

For the information of Railway Staff only.

EX

SIGNALLING NOTICE
No 149B



EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

Sunday 27 September 1987

NEWCASTLE (Between

Manors and Heaton).

YORK.
SEPTEMBER 1987

MO42-5009

C. MCKEEVER,
REGIONAL OPERATIONS MANAGER

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

SUNDAY 27 SEPTEMBER - BETWEEN MANORS AND HEATON NORTH JUNCTION

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

The Down line (former Down North) will be slued in the Red Barns Tunnel Area into the former Down Tynemouth at the south end of Ouseburn Viaduct. The former Down Tynemouth, north of Ouseburn Viaduct will be restored to use as part of the throughout "Down line" between Manors and Heaton. All signals appertaining to the redundant section of the former Down North line (North of the Slue) including Signal N10 will be abolished. The former Down Tynemouth at the site of Heaton Station will be slued into the former Up North at Heaton South Jn.

Bi-directional signalling will be introduced on the Down and Up lines between Manors and Heaton. The following table of routes includes all new and altered signals.

Description of New and Altered Signals. N - Newcastle Signalbox Prefix.
H - Heaton Signalbox Prefix.

<u>No.</u>	<u>Line</u>	<u>Aspect</u> M=Main PL= Position Light	<u>Route Indication</u> <u>or Junction Indication</u> <u>Position Number</u>	<u>Application to or</u> <u>towards line and/or</u> <u>signal</u>
N9	Down (Up direction)	M		N17
N11	Up Main	M		N21
N17	Down Main (Up direction)	M		N31
N21	Up	M		N33
N24	Down line (former N28 re-plated)	M		H125
N30	Up line (Down direction)	M		H124
N31	Manors Down Platform (restored to use)	M M	M D	Up North N43 Dn North N45
N38	Down Tynemouth	M M	U	Dn line N24 Up line N30
N42	Up North	M M	U	Dn line N24 Up line N30
N44	Down North	M M	U	Dn line N24 Up line N30

/Continued....

<u>No.</u>	<u>Line</u>	<u>Aspect</u> M=Main PL= Position Light	<u>Route Indication</u> <u>or Junction Indication</u> <u>Position Number</u>	<u>Application to or</u> <u>towards line and/or</u> <u>signal</u>
H56	Up Main (Down direction)	M	Position 1	Dn Main H52
(H56 signal will be situated on the right-hand side of the Up Main line)				
H107	Up Goods	M M	Position 1	Up Line N11 Dn Line N9
H108	Up Main	M M	Position 1	Up Line N11 Dn Line N9
H109	Departure line	M M PL	T D T	Depot Line H117 Down Line N9 Depot line occupied

The associated position light subsidiary signal on H109 will be removed but will be restored to use on Sunday 4 October.

H111	Up Siding	M M	T D	Depot Line H117 Down Line N9
H117	Depot line	M		Up Line N11
H120	Up line (Down direction)	M PL	T	Up Main H56 signal Depot Line
H121	Down	M M M PL PL PL	Position 2 Position 1 S Position 2 T	Down Goods H71 Down Main H70 Up Main H56 Down Siding South "STOP" board Down Goods line occupied Depot Line H115
H124	Up line (Down direction)	M		H120
H125	Down	M		H121

New Position Light Shunting Signal

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
H105	Reception Lines	T D	Depot Line H117 Down Line N9
H113	Down Goods		Down Line
H114	Down Siding South		Down Line

/Continued.....

New Position Light Shunting Signal (Cont'd)

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
H115	Depot Line	R D S	Arrival/Reception Departure Line Up Siding

The former position light shunting signals H105, H106, H112, H115 and H116 will be abolished.

Automatic Warning System

A.W.S. track inductors will be provided in conjunction with all signals northwards of N31/N33 as shown on the diagram.

A.W.S. Gap and A.W.S. End or Gap signs will be repositioned or provided immediately North of Pilgrim Street Junction pointwork.

Between Heaton South Junction and Heaton North Junction

Depot line South and Depot line North (adjacent to the Down Goods line) will be re-named Down Siding South and Down Siding North respectively.

Heaton Carriage Sidings

The exit at the South end of Heaton Carriage Sidings will be remodelled and a new single line extension name "Depot line" (with associated outlet trap points) will be formed.

The crossover between the Arrival and Departure line, catchpoints in the Arrival line and Trap points in the Departure line will be disconnected and secured out of use pending removal.

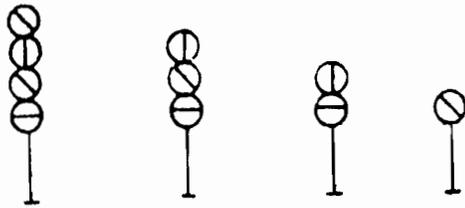
The points in the Up siding immediately ahead of H111 signal will be disconnected and secured for through running between the Up siding and Depot lines.

The connection in the Up siding to and from Parsons Siding via the Metro, together with the associated signalling, will be taken out of use pending removal.

Permanent Speed Restrictions

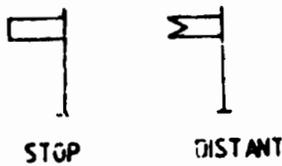
Reference should be made to Section "D" in the NN Weekly Operating Notice for alterations to Permanent Speed Restrictions.

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

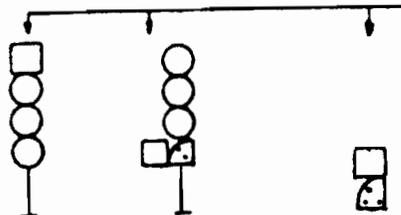
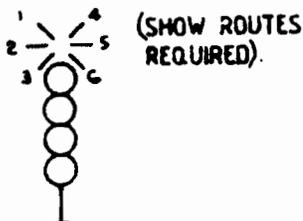


GROUND/ELEVATED POSITION LIGHT SIGNALS.

AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

- △ = A W S. INDUCTOR
- △^P = A W S INDUCTOR - PERMANENT MAGNET

ROUTE INDICATORS



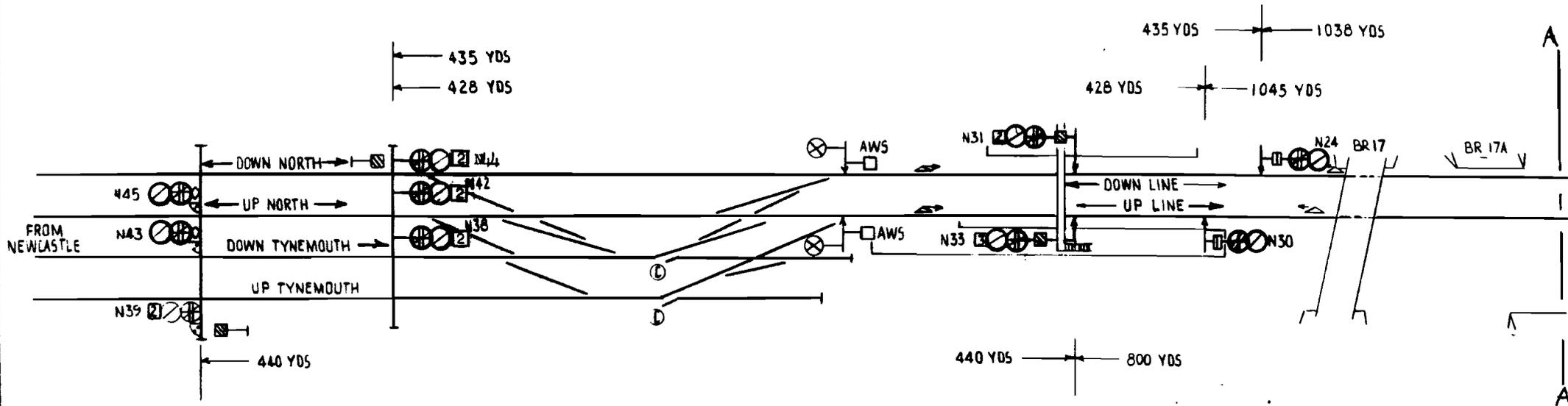
NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED. (EXPLANATION OF ROUTES TO BE GIVEN).

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
 - 3 = 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)
 - ☒ = LIMIT OF SHUNT INDICATOR - The Rule Book, Section C. Clauses 3.3.2 & 5.6.
- } The Rule Book, Section C. Clauses 3.1.3. & 5.1

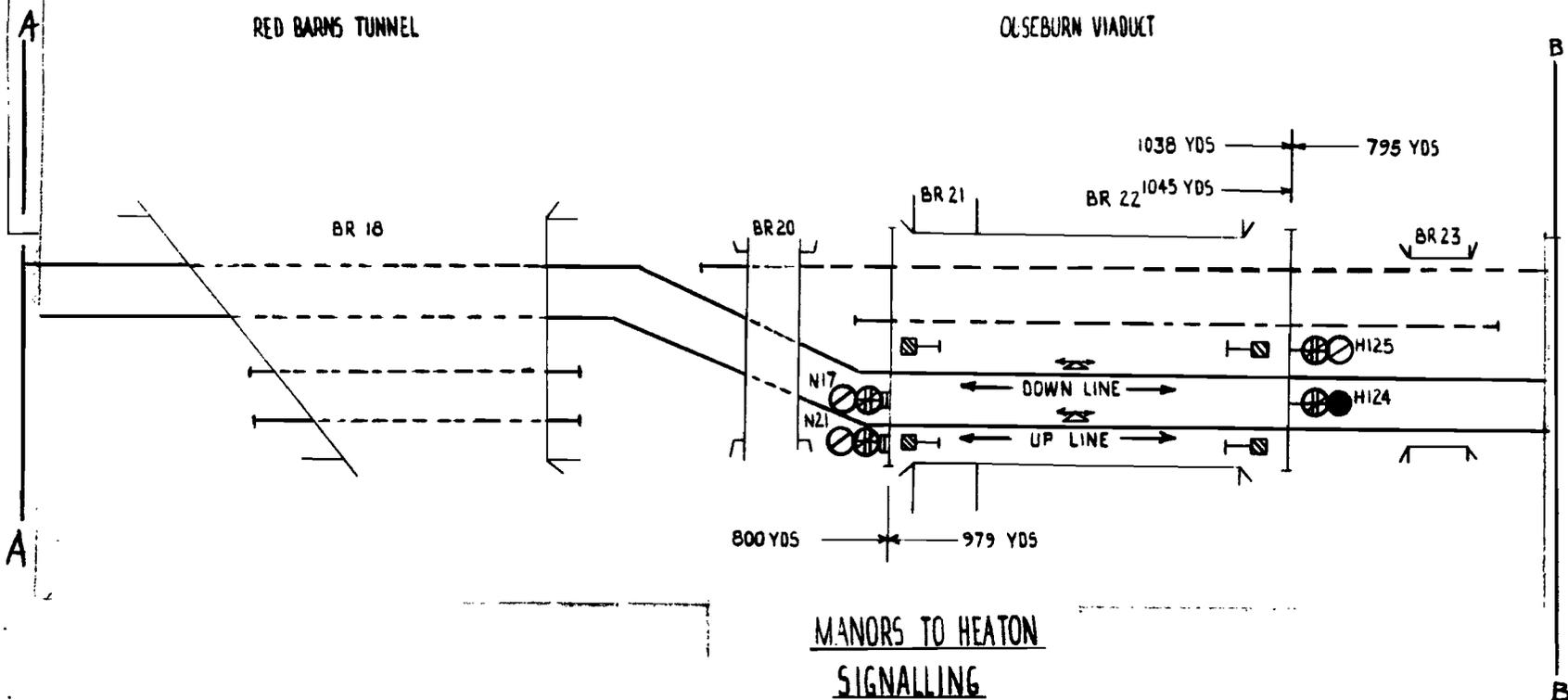
PILGRIM STREET JCN

MANORS STATION



RED BARNS TUNNEL

OLSEBURN VIADUCT

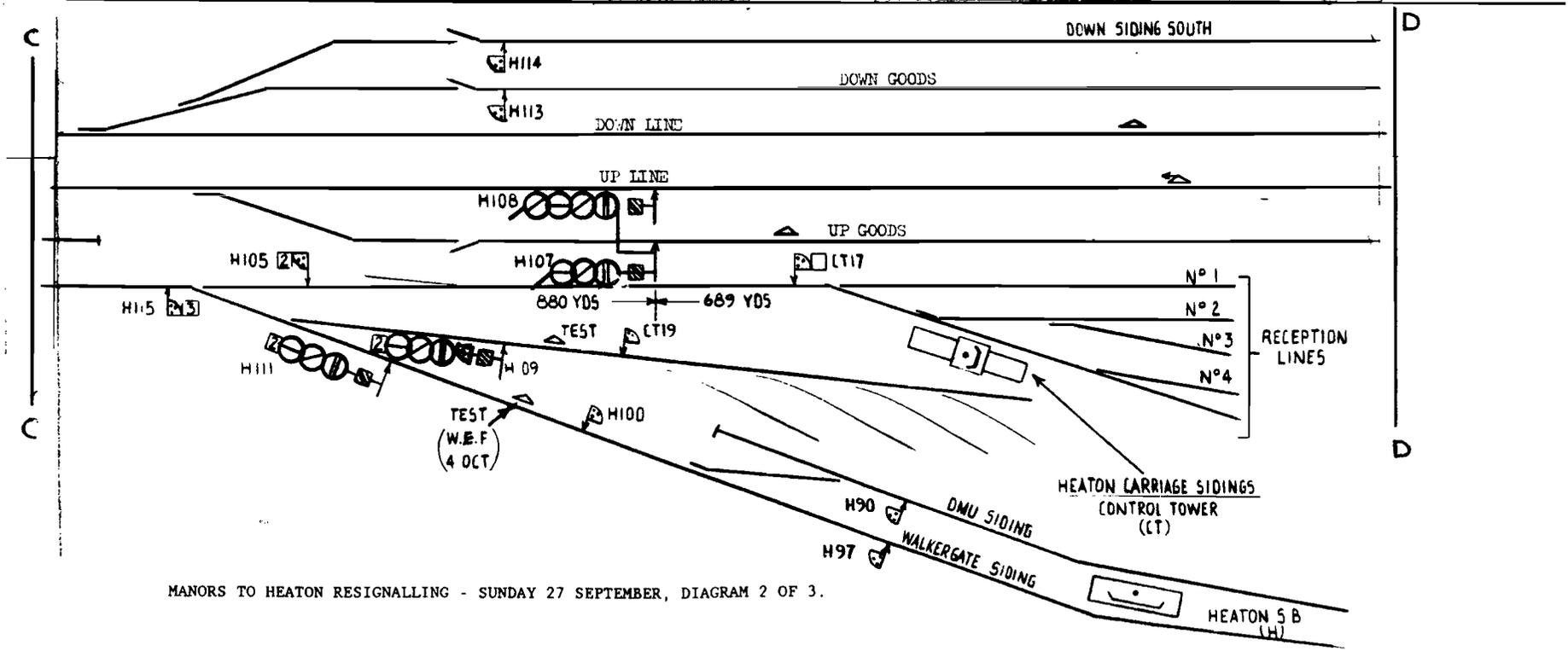
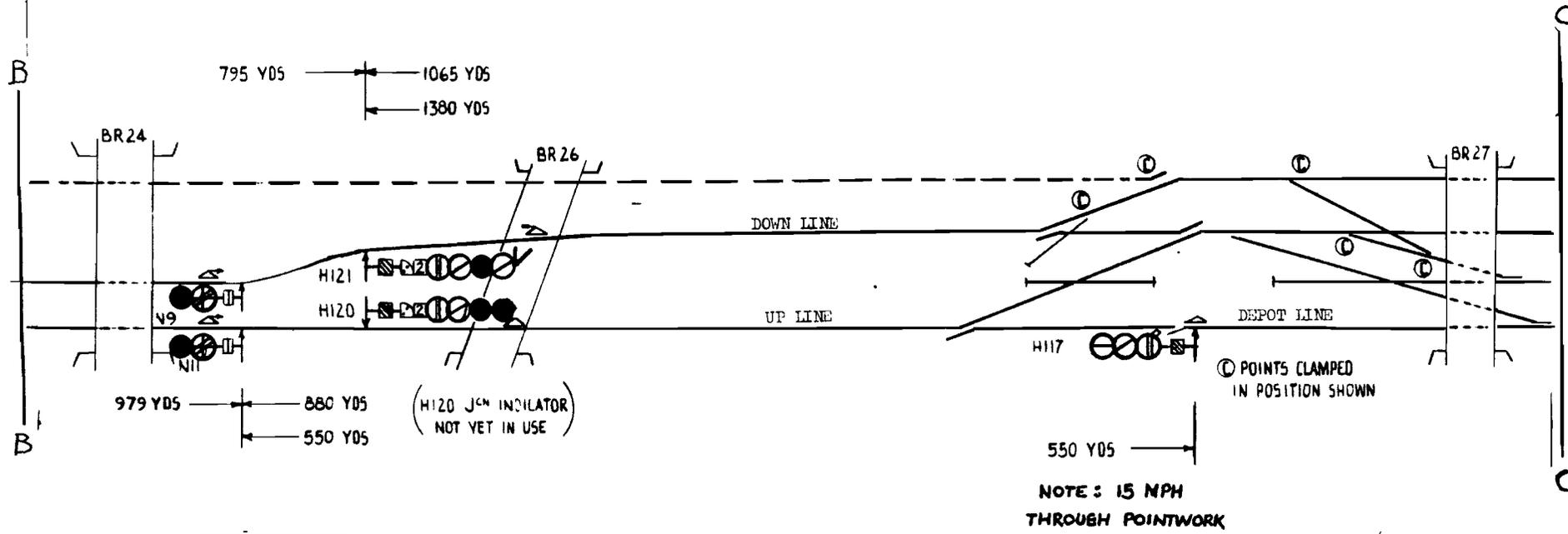


MANORS TO HEATON
SIGNALLING

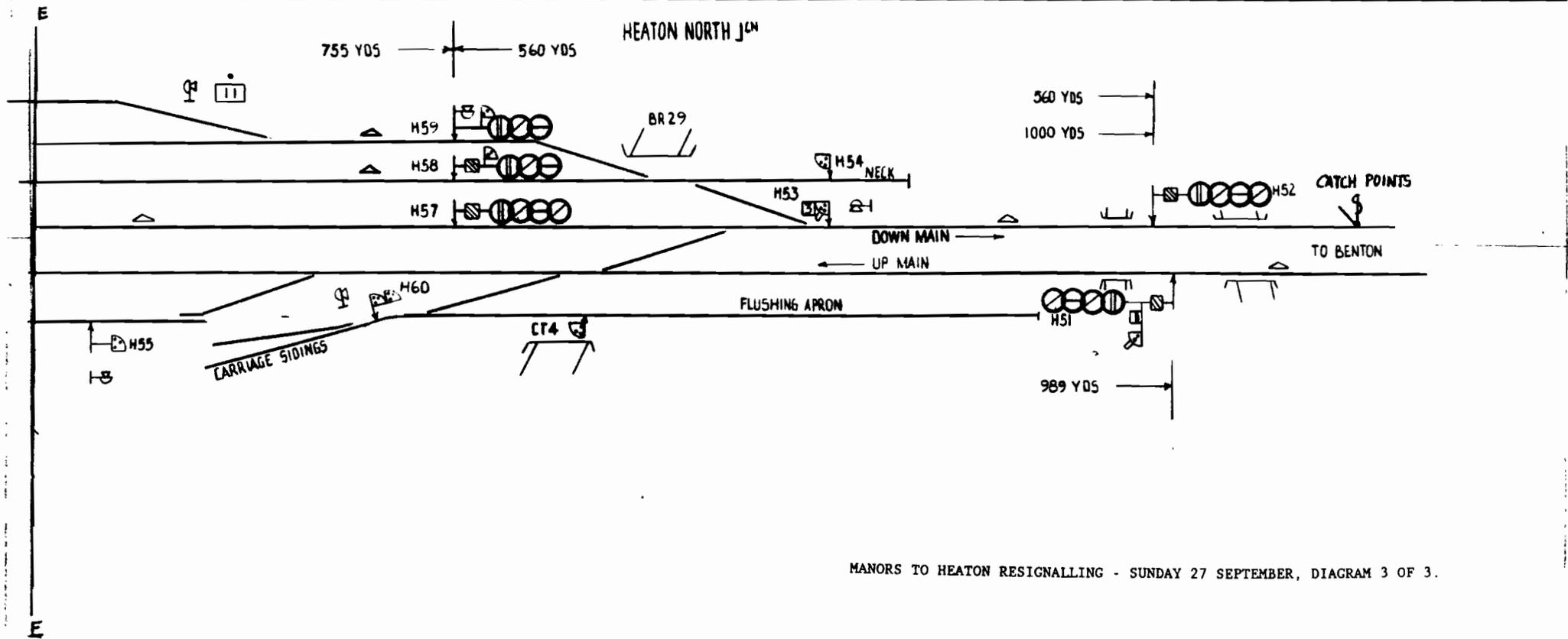
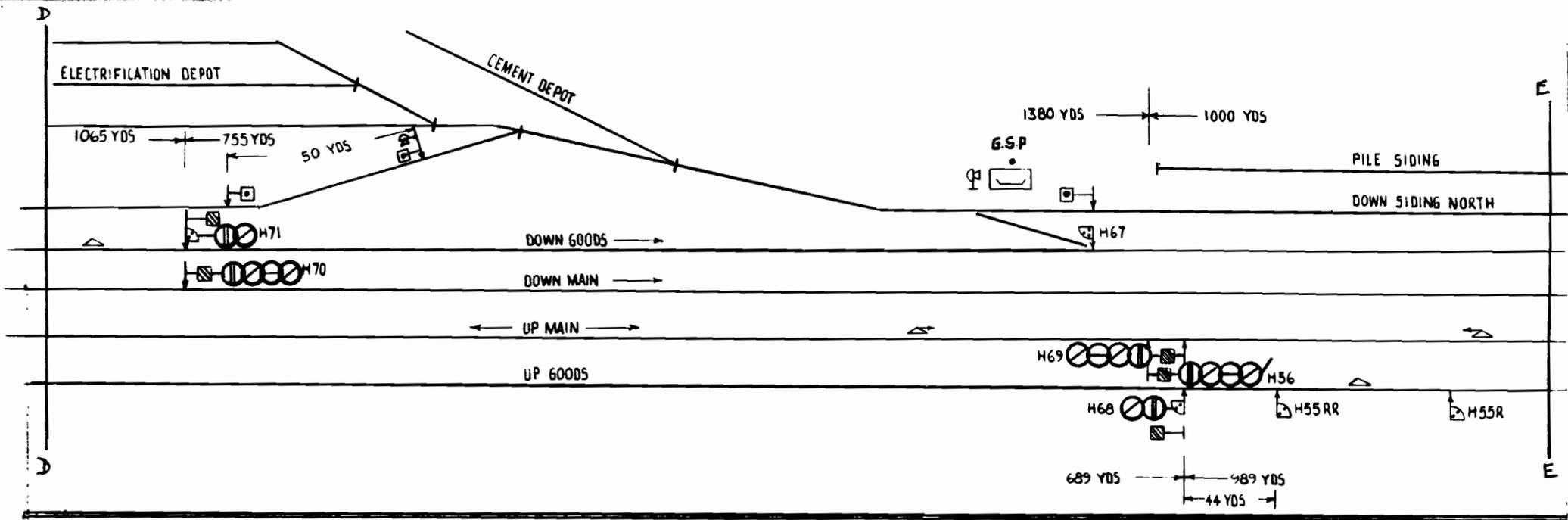
27TH SEPTEMBER 1987

HEATON STATION SITE

HEATON SOUTH J^{CN}



MANORS TO HEATON RESIGNALING - SUNDAY 27 SEPTEMBER, DIAGRAM 2 OF 3.



MANORS TO HEATON RESIGNALING - SUNDAY 27 SEPTEMBER, DIAGRAM 3 OF 3.