

For the information of Railway Staff only.



Eastern Region

C. J. Woolstenholme

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line
from

SUNDAY 28 NOVEMBER 1971

**AT
FERRYHILL**

SIGNALLING RECORD SOCIETY

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FERRYHILL RESIGNALLING

During the period of this work on Sunday 28th November Ferryhill Nos. 1 and 3 and Tursdale signal boxes will be abolished and Ferryhill No.2 signal box will be renamed Ferryhill, Hett Mills signal box will become a gate box. The existing semaphore signals at Ferryhill and Hett Mill will be replaced by colour light signals with full track circuiting. Certain existing colour light signals will be repositioned, altered in form, or renumbered. Track Circuit Block Regulations will apply between Parkgate, Ferryhill and Tyne, Ferryhill-Whitwell, and Absolute Block Regulations will continue to apply between Ferryhill and Bishop Middleham.

PERMANENT WAY ALTERATIONS

After extensive remodelling the revised permanent way layout is shown on the attached diagram.

GROUND FRAMES

Steetley Magnesite sidings ground frame, Kelloe Bank Foot ground frame, and Coxhoe ground frame.

These ground frames will be released by the new Ferryhill Signal Box and the telephone will communicate with that box.

CATCH POINTS

The following catch points will be provided:-

Line	Location	Gradient
Down Leamside	800 yards before reaching WL417 signal.	Rising 1 in 220.
Down Leamside	856 yards before reaching WL415 signal.	Rising 1 in 125.
Up Leamside	850 yards before reaching F412 signal.	Rising 1 in 293.
Up Leamside	850 yards before reaching F414 signal.	Rising 1 in 125.

ALTERATIONS TO EXISTING SIGNALLING

HM10 signal capable of displaying red or green aspects will be equipped with two yellow aspects and will become a four aspect automatic signal relettered and renumbered TY409.

Signals TY407 and TY405 capable of displaying yellow, double yellow or green aspects will be equipped with a red aspect and become four aspect automatic signals.

HM4 signal will be relettered and renumbered F408.

HM5 signal will become an automatic signal relettered and renumbered F410.

T2 signal will be relettered and renumbered F420.

T10 Up Home Signal from Whitwell capable of displaying yellow, double yellow, red and green aspects will become a three aspect signal displaying red, green and yellow aspects without junction indicator relettered and renumbered F418.

Whitwell Down Leamside Distant signal capable of displaying yellow and green aspects will be equipped with a red aspect and become a three aspect automatic signal relettered and renumbered WL415.

WL2 Whitwell Up Leamside Home signal capable of displaying red and green aspects will be equipped with a yellow aspect and become a three aspect signal.

Ferryhill No.1 – 47 signal Down Main capable of displaying red, yellow and green aspects will be equipped with an additional yellow aspect and become a four aspect signal relettered and renumbered F439. The left hand offset subsidiary signal will be dispensed with.

Ferryhill No.3 Down Main Home signal – No.50 will be fitted with a three way stencil type route indicator and will be relettered and renumbered F451.

ALTERATIONS TO EXISTING SIGNALLING—continued

Bishop Middleham Up Home Semaphore Signal will be fitted with a red intensified light the green aspect blanked out and a colour light distnat head will be fitted on the same post capable of displaying yellow and green aspects and acting as Ferryhill Up Stockton Distant for F452 signal.

Signal D55 Down Main Automatic Signal will be relettered and renumbered F455 and become a controlled signal.

Ferryhill No.3 – Up Main 98 signal will become an automatic signal without subsidiary signal and route indicator relettered and renumbered F436.

Ferryhill No.1 Up Main Home signal – 79 will be relettered and renumbered F444.

Tursdale – T11 Up Main Startin g signal will be relettered and renumbered F426 and become an automatic signal.

Ferryhill No.1 Down Fast Starting signal – 51 will become a four aspect signal relettered and renumbered F427.

Ferryhill No. 1 Down Loop – Down Fast 53 signal will become a four aspect signal relettered and renumbered F425.

Automatic signals HM398, 400, 402, 404 and 406 will be prefixed "F".

GENERAL

A description of the new signals is included in this notice and a diagram which illustrates the revised signalling is attached. During the period of this work points and signals will be disconnected and Driver: will be hand signalled as necessary.

Further details will be given in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

TY = Tyne F = Ferryhill WL = Whitwell BM = Bishop Middleham

The numbers of semaphore signals are quoted for reference purposes only.

Up Direction Running Signals

No.	Location or Description	Aspect M=Main S=Sub	Junction or Route Indication	Application to or towards
F406	Up Main Auto	M	—	F408
F408	Up Main	M	—	F410
F410	Up Main Auto	M	—	F420
F420	Up Main	M	— Position 1	F426 F422
F426	Up Main Auto	M	—	F436
F436	Up Main Auto	M	—	F444
F444	Up Main	M	—	U55 (existing signal)
WL2 (existing signal)	Whitwell Up Main Home	M	—	F412
F412	Up Leamside Auto	M	—	F414
F414	Up Leamside Auto	M	—	F416
F416	Up Leamside Auto	M	—	F418
F418	Up Leamside	M	—	F422
F422	Up Leamside	M	—	F432
F432	Up Leamside	M	—	F438

DESCRIPTION OF SIGNALS—continued

Up Direction Running Signals—continued

No.	Location or Description	Aspect M=Main S=Sub	Junction or Route Indication	Application to or towards
F438	Up Leamside	M M S	— Position 1 Position 1	F443 F445 F445 (Loop occupied)
F443	Up Leamside	M M	— Position 1	F453 U55
F445	Goods Loop	M M S S	— Position 1 'S' 'U'	F453 U55 Spur Up Ferryhill L.O.S.
19	Bishop Middleham Up Home	Semaphore	} —	F452
and F454	Ferryhill Up Stockton Distant	Colour Light Head		—
F452	Up Ferryhill	M	—	F450
F450	Up Ferryhill	M S S S	— 'S' 'G' 'X'	F437 Sidings Goods Loop Up Leamside
Down Direction Running Signals				
F437	Down Leamside Auto	M	—	F435
F435	Down Leamside Auto	M	—	F423
F423	Down Leamside	M M	— Position 1	WL.419 F413
F413	Down Main Auto	M	—	F411
F411	Down Main	M	—	TY.409
TY.409	Down Main Auto	M	—	TY.407 (Existing)
WL.419	Down Leamside Auto	M	—	WL.417
WL.417	Down Leamside Auto	M	—	WL.415
WL.415	Down Leamside Auto	M	—	WL.1 (Existing signal)
D54 (Existing signal)	Down Main	M	—	F455
F455	Down Main	M	—	F451
F451	Down Main	M M S S S	— Position 4 'S' 'G' 'X'	F439 F437 Sidings Goods Loop Towards F441 Up Leamside Towards F440
F439	Down Main	M M	— Position 1	F427 F425
F427	Down Main	M	—	F421
F425	Down Passenger Loop	M	—	F421
F421	Down Main	M	—	F413
F413	Down Main Auto	M	—	F411
F411	Down Main	M	—	TY.409
TY.409	Down Main Auto	M	—	TY.407 (Existing)

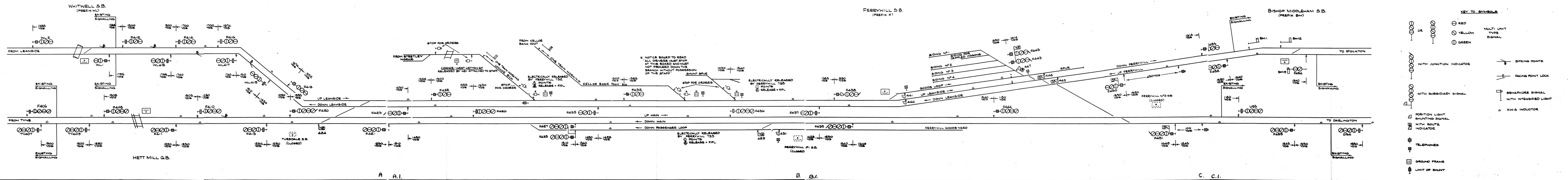
DESCRIPTION OF SIGNALS—continued**Down Ferryhill Running Signals**

No.	Location or Description	Aspect M=Main S=Sub	Junction or Route Indication	Application to or towards
F453	Down Ferryhill Starting	M	—	Bishop Middleham Down Home Signal (Existing Semaphore)

Note :— The position number quoted in the column headed Junction or Route indication refers to Rule 35 (e).

Ground Position Light Signals

424	Down Main		'L' 'U'	Up Leamside to F422 Along Up Main to F429
429	Down Passenger Loop		'X' 'G'	Down Main towards F439 Ferryhill Goods
431	Ferryhill Goods Line		—	Along Down Passenger Loop to F425 signal.
441	Goods Loop		—	Along Up Leamside to L.O.S.
440	Up Leamside		—	Along Up Leamside to L.O.S.
448	Shunt Spur		'S' 'G'	Sidings Goods Loop
449	Down Ferryhill		'S' 'G' 'X'	Sidings Goods Loop Up Leamside towards F440
447	Sidings		'S' 'D' 'U' 'M' 'X'	Shunt Spur Along Down Ferryhill to F453 Along Up Ferryhill to L.O.S. Along Up Main to U55 Along Down Main to L.O.S.



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