



LONDON & NORTH EASTERN RAILWAY
(NORTH EASTERN AREA).

**PERMANENT WAY, SIGNAL ALTERATIONS
and INSTRUCTIONS**

**For Working the Line between
NORTHALLERTON and COWTON (Eryholme Box)
and between
NORTHALLERTON and AINDERBY
when the avoiding lines between Romanby and Castle
Hills (Northallerton) are in use.**

3,700

**ARRANGEMENTS TO BE MADE WHEN THE AVOIDING LINES
BETWEEN ROMANBY AND CASTLE HILLS
HAVE TO BE USED.**

(1) SPECIAL INSTRUCTIONS AFFECTING SIGNALMEN AND TRAINMEN.

In the event of an ordinary route via Northallerton Station being out of use necessitating the avoiding lines having to be brought into use the Colour Light Signalling system between Northallerton and Cowton will be OUT OF USE and the working will be conducted by the introduction of additional signal boxes, semaphore Distant and Stop signals and Absolute Block working as set out below:—

Additional Signal Boxes.

Romanby, Castle Hills, Wiske Moor, and Danby Wiske to be manned by Signalmen and worked as block posts.

Additional Block Sections.

The new block sections will be :—

Northallerton and Castle Hills (if practicable)	Wiske Moor and Danby Wiske
Boroughbridge Road and Romanby	Danby Wiske and Eryholme
Romanby and Castle Hills (avoiding lines)	Romanby and Northallerton East (if practicable)
Castle Hills and Wiske Moor	

Semaphore Signals to be brought into use.

ROMANBY GATES.

Down Home to Avoiding Line and lower Distant (Castle Hills)—(Fixed at Caution).
Up Home from Avoiding Line and lower Distant (Boroughbridge Road)—(Fixed at Caution).
Up Distant from Avoiding Line—(Fixed at Caution).

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SPECIAL INSTRUCTIONS AFFECTING SIGNALMEN AND TRAINMEN—continued

Semaphore Signals to be brought into use—continued.

CASTLE HILLS.

- Down Home from Hawes Branch
- Down Distant from Hawes Branch (Fixed at Caution)
- Down Home Main to Slow } On straight post.
- Down Home Main }
- Down Home Avoiding Line to Slow } On straight post.
- Down Home Avoiding Line to Main }
- Up Home Slow to Main } On straight post.
- Up Home Slow to Avoiding Line }
- Up Home Main } On straight post.
- Up Home Main to Avoiding Line }
- Up Distant Slow (Fixed at Caution).
- Up Distant Main (Fixed at Caution).

WISKE MOOR.

- Down Home Slow to Main.
- Down Distant Slow (Fixed at Caution).
- Down Home Main.
- Down Distant Main (Fixed at Caution).
- Up Home Main to Slow. } On straight post.
- Up Home Main. }
- Up Distant Main (Fixed at Caution).

DANBY WISKE.

- Down Home.
- Down Distant (Fixed at Caution).
- Up Home.
- Up Distant (Fixed at Caution).

ERYHOLME.

Down Distant (Fixed at Caution) 1000 yards in rear of signal D.37 situated South of Cowton Station.

A sketch showing the relative position of emergency signalling to existing Colour Light signals is attached.

Colour Light Signals out of use.

“Out of use” crosses will not be placed on any of the Colour Light signals or Subsidiary signals during the time semaphore signals are in use. Rule 80 is modified accordingly.

Note to be handed to Trainmen.

A note (see specimen below) must be handed by the Signaller at Romanby Box (or Northallerton Box, if working from that direction) to the Driver and Guard of each train proceeding towards Eryholme.

In the case of a train with two or more engines or when two or more engines are coupled together the note must be shown to each Driver and issued to the Driver of the rearmost engine.

SPECIMEN.

To the Driver and Guard.

THE SEMAPHORE SYSTEM OF SIGNALLING AND ABSOLUTE BLOCK WORKING IS NOW IN OPERATION AS UNDER:—

- Frombox ... to Castle Hills.
- „ Castle Hills „ ... to Wiske Moor.
- „ Wiske Moor „ ... to Danby Wiske.
- „ Danby Wiske „ ... to Signal D 37.

After passing the semaphore Distant signal 1,000 yards in rear of Colour Light signal D.37 South of Cowton Station the Colour Light signals are in use.

Signed
Signalman at Romanby Box or Northallerton Box.

SPECIAL INSTRUCTIONS AFFECTING SIGNALMEN AND TRAINMEN—continued

Note to be handed to Trainmen—continued

A note (see specimen below) must be handed by the Signalman at Eryholme Box to the Driver and Guard of each train proceeding towards Danby Wiske.

In the case of a train with two or more engines or when two or more engines are coupled together the note should be shown to each Driver and issued to the Driver of the rearmost engine.

When handing (or showing) the note to the Driver explain that Signals U.38 or U.38S, and U.37 or U.37S are working as usual.

SPECIMEN.

To the Driver and Guard.

THE SEMAPHORE SYSTEM OF SIGNALLING AND ABSOLUTE BLOCK WORKING IS NOW IN OPERATION AS UNDER:—

- From Signals U.37 or U.37S to Danby Wiske.
- „ Danby Wiske ... to Wiske Moor.
- „ Wiske Moor ... to Castle Hills.
- „ Castle Hills' ... to Romanby (or Northallerton if practicable).

Signed
Signalman at Eryholme Box.

Hawes Branch working.

The Hawes Branch trains will run via Castle Hills.

Electric Token working will be introduced between Castle Hills and Ainderby.

The ground frame (at old West Junction) will be released by the Electric Token for the section.

The ground frame at Castle Hills will be released by an Annetts Key kept in Castle Hills Signal Box.

See also instructions on page 217 headed "At Castle Hills" and on page 220 headed "Hawes Branch—Between Castle Hills and Ainderby."

Eryholme.

In the Down direction after passing the semaphore Distant Signal 1,000 yards in rear of Signal D.37 South of Cowton Station, the Colour Light signals will be in operation.

In the Up direction all Colour Light signals from the Darlington direction will be in use as usual up to and including U.38 and U.37 on the Up Main, and U.38S and U.37S on the Up Slow lines.

Temporary Authorities (Appendix to the Working Time Table).

Working of Distant Signals (Appendix Page 45).

Box at which Distant signal must be kept in the caution position until the Distant signal worked from the Advance signal-box shown in third column has been lowered.	Up or Down Distant signal.	Box from which Distant signal is worked which is fixed at less than the usual distance from the Home signal.	Up or Down Distant signal.
Northallerton Romanby	Down ...	Northallerton East	Down

Assistant Engine in rear of train (Appendix Page 215).

From Boroughbridge Road to Castle Hills— Down avoiding —Passenger and Freight Trains. Slip line Couplings at Boroughbridge Road.

Trains drawn by Pilot Engine with the Train Engine in the rear (Appendix Page 218).

From Castle Hills to Boroughbridge Road— Up avoiding —Passenger trains. line or Up Freight trains. Main.

SPECIAL INSTRUCTIONS AFFECTING SIGNALMEN AND TRAINMEN—continued

Temporary Authorities (Appendix to the Working Time Table)—continued.

Attaching vehicles behind the rear brake van of Passenger Trains (Appendix Page 256).

SECTION.	No. of Vehicles which may be attached behind rear van in which Guard rides.
From Ainderby to Castle Hills	4
From Castle Hills to Boroughbridge Road or Northallerton Station ...	4

Engines Propelling Trains (Appendix Page 280).

From Boroughbridge Road to Castle Hills—Down avoiding—Passenger trains or Coaching Stock line. Vehicles.

List of Sections over which Freight Trains may run without a van in the rear (Appendix Page 306).

From Castle Hills to Boroughbridge Road— Up avoiding —Coaching Stock. line.

(II) SPECIAL INSTRUCTIONS RELATING TO THE ADVISING OF STAFF AND THE WORK TO BE PERFORMED.

The following arrangements to be complied with as soon as possible after it has been decided to bring into use the avoiding lines and semaphore system of signalling :—

Advising of Staff.

The Station Master, Northallerton, must advise by the most expeditious means:—

The Central Control, York.

The District Control, Darlington.

The Permanent Way Inspector and Chief Lineman.

Duties of Staff.

The Northallerton Chief Lineman and the other Linemen and their assistants who are off duty also the Area Fitter and his assistant must proceed to Castle Hills to connect up, etc.

The Lineman and his assistant who are on duty to ascertain at once if speaking communication is available for working between Northallerton, Newby Wiske, Otterington and Boroughbridge Road signal boxes, and then such places as Darlington, York, &c.

The Permanent Way Inspector, Northallerton, must at once call out his men.

SPECIAL INSTRUCTIONS RELATING TO THE ADVISING OF STAFF AND THE WORK TO BE PERFORMED—continued

The District Engineer, Darlington, must make arrangements for the following work :—

Details of Duties to be performed at particular places :

At Northallerton.

At signal N.23 leading to the Hawes Branch a red flag or light must be exhibited, and 3 detonators placed on the rail 10 yards apart. Immediately in advance of these detonators a rail must be taken out.

At Romanby.

The "out of use" crosses to be taken off No. 2 Semaphore Home signal and lower Distant and the Semaphore Distant signal for the Up avoiding line.

(Note—No. 6 Home Signal with lower Distant will always be available for use. Lamps to be always in use.)

At Castle Hills.

The "out of use" crosses to be taken off the Up and Down Home and Distant Semaphore signals.

Points 7 and 8 (which are always connected to the box) to be unspiked.

Points 12, 15 and 23 to be connected to the box.

Bars 14 and 24 to be connected to the box.

(Note—Bar No. 9 is always connected to the box).

The points leading from Castle Hills Loop to Down Slow to be spiked for the direction of Ainderby.

The ground frame lever No. 1 operating points leading from Branch Siding to Down Slow has attached to it an Annetts Key which must be unscrewed and taken to the Signal Box, placed and turned in the lock on No. 18 Release to Ground Frame and the Key lever No. 18 must then be put back to normal to release the interlocking on No. 10 signal lever and No. 15 points lever. The electric lock on No. 2 lever in the ground frame to be secured in the release position.

The ground frame points leading from West Siding to Castle Hills Loop (at old West Junction) has a Tablet Slide which must be taken out and reversed to make it available for Tablet Working. The electric lock on No. 2 lever in the ground frame to be secured in the release position.

The facing points (at old West Junction) leading from Castle Hills Loop to Ainderby direction to be disconnected from the point machine, reconnected to the ground frame lever No. 2 and the plunger to be connected to No. 1 lever.

The facing points (at old West Junction) leading from Ainderby direction on to Castle Hills Loop to be disconnected from the point machine, and set for the direction of Castle Hills and spiked in that position.

The Engineer's representative in charge must test the equipment from the lever frame before authorising its use and sign an appropriate entry in the occurrence book.

See also instructions on page 220, headed "Hawes Branch—Between Castle Hills and Ainderby."

At Wiske Moor.

The "out of use" crosses to be taken off the Up and Down Home and Distant Semaphore signals.

Points 12 and 13 to be connected to box.

Bars 11 and 14 to be connected to box.

The ground frame controlling the cross-over road and Derailer has attached to No. 2 and to No. 4 levers Annetts Keys which must be unscrewed and taken to the Signal Box. The key out of the lock on No. 2 lever to be placed and turned in the lock on No. 9 lever in the Signal Box, whilst the key out of the lock on No. 4 lever in the ground frame to be placed and turned in the lock on No. 15 lever in the Signal Box. Nos. 9 and 15 levers in the Signal Box must then be put back to normal to release the interlocking on Nos. 4, 6 and 16 signal levers, and No. 13 points lever, and No. 14 bar and plunger lever.

The electric locks on Nos. 2 and 4 levers in the ground frame to be secured in the release position.

The Engineer's representative in charge must test the equipment from the lever frame before authorising its use and sign an appropriate entry in the occurrence book.

SPECIAL INSTRUCTIONS RELATING TO THE ADVISING OF STAFF AND THE WORK TO BE PERFORMED—continued

Details of Duties to be performed at particular places—continued.

At Danby Wiske.

The "out of use" crosses to be taken off the Up and Down Home and Distant Semaphore Signals.

The two ground frames have attached to each of them an Annetts Key which must be unscrewed and taken to the Signal Box. The key out of the lock at the North Ground Frame to be placed and turned in the lock on No. 1 release lever in the Signal Box whilst the key out of the lock in the South Ground Frame must be placed and turned in the lock on No. 5 lever in the Signal Box. Nos. 1 and 5 levers must then be put back to normal to release the interlocking on Nos. 2 and 4 signal levers. The electric lever lock at each ground frame to be secured in the release position to enable the release lever in the Ground Frame to be replaced to the normal position and thus free the points lever.

The Engineer's representative in charge must test the equipment from the lever frame before authorising its use and sign an appropriate entry in the occurrence book.

At Cowton.

The "out of use" cross to be taken off the Distant Semaphore Signal situated 1,000 yards in rear of Colour Light Signal D.37, South of Cowton Station.

HAWES BRANCH where it crosses the avoiding lines.

When the avoiding lines require to be used, the branch line bridge sections must be loaded on the bogies provided, the spur rail crossings fitted into position, and the bridge sections moved into the respective Spur Sidings. The movable swing chocks must then be placed across the lines and locked in this position by the respective Annetts Key normally kept in the possession of the Northallerton Station Master. The special rails forming the crossing for the Spur Sidings must be removed, the two Annetts Keys taken to Castle Hills signal box, placed in the appropriate locks and turned, which will enable Block working to be introduced between Castle Hills and Romanby Boxes. Permission to use the lines must not be given until an assurance has been received from the Engineer's and Superintendent's representatives that everything is in order.

(III) LAMPING ARRANGEMENTS FOR SEMAPHORE SIGNALS.

The lamp interiors (except those for No. 6 Home Signal and the lower Distant at Romanby) to be kept in the respective signal box lamp rooms until actually required to be placed for use in the outer cases on the signal posts. The Stationmaster, Northallerton, will be responsible for the lamps being placed in the respective semaphore signals, with the exception of Eryholme Down Distant signal, which will be the responsibility of the Cowton Stationmaster.

(IV) SPECIAL INSTRUCTIONS APPLICABLE AT PARTICULAR PLACES.

(Note—After testing and before Absolute Block working is commenced a last train cautioned note must be issued in accordance with Block Regulation 25 (b)).

At Boroughbridge Road Box.

When Romanby box is open as a block post no train to be allowed to proceed towards the Down Starting Signal until accepted by Romanby.

At Romanby Box.

Absolute Block to be worked, except that non-passenger trains may be accepted from East Box at Regulation 5.

If the Up Eaglescliffe line is out of use the line between the bridge carrying the Main Lines over the Eaglescliffe lines and the Up Branch Home signal may be used as a standage siding. Any vehicles placed on this line to stand must be secured by chain and padlocked to rail, etc.

During fog or falling snow Romanby Signaller to act as Fog Signaller for Castle Hills avoiding line Distant signal.

No. 5 Locking Bar lever must not be unlocked for working until a qualified Signaller is in charge.

SPECIAL INSTRUCTIONS APPLICABLE AT PARTICULAR PLACES—continued**At Castle Hills Box.**

The Absolute Block Regulations must be worked to except as shown below:—

Up Slow Line.

A passenger train may be accepted at Line Clear provided points No. 23 have been reversed and the Main Line is clear in accordance with Block Regulation 4.

A train not conveying passengers may be accepted at Line Clear provided points No. 23 are in their normal position and the line is clear to the end of the over-run. During fog or falling snow the acceptance to be as for passenger trains.

A groundman must be appointed to clamp or scotch all points worked from the box and not provided with a signal detection lock for movements over such points in the facing direction.

During fog or falling snow a groundman to be appointed to act under the instructions of the Signalman.

At Wiske Moor Box.

The Absolute Block Regulations must be worked to except as shown below:—

Down Slow Line.

A passenger train may be accepted at Line Clear provided points No. 13 are in their reverse position and the Main Line is clear in accordance with Block Regulation 4.

A train not conveying passengers may be accepted at Line Clear provided points No. 13 are in their normal position and the line is clear to the derailer. During fog or falling snow the acceptance to be as for passenger trains.

At Danby Wiske Box.

The Absolute Block Regulations must be worked to.

At Eryholme Box.

The Absolute Block Regulations must be worked to except as shown below:—

A Handsignalman to be on duty at Signal D.37 to advise the Signalman when each train has passed with tail lamp attached and lit when necessary.

The "Train out of Section" signal may be sent for a Down train when the Handsignalman at Signal D.37 reports the passing of a train with tail lamp attached, and lit when necessary, and the line ahead of D.37 is clear in accordance with the Block Regulations.

A Handsignalman to be on duty at Signals U.37 and U.37S to act under the Signalman's instructions when trains are seen approaching.

At Northallerton East Box.

When working block to Romanby Box, trains must not be allowed to proceed towards the Up Starting Signal until accepted by Romanby.

SPECIAL INSTRUCTIONS APPLICABLE AT PARTICULAR PLACES—continued**Hawes Branch—Between Castle Hills and Ainderby.**

Electric token working between Castle Hills and Ainderby to be introduced and a Pilotman appointed to accompany the first train for which a token is obtained.

Drivers and Guards of Up trains to be advised of the altered method of working when handing over the token.

Engineer's Rail Motors must only use this section of the line if an electric token can be obtained.

(V) RESUMPTION OF ORDINARY WORKING.

When it is known ordinary working can be resumed arrangements must be made to advise all concerned so that the staff will be available at once to do what is necessary, i.e.:—

All temporary connections and disconnections, crosses on signal arms, replacement of Hawes Branch line, Bridge Sections, etc., etc., must be fully restored to their normal positions.

Engineer's representative in charge to test the equipment from the Northallerton switch board before authorising its use and sign an appropriate entry in the occurrence book.

No. 1 signal lever in each ground frame at Danby Wiske must be pulled over and padlocked in the reverse position.

Nos. 1 and 5 release levers in Danby Wiske signal box must be pulled over in the frame.

Nos. 9 and 15 release levers in Wiske Moor Signal Box must be pulled over in the frame.

No. 18 release lever in Castle Hills box must be pulled over in the frame.

Semaphore signal lamps in cases at signal posts (except those shown to be always in use at Romanby) to be brought in, and trimmed ready for further use.

THIS PROGRAMME MUST BE RETAINED FOR FUTURE REFERENCE.

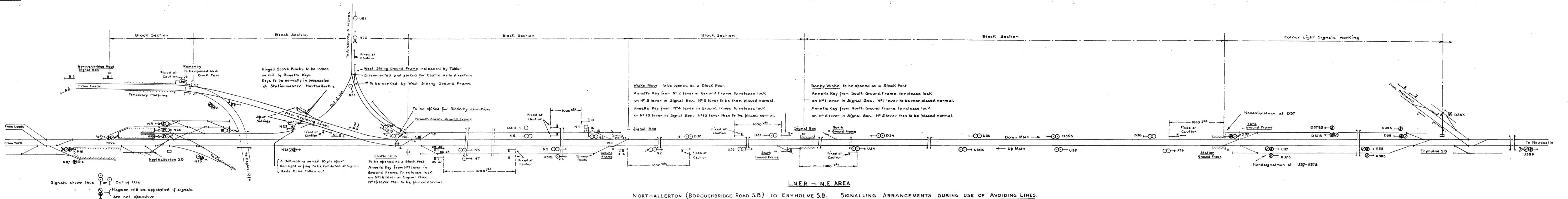
York, 23rd June, 1941.

O.8127.

E. M. RUTTER,
Superintendent

Acknowledge receipt by first means to your Superior Officer.

Herald, York—R10974



Signals shown thus or Out of Use
 " " " Flagmen will be appointed if signals are not operative

L.N.E.R. - N.E. AREA
 NORTHALLERTON (BOROUGHBRIDGE ROAD S.B.) TO ERYHOLME S.B. SIGNALLING ARRANGEMENTS DURING USE OF AVOIDING LINES.