

For the information of Railway Staff only.

SIGNALLING NOTICE
No 149B



British Rail

EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

Sunday 27 September 1987

NEWCASTLE (Between

Manors and Heaton).

YORK.
SEPTEMBER 1987

MO42-5009

C. MCKEEVER,
REGIONAL OPERATIONS MANAGER

SUNDAY 27 SEPTEMBER - BETWEEN MANORS AND HEATON NORTH JUNCTION

The following track and signalling alterations will be carried out and should be read in conjunction with the diagrams included herein. This Notice supersedes Notice No.149(a) which applies until Sunday 27th September only.

The Down line (former Down North) will be slued in the Red Barns Tunnel Area into the former Down Tynemouth at the south end of Ouseburn Viaduct. The former Down Tynemouth, north of Ouseburn Viaduct will be restored to use as part of the throughout "Down line" between Manors and Heaton. All signals appertaining to the redundant section of the former Down North line (North of the Slue) including Signal N10 will be abolished. The former Down Tynemouth at the site of Heaton Station will be slued into the former Up North at Heaton South Jn.

Bi-directional signalling will be introduced on the Down and Up lines between Manors and Heaton. The following table of routes includes all new and altered signals.

Description of New and Altered Signals. N = Newcastle Signalbox Prefix.
H = Heaton Signalbox Prefix.

<u>No.</u>	<u>Line</u>	<u>Aspect</u> M=Main PL= Position Light	<u>Route Indication</u> <u>or Junction Indication</u> <u>Position Number</u>	<u>Application to or</u> <u>towards line and/or</u> <u>signal</u>
N9	Down (Up direction)	M		N17
N11	Up Main	M		N21
N17	Down Main (Up direction)	M		N31
N21	Up	M		N33
N24	Down line (former N28 re-plated)	M		H125
N30	Up line (Down direction)	M		H124
N31	Manors Down Platform (restored to use)	M M	M D	Up North N43 Dn North N45
N38	Down Tynemouth	M M	U	Dn line N24 Up line N30
N42	Up North	M M	U	Dn line N24 Up line N30
N44	Down North	M M	U	Dn line N24 Up line N30

/Continued....

<u>No.</u>	<u>Line</u>	<u>Aspect</u> M=Main PL=	<u>Route Indication</u> <u>or Junction Indication</u> <u>Position Number</u>	<u>Application to or</u> <u>towards line and/or</u> <u>signal</u>
H56	Up Main (Down direction)	M	Position 1	Dn Main H52
(H56 signal will be situated on the right-hand side of the Up Main line)				
H107	Up Goods	M	Position 1	Up Line N11 Dn Line N9
H108	Up Main	M	Position 1	Up Line N11 Dn Line N9
H109	Departure line	M M PL	T D T	Depot Line H117 Down Line N9 Depot line occupied

The associated position light subsidiary signal on H109 will be removed but will be restored to use on Sunday 4 October.

H111	Up Siding	M	T	Depot Line H117 Down Line N9
H117	Depot line	M		Up Line N11
H120	Up line (Down direction)	M		Up Main H56 signal
		PL	T	Depot Line
H121	Down	M	Position 2	Down Goods H71
		M	Position 1	Down Main H70
		M		Up Main H56
		PL	S	Down Siding South "STOP" board
		PL	Position 2	Down Goods line occupied
		PL	T	Depot Line H115
H124	Up line (Down direction)	M		H120
H125	Down	M		H121

New Position Light Shunting Signal

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
H105	Reception Lines	T D	Depot Line H117 Down Line N9
H113	Down Goods		Down Line
H114	Down Siding South		Down Line

/Continued.....

New Position Light Shunting Signal (Cont'd)

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
H115	Depot Line	R	Arrival/Reception
		D	Departure Line
		S	Up Siding

The former position light shunting signals H105, H106, H112, H115 and H116 will be abolished.

Automatic Warning System

A.W.S. track inductors will be provided in conjunction with all signals northwards of N31/N33 as shown on the diagram.

A.W.S. Gap and A.W.S. End or Gap signs will be repositioned or provided immediately North of Pilgrim Street Junction pointwork.

Between Heaton South Junction and Heaton North Junction

Depot line South and Depot line North (adjacent to the Down Goods line) will be re-named Down Siding South and Down Siding North respectively.

Heaton Carriage Sidings

The exit at the South end of Heaton Carriage Sidings will be remodelled and a new single line extension name "Depot line" (with associated outlet trap points) will be formed.

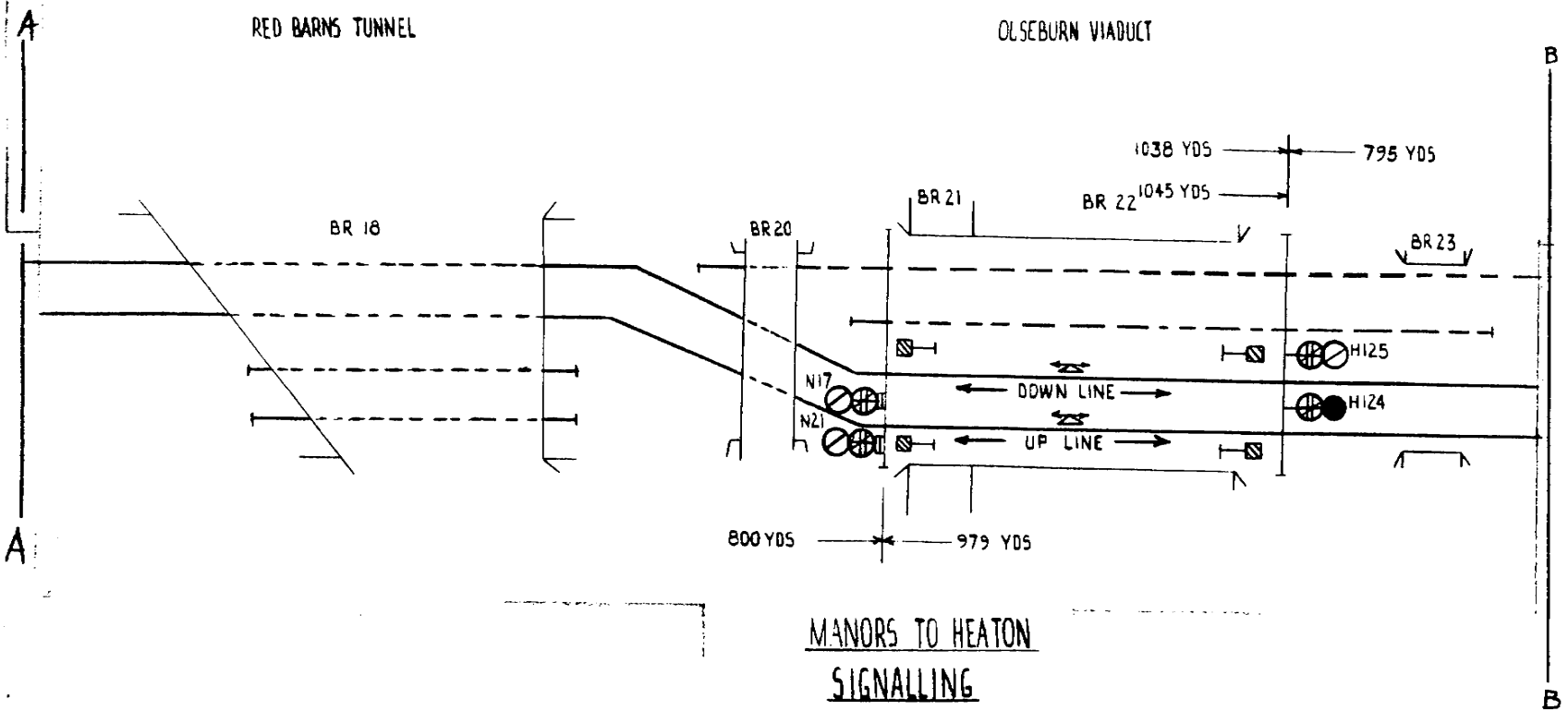
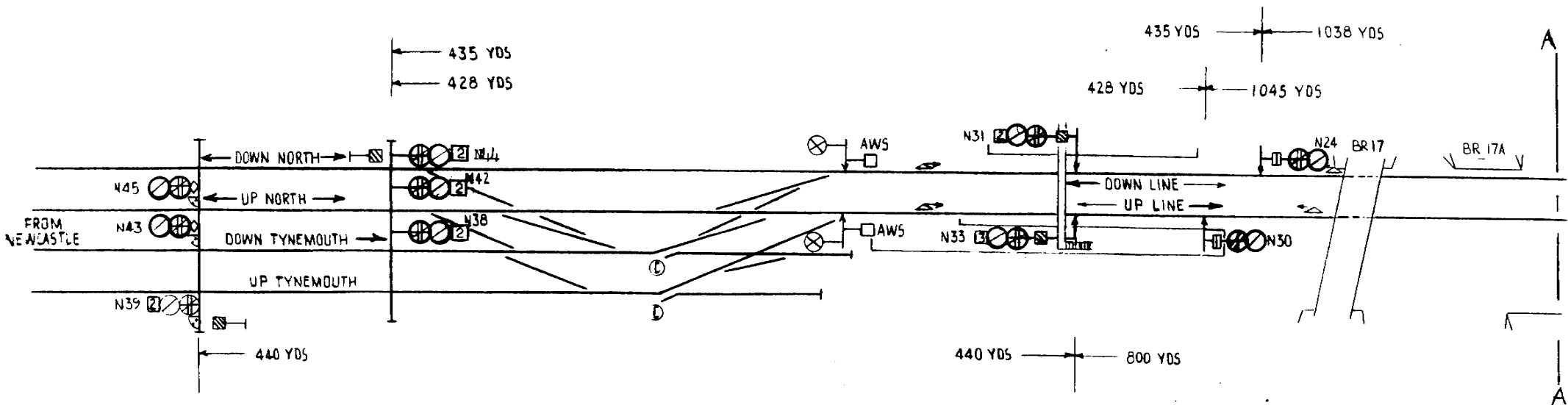
The crossover between the Arrival and Departure line, catchpoints in the Arrival line and Trap points in the Departure line will be disconnected and secured out of use pending removal.

The points in the Up siding immediately ahead of H111 signal will be disconnected and secured for through running between the Up siding and Depot lines.

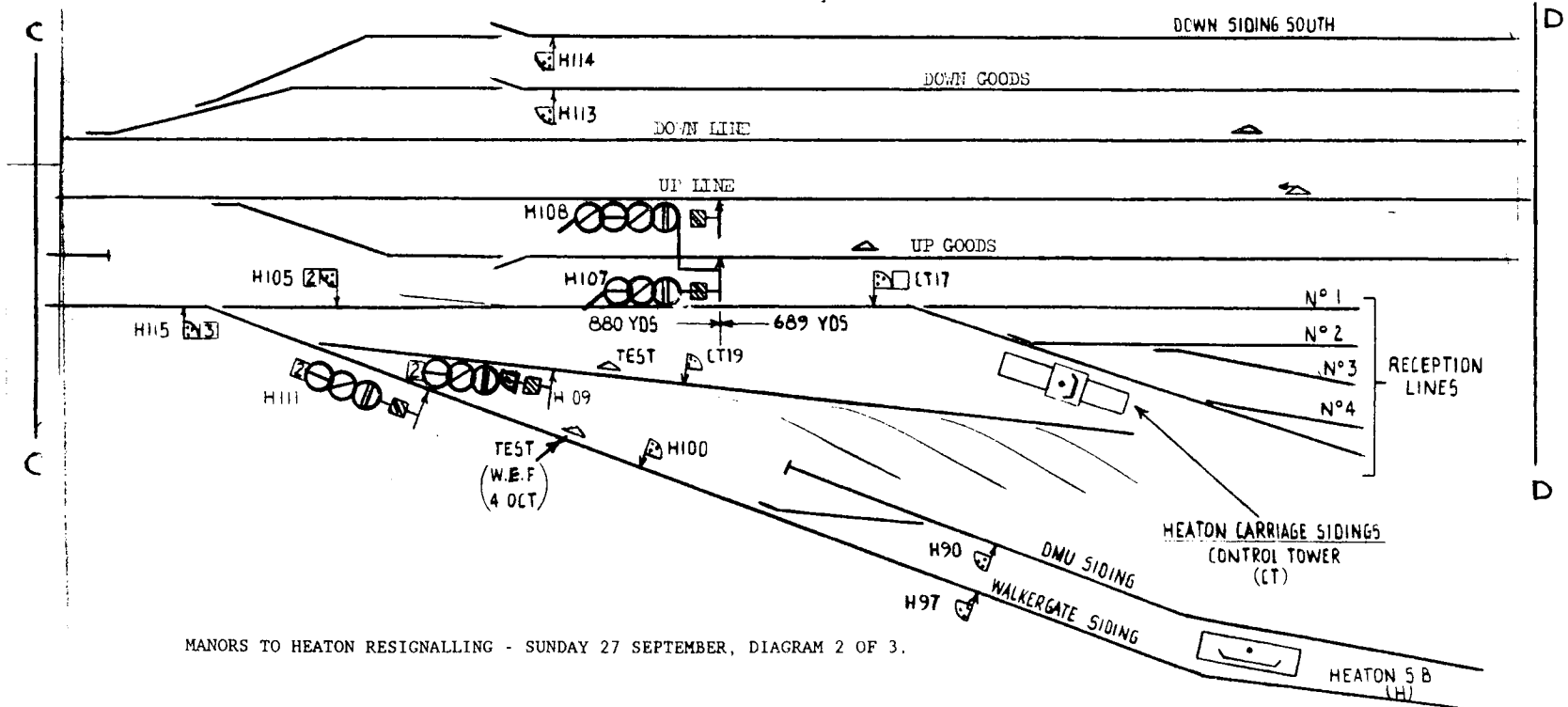
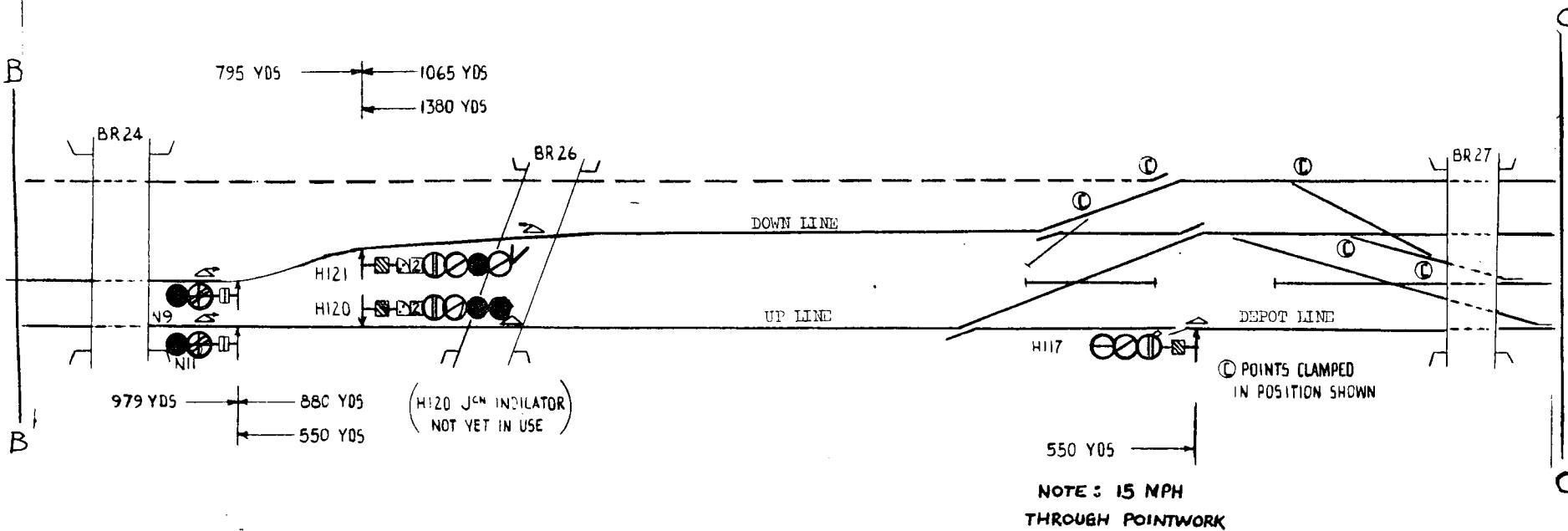
The connection in the Up siding to and from Parsons Siding via the Metro, together with the associated signalling, will be taken out of use pending removal.

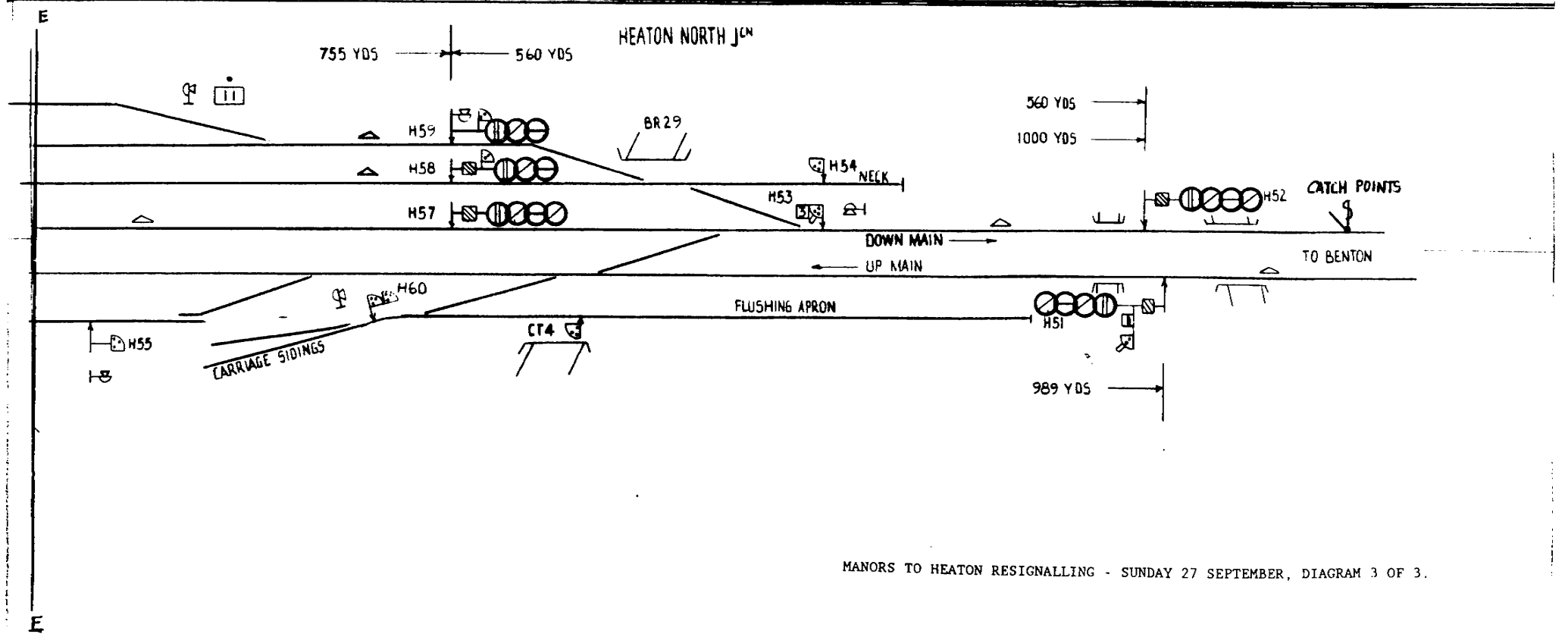
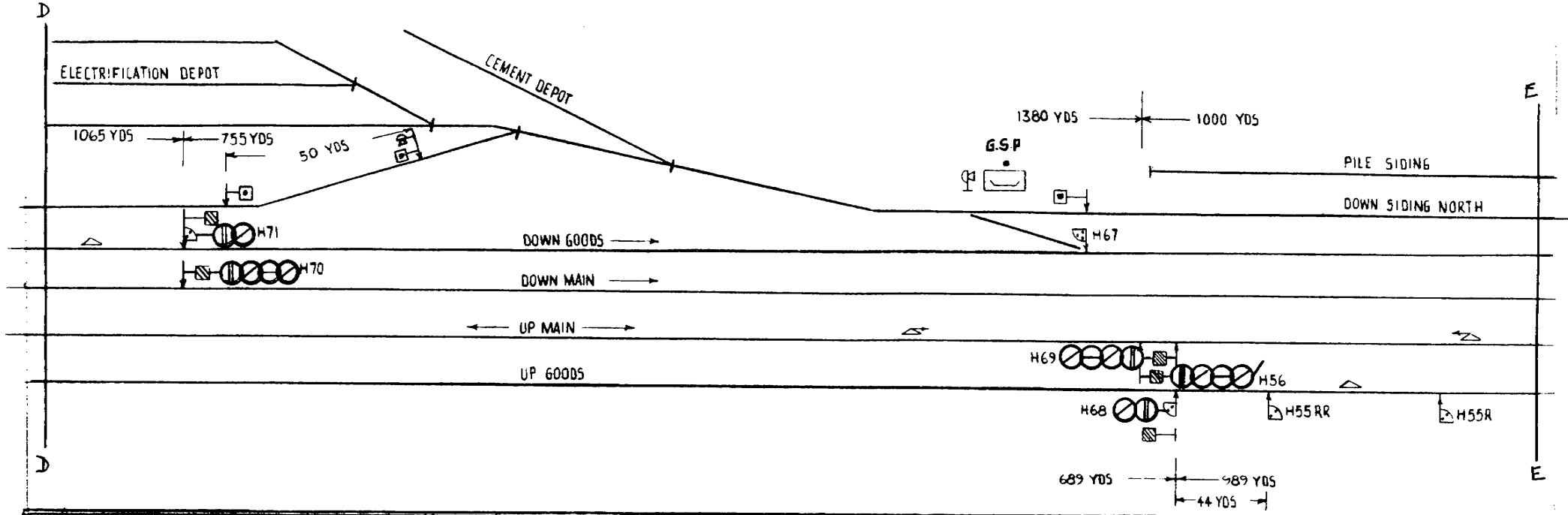
Permanent Speed Restrictions

Reference should be made to Section "D" in the NN Weekly Operating Notice for alterations to Permanent Speed Restrictions.



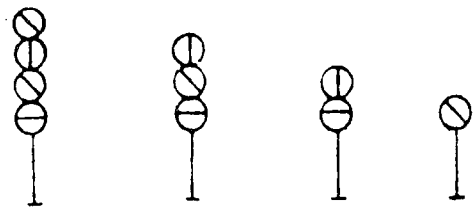
MANORS TO HEATON
 SIGNALLING
 27TH SEPTEMBER 1987





MANORS TO HEATON RESIGNALLING - SUNDAY 27 SEPTEMBER, DIAGRAM 3 OF 3.

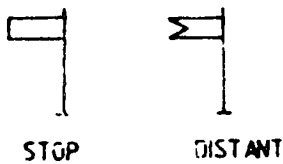
KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM
FIXED SIGNALS - COLOUR LIGHT



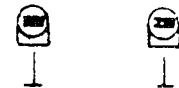
- ⊕ GREEN ASPECT
- ⊖ YELLOW ASPECT
- ⊗ RED ASPECT
- ASPECT NOT IN USE

⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED

FIXED SIGNALS - SEMAPHORE



☒ CONTROLLED SIGNAL WITH TELEPHONE



REPEATING SIGNALS
 (CAN ALSO BE USED WITH COLOUR LIGHT SIGNALS)

FIXED SIGNALS - POSITION LIGHT SHUNTING



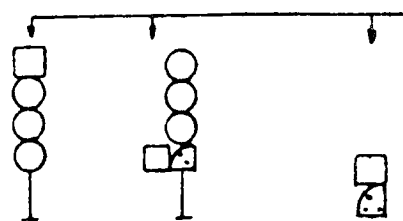
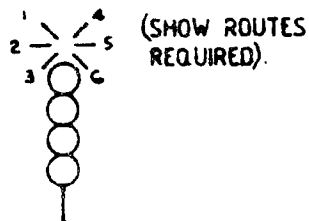
GROUND/ELEVATED POSITION LIGHT SIGNALS.

AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

△ = A.W.S. INDUCTOR

△ P = A.W.S. INDUCTOR - PERMANENT MAGNET

ROUTE INDICATORS



NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED. (EXPLANATION OF ROUTES TO BE GIVEN).

POSITION OF ROUTE INDICATOR RELATIVE TO POSITION LIGHT SIGNAL TO BE SHOWN.

- ⊖ = Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3. & 3.3.4.
 - ⊗ = Denotes SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.4. & 3.3.4.
 - 3 = ROUTE INDICATOR (Numeral indicates total number of routes).
 - △ = POSITION LIGHT SIGNAL - Associated with main aspect -
 - △ P = POSITION LIGHT SIGNAL - Not associated with main aspect -
- (Ground shunting signals)
- } The Rule Book, Section C, Clauses 3.1.3. & 5.1
- ☒ = LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.