

For the information of Railway Staff only.



Eastern Region

C. J. Woolstenholmes,

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

SUNDAY 8 OCTOBER 1972

between

DARLINGTON - URLAY NOOK

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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BETWEEN DARLINGTON AND URLAY NOOK – RESIGNALLING

During the period Saturday and Sunday 7 and 8 October, 1972, the signal box at Oak Tree will be abolished. The remaining semaphore signalling on the main lines between Oak Tree and Urray Nook will be replaced by colour light signals with full track circuiting. Certain existing colour light signals will be altered in form, re-positioned and re-numbered. The new signalling will be controlled by Darlington and Urray Nook signal boxes, and the lines between these boxes will be worked in accordance with the Track Circuit Block Regulations.

The Fighting Cocks Branch Single line between Dinsdale Rail Welding Depot and Lingfield will continue to be worked in accordance with the "One Train Working" regulations. The Annetts Key, which acts as the train staff, will be engraved "Dinsdale-Lingfield" and will be kept at the Rail Welding Depot Supervisor's Office.

The Departure line between Oak Tree and Dinsdale Rail Welding Depot will be fully track circuited and will be worked in both directions.

PERMANENT WAY ALTERATIONS

Oak Tree

The trailing crossover between the Down and Up Saltburn lines will be replaced by a facing crossover in the same position.

The Arrival line from Oak Tree to Dinsdale Rail Welding Depot will be taken out of use pending removal.

The double junction connections to the Arrival and Departure lines will be replaced by a single lead connection Down Saltburn to Departure line.

ALTERATIONS TO EXISTING SIGNALLING

Oak Tree Down First Home signal OT2 will be re-plated D952, with telephone to Darlington signal box.

Urray Nook Down Distant 2 aspect colour light signal will become a 3 aspect signal displaying red, yellow and green aspects and will be plated UN21, with telephone to Urray Nook signal box.

NOTICE BOARDS

New notice boards will be provided as follows:—

Fighting Cocks Branch

A notice board worded "One Train Working – No Movement Past This Board Without Train Staff" will be provided on the single line to the south of the Goods Siding connection at clearance, facing towards Dinsdale Depot.

A notice board worded "Stop – Proceed If Line Clear – Level Crossing 580 Yards Ahead" will be provided on the single line to the north of the Goods Siding connection at clearance, facing towards Lingfield.

SHUNT LIMITS

Oak Tree

A Limit of Shunt indicator will be provided on the Up Saltburn line 300 yards in rear of D955 signal.

Urray Nook

A Limit of Shunt indicator will be provided on the Down Saltburn line 250 yards in rear of UN22 signal.

TEESSIDE AIRPORT SAFETY ARRANGEMENTS

The existing special colour light signals D4, D5, U5 and U6, situated between Oak Tree and Urray Nook, will be abolished. The protection of the runway approach area, formally bounded by these signals, will be provided by UN959 and UN960 automatic signals.

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TELEPHONES

The telephones provided at notice boards and ground frames on the Fighting Cocks Branch Single line will communicate with Darlington signal box.

GENERAL

A description of signals is included in this notice and a diagram illustrating the revised signalling is attached.

During the period of the work, points and signals will be disconnected, and Drivers will be hand signalled as necessary.

Further details will be included in the weekly notice of engineering operations.

DESCRIPTION OF SIGNALS

D = Darlington

UN = Urlay Nook

B = Bowesfield

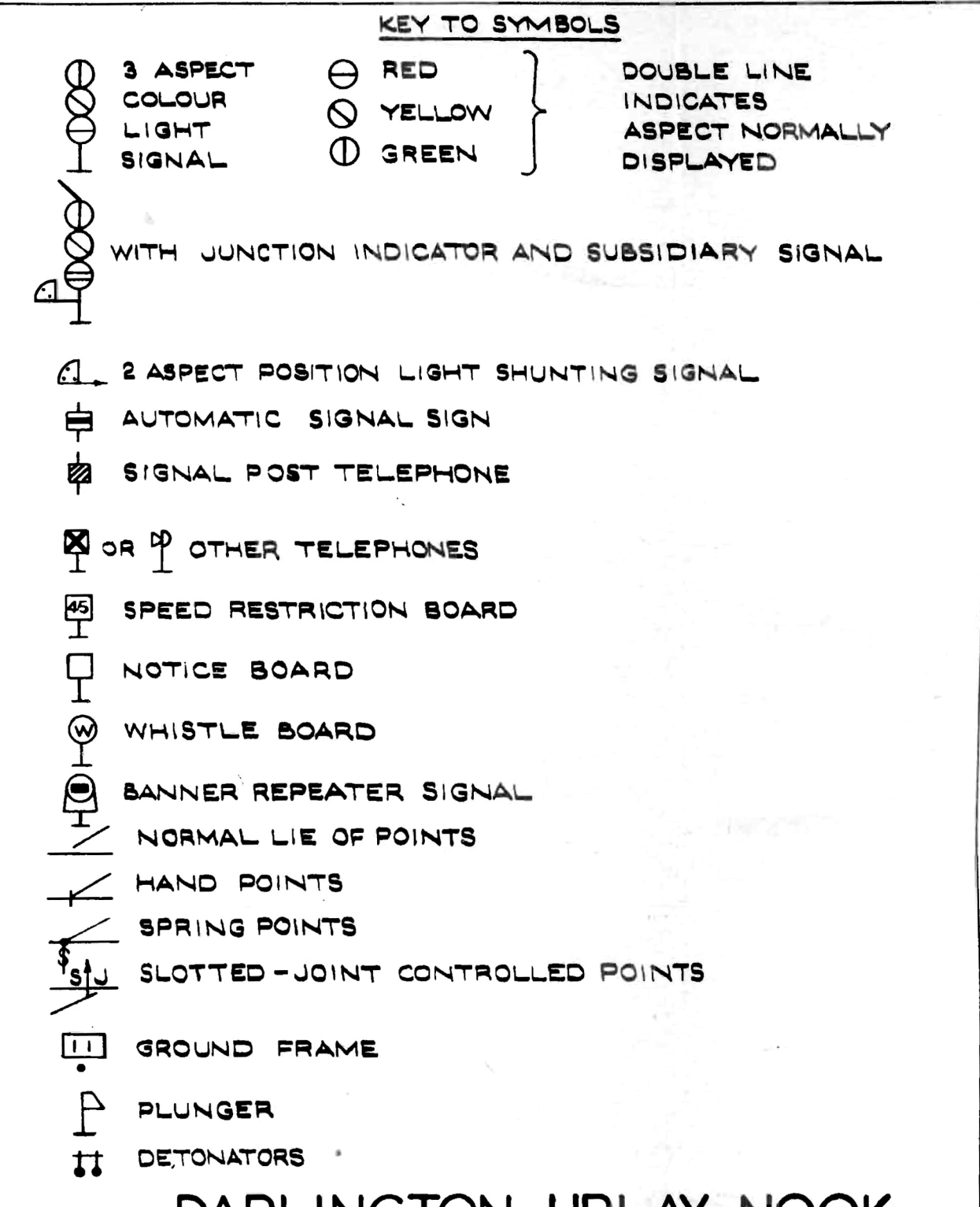
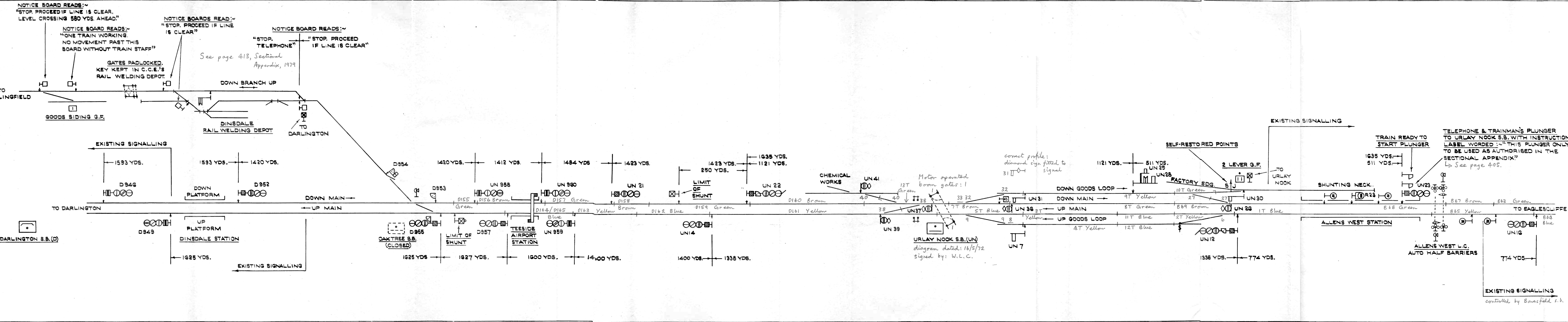
Down Direction Running Signals

| No. | Location | Aspect M = Main S = Sub | Route or Jn. Indication | Applications to or towards |
|-------------------------------------|---------------|-------------------------------|----------------------------|-------------------------------|
| D946 (existing signal) | Down Saltburn | M | — | D952 |
| D952 (formerly OT2) | Down Saltburn | M | — | UN958 Auto |
| UN958 | Down Saltburn | M | — | UN960 Auto |
| UN960 | Down Saltburn | M | — | UN21 |
| UN21 | Down Saltburn | M | — | UN22 |
| UN22 | Down Saltburn | M | — | UN23 (existing signal) |
| | | M | Position 1 | UN28 (existing signal) |
| | | S | Position 1 | Down Goods occupied |
| Up Direction Running Signals | | | | |
| UN16 (existing signal) | Up Saltburn | M | — | UN12 |
| UN12 | Up Saltburn | M | — | UN14 |
| | | M | Position 1 | UN7 (existing signal) |
| | | S | Position 1 | Up Goods occupied |
| UN7 | Up Goods | Semaphore | — | UN14 |
| UN14 | Up Saltburn | M | — | UN959 Auto |
| UN959 | Up Saltburn | M | — | D957 |
| D957 | Up Saltburn | M | — | D955 |
| D955 | Up Saltburn | M | — | D949 (existing signal) |
| | | S | — | Fighting Cocks Branch |

Ground Position Light Signals

| No. | Location | Route Indication | Application to or towards |
|------|-----------------------|---------------------|------------------------------|
| D953 | Down Main | — | Fighting Cocks Branch |
| D954 | Fighting Cocks Branch | M X | UN958 Auto Up Main LoS. |

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C.3.1.6.



DARLINGTON-URLAY NOOK RESIGNALLING

NOTICE BOARD READS:~
"STOP. PROCEED IF LINE IS CLEAR. LEVEL CROSSING 580 YDS. AHEAD."

NOTICE BOARD READS:~
"STOP. PROCEED IF LINE IS CLEAR"

NOTICE BOARD READS:~
"STOP. TELEPHONE" "STOP. PROCEED IF LINE IS CLEAR"

NOTICE BOARD READS:~
"ONE TRAIN WORKING. NO MOVEMENT PAST THIS BOARD WITHOUT TRAIN STAFF"

NOTICE BOARD READS:~
"STOP. PROCEED IF LINE IS CLEAR"

GATES PADLOCKED. KEY KEPT IN C.C.E.'S RAIL WELDING DEPOT.

See page 413, Sectional Appendix, 1979

correct profile: diamond sign fitted to signal

TELEPHONE & TRAINMAN'S PLUNGER TO URLAY NOOK S.B. WITH INSTRUCTION LABEL WORDED:~"THIS PLUNGER ONLY TO BE USED AS AUTHORIZED IN THE SECTIONAL APPENDIX." See page 405.

URLAY NOOK S.B.(UN) diagram dated: 16/5/72 signed by: W.L.C.

controlled by Bowsfield s.b.