

SIGNALLING NOTICE
No. 151



British Rail

EASTERN REGION

SUPPLEMENTARY NOTICE

OF

SIGNALLING ALTERATIONS

affecting the working of the line

from

Wednesday 11 July 1990

TWEEDMOUTH AREA

**(Between Alnmouth Exclusive
and the Regional Boundary)**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CHATHILL (EXCL)—TWEEDMOUTH RESIGNALLING

The area between Chathill exclusive and Tweedmouth will be resignalled and will be controlled from the existing Tweedmouth signal box. Belford signal box will be abolished and Tweedmouth will work to the existing Chathill signal box. Signals controlled by Tweedmouth signal box will be prefixed 'TW'.

The track layout will be unchanged and details of the track and signalling are shown in the accompanying diagram. All distances shown on the diagram are in yards.

The application of all running signals is to the next running signal capable of displaying a red aspect and those with route indications are detailed on pages 4 and 5 as are details of all Position Light signals.

Method of Working

The Track Circuit Block Regulations will apply throughout.

The lines over the Royal Border Bridge between Berwick station and the crossover at Tweedmouth signal box will become bi-directional lines.

The main lines between the crossover at Tweedmouth signal box and Belford, also Belford Down Passenger Loop, will be signalled for simplified bi-directional signalling for which more details are given below.

Tweedmouth and Belford

All existing signalling will be abolished and replaced by new signalling controlled by Tweedmouth signal box. New Tweedmouth signal TW102 will read to existing Chathill CL20. Signal TW169, at the north end of Berwick Up Goods Loop, will be a fixed Red aspect until further notice. Signals TW161 and TW163, at the north end of Berwick station, will not read to the Up Main line at this stage. Signals TW110, TW112, TW114 and TW116 and Position Light Signal 304, to the north of Belford Level Crossing, will not read to the Down Main line at this stage.

Signals CL21 and CL23 (Down line) also CL26, CL24 and CL22 (Up line), will be abolished and will be replaced by new signals controlled by Tweedmouth signal box.

The double yellow aspect on Down line signal CL19 will be taken out of use. This signal will read to new Tweedmouth signal TW101.

Berwick Station

'Off' indicators will be provided to work in conjunction with signals TW161, 162, 163 and 164.

Level Crossings

Supervision of the existing C.C.T.V. level crossings at Lucker, Crag Mill, Smeafield, Beal, Goswick and Scremerston will be from Tweedmouth signal box. Fenham Low Moor and Belford level crossings will become C.C.T.V. level crossings and will be supervised from Tweedmouth signal box. The barriers can be set to lower automatically by the passage of trains but the protecting signals will be operated manually by the Signaller.

Spittal level crossing will continue to be manned, but miniature Red/Green warning lights will be provided for pedestrian use. Nos. 174 and 179 miniature Red/Green warning light level crossings will have telephone communication with the Signaller at Tweedmouth.

The works associated with the operation of the level crossings will be commissioned progressively during the commissioning of the resignalling.

A.W.S. Equipment

A.W.S. track equipment will be provided as shown in the diagram. See also paragraph headed 'Bi-directional signalling between Belford and Tweedmouth'.

Telephones

All running signals capable of showing a Red aspect will be provided with a telephone communicating with Tweedmouth signal box. Other telephones are indicated on the diagram.

Telephones will not be provided at signals 327 and 329 on the Royal Border Bridge and it is essential that Drivers requiring to stop at these signals come to a clear understanding with the Signaller at Tweedmouth before running onto the bridge.

BI-DIRECTIONAL SIGNALLING BETWEEN BELFORD AND TWEEDMOUTH

Simplified Bi-directional signalling will be provided over the main lines between the crossover at Tweedmouth signal box and Belford, also Belford Down Passenger Loop.

The signalling will be used on the occasions when single line working would previously have been used, i.e., for Engineers possessions or in the event of an obstruction of the line by a failed train or broken rail etc. The signalling will not be used for train regulating purposes.

A.W.S. is not provided at the signals controlling movements in the wrong direction and the A.W.S. for right direction signals is not suppressed for wrong direction movements. Drivers must cancel the A.W.S. indication for right direction signals. Special indicators are provided at the start and finish of the special A.W.S. working as shown on page 6 of this notice and described in Appendix No. 8 to the Rule Book, Clause 2.4.

At all wrong direction signals capable of showing a Red aspect, the telephone provided is in parallel with the telephone for the corresponding right direction signal. The Driver must ensure that he advises the Signaller of the number of the signal at which he is standing.

General

During the period of this work, points and signals will be disconnected and Emergency Block Working will be in operation. Details of this will be published in the Weekly Operating Notice.

List of Main running signals with more than one route and of position light signals.

DOWN LINE—DOWN DIRECTION

UP LINE—DOWN DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
109	Main Main Main PL PL	Pos 1 — Pos 4 XL S	Down Passenger Loop Down Main Up Main Up Passenger Loop Cripple Siding
133	Main Main	— Pos 4	Down Main Up Main
157	Main Main PL	Pos 1 — —	Down Goods Loop Down Main Down Main
161	Main Main Main PL	— Pos 4 Pos 5 Pos 5	Down Main Up Main* Up Goods Loop Up Goods Loop Occupied
305	PL	—	Down Passenger Loop or Down Main
307	PL	—	Down Passenger Loop
313	PL	—	Down Main
327	PL PL	G D	Down Goods Loop Down Main
331	PL	—	Down Goods Loop
333	PL	—	Down Goods Loop
339	PL	—	Down Goods Loop
341	PL	—	Down Goods Loop

Sig. no.	Aspect	Route/ Jn. Ind.	Route
135	Main Main	Pos 1 —	Down Main Up Main
155	Main Main PL	Pos 1 — —	Down Main Up Main Reception Lines/ Goods Yard
159	Main Main Main PL	Pos 2 Pos 1 — —	Down Goods Loop Down Main Up Main Up Main
163	Main Main PL	— Pos 4 Pos 4	Up Main* Up Goods Loop Up Goods Loop Occupied
303	PL PL PL PL PL	DL D U XL S	Down Passenger Loop Down Main Up Main Up Passenger Loop Cripple Siding
317	PL PL	D U	Down Main Up Main
319	PL PL	D U	Down Main Up Main
321	PL PL	D U	Down Main Up Main
329	PL PL PL PL	G D U S	Down Goods Loop Down Main Up Main Fishbank Siding

* Route out of use at this stage.

UP LINE—UP DIRECTION

DOWN LINE—UP DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route	Sig. no.	Aspect	Route/ Jn. Ind.	Route
110	Main Main	— Pos 4	Up Main Down Main*	114	Main Main PL PL	Pos 1 — D R	Up Main Down Main* Down Main Occupied* Down Refuge Siding
112	Main Main	— Pos 4	Up Main Down Main*	116	Main Main PL PL	Pos 1 — R S	Up Main Down Main* Down Refuge Siding Tamper Siding
118	Main Main	Pos 1 —	Up Passenger Loop Up Main	136	Main Main PL	Pos 1 — —	Up Main Down Main Down Siding
134	Main Main	— Pos 4	Up Main Down Main	160	Main Main PL PL PL	Pos 1 — 1 2 3 D	Up Main Down Main No. 1 Reception No. 2 Reception No. 3 Reception Down Main Occupied
154	Main PL	— —	Up Main Shunt Neck	164	Main Main	Pos 1 —	Up Main Down Main
158	Main PL PL PL	— 1 2 3	Up Main No. 1 Reception No. 2 Reception No. 3 Reception	166	Main Main	Pos 1 —	Up Main Down Main
170	Main PL Main PL	— U Pos 4 Pos 4	Up Main Up Main Occupied Down Main Down Main Occupied	310	PL PL	D L	Down Main Down Passenger Loop
174	Main PL Main PL Main PL	Pos 1 Pos 1 — U Pos 4 Pos 4	Up Goods Loop Up Goods Loop Occupied Up Main Up Main Occupied Down Main Down Main Occupied	330	PL PL	G S	Down Goods ACE's Siding
304	PL PL	U D	Up Main Down Main*	340	PL PL	G S	Down Goods Loop Down Sidings
328	PL	—	Up Main	344	PL PL	M G	Down Main Down Goods Loop

* Route out of use at this stage.

KEY TO SYMBOLS



4 - aspect



3 - aspect



2 - aspect

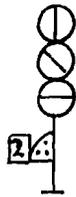
⊕ green

⊙ yellow

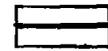
⊖ red



with route indicator



with position light route indicator and stencil indicator



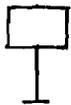
automatic signal

 - position light shunting signal



- warning horn

 - limit of shunt indicator



- notice board



- A.W.S. inductor



- telephones (PZ-point zone) (LS-loud speaking)



A.W.S. inductor - effective for direction of traffic



- A.W.S. inductor - bi-directional lines



P.S.R. warning indicator



- commencement of special A.W.S. working.



- termination of special A.W.S. working

