



**BRITISH RAIL**

**EASTERN REGION**

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

**Friday, 12 April, 1991**

**TYNESIDE AREA**

**Between 71 m.p. (York to Newcastle mileage) and  
12 m.p. (Newcastle to Berwick mileage) including  
lines to Blaydon and Wardley/Boldon Colliery.**

# SIGNALLING RECORD SOCIETY

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## TYNESIDE RESIGNALLING

The area between approximately 71 m.p. (York to Newcastle mileage) and approximately 12 m.p. (Newcastle to Berwick mileage), to be known as Plessey, also between Blaydon (excl.) and Park Lane Junction, will be resignalled *over two weekends*. The dividing line between the work on the first weekend and that for the second weekend is shown by a heavy black line on the drawing which accompanies this notice. This drawing shows the resignalling as it will be at the end of the second weekend.

As the new signalling is commissioned it will be controlled by the new Tyneside signal box.

During the first weekend, the area controlled by Gateshead signal box will be transferred to the control of Tyneside signal box and at the end of that period Gateshead signal box will be abolished, also that part of the area controlled by Tyne Yard signal box as far south as approximately 70 m.p. will be resignalled and control transferred to the new Tyneside signal box.

On the second weekend, the signal boxes at Newcastle, Heaton and Benton will be abolished and the areas of control will be transferred to the new Tyneside signal box, also, Down line automatic signals M1, M2 and M3 (between 9¼ m.p. and 11¼ m.p.) will be replaced by signals controlled by Tyneside signal box.

Details of the links between the "old" and "new" signalling, which will apply after work on the first weekend until final commissioning on the second weekend, are shown on separate drawings in this notice.

Tyneside signal box will work to the existing signal boxes at Tyne Yard, Blaydon, Wardley, Boldon Colliery, Newsham, and Morpeth. Tyne Yard signal box will continue to control the main line south of approximately 71 m.p. Tyneside signal box will also work to Tyne Yard South and North Shunters cabins and to Heaton Control Tower.

Details of revised track layout and signalling are shown on the accompanying diagram, see also paragraph headed, "Summary of Track Alterations". Note: In some cases the existing signals are re-used with new prefix letter and number. All distances shown in the diagram are in yards.

The application of all running signals is to the next running signal capable of showing a Red aspect and the new signals with route indications are shown in this notice, as are details of all new Position Light signals. Signals T272 and T274, to the north of Ouston crossovers, will not read to the Down Main line at this stage. The application of the signals between St. James Bridge Junction (excl.) and Pelaw are unchanged, but the signal prefix letters will be changed to "T". Down Sunderland line (Up direction) fixed Yellow signal G65 will become a Yellow/Green signal plated T75R, The signalling at Heaton Depot is unchanged.

### Method of Working

The Track Circuit Block Regulations will apply throughout.

All running lines between Low Fell Junction and Benton Junction will become bi-directional lines, also the Slow line between Birtley Junction and Low Fell Junction and the Goods line between Lamesley crossover and Low Fell Junction. See under the heading "Summary of Signalling and Track Alterations" for details of other lines which become bi-directionally signalled.

The existing bi-directional signalling between St. James Junction and Pelaw will remain in operation, and be extended to Park Lane Junction.

The main lines between Ouston crossovers and the crossovers at Low Fell and also between Benton Junction and Morpeth station will be signalled for simplified bi-directional signalling. See separate paragraph for more details.

*Summary of Signalling and Track Alterations*—as shown in the diagram contained in this notice.

1. A new facing crossover will be brought into use at Ouston Junction.
2. The Down Slow line between Ouston Junction and Lamesley will be taken out of use.
3. The former Down Slow line between Birtley Junction and Low Fell Junction will become a Goods line with bi-directional signalling.

*Summary of Signalling and Track Alterations (continued).*

4. Low Fell Junction will be remodelled.
5. The line between Low Fell Junction and Norwood Junction will be singled and will be known as the Down/Up Low Fell. To effect the singling, the former Down line will join the former Up line via the Low Fell Sidings crossover.
6. The Junction at Norwood Junction will be simplified.
7. The crossovers at K.E.B. South Junction will be replaced by a ladder of single crossovers.
8. The facing crossover shown on the drawing between the Up Carlisle and the Up Main lines at K.E.B. South Junction will not be provided at this stage.
9. The Slow lines between K.E.B. South and North Junctions will be replaced by one Slow line with bi-directional signalling.
10. The crossovers on the North end of K.E.B. will be known as Newcastle South Junction.
11. A new bi-directionally signalled Up Slow line will be brought into use at Newcastle Station between new Platform 7/8 (old Platform 16) and the Provincial Siding. A connection will be provided between this line and the new Platform 7.
12. New trailing and facing crossovers will be brought into use at Plessey (between Heaton and Morpeth at 11 m. 50 ch).
13. K.E.B. East Junction will be remodelled as shown on the drawing.
14. The curve between K.E.B. North and East Junctions will be singled and will be known as the Down/Up East Curve.
15. The Down and Up Gateshead lines between K.E.B. South and East Junctions will be singled and will be known as the Down/Up Gateshead.
16. The Down Gateshead West line, between K.E.B. East Junction and Greensfield Junction, will become bi-directionally signalled and will be known as the Down/Up Greensfield West line.
17. The Up Greensfield, between Greensfield Junction and Park Lane Junction, will become bi-directionally signalled and will be known as the Down/Up Greensfield East line.
18. The Up Gateshead West/Down Greensfield between K.E.B. East Junction and Park Lane Junction will become bi-directionally signalled and will be known as the Down/Up Gateshead.
19. The West Curve, between High Level Bridge Junction and Greensfield Junction, will become bi-directionally signalled and will be known as the Down/Up West Curve.
20. New trailing and facing crossovers will be brought into use on High Level Bridge and will be known as High Level Bridge Central Junction.

**Forth Branch (Formerly Paradise Branch)**

The Forth Branch will be signalled as a Track Circuit Block Single line as far as the STOP board at approx 0½ m.p. From the STOP board to Forth Engineers Sidings and Castle Cement, the line will become a One Train Working with Token obtained from the 'No Signalman Key Token' instrument situated adjacent to the STOP board. The token will be released by the Signalman at Tyneside signal box and will be used to unlock the Ground Frames. When movements have been shut in at the Engineer's Ground Frame, the token must be returned to the instrument and the release given up.

**Newcastle Station**

Off indicators will be provided to work in conjunction with signals 486, 488, 492, 494, 496, 502, 504, 506, 508, 511, 513, 514, 521, 525, 527, 529 and 531.

At 06.00 hours on Saturday 20th April, the platforms at Newcastle Station will be renumbered as follows:—

<i>New Number</i>	<i>Old Number</i>	
1	7	(East end bay)
2	8	
3	9	
4	10	
5	15	(East end)
6	15	(West end)
7	16	(East end)
8	16	(West end)
9	11	} (West end bays)
10	12	
11	13	
12	14	

### Flashing Yellow Aspects

Flashing yellow aspects will be provided as follows:—

- (a) At signals T561 and T571 on the Down Main line between Manors and Heaton, applicable to the Down Goods/Down Goods North line—when signal T587 is showing a single Yellow aspect.
- (b) At signals T612 and T602 on the Up Main line between Benton and Heaton, applicable to the Up Slow line at Heaton South.

### Level Crossings

Supervision of the existing C.C.T.V. level crossings at Killingworth and Dam Dykes will be transferred to Tyneside signal box.

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 is not shown in the diagram but will be provided at all main running signals except for numbers T181, 188, 191 (Tyne Yard) and T502, 503, 504, 506, 508, and 521 (Newcastle Station Bay Platforms and Forth Branch exit signal).

A.W.S. magnets are also provided for Permanent Speed Restriction Warning Indicators, and on the Jarrow Branch, and are shown on the diagram.

See also paragraph headed "*SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN OUSTON CROSSOVERS AND LOW FELL JUNCTION AND BETWEEN BENTON JUNCTION AND MORPETH STATION*"

### Telephones

All running signals capable of showing a Red aspect will be provided with a telephone communicating with Tyneside Signal Box. Other telephones are indicated on the diagram.

### **SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN OUSTON CROSSOVERS AND LOW FELL JUNCTION AND BETWEEN BENTON JUNCTION AND MORPETH STATION**

Simplified Bi-directional signalling will be provided over the main lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth station.

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 the final page 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.

The following wrong direction signals between Ouston crossovers and Durham, which are shown on the drawing, will not be brought into use at this stage:—T276R and T275R.

The following wrong directions signals between Plessey crossovers and Morpeth (as shown on the drawing in Supplementary Signalling Notice No. 153) will be brought into use:—M103, M109, M105, M118 and M112.

### **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.

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
73	Main Main PL	— Pos. 4 —	Down Sunderland Up Sunderland T.C.F.D. Sidings	173	Main Main Main Main	Pos. 3 Pos. 2 Pos. 1 —	South Arrival Down Slow Down Main Up Main
75	Main PL	— —	Up Sunderland T.C.F.D. Sidings	174	Main Main	Pos. 1 —	Up Main Down Main
81	PL Main Main Main	— Pos. 3 Pos. 2 Pos. 1	Down Neck Down Gateshead Down Greensfield East Down Sunderland	176	Main Main	Pos. 1 —	Up Main Down Main
84	Main Main	— Pos. 4	Up Sunderland Down Sunderland	178	Main Main	Pos. 1 —	Up Main Down Main
85	PL Main Main Main	— Pos. 2 Pos. 1 —	Down Neck Down Gateshead Down Greensfield East Down Sunderland	181	PL	—	Tyne Yard Sidings
88	PL Main Main	— — Pos. 4	Shunt Spur Up Sunderland Down Sunderland	188	Main PL  PL	— G  N	South Departure South Departure occupied South Shunt Neck
94	PL PL Main Main	S R Pos. 2 Pos. 1	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland	191	Main PL Main	— — Pos. 4	Down Goods Down Goods occupied Down Slow
96	PL PL Main	S R —	Sorting Sidings Reception Sidings Up Sunderland	196	Main PL	— —	Up Slow North Arrival
98	PL PL Main Main	S R Pos. 2 Pos. 1	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland	198	PL	—	North Arrival
107	Main Main	— Pos. 4	Down Sunderland Up Sunderland	201	Main Main Main	— Pos. 4 Pos. 5	Down Low Fell Down Main Up Main
108	Main Main	— Pos. 4	Down Sunderland Up Sunderland	202	Main Main Main Main	— Pos. 4 Pos. 5 Pos. 6	Up Main Down Main Up Slow Up Goods
122	Main Main	Pos. 1 —	Up West Curve Up Greensfield East	203	Main Main Main	— Pos. 4 Pos. 5	Down Low Fell Down Main Up Main
131	Main Main	— Pos. 4	Down Gateshead Down East Curve	204	Main Main Main Main	Pos. 1 — Pos. 4 Pos. 5	Up Main Down Main Up Slow Up Goods
132	Main Main	— Pos. 4	Down Gateshead Down East Curve	205	Main Main	— Pos. 4	Down Main Up Main
134	Main Main	— Pos. 4	Up Greensfield West Up Gateshead	206	Main Main	— Pos. 4	Up Slow Up Goods
135	PL Main Main	— — Pos. 4	Motive Power Depot Up Greensfield West Up Gateshead	207	Main Main	Pos. 1 —	Down Main Up Main
171	Main Main Main	Pos. 2 Pos. 1 —	South Arrival Line Down Slow Down Main	216	PL Main	— —	Shunt Neck Up Low Fell
				217	Main PL	— —	Down Low Fell Low Fell P-Way Yard





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	
486	Main	C	Up Slow	503	Main	12	Platform 12	
	Main	S	Down Slow		PL	12	Platform 12 occupied	
	Main	U	Up Main (via 3002 points or 3005 points reversed)		Main	11	Platform 11	
	Main	D	Down Main		Main	11	Platform 11 occupied	
Main					10	Platform 10		
487	Main	12	Platform 12		Main	10	Platform 10 occupied	
	PL	12	Platform 12 occupied		Main	9	Platform 9	
	Main	11	Platform 11		PL	10	Platform 10 occupied	
	PL	11	Platform 11 occupied		Main	9	Platform 9	
	Main	10	Platform 10		PL	9	Platform 9 occupied	
	PL	10	Platform 10 occupied	Main	2	Platform 2		
	Main	9	Platform 9	PL	2	Platform 2 occupied		
	PL	9	Platform 9 occupied	Main	3	Platform 3		
	Main	2	Platform 2	PL	3	Platform 3 occupied		
	PL	2	Platform 2 occupied	504	Main	C	Up Slow	
	Main	3	Platform 3		Main	S	Down Slow	
	PL	3	Platform 3 occupied		Main	U	Up Main	
	Main	4	Platform 4		Main	D	Down Main	
	PL	4	Platform 4 occupied		Main	F	Forth Branch	
	Main	6	Platform 6		506	Main	C	Up Slow
	PL	6	Platform 6 occupied			Main	S	Down Slow
Main	8	Platform 8	Main			U	Up Main	
PL	8	Platform 8 occupied	Main			D	Down Main	
Main	8	Platform 8 occupied	Main		F	Forth Branch		
488	Main	C	Up Slow	508	Main	C	Up Slow	
	Main	S	Down Slow		Main	S	Down Slow	
	Main	U	Up Main (via 3002 points or 3005 points reversed)		Main	U	Up Main	
	Main	D	Down Main		Main	D	Down Main	
Main				F	Forth Branch			
492	Main	C	Up Slow	511	Main	—	Platform 5	
	Main	S	Down Slow		PL	—	Platform 5 occupied	
	Main	U	Up Main		513	Main	—	Platform 7
	Main	D	Down Main			PL	—	Platform 7 occupied
494	Main	C	Up Slow	514		Main	Pos. 1	Up Slow
	Main	S	Down Slow			Main	—	Platform 8
	Main	U	Up Main		PL	—	Platform 8 occupied	
	Main	D	Down Main (via 3001 points or 3022 points reversed)		515	Main	Pos. 1	Platform 7
Main	F	Forth Branch	PL	Pos. 1		Platform 7 occupied		
			Main	—		Down Slow		
496	Main	C	Up Slow	516		Main	—	Platform 6
	Main	S	Down Slow		PL	—	Platform 6 occupied	
	Main	U	Up Main	521	Main	D	Down Main	
	Main	D	Down Main		Main	U	Up Main	
	Main	F	Forth Branch		Main	T	Down Slow	
502	Main	C	Up Slow	Main	E	Up Sunderland		
	Main	S	Down Slow	522	PL	P	Provincial Siding	
	Main	U	Up Main		Main	S	Up Slow	
	Main	D	Down Main		Main	7	Platform 7	
	Main	F	Forth Branch		PL	7	Platform 7 occupied	

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		
524	PL	P	Provincial Siding	536	Main	2	Platform 2		
	Main	S	Up Slow		PL	2	Platform 2 occupied		
	Main	7	Platform 7		Main	1	Platform 1		
	PL	7	Platform 7 occupied		PL	1	Platform 1 occupied		
	Main	5	Platform 5		543	Main	D	Down Main	
	PL	5	Platform 5 occupied			Main	U	Up Main	
	Main	4	Platform 4		544	Main	Pos. 1	Up Slow	
	PL	4	Platform 4 occupied			Main	—	Up Main	
	Main	3	Platform 3		545	Main	U	Up Main	
	PL	3	Platform 3 occupied			Main	T	Down Slow	
Main	2	Platform 2	546	Main	Pos. 1	Up Main			
PL	2	Platform 2 occupied		Main	—	Down Main			
Main	1	Platform 1	547	Main	—	Up Sunderland			
PL	1	Platform 1 occupied		Main	Pos. 4	Down West Curve			
525	Main	D	Down Main	549	Main	Pos. 1	Up Sunderland		
	Main	U	Up Main		Main	Pos. 4	Down West Curve		
	Main	T	Down Slow	553	Main	Pos. 1	Down Main		
Main	E	Up Sunderland	Main		—	Up Main			
527	Main	U	Up Main	554	Main	Pos. 1	Up Slow		
	Main	T	Down Slow		Main	—	Up Main		
	Main	E	Up Sunderland	555	Main	Pos. 2	Down Main		
529	Main	U	Up Main		Main	Pos. 1	Up Main		
	Main	T	Down Slow	Main	—	Down Slow			
	Main	E	Up Sunderland	556	Main	Pos. 2	Up Slow		
531	Main	T	Down Slow		Main	Pos. 1	Up Main		
	Main	E	Up Sunderland	Main	—	Down Main			
	532	PL	P	Provincial Siding	571	Main	—	Down Main	
		Main	S	Up Slow		Main	U	Up Main	
		Main	7	Platform 7		PL	N	Depot Neck	
		PL	7	Platform 7 occupied		Main	A	Depot Arrival	
		Main	5	Platform 5		Main	Y	Depot Departure	
		PL	5	Platform 5 occupied		Main	Z	Depot Sidings	
		Main	4	Platform 4		573	Main	D	Down Main
		PL	4	Platform 4 occupied			Main	—	Up Main
Main		3	Platform 3	PL			N	Depot Neck	
PL		3	Platform 3 occupied	Main			A	Depot Arrival	
Main	2	Platform 2	Main	Y	Depot Departures				
PL	2	Platform 2 occupied	Main	Z	Depot Sidings				
Main	1	Platform 1	575	Main	—	Down Main			
PL	1	Platform 1 occupied		Main	U	Up Main			
533	Main	T		Down Slow	PL	N	Depot Neck (via Up Main)		
	Main	E		Up Sunderland	PL	T	Depot Line		
	Main	W		Down Sunderland	Main	A	Depot		
534	Main	4		Platform 4	Main	Y	Arrival		
	PL	4		Platform 4 occupied			Main	Z	Depot Departures
	Main	3	Platform 3	via Depot Line or Up Main					
	PL	3	Platform 3 occupied						
	Main	2	Platform 2						
	PL	2	Platform 2 occupied						
Main	1	Platform 1							
PL	1	Platform 1 occupied							
535	Main	T	Down Slow						
	Main	E	Up Sunderland						
	Main	W	Down Sunderland						

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
581	Main PL  Main	Pos. 1 Pos. 1 —	Down Goods South Down Good South occupied Down Main	5343	PL PL PL  PL PL	W G E  D S	Down Neck Down Gateshead Down Greensfield East Down Sunderland Up Siding
582	Main Main Main	Pos. 1 — Pos. 4	Up Slow Up Main Down Main	5344	PL PL PL PL	S R U D	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland
583	Main PL	— —	Up Main Up Goods Loop	5348	PL PL PL	— — —	Sorting Sidings Reception Sidings Redland Sidings
607	Main Main	Pos. 1 —	Down Main Up Main	5349	PL	—	Down Neck
609	Main Main PL	D U —	Down Main Up Main Flushing Apron	5371	PL PL	S G	Down Slow Up Gateshead
621	Main Main Main	— Pos. 4 Pos. 5	Down Main Up Main Down Blyth and Tyne	5481	PL	—	Down Carlisle
622	Main Main	— Pos. 4	Up Main Down Main	5482	PL	—	Up Carlisle
623	Main Main Main	Pos. 1 — Pos. 4	Down Main Up Main Down Blyth and Tyne	5494	PL	—	Up Low Fell
624	Main Main	Pos. 1 —	Up Main Down Main	5497	Limit of Shunt	—	—
636	Main Main	— Pos. 4	Up Main Down Main	5541	PL	—	Engine Line
671	Main Main	— Pos. 4	Down Main Up Main	5543	PL	—	North Departure Line
672	Main Main	— Pos. 4	Up Main Down Main	5545	PL	—	North Departure Line
673	Main Main	Pos. 1 —	Down Main Up Main	5547	PL	—	North Departure Line
674	Main Main	Pos. 1 —	Up Main Down Main	5548	PL PL PL	F Y L	Staging Sidings Engineer's Sidings Engine Line
5327	PL	—	T.C.F.D. Sidings	5571	PL	—	Tyne Yard Sidings
5341	PL PL PL  PL PL	W G E  D S	Down Neck Down Gateshead Down Greensfield East Down Sunderland Up Siding	6009	PL PL PL PL PL PL	12 11 10 9 2 3	Platform 12 Platform 11 Platform 10 Platform 9 Platform 2 Platform 3
5342	PL PL	— —	Sorting Sidings Reception Sidings				No indication of route when preceeding 481 Signal

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
6037	PL PL PL	T E W	Down Slow Up Sunderland Down Sunderland	6094	PL PL	— —	Down Goods South Cement/Construction Siding
6038	PL PL PL	P S 7	Provincial Siding Up Slow Platform 7	6102	PL PL	— —	Down Goods North Down Siding
6042	PL PL	2 1	Platform 2 Platform 1	6105	PL PL	D U	Down Main Up Main





