsidiary on bracket at North end of No. 9/10 Platform.
- 143 No. 8 Platform Line to No. 1 or 2 Carriage Sidings—Top.
No. 8 Platform Line to No. 142 signal—Bottom.
Double ground subsidiary left of No. 127 points, No. 8 Platform to Carriage Sidings.
- 142 No. 8 Platform to No. 2 Carriage Siding or No. 8 Platform.
Ground subsidiary left of No. 8 Platform Line at No. 8 Platform to No. 2 Carriage Siding points.
- 82 Up Goods to No. 4 Goods—Route Indication Z.
- 81 Up Goods to No. 3 Goods—Route Indication Y.
- 83 Up Goods to No. 58 signal—Route Indication D.
Ground subsidiary with 3-way Route Indicator on left of Goods Lines at Signal Box.
- 74 Down Goods to No. 4 Goods—Route Indication Z.
- 73 Down Goods to No. 3 Goods—Route Indication Y.
- 72 Down Goods to No. 58 signal—Route Indication D.
Subsidiary with 3-way Route Indicator between Goods Lines at Signal Box.
- 42 No. 4 Goods to Hawthorns or Factory Sidings—Top.
No. 4 Goods Up—Bottom.
Double ground subsidiary on left of No. 4 Goods Line at No. 28 points.
- 8 From Factory Siding.
Ground subsidiary left-hand of No. 27 Trap points.
- 17 From Hawthorns Siding.
Ground subsidiary left-hand of No. 28 Trap points.
- 222 Pull. From Fish Dock or Fish Dock Siding will be fitted with 3-way Route Indicator showing:—
- E Engine Siding.
 - M Down North Main.
 - U Up North Main.

Subsidiaries and 2-way Route Indicators showing indications Z and Y will be fitted to No. 84 Up Tynemouth Goods and No. 87 Up Goods signals.

Calling-on subsidiaries on the Inner Signal Bridge High Level and the Castle Bridge North Lines will in future read to the same routes as the associated Colour Light signals.

The following new signal, shewn on the diagram, and additional Route Indications will be brought into use on Tuesday, 24th May:—

New Signal.

209/212/213/214 Up South Main to Nos. 3, 4, 5, 6, 7, 8, 9 or 10 Platforms.

Subsidiary erected on Inner Signal Bridge (High Level) adjacent to Colour Light.

Additional Route Indications.

The Route Indication G on the Down South Main Home signal (Inner Bridge) will be replaced by Indications Y and Z reading to Nos. 3 and 4 Goods lines respectively.

COLOUR LIGHT SIGNALS.

Subsidiary Signals:—

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°.

Ground subsidiary position light signals will conform with the provisions of Rule 35, but it should be specially noted that these signals will exhibit one RED and one WHITE light when in the danger position. When in the proceed position two white lights at an angle of 45° will be given. **GROUND SUBSIDIARY SIGNALS MUST NOT BE PASSED WHEN IN THE DANGER POSITION. THE SPECIAL ATTENTION OF DRIVERS IS DRAWN TO THIS POINT.** When a proceed aspect is given at a full colour light running signal, the facing ground subsidiary signals between this signal and the next stop signal will normally be in the clear position but the Signalman has facilities for restoring such intervening ground subsidiary signals to the danger position in an emergency after the train has passed the full colour light signal.

In making local set back movements, it is essential that all the vehicles should pass beyond the signal applicable for such movement to ensure that the controlling track circuit is clear. If this is not done, the Signalman will not be able to clear the signal for the set back movement.

To assist drivers in identifying the routes to which subsidiary signals lead the number of the next signal is, in some cases, given under the heading "Nomenclature", but this does not necessarily mean that the line is clear to that signal.

Subsidiary signals exhibited **WITHOUT A ROUTE INDICATION** under running signals, and ground subsidiaries exhibited **WITH A ROUTE INDICATION**, 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.

When a Subsidiary signal is exhibited under a running signal, together WITH A ROUTE INDICATION, all intervening Subsidiary signals ahead (where provided) will be at "Proceed", but the line immediately in the rear of the next running signal ahead, or platform line as the case may be, will be occupied at the time the signal is exhibited, but the intervening section of the line will be clear.

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE

11th May, 1955

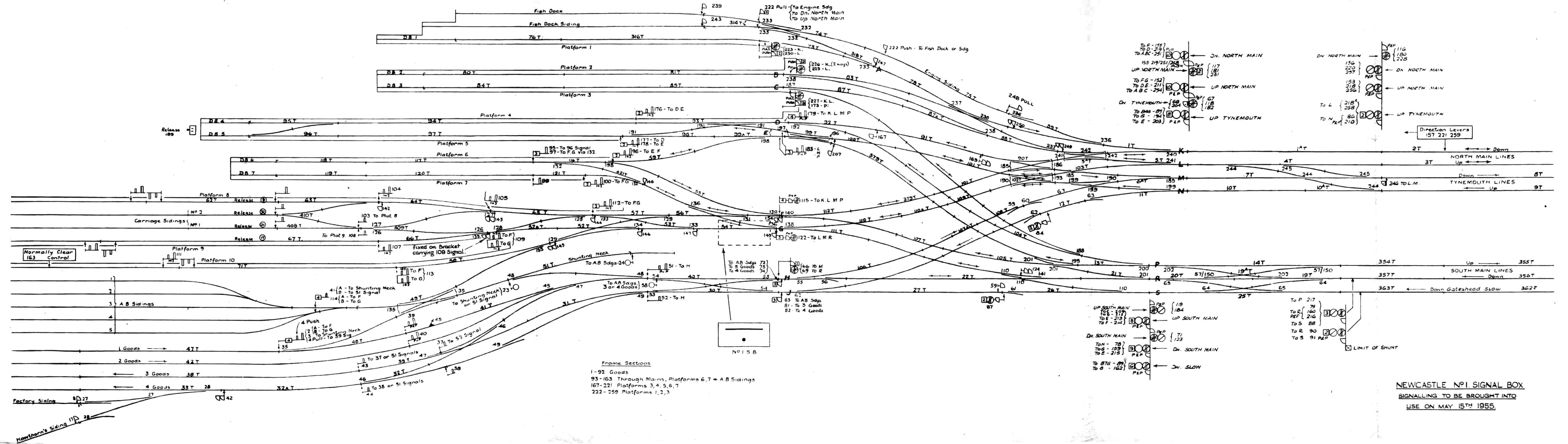
C.8205

A. P. HUNTER,
Chief Operating Superintendent,
YORK.

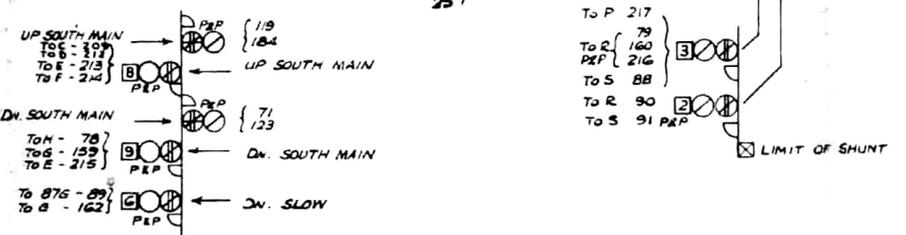
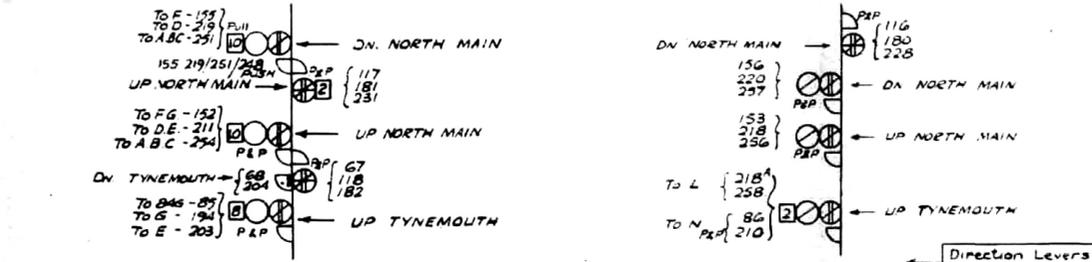
Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 20B."

Herald, York—R16758



Frame Sections
 1-92 Goods
 93-163 Through Mains, Platforms 6, 7 + A B Sidings
 167-221 Platforms 3, 4, 5, 6, 7
 222-259 Platforms 1, 2, 3



NEWCASTLE NO. 1 SIGNAL BOX
 SIGNALLING TO BE BROUGHT INTO
 USE ON MAY 15TH 1955.