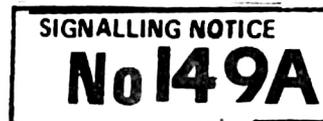


M. R. Talbot

For the information of Railway Staff only.



EASTERN REGION

SUPPLEMENTARY NOTICE **J. MIDCALF**
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

Sunday 20 September 1987
NEWCASTLE (Between
Manors and Heaton).

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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SUNDAY 20 SEPTEMBER (until 27 September) - BETWEEN MANORS STATION (PILGRIM STREET JUNCTION) AND HEATON SOUTH JUNCTION

The following track and signalling alterations will be carried out and should be read in conjunction with the diagrams included herein. This Notice applies until Sunday 27th September only when it will be superseded by Notice No. 149(b).

The Up Tynemouth line at the south end of Ouseburn Viaduct will be slued into the Up North line at Red Barns Tunnel. The throughout route from Heaton South Jn to Manors Station will be re-named "Up line".

The Up North line between Heaton South Jn and the slue at the south end of Ouseburn Viaduct will be taken out of use pending removal and the associated signalling abolished.

The Up Tynemouth line between the slue (Red Barns Tunnel area) and the south end of Manors Station will be taken out of use pending removal and the associated signalling abolished.

The Down North line from Manors Station to Heaton South Jn will be re-named "Down line".

The facing points at Heaton South Jn will be disconnected and secured for through running towards the Up line.

Altered Signals

Up North line signal N33 will be re-positioned 100 yards further north and the associated position light (Calling-on) facility abolished.

Between Heaton South Jn and the South End of Ouseburn Viaduct

Up Line (Former Up Tynemouth)

Signal N3 will be re-plated N11 and converted to an automatic signal.

Signal UT1B will be re-plated N21.

Down Line (Former Down North)

Signals N28 and N10 will be converted to automatic signals.

Signals Abolished

Up North - N7, N25 and N29.

Up Tynemouth - UT1.

Pilgrim Street Junction

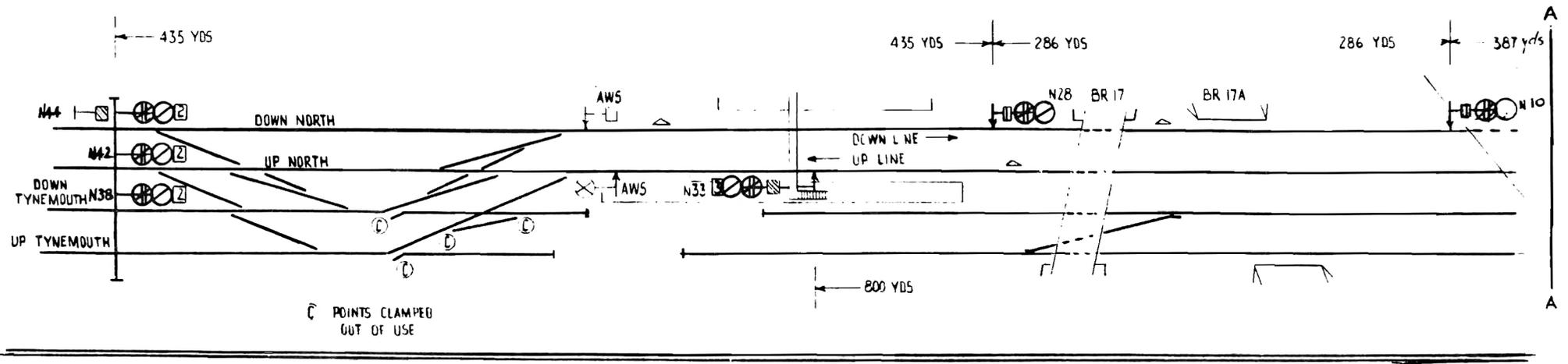
The subsidiary (draw-ahead) signals associated with N38, N42, and N44 signals will be abolished.

Permanent Speed Restrictions

Reference should be made to Section "D" in the NN Weekly Operating Notice for alterations to Permanent Speed Restrictions.

PILGRIM STREET JCN

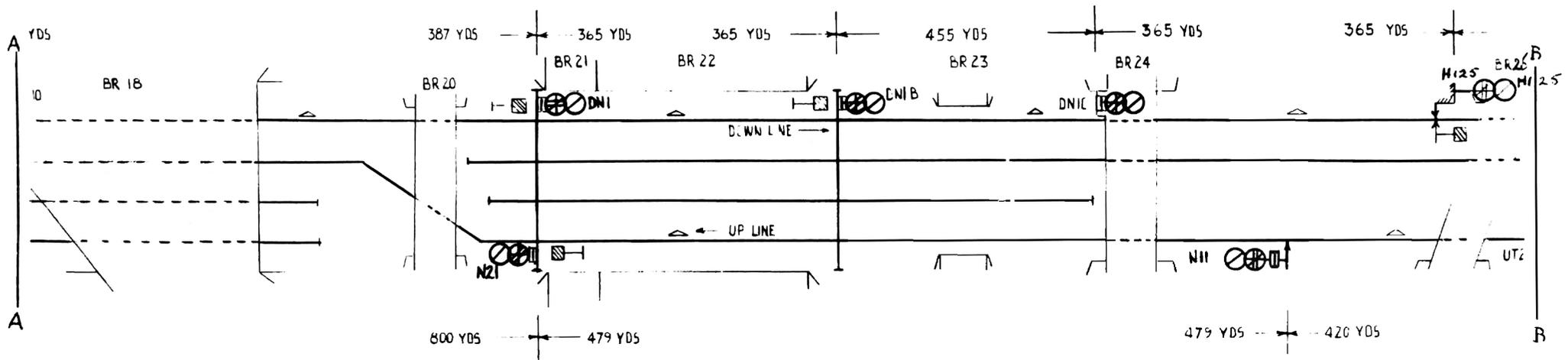
MANCERS STATION



RED BARNS TUNNEL

OUSEBURN VIADUCT

HEATON STATION SITE



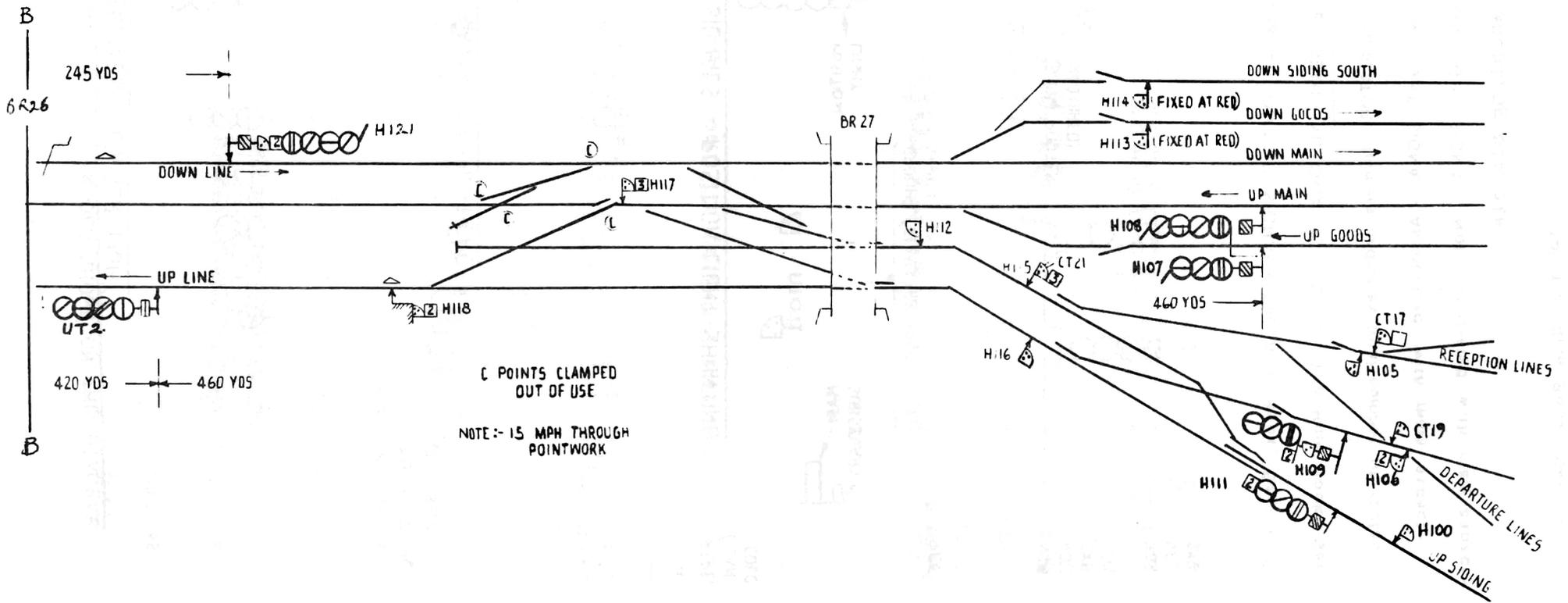
MANCERS TO HEATON

SIGNALLING

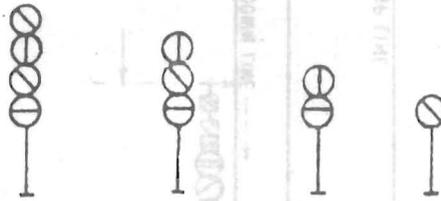
20TH SEPTEMBER 1987

DIAGRAM 1 OF 2.

HEATON SOUTH J^{cn}



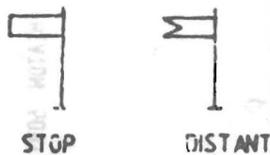
KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM
FIXED SIGNALS - COLOUR LIGHT



-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  ASPECT NOT IN USE

 DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED

FIXED SIGNALS - SEMAPHORE



 CONTROLLED SIGNAL WITH TELEPHONE



REPEATING SIGNALS
(CAN ALSO BE USED WITH COLOUR LIGHT SIGNALS)

FIXED SIGNALS - POSITION LIGHT SHUNTING



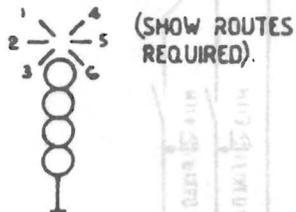
GROUND/ELEVATED POSITION LIGHT SIGNALS. 

AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

 = A.W.S. INDUCTOR

 = A.W.S. INDUCTOR - PERMANENT MAGNET

ROUTE INDICATORS



NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED. (EXPLANATION OF ROUTES TO BE GIVEN).

 POSITION OF ROUTE INDICATOR RELATIVE TO POSITION LIGHT SIGNAL TO BE SHOWN.

 = Denotes AUTOMATIC SIGNAL - The Rule Book, Section C. Clauses 2.3. & 3.3.4.

 = Denotes SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C. Clauses 2.4. & 3.3.4

 = ROUTE INDICATOR (Numeral indicates total number of routes).

 = POSITION LIGHT SIGNAL - Associated with main aspect -

 = POSITION LIGHT SIGNAL - Not associated with main aspect -

(Ground shunting signals)

The Rule Book, Section C. Clauses 3.1.3. & 5.1

 = LIMIT OF SHUNT INDICATOR - The Rule Book, Section C. Clauses 3.3.2. & 5.6.