



BRITISH RAIL

EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

Friday, 12 April, 1991

TYNESIDE AREA

**Between 71 m.p. (York to Newcastle mileage) and
12 m.p. (Newcastle to Berwick mileage) including
lines to Blaydon and Wardley/Boldon Colliery.**

TYNESIDE RESIGNALLING

The area between approximately 71 m.p. (York to Newcastle mileage) and approximately 12 m.p. (Newcastle to Berwick mileage), to be known as Plessey, also between Blaydon (excl.) and Park Lane Junction, will be resignalled *over two weekends*. The dividing line between the work on the first weekend and that for the second weekend is shown by a heavy black line on the drawing which accompanies this notice. This drawing shows the resignalling as it will be at the end of the second weekend.

As the new signalling is commissioned it will be controlled by the new Tyneside signal box.

During the first weekend, the area controlled by Gateshead signal box will be transferred to the control of Tyneside signal box and at the end of that period Gateshead signal box will be abolished, also that part of the area controlled by Tyne Yard signal box as far south as approximately 70 m.p. will be resignalled and control transferred to the new Tyneside signal box.

On the second weekend, the signal boxes at Newcastle, Heaton and Benton will be abolished and the areas of control will be transferred to the new Tyneside signal box, also, Down line automatic signals M1, M2 and M3 (between 9¼ m.p. and 11¼ m.p.) will be replaced by signals controlled by Tyneside signal box.

Details of the links between the "old" and "new" signalling, which will apply after work on the first weekend until final commissioning on the second weekend, are shown on separate drawings in this notice.

Tyneside signal box will work to the existing signal boxes at Tyne Yard, Blaydon, Wardley, Boldon Colliery, Newsham, and Morpeth. Tyne Yard signal box will continue to control the main line south of approximately 71 m.p. Tyneside signal box will also work to Tyne Yard South and North Shunters cabins and to Heaton Control Tower.

Details of revised track layout and signalling are shown on the accompanying diagram, see also paragraph headed, "Summary of Track Alterations". Note: In some cases the existing signals are re-used with new prefix letter and number. All distances shown in the diagram are in yards.

The application of all running signals is to the next running signal capable of showing a Red aspect and the new signals with route indications are shown in this notice, as are details of all new Position Light signals. Signals T272 and T274, to the north of Ouston crossovers, will not read to the Down Main line at this stage. The application of the signals between St. James Bridge Junction (excl.) and Pelaw are unchanged, but the signal prefix letters will be changed to "T". Down Sunderland line (Up direction) fixed Yellow signal G65 will become a Yellow/Green signal plated T75R, The signalling at Heaton Depot is unchanged.

Method of Working

The Track Circuit Block Regulations will apply throughout.

All running lines between Low Fell Junction and Benton Junction will become bi-directional lines, also the Slow line between Birtley Junction and Low Fell Junction and the Goods line between Lamesley crossover and Low Fell Junction. See under the heading "Summary of Signalling and Track Alterations" for details of other lines which become bi-directionally signalled.

The existing bi-directional signalling between St. James Junction and Pelaw will remain in operation, and be extended to Park Lane Junction.

The main lines between Ouston crossovers and the crossovers at Low Fell and also between Benton Junction and Morpeth station will be signalled for simplified bi-directional signalling. See separate paragraph for more details.

Summary of Signalling and Track Alterations—as shown in the diagram contained in this notice.

1. A new facing crossover will be brought into use at Ouston Junction.
2. The Down Slow line between Ouston Junction and Lamesley will be taken out of use.
3. The former Down Slow line between Birtley Junction and Low Fell Junction will become a Goods line with bi-directional signalling.

Summary of Signalling and Track Alterations (continued).

4. Low Fell Junction will be remodelled.
5. The line between Low Fell Junction and Norwood Junction will be singled and will be known as the Down/Up Low Fell. To effect the singling, the former Down line will join the former Up line via the Low Fell Sidings crossover.
6. The Junction at Norwood Junction will be simplified.
7. The crossovers at K.E.B. South Junction will be replaced by a ladder of single crossovers.
8. The facing crossover shown on the drawing between the Up Carlisle and the Up Main lines at K.E.B. South Junction will not be provided at this stage.
9. The Slow lines between K.E.B. South and North Junctions will be replaced by one Slow line with bi-directional signalling.
10. The crossovers on the North end of K.E.B. will be known as Newcastle South Junction.
11. A new bi-directionally signalled Up Slow line will be brought into use at Newcastle Station between new Platform 7/8 (old Platform 16) and the Provincial Siding. A connection will be provided between this line and the new Platform 7.
12. New trailing and facing crossovers will be brought into use at Plessey (between Heaton and Morpeth at 11 m. 50 ch).
13. K.E.B. East Junction will be remodelled as shown on the drawing.
14. The curve between K.E.B. North and East Junctions will be singled and will be known as the Down/Up East Curve.
15. The Down and Up Gateshead lines between K.E.B. South and East Junctions will be singled and will be known as the Down/Up Gateshead.
16. The Down Gateshead West line, between K.E.B. East Junction and Greensfield Junction, will become bi-directionally signalled and will be known as the Down/Up Greensfield West line.
17. The Up Greensfield, between Greensfield Junction and Park Lane Junction, will become bi-directionally signalled and will be known as the Down/Up Greensfield East line.
18. The Up Gateshead West/Down Greensfield between K.E.B. East Junction and Park Lane Junction will become bi-directionally signalled and will be known as the Down/Up Gateshead.
19. The West Curve, between High Level Bridge Junction and Greensfield Junction, will become bi-directionally signalled and will be known as the Down/Up West Curve.
20. New trailing and facing crossovers will be brought into use on High Level Bridge and will be known as High Level Bridge Central Junction.

Forth Branch (Formerly Paradise Branch)

The Forth Branch will be signalled as a Track Circuit Block Single line as far as the STOP board at approx 0½ m.p. From the STOP board to Forth Engineers Sidings and Castle Cement, the line will become a One Train Working with Token obtained from the 'No Signalman Key Token' instrument situated adjacent to the STOP board. The token will be released by the Signalman at Tyneside signal box and will be used to unlock the Ground Frames. When movements have been shut in at the Engineer's Ground Frame, the token must be returned to the instrument and the release given up.

Newcastle Station

Off indicators will be provided to work in conjunction with signals 486, 488, 492, 494, 496, 502, 504, 506, 508, 511, 513, 514, 521, 525, 527, 529 and 531.

At 06.00 hours on Saturday 20th April, the platforms at Newcastle Station will be renumbered as follows:—

<i>New Number</i>	<i>Old Number</i>	
1	7	(East end bay)
2	8	
3	9	
4	10	
5	15	(East end)
6	15	(West end)
7	16	(East end)
8	16	(West end)
9	11	} (West end bays)
10	12	
11	13	
12	14	

Flashing Yellow Aspects

Flashing yellow aspects will be provided as follows:—

- (a) At signals T561 and T571 on the Down Main line between Manors and Heaton, applicable to the Down Goods/Down Goods North line—when signal T587 is showing a single Yellow aspect.
- (b) At signals T612 and T602 on the Up Main line between Benton and Heaton, applicable to the Up Slow line at Heaton South.

Level Crossings

Supervision of the existing C.C.T.V. level crossings at Killingworth and Dam Dykes will be transferred to Tyneside signal box.

The works associated with the operation of the level crossings will be commissioned progressively during the commissioning of the resignalling.

A.W.S. Equipment

A.W.S. track equipment is not shown in the diagram but will be provided at all main running signals except for numbers T181, 188, 191 (Tyne Yard) and T502, 503, 504, 506, 508, and 521 (Newcastle Station Bay Platforms and Forth Branch exit signal).

A.W.S. magnets are also provided for Permanent Speed Restriction Warning Indicators, and on the Jarrow Branch, and are shown on the diagram.

See also paragraph headed "*SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN OUSTON CROSSOVERS AND LOW FELL JUNCTION AND BETWEEN BENTON JUNCTION AND MORPETH STATION*"

Telephones

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

SIMPLIFIED BI-DIRECTIONAL SIGNALLING BETWEEN OUSTON CROSSOVERS AND LOW FELL JUNCTION AND BETWEEN BENTON JUNCTION AND MORPETH STATION

Simplified Bi-directional signalling will be provided over the main lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth station.

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 the final page 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 Signaller of the number of the signal at which he is standing.

The following wrong direction signals between Ouston crossovers and Durham, which are shown on the drawing, will not be brought into use at this stage:—T276R and T275R.

The following wrong directions signals between Plessey crossovers and Morpeth (as shown on the drawing in Supplementary Signalling Notice No. 153) will be brought into use:—M103, M109, M105, M118 and M112.

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.

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route
73	Main Main PL	— Pos. 4 —	Down Sunderland Up Sunderland T.C.F.D. Sidings	173	Main Main Main Main	Pos. 3 Pos. 2 Pos. 1 —	South Arrival Down Slow Down Main Up Main
75	Main PL	— —	Up Sunderland T.C.F.D. Sidings	174	Main Main	Pos. 1 —	Up Main Down Main
81	PL Main Main Main	— Pos. 3 Pos. 2 Pos. 1	Down Neck Down Gateshead Down Greensfield East Down Sunderland	176	Main Main	Pos. 1 —	Up Main Down Main
84	Main Main	— Pos. 4	Up Sunderland Down Sunderland	178	Main Main	Pos. 1 —	Up Main Down Main
85	PL Main Main Main	— Pos. 2 Pos. 1 —	Down Neck Down Gateshead Down Greensfield East Down Sunderland	181	PL	—	Tyne Yard Sidings
88	PL Main Main	— — Pos. 4	Shunt Spur Up Sunderland Down Sunderland	188	Main PL PL	— G N	South Departure South Departure occupied South Shunt Neck
94	PL PL Main Main	S R Pos. 2 Pos. 1	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland	191	Main PL Main	— — Pos. 4	Down Goods Down Goods occupied Down Slow
96	PL PL Main	S R —	Sorting Sidings Reception Sidings Up Sunderland	196	Main PL	— —	Up Slow North Arrival
98	PL PL Main Main	S R Pos. 2 Pos. 1	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland	198	PL	—	North Arrival
107	Main Main	— Pos. 4	Down Sunderland Up Sunderland	201	Main Main Main	— Pos. 4 Pos. 5	Down Low Fell Down Main Up Main
108	Main Main	— Pos. 4	Down Sunderland Up Sunderland	202	Main Main Main Main Main	— Pos. 4 Pos. 5 Pos. 6	Up Main Down Main Up Slow Up Goods
122	Main Main	Pos. 1 —	Up West Curve Up Greensfield East	203	Main Main Main	— Pos. 4 Pos. 5	Down Low Fell Down Main Up Main
131	Main Main	— Pos. 4	Down Gateshead Down East Curve	204	Main Main Main Main	Pos. 1 — Pos. 4 Pos. 5	Up Main Down Main Up Slow Up Goods
132	Main Main	— Pos. 4	Down Gateshead Down East Curve	205	Main Main	— Pos. 4	Down Main Up Main
134	Main Main	— Pos. 4	Up Greensfield West Up Gateshead	206	Main Main	— Pos. 4	Up Slow Up Goods
135	PL Main Main	— — Pos. 4	Motive Power Depot Up Greensfield West Up Gateshead	207	Main Main	Pos. 1 —	Down Main Up Main
171	Main Main Main	Pos. 2 Pos. 1 —	South Arrival Line Down Slow Down Main	216	PL Main	— —	Shunt Neck Up Low Fell
				217	Main PL	— —	Down Low Fell Low Fell P-Way Yard

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route			
231	Main Main Main Main	— Pos. 4 Pos. 5 Pos. 6	Down Main Up Main Down Slow Up Gateshead	481	Main PL Main PL Main PL Main PL Main PL Main PL	12 12 11 11 10 10 9 9 2 2 3 3	Platform 12 Platform 12 occupied Platform 11 Platform 11 occupied Platform 10 Platform 10 occupied Platform 9 Platform 9 occupied Platform 2 Platform 2 occupied Platform 3 Platform 3			
232	Main Main Main	— Pos. 4 Pos. 5	Down Carlisle Up Main Down Main					occupied via 3001 or 3022 pts		
233	Main Main Main	— Pos. 4 Pos. 5	Up Main Down Slow Up Gateshead							
234	Main Main Main	— Pos. 4 Pos. 5	Down Carlisle Up Main Down Main			Main PL Main PL Main PL	4 4 6 6 8 8	Platform 4 Platform 4 occupied Platform 6 Platform 6 occupied Platform 8 Platform 8 occupied		
235	Main Main Main	Pos. 2 Pos. 1 —	Up Main Down Slow Up Gateshead		482	Main Main Main	— Pos. 4 Pos. 5	Up Slow Down Slow Up Main		
236	Main Main	— Pos. 4	Up Main Down Main							
242	Main Main	Pos. 1 —	Up East Curve Up Slow			483	Main PL Main PL Main PL Main PL Main PL Main PL Main PL Main PL	12 12 11 11 10 10 9 9 2 2 3 3 4 4 6 6	Platform 12 Platform 12 occupied Platform 11 Platform 11 occupied Platform 10 Platform 10 occupied Platform 9 Platform 9 occupied Platform 2 Platform 2 occupied Platform 3 Platform 3 occupied Platform 4 Platform 4 occupied Platform 6 Platform 6	
245	Main Main	— Pos. 4	Down Slow Up Slow						occupied via 3002 or 3005 pts	
253	Main PL	— —	Down Carlisle Up Carlisle Limit of Shunt							
254	Main Main	— Pos. 4	Up Carlisle Up Low Fell				Main PL Main PL Main PL Main PL	8 8 S	Platform 8 Platform 8 occupied Down Slow	
255	Main PL	— —	Down Carlisle Up Carlisle Limit of Shunt		485		Main PL Main PL Main PL Main PL Main PL Main PL Main PL Main PL Main PL	12 12 11 11 10 10 9 9 2 2 3 3 4 4 6 6 8 8 S	Platform 12 Platform 12 occupied Platform 11 Platform 11 occupied Platform 10 Platform 10 occupied Platform 9 Platform 9 occupied Platform 2 Platform 2 occupied Platform 3 Platform 3 occupied Platform 4 Platform 4 occupied Platform 6 Platform 6 occupied Platform 8 Platform 8 occupied Down Slow	
272	Main Main	— Pos. 4	Up Main Down Main							
274	Main Main	Pos. 1 —	Up Main Down Main							
275	Main Main	Pos. 1 —	Down Main Up Main							
277	Main Main	— Pos. 4	Down Main Up Main							

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

Sig. No.	Aspect	Route/Jn. Ind.	Route	Sig. No.	Aspect	Route/Jn. Ind.	Route
486	Main	C	Up Slow	503	Main	12	Platform 12
	Main	S	Down Slow		PL	12	Platform 12 occupied
	Main	U	Up Main (via 3002 points or 3005 points reversed)		Main	11	Platform 11
	Main	D	Down Main		PL	11	Platform 11 occupied
487	Main	12	Platform 12		Main	10	Platform 10
	PL	12	Platform 12 occupied		PL	10	Platform 10 occupied
	Main	11	Platform 11		Main	9	Platform 9
	PL	11	Platform 11 occupied		PL	9	Platform 9 occupied
	Main	10	Platform 10		Main	2	Platform 2
	PL	10	Platform 10 occupied		PL	2	Platform 2 occupied
	Main	9	Platform 9		Main	3	Platform 3
	PL	9	Platform 9 occupied		PL	3	Platform 3 occupied
	Main	2	Platform 2	504	Main	C	Up Slow
	PL	2	Platform 2 occupied		Main	S	Down Slow
	Main	3	Platform 3		Main	U	Up Main
	PL	3	Platform 3 occupied		Main	D	Down Main
	Main	4	Platform 4		Main	F	Forth Branch
	PL	4	Platform 4 occupied	506	Main	C	Up Slow
	Main	6	Platform 6		Main	S	Down Slow
	PL	6	Platform 6 occupied		Main	U	Up Main
	Main	8	Platform 8		Main	D	Down Main
488	Main	C	Up Slow		Main	F	Forth Branch
	Main	S	Down Slow	508	Main	C	Up Slow
	Main	U	Up Main (via 3002 points or 3005 points reversed)		Main	S	Down Slow
	Main	D	Down Main		Main	U	Up Main
492	Main	C	Up Slow		Main	D	Down Main
	Main	S	Down Slow		Main	F	Forth Branch
	Main	U	Up Main	511	Main	—	Platform 5
	Main	D	Down Main		PL	—	Platform 5 occupied
494	Main	C	Up Slow	513	Main	—	Platform 7
	Main	S	Down Slow		PL	—	Platform 7 occupied
	Main	U	Up Main	514	Main	Pos. 1	Up Slow
	Main	D	Down Main (via 3001 points or 3022 points reversed)		Main	—	Platform 8
496	Main	F	Forth Branch	515	PL	Pos. 1	Platform 7 occupied
	Main	C	Up Slow		Main	—	Down Slow
	Main	S	Down Slow	516	Main	—	Platform 6
	Main	U	Up Main		PL	—	Platform 6 occupied
502	Main	D	Down Main	521	Main	D	Down Main
	Main	F	Forth Branch		Main	U	Up Main
	Main	C	Up Slow		Main	T	Down Slow
	Main	S	Down Slow		Main	E	Up Sunderland
503	Main	U	Up Main (via 3002 points or 3005 points reversed)	522	PL	P	Provincial Siding
	Main	D	Down Main		Main	S	Up Slow
	Main	C	Up Slow		Main	7	Platform 7
	Main	S	Down Slow		PL	7	Platform 7 occupied

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

Sig. No.	Aspect	Route/Jn. Ind.	Route	Sig. No.	Aspect	Route/Jn. Ind.	Route
524	PL	P	Provincial Siding	536	Main	2	Platform 2
	Main	S	Up Slow		PL	2	Platform 2 occupied
	Main	7	Platform 7	543	Main	1	Platform 1
	PL	7	Platform 7 occupied		PL	1	Platform 1 occupied
	Main	5	Platform 5	544	Main	D	Down Main
	PL	5	Platform 5 occupied		Main	U	Up Main
	Main	4	Platform 4	545	Main	Pos. 1	Up Slow
	PL	4	Platform 4 occupied		Main	—	Up Main
	Main	3	Platform 3	546	Main	U	Up Main
	PL	3	Platform 3 occupied		Main	T	Down Slow
525	Main	2	Platform 2	547	Main	Pos. 1	Up Main
	PL	2	Platform 2 occupied		Main	—	Down Main
	Main	1	Platform 1	549	Main	Pos. 1	Up Sunderland
	PL	1	Platform 1 occupied		Main	Pos. 4	Down West Curve
527	Main	D	Down Main	553	Main	Pos. 1	Down Main
	Main	U	Up Main		Main	—	Up Main
	Main	T	Down Slow	554	Main	Pos. 1	Up Slow
	Main	E	Up Sunderland		Main	—	Up Main
529	Main	U	Up Main	555	Main	Pos. 2	Down Main
	Main	T	Down Slow		Main	Pos. 1	Up Main
	Main	E	Up Sunderland		Main	—	Down Slow
	Main	E	Up Sunderland	556	Main	Pos. 2	Up Slow
531	Main	T	Down Slow		Main	Pos. 1	Up Main
	Main	E	Up Sunderland		Main	—	Down Main
	PL	P	Provincial Siding	571	Main	—	Down Main
	Main	S	Up Slow		Main	U	Up Main
	Main	7	Platform 7		PL	N	Depot Neck
	PL	7	Platform 7 occupied		Main	A	Depot Arrival
	Main	5	Platform 5	573	Main	Y	Depot Departure
	PL	5	Platform 5 occupied		Main	Z	Depot Sidings
	Main	4	Platform 4		Main	D	Down Main
	PL	4	Platform 4 occupied		Main	—	Up Main
	Main	3	Platform 3	575	PL	N	Depot Neck (via Up Main)
532	PL	3	Platform 3 occupied		PL	T	Depot Line
	Main	2	Platform 2		Main	A	Depot
	PL	2	Platform 2 occupied		Main	Y	Depot Arrival
	Main	1	Platform 1		Main	Z	Depot Departures
	PL	1	Platform 1 occupied	575	Main	Z	Depot Sidings
	Main	T	Down Slow				via Depot Line or Up Main
	Main	E	Up Sunderland				
	Main	W	Down Sunderland				
533	Main	4	Platform 4				
	PL	4	Platform 4 occupied				
	Main	3	Platform 3				
	PL	3	Platform 3 occupied				
	Main	2	Platform 2				
	PL	2	Platform 2 occupied				
534	Main	1	Platform 1				
	PL	1	Platform 1 occupied				
	Main	T	Down Slow				
	Main	E	Up Sunderland				
535	Main	W	Down Sunderland				
	Main	W	Down Sunderland				

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route
581	Main PL Main	Pos. 1 Pos. 1 —	Down Goods South Down Good South occupied Down Main	5343	PL PL PL PL PL	W G E D S	Down Neck Down Gateshead Down Greensfield East Down Sunderland Up Siding
582	Main Main Main	Pos. 1 — Pos. 4	Up Slow Up Main Down Main	5344	PL PL PL PL	S R U D	Sorting Sidings Reception Sidings Up Sunderland Down Sunderland
583	Main PL	— —	Up Main Up Goods Loop	5348	PL PL PL	— — —	Sorting Sidings Reception Sidings Redland Sidings
607	Main Main	Pos. 1 —	Down Main Up Main	5349	PL	—	Down Neck
609	Main Main PL	D U —	Down Main Up Main Flushing Apron	5371	PL PL	S G	Down Slow Up Gateshead
621	Main Main Main	— Pos. 4 Pos. 5	Down Main Up Main Down Blyth and Tyne	5481	PL	—	Down Carlisle
622	Main Main	— Pos. 4	Up Main Down Main	5482	PL	—	Up Carlisle
623	Main Main Main	Pos. 1 — Pos. 4	Down Main Up Main Down Blyth and Tyne	5494	PL	—	Up Low Fell
624	Main Main	Pos. 1 —	Up Main Down Main	5497	Limit of Shunt	—	—
636	Main Main	— Pos. 4	Up Main Down Main	5541	PL	—	Engine Line
671	Main Main	— Pos. 4	Down Main Up Main	5543	PL	—	North Departure Line
672	Main Main	— Pos. 4	Up Main Down Main	5545	PL	—	North Departure Line
673	Main Main	Pos. 1 —	Down Main Up Main	5547	PL	—	North Departure Line
674	Main Main	Pos. 1 —	Up Main Down Main	5548	PL PL PL	F Y L	Staging Sidings Engineer's Sidings Engine Line
5327	PL	—	T.C.F.D. Sidings	5571	PL	—	Tyne Yard Sidings
5341	PL PL PL PL PL	W G E D S	Down Neck Down Gateshead Down Greensfield East Down Sunderland Up Siding	6009	PL PL PL PL PL PL	12 11 10 9 2 3	Platform 12 Platform 11 Platform 10 Platform 9 Platform 2 Platform 3
5342	PL PL	— —	Sorting Sidings Reception Sidings	No indication of route when preceeding 481 Signal			

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

Sig. No.	Aspect	Route/ Jn. Ind.	Route	Sig. No.	Aspect	Route/ Jn. Ind.	Route
6037	PL PL PL	T E W	Down Slow Up Sunderland Down Sunderland	6094	PL PL	— —	Down Goods South Cement/Construction Siding
6038	PL PL PL	P S 7	Provincial Siding Up Slow Platform 7	6102	PL PL	— —	Down Goods North Down Siding
6042	PL PL	2 1	Platform 2 Platform 1	6105	PL PL	D U	Down Main Up Main

