



EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

Thursday 9 May 1991

DARLINGTON-FERRYHILL-DURHAM AREA

Between 32½ m.p. and 71 m.p.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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DARLINGTON-FERRYHILL-DURHAM RESIGNALLING

The area between approximately 32½ mile post (north of Northallerton) and 71 mile post (south of Chester-le-Street), also the Down and Up Saltburn lines between Darlington and approximately 5 mile post (west of Tees-side Airport) and the Down/Up Bishop Auckland line between Darlington and approximately 1½ mile post will be resignalled and controlled from Tyneside signal box. Tyneside signal box will work to York signal box to the south, and to Heighington and Urray Nook signal boxes on the branches. Ferryhill signal box will remain as a temporary signal box and will signal movements to and from Stillington only.

Permanent Way Alterations

New facing and trailing crossovers will be brought into use at East Cowton (at 37m. 30ch.).

The facing and trailing crossovers at Eryholme will be removed and replaced by plain line.

A new facing crossover will be brought into use at Darlington, between the Down and Up Main lines at 44m. 47chs.

A new Down/Up Goods Loop will be brought into use at Darlington North Road.

The Down and Up Leamside lines between Tursdale Junction and Wardley (exclusive) will be taken out of use when Ferryhill signal box ceases to signal the Slow lines between Ferryhill South Junction and Tursdale Junction and a new Engineers Siding will be brought into use at Tursdale Junction on the formation of the Up Leamside line, with buffer stops provided at 4 mile post. Trap points will be provided at Tursdale Junction.

The Down and Up Ferryhill lines will remain, but at this stage there will be no signalled route to Stillington. Trains will be handsignalled at Ferryhill South Junction from signals T443, T445 and position light signal T447 towards Stillington. Trains from Stillington will be signalled to fixed Red signal T450. Trains will be handsignalled from signal T450 to signal T437. The existing Ferryhill Down Ferryhill line Starting signal (F453) will be retained, also the existing Up Ferryhill line Distant and First Home signals (F454 and F452).

These arrangements are also shown on the diagram accompanying this notice.

Signalling Alterations

Most existing signals will be retained and renumbered, with new routes brought into use as detailed in this notice, but new signals will be provided between 32½ and 35½ m.p. New signals will be brought into use in connection with Simplified Bi-directional Signalling and also new routes on existing Tyneside and York signals. Certain ground position light signals will be abolished.

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.

Signals controlled by Tyneside signal box will be prefixed "T".

Method of Working

The Track Circuit Block Regulations will apply throughout, except between the temporary signal box at Ferryhill and Stillington, where the Absolute Block Regulations will continue to apply.

Full bi-directional signalling will be provided in the Darlington station area, also over the Down Main/Platform line at Durham between signals T366 and T368.

Simplified bi-directional signalling will be provided on the Down and Up Main/Fast lines between Northallerton and Ouston crossovers, except for the Down Main/Platform line at Durham between signals T366 and T368 and Darlington station area (see above).

Further details are given in a separate paragraph.

Level Crossings

Supervision of the existing C.C.T.V. level crossing at Hett Mill will be from Tyneside signal box.

Flashing Yellow Aspects

Flashing yellow aspects will be provided as follows:—

- (a) —At signals T923 and T921 on the Down Main line, applicable to the Down (No. 4) Platform line at Darlington.
- (b) —At signals T860 and T862 on the Up Main line, applicable to movements via 1071 crossover to the Up (No. 1) Platform line at Darlington.
- (c) —At signals T403 and T401 on the Down Main line, applicable to movements to the Down Slow line at Durham.

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 NORTHALLERTON AND OUSTON CROSSOVERS".

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 NORTHALLERTON AND OUSTON CROSSOVERS

Simplified Bi-Directional Signalling will be provided over the East Coast main lines throughout the area being resignalled, except where full bi-directional signalling applies.

Position 4 route on signal Y467 will be brought into use on the Down Main line (for Down direction movements on the Up line between Northallerton and East Cowton).

Signal Y502 will be brought into use on the Down Main line (for Up direction movements between East Cowton and Northallerton).

Signals T274 (Down Main—Up direction) and T272 (Up Main—Up direction) 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.

The resignalling will be commissioned in the following manner:—

Commencing 22.00 hours Thursday 9 May

Handsignalling between Darlington (exclusive) and Urray Nook, also between Darlington (exclusive) and Heighington, with Pilot Working.

Commencing 22.00 hours Friday 10 May

Darlington signal box will be abolished and the area controlled by Darlington will be transferred to the control of Tyneside signal box.

The controlling signal boxes working from South to North will then be York, Tyneside, Ferryhill, Tyne Yard and Tyneside.

Commencing 06.00 hours Monday 13 May

Ferryhill signal box will cease to signal the Down and Up Fast lines south of Tursdale Junction, and, with the exception of the Slow lines, the area of control south of Tursdale Junction will be transferred to the control of Tyneside signal box. Ferryhill signal box will continue to signal the Slow lines between Ferryhill South Junction and Tursdale Junction, also to Stillington and Whitwell and part of the E.C.M.L. north of Tursdale Junction.

Commencing 06.00 hours Wednesday 15 May

Tyne Yard signal box will be abolished and Ferryhill signal box will cease to signal the E.C.M.L. Main lines from Tursdale Junction northwards.

All E.C.M.L. signalling between Northallerton and Newcastle will then be controlled from Tyneside signal box, except for the Slow lines between Ferryhill South Junction and Tursdale Junction.

Commencing 06.00 hours Saturday 18 May

Ferryhill signal box will cease to control the Slow lines between Ferryhill South Junction and Tursdale Junction and the Leamside route will be taken out of use. The signalling for the Slow lines between Ferryhill South Junction and Tursdale Junction will be controlled from Tyneside signal box.

Ferryhill signal box will remain in use as a temporary fringe box to Tyneside and will control movements to and from Stillington on the Down and Up Ferryhill lines, where the Absolute Block Regulations will continue to apply.

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route
354	Main Main	Pos. 1 —	Up Loop Up Fast	443	PL Main Main	2 Pos. 4 Pos. 5	Shunt Spur 2 Up Main Down Main
356	Main PL	— —	Down Fast Down Slow	444	Main Main	— Pos. 4	Up Main Down Main
360	Main Main Main	— Pos. 4 Pos. 5	Up Main Down Main Down Platform	445	PL PL Main Main	1 2 U D	Shunt Spur 1 Shunt Spur 2 Up Main Down Main
363	PL PL	— —	Down Fast Up Main	447	PL PL PL PL	1 2 U D	Shunt Spur 1 Shunt Spur 2 Up Main Down Main
364	PL PL	— —	Down Platform Down Siding (operated by Ground Frame)	448	PL PL	G S	Up Goods Loop Up Sidings
366	Main Main Main	Pos. 1 — Pos. 4	Up Main Down Main Down Platform	449	Main Main PL PL	— Pos. 1 G S	Up Main Down Slow Up Goods Loop Up Sidings
367	Main Main	Pos. 1 —	Down Fast Up Main	450	PL PL PL	D G S	Down Slow Up Goods Loop Up Sidings
369	Main Main Main	— Pos. 4 Pos. 5	Down Slow Down Fast Up Fast	451	Main Main Main PL PL	— Pos. 4 Pos. 5 G S	Down Main Up Main Down Slow Up Goods Loop Up Sidings
371	Main Main Main	Pos. 1 — Pos. 4	Down Platform Down Fast Up Fast	470	Main Main	— Pos. 4	Up Main Down Main
417	PL PL PL	D U S	Down Main Up Main Engineers Sidings	472	Main Main	Pos. 1 —	Up Main Down Main
418	PL	—	Up Slow	473	Main Main	— Pos. 4	Down Main Up Main
420	Main Main	Pos. 1 —	Up Slow Up Main	475	Main Main	Pos. 1 —	Down Main Up Main
423	Main Main PL	Pos. 2 Pos. 1 S	Down Main Up Main Engineers Sidings	840	Main PL Main	Pos. 1 Pos. 1 —	Up Goods Loop Up Goods Loop (occupied) Up Bishop Auckland
424	Main Main Main	Pos. 2 Pos. 1 —	Up Slow Up Main Down Main	842	Main PL	— —	Up Goods Loop Up Goods Loop (occupied)
425	Main Main	Pos. 1 —	Down Main Up Main	845	PL Main PL	B — S	Branch Siding Down Bishop Auckland Siding
433	PL	—	West Cornforth Branch	846	PL	—	Up Goods Loop
434	PL	—	West Cornforth Branch				
438	Main PL Main	Pos. 1 Pos. 1 —	Up Goods Loop Up Goods Loop (occupied) Up Slow				
440	Limit of Shunt	—	—				
441	PL	—	Up Slow				

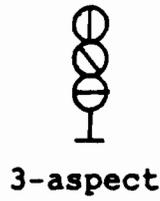
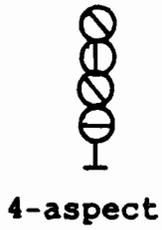
Numerical list of Main running signals with more than one route and of position light signals.

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route
849	Main	—	Down Bishop Auckland	891	Main	B	Down Bishop Auckland
	Main PL	Pos. 4 Pos. 4	Down Goods Loop Down Goods Loop (occupied)		Main Main	M U	Down Main Up Main
854	Main PL	L L	Up/Down Station Loop Up/Down Station Loop (occupied)	892	Main Main Main	Pos. 1 — Pos. 4	Down Saltburn Up Main Down Main
	Main PL	1	Platform 1 (occupied)	894	Limit of Shunt	—	—
	Main PL	4 4	Platform 4 (occupied)	895	Main PL	— —	Platform 4 Platform 4 (occupied)
864	Main Main PL	— L L	Down Main Up/Down Station Loop Up/Down Station Loop (occupied)	896	Main Main Main	B M D	Down Saltburn Up Main Down Main
	Main PL	Pos. 4 Pos. 4	Platform 1 (occupied)	897	Main PL	— —	Platform 4 Platform 4 (occupied)
	Main PL	Pos. 5 Pos. 5	Platform 4 (occupied)	898	Main Main Main	B M D	Down Saltburn Up Main Down Main
866	Main PL	G G	Up Goods Loop Up Goods Loop (occupied)	900	Main Main Main	B M D	Down Saltburn Up Main Down Main
	Main Main Main PL	— Pos. 4 L L	Up Main Down Main Up/Down Station Loop Up/Down Station Loop (occupied)	902	Main Main Main	B M D	Down Saltburn Up Main Down Main
	Main PL	Pos. 5 Pos. 5	Platform 1 (occupied)	906	Main Main Main	B M D	Down Saltburn Up Main Down Main
	Main PL	Pos. 6 Pos. 6	Platform 4 (occupied)	908	Main Main Main	B M D	Down Saltburn Up Main Down Main
876	PL	—	Up Goods Loop	911	PL PL PL PL PL PL PL PL	B 4 3 2 1 L M U G	Down Bypass Platform 4 Platform 3 Platform 2 Platform 1 Up/Down Station Loop Down Main Up Main Up Goods Loop
881	PL PL	U S	Up Main Sidings				
883	Main	B	Down Bishop Auckland				
	Main Main	— U	Down Main Up Main				
884	PL PL	L 1	Up/Down Station Loop Platform 1				
887	Main Main Main	B M U	Down Bishop Auckland Down Main Up Main				
888	Main PL PL	— — —	Platform 4 Platform 4 (occupied) Down Sidings				
889	Main Main	— Pos. 4	Down Main Up Main				
890	Main Main Main	Pos. 2 Pos. 1 —	Down Saltburn Up Main Down Main				

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route	
915	Main	B	Down Bypass	921	Main	Pos. 1	Down Passenger Loop	
	Main	4	Platform 4		Main	—	Down Main	
	PL	4	Platform 4 (occupied)	934	Main	—	Up Main	
	Main	3	Platform 3		Main	Pos. 4	Down Main	
	PL	3	Platform 3 (occupied)	935	Main	—	Down Main	
	Main	2	Platform 2		Main	Pos. 4	Up Main	
	PL	2	Platform 2 (occupied)	941	Main	B	Down Bypass	
	Main	1	Platform 1		Main	4	Platform 4	
	PL	1	Platform 1 (occupied)		PL	4	Platform 4 (occupied)	
	Main	L	Up/Down Station Loop		Main	3	Platform 3	
	PL	L	Up/Down Station Loop (occupied)		PL	3	Platform 3 (occupied)	
Main	M	Down Main	Main		2	Platform 2		
Main	U	Up Main	PL		2	Platform 2 (occupied)		
PL	G	Up Goods Loop	Main		1	Platform 1		
917	Main	B	Down Bypass		PL	1	Platform 1 (occupied)	
	Main	Pos. 2	Platform 4		Main	L	Up/Down Station Loop	
	PL	Pos. 2	Platform 4 (occupied)		PL	L	Up/Down Station Loop (occupied)	
	Main	3	Platform 3	Main	M	Down Main		
	PL	3	Platform 3 (occupied)	Main	U	Up Main		
	Main	2	Platform 2	PL	G	Up Goods Loop		
	PL	2	Platform 2 (occupied)	942	PL	A	Cleveland B.R. & Eng. Co. Sidings	
	Main	Pos. 1	Platform 1		Main	—	Down Saltburn	
	PL	Pos. 1	Platform 1 (occupied)	959	Main	Pos. 1	Down Main	
	Main	L	Up/Down Station Loop		Main	—	Up Main	
	PL	L	Up/Down Station Loop (occupied)	919	962	Main	Pos. 1	Up Main
Main	—	Down Main	Main			—	Down Main	
Main	Pos. 4	Up Main	919		Main	Pos. 3	Down Bypass	
PL	G	Up Goods Loop			Main	Pos. 3	Platform 4	
919	Main	B			Down Bypass	PL	Pos. 3	Platform 4 (occupied)
	Main	Pos. 3			Platform 4	Main	3	Platform 3
	PL	Pos. 3			Platform 4 (occupied)	PL	3	Platform 3 (occupied)
	Main	3			Platform 3	Main	2	Platform 2
	PL	3			Platform 3 (occupied)	PL	2	Platform 2 (occupied)
	Main	2			Platform 2	Main	Pos. 2	Platform 1
	PL	2			Platform 2 (occupied)	PL	Pos. 1	Platform 1 (occupied)
	Main	Pos. 2		Platform 1	Main	L	Up/Down Station Loop	
	PL	Pos. 1		Platform 1 (occupied)	PL	L	Up/Down Station Loop (occupied)	
	Main	L	Up/Down Station Loop	Main	Pos. 1	Down Main		
	PL	L	Up/Down Station Loop (occupied)	Main	—	Up Main		
Main	Pos. 1	Down Main	PL	G	Up Goods Loop			
Main	—	Up Main						
PL	G	Up Goods Loop						

KEY TO SYMBOLS



⊖ green

⊙ yellow

⊕ red

● aspect not in use



with route indicator



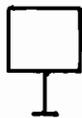
with position light route indicator and stencil indicator



automatic signal



position light shunting signal



- notice board



- A.W.S inductor



- telephones



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



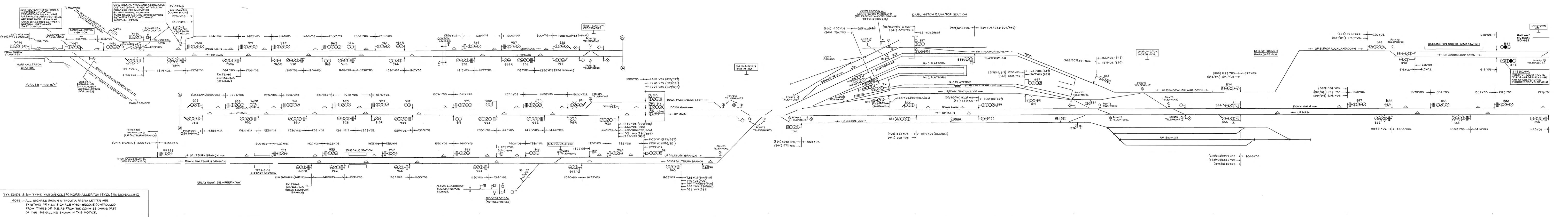
- P.S.R warning indicator



- commencement of special A.W.S working



- termination of special A.W.S. working



TYNESIDE S.B. - TYNE YARD (EXCL) TO NORTHALLERTON (EXCL) RESIGNALLING

NOTE: - ALL SIGNALS SHOWN WITHOUT A PREFIX LETTER ARE EXISTING OR NEW SIGNALS WHICH BECOME CONTROLLED FROM TYNESIDE S.B. AS FROM THE COMMISSIONING DATE OF THE SIGNALLING SHOWN IN THIS NOTICE.

