



British Rail

Eastern Region

No.48A

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SATURDAY, 2 DECEMBER, 1967

PELAW AND HARTON
RE-SIGNALLING

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN PELAW AND HARTON – SIGNALLING AND PERMANENT WAY ALTERATIONS

Between 22 45 hours Saturday, 2nd December and 04 30 hours Monday, 4th December, the existing signalling between Pelaw and Harton will be replaced by Colour Light signalling with full track circuiting. The new signalling will be controlled from Pelaw signal box.

The following signal boxes, together with all mechanical signalling worked therefrom, will be abolished:—

Hebburn West, including Goods Yard Ground Frame, Hebburn Station, Pontop and Jarrow Station.

Other signalling alterations:— Harton Signal Box.

The following signals will be abolished and replaced by Colour Light signals as shown:—

Existing Signal	New Signal
6 Down Main Home	H.6 Down Main Home – 4 aspect Colour Light, 183 yards before reaching Harton signal box.
8 Down Main Distant	Indications incorporated in new Down Main 4 aspect Colour Light automatic signal No. 731.
40 Up Main Starting	H.40 Up Main Starting – 4 aspect Colour Light, 332 yards ahead of Harton signal box.

St. Bede's Signal Box.

The Up Main to S.P.D. siding points will be controlled from a Ground Frame.

All remaining mechanical signalling which applies to the Down and Up Main lines will be abolished and, in future, the signal box will cease to signal the Down and Up Main lines.

Jarrow Station Signal Box

The new facing crossover between the Down and Up Main lines (No. 4042) will be brought into use.

The facing connection from Up Main to Goods Yard will be secured out of use, in the normal position, pending removal.

Hebburn West Signal Box

The following ground position light signal will be abolished:—

15 – Shunting Down Through Siding or to Up Main or New Works Siding.

Catch Points

Catch Points are provided in the Up Main line as follows:—

450 yards in rear of No. 718 signal – gradient rising 1 in 241.

420 yards in rear of No. 712 signal – gradient rising 1 in 108.

543 yards in rear of No. 696 signal – gradient rising 1 in 92.

Ground Frames

The points leading to Wailes Dove sidings and the S.P.D. siding will be controlled by ground frames released electrically by Pelaw signal box. Telephone to Pelaw signal box will be provided. Shutting inside facilities are available at both ground frames.

A Limit of Shunt indicator will be provided 200 yards in rear of the connection leading to Wailes Dove sidings.

DESCRIPTION OF SIGNALS

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M.—Main S.—Sub.	Route or Junct. Ind.	Application to or towards
681	Down Main	Auto	—	683
683	Down Main	M	—	697
	Down Main	S	—	Down Main to Down Siding 689
697	Down Main	M	—	709
699	Down Thro' Sdg.	M	—	709
709	Down Main	M	—	715
715	Down Main	M	—	725
	Down Main	S	—	Down Main to Jarrow Goods Yd.
725	Down Main	M	—	729 Auto
	Down Main	S	—	Down Main to Shell Mex Sdg.
729	Down Main	Auto	—	731 Auto
731	Down Main	Auto	—	H6

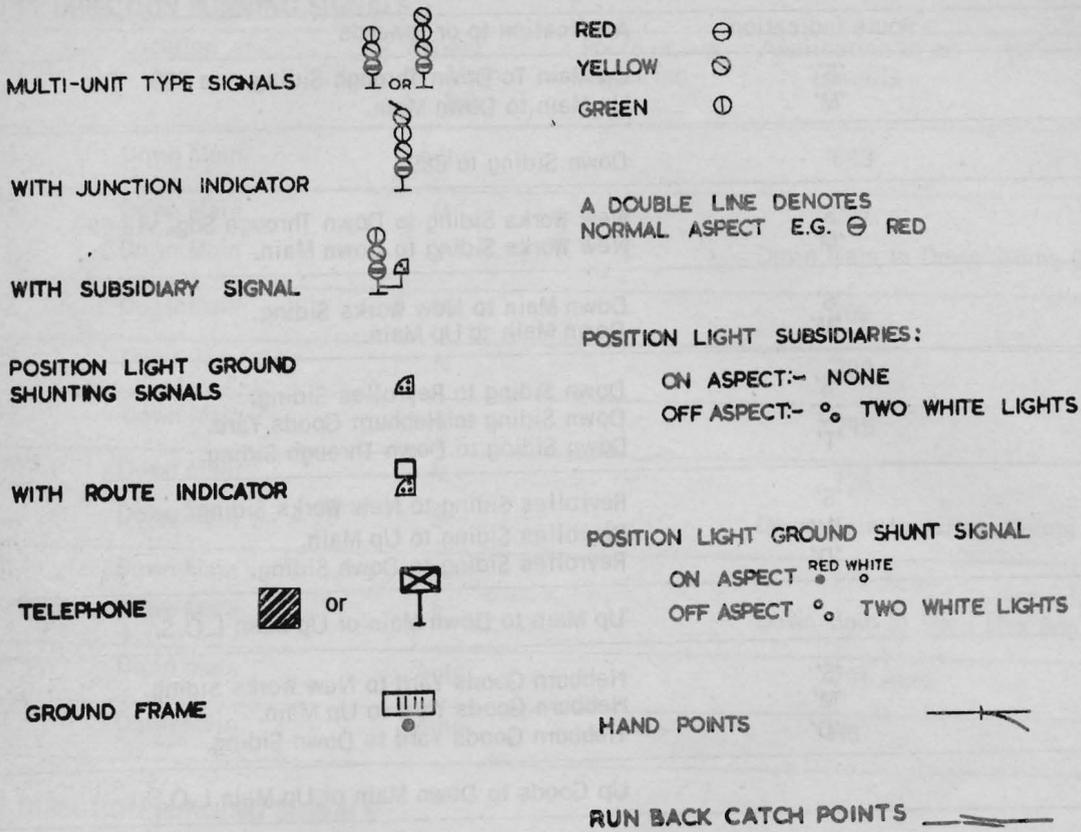
UP DIRECTION RUNNING SIGNALS

726	Up Main	M	—	724 Auto
724	Up Main	Auto	—	722
722	Up Main	M	—	718
718	Up Main	M	—	716
	Up Main	S	—	Up Main to Jarrow Goods Yard
716	Up Main	M	—	712
712	Up Main	M	—	698
710	Pontop Branch	M	—	Pontop Branch to Up Main 698 signal
698	Up Main	M	—	696
696	Up Main	M	—	688
	Up Main	M	LH.45 ^o	Up Main to Up Goods 690 signal
	Up Main	S	—	Up Main to Up Goods 'Calling—on'.
690	Up Goods	M	—	Up Goods to Up Main 682 Auto.
	Up Goods	S	—	Up Goods to New Works Siding
688	Up Main	M	—	682 Auto
	Up Main	S	—	Up Main to New Works Siding
682	Up Main	Auto	—	P22

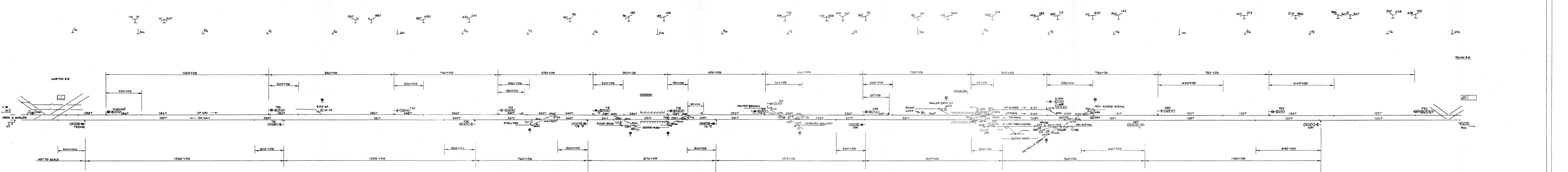
POSITION LIGHT SHUNTING SIGNALS

No.	Route Indication	Application to or towards
684	'S' 'M'	Up Main To Down Through Siding, via 689 Up Main to Down Main.
685		Down Siding to 689
686	'S' 'M'	New Works Siding to Down Through Sdg. via 689 New Works Siding to Down Main.
687	'S' 'M'	Down Main to New Works Siding. Down Main to Up Main.
689	'S' 'G' 'T'	Down Siding to Reyrolles Siding. Down Siding to Hebburn Goods Yard. Down Siding to Down Through Siding.
691	'S' 'M' 'D'	Reyrolles Siding to New Works Siding. Reyrolles Siding to Up Main. Reyrolles Siding to Down Siding.
692		Up Main to Down Main or Up Main L.O.S.
693	'S' 'M' 'D'	Hebburn Goods Yard to New Works Siding. Hebburn Goods Yard to Up Main. Hebburn Goods Yard to Down Siding.
694		Up Goods to Down Main or Up Main L.O.S.
695	'S' 'M' 'D'	Down Through Siding to New Works Siding. Down Through Siding to Up Main. Down Through Siding to Down Siding.
701		Down Main to Up Goods or Up Main, or Down Through Siding.
706		Along Up Main to 708 signal or to Down Main.
708		Up Main to Pontop Branch.
711		Hebburn Colliery to Down Main.
713		Down Main to Hebburn Colliery or to Up Main.
714		Up Main to Jarrow Goods Yard or Down Main.
717		Jarrow Goods Yard to Up Main.
719		Down Main to Up Main.
720		Up Main to Shell-Mex Siding or Down Main.
721	'S' 'M'	Jarrow Goods Yard to South Shunting Neck. Jarrow Goods Yard to Down Main.
723		South Shunting Neck to Goods Yard.
727		Shell-Mex Siding to Up Main.

The diagram attached to this notice illustrates the signalling alterations to be carried out and the key to the symbols used is shown below:-



During the period of the work, points and signals will be disconnected and Drivers handsignalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.



SIGNAL	INDICATION	ROUTE TO
721	M	DN MAIN
721	S	SHUNT SPUR

SIGNAL	INDICATION	ROUTE TO
684	M	697 SIGNAL
686	S	689 SIGNAL
687	S	NEW WORKS SIDING
687	M	UP MAIN
687	T	699 SIGNAL
689	G	GOODS YARD
689	S	R.&Co SIDING
691	S	NEW WORKS SIDING
693	M	UP MAIN
695	D	DN. SIDING

BRITISH RAILWAYS EASTERN REGION
 PELAW S.B.
 SOUTH SHIELDS BRANCH
 SIGNALLING