

For the information of Railway Staff only.



British Rail

EASTERN REGION

**SIGNALLING
NOTICE
No. 34**

SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

SATURDAY 13 MAY 1972

AT

DARLINGTON

**York
May, 1972**

MO/42/51242/1

**F.J. Burge
Chief Operating Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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1

BETWEEN ERYHOLME AND FERRYHILL, OAK TREE AND DARLINGTON SOUTH, PARKGATE AND HEIGHINGTON - RESIGNALLING

During the period 05 00 Saturday 13th. May to 17 00 Monday 15th. May 1972, Darlington Station and surrounding area will be resignalled.

Following upon extensive track rationalisation, the existing semaphore signalling remaining in this area will be replaced by new colour light signals with full track circuiting.

Certain existing colour light signals will be retained, but altered in form and renumbered as necessary.

The signal boxes at Geneva, Darlington North, Parkgate, Hopetown and Charity will be abolished.

The new signalling will be controlled from a route setting panel to be provided in Darlington South signal box, which will be renamed Darlington.

The Track Circuit Block Regulations will apply between Darlington signal box and the signal boxes at Eryholme, Oak Tree and Ferryhill.

Special modified regulations will be applied to the Branch Single line between Darlington and Heighington.

Permanent Way Alterations

Darlington South

The junction layout will be renewed in an altered form to provide a single lead connection from the Saltburn Branch into the Up Main line, together with new connections between the Up Goods, Up Main, Down Main, Down Goods and Platform lines.

A new facing connection Down Main to Down Goods at 42m. 74chs. will be brought into use.

Darlington North

The Down Goods (West) line between the scissors crossover and the connection to the D.M.U. Depot will become part of the Down Duplicate line.

The Up Duplicate line, adjacent to No.1 Platform line, will become the Up Siding.

New connections between the Up Main, Up Goods and Up Sidings will be laid in and brought into use. These connections, together with the new connections provided previously during stage work, will complete the track alterations in this area.

Darlington North - Heighington

The existing Down and Up Main lines between Parkgate and Charity signal boxes will become a single line, using the former Down Main line in both directions. The line will connect into the single line between Charity and Heighington at the North end, and into the former Down Goods line between Darlington North and Parkgate at the South end, and will become the new Bishop Auckland Branch Single line between Darlington and Heighington.

The Down and Up Goods lines between Parkgate and Albert Hill will be realigned and retained in use.

The Down and Up Goods lines between Albert Hill and Hopetown will be replaced by a Goods Single line, using parts of the former Down Goods and Up Main lines suitably realigned.

The former Up Main line between Hopetown and Charity will be retained in use as a Through Siding.

Alterations to Existing Signalling

Darlington South

The existing Down Main 4 aspect search light signal D.S.1 will become an automatic signal, and will be replated D.923. The existing Up Branch search light signal D.S.43 will be converted to a 3 aspect colour light signal, and will be replated D.941. The theatre type route indicator and subsidiary signal will be retained.

Geneva

The existing Down Branch Intermediate Block Home signal G.7 will become a 3 aspect automatic signal, and will be replated D.942.

Darlington North

The existing No.4 Platform line 3 aspect starting signal D.N.32 will be fitted with a new theatre type route indicator above the main aspects, and will be replated D.883. The associated subsidiary signal will be abolished. The existing Down Duplicate line 3 aspect Starting signal D.N.35 will be fitted with a new theatre type route indicator above the main aspects, and will be replated D.885. The associated subsidiary signal will be retained, and will apply when cleared to the D.M.U. Depot.

Alterations to Existing Signalling – continued

Parkgate

The existing 4 aspect Down Main Home signal P.74, which is fitted with junction indicators positions 1 and 2, will in future be fitted with one junction indicator position 1, and will be replated D.863. The existing 2 aspect Down Goods Home signal P.80, which is fitted with a theatre type route indicator, will become a 3 aspect signal fitted with a junction indicator position 4, and will be replated D.865. The associated subsidiary signal will be retained, and will apply when clear to Houghton Bridge West Sidings.

Oak Tree

A new semaphore distant arm will be fitted beneath the Up Home signal OT.13, and will act as distant signal for D.949 automatic signal. The existing Down Home semaphore signal will be replaced by a 3 aspect colour light signal at 680 yards before reaching the signal box. The signal will be plated OT.2, and the telephone will communicate with Oak Tree signal box.

Ground Frames

The following new and existing ground frames will be electrically released from Darlington signal box. A telephone will be provided at each ground frame, communicating with the signal box.

Passenger Siding

A two lever frame, controlling the trailing connection from the Down Goods line to Passenger Siding. Siding.

Down Sidings

A two lever frame, controlling the trailing connection from the Down Duplicate line to Down Siding.

No.2 Siding

A two lever frame, controlling the double ended connection between No.1 and No.2 Sidings.

Bank Top

A 4 Lever frame, controlling the 3 connections from No.1 Siding to Bank Top Yard Sidings.

Houghton Bridge

A two lever frame, controlling the double ended connection between the Bishop Auckland Single line and Houghton Bridge West Sidings.

Albert Hill

A two lever frame, controlling the facing connection between the Down Goods line and the East Yard.

West Yard

A two lever frame, controlling the connection between the Goods Single line and the West Yard.

Hopetown

A two lever frame, controlling the connection between the Through Siding and the Shunt Spur at Hopetown.

Ironworks

A two lever frame, controlling the connection between the Through Siding and Rise Carr Ironworks Siding.

Charity

A two lever frame, controlling the double ended connection between the Bishop Auckland Single Line and the Through Siding at Charity.

Rolling Mill

A two lever frame, controlling the connection and trap points between the Rolling Mill Siding and the Bishop Auckland Single line.

Aycliffe

The existing 3 lever frame is retained controlling the double ended connection between the Up Main line and the Limeworks Siding, and U.49 signal to danger.

Nickstream Branch

The Shellstar and Chemical Sidings Ground Frames, situated on the Nickstream branch single line, will continue to be released by the Annetts key train staff.

Alterations to Existing Signalling – continued**Catch Points**

New catch points will be provided in the Down Goods Line 470 yards before reaching D.849 signal.

Notice Boards

The following new notice boards will be provided : –

Up Reception Sidings

An illuminated notice board worded, "Stop – Telephone" will be provided at the North end of Nos. 3 and 4 Reception Sidings, applicable to both sidings. A telephone will be provided communicating with Darlington signal box.

Albert Hill

An illuminated notice board worded "Stop – Telephone" will be provided at the exit from the East Yard. The telephone provided for Albert Hill ground frame should be used to communicate with Darlington signal box.

Nickstream Branch Single Line

An illuminated notice board worded, "Drivers of Trains Must Stop and Obtain Annetts Key" will be provided on the Nickstream branch single line 200 yards in rear of D.842 signal.

Release Instrument

An Annetts Key Release Instrument will be provided adjacent to the Nickstream Branch Notice Board, for housing the Annetts Key which acts as the Branch Train Staff. The Annetts Key will be electrically released by Darlington signal box, and a telephone communicating with the signal box will be provided adjacent to the release instrument.

Shunt Limits

The following Limit of Shunt Indicators will be provided: –

Down Goods Line 200 yards in rear of D.915 signal.

Down Duplicate Line 85 yards in rear of D.897 signal.

Automatic Warning System

A.W.S. equipment will be provided for all main line signals, and for the junction protecting signals on converging branch and goods lines, except that there will be no A.W.S. equipment provided on the Darlington Station Platform lines.

General

A description of signals is included in this notice, and a diagram illustrating the revised signalling is attached.

During the period of the work, points and signals will be disconnected, and Drivers will be hand signalled as necessary.

Further details will be included in the weekly notice of engineering operations.

DESCRIPTION OF SIGNALS

D = Darlington E = Eryholme F = Ferryhill
H = Heighington OT = Oak Tree

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
D41 AUTO (existing signal)	Down Main	M	–	D923 Auto
D923 (formerly DS1)	Down Main	M	–	D921
D921	Down Main	M	–	D917
		M	Position 1	D915
		S	Position 1	D915 (line occupied)

DOWN DIRECTION RUNNING SIGNALS — continued

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
D917	Down Main	M	—	D889
		M	1	D887 No.1 Platform
		M	2	No.2 Platform Clear
		M	3	No.3 Platform Clear
		M	4	D895 No.4 Platform
		M	D	D897 Down Duplicate
		S	X	D911
		S	1	No.1 Platform Occupied
		S	2	No.2 Platform Occupied
		S	3	No.3 Platform Occupied
		S	4	No.4 Platform Occupied
		S	D	Down Duplicate Occupied
		S	—	D907
D915	Down Goods	M	M	D889
		M	1	D887 No.1 Platform
		M	2	No.2 Platform Clear
		M	3	No.3 Platform Clear
		M	4	D895 No.4 Platform
		M	D	D897 Down Duplicate
		S	1	No.1 Platform Occupied
		S	2	No.2 Platform Occupied
		S	3	No.3 Platform Occupied
		S	4	No.4 Platform Occupied
		S	D	Down Duplicate Occupied
S	—	D913		
OT13 (existing signal)	Oak Tree	Semaphore	—	D949 Auto
	Up Home			
D949 R	Below OT 13	Semaphore Distant	—	D949 Auto
D949	Up Saltburn	M	—	D947 Auto
D947	Up Saltburn	M	—	D945 Auto
D945	Up Saltburn	M	—	D943 Auto
D943	Up Saltburn	M	—	D941
D941	Up Saltburn	M	M	D889
		M	1	D887 No.1 Platform
		M	2	No.2 Platform Clear
		M	3	No.3 Platform Clear
		M	4	D895 No.4 Platform
		M	D	D897 Down Duplicate
		S	G	D909
		S	X	D911
		S	1	No.1 Platform Occupied
		S	2	No.2 Platform Occupied
		S	3	No.3 Platform Occupied
		S	—	D907
		S	4	No.4 Platform Occupied
S	D	Down Duplicate Occupied		
D889	Down Main	M	—	D863
		M	Position 1	D865
D887	No.1 Platform	M	M	D863
		M	B	D865
		S	—	D869

DOWN DIRECTION RUNNING SIGNALS — continued

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
D895	No.4 Platform	M	—	D883
		M	D	D885
		S	4	No.4 Platform Occupied
		S	D	Down Duplicate Occupied
D897	Down Duplicate	M	—	D885
		M	4	D883
		S	D	Down Duplicate Occupied
		S	4	No.4 Platform Occupied
D883 (formerly DN32)	No.4 Platform	M	M	D863
		M	B	D865
D885 (formerly DN35)	Down Duplicate	M	M	D863
		M	B	D865
		S	—	D.M.U. Depot
D873	No.6 Platform	M	M	D863
		M	B	D865
D875	No.5 Platform	M	M	D863
		M	B	D865
D863 (formerly P74)	Down Main	M	—	F857 (existing signal)
		M	Position 1	D849
D865 (formerly P80)	Down Bishop Auckland	M	—	D847
		M	Position 4	F857 (existing signal)
		S	—	Haughton Bridge West Sidings
D849	Down Goods	M	—	D845
D845	Down Goods	M	—	D841
		S	S	Shunt Spur
		S	G	Through Siding
		S	B	Nickstream Branch
D847	Down Bishop Auckland	M	—	D841
D841	Down Bishop Auckland	M	—	D835
D835	Down Bishop Auckland	M	—	H38
H38R	Heighington Down Distant	M	—	H38
H38	Heighington Down First Home	M	—	Down Second Home H36 (existing signal)

UP DIRECTION RUNNING SIGNALS

H32 (existing signal)	Heighington Up Second Home	Semaphore	—	H33
H33	Heighington Starting	M	—	D840
D838	Up Bishop Auckland	M	—	D840

UP DIRECTION RUNNING SIGNALS — continued

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
D840	Up Bishop Auckland	M M S S	— Position 1 W G	D854 D852 West Yard Up Goods Occupied
D842	Up Nickstream	M S S S	— W G S	Up Goods 852 West Yard Up Goods Occupied Shops Siding
D854	Up Bishop Auckland	M M M S S S	6 5 4 6 5 —	No.6 Platform Clear No.5 Platform Clear D908 No.4 Platform No.6 Platform Occupied No.5 Platform Occupied D864
D852	Up Goods	M M S S	M G G R	D866 D880 Up Goods Occupied Up Reception No. 1 or 2
U46 Auto (existing signal)	Up Main	M	—	D860 Auto
D860	Up Main	M	—	D862
D862	Up Main	M M S S	— G G R	D866 D880 Up Goods Occupied Up Reception No.1 or 2
D866	Up Main	M M M S S	— G 1 G X	D892 D896 D900 No. 1 Platform Up Goods Occupied D882
D880	Up Goods	M S	— G	D896 Up Goods Occupied
D892	Up Main	M M	— Position 1	E920 Auto D940 Auto
D896	Up Goods	M M S	M B —	E920 Auto D940 Auto Per. Way Yard
D900	No.1 Platform	M M S	M B —	E920 Auto D940 Auto D916
D902	No.2 Platform	M M S	M B —	E920 Auto D940 Auto D916
D906	No.3 Platform	M M S	M B —	E920 Auto D940 Auto D916
D908	No.4 Platform	M M S	M B —	E920 Auto D940 Auto D916
E920	Up Main	M	—	U42 Auto (existing signal)
D940	Down Saltburn	M	—	D942 Auto

UP DIRECTION RUNNING SIGNALS — continued

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
D942 (formerly G7)	Down Saltburn	M	—	D944 Auto
D944	Down Saltburn	M	—	D946 Auto
D946	Down Saltburn	M	—	OT2
OT2	Oak Tree Down First Home	M	—	Oak Tree Down Second Home No.4 (existing signal)

NOTE: The position numbers quoted in the column headed "Route or Junction Indication" refer to Rule 35(e).

GROUND POSITION LIGHT SIGNALS

No.	Location	Route Indication	Application to or Towards
843	West Yard Hopetown	S G B	Shunt Spur Through Siding Nickstream Branch
844	Shunt Spur Hopetown	W G X	West Yard Up Goods Goods Single Line Occupied
846	Through Siding Hopetown	W G	West Yard Up Goods
856	Reception Head Shunt	—	Up Goods Or Up Reception No.1 Or Up Reception No.2
859	Up Reception No.2	H M G	Head Shunt Down Main Down Goods
861	Up Reception No.1	H M G	Head Shunt Down Main Down Goods
864	Bishop Auckland Branch Single Line	—	Down Main 870 Or B.A. Single Line 872
870	Down Main	X S 6 5 4 D	Down Main 874 Wallside Siding 884 No.6 Platform No.5 Platform No.4 Platform Down Duplicate
872	B.A. Branch Single Line	S 6 5 4 D	Wallside Siding 884 No.6 Platform No.5 Platform No.4 Platform Down Duplicate
874	Down Main	G M X	Up Goods Up Main Down Main 882
867	Up Main	—	Down Main or B.A. Single Line
869	Wallside Siding	—	Down Main or B.A. Single Line

GROUND POSITION LIGHT SIGNALS - continued

No.	Location	Route Indication	Application to or Towards
882	Down Main	-	Up Siding or No.1 Platform
884	Wallside Siding	S 1 D	Up Siding No.1 Platform Horse Dock
871	Horse Dock	-	Wallside Siding 869
878	D.M.U. Depot	-	Down Duplicate
876	Up Sidings	-	Goods Siding Or No 1 Up Siding Or Up Goods
877	Goods Siding	-	Up Sidings
879	No.1 Up Sidings	-	Up Sidings
881	Up Goods	-	Up Sidings Or Up Goods Occupied Or Up Main 867
891	Up Siding	-	Down Main Or Wallside Siding 869
888	No.4 Platform	-	No.4 Platform Or Down Duplicate L.O.S.
890	Down Duplicate	-	No.4 Platform Or Down Duplicate L.O.S.
898	Up Siding	B M X	Down Saltburn Up Main Down Main 916
894	No.1 Up Siding	-	Down Saltburn Or Per Way Yard Or Up Main
905	Up Siding	-	Up Siding Or No.1 Platform Or No.2 Platform Or No.3 Platform
916	Down Main	-	Down Saltburn Or Up Main Or Down Goods L.O.S.
907	Down Main	-	Down Main Or 905 Or No.4 Platform Or Down Duplicate.
918	Down Siding	-	Down Goods L.O.S.
909	No.1 Up Siding	-	No.1 Up Siding Or Up Goods
911	Up Main	-	No.1 Up Siding Or Up Goods Or 905
913	Down Goods	-	Down Main 907 Or Down Siding
919	Per. Way Yard	-	No.1 Up Siding 909 Or Up Main 911 Or Down Main 907

KEY TO SYMBOLS

4 ASPECT COLOUR LIGHT SIGNAL

4 ASPECT SEARCHLIGHT COLOUR LIGHT SIGNAL

3 ASPECT COLOUR LIGHT SIGNAL

DUAL CONTROL ON COLOUR LIGHT SIGNAL

NORMAL ASPECT OF COLOUR LIGHT SIGNAL

SHOWN BY DOUBLE LINES.

ROUTE INDICATOR (FIGURE INDICATES NUMBER OF
JUNCTION INDICATOR ROUTES.)

SINGLE ASPECT POSITION LIGHT SUBSIDIARY SIGNALS.

2 ASPECT POSITION LIGHT GROUND SIGNAL

BANNER REPEATER SIGNAL

AUTOMATIC SIGNAL SIGN

SEMI-AUTOMATIC SIGNAL SIGN

SIGNAL POST TELEPHONE

OTHER TELEPHONES

NORMAL LIE OF POINTS

HOLD UP POINTS

HAND POINTS

SPRING POINTS

TREADLE

DERAILER (ARROW SHOWS DIRECTION OF DERAILMENT)

SAND DRAG

A.W.S. INDUCTOR

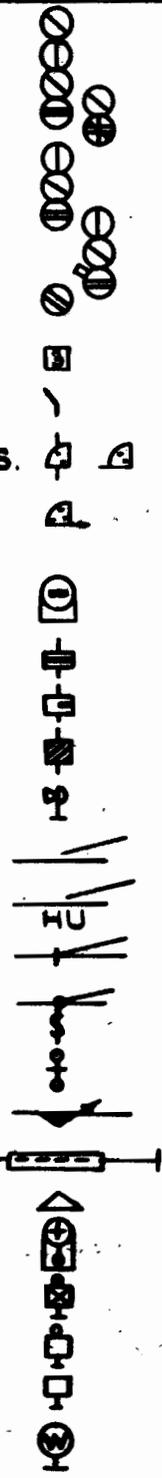
ANNETTS KEY RELEASE INSTRUMENT

ILLUMINATED 'SHUNT LIMIT' BOARD

ILLUMINATED NOTICE BOARD

NOTICE BOARD

WHISTLE BOARD



DARLINGTON
RESIGNALLING

