



EASTERN REGION

SUPPLEMENTARY NOTICE
J. MIDCALE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the Line

from

WEDNESDAY 13 APRIL

AT

LINTON SIDINGS
DISPOSAL POINT - ASHINGTON

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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ASHINGTON : LINTON SIDING DISPOSAL POINT

On and from Wednesday 13 April a new junction will be brought into use between the South Arrival and Departure Lines and the existing N.C.B. lines previously buffer stopped at the N.C.B. No.1 loop signal box.

New and altered signalling will also be brought into use and the Down Line between N.C.B. No.1 loop signal box and New Moor level crossing will become a standage siding buffer stopped approximately 40 yards from the crossing. Absolute Block working will apply between Ashington B.R. signal box and N.C.B. No.1 loop signal box.

The line between N.C.B. No.1 loop signal box and Potland level crossing will be singled and worked under "one train working" arrangements.

Potland level crossing and New Moor level crossing gates will be padlocked across the railway. Potland level crossing gates will be operated by the N.C.B. shunter and New Moor level crossing gates and the road traffic lights at the N.C.B. level crossing will be operated by the N.C.B. crossing keeper.

A double sided illuminated notice board lettered "Start of one train working" and "End of one train working" will be located on the Butterwell line just after passing No.1 loop signal box.

At the Linton end of the Butterwell line approximately 157 yards before reaching Potland level crossing separate illuminated notice boards lettered "Stop proceed if line clear" facing traffic from Ashington direction and "Start of one train working" facing traffic from the Linton direction will be erected.

Advanced warning boards and other notice boards will be located as shown on the diagram. The changeover point at Linton will consist of Up and Down exchange sidings controlled by N.C.B. ground staff.

The layout and signalling is shown on the attached diagram and the method of working is outlined below:-

Method of Working

Trains with empties for Linton will arrive on the Down Butterwell line at N.C.B. No.1 loop signal box and under the authority of semaphore signal No.4 proceed to the "Start of one train working" notice board on the Down Butterwell line. The train staff will be collected at the N.C.B. No.1 loop signal box and the train will proceed over New Moor level crossing to the "Stop proceed if line clear/End of one train working" notice board 157 yards before reaching Potland level crossing.

If the line is clear the train will proceed to the Stop board located immediately before reaching the facing points and detach the locomotive. The locomotive will then run forward onto the Up Exchange Siding and couple up to the loaded wagons left on that line previously by the N.C.B. locomotive. The N.C.B. locomotive after leaving the loaded wagons on the Up Exchange siding will have set back on to the Down Exchange Siding until the empties have arrived and the B.R. locomotive has run forward. It will then attach the empties and proceed via the Down Exchange Siding towards Linton placing the brake van onto the B.R. loaded train waiting in the Up Exchange Siding.

When this has been completed the loaded train will depart via the single line to the N.C.B. No.1 loop signal box and to destination.

Description of Signals which affect B.R. Staff:-

(Numbers for reference purposes only 'A' prefix denotes worked by Ashington (BR) Signal box. Other signals are worked by No.1 loop (NEB) Signal box).

No.	Line	Route Indication	Application to or towards
A31	Down Main	A B L	Ashington Colliery, Down Butterwell No.4 Signal, Lynemouth.
4	Down Butterwell	-	Down/Up Butterwell "Start of one train working" Notice board.
32	Down/Up Butterwell	-	Up Butterwell A20 Signal.
A19	Up Butterwell	-	Distant for A20 Signal.
A20	Up Butterwell	-	Up Main A24 Signal.
A15	South Departure	-	Up Main A24 Signal.

- *1 - NOTICE BOARD - STOP AWAIT INSTRUCTIONS.
- *2 - ADVANCED WARNING BOARD.
- *3 - GATES TO BE PADLOCKED ACROSS RAILWAY TO BE WORKED BY N.C.B. SHUNTER.

NOTICE BOARD
BR LOCO'S MUST NOT PASS THIS POINT.

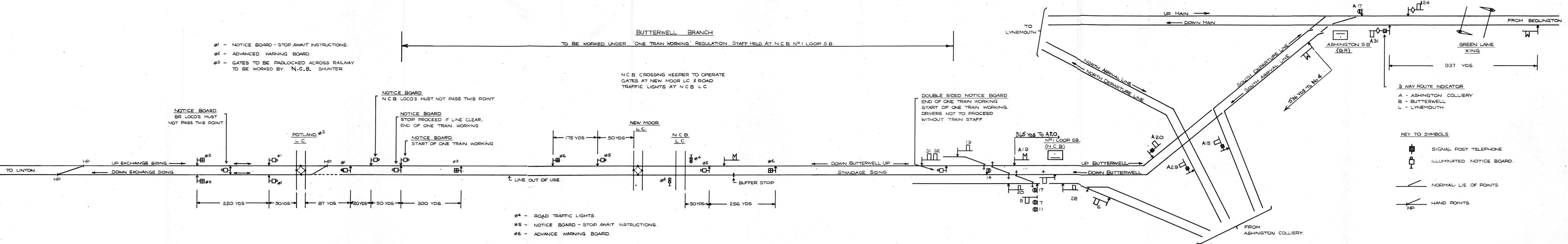
NOTICE BOARD
N.C.B. LOCO'S MUST NOT PASS THIS POINT.

NOTICE BOARD
STOP PROCEED IF LINE CLEAR,
END OF ONE TRAIN WORKING

NOTICE BOARD
START OF ONE TRAIN WORKING.

N.C.B. CROSSING KEEPER TO OPERATE
GATES AT NEW MOOR LC & ROAD
TRAFFIC LIGHTS AT N.C.B. L.C.

DOUBLE SIDED NOTICE BOARD
END OF ONE TRAIN WORKING
START OF ONE TRAIN WORKING.
DRIVERS NOT TO PROCEED
WITHOUT TRAIN STAFF.



- *4 - ROAD TRAFFIC LIGHTS.
- *5 - NOTICE BOARD - STOP AWAIT INSTRUCTIONS.
- *6 - ADVANCE WARNING BOARD.

3 WAY ROUTE INDICATOR
A - ASHINGTON COLLIERY
B - BUTTERWELL
L - LYNE MOUTH.

- KEY TO SYMBOLS.
- SIGNAL POST TELEPHONE
 - ILLUMINATED NOTICE BOARD.
 - NORMAL LIE OF POINTS
 - HAND POINTS