

For the information of Railway Staff Only

SIGNALLING NOTICE
No. 153



British Rail

EASTERN REGION

S U P P L E M E N T A R Y N O T I C E

O F

S I G N A L L I N G A L T E R A T I O N S

affecting the working of the line

from

F r i d a y 2 2 F e b r u a r y 1 9 9 1

M O R P E T H A R E A

(Between 13m.p. and Acklington Station (28½ m.p.))

YORK
FEB 1991

MO42-5186

W. M. ROBINSON
REGIONAL OPERATIONS MANAGER

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MORPETH AREA RESIGNALLING

The area between approx. 13 mile post and Acklington (exclusive) will be resignalled and controlled from the new temporary Morpeth signal box. The work will take place *over two weekends*. The dividing line between the work of the first weekend and that of the second weekend is shown by a heavy black line on the drawing of the final signalling which accompanies this notice. All distances shown on the diagram are in yards.

On the first weekend Chevington signal box will be abolished and details of the link between the "old" and "new" signalling are shown on a separate drawing in this notice. Morpeth signal box will then work to Alnmouth signal box.

On the second weekend Stannington signal box will be abolished and the remainder of the new signalling, with the exception of certain wrong direction signals, will be commissioned. At this final stage Morpeth signal box will work to Benton signal box. Morpeth signal box will continue to work to Bedlington North signal box.

Signals controlled by Morpeth signal box will be prefixed "M".

With the exception of a new trailing crossover being brought into use at Butterwell (at 20m. 70ch.) and new facing and trailing crossovers being brought into use at Chevington North (at 26m. 50ch.), the track layout will remain unchanged.

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 in this notice as are details of all Position Light signals.

Method of Working

The Track Circuit Block Regulations will apply throughout, except between Bedlington and Hepscott where Tokenless Block Regulations will continue to apply.

The main lines from the Morpeth crossover at 17½ m.p. northwards will be signalled for simplified bi-directional signalling, for which more details are given in a separate paragraph.

Bi-directional signalling will be provided between Morpeth station and the crossover at 17½ m.p. on the Down Main/Fast and Up Main lines and on the Down Slow line between Signals M148 and M140.

Benton and Stannington

The Red aspect will be removed from existing Benton Up line automatic signal B72, and this signal will be replated B70R.

Existing Stannington Up line automatic signal S6 will be replated B72 and the telephone will communicate with Benton signal box.

Former Stannington Down line automatic signals S1, S3 and S5 will be replated M1, M3 and M5 respectively with the double yellow aspect in signals M3 and M5 being taken out of use.

All other signals formerly controlled by Stannington signal box will be abolished.

Alnmouth

See paragraph headed "SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN MORPETH AND WOODEN GATE" for additional signals and signal routes which will be brought into use.

Level Crossings

Supervision of the existing C.C.T.V. level crossings at Widdrington, Longhirst, Morpeth North and Clifton will be from Morpeth signal box. Ulgham Lane, Ulgham Grange, Felton Lane, Chevington and Stannington level crossings will become C.C.T.V. level crossings and will be supervised from Morpeth 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 signalman.

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

Morpeth (Coopies Lane) level crossing will be worked locally pending conversion to Automatic Half Barrier.

Hepscott Lane Automatic Half Barrier level crossing will be unchanged.

A.W.S. Equipment

A.W.S. equipment will be provided as shown in the diagram. See also paragraph headed "SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN MORPETH AND WOODEN GATE".

Telephones

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

SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN MORPETH AND WOODEN GATE

Simplified Bi-directional Signalling will be provided over the main lines which are not bi-directionally signalled between Morpeth and Wooden Gate (controlled by Alnmouth signal box). Pending the commissioning of Simplified Bi-directional Signalling south of Morpeth station, Down line (Up direction) signal M118 will be fixed at Red.

The following wrong direction signals which are shown on the drawing will not be brought into use at this stage:— M103, M109, M115 and M112.

Signals A111R, A111 and A115 will be brought into use on the Up Main line (for Down direction movements between Chevington and Wooden Gate). Note: Signal A119 is already in use.

Signals A114 and A110 will be brought into use on the Down Main line (for Up direction movements between Wooden Gate and Chevington).

Signals A116, A118, A120 and A122, situated at the south end of Alnmouth Loops, will now be capable of reading to the Down Main line and additional signalled routes for Simplified Bi-directional Signalling will be brought into use.

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 A.W.S. working as shown on the final page of this notice and described in Appendix No.8 to the Rule Book, Clause 2.4.

At wrong direction signals capable of showing a Red aspect, the telephone provided is, in most cases, 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.

ULGHAM
LANE
L.C

M155 NOT WORKED
TO DOWN MAIN
HAND SIGNALLING
IN OPERATION

M155



DN MAIN →

ULGHAM
GRANGE
L.C

WIDDRINGTON
L.C

← ALL FUNCTIONS
WORKED FROM
MORPETH NEW S.B

M167



M172



← UP MAIN



TO
BUTTERWELL
BUNKER.

ROAD CLOSED



ALL FUNCTIONS
WORKED FROM
MORPETH OLD S.B →

M170 & M172
FIXED AT RED
HAND SIGNALLING
IN OPERATION
FROM M170



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
120	Main Main	U D	Up Main Down Main
122	Main Main	U D	Up Main Down Main
123	Main PL Main Main PL PL Main	Pos. 1 Pos. 1 — Pos. 4 D S Pos. 5	Down Slow Down Slow occupied Down Fast Up Main Reversing Siding Barmoor Through Siding Up Blyth and Tyne
124	PL Main Main	— — Pos. 4	Goods Yard Up Main Down Main
133	Main Main	D U	Down Main Up Main
137	Main PL	— —	Down Blyth and Tyne Barmoor Sidings
139	Main Main	Pos. 1 —	Down Blyth and Tyne Down North East Curve
153	Main Main Main	— Pos. 4 Pos. 5	Down Main Up Main Down Butterwell
171	Main PL	— —	Down Main Widdrington Sidings
175	Main Main	Pos. 1 —	Down Chevington Loop Down Main
181	Main Main	— Pos. 4	Down Main Up Main
183	Main Main	— Pos. 4	Down Main Up Main
311	PL	—	Down Slow
391	PL	—	Down Chevington Loop

Sig. no.	Aspect	Route/ Jn. Ind.	Route
125	Main PL PL Main	— D S B	Up Main Reversing Siding Barmoor Through Siding Up Blyth and Tyne
145	Main Main	Pos. 1 —	Down Main Up Main
155	Main Main Main	Pos. 1 — Pos. 4	Down Main Up Main Down Butterwell
173	Main PL	— —	Up Main Widdrington Sidings
185	Main Main	Pos. 1 —	Down Main Up Main
361	PL	—	Widdrington Sidings
363	PL	—	Widdrington Sidings

MONDAY 23 SEPTEMBER - BETWEEN WIDDRINGTON AND SNEAFIELD L.C.

The following Bridleway Crossings will be equipped with telephones as shown below:-

Crossing No.	Location	Communication with
143	23m. 75ch.	Morpeth S.B.
150	29m. 51ch.	Alnmouth S.B.
155	34m. 38ch.	"
155A	35m. 74ch.	"
158A	40m. 71ch.	"
163	45m. 10ch.	"
170	48m. 63ch.	Tweedmouth S.B.
177	53m. 79ch.	"

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UP LINE—UP DIRECTION

DOWN LINE—UP DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
126	Main Main	— Pos. 4	Up Main Down Main
128	Main Main	— Pos. 4	Up Main Down Main
146	Main Main Main	Pos. 2 Pos. 1 —	Up North East Curve Up Passenger Loop Up Main
156	Main Main	— Pos. 4	Up Main Down Main
158	Main Main	— Pos. 4	Up Main Down Main
186	Main Main Main PL	Pos. 1 — Pos. 4 —	Up Chevington Loop Up Main Down Main Down Chevington Loop
316	PL	—	Up Blyth and Tyne
321	PL	—	Up Blyth and Tyne
364	PL PL PL PL	C S U D	Widdrington Opencast Shunt Spur Up Main Down Main
366	PL PL PL PL	C S U D	Widdrington Opencast Shunt Spur Up Main Down Main
368	PL PL PL PL	C S U D	Widdrington Opencast Shunt Spur Up Main Down Main
370	PL PL PL PL	C S U D	Widdrington Opencast Shunt Spur Up Main Down Main

Sig. no.	Aspect	Route/ Jn. Ind.	Route
148	Main Main Main Main Main	B L U — S	Up North East Curve Up Passenger Loop Up Main Down Fast Down Slow
160	Main Main	Pos. 1 —	Up Main Down Main
188	Main Main Main PL	Pos. 2 Pos. 1 — —	Up Chevington Loop Up Main Down Main Down Chevington Loop
314	PL PL	D S	Down Main Down Siding
392	PL PL	D S	Down Main Down Siding

3-
wi
in

KEY TO SYMBOLS



3-aspect



with theatre indicator



2-aspect

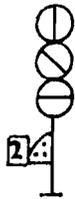
⊕ green

⊙ yellow

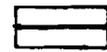
⊖ red



with route indicator

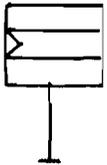


with position light route indicator and stencil indicator

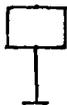


automatic signal

⚠ - position light shunting signal



- reflectorised distant board



- notice board



- telephones (PZ-point zone)



- A.W.S. inductor



A.W.S inductor - permanent magnet



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

train ready



- to start plunger



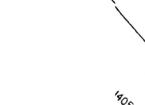
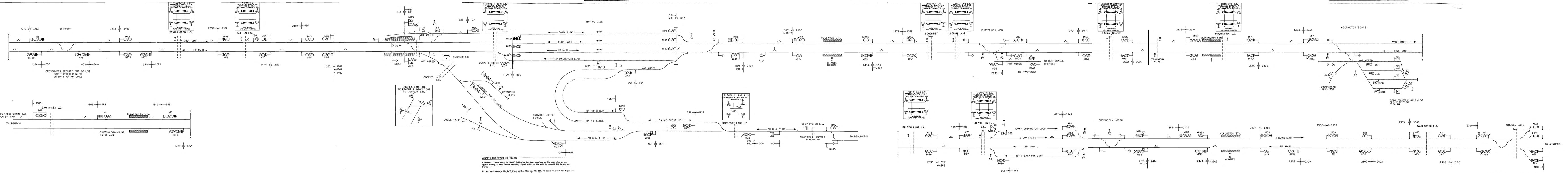
P.S.R. warning indicator



- commencement of special A.W.S working.



- termination of special A.W.S. working



MORPETH DMU REVERSING SIDING
 A Drivers' "Train Ready to Start" Pull-Wire has been provided on the same side as and approximately 20 feet before reaching Signal M120, on the exit to Morpeth DMU Reversing Siding.
 Drivers must operate the Pull-Wire, rather than use the SPT, in order to alert the Signaller at Morpeth Signal Box, that their train is ready to depart. **WON 4-10/1994** (14)