



No. 13A

A handwritten signature in black ink, appearing to be 'A. J. Burge', is written in the top right corner of the page.

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND

PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 31 MARCH 1968

HARTON AND SOUTH SHIELDS

RE-SIGNALLING

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN HARTON AND SOUTH SHIELDS – SIGNALLING AND PERMANENT WAY ALTERATIONS.

Between 23 00 hours Saturday, 30th March and 18 00 hours Sunday, 31st March the existing signalling between Harton and South Shields will be replaced by Colour Light signalling with full track circuiting. The new signalling will be controlled from Harton signal box.

Hilda and South Shields signal boxes, together with all mechanical signalling worked therefrom, will be abolished.

SUPPLEMENTARY NOTICE

Details of Signalling and Permanent Way alterations:—

Harton

The branch between Harton and Tile Shed will be closed and all associated points will be secured out of use, pending removal. All associated signalling will be abolished.

Hilda

The existing connections will be controlled from Harton signal box.

High Shields

The trailing crossover between the Down and Up Main lines will be secured out of use, in the normal position pending removal.

The facing points from Down Main to Reception Sidings and Facing Point Lock will be clipped and padlocked for through running on the Down Main Line and the relevant levers in the former signal box will be padlocked. The signal box will cease to be a block post but will be retained, temporarily, to act as a ground frame and the operation of the points and facing point lock will be in accordance with Special Instructions.

South Shields

Certain existing Colour Light running signals, also the trap points and derailer in the Up Main line will be abolished.

The Down Platform to Sidings points will become trailing spring points from Down or Up Platform to Sidings. For movements from the Sidings the points will form "Wide to Gauge" trap points and will be controlled from a new Ground Frame released from Harton signal box. A telephone will be provided to Harton signal box. The points leading from No. 2 to No. 4 Siding will become handworked.

DESCRIPTION OF SIGNALS

13A

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M= Main S= Sub	Route or Junction Indication	Application to or towards
729	Down Main	Auto	—	731 Auto
731	Down Main	Auto	—	H6
H6	Down Main	M	—	755
755	Down Main	M S	— —	761 Auto Staiths
761	Down Main	Auto	—	765
765	Down Main	M or S M or S	"D" "U"	Down Platform 769 Up Platform 767
767	Up Platform (Down Direction)	M S	— —	Red aspect only Sidings
769	Down Platform	M S	— —	Red aspect only Sidings

S

S

UP DIRECTION RUNNING SIGNALS

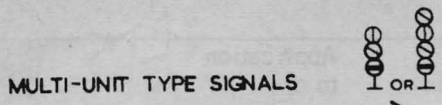
762	Down Main (Up Direction)	M	—	Up Main 758 Auto
764	Up Main (Formerly No.23)	M	—	758 Auto
758	Up Main	Auto	—	754
754	Up Main	M	—	H40
H40	Up Main	M	—	H39
H39	Up Main	M M S	— L.H. 45° —	728 Auto (Formerly H40) Up Pontop Up Pontop

POSITION LIGHT SHUNTING SIGNALS

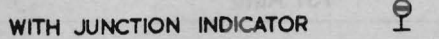
No.	Application to or towards
752	Up Main to Down Main or Staiths
757	Spur to Staiths
759	Staiths to Up Main or Spur
760	Up Main to Down Platform or Up Platform

F.J. Burge
Movements Manager

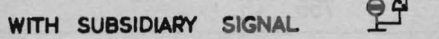
The diagram attached to this notice illustrates the signalling alterations to be carried out and the key to the symbols used is shown below :-



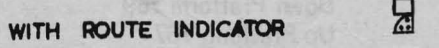
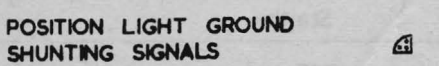
RED ⊖
 YELLOW ⊙
 GREEN ⊕



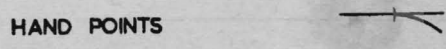
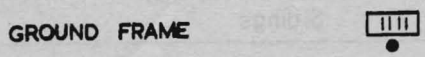
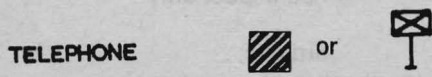
A DOUBLE LINE DENOTES
 NORMAL ASPECT E.G. ⊖ RED



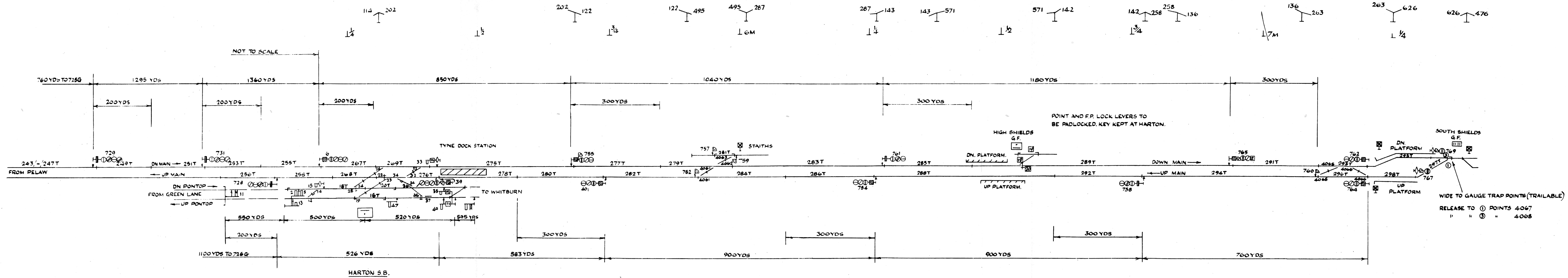
POSITION LIGHT SUBSIDIARIES:
 ON ASPECT:- NONE
 OFF ASPECT:- ° TWO WHITE LIGHTS



POSITION LIGHT GROUND SHUNT SIGNAL
 ON ASPECT ^{RED} ● ^{WHITE} ○
 OFF ASPECT ° TWO WHITE LIGHTS



During the period of the work, points and signals will be disconnected and Drivers handsignalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.



BRITISH RAILWAYS EASTERN REGION.
HARTON S.B.
SIGNALLING