

1959

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SECTION A—TEMPORARY SPEED RESTRICTIONS—continued.

N-5

Location of Work at or between	Lines affected	Mileage at or between		Speed Re- striction m.p.h.	Remarks
		m. chs.	m. chs.		
DARLINGTON (HOPETOWN) and BARRAS, STAINMORE and BOWES, STATION Barras, Stainmore and Kirkby Stephen, Merrygill	Up Main Down Main	28 33 32 0	25 5 35 66	30 30	EAST (Exclusive) Condition of track. Condition of track.
NORTHALLERTON Jervaulx Station and Leyburn Station Jervaulx Station and Leyburn Station	and HAWES Single Single	13 0 14 59	13 17 15 1	20 20	Resleeping. Commencing 8-0 am, Monday, 7th December Resleeping. Commencing 8-0 am, Monday, 7th December
FERRYHILL No. 3 and West Cornforth Station and Coxhoe Bridge Station Coxhoe Bridge Station and Trimdon, Trimdon Grange	and HARTLEPOOL (C) EMETRY SOUTH) Up and Down Main Up and Down Main	13 18 11 9	12 12 9 27	20 15	Colliery workings Colliery workings and interlacing of track, Bridge No. 29
WELLFIELD and THORNABY (BOWES FIELD) Wingate, South and Redmarshall, North	Up and Down Main	5 65	5 55	15	Embankment slip
PORT CLARENCE and HAVERTON HILL, STATION and BELASIS LANE	and BILLINGHAM - ON - TEES Up and Down Main	1 40	1 20	20	Laying pipe line
DARLINGTON (SOUTH) AND SALTBRURN South Bank, Station and Cargo Fleet, Station	Up Main	16 40	16 30	10	Reballasting. Commencing 12-01 am, Monday, 7th December until 4-0 pm, Friday, 11th December
MIDDLESBROUGH BOROUGH Skinningrove, Crag Hall and Loftus	(GUISBOROUGH JUNCTION) and LOFTUS via GUI	34 34	34 44	25	Condition of Bridge No. 28

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DETAILS OF WORKS ALREADY CARRIED OUT—continued.

JARROW.

No. 42 Down to Goods Yard and No. 46 Up to Goods Yard Shunting signal has been dispensed with. No. 36 From Down Siding displays a yellow arm and light.

No. 43 signal reads:— (5)
Down to Goods Yard instead of to Dock.

TYNE DOCK, GREEN LANE.

No. 66 B Down to Up Shunting North signal has been replaced by a ground disc situated between the Up and Down Harton lines, 90 yards from the Signal Box. No. 71 Up Distant from Bank Top now reads Up Main or to Up Branch. (2)

WASHINGTON CHEMICAL WORKS.

No. 17 points (Siding Trap), together with No. 7/12 signal controlling exit from Washington Chemical Works, have been moved a further 12 yards West. (4)

** PALLION, DEPTFORD.

Left-hand bracket carrying:—
No. 24 Up Main Home with Ogden's Lane Up Distant signal below and
No. 23 From Staithes Sidings signal
has been renewed 5 yards further from Signal Box. Both signals have miniature arms.

Signal dispensed with. (6)
Ogden's Lane Up Distant.

FENCEHOUSES.

No. 34 Up Starting with Newbottle Lane No. 5 Up Outer Distant below has been renewed as a right-hand bracket 5 yards further from Signal Box. Co-acting arm dispensed with. (5)

HASWELL, STATION.

No. 2 2Down Main Home signal has been renewed at a reduced height same distance from Signal Box. No. 12 Shunting Up Main to Colliery Sidings and No. 13 Up to Down Main bracket signal has been renewed as two disc signals situated between Up and Down Main, 5 yards nearer Signal Box: No. 12, Elevated disc. (4)

HASWELL, PESSPOOL.

No. 19 Up Main Starting signal has been renewed on same site at a reduced height. No. 12 Sidings to Branch Home has been replaced by a ground disc 30 yards nearer Signal Box on the left-hand side of Siding. (5)

SHOTTON BRIDGE, SHOTTON COLLIERY.

No. 15 Up Home signal has been renewed on same site. No. 12 Down to Up Main signal has been renewed as a ground disc situated between the Up and Down Main, same distance from Signal Box. (4)

SHOTTON BRIDGE, SHOTTON COLLIERY.

No. 1 Down Distant signal has been fixed below Thornley No. 2 Down Main Home, 1,170 yards from Signal Box. (2)

THORNLEY, STATION.

Signals dispensed with.
No. 2 Down Main Advanced with Shotton Colliery Distant below.
No. 2 Down Main Home to No. 5 Down Main to Branch has been replaced by a left-hand bracket:—
No. 2 Down Main Home on straight post with Shotton Colliery Distant below. (2)
No. 5 Down Main to Branch with Wheatley Hill Distant below. (3)

THORNLEY, STATION.

No. 14 Up Main Home signal has been renewed 27 yards further from the Signal Box at a reduced height.
No. 12 Up Branch Home signal has been renewed as a straight post at a reduced height on same site. (3)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

THORNLEY, WHEATLEY HILL.

Down Main Distant signal has been replaced under Thornley No. 5 Main to Branch Home. No. 20 Up Home signal with Thornley Up Distant below has been renewed at an increased height, 22 yards further from Signal Box. (2)

WITTON GILBERT, MALTON COLLIERY.

No. 4 Colliery to Up Main signal has been replaced by a disc signal on same site. No. 15 Up to Down Main or Colliery has been replaced by a disc signal situated between Up and Down Main same distance from Signal Box. (4)

** DURHAM, BAXTER WOOD, No. 1.

Bracket signal:—
17 To Mineral Line Independent,
18 To Mineral Line,
19 Up Main Home,
21 Relly Mill Up Consett Branch Inner Distant,
28 Baxter Wood No. 2 Up Main Distant,
has been renewed 4 yards further from Signal Box. (6)

HUNWICK, STATION.

No. 22 points, Up Main to Goods Sidings have been disconnected, spiked and clamped normal, pending removal.

Signals dispensed with.
No. 21 Shunting Goods Siding to Up Main.
No. 23 Shunting Up Main or to Goods Sidings. (4)

DARLINGTON, RISE CARR.

Right-hand bracket carrying:—
No. 5 To Works,
No. 4 To Sidings and
No. 6 To West Yard signals
has been replaced by Multiple Ground Disc, situated between Works Siding and Goods line, 4 yards further from Signal Box:

No. 5 Top Disc
No. 4 Centre Disc
No. 6 Bottom Disc.

New Signal.
No. 3 Works Siding to Loco. Works—Ground Disc signal, situated between Siding and Works Siding, 104 yards West of Signal Box. (4)

WENSLEY, STATION AND HAWES, STATION.

Provision of "One engine in steam" working. Replacing Electric Token Sections:—

Wensley to Redmire.
Redmire to Aysgarth.
Aysgarth to Askrigg.
Askrigg to Hawes.

Staff fitted with Annetts Key has been provided at Wensley Station to release the Ground Frames at the following places:—

Redmire.
Aysgarth.
Askrigg.
Hawes.

The following Signal Boxes have ceased to exist as Block Posts and all connections have been dispensed with:—

Redmire.
Aysgarth.
Askrigg.
Hawes.

New Points.

Spring trap points operated by 1 lever ground frame (released by Annetts key attached to Staff) have been installed East of Hawes Station and a board lettered "TRAP POINTS" has been provided on the right-hand side of trap points. (3)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

REDCAR, TOD POINT.

Bracket carrying No. 18 from Rolling Mills to Ironworks line signal has been renewed as a straight post. (3)

**GLAISDALE, STATION.

No. 2 Up Main Home signal has been renewed at reduced height on same site. (6)

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.

★ Denotes new or amended items.

MISCELLANEOUS NOTICES.

PASSENGER AND FREIGHT TRAIN PUNCTUALITY COMPETITIONS.

"IMPROVEMENT" RESULTS FOR FOUR WEEKS ENDED 3rd OCTOBER, 1959.

PASSENGER.

Region	Minutes lost per 100 Train Miles		% Improvement or Deterioration	Cumulative Minutes lost per 100 Train Miles		% Improvement or Deterioration
	1959	1958		1959	1958	
NORTH EASTERN ...	4.02	4.08	+ 1.47 (2)	4.25	5.51	+22.87 (1)
Southern	2.38	4.45	-46.51 (1)	4.19	4.52	+ 7.30 (2)
Scottish	3.26	2.71	-20.29 (4)	3.26	3.51	+ 7.12 (3)
London Midland ...	5.74	4.51	-27.27 (5)	6.79	6.82	+ 0.44 (4)
Western	2.91	2.20	-32.27 (6)	3.53	3.54	+ 0.28 (5)
Eastern	4.22	4.25	+ 0.71 (3)	5.41	5.08	- 6.50 (6)

FREIGHT.

Region	Minutes lost per 100 Train Miles		% Improvement or Deterioration	Cumulative Minutes lost per 100 Train Miles		% Improvement or Deterioration
	1959	1958		1959	1958	
NORTH EASTERN ...	12.58	12.74	+ 1.25 (2)	11.32	12.88	+12.11 (1)
Scottish	13.85	11.70	-18.38 (3)	11.35	11.34	- 0.09 (2)
London Midland ...	28.40	22.75	-24.83 (4)	28.60	24.60	-16.26 (3)
Southern	4.12	6.83	+39.68 (1)	6.95	5.95	-16.81 (4)
Western	25.37	16.35	-55.17 (6)	23.24	19.03	-22.12 (5)
Eastern	30.86	24.37	-26.63 (5)	30.46	24.50	-24.33 (6)

MISCELLANEOUS NOTICES—continued.

"ABSOLUTE PUNCTUALITY" FOUR WEEKS ENDED 3rd OCTOBER, 1959.

PASSENGER.

Region	Percentage of Trains "Right Time"	Cumulative figure
NORTH EASTERN	83.92 (1)	81.75 (1)
Scottish	81.12 (2)	80.44 (2)
London Midland	77.56 (5)	75.39 (3)
Southern	80.61 (3)	75.03 (4)
Western	76.50 (6)	74.35 (5)
Eastern	77.73 (4)	73.66 (6)

FREIGHT.

Region	Percentage of Trains "Right Time"	Cumulative figure
Southern	79.85 (1)	73.25 (1)
Scottish	54.36 (2)	59.01 (2)
London Midland	39.48 (5)	44.33 (3)
Western	53.03 (3)	44.03 (4)
NORTH EASTERN	44.61 (4)	43.63 (5)
Eastern	30.40 (6)	29.79 (6)

** MULTIPLE UNIT DIESEL TRAINS.

Multiple Unit diesel trains are now working certain passenger services on the following lines:—

Haltwhistle—Alston.
Penshaw—Pelaw.

These trains are fitted with two-tone warning horns at each end. The two-tones must always be sounded when it is necessary to give a warning.

All concerned must warn men employed under their supervision who may be required to work on the permanent way or across running lines of the importance of observing the warning and that they must be prepared for the trains to approach quietly and at high speed. Upon hearing the warning the Driver should be given an acknowledgement whenever possible.

It is important that men engaged on permanent way work, etc., shall move promptly to a points of safety upon sighting or receiving audible warning of the approach of a train. (6)

Repairs at Motive Power Depots, Carriage Sheds, etc.—In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Place	Nature of Work	Duration	Commencing date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

MISCELLANEOUS NOTICES—continued.

AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

Automatic Warning System equipment is being installed between Darlington, Station and Gateshead (K.E. Bridge) which will be brought into use at a later date.

The A.W.S. equipment on locomotives and multiple unit driving cabs so fitted must be placed in the isolated position when travelling over this section of line.

AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between York and Darlington (see Section 'C'). Automatic Warning System equipment has been installed between King's Cross and York. Should enginemmen who have not been trained in the operation of this equipment be called upon to operate a locomotive so fitted over A.W.S. track, the equipment on the locomotive must be isolated.

NEWCASTLE AND BURNMOUTH RESIGNALLING.

Catch points have been installed at the following places:—

1. In Up Main line, Spittal Crossing at 64 miles 162 yards.
2. In Down Main line, Scremerston at 63 miles 1,140 yards.
3. In Down Main line, Goswick to Scremerston at 61 miles 1,480 yards.
4. In Up Main line, Crag Mill to Smeafield at 53 miles 1,694 yards.
5. In Up Main line, Crag Mill to Smeafield at 53 miles 300 yards.

These catch points have been clamped, spiked and padlocked out of use until brought into use at a later date. (4)

LAMESLEY.

A temporary siding for use in connection with the proposed Lamesley Marshall Yard has been installed on the Slow lines between 76 miles 26 chains and 76 miles 32 chains, and spiked out of use. This siding may only be used under the supervision of a District Operating Inspector.

WEST SLEEBURN.

West Sleekburn Signal Box has been demolished by fire and until further notice handsignalmen will be in attendance at points and signals except the Down Home and Up Starting signals which will be worked by the signalman.

SCOTSWOOD BRIDGE AND CONSETT NORTH VIA LINTZ GREEN.

The line between Lintz Green and Blackhill has been temporarily closed to traffic and from Consett North to Blackhill is now worked under the "One Engine in Steam" arrangements, the staff for the section being kept in the custody of the Signalman at Consett North Signal Box. Drivers returning on the Single line from Blackhill to Consett North must understand that the line is clear to the Branch Home signal only.

At Blackhill the points to and from the Single line will be set and clamped for the direction of the Goods Yard except when passenger trains are run in accordance with the instructions below. All signals at Blackhill will be temporarily crossed out of use.

A passenger train may be run from Consett North to Blackhill under the following special arrangements:—

The working will be supervised by a Traffic Inspector.

The points leading to the Goods Yard or passenger station at Blackhill must be set and clamped for the Down Passenger Platform and the train be hand signalled at Blackhill.

After the cessation of the passenger traffic, the Traffic Inspector must ensure that the points at Blackhill are re-set for the Goods Yard and spiked and clamped in that position.

BLAYDON MINERAL SIDINGS.

Blaydon Mineral Sidings have been closed and must be used only by special arrangement for the storage of surplus or crippled wagons.

All points connecting the Sidings with the Main lines have been clamped and padlocked for the running lines.

Connections to Blaydon South have also been clamped for the direction of Blaydon Main.

MISCELLANEOUS NOTICES—continued.

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 Handsignalman will be on duty during the time work is in progress. Telephone communication between the Handsignalman 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 handsignal that may be given.

HAWTHORNE COMBINED MINE AND COKE PLANT.

The National Coal Board has brought into use, as detailed below, a system of two aspect colour light signalling serving the sidings of, and approaches to, the above plant and controlled from N.C.B. Ground Frames.

The signals, which must be worked to by British Railways trainmen, show Red or Yellow aspects and are located as follows:—

Single line between South Hetton Box and the N.C.B. Exchange Sidings (North Entrance).

Ingoing trains to N.C.B.

Signal 60 yards beyond the Junction with the B.R. Main line.

Directing signals 210 yards beyond the Junction with the B.R. Main line protecting the N.C.B. North Entrance Junction and reading:—

L.H. Bracket: To No. 1 or No. 2 Coke Sidings running lines.

R.H. Bracket: To Goods line.

Outgoing trains from N.C.B.

Signal at exit from No. 1 Coke Sidings running line.

Signal at exit from No. 2 Coke Sidings running line.

Signal protecting North Entrance Junction from movements from the direction of West Entrance.

SINGLE LINE BETWEEN PESSPOOL SIGNAL BOX AND THE N.C.B. COAL EXCHANGE SIDINGS (WEST ENTRANCE) (SOUTH HETTON COLLIERY BRANCH).

Ingoing Trains to N.C.B.

Signal at entrance to Single line (100 yards on Pesspool side of Bridge over Main Road).

Signal 700 yards further along branch protecting the N.C.B. West Entrance Junction.

Outgoing Trains from N.C.B.

Directing signals for trains from Coal Exchange Sidings reading:—

Left-hand bracket—To Single Line to Pesspool Signal Box or Old South Hetton Colliery Sidings.

Right-hand bracket—To Colliery Main Running Line or North Entrance.

Directing signals protecting West Entrance Junction from movements from the direction of East Entrance.

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 Train Signalling on Single Lines of Railway by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

★WINGATE COLLIERY.

Until further notice: Trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess. Commencing 5-0 pm, Sunday, 6th December.

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

TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

MISCELLANEOUS NOTICES—continued.

ERYHOLME STATION.

The Down Platform is being shortened by 82 yards at the Darlington end, leaving 78 yards (equivalent to a four car unit diesel train) available for use.

AINDERBY STATION.

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

GRANGETOWN—WORKING OF TRAINS BETWEEN I.C.I. WORKS SIGNAL BOX AND THE GROUND FRAME GIVING ACCESS TO AND FROM THE DOWN GOODS LINE.

Supplementary Operating Instructions, page 8.

DELETE instructions under the above heading.

(O.8397)

NEWPORT EAST—TEMPORARY LEVEL CROSSING.

Until further notice a temporary crossing, situated adjacent to Footbridge No. 28 between Thornaby East and Newport East signal cabins, is being used for the transport of materials in connection with the modernisation of Newport Marshalling Yard.

Drivers must keep a sharp look-out when approaching this crossing and be prepared to act upon any handsignal given by the person in charge of the crossing.

(O.7852)

MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing will be in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

GRANGETOWN.

Contractors are carrying out work in the vicinity of Tees Conservancy Commissioners' Tees Docks Railway. A temporary sleeper crossing has been laid on the T.C.C. Single line, South East of the converging point of the Up and Down Goods lines from Grangetown, for the transporting of plant and materials, etc.

Handsignalmen will NOT be provided and Drivers of all trains requiring to travel over the Single line in either direction must approach the crossing cautiously, sound the engine whistle, and be prepared to stop short of any obstruction.

(O.8397)

FITTING OF CONTINUOUS BRAKES TO FREIGHT VEHICLES: CONTINENTAL COUPLINGS.

A number of vacuum fitted wagons equipped with buffers 2 ft. 0½ in. long and continental screw couplings are in service. All concerned should note that in all cases where the continental screw coupling is not in use, it should be hung on the suspension hook, thus avoiding the risk of loose couplings fouling crossover points, etc.

(G.1/252/Gen/A)

PROCEDURE FOR DEALING WITH POSTAL TELEGRAMS AT RAILWAY STATIONS AND DEPOTS—BOOKLET BR.29605/1.

The following amendment to the above booklet applies forthwith:—

Page 4—DELETE final paragraph of Clause (5) (i)—“Prefixes”.

STANDARD INSTRUCTIONS RELATING TO THE TRANSMISSION OF RAILWAY TELEGRAMS—BOOKLET BR.29870.

The following amendments to the above booklet apply forthwith:—

Page 4.

Clause (11)—Amend to read:—

(11) A Postal service message

Clause (18)—Amend to read:—

	{ S	Postal paid message
(18)†	{ SRP	Postal reply paid message
	{ SA	Postal free pass message
	{ SARP	Postal reply paid free pass message

† Not to be used when handing over to the Post Office.

MISCELLANEOUS NOTICES—continued.

STANDARD LIST OF TELEGRAPHIC ADDRESSES
BOOKLET No. 3 DATED NOVEMBER, 1958.

The following amendments require to be made to the above booklet with immediate effect:—

★Page 6

- *Rolling Stock Department, York — Delete entry relating to "Freight".
- *Chief Mechanical and Electrical Engr. Locomotive Works Managers — Delete asterisk.
- Carriage and Wagon Engineer — Delete word "Locomotive" in title.
- Carriage and Wagon Works Managers — Delete entire entry.
- *Road Motor Engineer — Delete heading and all entries.
- District Road Motor Engineers — Delete asterisk.
- Delete entries relating to Bradford and York.

★Page 7

- *Regional Accountant — Delete asterisk and entries relating to "(Statistics), York" and "(Lighting and Water), York".
 - Revenue Accountant — Delete all asterisks and entry relating to "(Merchandise), Newcastle".
 - Stores Superintendent — Delete heading "Stores Superintendent" and substitute "Supplies & Contracts Manager".
 - Storekeepers — Delete entry relating to "Gorton".
 - *Treasurer — Delete asterisk.
- Delete asterisk note at foot of page

★Page 13

- *Regional Accountant — Delete all existing entries and substitute the following:

Title	Railway Telegrams	Postal Telegrams
Regional Accountant, York	Accountant Yk	Accountant Rail York TASN
Assistants to Regional Accountant (Engineering & Signal), York (Statistics), York	Engaccount Yk Statistics Yk	Engaccount Rail York TASN Statistics Rail York TASN
(Estate Accounts, Lighting, Water & Gas Control), York	Lighting Yk	Lighting Rail York TASN
Revenue Accountant, Newcastle	Audit NC	Audit Rail Newcastle-on-Tyne, 1.
Assistant to Regional Accountant (Rolling Stock and Paybills) Darlington Shildon	Workaccount Dton Workaccount Shildon	Workaccount Rail Darlington Workaccount Rail Shildon
Sectional Works Accountant York	Secaccount Yk	Secaccount Rail York TASN

★Page 14

- Operating Officer, York. — Transfer asterisk to entry relating to "Passenger".
- *Rolling Stock Dept. — Delete asterisk and entry relating to "Doncaster"
- *Chief Mechanical and Electrical Engr. — Insert new entry:

York	Mechanical Yk	Mechanical Rail York TASN
------	---------------	---------------------------

★Page 15

- *Carriage & Wagon Engineer, Doncaster — Delete whole entry.
 - *Stores Superintendent, King's Cross — Amend to read:
- | | | |
|--------------------------------------|--------------------|--------------------------|
| Supplies and Contracts Manager, York | Stores Yk | Stores Rail York TASN |
| Stores Offices | — | — |
| York, Queen Street | Stores Queen St Yk | — |
| *Treasurer, Liverpool Street | — | — |
| Treasurer, York | Treasurer Yk | Treasurer Rail York TASN |

MISCELLANEOUS NOTICES—continued.

RULE BOOK 1950.

RULE 121. AMEND to read:—

121. Freight trains, with the exception of fully fitted trains, must carry side lights showing a white light forward on the rear brake van after sunset or during fog or falling snow; the indications to the rear must be as follows:—

- (a) On Main lines, Fast lines, and Single lines—Two red lights.
- (b) On Slow lines, Relief lines, Goods lines or Loops adjoining Main or Fast lines, and running in the same direction—One red light on side furthest away from the Main or Fast line and one white light on side nearest the Main or Fast line (See Note).
- (c) On Goods lines or Loops adjoining Slow or Relief lines, and running in the same direction—Two red lights (See Note).
- (d) On Reception sidings—The side lamps must be removed or obscured when the train has passed into the siding.

Where side lights are shown to be carried, the side lamps must be in position during daylight as well as during darkness.

Mixed trains must carry side lights as laid down for freight trains.

NOTE:—Certain brake vans are provided with side lamps which cannot show a white light to the rear, or when turned to show a white light to the rear, show a red light to the front. In these cases the side lamp must be removed from the bracket or, if swivelling lamp irons are provided, the lamp must be turned inwards so that no red light is exhibited.

Reference to an adjoining line in Clauses (b) and (c) includes a line running in the same direction where another line used in the opposite direction intervenes. (O.9269)

INSTRUCTIONS FOR B.R. AUTOMATIC TRAIN CONTROL.

Supplementary Operating Instructions, pages 4 and 5.

Clause 8—Failure of Apparatus.

AMEND fourth paragraph to read:—

In the event of the horn being received instead of the bell at one particular signal and at subsequent signals the correct indication is received, Drivers must advise the staff at the first stopping point of the train and the latter must arrange for the Signaller at the Box concerned to be advised immediately of the failure of the ground apparatus, the services of the District Control Office being used if necessary.

If, however, incorrect indications are received at subsequent signals on the journey, the A.T.C. equipment on the locomotive or unit must be examined immediately on arrival at the Motive Power Depot. Should no fault be found with the locomotive apparatus the District Control Office must be immediately advised of the signals at which the failures occurred.

DIVERSION OF TRAINS IN CASE OF ACCIDENT OR OTHER EMERGENCY.

(Booklet dated April, 1956.)

Page 22.

Special arrangements between Gateshead and Pelaw.

ADD at end of 3rd paragraph:—

" . . . nor over the Up and Down Goods lines between High Street and Park Lane Signal Boxes." (O.5900)

INSTRUCTIONS FOR WORKING MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

Supplementary Operating Instructions, page 57.

ADD new Clause 15:—

15. Failure of vacuum brake cylinders.

(a) A multiple unit train or unit must not leave a Maintenance Depot to take up passenger train working with any brake cylinder inoperative.

(b) If, in the absence of maintenance staff at an out-stabling point, it is absolutely essential for the multiple unit train or unit to take up its workings this may be done provided not more than 50% of the total brake cylinders are inoperative, but arrangements must be made for the fault to be corrected at the earliest possible moment. Should, in these circumstances, there be more than a proportion of one brake cylinder in four out of use the train must be run at such reduced speed as will enable the driver to control it under all circumstances.

MISCELLANEOUS NOTICES—continued.

INSTRUCTIONS FOR WORKING MULTIPLE UNIT MECHANICAL DIESEL TRAINS—continued.
Supplementary Operating Instructions, page 57—continued.

(c) If a failure of vacuum brake cylinders occurs en route and cylinders in excess of 25% but not more than 50% of the total become inoperative the train must be run at such reduced speed as will enable the driver to control it under all circumstances.

If, however, cylinders in excess of 50% become inoperative the multiple unit train or unit must be withdrawn from traffic as soon as possible, being worked forward to the first convenient point to do this, at such reduced speed as will enable the driver to control it under all circumstances.

(d) The driver must be given details of the brake cylinder or cylinders which are inoperative.

Note.—It is important that this should be done in order that the driver may be aware of the brake power available on each part of a multiple unit train or unit.

If a multiple unit train has to be divided the driver who will take over the second portion must be advised if any brake cylinders are inoperative on that portion.

(e) If the failure is such that there are no brake cylinders in operation in the rear vehicle the guard must ride adjacent to the hand brake, if necessary riding in the rear driving cab during the time the train remains in service.

INSTRUCTIONS FOR WORKING MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

★Supplementary Operating Instructions, page 64.

Clause 5, Tail Traffic.

DELETE existing instructions in respect of the working of tail traffic in the Eastern Region and **INSERT**—

Vehicles may be attached to the rear of an Eastern Region Multiple Unit Diesel train working over the lines shown below, and to the rear of a North Eastern Region Multiple Unit Diesel train over the same lines when no alternative service is available, subject to the same conditions and instructions in the Sectional Appendix and other Regional Publications applying to coaching stock trains provided that the total load, i.e., tare weight plus load, does not exceed the limit specified according to the composition of the train.

- (1) Trains formed entirely by Derby 63 feet 5 inches Steel Cars with power cars numbered E.50,000 to E.50,049 inclusive:—

Number of Two Car Sets	Maximum Tail Load Tons Gross
1	17
2	35
3	51
4	68

- (2) In all cases when any other type of car is formed anywhere in the train, only one four-wheeled or six-wheeled vehicle may be attached, provided that the total tail load does not exceed 17 tons.

King's Cross—Doncaster—Hull.
Wood Green—Hertford North—Hitchin.
Hitchin—Cambridge.
Peterborough—Cleethorpes, including Mablethorpe Branch.
Grantham—Nottingham Victoria.
Grantham—Lincoln—Cleethorpes.
Lincoln—Firsby—Skegness.
Grantham—Boston—Lincoln—Sheffield.
Gainsborough—Doncaster.
Retford—Cleethorpes.
Sheffield (Victoria and Midland)—Doncaster—Cleethorpes.
Cleethorpes—Barton-on-Humber—Immingham—New Holland Pier.

Over the undermentioned lines, tail vehicles may be conveyed only in accordance with Clause (1) above:—

Sheffield Midland—Nottingham (via Long Eaton or Radford).
Sheffield Midland—Barnsley Court House.

London Midland Region Diesel Parcels Vans bearing the "blue square" symbol may convey tail traffic not exceeding 64 tons between Nottingham Midland and Lincoln St. Marks and between Horns Bridge and Sheffield Midland.

MISCELLANEOUS NOTICES—continued.

INSTRUCTIONS TO EASTERN OPERATING AREA STAFF WORKING OVER THE NORTH EASTERN OPERATING AREA.
(Circular R.R.516, 1951.)

TABLE A.

Station, Junction, Signal Box, etc.	Speed Limits and Speed Restrictions on Running Lines		Engine Turn-table	Water Columns or Troughs	Catch Points and Spring or unworked Trailing Points	Gradient (Rising) unless otherwise shown	Location
	Miles per hour						
	Up	Down					
Line No. 43 Page 60 (Supplement 151) AMEND:— Seaton Carew	20	20	—	—	—	—	Hartlepool 69 miles 41 chains to 69 miles 45 chains. To and from Goods lines.

HAULING OF "DEAD" LOCOMOTIVES OWNED BY BRITISH RAILWAYS.
(Excluding Departmental "Service" Locomotives)

★Page 57 (Supplement No. 2, page 7).

DELETE existing instructions (except as shown in note below) and **INSERT**—

HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES).

These instructions are not applicable to locomotives or multiple-unit trains which have failed in service and must immediately be moved to clear the line.

PART I—LOCOMOTIVES.

DEFINITION—The term "dead" locomotive means:—

Steam Locomotive—Not in steam and without fire.

Diesel Locomotive—Not capable of movement under own power.

Electric Locomotive—Not capable of movement under power.

Gas Turbine Locomotive—Not capable of movement under own power.

Whenever it is necessary for "dead" locomotives to be hauled on their own wheels from one place to another the following instruction must be carried out:—

PROCEDURE.

(1) Movement.

(a) It is necessary in connection with the movement of "dead" motive power units for certain preparatory work to be carried out in accordance with the requirements of the C.M. & E.E. Department. When the maintaining departments are satisfied that the requirements have been met they will authorise the movement.

(b) Not more than five locomotives, including the hauling locomotives, may be run coupled together. When more than two locomotives, including the hauling locomotive, are required to be run coupled together, the assent of the Chief Civil Engineer concerned, must be obtained.

(c) In cases where the automatic brake can be coupled this should be done to provide braking power on the "dead" locomotive or following vehicles.

(d) When more than one locomotive is being used to move "dead" locomotives, the locomotives hauling must be marshalled in front of the "dead" locomotives.

MISCELLANEOUS NOTICES—continued.

HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)

—continued.

(e) "Dead" locomotives must not be hauled at a speed exceeding 25 miles per hour, and all instructions, including the use of spacing wagons, adequate clearances and speed restrictions (Permanent Way and particular types of locomotives) more severe than 25 miles per hour must be observed.

Note:—"Dead" Electric and Diesel Main line locomotives with individual axle drive may be hauled at speeds above 25 miles per hour up to a speed limited by the maximum permitted speed of the "dead" locomotive providing the automatic brake on the locomotive is available, and provided that other speed limitations given in the paragraph above are also observed.

(f) "Dead" Steam Tender, Diesel Main line, Electric and Gas Turbine locomotives, must not be conveyed on freight trains—see Clause (2) (b) for movement of "dead" locomotives with defective handbrake.

(g) "Dead" Steam Tank or Diesel Shunting locomotives may be conveyed on freight trains subject to the following:—

(i) No more than one per train.

(ii) It should normally be marshalled next to the hauling locomotive if its weight is 20 tons or over. If below 20 tons, it should normally be marshalled next to and within the guard's van.

(iii) The locomotive must be prepared in accordance with (a) above.

(iv) The speed of the train must be regulated to comply with Clause (e). In every case where a "dead" locomotive is marshalled in a freight train, the Guard must advise the Driver before starting so that this speed may not be exceeded at any time such a locomotive is on the train.

(2) Manning of "dead" locomotives.

* "Riders" and/or "Caretakers" must be provided in accordance with the following:—

(a) When a "dead" Steam Tank or Diesel Shunting locomotive is conveyed in a freight train—Clause 1 (g)—a "Rider" is not required; if, however, the lubricating arrangements necessitate and the distance to be run is appreciable the District Motive Power Superintendent should use his discretion as to whether a "Caretaker" should be provided to safeguard the locomotive from damage en route.

(b) When "dead" Steam, Diesel, Electric and Gas Turbine locomotives are being hauled (not conveyed in a freight train):—

(i) When only one is being hauled, a "Rider" must travel on the footplate to operate the handbrake. If the handbrake is defective a 20 tons freight brake van must be attached and a Guard provided, in which case there is no necessity to provide a "Rider". If, however, the lubricating arrangements necessitate and distance to be run is appreciable the District Motive Power Superintendent and/or Chief Mechanical & Electrical Engineer's representative, whichever is appropriate, should use his discretion as to whether a "Caretaker" should be provided to safeguard the locomotive from damage en route.

(ii) When two "dead" locomotives are being hauled one "Rider" must be provided and he must travel on the last locomotive, the handbrake of which must be effective.

(iii) When three "dead" locomotives are being hauled "Riders" must be provided to ride on the last two, the handbrakes of which must be effective.

(iv) When four "dead" locomotives are being hauled "Riders" must be provided on the second and fourth locomotives, the handbrakes of which must be effective.

(v) It may be necessary to provide at the discretion of the C.M. & E.E. representatives a "Caretaker" on Electric and Diesel locomotives in addition to the "Rider" provided in (i), (ii), (iii) and (iv).

***Note:**—"Riders" must be Motive Power Department men competent to operate the handbrake of the locomotives on which they ride, and competent to carry out the necessary rules for the protection of the train. They must be in possession of 12 detonators, two red flags, hand lamp and "Wrong Line Order" forms "A" and "C". "Caretakers" must be competent to look after the particular parts of the locomotive requiring attention en route.

Note:—Part II of these instructions in respect of Multiple Unit Stock shown on page 234 of the Supplementary Operating Instructions are in no way altered and should be retained. For conveyance of Privately Owned Locomotives, see separate Appendix Instructions.

MISCELLANEOUS NOTICES—continued.

ALTERATIONS TO L.N.E.R. APPENDIX.

GENERAL PORTION.

Page 67 (pages 11, 12 and 13, Supplement No. 2).

ADD heading and paragraph:—

RESTRICTIONS ON THE WORKING OF BRITISH RAILWAYS STANDARD COACHING STOCK.

British Railways Standard Coaching Stock is subject to restrictions over certain portions of the line as shown in the following lists. Vehicles with a length over headstocks of 63 feet 6 inches with bogie centres of 46 feet 6 inches are marked 'C.1' above the dimensions shown on the end of the vehicle.

Vehicles to which the restrictions apply must not be formed in trains working over the sections of line on which the restriction applies without the authority of the District Traffic Manager. When this special authority is granted, the District Traffic Manager must advise all concerned to ensure that the restrictions are observed.

Guards working trains which include vehicles to which the restrictions apply must, if the restrictions require to be observed on a section of the line over which they are to work, inform the Station Master or other person in charge at the point where they take charge of the train, and the latter must arrange for the information, giving the category of vehicle, to be passed forward to the appropriate signal boxes to ensure the necessary action is taken. If restricted vehicles are attached at an intermediate station, the Guard must advise the Station Master or other person in charge at that point and the latter will be responsible for passing the information forward. In the event of a train being diverted en route to or over a restricted section of line, the Guard must call the attention of the Station Master or other person in charge at the point of diversion to any restricted vehicles on the train and the latter must pass the information forward. In all cases where the restriction prohibits the working of vehicles over certain sections they must be detached before the train is allowed to enter the restricted section of line. Guards must make a note on their Journals when restricted vehicles are conveyed.

(O.5900)

MISCELLANEOUS NOTICES—continued.

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

GENERAL PORTION—continued.

BRITISH RAILWAYS STANDARD COACHING STOCK—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS OF 57 FEET WITH BOGIE CENTRE OF 41 FEET.

Lines totally prohibited.

NORTH EASTERN REGION.

Lines on which restrictions are to be observed.

AMEND:—

SHILDON SOUTH TO SHILDON TUNNEL—If on Up Main, Down Main to be clear and vice versa.

BISHOP AUCKLAND EAST TO BISHOP AUCKLAND NORTH—If on No. 2 Platform line, Down Mineral to be clear. If on Down Mineral, No. 2 Platform line and Up Mineral to be clear. If on Up Mineral, Down Mineral and No. 3 Platform line to be clear. If on No. 3 Platform line, Up Mineral to be clear.

ADD:—

ARDSLEY—No. 1 Up Goods, Ardsley Station Signal Box to Ardsley South Signal Box.

ADD:—

SHIPLEY—Bingley Junction to Bradford Junction. If on Up Main, Down Main to be clear and vice versa.

SALTBURN—If on Excursion Platform line, adjacent siding to be clear.

DARLINGTON—ALBERT HILL JUNCTION TO HOPETOWN JUNCTION—If on Up Main, Down Main to be clear and vice versa except through North Road Station.

HOW MILL—If on Up Main, Siding adjacent to loading dock to be clear.

PERCY MAIN SIGNAL BOX TO PERCY MAIN NORTH SIGNAL BOX—If on Up Main, Down Main to be clear and vice versa.

AT PERCY MAIN NORTH JUNCTION.—Between signal bridge North of Percy Main North Junction Signal Box and Up Dock line Home signal No. 2. If on Up Main and Down Dock line, Down Main and Up Dock line to be clear and vice versa.

TYNE COMMISSIONER'S LINES—Between T.I.C. Box No. 6 and T.I.C. Box No. 8. If on Up Main, Down Main to be clear and vice versa. Between T.I.C. Box No. 8 and T.I.C. Box No. 10. If on Passenger Independent, adjacent line to be clear and vice versa.

NEWCASTLE CENTRAL YARD—If on Down East Goods and line X, Up East Goods and lines W and Y to be clear (signals 234 to 116). If on line Y and Up East Goods, line X and Down East Goods to be clear (points 472 to signal 175).

MISCELLANEOUS NOTICES—continued.

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

GENERAL PORTION—continued.

BRITISH RAILWAYS STANDARD COACHING STOCK—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS OF 57 FEET WITH BOGIE CENTRE OF 41 FEET—continued.

Lines totally prohibited.

NORTH EASTERN REGION—continued.

Lines on which restrictions are to be observed.

ADD:—

WEST HARTLEPOOL—GOODS LINES, Stranton Junction to Clarence Road—If on Down Goods, Up Goods to be clear and vice versa.

GATEHEAD—GOODS LINES, St. James Bridge to Borough Gardens Signal Box—If on No. 1 Down Goods, No. 2 Down Goods to be clear and vice versa.

BRITISH RAILWAYS STANDARD COACHING STOCK—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS OF 63 FEET 6 INCHES WITH BOGIE CENTRES OF 46 FEET 6 INCHES.

Lines totally prohibited.

LONDON MIDLAND REGION.

DELETE:—

Between Bingley Junction, Shipley and Bradford Junction, Shipley.

Keighley—Worth Valley Branch Platform lines.

Lockwood Junction—To and from Meltham Branch.

NORTH EASTERN REGION.

ADD:—

ARDSLEY—No. 1 Up Goods, Ardsley Station Signal Box to Ardsley South Signal Box.

Lines over which restrictions are to be observed.

DELETE existing items and SUBSTITUTE:—

SHIPLEY—Bingley Junction to Shipley, Bradford Junction. If on Up Main, Down Main to be clear and vice versa.

Huddersfield—If on Up Loop, Down Loop to be clear and vice versa.

YORK—Goods line Holgate Bridge to York Yard South. If on Down Doncaster Goods, Up Doncaster Goods to be clear and vice versa.

WHITBY STATION—If standing on No. 3 Platform line, No. 4 Platform line to be clear and vice versa.

SALTBURN—If on Excursion Platform line, adjacent siding to be clear.

DARLINGTON—ALBERT HILL JUNCTION TO HOPETOWN JUNCTION—If on Up Main, Down Main to be clear and vice versa except through North Road Station.

FIGHTING COCKS—If on Up Main, Up Siding to be clear.

SHILDON SOUTH TO SHILDON TUNNEL—If on Up Main, Down Main to be clear and vice versa.

BISHOP AUCKLAND EAST TO BISHOP AUCKLAND NORTH—If on No. 2 Platform line, Down Mineral to be clear. If on Down Mineral, No. 2 Platform line and Up Mineral to be clear. If on Up Mineral, Down Mineral and No. 3 Platform line to be clear. If on No. 3 Platform line, Up Mineral to be clear.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

MISCELLANEOUS NOTICES—continued.

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

GENERAL PORTION—continued.

BRITISH RAILWAYS STANDARD COACHING STOCK—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS OF 63 FEET 6 INCHES WITH BOGIE CENTRES OF 46 FEET 6 INCHES—continued.

Lines totally prohibited.

Lines over which restrictions are to be observed.

NORTH EASTERN REGION—continued.

STOCKSFIELD—through station. If on Down Main, Up Main to be clear and vice versa.

HOW MILL—If on Up Main, Up Siding adjacent to loading dock to be clear.

BEDLINGTON—If on Bay Platform line, adjacent line to be clear.

BEDLINGTON SOUTH TO BEDLINGTON NORTH—If on Up line, Down line to be clear and vice versa.

PERCY MAIN SIGNAL BOX TO PERCY MAIN NORTH JUNCTION SIGNAL BOX—If on Up Main, Down Main to be clear and vice versa.

AT PERCY MAIN NORTH JUNCTION—Between signal bridge North of Percy Main North Junction Signal Box and Up Dock line Home signal No. 2. If on Up Main and Down Dock line, Down Main and Up Dock line to be clear and vice versa.

TYNE COMMISSIONERS' LINES.—Between T.I.C. Box No. 6 and T.I.C. Box No. 8. If on Up Main, Down Main to be clear and vice versa. Between T.I.C. Box No. 8 and T.I.C. Box No. 10. If on Passenger Independent, adjacent line to be clear and vice versa.

NEWCASTLE CENTRAL YARD—If on Down East Goods and line X, Up East Goods lines W and Y to be clear (signals 234 to 116). If on line Y and Up East Goods, line X and Down East Goods to be clear (points 472 to signal 175).

WEST HARTLEPOOL GOODS LINES—Stranton Junction to Clarence Road. If on Down Goods, Up Goods to be clear and vice versa.

GATESHEAD GOODS LINES—St. James Bridge to Borough Gardens Signal Box. If on No. 1 Down Goods, No. 2 Down Goods to be clear and vice versa.

GATESHEAD—Park Lane Signal Box to High Street Signal Box. If on Up Goods, Down Goods to be clear and vice versa.

WENSLEY—HAWES.

Page 74.

INSERT:—

The line between Wensley and Hawes is worked in accordance with the "One Engine in Steam" Regulations. The ground frames at Redmire, Aysgarth, Askrigg and Hawes Stations are released by an Annetts Key which is fitted to the Train Staff provided.

The staff is kept at Wensley Station Signal Box when not in use.

(O.8574/2)

MISCELLANEOUS NOTICES—continued.

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA.

LOCAL INSTRUCTIONS.

Line No. 64—RYHOPE GRANGE TO CASTLE EDEN WEST, ETC.

HASWELL.

PESSPOOL SIGNAL BOX—South Hetton Colliery Branch.

DELETE first paragraph and INSERT:—

The Single line extends from Pesspool No. 14 "From Branch Home" signal to the two-aspect colour light signal 100 yards short of the points leading to the coal stacking siding operated from the N.C.B. Ground Frame at the West Entrance to the Coal Exchange Sidings.

The N.C.B. Traffic Manager must be given prior notice by the Haswell Station Master of any alteration in the hours of opening of Pesspool Signal Box. (O.8208)

Line No. 72—NEWCASTLE No. 3 TO CARLISLE.

Page 99 (Supplement No. 2, Page 79, No. 4 Supplementary Operating Notices, Page 267).

SCOTSWOOD.

SCOTSWOOD BRIDGE SIDINGS—LIGHT ENGINES REQUIRING TO TRAVEL FROM THE WEST TO THE EAST END.

DELETE first sentence of third paragraph and INSERT:—

If the attention of the Yard Staff cannot be obtained engines must travel from West to East via No. 8 old side only. (O.7114)

Line No. 85—MORPETH STATION TO REEDSMOUTH.

★Page 107 (Supplement No. 2, page 82).

DELETE:—

KNOWESGATE.

Intermediate Token Instrument and relative instructions.

(O.8975)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

MISCELLANEOUS NOTICES—continued.

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE A

Station, Junction, Signal Box, etc.	Speed Limits and Speed Restrictions on Running Lines		Engine Turntable	Water Columns or Troughs	Catch Points and Spring or unworked Trailing Points	Gradient (Rising) unless otherwise shown	Location
	Miles per hour						
	Up	Down	Diameter	W or T	C.S. or U.	One in	
Line No. 39 Page 149 (Supplementary) DELETED:— Glaisdale	Picton to Gosport (Both directions) 53		smont operating		Instructions, page 274		26 miles 65 chains to 27 miles 45 chains.
INSERT:— Glaisdale	(Both directions) 35						26 miles 65 chains to 27 miles 45 chains.
Line No. 40 Page 149 (Supplementary) AMEND:— Geneva Loop	Darlington South and (Both directions) 15		operating	Saltburn	Instructions, page 274		Speed Limit
Line No. 43 Page 155 (Supplementary) AMEND:— Seaton Carew	20	20	operating	and Boro	ughbridge Road) to (Station and Boro Instructions, page 275)		Hartlepool. 69 miles 41 chains to 69 miles 45 chains. To and from Goods lines.
Line No. 49 Page 162 INSERT:— Charlty	15	15					Darlington (Hopetown) to Penrith, etc. 1 mile 30 chains to 1 mile 33 chains. To and from Goods lines (O.1076)

TABLE D.

LINES WORKED UNDER "ONE ENGINE IN STEAM" REGULATIONS.

Line No.	Section of Line	Staff Station
Page 201 INSERT:— 42	*Wensley Station to Hawes Station	Wensley Station Signalman or Ganger (O.8574/2)

MISCELLANEOUS NOTICES—continued.

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE J.

ENGINES ASSISTING IN REAR OF TRAINS.

Line No.	From	To	Condition	Trains authorised and remarks
Page 207 DELETED:— 42	Bedale	Garsdale	A	Freight trains (O.8574/2)

TABLE K.

TRAINS DRAWN BY PILOT ENGINE WITH TRAIN ENGINE IN REAR.

Line No.	From	To	Line	Applies to
Page 210 INSERT:—	Newcastle King Edward Bridge Newcastle Greensfield Greensfield King Edward Bridge	King Edward Bridge Newcastle Greensfield Newcastle Greensfield	Up Down Up Down Up Down	For turning Post Office vehicles when normal means not possible (O.7654)

TABLE R.

ENGINEER'S VELOCIPEDE CARS.

Line No.	Section of Line
Page 250 DELETED:— 42	Ainderby—Hawes (O.8574/2)

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

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

Q.2	Ferryhill. ★Tursdale.	5-0 am M. to 5-0 am Su.
R.1	Marske. Longbeck.	9-50 am to 12-30 am M. to S. 2-0 pm to cessation of traffic Su. Gate Box other times. Supplementary Operating Instructions, page 97.
	Redcar. Upleatham.	6-0 am to 8-40 pm M. to S. As required Su. Supplementary Operating Instructions, page 97.
	Redcar. Station.	4-40 am to cessation of traffic M. to S. 5-0 am to cessation of traffic Su. Supplementary Operating Instructions, page 97.

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

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

R.3	Haverton Hill. Station.	6-50 am to 9-30 pm M. to S. Supplementary Operating Instructions, page 97.
	Port Clarence. Station.	7-0 am to 9-40 pm M. to S. Supplementary Operating Instructions, page 97.
R.5	Boosbeck. Station.	6-30 am to 7-15 pm M. to S. Supplementary Operating Instructions, page 97.
R.9	Barnard Castle. Tees Valley.	5-25 am to 8-5 pm or cessation of traffic M. 6-20 am to 9-0 pm or cessation of traffic T. to S. Supplementary Operating Instructions, page 99.
R.11	Redmire. ★Station.	Delete all entries.
	Aysgarth. ★Station.	Delete all entries.
	Askrigg. ★Station.	Delete all entries.
	Hawes. ★Station.	Delete all entries.
	★Bedale Station to Wensley Station.	Amend description of Block System to read:— "Electric Token".
	Wensley. ★Station.	Amend description of Block System to read:— "One Engine in Steam".
U.2	Trimdon. Station.	Closed. Delete all entries. Supplementary Operating Instructions, page 103.
U.3	Hebburn. ★Station.	5-30 am to 8-10 pm M. to F.
U.4	Annfield Plain. Annfield East.	5-30 am M. to cessation of traffic Su. Supplementary Operating Instructions, page 104.
	Leadgate. South Medomsley.	6-0 am to 10-0 pm M. to S. Supplementary Operating Instructions, page 104.
	Consett. Carr House West.	5-30 am M. to cessation of traffic Su. Supplementary Operating Instructions, page 104.
	Consett. East.	Continuous 5-30 am M. to 9-30 pm S. Su. as required. Supplementary Operating Instructions, page 104.
	Fell.	Continuous. Supplementary Operating Instructions, page 104.
U.6	Shincliffe. ★Whitwell. Fencehouses. ★Leamside. ★Newbottle Lane.	4-30 am M. to 4-30 am or cessation of traffic Su. 5-0 am M. to approx. 5-0 pm Su. 4-45 am to 10-0 pm M. 6-0 am to 10-0 pm T. to S. Gate Box other times until about 9-0 am Su. 4-45 am M. to cessation of Colliery traffic be- tween 9-0 am and 10-0 am Su.
	★Station.	
	Penshaw. ★North. Washington. ★South. Usworth. ★Station. Felling. ★Station.	6-35 am to 10-45 pm M. to S. 5-30 am to 10-0 pm M. to S. 4-20 am M. to approx. 5-15 am Su. 5-0 am to 11-0 pm M. to S.

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

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

U.7	Consett North. South.	5-30 am M. to 5-30 am Su. 5-30 am M. to 6-0 am Su.
U.8	Stella Gill. South Pelaw.	6-0 am M. to 6-0 am Su.
V.1	Scotswood. Station. Elswick. Station.	5-0 am M. to 11-30 pm S. 5-0 am M. to 11-30 pm S.
V.3	Blaydon. South.	As required M. to S.
V.4	Seghill. ★North.	12-1 am M. to 12-30 am Su. or after passing of 12-1 am E.C.S. Newbiggin to Gosforth Car Sheds. 4-0 am M. to 11-59 pm S.
	★South.	

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

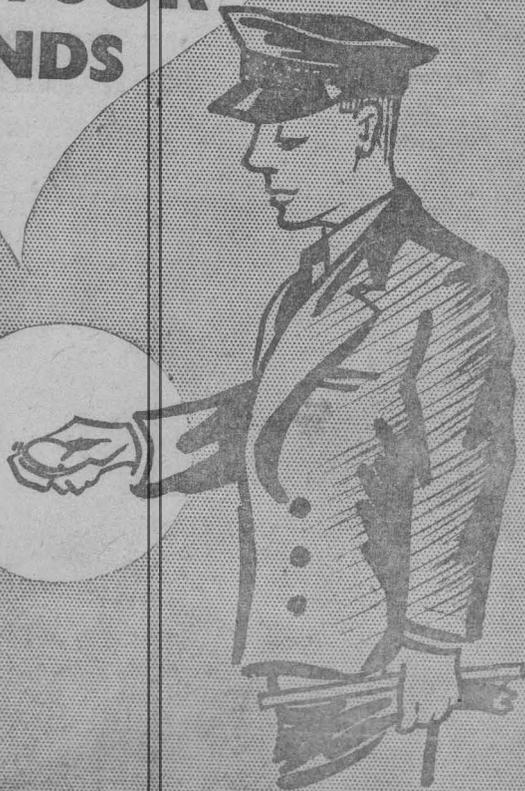
York
30th November, 1959

0.8870/N49

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/N49"

**PUNCTUALITY
IS IN YOUR
HANDS**



**WHEELS WERE INVENTED FOR
MOVEMENT
KEEP THEM TURNING BY KEEPING
STATION TIME TO A MINIMUM**