

For the information of Railway Staff only.

N-1

NE/N

No. 16

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 19th April, 1958
to Friday, 25th April, 1958 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SIGNALLING RECORD SOCIETY

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Section C—SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 20th APRIL—WEST HARTLEPOOL—CLARENCE ROAD.

Signal Post carrying No. 21 Up Main Advanced Starting signal with No. 14 Up Main "Calling On" below will be renewed on same site at reduced height and fitted with "C" and "W" indicator. (1)

SUNDAY, 20th APRIL—NEWPORT, FORESHORE.

No. 22 Shunting No. 2 Up Goods to No. 1 Down Goods signal will be renewed 40 yards nearer signal box. (1)

SUNDAY and MONDAY, 20th and 21st APRIL—BEAL.

No. 27 Depot Siding to Down Main signal will be replaced by a ground disc (Yellow Band and light) on same site.

No. 29 Down Main Home signal will be renewed as a right hand bracket 12 yards farther from signal box. (1)

DETAILS OF WORK ALREADY CARRIED OUT.

CHESTER-LE-STREET STATION.

No. 2 Up Main Home signal has been renewed at reduced height on the left of the line 27 yards farther from Signal Box. (5)

WEST HARTLEPOOL—CLIFF HOUSE SOUTH.

Points dispensed with:—

- 50 Crossover No. 1 and 2 East Sidings.
- 51 Goods Siding to Up Goods.

Signal dispensed with:—

- 61 From No. 2 East Siding.

New Points:—

- 51 Goods Siding to Up Goods situated 55 yards South of Signal Box.

New Signal:—

- 61 Shunting from No. 2 East Siding Disc situated between Nos. 1 and 2 East Sidings 125 yards South of Signal Box.

Altered Signals:—

- 52 Shunting Up Goods Siding to East Sidings, Up Goods, Up Main or Down Sidings has been moved 50 yards nearer Signal Box.
 - 47 Up Goods to Up Goods
 - 57 Up Goods to Up Main
 - 60 Up Goods to Down Siding (Disc)
 - 48 Up Goods to No. 1 East Siding (Disc) has been moved 52 yards nearer Signal Box. (4)
- } Bracket has been moved 52 yards nearer Signal Box.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued. N-21

DETAILS OF WORK ALREADY CARRIED OUT—continued.

WEST HARTLEPOOL, CLIFF HOUSE SOUTH.

No. 65 Signal, Shunting Up Goods to Down Goods or Goods Siding has been moved 30 yards towards Seaton Carew.

No. 68 Up and Down Goods Crossover has been recovered and replaced 65 yards nearer Seaton Carew.

No. 69 Signal Shunting, Down Goods or to Up Goods has been moved 65 yards nearer Seaton Carew.

No. 66 Up Goods and Goods Siding Crossover } has been replaced
 No. 62 Signal Shunting, Goods Siding Down Direction } approx. 50 yards
 No. 67 Signal Shunting, Goods Siding or to Up Goods. } towards Newburn. (2)

HORDEN STATION.

No. 50 Shunting Laden Sidings to Colliery Sidings No. 2 or No. 1 signal has been renewed as a Ground Disc on the same site. (3)

***BEBSIDE.

No. 16 Down Main Home signal has been renewed at an increased height 7 yards nearer to signal box and the Down Main Distant signal has been renewed at a reduced height 5 yards nearer to signal box. (6)

***MANORS NORTH.

No. 9 From No. 1 Dock Siding signal has been replaced by ground position light situated between No. 5 Platform line and No. 1 Dock Siding line same distance from signal box.

No. 10 From No. 2 Dock Siding signal has been replaced by ground position light situated between No. 1 and No. 2 Dock Siding lines same distance from signal box. (6)

MANORS NORTH.

Signals dispensed with:—

All remaining Semaphore and Disc signals.

New Signals:—

No. 52 Up Goods to Goods Yard.
 Position light signal situated on existing signal gantry adjacent to No. 49 signal.

No. 45 Shunting Down Goods to No. 1 Dock Siding or No. 2 Dock Siding or No. 5 Platform or No. 4 Platform or No. 3 Platform.

Ground Position Light signal situated between the Up and Down Goods lines 83 yards west of signal box.

No. 46 Shunting Down Main to Up Main lines or 45 signal. Ground position light signal situated between the Up and Down Main lines 9 yards west of Signal Box.

No. 47 Up Main Home to Up Main or Bay Platforms. 4 Aspect colour light signal showing R, Y, YY or G and provided with a double sided route indicator displaying

M — Main.

3 — 3 Platform.

4 — 4 Platform.

5 — 5 Platform.

Erected on structure of existing signal gantry 120 yards East of Signal Box. Telephone provided.

No. 48 Up Main to 45 signal or calling on to Bay Platforms.
 Position light signal and illuminated 'C' erected on structure of existing signal gantry adjacent to No. 47 signal.

No. 49 Up Goods Home.
 4 Aspect Colour Light signal showing R, Y, YY and G erected on structure of existing signal gantry 120 yards east of Signal Box. Telephone provided.

No. 50 Shunting to Goods Yard.
 Ground Position Light signal situated left hand side of Up Goods 83 yards west of Signal Box.

No. 51 Shunting Down Goods to 45 signal or Goods Yard Ground position light signal situated between Up and Down Goods lines 22 yards east of signal box. (5)

N-22 SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

WALLSEND, CHURCH PIT and HOWDON-ON-TYNE STATION.

WALLSEND, CHURCH PIT.

No. 4 Up Outer Home signal has been dispensed with. The Up line has been slued into the Down line at a point 150 yards East of Howdon Viaduct and No. 5 Up Home signal and No. 8 Down Main to Up Main Disc applies to this line for Up line traffic.

HOWDON-ON-TYNE.

No. 15 Shunting Up Main to Down Main and No. 18 Down Main Outer Home signals have been dispensed with.

No. 17 Down Home signal applies to traffic travelling in a Down Direction on the single line. (3)

HEXHAM, BORDER COUNTIES.

No. 2 Up Main Home and No. 10 Down Main to Riccarton Branch Home signal has been renewed as a left-hand bracket at reduced height 60 yards farther from the signal box. No. 3/11 Up Main to Down Main Shunting and Up Main to Riccarton Branch Shunting signal has been replaced by a ground disc situated between Up Main and Down Main 60 yards farther from the signal box. (3)

FOURSTONES, WARDEN.

No. 2 Up Main Home signal has been renewed as a right-hand bracket at reduced height on same site. (2)

TRIMDON, DEAF HILL.

Signal box closed as a block post. All signalling dispensed with, points spiked and clamped in normal position. (2)

HARTLEPOOL STATION.

Points disconnected from Signal Box:—
No. 23 Carriage Sidings Points.

Signals dispensed with:—

No. 3 From Carriage Sidings.
{ No. 45 to Carriage Siding Backing
{ No. 46 Down to Up Backing West.

New Ground Frame:—

A single lever ground frame has been installed to work the Carriage Siding Points and is released by an Annett's key kept in the signal box.

A "Limit of Shunt" indicator has been installed 220 yards from the Signal Box to left of Down Main. (3)

***DARLINGTON—STOOPERDALE.

No. 2 Up Loop Home and No. 12 Up Loop to Wagon Works Signals has been renewed as a left-hand bracket, situated on the right-hand side of the Loop Line at the same distance from the signal box. (6)

BROOMIELAW, BLACK BECK LEVEL CROSSING.

All signals and ground frame have been dispensed with.

Existing crossing gates have been replaced by field type gates fitted with padlocks.

"Stop, Look and Listen" boards have been placed either side of crossing.

Telephone communication has been provided to Barnard Castle East Signal Box for crossing users. (3)

***HAVERTON HILL SOUTH.

The "T" Bracket carrying No. 44 Up Main Starting and No. 48 Up Main to Working Line Signals has been replaced by left-hand bracket. (6)

THORNABY STATION.

The Up Platform has been shortened by 70 feet at the East end. (5)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued. N-23

DETAILS OF WORK ALREADY CARRIED OUT—continued.

***MIDDLESBROUGH—GUISBOROUGH JUNCTION.

No. 112, 113 and 114 signals have been renewed as a left-hand bracket:—

112 Up Dock to No. 1 Up Goods.

113 Up Dock to No. 2 Up Goods.

114 Up Dock. (6)

CARGO FLEET STATION.

No. 43 Up Goods Home signal has been renewed 26 yards nearer Signal Box. (2)

GRANGETOWN—LACKENBY—No. 3 GRID GROUND FRAME.

Points dispensed with:—

No. 5 Up and Down Crossover.

Signals dispensed with:—

No. 1 Up Line.

No. 4 Down to Up.

No. 6/3 Down to No. 4 Grid.

Down to No. 3 Grid.

New Points:—

5 & 6 Double Slip.

5 No. 4 Grid line to

No. 3 Grid.

6 Down line

To No. 3 Grid.

4 From No. 3 & 4 Grid to Up line.

New Signals:—

Right Hand Bracket signal fixed on left-hand side of escape line 51 yards East of Ground Frame, carrying:—

L.H. doll. No. 1 Escape Line to Up.

R.H. doll. No. 2 No. 3 Grid to Up.

Left Hand signal fixed on right-hand side of No. 4 Grid Run-around 51 yards East of Ground Frame, carrying:—

No. 3 No. 4 Grid to Up.

Straight post carrying:—

Top Arm 7 Down to No. 4 Grid.

Bottom Arm 8 Down to No. 3 Grid.

situated approximately 21 yards West of Ground Frame. (5)

***MIDDLESBROUGH—VULCAN STREET.

Line No. 102 (Diagram No. 582) has been removed and Lines Nos. 108, 101, 107 and 106 (Diagram No. 582) have been made good with plain line. (6)

MIDDLESBROUGH—SUSSEX STREET AND DOCK HILL.

The Up and Down Goods Distant signals have been fixed at caution.

Signal dispensed with:—

Sussex Street No. 4 Up Goods Home.

Altered signals:—

Dock Hill No. 5 Up Goods Home and No. 26 Shunt Spur to Up Goods are now controlled by Sussex Street Gate Box. (5)

SKINNINGROVE—HUNTCLIFFE.

Signal Box closed as a block post. All signalling dispensed with. Level Crossing gates have been replaced by Field Gates. Points have been clamped and scotched. (4)

Section D—GENERAL INSTRUCTIONS AND NOTICES

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

MISCELLANEOUS NOTICES.

DARLINGTON—PARKGATE.

Until further notice all traffic for Nestfield Sidings to travel over lines Nos. 500 and 501 and then via the new temporary crossover to line No. 505.

HEATON CARRIAGE SIDINGS.

Until further notice all carriage servicing will be carried out in Heaton Carriage Sidings, Electric Sidings Nos. 5, 6, 10 and 11 due to the entire Washing Shed being given over to Contractors. Drivers entering the Electric Sidings to proceed cautiously.

MULTIPLE UNIT DIESEL TRAINS—SPEED LIMITS AND PERMANENT SPEED RESTRICTIONS

Drivers of Multiple Unit Diesel trains may exceed the Speed Limits and Permanent Speed Restrictions specified in Table A of the Sectional Appendix for the undermentioned lines to the extent of not more than 5 miles per hour, except when conveying tail traffic (when specially authorised), in which case the normal Speed Limits and Permanent Speed Restrictions must be observed.

Line No. 40—DARLINGTON SOUTH AND SALTBURN.

Lines Nos. 43 and 62—MIDDLESBROUGH AND NEWCASTLE.

Line No. 47—COWTON, ERYHOLME AND RICHMOND.

Line No. 72—NEWCASTLE No. 3 and CARLISLE (DURRAN HILL JUNCTION).

Note:—This relaxation does NOT apply to Temporary Speed Restrictions for Permanent Way Works, etc shown in the Weekly Programme of Permanent Way Operations, etc. or where otherwise imposed. In such cases the Temporary Speed Restrictions must be strictly observed (O.9049)

PELAW STATION.

The signal box has been destroyed and all points and signals disconnected. Until further notice, all trainmen must act on handsignalmen's instructions.

GATESHEAD, HIGH STREET SIGNAL BOX—RULE 47—SHUNTING SIGNALS.

When No. 28 semaphore subsidiary signal is lowered for a backing movement from the Up Main line to Greensfield via the Down Curve, Drivers must proceed at Caution as the line up to the next stop signal may be occupied at the time the signal is lowered.

GATESHEAD AREA: INTRODUCTION OF COLOUR LIGHT SIGNALS IN PLACE OF SEMAPHORES (HIGH STREET AND GREENSFIELD SIGNAL BOXES).

At this stage of the alterations "Warning" and "Calling-on" indications cannot be exhibited. In all cases of a proceed aspect given by means of a subsidiary signal under a Colour Light signal, the Driver must understand that the line may be occupied at any point before reaching the next stop signal, and must proceed cautiously.

ASHINGTON—HIRST LANE CROSSING.

Until further notice there will be heavy use of this crossing by lorries between the hours of 8-0 am and 6-0 pm on weekdays, and the crossing keeper will be on duty. Drivers of trains approaching must keep a sharp lookout, sound the engine whistle and be prepared to act on any handsignals that may be exhibited.

LONGBENTON STATION: VICARS LANE OCCUPATION CROSSING.

(90 yards West of Longbenton Station).

Whistle boards have been provided at either side of Vicars Lane Crossing, Longbenton, but due to the position of the station platform in the Up direction it is not possible to provide the Up Whistle board at a sufficient distance from the crossing to give adequate warning of the approach of trains not stopping at Longbenton Station. Drivers of Up trains not stopping at Longbenton must, therefore, sound their whistles on approaching Longbenton Station and whilst running through the station. (O.9042)

MISCELLANEOUS NOTICES—continued.

HOWDON-ON-TYNE

Until further notice, renewals are taking place on Howdon-on-Tyne Viaduct, and the Up line has been slued into the Down line at a point 150 yards East of the Viaduct, making a single line between Howdon-on-Tyne and Church Pit Signal Boxes.

Regulations for Train signalling on single lines of railway by the electric token Block System will apply, except that **NO TOKEN** is provided. The Single line is controlled by Direction lever working between Howdon-on-Tyne and Church Pit signal boxes.

The following signals will be out of use during the renewals:—

Church Pit, No. 4	Up Outer Home
Howdon-on-Tyne No. 18	Down Outer Home

All Down trains will pass over or stop in the Up Platform line at Howdon-on-Tyne and pass back to the Down line via the crossover east of the level crossing and Howdon-on-Tyne No. 17 Down Inner Home signal will apply.

All Up trains travelling over the Down line from the point of sluing will pass back to the Up line at the crossover east of Church Pit Signal Box, and Church Pit Up Inner Home signal No. 5, together with ground disc signal No. 8, will apply. (O.8828)

REPAIRS TO BRIDGE NO. 29 BETWEEN TRIMDON GRANGE (TRIMDON) AND COXHOE BRIDGE (STATION) SIGNAL BOXES.

The Up and Down lines through Bridge No. 29 have been interlaced. This interlacing extends for approximately 200 yards, commencing in the Down direction at approximately 200 yards ahead of Trimdon Grange Down Starting signal. The tracks return to their normal alignment at a point approximately 100 yards on the Coxhoe Bridge Station side of the bridge.

Until further notice, Trains will be worked between Trimdon Grange and Coxhoe Bridge Station Signal Boxes in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System, except that Up trains travel over the Up line and Down trains over the Down line.

The Token Section extends from Trimdon Grange to Coxhoe Bridge Station Signal Boxes (O.6656)

BILLINGHAM BECK BRANCH—PORTRACK ROAD.

A new siding connection for I.C.I. Limited has been installed on the Down side near Billingham Reach. The points are clamped and spiked out of use in the normal position except for specially authorised movements by I.C.I. locomotives made under the control of the British Railways Inspector. (O.6374)

SOUTH BANK STATION SIGNAL BOX.

~~Subsidiary Signals under Semaphore Running Signals: Permissive Goods lines.~~
The following arrangements have been introduced in signalling alterations carried out:

- Top (full) arm—Indicates Goods line clear to Home signal at Signal Box ahead.
- Lower (small) arm—with illuminated "C" Indication—Authorises Calling-on movement. Goods line occupied, intervening ground subsidiary signal (where provided) at "proceed."
- without a "C" Indication—Authorises movement only as far as line is clear towards ground subsidiary signal ahead. (O.8608)

SALTBURN STATION SIGNAL BOX.

~~Subsidiary Signal under Semaphore Running Signal:~~

The following arrangements have been introduced in signalling alterations carried out:

- No. 4 Down Main Home with No. 5 Subsidiary Signal below.
- Top (full) arm with route indication—Indicates line clear to buffer stops of Platforms with intervening ground subsidiary signal (where provided) at "proceed."

MISCELLANEOUS NOTICES—continued.

SALTBURN STATION SIGNAL BOX—continued.

Lower (small) arm—with illuminated "C" and Route indication—Authorises Calling-on movement to Platform occupied with intervening ground subsidiary signal (where provided) at "proceed."

—without "C" or Route indication:—Authorises movement as far as the line is clear towards Excursion line (No. 19 ground disc signal) or No. 2 Platform line (No. 40 ground disc signal). (O.8556)

BETWEEN PICTON AND INGLEBY SIGNAL BOXES.—When Single Line Working by Train Staff and Tickets is in operation the speed of trains over facing points in the Single line must not exceed 10 m.p.h. Drivers must approach Occupation Crossing cautiously and sound the engine whistle. (O.6298)

CONVEYANCE BY RAIL OF "OCTEL" ANTI-KNOCK COMPOUND CONTAINING LEAD TETRA ETHYL—INSTRUCTIONS FOR HANDLING AND LOADING.

Referring to the instructions on pages 96, 97 and 98 of the General Appendix headed "Explosives, Inflammable Liquids, Dangerous Chemicals, Combustible Materials, etc.—Fires or Accident," below are provisional instructions which should be carried out in the event of an accident involving a leakage or spillage affecting "OCTEL":—

"OCTEL" ANTI-KNOCK COMPOUND CONTAINING TETRA ETHYL LEAD.

This traffic is not normally handled by railway staff. The material is neither explosive nor inflammable at ordinary temperatures, but it is poisonous and it may enter the body either by absorption through the skin or by breathing the vapour. The compound is coloured orange or blue so that any leakage can be seen immediately. Further it has a distinctive and rather sweet smell. If it can be smelled there is a dangerous concentration of the compound.

During transport the compound can only get into the body if leakage occurs from the containers. These are either tank wagons or specially constructed steel drums. The drums which are of great strength and sealed with an inner and outer bung. Rolling hoops are fitted as an added protection for the shell. The drums weigh approximately 1½ cwt. and 8 cwt. respectively.

Drums must be loaded "gunshot" on their rolling hoops, bungs uppermost and securely chocked. Stowage on ends is not permitted and no other commodity should be loaded in the same wagon. Irrespective of weight, drums must be conveyed through to destination in three plank drop-sided wagons which must not be sheeted.

The tank wagons are also specially strongly constructed, the inner tank having thick covering of granulated cork with exterior sheeting of thick steel plate. The tank wagons do not have bottom outlet.

Wagons loaded with drums, and tank wagons, containing "Octel" will bear wagon labels indicating the action to be taken in the event of leakage or spillage: the following are the measures which should be taken:—

- (1) Immediately notify and obtain advice from Associated Ethyl Co. Ltd., by telephone (Ellesmere Port 2381) or telegram (Ethylport, Ellesmere Port)
- (2) If the compound can be smelled, it is necessary to keep up wind unless respirator protection is available.
- (3) If the compound gets on the skin wash immediately with Kerosine; remove clothes if contaminated, then wash skin with soap and water. Contaminated clothes should be burnt.
- (4) Prior notice of forwarding of the traffic must be advised from district to district through which it is to pass. (G.3/39)

HIGH DENSITY (HIGH TEST) HYDROGEN PEROXIDE IN RAIL TANK WAGONS

- (1) The Tanks conveying this liquid are identified by a longitudinal band, 8 inches wide, made up of white outer bands 1½ inches wide, with a light Brunswick green central band 5 inches wide, painted on the bottom edge of the cowling (or on an appropriate similar position on the tank where no cowling is fitted) at each side and the words 'CORROSIVE LIQUID' inserted in the band in 4 inch wide letters. The words 'NOT TO BE LOOSE SHUNTED' also are painted on both sides of the tanks. Arrangements are in hand for painting on the tanks additionally the inscription 'H.T.P.' in yellow on a black diamond shaped background, with an inset yellow border.

MISCELLANEOUS NOTICES—continued.

HIGH DENSITY (HIGH TEST) HYDROGEN PEROXIDE IN RAIL TANK WAGONS—continued.

- (2) The traffic in itself is not inflammable, but can give rise to fires when in contact with combustible material.
- (3) Each vehicle will bear the 'DANGEROUS' label.
- (4) The tanks pass between Warrington and the following places:—
Amesbury.
Christchurch.
* Westcott, near Aylesbury, Bucks.
* U.K.A.E.A. Springfields Works, Salwick, Nr. Preston, Lancs.
* A.D.E.B. Vickers Armstrongs Ltd., Barrow-in-Furness.
* R.N. Depot, Faslane, Gargalohead, Nr. Helensburgh, Dumbartonshire.
* R.O.F. Bishopton, Renfrewshire.
The traffic may also pass between any of the depots marked * and from Bishopton or Salwick to Amesbury or Christchurch.
- (5) Routes and services for movement of the traffic must be pre-arranged, intermediate staging being avoided as far as practicable.
- (6) Prior notice of forwarding of the traffic must be advised from district to district through which it is to pass.
- (7) The vehicles must not be marshalled next to wagons known to contain explosives or inflammable liquids.
- (8) LOOSE SHUNTING IS PROHIBITED EITHER WITH THE TANKS CONCERNED OR WITH OTHER VEHICLES AGAINST THEM.
- (9) In the event of accident or mishap involving spillage or leakage, water must be used liberally. Ashes or ballast must NOT be used. (G3/4179)
- (10) The Tanks have ONE STAR painted on each side.

APPLIANCES CARRIED ON TRAINS FOR USE IN CASE OF ACCIDENT OR OTHER EMERGENCY, AND DIRECTIONS FOR THEIR USE.

Referring to the instructions shown on page 44 of the General Appendix: all concerned to note that, pending complete re-issue of the instructions, the fire extinguishers and buckets to be provided in the brake compartment of corridor and non-corridor vehicles of Steam Stock will be as follows:—

Type of Equipment	Number of Extinguishers, etc.
2-Gallon Water C.O.2 Buckets	1 2

* Except Western Region old stock

NOTE: The practice of filling one bucket with sand will be discontinued

(O.4724)

LINESIDE FIRES—RULE 229.

DAMAGE TO FOREST, PLANTATIONS, WOODS, ORCHARDS, MARKET AND NURSERY GARDENS, AGRICULTURAL LAND, CROPS AND MEADOW LAND BY FIRE.

The attention of all staff concerned in the Chief Civil Engineer's, Signal Engineer's, Motive Power and Operating Departments is directed to the importance of complying with the instructions on pages 98 and 99 of the L.N.E.R. General Appendix, page 15 of the North Eastern Area Sectional Appendix (No. 1 Supplement, page 28).

The necessity for vigilance is specially urged during dry weather.

(2)
(O.7161)

MISCELLANEOUS NOTICES—continued.

ARRANGEMENTS FOR SIGNALLING DURING FOG OR FALLING SNOW

(Booklet dated 1st August 1949)

Box	Up Signals	No. of Men	Up or Down Side	Down Signals	No. of Men	Up or Down Side
Line No. 63 Hartlepool (Cemetery South) and Ferryhill No. 1 Page 58 Trimdon						
DELETE: Deaf Hill	Distant	—	—	Distant	—	—
Deaf Hill Station	Distant	—	—	Groundman Distant	*1	—
INSERT Station	Distant	—	—	Groundsman Distant	*1	—
						(0.7920)

ALTERATIONS TO APPENDIX

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA

GENERAL INSTRUCTIONS

Page 14.

INSERT:

Working on lines provided with overhead Electric Traction Equipment.

Drivers of steam locomotives when working on lines provided with overhead electric traction equipment on coming to a stand should, as far as practicable, avoid stopping the engine with a chimney underneath the section insulators in order to avoid damage to this equipment.

The use of any form of fire-irons or the slaker pipe whilst on or adjacent to lines equipped with overhead wires is prohibited.

It is forbidden to climb upon the high parts of locomotives for any purpose whilst in the vicinity of the overhead electric equipment. Staff are also forbidden to climb upon the roof of any vehicle standing on a running line or siding provided with overhead equipment. (O.2779)

LOCAL INSTRUCTIONS

Page 68—Line No. 36 Scarborough (Falsgrave) to Middlesbrough via Guisborough, etc.

Between Skinnigrove and Brotton.

DELETE:— Heading and instruction re Huntcliffe Sidings.

ALTERATIONS TO APPENDIX—continued.

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

LOCAL INSTRUCTIONS—continued.

Page 94—Line No. 63—Hartlepool (Cemetery South) to Ferryhill No. 1.

TRIMDON

DELETE:— Heading and instruction relating to Deaf Hill Colliery. (O.7920)

Page 100—Line No. 72 Newcastle No. 3 to Carlisle.

HALTWHISTLE

DELETE: STATION, TURNTABLE and relative instructions. (O.7462)

Page 102—Line No. 78 Manors to Tynemouth via Backworth.

MANORS NORTH

DELETE: MANORS NORTH SIGNAL BOX and relative instructions. (O.8260)

TABLE A

Line No. 1—Shaftholme to Berwick (Marshall Meadows)
No. 2 Supplement, Page 91

Station, Junction, Signal Box, Eton	Speed Limits and Speed Restrictions on Running Lines		Location
	Miles per Hour		
	Up	Down	
DELETE: — Bensham	50	50	Through Bridge, 79 miles 26 chains to 79 miles 42 chains
INSERT: — Bensham	50	35	Through Bridge, 79 miles 26 chains to 79 miles 42 chains (O.8864)

TABLE A

Station, Junction Signal Box etc.	Catch Points and Spring or unworked trailing points	Gradient (Rising) unless otherwise shown	LOCATION
	C.S. or U.	one in	
Line No 63—Hartlepool (Cemetery South) to Ferryhill No. 1 Page 174 DELETE Deaf Hill	C	52	Colliery line clear of fouling point with siding connection (Worked from Signal Box) (O.7920)

ALTERATIONS TO APPENDIX—continued.

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

LOCAL INSTRUCTIONS—continued.

TABLE A

Station, Junction, Signal Box etc.	Engine Turntable	Location
	Diameter	
Page 181—Line No. 72 Newcastle No. 3 to Carlisle Haltwhistle DELETE:	46' 4"	Station Yard Siding (0.7462)

TABLE D

Lines worked under One Engine in Steam Regulation

Line No.	Section of Line	Staff Station (Custodian of Staff is Signalman unless otherwise shown)
Page 201 DELETE: 63	*Deaf Hill Colliery Branch	Deaf Hill (0.7920)

TABLE L

PROPELLING OF TRAINS OR VEHICLES

Page 213. (Supplement No. 2. page 131)

Line No.	From	To	Line	Number of vehicles and Special Conditions
AMEND:— 1	Croft Depot	Croft Mar- shalling Yard	Single	15 Freight wagons
DELETE:— 1	Croft Mar- shalling Yard	Croft Depot	Single	Freight wagons
INSERT:— 1	Croft Mar- shalling Yard	Croft Depot	Single	4 Freight wagons with or without brake van
	Croft Mar- shalling Yard	Croft Depot	Single	Freight trains for storage only (0.8096)

ALTERATIONS TO APPENDIX—continued.

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

LOCAL INSTRUCTIONS—continued.

TABLE M

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR

Line No.	From	To	Line	Number of vehicles and Special Conditions
INSERT:— 1	Croft Depot	Croft Mar- shalling Yard	Single	4 wagons (0.8096)

TABLE W

Line No.	Section	No. of Vehicles which may be attached behind rear brake van in which Guard rides
Page 255 AMEND:— 78	Between Newcastle and Tyne- mouth via Heaton	10† (0.8864)

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS, AND REFUGE SIDINGS, ETC.

(Booklet dated 16th September, 1957, until further notice.)

Page	Signal Box	Hours Signal Box Open
R.4	Skinningrove Huntcliffe Brotton Station	Delete all entries Amend distance between Boxes to read 3 miles 353 yards
R.8	Tow Law Station	As required between 7-12 am and 5-0 pm Monday to Friday
U.2	Trimdon Deaf Hill	Delete all entries
U.2	Wingate Station	Amend distance to read 1 mile 1,327 yards
U.8	Tyne Dock Green Lane	5-20 am Monday to 6-30 am Sunday

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
14th April, 1958

0.8870/16N

L. SPROAT
Operating Officer

Receipt of this notice need not be acknowledged. If not received by the normal time, advise your Superior Officer by telegram as follows:—"NILE SIG. PROG. NE/N 16"

Wm. Byles & Sons Ltd., Dudley Hill, Bradford, 4—B.R. 31262.

For the information and guidance of Railway Staff only

N-1

NE/N

No. 43



NORTH EASTERN REGION—NORTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 25th October, 1958
to Friday, 31st October, 1958 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 26th OCTOBER.—EAST BOLDON, STATION.

No. 26 Up Main Home and No. 16 Up Goods Home signals, situated on left-hand bracket, will be renewed as under:—

No. 26 left-hand bracket, situated at right-hand of Down Main line, 2 yards farther from Signal Box.

No. 16 ground disc, situated to the left of Up Goods line, 2 yards farther from Signal Box. (1)

SUNDAY, 26th OCTOBER.—SHILDON, SIMPASTURE.

Left-hand bracket carrying No. 31 Shunting Down Main to Standage Sidings signal will be replaced by disc signal on same site. (1)

SUNDAY, 26th OCTOBER.—GRANGETOWN.

New Points.

No. 65 Down Goods to Down T.C.C. line, situated 252 yards East of Signal Box. (Motor operated.)

No. 66 Up Goods from T.C.C. line, situated 260 yards East of Signal Box, also wide-to-gauge trap points located 1 yard beyond new signal No. 69. (Motor operated.)

New Signal.

No. 69 3-aspect colour light signal, situated on left-hand side of Up T.C.C. line approximately 1 yard on approach side of 66 trap points, showing Red, Yellow or Green, with route indicator above showing:—

M—Up T.C.C. Line to Up Main Home.

G—Up T.C.C. Line to Up Goods Home.

No. 67 "Calling-on" fixed below No. 69 signal, reading Up T.C.C. Line to Up Goods Line. Small Yellow aspect fixed on right-hand side of post, reading Up T.C.C. Line to No. 1 or 2 Reception.

Track circuits provided and 'D' sign fitted on No. 67/69 signal.

No. 47 miniature arm, Down Goods to Down T.C.C. Line, fixed on left-hand side of bracket signal No. 48, Down Goods Home No. 3.

No. 103 additional small Yellow aspect fitted on left-hand side of 103 Down Main Home No. 2 and reading Down Main to Down T.C.C. Line.

An illuminated notice board, applicable to outgoing trains, will be fixed on left-hand side of T.C.C. Single line on approach side of spring points approximately 420 yards East of Signal Box, reading:—

"DRIVERS MUST BE SATISFIED THE SPRING POINTS AHEAD OF THIS BOARD ARE PROPERLY SET FOR THE OUTWARD LINE BEFORE PROCEEDING TOWARDS GRANGETOWN." (1)

DETAILS OF WORK ALREADY CARRIED OUT.

MANORS STATION.

No. 1 Down Main Home signal, No. 3 Down to Up Main Home signal and No. 4 Down to Tyne Home signal (colour light) have been renewed on new gantry adjacent to existing gantry. (3)

LONGHIRST, STATION.

No. 1 Shunting Down Main or to Up Main signal has been replaced by Ground Disc situated between Up and Down Main lines, same distance from Signal Box. (4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

STOCKTON, HARTBURN.

The Bracket carrying signals:—

No. 1 Goods to Down Branch.

No. 2 Goods to Up Goods.

No. 9 Up Goods to Down Branch.

No. 11 Up Goods to Up Main.

has been replaced by following:—

Nos. 1 and 2 on straight post with left-hand brackets carrying

Nos. 9 and 11 on two-arm doll. (4)

GREATHAM, COWPEN.

Line No. 4 (Dgm. No. 781), Main to Main Crossover, has been removed and the Up and Down Main lines made good with plain line. (4)

* * WEST HARTLEPOOL, STRANTON.

No. 37 Shunting Engine Shed and No. 26 Shunting Engine Shed, etc. to Down Sidings signals have been replaced by ground discs on the same site. (6)

WEST HARTLEPOOL, CHURCH STREET.

Signal dispensed with.

No. 32 Up Goods to Nos. 2 and 3 Sidings.

No. 20 points, No. 3 Up Siding to No. 2 Up Goods, have been repositioned 40 yards farther South of Signal Box.

No. 18 signal, from Nos. 2 and 3 Up Sidings, has been re-sited on left-hand side of No. 20 points.

New Signal.

No. 19 Up Goods to No. 2 Up Siding, fitted on existing bridge of signals 110 yards South of Signal Box. (1)

WEST HARTLEPOOL, CHURCH STREET.

Bracket carrying:

No. 56 Up Main Starting with Stranton Up Main Distant below,

No. 57 Up Main to Down Goods,

No. 62 Shunting Up Main to Down Main,

No. 67 Shunting Up Main to Wall Siding,

No. 68 Shunting Up Main to Down Goods signals,

has been renewed on same site.

Signal dolls:

No. 62,

No. 67,

No. 68.

have been replaced by 3-armed doll, miniature arms. (5)

HARTLEPOOL, CEMETERY NORTH.

Left-hand bracket carrying:—

No. 22 Shunting Up Goods or Down Goods and

No. 25 Pull—No. 1 Siding to Down Goods or Up Goods signals

has been replaced by two Ground Discs:—

No. 22 situated between Up and Down Goods lines and

No. 25 Pull situated between No. 1 Siding and No. 2 Siding, same distance from Signal Box. (2)

HORDEN, STATION.

The Up and Down platforms have been reduced in length by 220 feet at the South end of the Station. (4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

GATESHEAD, ST. JAMES' BRIDGE.

Bracket carrying Nos. 44, 50 and 69 signals has been replaced by a straight post with a right-hand bracket for No. 69 Up Main Home signal, situated at the left of Down Goods line at a reduced height and Nos. 44 and 50 by a double-armed straight post situated on the right of Down Sidings at a reduced height. Top arm No. 50 Push—Down Sidings to Up Main; Bottom arm No. 44 Push—To Shunting Neck. (3)

BLAYDON, STATION.

Signal dispensed with.

Control on Scotwood Bridge No. 70 Down Distant.

A motor operated Distant signal, R.39, has been fixed below Scotswood Bridge No. 67 Down Home. No. 25 Up Main Home signal on bracket has been replaced by a straight post at a reduced height 2 yards farther from Signal Box. Track circuits have been provided at:—

- No. 25 Up Main Home.
 - No. 26 Up Inter Home Main.
 - No. 28 Up Inter Home Main to Branch Independent.
 - No. 29 Up Inter Home Main to Branch signals.
- and  signs fitted. (4)

PRUDHOE.

No. 10 Shunting—Down Sidings to Down Main signal has been replaced by a ground disc situated to left of Down Siding 56 yards from Signal Box. (5)

HAYDON BRIDGE, STATION.

No. 12 Shunting Down Relief to Down Main Line has been renewed on same site as a right-hand bracket at increased height. (2)

*NEWBURN.

New Points:—

No. 13, Loop No. 1—Graphite Factory, 650 yards East of Signal Box (motor operated).

New Signals:—

No. 12 Shunting Graphite Factory to Loop No. 1, on straight post situated to right of Graphite Factory line 710 yards East of Signal Box.

No. 14 Shunting Loop No. 1 to Graphite Factory as a ground disc situated above No. 6 ground disc 650 yards East of Signal Box. (6)

CONSETT, CARR HOUSE EAST.

No. 4 Warehouse to Main Down signal has been replaced by a Ground Disc situated to the left of Warehouse Siding, same distance from Signal Box. (2)

WASHINGTON, CHEMICAL WORKS.

Left-hand bracket carrying No. 25 Down Main to Independent Back-over signal has been renewed as a straight post on same site.

No. 32 Up Main Home signal has been renewed on same site. (2)

CONSETT, SOUTH.

No. 24 Sidings to Shunting Line and No. 25 Sidings to Main bracket signal has been replaced by a straight post at a reduced height. Top arm No. 24 and lower arm No. 25. (3)

WEST AUCKLAND, STATION.

No. 36 Down Main Distant signal has been renewed at a reduced height, 80 yards farther from Signal Box. (3)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

CROOK, THISTLEFLAT.

Points spiked out of use:—

No. 4 Girling Sidings.

Signals dispensed with:—

No. 18 Down Reception Line Up Shunting.

Bracket carrying:

No. 31 Down to P.H. Private Sidings.

No. 33 Down Main to Down Reception Line.

No. 46 Down Main Starting with Crook East Down Main Distant below.

No. 48 Down Home.

New Signals:—

No. 46 Down Main Home with Crook East Down Main Distant below, situated on Down side 145 yards South of Signal Box on a straight post with a left-hand bracket carrying a 2-armed doll:

No. 40 Down Main to P.H. Sidings — Top arm.

No. 41 Down Main to Down Reception — Lower arm.

Double Disc situated 7 yards South of Signal Box Down side of Down Main:

No. 31 Down to P.H. Sidings — Top disc.

No. 33 Down Main or to Reception — Lower disc. (5)

ETHERLEY STATION.

Gantry carrying:—

No. 28 Up Main Home No. 1,

No. 30 Up Main Home to Down Main Home No. 1 and

No. 23 Pit Sidings to Down Main signals

has been replaced as follows:—

Left-hand bracket—

No. 28 Up Main Home No. 1,

No. 30 Up Main Home to Down Main Home No. 1,

with small right-hand bracket—

No. 23 Pit Sidings to Down Main, same distance from Signal Box. (3)

*PIERCEBRIDGE—FORCETT JUNCTION—WINSTON.

The single line has been extended from Forcett Junction Signal Box to Piercebridge Signal Box and the single line section Piercebridge-Winston worked by Electric Key Token. An Intermediate Key Token Instrument has been provided in a small building adjacent to the connection to the Forcett Branch. A telephone connected to Piercebridge Signal Box has also been provided.

Forcett Junction Signal Box

Has been closed.

All signals and points have been dispensed with.

A new connection facing to Down Traffic, leading to the Forcett Branch, has been provided in the single line, together with new trap points in the Branch. A new 2 lever ground frame has been installed to control this connection.

No. 1 Points lever.

No. 2. Release lever.

The ground frame is now controlled by both the Key Token and an Annett's Key attached to the Forcett Branch Staff.

A notice board lettered "Trap points ahead. All trains to stop at this board until the Ground Frame has been operated by the Trainmen" and provided with a marker light has been provided 50 yards in rear of the Branch Trap Points.

A track circuit extending either side of the ground frame now controls the Key Token working. The Annett's Key for the Ground Frame to which the Train Staff for the Forcett Branch is attached, will be kept at Piercebridge Signal Box. It must be kept in the Guard's possession until the train has passed clear on to the Branch.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**PIERCEBRIDGE—FORCETT JUNCTION—WINSTON—continued.

Piercebridge

Signals dispensed with:—

- No. 6 push. Shunting Down Main to Goods Sidings.
- No. 6 pull. Goods Sidings to Down Main.
- No. 8 push. Shunting Up Main to Goods Sidings.
- No. 8 pull. Goods Sidings No. 2 to Up Main.
- No. 11 push. Shunting Up Main to Down Main.
- No. 11 pull. Shunting Down Main to Up Main.
- No. 14 Down Main Starting.

Points dispensed with:—

- No. 5 Goods Sidings to Down Main.
- No. 9 Goods Sidings to Up Main.
- No. 10 Mains Crossover.

New Signals:—

- No. 9 Ground Disc. Main Up to Down Main sited 104 yards West of Signal Box.
- No. 13 Ground Disc. Sidings to Down Main sited 77 yards West of Signal Box
- No. 16 Down Main Home will be renewed on same site with
- No. 15 Down Main to Sidings as a miniature arm on a left-hand bracket.

New Points:—

- No. 11 Main to Main Facing Crossover.
- No. 14 Trap points in sidings.

A "Limit of Shunt" board has been fixed on the Down Main 300 yards East of Signal Box. (6)

WEST HARTLEPOOL, GREENLAND.

Brackets carrying:—

- { No. 32 Down Goods Home,
- { No. 6 Down Goods to No. 1 Reception signals,
- and
- { No. 1 Shunting Up Goods or to Reception 1 or 2,
- { No. 5 Shunting Exchange Siding to No. 1 Reception
- { No. 2 Shunting Bond Yard No. 1 and 2 Reception

signals have been renewed as follows:—

- No. 32 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.
- No. 6 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.
- No. 1 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.
- No. 5—left-hand bracket situated between Bond Siding 16 yards farther from Signal Box.
- No. 2—left-hand bracket situated right-hand side of Bond Sidings 23 yards nearer to Signal Box.

All miniature arms.

(3)

PORT CLARENCE, STATION.

Lines Nos. 74 and 75 (Dgm. No. 613) have been removed and Lines Nos. 73 and 76 (Dgm. No. 613) have been made good with plain line.

(2)

THORNABY, BOWESFIELD.

No. 11/13 Colour Light Signal from No. 1 Down Loop with Route Indicator has been repositioned six yards further from Signal Box on Signal Bridge on left-hand side of No. 1 Down Goods Loop.

No. 9/10 Subsidiary Signal with Route Indicator from No. 1 Down Loop has been repositioned six yards further from Signal Box on Signal Bridge on left-hand side of No. 11/13 Colour Light Signal.

(5)

Section D—GENERAL INSTRUCTIONS AND NOTICES

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

MISCELLANEOUS NOTICES.

DARLINGTON—BANK TOP MOTIVE POWER DEPOT.

Until further notice the Locomotive Coaling Plant will be closed for repairs.

PELTON STATION.

A whistle board has been erected on the Down side just beyond Pelton Station Platform to afford protection to the two occupational crossings between Pelton Station and South Pelaw Signal Box.

LINE No. 64—RYHOPE STATION AND SEATON STATION.
CONSTRUCTION OF NEW TRUNK ROAD AT RYHOPE DENE.

A temporary occupation crossing for use of Durham County Council vehicles has been made at 19½ m.p. (25 yards on approach side of Ryhope Down Distant signal and 1,067 yards ahead of the Ryhope Up Advance Starting signal).

The crossing will be in regular use during the hours of daylight and a Hand-signalman will be on duty during the time work is in progress. Telephone communication between the Hand-signalman and the Signalman at Ryhope Box has been provided.

Whistle boards have been provided 200 yards on either side of the crossing. Trainmen must approach the crossing at Caution and be prepared to act on any hand-signal that may be given.

BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Trains Signalling on Single Lines of Railway by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

TRIMDON STATION.

The Signal Box is closed as a block post with all signals in the clear position and all points except No. 16 points spiked and clamped in the normal position and out of use. No. 16 points are clamped and padlocked in the normal position but will be worked when necessary to allow movements to and from the station yard under the direction of the Station Master.

Points not detected by fixed signals will be firmly secured. The speed of trains over facing points on the Single line must not exceed 10 m.p.h. Drivers must approach occupation crossings cautiously and sound the engine whistle.

AINDERBY STATION.

Until further notice engines are not permitted to travel over the Coal Depot lines at the ends of Lines Nos. 7 and 8, Diagram No. 470.

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS, ETC.

(Booklet dated 16th September, 1957, until further notice).

Page	Signal Box	Hours Signal Box Open
U.4	Consett. Fell.	6-0 am to 10-0 pm M. to S.
U.5	Monkwearmouth. Wearmouth.	4-0 am M. to 5-30 pm Su.
U.6	Gateshead. St. James' Bridge.	4-30 am M. to 2-0 pm Su.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
20th October, 1958

0.8870/43N

L. SPROAT,
Operating Officer.

Receipt of this notice need not be acknowledged. If not received by the normal time, advise your Superior Officer by telegram as follows:—"NILE SIG. PROG NE/N 43"

SAFETY FIRST

ALWAYS

If you're alert
You won't get hurt

For the information and guidance of Railway Staff only

N-1

NE/N

No. 46

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 15th November, 1958
to Friday, 21st November, 1958 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

Section C—

SIGNALLING AND PERMANENT WAY ALTERATIONS

•• Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 16th NOVEMBER.—ALNMOUTH, SHILBOTTLE.

No. 17 Up Main Starting signal will be replaced at a reduced height 240 yards nearer Signal Box. (1)

SUNDAY, 16th NOVEMBER.—BACKWORTH, STATION.

A new Signal Box will be brought into use between the Up Main and Down Branch lines, 90 yards West of Backworth Station.

Signals dispensed with.

No. 1 Down Main Distant.

No. 4 Up to Down Shunting No. 1.

No. 25 Down to Shunting No. 1.

The crossover points at the West end of Backworth Station will be operated by a 2-lever Ground Frame situated at end of Down Platform, electrically released from Backworth Signal Box. Telephone communication provided between Ground Frame and Backworth Signal Box.

Track circuits will be provided and  signs fixed at the following signals:—

No. 1 Down Main Home 1.

No. 2 Down Main to Down Branch Home.

No. 5 Down Main Home 2.

No. 6 Down Main Starting.

No. 28 Up Branch Inner Home. (1)

SUNDAY, 16th NOVEMBER.—WOLSINGHAM AND STANHOPE.

Broadwood Signal Box will cease to operate as a Block Post. Token sections Wolsingham/Broadwood and Broadwood/Stanhope will be replaced by new token section between Wolsingham/Stanhope.

Broadwood Signal Box.

All signals dispensed with.

Points—Down Main to Mill Siding will be operated by 2-lever Ground Frame released by Tablet.

Up Main to Siding will be operated by 2-lever Ground Frame released by Tablet. (1)

SUNDAY, 16th NOVEMBER.—ETHERLEY, WEAR VALLEY AND WOLSINGHAM.

Harperley Station Signal Box will cease to operate as a Block Post. The token section between Wear Valley/Harperley and the no token section Harperley/Wolsingham will be replaced by new token section between Wear Valley Junction/Wolsingham Station.

Harperley Station.

All signals will be crossed out of use and all points except No. 23 points will be spiked and clamped normal. No. 23 points will be disconnected, spiked and clamped reverse. Nos. 6, 21 and 22 facing point locks will be fastened in.

Wolsingham Station.

Steel Works Ground Frame will be released by Tablet. (1)

TUESDAY, 18th NOVEMBER.—GATESHEAD, PARK LANE.

No. 5 Shunting Permanent Way Yard to Down Allhusen's Branch will be replaced by a position light ground subsidiary signal, 11 yards farther from Signal Box. (1)

DETAILS OF WORK ALREADY CARRIED OUT.

**MANORS, STATION.

No. 1 Down Main Home signal, No. 3 Down to Up Main Home signal and No. 4 Down to Tyne Home signal (colour light) have been renewed on new gantry adjacent to existing gantry. (6)

BERWICK, STATION.

Nos. 47 and 32 left-hand bracket signals have been replaced by a straight post for No. 47 Down Main to No. 1 Goods Loop, with right-hand bracket No. 32 Down Intermediate Starting. A banner repeater of No. 32 signal has been provided, situated between the Down Main line and No. 1 Goods Loop, 225 yards in rear. (2)

EAGLESCLIFFE, SOUTH.

No. 8 Down Main Outer Home signal has been replaced by a 3-aspect colour light signal showing R, Y or G, 30 yards farther from Signal Box. Telephone has been provided. (2)

WEST HARTLEPOOL, CHURCH STREET.

Signal dispensed with.

No. 32 Up Goods to Nos. 2 and 3 Sidings.
No. 20 points; No. 3 Up Siding to No. 2 Up Goods, have been repositioned 40 yards farther South of Signal Box.

No. 18 signal, from Nos. 2 and 3 Up Sidings, has been re-sited on left-hand side of No. 20 points.

New Signal.

No. 19 Up Goods to No. 2 Up Siding, fitted on existing bridge of signals 110 yards South of Signal Box. (4)

HARTLEPOOL, CEMETERY NORTH.

Left-hand bracket carrying:—

No. 22 Shunting Up Goods or Down Goods and

No. 25 Pull—No. 1 Siding to Down Goods or Up Goods signals

has been replaced by two Ground Discs:—

No. 22 situated between Up and Down Goods lines and

No. 25 Pull situated between No. 1 Siding and No. 2 Siding, same distance from Signal Box. (5)

EAST BOLDON, FULWELL.

Points dispensed with.

No. 13 Limeworks. }

No. 15 Sidings. }

Have been secured in the normal position until removed.

Signals dispensed with.

No. 5 Lime Works to Down.

No. 7 Sidings to Down.

No. 9 Lime Works to Siding.

No. 18 Down to Lime Works Shunting. (3)

No. 19 Down to Sidings Shunting.

EAST BOLDON, STATION.

No. 26 Up Main Home and No. 16 Up Goods Home signals, situated on left-hand bracket, have been renewed as under:—

No. 26 left-hand bracket, situated at right-hand of Down Main line, 2 yards farther from Signal Box.

No. 16 ground disc, situated to the left of Up Goods line, 2 yards farther from Signal Box. (4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**GATESHEAD, ST. JAMES' BRIDGE.

Bracket carrying Nos. 44, 50 and 69 signals has been replaced by a straight post with a right-hand bracket for No. 69 Up Main Home signal, situated at the left of Down Goods line at a reduced height and Nos. 44 and 50 by a double-armed straight post situated on the right of Down Sidings at a reduced height. Top arm No. 50 Push—Down Sidings to Up Main; Bottom arm No. 44 Push—To Shunting Neck. (6)

TYNEMOUTH, SOUTH.

The double junction leading from and to Up and Down Main and Branch and appropriate signals, has been replaced by a trailing connection, No. 2 Points Down Platform to Branch, 47 yards East of Signal Box.

New Signals.

No. 1 Shunting, Down Platform or Branch. Disc signal situated between Down Main and Down Platform lines, 42 yards East of Signal Box.

No. 3 From Branch, situated to left of Branch Single line opposite Signal Box.

No. 29 Shunting Up Main or to Down Platform or Down Main disc signal elevated above

No. 30 disc Shunting Up Main to 1, 4, 5, 6 Docks. (2)

HAYDON BRIDGE, STATION.

No. 12 Shunting Down Relief to Down Main Line has been renewed on same site as a right-hand bracket at increased height. (5)

CONSETT, CARR HOUSE EAST.

No. 4 Warehouse to Main Down signal has been replaced by a Ground Disc situated to the left of Warehouse Sidings, same distance from Signal Box. (5)

WASHINGTON, CHEMICAL WORKS.

Left-hand bracket carrying No. 25 Down Main to Independent Back-over signal has been renewed as a straight post on same site.

No. 32 Up Main Home signal has been renewed on same site. (5)

WASHINGTON, CHEMICAL WORKS.

Right-hand bracket carrying No. 28 Up Starting signal with Washington South No. 46 Up Inner Distant signal below has been erected as a left-hand bracket 10 yards nearer Signal Box between Down Main and Siding.

Right-hand bracket carrying No. 5 Down Siding to Down Main signal has been replaced as a ground disc situated between Low Yard and Down Sidings 2 yards farther from Signal Box. (3)

WASHINGTON, CHEMICAL WORKS.

No. 2 Down Home (left-hand bracket) and No. 3 From Down Independent signals have been resited 20 yards farther from Signal Box.

Left-hand bracket carrying No. 23 signal, Down Sidings to Up Sidings and Down Sidings to Up Main line, has been replaced by a double disc situated between Down Main line and Down Sidings, 2 yards nearer to Signal Box. (2)

**CONSETT, SOUTH.

No. 24 Sidings to Shunting Line and No. 25 Sidings to Main bracket signal has been replaced by a straight post at a reduced height. Top arm No. 24 and lower arm No. 25. (6)

**WEST AUCKLAND, STATION.

No. 36 Down Main Distant signal has been renewed at a reduced height, 80 yards farther from Signal Box. (6)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**ETHERLEY STATION.

Gantry carrying:—

- No. 28 Up Main Home No. 1,
- No. 30 Up Main Home to Down Main Home No. 1 and
- No. 23 Pit Sidings to Down Main signals

has been replaced as follows:—

Left-hand bracket—

- No. 28 Up Main Home No. 1,
- No. 30 Up Main Home to Down Main Home No. 1,

with small right-hand bracket—

- No. 23 Pit Sidings to Down Main, same distance from Signal Box. (6)

SHILDON, SIMPASTURE.

Left-hand bracket carrying No. 31 Shunting Down Main to Standage Sidings signal has been replaced by disc signal on same site. (4)

CATTERICK BRIDGE, STATION.

No. 3 Down Main to Camp Railway signal (worked from Ground Frame) has been reduced in height.

No. 19 Down Main Starting signal has been moved 100 yards farther from Signal Box and reduced in height. (3)

**WEST HARTLEPOOL, GREENLAND.

Brackets carrying:—

- { No. 32 Down Goods Home,
- { No. 6 Down Goods to No. 1 Reception signals,

and

- { No. 1 Shunting Up Goods or to Reception 1 or 2,
- { No. 5 Shunting Exchange Siding to No. 1 Reception
- { No. 2 Shunting Bond Yard No. 1 and 2 Reception

signals have been renewed as follows:—

- No. 32 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.
- No. 6 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.
- No. 1 } Right-hand bracket situated between Down Siding No. 1 and Down Goods.

No. 5—left-hand bracket situated between Bond Siding 16 yards farther from Signal Box.

No. 2—left-hand bracket situated right-hand side of Bond Sidings 23 yards nearer to Signal Box. (6)

All miniature arms.

PORT CLARENCE, STATION.

Lines Nos. 74 and 75 (Dgm. No. 613) have been removed and Lines Nos. 73 and 76 (Dgm. No. 613) have been made good with plain line. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

GRANGETOWN.

New Points.

No. 65 Down Goods to Down T.C.C. line, situated 252 yards East of Signal Box. (Motor operated.)

No. 66 Up Goods from T.C.C. line, situated 260 yards East of Signal Box, also wide-to-gauge trap points located 1 yard beyond new signal No. 69. (Motor operated.)

New Signal.

No. 69 3-aspect colour light signal, situated on left-hand side of Up T.C.C. line approximately 1 yard on approach side of 66 trap points, showing Red, Yellow or Green, with route indicator above showing:—

M—Up T.C.C. Line to Up Main Home.

G—Up T.C.C. Line to Up Goods Home.

No. 67 "Calling-on" fixed below No. 69 signal, reading Up T.C.C. Line to Up Goods Line. Small Yellow aspect fixed on right-hand side of post, reading Up T.C.C. Line to No. 1 or 2 Reception.

Track circuits provided and 'D' sign fitted on No. 67/69 signal.

No. 47 miniature arm, Down Goods to Down T.C.C. Line, fixed on left-hand side of bracket signal No. 48, Down Goods Home No. 3.

No. 103 additional small Yellow aspect fitted on left-hand side of 103 Down Main Home No. 2 and reading Down Main to Down T.C.C. Line.

An illuminated notice board, applicable to outgoing trains, has been fixed on left-hand side of T.C.C. Single line on approach side of spring points approximately 420 yards East of Signal Box, reading:—

"DRIVERS MUST BE SATISFIED THE SPRING POINTS AHEAD OF THIS BOARD ARE PROPERLY SET FOR THE OUTWARD LINE BEFORE PROCEEDING TOWARDS GRANGETOWN." (4)

SALTBURN, WEST.

No. 11 Up Goods to Up Main points have been spiked out of use.

Signals dispensed with.

Bracket carrying:—

No. 62 Up Goods Starting.

No. 64 Up Goods to Up Main Starting.

No. 71 Up Main Starting.

No. 10 Disc Shunting Up Main to Up Goods. (2)

CASTLETON.

Points dispensed with.

No. 20 Down Main to Warehouse Line.

No. 25 Up Main to Up Siding. Points spiked normal.

Signals dispensed with.

No. 10 Overrun to No. 13 Signal.

No. 19 Warehouse Line to Down Main.

No. 21 Down Main to Warehouse Line.

No. 24 Up Main to Up Sidings.

No. 26 Up Sidings to Up Main.

No. 12 Up Main to Overrun.

Nor 16 Warehouse Line to Down Main signal now shows yellow aspect. (3)

Section D—GENERAL INSTRUCTIONS AND NOTICES

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

MISCELLANEOUS NOTICES.

DARLINGTON—BANK TOP MOTIVE POWER DEPOT.

Until further notice the Locomotive Coaling Plant will be closed for repairs.

PELTON STATION AND BEAMISH STATION. PELTON OPENCAST SITE.

A temporary occupation crossing for use of N.C.B. vehicles has been made at 1 mile 79 chains (550 yards west of Pelton Signal Box).

The crossing will be in regular use and as the N.C.B. Crossing Keeper will be on duty during the time work is in progress telephone communication between the Crossing Keeper and the Signaller at South Pelaw Signal Box has been provided.

Whistle Boards have been provided on either side of the crossing. Trainmen must approach the crossing at caution and be prepared to act on any handsignal that may be given.

PELTON STATION.

A whistle board has been erected on the Down side just beyond Pelton Station Platform to afford protection to the two occupational crossings between Pelton Station and South Pelaw Signal Box.

LINE No. 64—RYHOPE STATION AND SEATON STATION. CONSTRUCTION OF NEW TRUNK ROAD AT RYHOPE DENE.

A temporary occupation crossing for use of Durham County Council vehicles has been made at 19½ m.p. (25 yards on approach side of Ryhope Down Distant signal and 1,067 yards ahead of the Ryhope Up Advance Starting signal).

The crossing will be in regular use during the hours of daylight and a Hand-signalman will be on duty during the time work is in progress. Telephone communication between the Hand-signalman and the Signaller at Ryhope Box has been provided.

Whistle boards have been provided 200 yards on either side of the crossing. Trainmen must approach the crossing at Caution and be prepared to act on any handsignal that may be given.

BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Trains Signalling on Single Lines of Railway by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

TRIMDON STATION.

The Signal Box is closed as a block post with all signals in the clear position and all points except No. 16 points spiked and clamped in the normal position and out of use. No. 16 points are clamped and padlocked in the normal position but will be worked when necessary to allow movements to and from the station yard under the direction of the Station Master.

Points not detected by fixed signals will be firmly secured. The speed of trains over facing points on the Single line must not exceed 10 m.p.h. Drivers must approach occupation crossings cautiously and sound the engine whistle.

MISCELLANEOUS NOTICES—continued.

AINDERBY STATION.

Until further notice engines are not permitted to travel over the Coal Depot lines at the ends of Lines Nos. 7 and 8, Diagram No. 470.

COVERED COMBINATION TRUCKS.

It has been decided that the whole of the London Midland Region six-wheeled covered combination trucks within the range of painted numbers M35000 M—M35473 M must not work in passenger trains, classes 'A' and 'B'.

Arrangements are in hand for these vehicles to be stencilled "Not to Work in Passenger Trains", but until this has been done there will not be any indication on the vehicles that they are in any way restricted. (CRS.337)

DAMAGE TO PERAMBULATORS.

Strong complaints are still being received in regard to damage to perambulators, where on arrival at receiving stations it is found that the wheels have been buckled and as a result senders have threatened to divert to road transport. Attention is again called to the necessity of greater care being exercised in handling, and to perambulators being lifted on to and off both rail and road vehicles.

Under no circumstances must parcels and other packages be placed in perambulators. (PF.547/17)

STANDARD LIST OF TELEGRAPHIC ADDRESSES

(Booklet BR.29600).

Doncaster Central Station Telegraph Office is now connected to the G.P.O. teleprinter automatic switching network for the acceptance and disposal of postal telegrams, and the postal telegraphic address for that station should read:—

*Rail Doncaster TASN.

The relevant entries on pages 4-9, 16 and 16 of the above booklet should be amended accordingly and the following additional item inserted on page 9 under the heading of "Other Stations, Depots, etc.":—

Title	Railway Telegrams	Postal Telegrams
Doncaster	*Don	*Rail Doncaster TASN

* Appropriate departmental prefix to be inserted.

L.N.E.R. ABSOLUTE BLOCK REGULATIONS—DOUBLE LINES.

Regulation 14A—Examination of Line.

INSERT additional Clause (f):—

(f) For the purposes of this regulation a multiple-unit electric or diesel train not conveying passengers, or a unit of a train of this type from which any passengers have been detrained, may be regarded as an engine, and such train or portion thereof must be dealt with in the same way as an engine. The Signaller at the Box in advance must, however, be advised as to whether a train, a unit of a train, or an engine, is entering the section.

L.N.E.R. ELECTRIC TOKEN REGULATIONS—SINGLE LINES.

Regulation 14A—Examination of Line.

INSERT additional Clause (d):—

(d) For the purposes of this regulation a multiple-unit electric or diesel train not conveying passengers, or a unit of a train of this type from which any passengers have been detrained, may be regarded as an engine, and such train or portion thereof must be dealt with in the same way as an engine. The Signaller at the Box in advance must, however, be advised as to whether a train, a unit of a train, or an engine, is entering the section.

MISCELLANEOUS NOTICES—continued.

L.M.S. ABSOLUTE BLOCK REGULATIONS—DOUBLE LINES.

Regulation 14A—Examination of Line.

Clause (f)—AMEND:—

(f) For the purposes of this regulation a multiple-unit electric or diesel train not conveying passengers, or a unit of a train of this type from which any passengers have been detrained, may be regarded as an engine, and such train or portion thereof must be dealt with in the same way as an engine. The Signaller at the Box in advance must, however, be advised as to whether a train, a unit of a train, or an engine, is entering the section.

L.M.S. ELECTRIC TOKEN REGULATIONS—SINGLE LINE.

Regulation 14A—Examination of Line.

Clause (d)—AMEND:—

(d) For the purposes of this regulation a multiple-unit electric or diesel train not conveying passengers, or a unit of a train of this type from which any passengers have been with in the same way as an engine. The Signaller at the Box in advance must, however, detrained, may be regarded as an engine, and such train or portion thereof must be dealt be advised as to whether a train, a unit of a train, or an engine, is entering the section.

ALTERATIONS TO L.N.E.R. APPENDIX.
SECTIONAL PORTION—NORTH EASTERN OPERATING AREA.

TABLE A.

Station, Junction, Signal Box, etc.	Speed Limits and Speed Restrictions on Running Lines Miles per hour		Location
	Up	Down	
Line No. 38 Nunthorpe East to Page 148 INSERT:— NUNTHORPE EAST AND BATT- ERSBY	Battersby 45 (Both Directions)		Speed Limit
Nunthorpe East	20		5 miles 31 chains to 5 miles 26 chains
Nunthorpe East	35		5 miles 26 chains to 5 miles 1 chain
Battersby	30		0 miles 43 chains to 0 miles 0 chains

(O.1076)

TABLE D.

Line No.	Section of Line	Staff Station
INSERT.— 40	Tees Conservancy Commission Lines	Grangetown (O.8397)

MISCELLANEOUS NOTICES—continued.

ALTERATIONS to L.N.E.R. APPENDIX—continued.

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE K.

TRAINS DRAWN BY PILOT ENGINE WITH TRAIN ENGINE IN REAR.

Line No.	From	To	Line	Applies to
Page 210 (No.2 Supplement, page AMEND:— 1	Heaton South	Newcastle No. 1	Up Tynemouth	Empty Coaching Stock and Freight Trains (O.8864)

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS,
ETC.

(Booklet dated 16th September, 1957, until further notice).

Page	Signal Box.	Hours Signal Box open
Q.3	Heaton. Riverside.	6-0 am M. to 6-0 am Su. Opens at 5-0 am on Mondays, 20th October to 6th April.
R.1	Thornaby. East. (Supplementary Operating Instructions, page 83)	AMEND distance between Signal Boxes to read: 1 mile 545 yards.
R.2	Stockton. Primrose Hill. (Supplementary Operating Instructions, page 83)	4-55 am to 10-55 pm M. to S. As required Su.
R.4	North Skelton. Station.	7-0 am to 2-40 pm M. to S.
R.5	Guisborough. Guisborough.	6-50 am to 9-0 pm M. to S.
R.9	Barnard Castle. Tees Valley. (Supplementary Operating Instructions, page 85)	As required between 5-25 am and 8-0 pm M. and between 6-30 am and 9-0 pm T. to S.
R.9	Bowes. Station.	7-0 am to 2-30 pm and 3-30 pm to cessation of traffic M. to F. 7-0 am to cessation of traffic S.
R.11	Leeming Bar. Station. (Supplementary Operating Instructions, page 85)	7-5 am to 6-30 pm M. to S. As required Su.
R.11	Catterick Bridge. Station.	6-0 pm Su. to 1-20 am M. 5-40 am M. to 8-55 pm M. 6-30 am to 9-0 pm T. to F. 6-40 am S. to 1-15 am Su.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

MISCELLANEOUS NOTICES—continued.

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS,
ETC.

(Booklet dated 16th September, 1957, until further notice)—continued.

Page	Signal Box	Hours Signal Box open
U.2	Castle Eden. Station.	As required.
	Hesleden. Station.	8-15 am to 7-0 pm SX. 8-15 am to 10-0 pm SO.
U.3	Hebburn. Station.	5-30 am to 8-10 pm M. to S.
U.4	Consett. Fell.	6-0 am to 10-0 pm M. to S.
U.5	Monkwearmouth. Wearmouth.	4-0 am M. to 4-0 am Su.
U.6	Felling. Station.	5-0 am to 11-0 pm M. to S.
	Gateshead. St. James' Bridge.	4-30 am M. to 2-0 pm Su.
V.5	Blyth. Crofton Mill.	10-0 am to 6-0 pm M. to F. 9-0 am to 1-0 pm S.

“ON TIME” Starting

“ON TIME” On the Journey

“ON TIME” Arriving

THE AIM OF THE
NORTH EASTERN REGION

“ON TIME”

All the Time

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
10th November, 1958

0.8870/46N

L. SPROAT,
Operating Officer

Receipt of this notice need not be acknowledged. If not received by the normal time,
advise your Superior Officer by telegram as follows:—“NILE SIG. PROG. NE/N 46”