For the information of Railway Staff only.

SIGNALLING NOTICE
No. 152

British Rail

EASTERN REGION

SUPPLEMENTARY NOTICE

OF

SIGNALLING ALTERATIONS

affecting the working of the line

from

Tuesday 11 December 1990

ALNMOUTH AREA

(Between Acklington Station (at 28½ mp) and Belford)

YORK
NOV 1990

MO42-5187

W. M. ROBINSON
REGIONAL OPERATIONS MANAGER

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

ACKLINGTON–CHATHILL AREA RESIGNALLING

The area between Acklington Station (approx. 28½ m.p.) and north of Chathill (approx. 48 m.p.) will be resignalled and will be controlled from the existing Alnmouth Signal Box. Chathill Signal Box will be abolished and Alnmouth Signal Box will work in the Up direction to the existing Chevington Signal Box and in the Down direction to Tweedmouth Signal Box. Signals controlled by Alnmouth Signal Box will be prefixed 'A'.

Simplified Bi-directional Signalling will be brought into use between Wooden Gate and Belford.

The trailing crossover at 34m. 58ch. (south of Alnmouth Station) will be abolished. A new facing crossover at 33m. 62ch. and a new trailing crossover at 33m. 70ch., previously laid in and secured out of use, will be brought into use.

Details of track and signalling are shown in the accompanying diagram. All distances shown on the diagram are in yards.

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 on pages 4 and 5, as are details of all Position Light Signals.

Method of Working

The Track Circuit Block Regulations will apply throughout.

The main lines between Alnmouth Station and Wooden Gate crossovers, also the Up and Down Passenger Loops at Alnmouth, will become bi-directional lines.

The main lines between the crossovers at Belford (controlled by Tweedmouth Signal Box) and Alnmouth Station will be signalled for simplified bi-directional signalling, for which more details are given below.

Chathill and Alnmouth

All existing signalling will be abolished and replaced by new signalling controlled by Alnmouth Signal Box. New Alnmouth signal A106, on the Up Main line, will read to existing Chevington signal CN40. Signals A116, A118, A120 and A122, at the south end of Alnmouth Loops (near Wooden Gate L.C.) will not read to the Down Main line at this stage.

Chevington

Chevington signals CN50 and CN48 (Up line) will be abolished and replaced by new signals controlled by Alnmouth Signal Box.

The double yellow aspect on Down line signal CN43 will be taken out of use. This signal will read to new Alnmouth signal A105.

The RED aspect on existing Up line signals CN46 and CN44 will be taken out of use. These signals will be replated CN40RR and CN40R respectively.

Tweedmouth

Signals TW110, TW112, TW114 and TW116 and Position Light Signal 304, to the north of Belford Level Crossing, will now be capable of reading to the Down Main line and additional signals for Simplified Bi-directional Signalling will be brought into use.

Level Crossings

Supervision of the existing C.C.T.V. level crossings at Wooden Gate, Little Mill, Stamford and Christon Bank will be from Alnmouth Signal Box. Warkworth, Falloden, Chathill and Newham level crossings will become C.C.T.V. level crossings and will be supervised from Alnmouth 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 signalling.

A.W.S. Equipment

A.W.S. equipment will be provided as shown in the diagram. See also paragraph headed ''BI-DIRECTIONAL SIGNALLING BETWEEN ALNMOUTH (WOODEN GATE) AND BELFORD (CONTROLLED BY TWEEDMOUTH)''.

Telephones

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

BI—DIRECTIONAL SIGNALLING BETWEEN ALNMOUTH AND BELFORD (CONTROLLED BY TWEEDMOUTH)

Simplified Bi-directional Signalling will be provided over the main lines between Alnmouth and Belford.

Signals TW110, TW112, TW114 and TW116 and Ground Position Light Signal 304, to the north of Belford Level Crossing, which did not previously read to the Down Main line, will now do so.

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 page 6 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 Signalman 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.

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

DOWN LINE—DOWN DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
ALNMOUTH CONTROLLED SIGNALS			
117	Main	Pos. 1	Down Passenger Loop
	PL	DL	Down Passenger Loop Occupied
	Main	—	Down Main
	Main	Pos. 4	Up Main
	Main	Pos. 5	Up Passenger Loop
	PL	UL	Up Passenger Loop Occupied
121	Main	—	Down Main
	PL	—	Down Refuge Siding
137	Main	—	Down Main
	Main	Pos. 4	Up Main
157	Main	—	Down Main
	Main	Pos. 4	Up Main
301	PL	—	Down Main
TWEEDMOUTH CONTROLLED SIGNALS			
109	Main	Pos. 1	Down Passenger Loop
	Main	—	Down Main
	Main	Pos. 4	Up Main
	PL	XL	Up Passenger Loop
	PL	S	Cripple Siding

UP LINE—DOWN DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
ALNMOUTH CONTROLLED SIGNALS			
123	Main	—	Up Main
	PL	—	Up Sidings
139	Main	Pos. 1	Down Main
	Main	—	Up Main
159	Main	Pos. 1	Down Main
	Main	—	Up Main
305	PL	D	Down Main
	PL	U	Up Main
	PL	S	R.C.E's Siding
307	PL	—	R.C.E's Siding
TWEEDMOUTH CONTROLLED SIGNALS			
111	Main	Pos. 2	Down Passenger Loop
	Main	Pos. 1	Down Main
	Main	—	Up Main
303	PL	DL	Down Passenger Loop
	PL	D	Down Main
	PL	U	Up Main
	PL	XL	Up Passenger Loop
	PL	S	Cripple Siding

DOWN LINE—UP DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
ALNMOUTH CONTROLLED SIGNALS			
120	Main Main	Pos. 1 —	Up Main Down Main*
122	Main Main	Pos. 1 —	Up Main Down Main*
126	Main Main PL PL	— Pos. 4 D S	Down Main Down Passenger Loop Down Main Down Refuge Siding
136	Main Main	Pos. 1 —	Up Main Down Main
156	Main Main	Pos. 1 —	Up Main Down Main
304	PL PL	D L	Down Main Down Passenger Loop
306	PL	—	Down Passenger Loop
TWEEDMOUTH CONTROLLED SIGNALS			
114	Main Main PL PL	Pos. 1 — D R	Up Main Down Main Down Main Occupied Down Refuge Siding
116	Main Main PL PL	Pos. 1 — R S	Up Main Down Main Down Refuge Siding Tamper Siding

* Out of use at this stage.

UP LINE—UP DIRECTION

Sig. no.	Aspect	Route/ Jn. Ind.	Route
ALNMOUTH CONTROLLED SIGNALS			
116	Main Main	— Pos. 4	Up Main Down Main*
118	Main Main	— Pos. 4	Up Main Down Main*
124	Main PL Main	Pos. 1 — —	Up Passenger Loop Up Passenger Loop Occupied Up Main
134	Main Main	— Pos. 4	Up Main Down Main
154	Main Main	— Pos. 4	Up Main Down Main
308	PL	—	Up Passenger Loop
314	PL PL	S M	Siding Up Main
TWEEDMOUTH CONTROLLED SIGNALS			
110	Main Main	— Pos. 4	Up Main Down Main
112	Main Main	— Pos. 4	Up Main Down Main
304	PL PL	U D	Up Main Down Main

* Out of use at this stage.

KEY TO SYMBOLS

4 - aspect

3 - aspect

2 - aspect

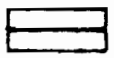
green

yellow

red

with route indicator

with position light route indicator and stencil indicator



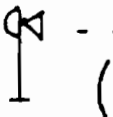
automatic signal

position light shunting signal

limit of shunt indicator

A.W.S inductor permanent magnet

A.W.S. inductor



telephone (PZ - point zone)

A.W.S inductor - effective for direction of traffic

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


LITTLE MILL L.C.
STAMFORD L.C.
CHRISTON BANK L.C.
FALLODON L.C.
CHATHILL L.C.
CHATHILL STN.
NEWHAM L.C.
LUCKER L.C.
BELFORD L.C.
TO TWEEDMOUTH
DOWN MAIN
UP MAIN
EXISTING SIGNALLING FOR RIGHT DIRECTION WORKING
NEW SIGNALLING FOR WRONG DIRECTION WORKING
TAMPER SIDINGS
DOWN REFUGE SIDING
CRIPPLE SIDINGS
AUTO-RAISE/ AUTO LOWER FACILITIES
FROM MORPETH
ACKLINGTON STN.
EXISTING SIGNALLING
WARKWORTH L.C.
WOODEN GATE L.C.
DOWN PASSENGER LOOP
UP PASSENGER LOOP
ALNMOUTH STN.
ALNMOUTH S.B.
SIGNALS A116, A118, A120 & A122
ROUTES TO DOWN MAIN OUT OF USE.
ACKLINGTON - CHATHILL AREA
RESIGNALLING