

For the information of Railway Staff only.



EASTERN REGION

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND

PERMANENT WAY ALTERATIONS

affecting the working of the Line

AT

HEATON

including the internal signalling

at the

CARRIAGE SIDINGS

HEATON CARRIAGE SIDINGS : REMODELLING AND RESIGNALLING

In connection with the above, new facilities for the servicing of coaching stock will be brought into use at Heaton.

Various signals will be abolished, relocated, and altered in form to accommodate the new facilities and new signals will be brought into use. The signals and movements in the Carriage Sidings and Washer Plant will be controlled from a new control tower to be known as Heaton Carriage Sidings Control Tower.

The altered permanent way and signalling arrangements shown on the accompanying diagram and table of routes will be brought into use over the next few weeks and will be augmented as necessary by Section C notices in the Weekly Notice.

The following signals will be abolished:—

55, 56, 61, 63, 64, 65, 66, 67, 77, 83, 84, 85, 86, 87, 88, 89, 91, 93, 94, 95, 96, 98, 99, 101, 102, 103 and 104.

The following signals will remain unchanged both in form and application:—

51, 52, 54, 57, 58, 59, 68, 69, 70, 71, 74, 75, 76, 92, 108, 113, 114, 119, 124 and 125.

Signal H111 will be moved 268 yards nearer the signal box without alteration in form or application.

Signal H107 will have a junction indicator added position 1 applying to Up Tynemouth line. (not shown on drawing). The position 4 junction indicator will be dispensed with.

General

A description of the new signals are included in this notice and a diagram which illustrates the layout is attached. During the period of this work, points and signals will be disconnected and drivers will be handsignalled as necessary. Further details will be included in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

H – Heaton

CT – Heaton Carriage Sidings Central Tower

| No. | Location | Aspect M = Main S = Sub | Route or Junction Indication | Application |
|----------------------|----------------------------|-------------------------------|------------------------------------|---|
| H51 | Up Main | M M S | — Position 1 C Position 1 | Up Main Up Goods Carriage Sidings Up Goods Occupied |
| H53 (not on plan) | Down Main | S | C G M X S | Carriage Sidings Up Goods Up Main Down Goods Down Sidings |
| H60 | Carriage Sidings | S | — | Down Main |
| H78 (not on plan) | Down Loop | S | — | Up Tynemouth or Up North |
| H79 (not on plan) | No. 1 Wagon Shop Siding | S | — | Up Tynemouth or Up North |
| H82 (not on plan) | Wagon Shop Siding | S | — | Up Tynemouth or Up North |
| H90 | Departure Outlet Line | M | T N N | Up Tynemouth Up North via 268R Up North via 268N |

| No. | Location | Aspect M = Main S = Sub | Route or Junction Indication | Application |
|-----------------------|--------------------------------|-------------------------------|---|--|
| H97 | Up Tynemouth | S | — | Corporation Siding |
| H100 | Down Tynemouth | M S | — L S C W | Down Tynemouth Down Loop Shops No. 1 Siding Carriage Sidings Wagon Shop |
| H105 | New Yard Entrance Line | S | — | 112 Signal |
| H106 | Departure Sidings Exit Line | S | D X | 109 Signal 112 Signal |
| H107 (not on plan) | Up Goods | M M | — Position 1 | Up North Up Tynemouth |
| H109 | Departure Sidings Exit Line | M M S S | T N T N | Up Tynemouth Up North Up Tynemouth Up North |
| H112 | Up Main | S | — | Up Tynemouth or Up North |
| H115 | Down Tynemouth | S | T D R | Down Tynemouth Departure Sdgs Reception Line |
| H116 | Up Tynemouth | S | X T | Up Tynemouth Down Tynemouth |
| H117 | Up North | S | X T Y | Up Tynemouth 115 Signal Up Goods |
| H118 | Up Tynemouth | S | M X | Up Main Up Tynemouth |
| H120 | Down Tynemouth | M M M S S S | — Position 1 Position 2 Position 2 T S | Down Tynemouth Down Main Down Goods Down Goods occ 115 Signal Down Siding |
| H121 | Down North | M M M S S S | — Position 1 Position 4 Position 1 T S | Down Main Down Goods Down Tynemouth Down Goods occ 115 Signal Down Siding |
| CT1 | Carriage Sidings | S | — | Lavatory Flushing Apron |
| CT3 | Carriage Sidings North End | S | — | To H60/CT1 Signals |
| CT4 | Lavatory Flushing Apron | S | — | To Carriage Sidings or Washer By-pass line |

| No. | Location | Aspect M = Main S = Sub | Route or Junction Indication | Application |
|---------------|---|-------------------------------|------------------------------------|--|
| CT5 | Train Servicing Lines | S | — | To H60/CT1 Signals |
| CT6 | Run-Round Line | S | — | To CT16 or H105 Signals |
| CT7 | Washer By-pass Line | S | — | To H60/CT1 Signals |
| CT8 | Spare Vehicle Siding 'B' | S | — | To H105 Signal |
| CT9 | Washer Line | S | — | To H60/CT1 Signals |
| CT10 | Spare Vehicle 'A' | S | — | To H105 Signal |
| CT11 | Departure Through Line | S | — | To DMU/Carriage Sidings |
| CT12 | Departure Through Line | S | — | To H90 or CT14 Signals |
| CT14 | Departure Through Line | S | — | To Shunt Spur or H106 Signal |
| CT15 | Shunt Spur | S | — | To CT11 Signal |
| CT16 A - G | Departure Sdgs (Dated) /Primary Departure Sdgs/Standage Sidings | S | — | To H106 Signal |
| CT17 | New Yard Entrance Line | S | 1 2 3 4 A B R | No.1 Reception Line No.2 Reception Line No.3 Reception Line No.4 Reception Line Spare Vehicle Sdg A Spare Vehicle Sdg B Run-Round Line |
| CT10 | Departure Sidings Exit Line | S | — | To dep Standage Sidings or To Primary Dept Sidings 1 - 6 or To CT11 Signal |

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