

C. J.

WOOLSTENHOLMES

For the information and guidance of Railway Staff only

N-1

**NE/N**

No. 10

**BRITISH RAILWAYS**

**NORTH EASTERN REGION—NORTHERN SECTION**

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

**Saturday, 5th March, 1960  
to Friday, 11th March, 1960 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.

SATURDAY TO MONDAY, 5th TO 7th MARCH.—NORTHALLERTON, BOROUGHBIDGE ROAD AND BROMPTON STATION.

## Northallerton, Boroughbridge Road.

Signal dispensed with.

No. 9 Up Main Distant (under Northallerton East No. 7 Up Main Home).

No. 19 Down Main Starting signal will be replaced by a 4-aspect colour light showing R, Y, YY or G, situated 425 yards North of Signal Box on straight post on left-hand side of Down Main line. Telephone provided.

## Northallerton Station.

Signal dispensed with.

R.29 Up Northallerton loop to Up Main Distant (under Northallerton East No. 4 Up Main to Up Branch).

## Northallerton East.

Commencing 6-0 am, Sunday, 6th March, Northallerton East will cease to be a block post and points will be operated from Low Gates. All existing semaphore and Disc signals abolished.

## Northallerton Station: Low Gates and Boroughbridge Road Signal Boxes.

Absolute block instruments will be dispensed with between Low Gates and Northallerton Station also between Low Gates and Boroughbridge Road and descriptive working substituted.

## Northallerton, Low Gates.

Signals dispensed with.

No. 1 Up Main Home and No. 3 Up Main shunt-ahead.

No. 2 Up Main Distant.

No. 16 Down Main and Down Branch Distant.

## New signals.

No. 29 Up Main Home—a four-aspect colour light signal showing R, Y, YY or G situated 121 yards North of Signal Box, on right-hand bracket on left-hand side of Up Sidings.

No. 28 Up Main 'Shunt Ahead'—Subsidiary signal with illuminated 'S' situated on same bracket as No. 29 colour light signal.

No. 36 Up Main or Up Main to Branch—A 4-aspect colour light signal showing R, Y, YY or G situated 384 yards south of Signal Box with left-hand route arm—right-hand bracket situated left-hand side of Up Siding.

No. 34 Ground position light signal fitted with 3 illuminated indicators, situated 382 yards South of Signal Box, on left-hand side of Goods Yard line.

## Route Indication

Shunting Goods Yard to Spur Illuminated S

Shunting Goods Yard to Up Branch Illuminated B

Shunting Goods Yard to Up Main Illuminated M

No. 35 Down Branch Outer Home (formerly controlled by Northallerton East)—4-aspect colour light renumbered LG.48.

No. 38 Shunting Down Main or Up Branch—Ground position light signal situated between Up and Down Main lines, 445 yards South of Signal Box.

No. 40 Shunting Up Main to Down Main, or to No. 12 signal or to Goods Yard—Ground position light signal situated between Up and Down Main lines, 510 yards South of Signal Box.

No. 51 Down Main Home—A 4-aspect colour light signal showing R, Y, YY or G, situated 935 yards South of Signal Box, on straight post on left-hand side of Down Main line.

No. 50 Down Main—A 3-aspect colour light signal showing R, Y or G, situated 625 yards South of Signal Box, on straight post on left-hand side of Down Main line.

No. 49 Down Main 'Shunt Ahead'—Subsidiary signal with illuminated 'S' situated on same post as No. 50 colour light signal.

No. 47 Down Branch to Down Main—A 3-aspect colour light signal showing R, Y or G, situated 670 yards South of Signal Box, on straight post on left-hand side of Down Branch.

## DETAILS OF WORKS REFERRED TO IN SECTION B.

Telephones will be provided at the following signals:—

No. 16 Down Main Starting.

No. 29 Up Main Home.

No. 36 Up Main or Up Main to Branch.

No. 47 Down Branch to Down Main.

No. 50 Down Main.

No. 51 Down Main Home.

## Brompton Station.

No. 5 Up Main Starting signal will be replaced by a 4-aspect colour light signal showing R, Y, YY or G, situated 950 yards South of Signal Box, on straight post on left-hand side of Up Main line.

## SUNDAY, 6th MARCH.—PRUDHOE STATION.

No. 16 Up Main Home No. 2 signal will be renewed at reduced height on same site.

No. 7 Shunting Up Main to Down Main and Up Siding signal will be renewed as ground disc situated between Up and Down Main lines, same distance from Signal Box.

## SUNDAY, 6th MARCH.—SHILDON.

Consett Sidings (Lines Nos. 414, 415 and 416, Dgm. No. 631) will be removed and the Down Main line made good with plain line.

## DETAILS OF WORKS ALREADY CARRIED OUT.

## \*\*DARLINGTON, STATION.

The crossover between No. 3 Platform and No. 3 Platform Siding (Line No. 145, Dgm. No. 513) has been removed and the track (Lines Nos. R63, R64, 148 and 150, Dgm. No. 513), has been made good with plain line. (6)

DARLINGTON (PARKGATE DOWN MAIN DISTANT No. 72) TO DURHAM (NEWTON HALL DOWN FAST DISTANT No. 1) INCLUSIVE AND DURHAM (NEWTON HALL UP MAIN DISTANT No. 45) TO DARLINGTON (SIGNALS DN 72) INCLUSIVE.

Automatic Warning System inductors have been brought into use at all signals capable of displaying the caution aspect, i.e. Distant signals and Multiple-aspect colour light signals, and at the following Branch line signals:—

Parkgate from North Road direction—Parkgate Nos.	{ 49 Up Branch to Up Main Distant.
	{ 50 Up Branch Inner Distant.
	{ 51 Up Branch Outer Distant.
Stockton and Ferryhill Branch—Ferryhill No. 3 Up Branch Inner and Outer Distant No. 7.	
Newcastle and Leamside Branch—Tursdale Up Branch Distant No. 6.	
Blackhill and Consett Branch	{ Baxter Wood No. 2 Up Branch Distant No. 28.
	{ Relly Mill Up Branch Distant No. 21.
	{ Bridge House Up Branch Distant No. 12.
Waterhouses Branch—Relly Mill Down Branch Distant No. 19B.	
Bishop Auckland Branch	{ Dearness Valley Down Branch Distant No. 36.
	{ Relly Mill Down Branch Distant No. 19A.
Sunderland and Leamside Branch—Newton Hall Up Branch Distant No. 36.	

(5)

## LAMESLEY STATION.

No. 2 Up Fast Home signal has been dispensed with.

No. 8 Up Slow Home signal has been repositioned at a reduced height, 20 yards further from Signal Box. (2)

## LAMESLEY, STATION.

New sidings and connections worked by a 4 lever ground frame, electrically released from the Signal Box and situated to the left of the Down Slow line have been installed, 200 yards North of Signal Box. Telephone has been provided.

## New Points.

No. 2 Up Slow to Down Slow crossover.

No. 4 Down Slow to Down Sidings.

No. 23 Down Slow Starting signal with co-acting arms has been renewed as a single arm at a reduced height, 400 yards further from the Signal Box. (4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

STANNINGTON, STATION.

Points dispensed with.

- No. 21 Down Main to Depot Siding.
- No. 24 Up Main to Goods Yard.
- No. 27 Up Main to Depot Siding.

Signals dispensed with.

- No. 22 Shunting Depot Siding to Down Main line.
- No. 23 Shunting Goods Yard to Depot Siding or Up Main line.
- No. 25 Up Main to Down Main or Goods Yard.
- No. 26 Shunting—Depot Siding to Up Main line.
- No. 28 Shunting—Up Main or to Depot Siding.

New points.

- No. 24 Up Main to Up Siding, 250 yards South of Signal Box.

New signals.

- No. 21 Shunting Up Main to Down Main line situated between Up and Down Main lines, 163 yards South of Signal Box.
- No. 23 Shunting Up Siding to Up Main line situated left of Siding, 195 yards South of Signal Box. Displays a normal yellow aspect.
- No. 25 Shunting Up Main or to Up Siding situated between Up and Down Main lines, 250 yards South of Signal Box. (5)

\* \* \* EASINGTON, STATION.

Points dispensed with.

- No. 17 Goods Yard to Down Main.
- No. 18 Goods Sidings to Down Main.
- These points have been clamped and spiked normal pending removal.

Signals dispensed with.

- No. 29 Down Starting.
- No. 27 A/B. Shunting Goods Yard to Down Main.

New Points.

- No. 31 Goods Yard to Down Main.

New Signals.

- No. 1 Up Distant has been replaced by a two-aspect colour light signal exhibiting a yellow and green aspect situated on same site.
- No. 34 Down Distant has been replaced by a two-aspect colour light signal exhibiting a yellow and green aspect situated 165 yards further from Signal Box.
- No. 27 Shunting Goods to Up Sidings disc signal, No. 30 Shunting Goods Yard to Down Main, elevated disc signal situated between Up Main and Up Sidings 146 yards from Signal Box.
- No. 33 Shunting Up Main to Down Main situated between Up and Down Main has been moved 14 yards nearer Signal Box. (6)

PELAW, SPRINGWELL.

Points dispensed with.

- No. 12 Up Sidings to Up Main line have been clamped and spiked normal, pending removal.

Signals dispensed with.

- No. 11 Up Sidings to Up Main line.
- No. 13 Backover Up Main line to Up Sidings. (4)

PELAW AND FELLING.

Felling.

- Down Main Auto Home with No. 25 Down Main Distant below has been replaced by a 4-aspect auto signal, approximately 150 yards nearer Signal Box, showing R. Y. YY or G. and re-numbered D.98.
- No. 28 Down Main Outer Home semaphore signal has been replaced by a 4-aspect colour light signal, 233 yards further from Signal Box, showing R. Y. YY or G. and re-numbered FL.28.
- No. 20 Up Main Home semaphore has had the green aspect blanked out and now has a 2-aspect colour light fixed below, showing Y. G. with semaphore "off".
- No. 21 Up Main Starting, 3-aspect colour light signal has been converted to automatic showing R, Y and G, and re-numbered U.99.

Pelaw.

- No. 8 Up Main Semi-Auto Home with No. 1 Up Distant signal below has been replaced by a 4-aspect colour light signal, 10 yards nearer Signal Box, showing R. Y. YY and G. and re-numbered PW.48.
- Telephones have been provided on the following:—
- Felling—FL.28, D.98.
- Pelaw—PW.48, U.99. (2)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

GATESHEAD, ST. JAMES' BRIDGE.

The spring points at the West end of lines Nos. 368 and 369, Dgm. No. 1000, which lie normally for the Coal Stage Road have been altered to lie for the through route. (5)

HEXHAM, BORDER COUNTIES.

Border Counties Signal Box has ceased to be a block post and all points and signals have been dispensed with. Points have been clamped and spiked normal pending removal. (2)

BIRTLEY, OUSTON.

No. 33 Down Branch Home signal has been renewed at reduced height on same site. (2)

TYNE DOCK BOTTOM.

No. 45 Down Bede or to New Sidings and No. 46 Down Bede to New Quay Bracket signal has been replaced by a straight post for No. 45 signal at a reduced height on same site, and No. 46 as a ground disc situated at the left-hand side of No. 45 signal. (4)

\* \* \* WASHINGTON, BIDDICK LANE.

No. 13 Down Main to Up Main signal has been renewed as a disc situated between Up and Down Main lines same distance from Signal Box. (6)

\* \* \* STANHOPE, GREENFOOT QUARRY GROUND FRAME.

Ground frame has been dispensed with and No. 2 points have been spiked out of use and clamped normal pending removal. (6)

\* \* \* CASTLE EDEN, STATION.

No. 34 Up Main Home signal has been repositioned 60 yards nearer Signal Box at reduced height. (6)

SALTBURN, STATION.

Right-hand bracket carrying Nos. 47, 57, 46 and 35 signals has been replaced by a 'T' bracket at a reduced height as follows:—

- Left-hand doll—No. 47, Shunting No. 1 Platform line to Shed line.
- Main Post—No. 57, No. 1 Platform line to Up Main line.
- Right-hand doll—Top arm—No. 46, No. 1 Platform line to Up Main line or Standage Sidings
- Bottom arm—No. 35, No. 1 Platform line to Standage Sidings. (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.

★ Denotes new or amended items.

### MISCELLANEOUS NOTICES.

#### PASSENGER AND FREIGHT TRAIN PUNCTUALITY COMPETITIONS.

"IMPROVEMENT" RESULTS FOR FOUR WEEKS ENDED 26th DECEMBER, 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 ...	8.54	9.44	+9.57 (5)	4.78	5.67	+15.70 (1)
Southern ...	6.66	12.30	+45.85 (1)	4.44	5.10	+12.94 (2)
Scottish ...	4.92	6.41	+23.24 (3)	3.40	3.65	+ 6.85 (3)
London Midland ...	11.20	14.46	+22.54 (4)	7.19	7.42	+ 3.10 (4)
Eastern ...	6.80	11.10	+38.74 (2)	5.67	5.83	+ 2.74 (5)
Western ...	9.63	8.14	-18.30 (6)	4.35	3.72	-16.94 (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 ...	17.10	15.73	- 8.70 (2)	13.07	13.53	+ 3.40 (1)
Southern ...	13.25	28.77	+53.95 (1)	7.92	7.61	- 4.07 (2)
Scottish ...	20.48	18.50	-10.70 (3)	12.84	12.33	- 4.14 (3)
London Midland ...	52.59	46.92	-12.08 (4)	32.11	27.33	-17.48 (4)
Eastern ...	56.28	48.93	-15.02 (5)	35.44	28.21	-25.63 (5)
Western ...	55.33	36.85	-50.15 (6)	28.50	20.73	-37.48 (6)

### MISCELLANEOUS NOTICES—continued.

"ABSOLUTE PUNCTUALITY" FOUR WEEKS ENDED 26th DECEMBER, 1959.

##### PASSENGER.

Region	Percentage of Trains "Right Time"	Cumulative figure
NORTH EASTERN ...	65.42 (2)	79.64 (1)
Scottish ...	71.98 (1)	79.52 (2)
London Midland ...	58.96 (5)	73.29 (3)
Southern ...	60.33 (4)	73.22 (4)
Western ...	57.44 (6)	72.22 (5)
Eastern ...	60.90 (3)	71.95 (6)

##### FREIGHT.

Region	Percentage of Trains "Right Time"	Cumulative figure
Southern ...	57.97 (1)	69.89 (1)
Scottish ...	43.77 (2)	56.21 (2)
Western ...	18.75 (4)	40.83 (3)
NORTH EASTERN ...	29.87 (3)	40.02 (4)
London Midland ...	16.80 (6)	39.04 (5)
Eastern ...	17.21 (5)	27.29 (6)

#### Shutting off Loco. Water Supplies

Drivers will be unable to obtain water at the following places:—

Place	Duration	Commencing Date
Morpeth Station and Yard Water columns	8-0 am to 4-0 pm, Sunday, 6th March	—

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.

The Automatic Warning System is being installed between Durham North and Gateshead (K.E. Bridge) and between Belford, Station and Tweedmouth, North 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.

The equipment has been brought into use between King's Cross and Durham, North. Should enginemen 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.

## BRADBURY STATION.

The Main to Main crossover at Bradbury Station has been spiked out of use until further notice.

## 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.

## ★FACING CROSSOVERS.

Facing crossovers have been installed between the Up and Down Main lines at Little Mill, Chathill, Plessey, Christon Bank, Warkworth and Alnmouth. They have been plunged, clamped and padlocked out of use until further notice.

On Sunday, 6th March, a facing crossover will be installed between the Up and Down Main lines at Longhirst. It will be plunged, clamped and padlocked out of use until further notice.

## EAGLESCLIFFE NORTH AND EAGLESCLIFFE SOUTH.

New signals 54 and 65 have been brought into use at Eaglescliffe North, Nos. 1, 2 and 3 Up Goods lines are worked in accordance with the "NO BLOCK" regulations shown on pages 16 and 17 of the General Appendix.

## GATESHEAD, ST. JAMES' BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James' Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

## WEST SLEEKBURN.

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.

No. 3 Up Main Home signal has been repositioned 50 yards further from the Signal Box. Handsignalmen still in attendance.

## SCOTSWOOD BRIDGE AND CONSETT NORTH VIA LINTZ GREEN.

The line between Rowlands Gill 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.

## MISCELLANEOUS NOTICES—continued.

## 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.

## ★SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPLE STREET BRIDGE.

A gap has been created in the Third Rail, 55 ft. in length under Main line on approach side of South Shields Down Home signal. Motormen bringing motor parcels train to a stand at this signal to ensure motor contacts Third Rail.

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.

WASHINGTON COLLIERY N.C.B. LINE: WASHINGTON 'F' PIT AND FATFIELD ROAD  
LEVEL CROSSINGS.

The semaphore signals at the above crossings have been dispensed with and Drivers must be prepared to stop at the notice boards erected on each side of these crossings and not proceed until a green handsignal is exhibited by the Crossing Keeper.

The notice boards are worded:—

"Engines must stop at this board and not proceed until the green handsignal is exhibited at the level crossing."

## ★PENSRAW—WAPPING BRIDGE.

Until further notice, the Main to Main crossover has been clamped out of use.

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.

## MISCELLANEOUS NOTICES—continued.

## N.C.B. COLLIERY LINE—RYHOPE AND SILKSWORTH.

Due to repairs, all locomotives travelling over Black Road Bridge must proceed at caution and not exceed a speed of 15 m.p.h.

## 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.

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.

## 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 8497)

## 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.

## MISCELLANEOUS NOTICES—continued.

## 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)

## WEEDKILLING TRAIN.

The following instructions must be observed in connection with the working of the weed-killing train:—

## (1) CLASSIFICATION AND SIGNALLING.

The train must always be signalled and dealt with as Class 'E'.

## (2) FORMATION OF TRAIN.

The vehicles must be arranged in the following order, and the train may be hauled from either end:—

- 1 Brake Van—Vacuum braked.
- 1 Tank Wagon—Vacuum piped.
- 1 Tank Wagon—Vacuum braked.
- 1 Tank Wagon—Vacuum piped.
- 1 Tank Wagon—Vacuum braked.
- 1 Tank Wagon—Vacuum piped.
- 1 Tank Wagon—Vacuum braked.
- 1 Mess and Sleeping Van—Vacuum braked.
- 1 Spray/Brake Van—Vacuum braked.

The overall length is 232 feet and the loaded weight approximately 220 tons.

## (3) VACUUM BRAKE.

The whole train must be vacuum connected throughout and to the engine, except as shown in (4) below.

## (4) ATTACHING ADDITIONAL TANK WAGONS.

When the train is being hauled, additional Tank Wagons (not vacuum braked or piped) may be attached to the train, provided they are marshalled next within the rear Brake Van.

N.B.—The rear Brake Van will not then be vacuum connected to the engine.

## (5) SPEED.

The maximum speed when running light must not exceed 35 m.p.h.

When spraying, a speed of 20 m.p.h. should be maintained as far as possible and must not be exceeded.

Should any case arise where these speeds are exceeded, the facts must be at once reported by U.T.M. to the Chief Engineer, York, quoting the date and time, engine number, and the location of the train at the time.

## (6) PROPELLING.

The train may be propelled in accordance with the conditions applicable to ballast trains, provided the vacuum brake is connected throughout.

## (7) STABLING.

In cases where the Engineer's staff sleep in the train whilst stabled overnight, all points giving access to the line or siding on which the train is standing must be securely clipped or scotched in such a position as will prevent any movement being made on to that line or siding. A red light must be placed on the rear of the train, and in those cases where movements can be made on to the line or siding in advance or rear of the train, a red light must be placed at each end of the train. The person in charge of the line or siding will be responsible for seeing that these instructions are complied with.

## (8) ELECTRIFIED LINES WITH CONDUCTOR RAILS.

Spraying operations must not be carried out on electrified section of lines with conductor rails unless the electricity has been cut off.

Where the train has to cross or pass over a portion of electric line which is not scheduled for weedkilling and the electric current has not consequently been cut off, the spraying operations must be suspended until the train has passed clear of such lines.

When spraying operations are being carried out on electrified lines, the baffles or guards must be placed in the appropriate positions to avoid the weedkilling solution being deposited on the surface of the conductor rails.

## MISCELLANEOUS NOTICES—continued.

## WEEDKILLING TRAIN—continued.

## (9) CONTROL OF TRAIN AND SPRAYING OPERATIONS.

The Guard will be responsible for the working of the train and must travel in the rear Brake Van when the train is being hauled and in the Leading Van when propelling. The Chief Civil Engineer's Weedkilling Operator will control and be responsible for the spraying operations.

Details of the running of the train will be shown on trains advices. (O.8922)

## 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 CODES FOR TELEGRAMS : BOOKLET BR.87222

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

## Page No.

38 Revised interpretation:—  
 DRY Speed not to exceed 5 m.p.h. through crossovers: when passing from one line to another; or to a diverging line at junctions. Elsewhere speed not to exceed 25 m.p.h. and the usual service speed restrictions to be observed.

## 71 Diesel Multiple Units—Present entries to be superseded by the following:—

Type	Description	Code
Diesel Stock	Motor First	MF
	Motor Second	MS
	Motor Compo	MC
	Motor Brake First	MBF
	Motor Brake Second	MBS
	Motor Brake Compo	MBC
	Motor First Lavatory	MFL
	Motor Second Lavatory	MSL
	Motor Compo Lavatory	MCL
	Driving Trailer First	DTF
	Driving Trailer Second	DTS
	Driving Trailer Compo	DTC
	Driving Trailer First Lavatory	DTFL
	Driving Trailer Second Lavatory	DTSL
	Driving Trailer Compo Lavatory	DTCL
	Trailer First	TF
	Trailer Second	TS
	Trailer Compo	TC
	Trailer First Buffet	TFRB
	Trailer Second Buffet	TSRB
	Trailer Compo Buffet	TCRB
	Trailer First Lavatory	TFL
	Trailer Second Lavatory	TSL
	Trailer Compo Lavatory	TCL
	Trailer Brake First Lavatory	TBFL
	Trailer Brake Second Lavatory	TBSL
	Trailer Brake Compo Lavatory	TBCL
	Motor Parcels and Merchandise Van	MPMV
	Diesel Rail Bus	DRB

## 74 Insert entry, as under, immediately following that relating to Carriage trucks:—

Type	Description	Code
Motor Car	Two-tiered bogie wagon for carrying 5 cars. V.B.	TIERWAG

## MISCELLANEOUS NOTICES—continued.

## \*\*\*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:—  
 (18)† S Postal paid message  
 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.

## 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. — Delete asterisk.  
 Locomotive Works Manager: — Delete word “Locomotive” in title.  
 Carriage and Wagon Engineer — Delete entire entry.  
 Carriage and Wagon Works Managers — Delete heading and all entries.  
 \*Road Motor Engineer — Delete asterisk.  
 District Road Motor Engineers — Delete entries relating to Bradford and York.

## Page 7

Delete all entries relating to Regional Accountant, Revenue Accountant and Works Accountant and substitute the following:—

Regional Accountant	Accountant KX	Accountant Northlin
King's Cross	Mecaccount Pbro N.	Mecaccount North Station Peterborough
Peterborough (Machine Accounting Centre)		
Engineer's Accountant	Engaccount KX	Engaccount Northlin London TASN
King's Cross		
Estate Accountant	Estaccount Pbro N.	Estaccount North Station Peterborough
Peterborough		
Revenue Accountant	Audit Mbone	Audit Eastfern London N.W.1
Marylebone		
Stores Accountant	Storaccount	Storaccount Rail Doncaster TASN
Doncaster		
Works Accountant	Workaccount Don	Workaccount Rail Doncaster TASN
Doncaster		
Stratford	Workaccount Strat	Workaccount Rail Stratford London E.15
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	Engaccount Yk	Engaccount Rail York TASN
(Statistics), York	Statistics Yk	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, I.
Assistant to Regional Accountant (Rolling Stock and Paybills)		
Darlington	Workaccount Dton	Workaccount Rail Darlington
Shildon	Workaccount Shildon	Workaccount Rail Shildon
Sectional Works Accountant York	Secaccount Yk	Secaccount Rail York TASN
Chief Traffic Manager	— Delete entire entry and substitute:	
Title	Railway Telegrams	Postal Telegrams
Assistant General Manager (Traffic)	Manager Traffic YK	Manager Traffic Rail York TASN

## MISCELLANEOUS NOTICES—continued.

## \*\*STANDARD LIST OF TELEGRAPHIC ADDRESSES—continued.

## Page 14

- Operating Officer, York. — Transfer asterisk to entry relating to "Passenger".  
 \*Rolling Stock Dept.  
 \*Chief Mechanical and Electrical Engr. — Delete asterisk and entry relating to "Doncaster".  
 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 — Amend "York, Old Station" entry to read:  
 York, Queen Street Stores Queen St Yk  
 \*Treasurer, Liverpool Street — Delete present entry and substitute:  
 Treasurer, York Treasurer Yk Treasurer Rail York TASN  
 \*Road Motor Engineer — Delete entire entry.

## Page 18

- Stores Superintendent — Delete entries and substitute the following:—  
 Title Railway Telegrams Postal Telegrams  
 Supplies and Contracts Manager St. Enoch Station, Glasgow C.I. Stores GO St E Stores Stenrail Glasgow CI  
 Storekeepers  
 Barassie Stores Barassie —  
 Cowlairs Stores GO Cow. —  
 Inverurie Stores Inverurie —  
 Irvine Stores Irvine —  
 St. Rollox Stores St Rollox —

## Page 19

- Add under existing entry for Shipping & Continental Manager:—  
 Continental Car Ferry Centre — Carferry London TELEX  
 Amend telegraphic address for Divisional Shipping Manager, Dover to read:—  
 Railboats Dover TELEX.  
 Amend existing entry for C.M. & E.E. District Outdoor Machinery Assistant—Central & Western Waterloo Station to read:—  
 Western Waterloo Station — Dome Rail Waterloo London S.E.1.

## 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:—

- On Main lines, Fast lines, and Single lines—Two red lights.
- 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).
- On Goods lines or Loops adjoining Slow or Relief lines, and running in the same direction—Two red lights (See Note).
- 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)

## RULE 141 (b). AMEND first paragraph to read:—

The signal for starting a passenger train must be given by the Guard, where provided, after obtaining an intimation from the person in charge of the platform that all is right for the train to proceed. Where no Guard is provided special instructions are issued. At stations where no platform staff is in attendance at the train, the Guard will be responsible for giving the signal to start to the Driver after satisfying himself that all is right for the train to proceed.

## MISCELLANEOUS NOTICES—continued.

## 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 (i.e. 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.590<sup>rd</sup>)

## 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.

(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.



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

—continued.

(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.

(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 loco-

**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. motive requiring attention en route.

**For conveyance of Privately Owned Locomotives, see separate Appendix Instructions.**

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

**GENERAL PORTION.**

Page 4.

**SINGLE LINES CONTROLLED BY TRANSIENT TRACK CIRCUITS.**

**SECTION OBSTRUCTED.**

**ADD** as second paragraph:—

When the services of the Fireman are not available the Guard must perform the duties laid down for the Fireman, but in the case of trains or engines the driving cabs of which are single manned, the Driver must proceed to the token station for assistance.

Page 15.

**COUPLING AND UNCOUPLING OF ENGINES.**

**ADD:**—

In the case of trains or engines the driving cabs of which are single manned the duties of coupling and uncoupling must be performed by the Traffic (Operating) Department Staff.

Page 17.

**NUMBER TABLETS FOR EXCURSION AND SPECIAL TRAINS.**

**Add** to Clause 9 and 10:—

In the case of a train or engine the driving cabs of which are single manned the duties of the Fireman must be undertaken by the Driver.

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)

## 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).

## 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

## 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.

NORTH EASTERN REGION—continued.

## Lines over which restrictions are to be observed.

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.

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

## SECTIONAL PORTION—NORTH EASTERN OPERATING AREA.

## LOCAL INSTRUCTIONS.

Page 74.

INSERT:—

## WENSLEY—HAWES.

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)

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. 74—SCOTSWOOD TO WEST WYLAM VIA NORTH WYLAM.

Page 101 (Supplement No. 2, page 80).

## LEMINGTON.

WALBOTTLE SIGNAL BOX.

ADD additional paragraph:—

Trains from the East requiring to be staged in Blutcher Colliery Siding must be taken forward on the Down Main to Newburn for the running round movement and then return via the Up Main to Walbottle.

Line No. 83A—WOOLER TO COLDSTREAM.

Page 107 (Supplement No. 2, page 81).

DELETE:—

## KIRKNEWTON.

STATION SIDINGS—Owing to the gradient, etc.

(O.9000/N)

Line No. 85—MORPETH STATION TO REEDSMOUTH.

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

DELETE:—

## KNOWESGATE.

Intermediate Token Instrument and relative instructions.

(O.8973)

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 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. 39 Page 149 (Supplementary Operating Instructions, page 274) <del>DELETE:—</del> Glaisdale	Picton to Grosmont (Both directions) 53		—	—	—	—	26 miles 65 chains to 27 miles 45 chains.
<del>INSERT:—</del> Glaisdale	(Both directions) 35		—	—	—	—	26 miles 65 chains to 27 miles 45 chains.
Line No. 40 Page 149 (Supplementary Operating Instructions, page 274) <del>AMEND:—</del> Geneva Loop	Darlington South and (Both directions) 15		—	—	—	—	Speed Limit
Line No. 43 Page 155 (Supplementary Operating Instructions, page 275) <del>AMEND:—</del> Seaton Carew	Northallerton (Station and Hopetown) to Penrith, etc. (Both directions) 20 20		—	—	—	—	Hartlepool 69 miles 41 chains to 69 miles 45 chains. To and from Goods lines.
Line No. 49 Page 162 <del>INSERT:—</del> Charity	Darlington (Hopetown) to Penrith, etc. (Both directions) 15 15		—	—	—	—	1 mile 30 chains to 1 mile 33 chains. To and from Goods lines (O.1076)
Line No. 78 Page 185 <del>DELETE:—</del> Tynemouth	Tynemouth to Heaton South, via Wallsend — —		—	W	—	—	Blyth and Tyne Goods Yard
Page 187 Line No. 81 Line No. 81 sham to Blyth, Staiths and Backworth Junction Hartley Station	AMEND heading to read:— Backworth to Morpeth, Bedlington to Newbiggin, Cambois Branch, Newsam to Blyth via Marchey's House to Winning 30 30 25 25		—	—	—	—	Heaton West, Newsam to Blyth via 11 miles 2 chains to 11 miles 43 chains

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE A—continued.

Station Junction, Signal Box, ect.	Speed Limits and Speed Restrictions on Running Lines		Engine Turn tables	Water Column or Troughs	Catch Points and Spring or unworked Trailing Points	Gradient (Rising) unless otherwise shown	Location
	Miles per hour						
	Up	Down					
<del>INSERT:—</del> Backworth Junction	to Morpeth 45 45 30 30		—	—	—	—	<b>SPEED LIMIT</b> 6 miles 60 chains to 6 miles 78 chains
Backworth Junction	20 20		—	—	—	—	6 miles 78 chains to 7 miles 9 chains
Backworth and Hartley	30 30		—	—	—	—	9 miles 4 chains to 10 miles 10 chains
Hartley	30 30		—	—	—	—	11 miles 4 chains to 11 miles 23 chains
Bedlington	30 30		—	—	—	—	15 miles 46 chains to 15 miles 76 chains
Morpeth	20 20		—	—	—	—	20 miles 20 chains to Station
Hartley to Monkseat-on West	45 (Both directions)		—	—	—	—	<b>SPEED LIMIT</b>
Hartley	25 (Both directions)		—	—	—	—	3 miles 57 chains to 3 miles 19 chains
Monkseaton	35 (Both directions)		—	—	—	—	0 miles 40 chains to 0 miles 4 chains
Monkseaton West	20 (Both directions)		—	—	—	—	0 miles 4 chains (Hartley to Monkseaton mileage) to 8 miles 76 chains (Tynemouth Branch mileage)
Newsham to Blyth	45 45		—	—	—	—	<b>SPEED LIMIT</b>
Newsham	20 20		—	—	—	—	0 miles 0 chains to 0 miles 17 chains
Blyth	20 20		—	—	—	—	1 mile 23 chains to 1 mile 40 chains
Page 188 <del>INSERT:—</del> Bedlington to Newbiggin	40 40		—	—	—	—	<b>SPEED LIMIT</b>
Bedlington	20 20		—	—	—	—	0 miles 0 chains to 0 miles 6 chains
North Seaton	30 30		—	—	—	—	1 mile 41 chains to 1 mile 72 chains
Ashington	25 25		—	—	—	—	2 miles 70 chains to 3 miles 35 chains
Cambois Branch West	35 35		—	—	—	—	<b>SPEED LIMIT</b>
Sleekburn	15 20		—	—	—	—	0 miles 0 chains to 0 miles 26 chains
Cambois	25 25		—	—	—	—	1 mile 79 chains to 2 miles 27 chains
North Blyth	5 5		—	—	—	—	3 miles 0 chains to end of Staiths

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE A—continued.

Station Junction, Signal Box, ect.	Speed Limits and Speed Restrictions on Running Lines		Engine Turn tables	Water Columne or Troughs	Catch Points and Spring or unworked Trailing Points	Gradient (Rising) unless otherwise shown)	Location
	Miles per hour						
	Up	Down					
Newsham to Blyth via Staiths Marchey's House to Winning	15	15	—	—	—	—	SPEED LIMIT
	20	20	—	—	—	—	SPEED LIMIT
Line No. 83 Page 188 Alnmouth and Alnwick Alnmouth	40	40	—	—	—	—	SPEED LIMIT
Alnmouth	15	15	—	—	—	—	0 miles 0 chains to 0 miles 29 chains to 2 miles 69 chains to 3 miles 6 chains
Alnwick	15	15	—	—	—	—	

TABLE B.

LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM

Line No.	From	To	Line	
			Up	Down
Page 194 DELETED:— 43	Eaglescliffe North	Eaglescliffe	Nos. 1, 2 and 3 Goods Independent	—

(O.7998)

TABLE C.

LINES WORKED UNDER "NO BLOCK" REGULATIONS.

Line No.	From	To	Line	
			Up	Down
Page 199 INSERT:— 43	Eaglescliffe North	Eaglescliffe South	Nos. 1, 2 and 3 Goods Lines	—

(O.7998)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

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

SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

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)

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 King Edward Bridge Greensfield	Up Down Up Down Up Down	For turning Post Office vehicles when normal means not possible (O.7654)

TABLE L.

PROPELLING OF BALLAST TRAINS—RULES 149 (vii) AND 175.

Line No.	From	To
Page 230 72 Delete :-	Hexham East Border Counties	Border Counties Hexham East (O.8574/3)

TABLE M.

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR.

Line No.	From	To	Line	No. of Vehicles and special conditions
Page 232 (page 139 No. 2) DELETED:— 1	Darlington Croft Spa	Croft Spa Darlington South	Up Down	One fully fitted Horse Box or fully fitted Cattle Wagon (O.8254)

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

## SECTIONAL PORTION—NORTH EASTERN OPERATING AREA—continued.

TABLE R.

## ENGINEER'S VELOCIPED CAR.

Line No.	Section of Line
Page 250 DELETE:—	
39	Picton—Grosmont
INSERT:—	
39	Battersby—Grosmont
Page 250 DELETE:—	
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.
Q.3	Widdrington. North.	6-0 am to 10-0 pm M. to F. 6-30 am to 2-30 pm S.
R.1	Acklington. Station. Marske. Longbeck.	6-0 am to 10-0 pm M. to S. 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.
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. Aysgarth. Station. Askrigg. Station. Hawes. Station. Bedale Station to Wensley Station.	Delete all entries. Delete all entries. Delete all entries. Delete all entries. Amend description of Block System to read:— "Electric Token".

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

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

R.11	Wensley. Station.	Amend description of Block System to read:— "One Engine in Steam".
U.1	Millfield. Station. Pallion. Station.	7-0 am to 2-20 pm M. to S. 6-30 am to 10-30 pm M. to F. 6-30 am to 2-30 pm S.
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	Ahnfield 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. Fell. Pallion. Ogdens Lane.	Continuous 6-0 am to 10-0 pm M. to S. 6-0 am M. to cessation of traffic Su. 6-30 am to 10-30 pm M. to F. 6-30 am to 2-30 pm S.
U.6	Shincliffe. Whitwell. Fencehouses. Leamside. Newbottle Lane.  Station.	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.
	Penshaw. North.	6-35 am to 10-45 pm M. to S.
	Washington. South. Usworth. Station. Felling. Station.	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.
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. Hexham. Border Counties. Fourstones. Warden.	5-0 am M. to 11-30 pm S. 5-0 am M. to 11-30 pm S. DELETE entries. AMEND distance between Signal Boxes to read 2 miles 1,365 yards.
V.2	Scotswood. Montague.	Closed.

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

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

V.3	Blaydon. South.	As required M. to S.
	Lintz Green. Station.	Closed.
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.
	South.	4-0 am M. to 11-59 pm S.

# ACCIDENTS

**DON'T JUST HAPPEN  
THEY ARE CAUSED**

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

York  
29th February, 1960

0.8870/N10

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/N10'

C. J.

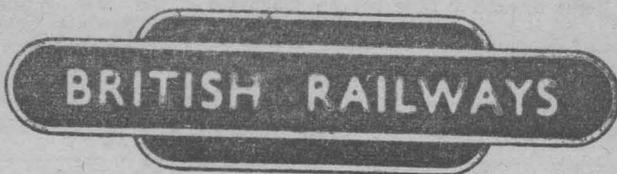
WOOLSTENHOLMES

For the information and guidance of Railway Staff only

N-1

**NE/N**

No. 12



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 19th March, 1960  
to Friday, 25th March, 1960 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, 20th MARCH.—STOCKTON, BISHOPTON LANE.

Main to Main crossover, line No. 40, Dgm. No. 641/2, will be removed and the Up and Down Main line made good with plain line.

## SUNDAY, 20th MARCH.—STOCKSFIELD, STATION.

No. 27 Up Main Starting signal will be renewed at increased height on same site.

## SUNDAY, 20th MARCH.—SOUTH DOCK, GRANGE TOWN CROSSING GROUND FRAME.

No. 1 Down Home, Hendon line signal will be renewed at a reduced height on same site.

## SUNDAY, 20th MARCH.—THORNABY, BOWESFIELD.

The three-position junction indicator situated above No. 128 signal will be replaced by a theatre type route indicator reading as follows:—

- L—Up Loop.
- E—Castle Eden Branch.
- H—Up Stockton.

## DETAILS OF WORKS ALREADY CARRIED OUT.

## LAMESLEY STATION.

No. 2 Up Fast Home signal has been dispensed with.  
No. 8 Up Slow Home signal has been repositioned at a reduced height, 20 yards further from Signal Box. (4)

## \*• LAMESLEY, STATION.

New sidings and connections worked by a 4 lever ground frame, electrically released from the Signal Box and situated to the left of the Down Slow line have been installed, 200 yards North of Signal Box. Telephone has been provided.

## New Points.

No. 2 Up Slow to Down Slow crossover.  
No. 4 Down Slow to Down Sidings.  
No. 23 Down Slow Starting signal with co-acting arms has been renewed as a single arm at a reduced height, 400 yards further from the Signal Box. (6)

## NORTHALLERTON, BOROUGHBIDGE ROAD AND BROMPTON STATION.

## Northallerton, Boroughbridge Road.

Signal dispensed with.  
No. 9 Up Main Distant (under Northallerton East No. 7 Up Main Home).  
No. 19 Down Main Starting signal has been replaced by a 4-aspect colour light showing R, Y, YY or G, situated 425 yards North of Signal Box on straight post on left-hand side of Down Main line. Telephone provided.

## Northallerton Station.

Signal dispensed with.  
R.29 Up Northallerton loop to Up Main Distant (under Northallerton East No. 4 Up Main to Up Branch).

## Northallerton East.

Northallerton East has ceased to be a block post and points are operated from Low Gates. All existing semaphore and disc signals abolished.

## Northallerton Station: Low Gates and Boroughbridge Road Signal Boxes.

Absolute block instruments have been dispensed with between Low Gates and Northallerton Station also between Low Gates and Boroughbridge Road and descriptive working substituted.

## Northallerton, Low Gates.

Signals dispensed with.  
No. 1 Up Main Home and No. 3 Up Main shunt-ahead.  
No. 2 Up Main Distant.  
No. 16 Down Main and Down Branch Distant.

## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## NORTHALLERTON AND LOW GATES—continued.

## New signals.

No. 29 Up Main Home—a four-aspect colour light signal showing R, Y, YY or G situated 121 yards North of Signal Box, on right-hand bracket on left-hand side of Up Sidings.

No. 28 Up Main 'Shunt Ahead'—Subsidiary signal with illuminated 'S' situated on same bracket as No. 29 colour light signal.

No. 36 Up Main or Up Main to Branch—A 4-aspect colour light signal showing R, Y, YY or G situated 384 yards south of Signal Box with left-hand route arm—right-hand bracket situated left-hand side of Up Siding.

No. 34 Ground position light signal fitted with 3 illuminated indicators, situated 382 yards South of Signal Box, on left-hand side of Goods Yard line.

	Route Indication
Shunting Goods Yard to Spur	Illuminated S
Shunting Goods Yard to Up Branch	Illuminated B
Shunting Goods Yard to Up Main	Illuminated M

No. 35 Down Branch Outer Home (formerly controlled by Northallerton East)—4-aspect colour light renumbered LG.48.

No. 38 Shunting Down Main or Up Branch—Ground position light signal situated between Up and Down Main lines, 445 yards South of Signal Box.

No. 40 Shunting Up Main to Down Main, or to No. 12 signal or to Goods Yard—Ground position light signal situated between Up and Down Main lines, 510 yards South of Signal Box.

No. 51 Down Main Home—A 4-aspect colour light signal showing R, Y, YY or G, situated 935 yards South of Signal Box, on straight post on left-hand side of Down Main line.

No. 50 Down Main—A 3-aspect colour light signal showing R, Y or G, situated 625 yards South of Signal Box, on straight post on left-hand side of Down Main line.

No. 49 Down Main 'Shunt Ahead'—Subsidiary signal with illuminated 'S' situated on same post as No. 50 colour light signal.

No. 47 Down Branch to Down Main—A 3-aspect colour light signal showing R, Y or G, situated 670 yards South of Signal Box, on straight post on left-hand side of Down Branch.

Telephones have been provided at the following signals:—

- No. 16 Down Main Starting.
- No. 29 Up Main Home.
- No. 36 Up Main or Up Main to Branch.
- No. 47 Down Branch to Down Main.
- No. 50 Down Main.
- No. 51 Down Main Home.

## Brompton Station.

No. 5 Up Main Starting signal has been replaced by a 4-aspect colour light signal showing R, Y, YY or G, situated 950 yards South of Signal Box, on straight post on left-hand side of Up Main line. (3)

## \*• PELAW, SPRINGWELL.

## Points dispensed with.

No. 12 Up Sidings to Up Main line have been clamped and spiked normal, pending removal.

## Signals dispensed with.

No. 11 Up Sidings to Up Main line.  
No. 13 Backover Up Main line to Up Sidings. (6)

## PELAW AND FELLING.

## Felling.

Down Main Auto Home with No. 25 Down Main Distant below has been replaced by a 4-aspect auto signal, approximately 150 yards nearer Signal Box, showing R, Y, YY or G, and re-numbered D.98.

No. 28 Down Main Outer Home semaphore signal has been replaced by a 4-aspect colour light signal, 233 yards further from Signal Box, showing R, Y, YY or G, and re-numbered FL.28.

No. 20 Up Main Home semaphore has had the green aspect blanked out and now has a 2-aspect colour light fixed below, showing Y, G, with semaphore "off".

No. 21 Up Main Starting, 3-aspect colour light signal has been converted to automatic showing R, Y and G, and re-numbered U.99.

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## PELAW AND FELLING—continued.

## Pelaw.

No. 8 Up Main Semi-Auto Home with No. 1 Up Distant signal below has been replaced by a 4-aspect colour light signal, 10 yards nearer Signal Box, showing R, Y, YY and G, and re-numbered PW.48.

Telephones have been provided on the following:—

Felling—FL.28, D.98.

Pelaw—PW.48, U.99.

(4)

## TYNE IMPROVEMENT COMMISSION Nos. 1 AND 6: ALBERT EDWARD DOCK.

Signals No. 2 Down Main to T.I.C. No. 8 Signal Box, No. 3 Down Main to No. 9 Signal Box and No. 4 Down Main to Down Independent to No. 9 Signal Box have been transferred to a new bracket displaying the same aspects over the track approximately 153 yards West of No. 6 Signal Box.

(1)

## PRUDHOE STATION.

No. 16 Up Main Home No. 2 signal has been renewed at reduced height on same site.

No. 7 Shunting Up Main to Down Main and Up Siding signal has been renewed as ground disc situated between Up and Down Main lines, same distance from Signal Box.

(3)

## HEXHAM, BORDER COUNTIES.

Border Counties Signal Box has ceased to be a block post and all points and signals have been dispensed with. Points have been clamped and spiked normal pending removal.

(4)

## BIRTLEY, OUSTON.

No. 33 Down Branch Home signal has been renewed at reduced height on same site.

(4)

## TYNE DOCK BOTTOM.

## \*\*TYNE DOCK BOTTOM.

No. 45 Down Bede or to New Sidings and No. 46 Down Bede to New Quay Bracket signal has been replaced by a straight post for No. 45 signal at a reduced height on same site, and No. 46 as a ground disc situated at the left-hand side of No. 45 signal.

(6)

## SHILDON..

Consett Sidings (Lines Nos. 414, 415 and 416, Dgm. No. 631) have been removed and the Down Main line made good with plain line.

(3)

## THORNABY, EAST AND NEWPORT, EAST.

## Points dispensed with.

Thornaby East No. 96—Engine Sidings Nos. 1, 2 and 3 to Down Main.

## Signals dispensed with.

## Thornaby East.

No. 92 Down Main Starting.

No. 93 Engine Siding No. 1 to Down Main.

No. 94 Engine Siding No. 2 to Down Main.

No. 95 Engine Siding No. 3 to Down Main.

U.12 Automatic.

U. 13 Automatic.

D.12 Automatic.

## New Signals (Thornaby, East and Newport, East).

No. 92 Down Main Starting, Thornaby East. A 4-aspect colour light signal showing R, Y, YY or G, situated 1,368 yards East of Signal Box, on straight post on left-hand side of Down Main line.

D.12 Down Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 956 yards East of No. 92 signal, on straight post on left-hand side of Down Main line.

U.13 Up Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 542 yards West of Newport, East Signal Box, on straight post on left-hand side of Up Main line.

U.12 Up Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 905 yards West of U.13 signal, on straight post on left-hand side of Up Main line.

Telephones have been provided on the following signals:—

No. 92 Down Main Starting, Thornaby East.

D.12 Automatic.

U.13 Automatic.

U.12 Automatic.

(2)

## 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.

## 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	Commencin date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

## AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The Automatic Warning System is being installed between Durham North and Gateshead (K.E. Bridge) and between Belford, Station and Tweedmouth, North 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.

The equipment has been brought into use between King's Cross and Durham, North. 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.

## BRADBURY STATION.

The Main to Main crossover at Bradbury Station has been spiked out of use until further notice.

## 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.

## ★FACING CROSSOVERS.

Facing crossovers have been installed between the Up and Down Main lines at Little Mill, Chathill, Plessey, Christon Bank, Warkworth, Alnmouth, Longhirst and Morpeth. They have been plunged, clamped and padlocked out of use until further notice.

On Sunday, 20th March, facing crossovers will be installed between the Up and Down Main lines at Stanington and Acklington. They will be plunged, clamped and padlocked out of use until further notice.

## \*\*EAGLESCLIFFE NORTH AND EAGLESCLIFFE SOUTH.

New signals 54 and 65 have been brought into use at Eaglescliffe North, Nos. 1, 2 and 3 Up Goods lines are worked in accordance with the "NO BLOCK" regulations shown on pages 16 and 17 of the General Appendix.

## GATESHEAD, ST. JAMES' BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James' Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

## 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.

No. 3 Up Main Home signal has been repositioned 50 yards further from the Signal Box. Handsignalmen still in attendance.

## MISCELLANEOUS NOTICES—continued.

## SCOTSWOOD BRIDGE AND CONSETT NORTH VIA LINTZ GREEN.

The line between Rowlands Gill 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 Signaller 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.

## SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPLE STREET BRIDGE.

A gap has been created in the Third Rail, 55 ft. in length under Main line on approach side of South Shields Down Home signal. Motormen bringing motor parcels train to a stand at this signal to ensure motor contacts Third Rail.

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 hand-signal 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.

## MISCELLANEOUS NOTICES—continued.

## WASHINGTON COLLIERY N.C.B. LINE: WASHINGTON 'F' PIT AND FATFIELD ROAD LEVEL CROSSINGS.

The semaphore signals at the above crossings have been dispensed with and Drivers must be prepared to stop at the notice boards erected on each side of these crossings and not proceed until a green hand-signal is exhibited by the Crossing Keeper.

The notice boards are worded:—

"Engines must stop at this board and not proceed until the green hand-signal is exhibited at the level crossing."

## PENSRAW—WAPPING BRIDGE.

Until further notice, the Main to Main crossover has been clamped out of use.

## 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 readings:—

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.

## N.C.B. COLLIERY LINE—RYHOPE AND SILKSWORTH.

Due to repairs, all locomotives travelling over Black Road Bridge must proceed at caution and not exceed a speed of 15 m.p.h.

## 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.

## 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.

## 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 hand-signal given by the person in charge of the crossing.

(O.7852)

C. J.

WOOLSTENHOLMES

**NOTE**

This programme includes notices for **TWO WEEKS** ending Friday, 29th April.

For the information and guidance of Railway Staff only

N-1

**NE/N**

No. 16/17

**BRITISH RAILWAYS**

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 16th April, 1960  
to Friday, 29th April, 1960 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 REFERRED TO IN SECTION B.

## SUNDAY, 24th APRIL.—DURHAM, BROWNEY.

No. 4 Down Main Starting signal will be renewed 438 yards further from Signal Box. Track circuit and  sign provided.

## SUNDAY, 24th APRIL.—SOUTH DOCK, HENDON.

No. 114 Standage to Up Branch and No. 115 Standage to Up Main signal will be renewed and resited between Reception lines and Standage sidings, same distance from Signal Box. Nos. 112/113 signals will be moved and re-erected directly opposite 114 and 115 signals.

## SUNDAY, 24th APRIL.—SEATON, STATION.

## Points dispensed with.

No. 14 Siding to Main.

These will be spiked and clamped out of use pending removal.

## Signals dispensed with.

No. 10 Distant for Up I.B. Home.

No. 21 Down Starting.

No. 24 Sidings to Main Down.

No. 23 Up to Down Shunting signal will be resited between Up and Down Main lines, 30 yards nearer Signal Box.

No. 9 Up I.B. Home signal will become the Up Starting signal.

## SUNDAY, 24th APRIL.—HARTLEPOOL, CEMETERY SOUTH.

No. 53—Shunting from Bye Road signal will be replaced by a ground disc on same site.

## SUNDAY, 24th APRIL.—HAVERTON HILL, SOUTH.

## Points dispensed with.

No. 24 Outward Sidings No. 1 to Outward Sidings No. 3.

## Signal dispensed with.

No. 29 Pull Inward Sidings to Outward Sidings.

## MONDAY, 25th APRIL.—SEXHOW TO STOKESLEY.

Approximately 200 yards of track will be removed from the Up and Down Main lines (i.e. 100 yards either side of Bridge No. 15, Busby Bridge).

The track will then terminate at 6 miles 60 chains on the Picton side and at 6 miles 70 chains on the Stokesley side. Temporary buffer stops will be fixed at the new limits.

## DETAILS OF WORKS ALREADY CARRIED OUT.

## BIRTLEY, STATION.

No. 32 Up Slow Distant signal has been renewed as a left-hand bracket, situated to the right of Down Slow line, same distance from Signal Box. (3)

## BELFORD, CRAG MILL AND TWEEDMOUTH, SOUTH.

New colour light signals and A.W.S. equipment have been brought into use. For details, see Supplementary Programme No. 15A. (2)

## STOCKTON, BISHOPTON LANE.

Main to Main Crossover line No. 40, Dgm. No. 641/2, has been removed and the Up and Down Main line made good with plain line. (5)

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## TYNE IMPROVEMENT COMMISSION Nos. 1 AND 6: ALBERT EDWARD DOCK.

Signals No. 2 Down Main to T.I.C. No. 8 Signal Box, No. 3 Down Main to No. 9 Signal Box and No. 4 Down Main to Down Independent to No. 9 Signal Box have been transferred to a new bracket displaying the same aspects over the track approximately 153 yards West of No. 6 Signal Box. (5)

## PRUDHOE, STATION.

No. 15 Up Main Home signal No. 1 has been renewed at a reduced height on same site. (2)

## PRUDHOE, MICKLEY GATE BOX.

No. 5 Down Main Home signal has been renewed at reduced height on same site. (4)

## STOCKSFIELD, STATION.

No. 27 Up Main Starting signal has been renewed at reduced height on same site. (5)

## TYNE DOCK BOTTOM.

No. 45 Down Bede or to New Sidings signal with 46 Down Bede to New Quay, left-hand Disc signal has been renewed at reduced height as a straight post, with 2 miniature arms:—

Top Arm—No. 46.

Bottom Arm—No. 45.

4 yards further from Signal Box. (4)

## SOUTH DOCK, GRANGE TOWN CROSSING GROUND FRAME.

No. 1 Down Home, Hendon line signal has been renewed at a reduced height on same site. (5)

## RYHOPE, GRANGE.

No. 63 Up Hendon Home No. 1 signal has been renewed at reduced height on same site. (3)

## DARLINGTON, OLD COACH SHOPS YARD.

Line No. 306 (Dgm. No. 514) has been shortened by 25 yards and made into a dumb end siding. The crossover leading from Line No. 306 to Lines Nos. 305 and 307 (Dgm. No. 514) has been removed and Lines Nos. 305 and 307 have been made good with plain line. (3)

## SPENNYMOOR, EAST HOWLE GATE BOX.

East Howle Gate Box has been re-sited to the Bishop Auckland side of the crossing on the Up side. Gates are hand operated and fitted with key locks. (4)

## NEWPORT FORESHORE.

The redundant connection leading from the No. 4 Down Goods line has been repositioned 7 yards further West. (4)

## MIDDLESBROUGH, NORTH ORMESBY.

No. 25 Down Main Starting signal has been renewed 190 yards nearer Signal Box. (4)

## GRANGETOWN, STATION.

## Points dispensed with.

No. 37—Goods Line Crossover.

No. 38—Down Main to Up Goods Crossover.

No. 40—Down Main to Up Siding.

## Signals dispensed with.

No. 33—Down Goods Home No. 2.

—Down Goods to Down Main Home No. 2.

No. 34—Down Goods to Up Siding.

No. 43—Shunting Up Siding to Up Main.

—Shunting Up Siding to Up Goods.

## New signals.

No. 33—Down Goods Home No. 2—a straight post situated on same site as old No. 33 signal.

No. 43—Shunting Up Siding to Up Main—ground position light signal situated on same site as old No. 43 signal. (4)

## THORNABY, BOWESFIELD.

The three-position junction indicator situated above No. 128 signal has been replaced by a theatre type route indicator reading as follows:—

L—Up Loop.

E—Castle Eden Branch.

H—Up Stockton. (5)

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## \*\* THORNABY, EAST AND NEWPORT, EAST.

## Points dispensed with.

Thornaby East No. 96—Engine Sidings Nos. 1, 2 and 3 to Down Main.

## Signals dispensed with.

## Thornaby East.

- No. 92 Down Main Starting.
- No. 93 Engine Siding No. 1 to Down Main.
- No. 94 Engine Siding No. 2 to Down Main.
- No. 95 Engine Siding No. 3 to Down Main.
- U.12 Automatic.
- U. 13 Automatic.
- D.12 Automatic.

## New Signals (Thornaby, East and Newport, East).

No. 92 Down Main Starting, Thornaby East. A 4-aspect colour light signal showing R, Y, YY or G, situated 1,368 yards East of Signal Box, on straight post on left-hand side of Down Main line.

D.12 Down Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 956 yards East of No. 92 signal, on straight post on left-hand side of Down Main line.

U.13 Up Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 542 yards West of Newport, East Signal Box, on straight post on left-hand side of Up Main line.

U.12 Up Main Automatic. A 3-aspect colour light signal showing R, Y or G, situated 905 yards West of U.13 signal, on straight post on left-hand side of Up Main line.

Telephones have been provided on the following signals:—

- No. 92 Down Main Starting, Thornaby East.
- D.12 Automatic.
- U.13 Automatic.
- U.12 Automatic.

(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.

## 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	Commencin date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

## ★AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The Automatic Warning System is being installed between Durham North 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.

The equipment has been brought into use between King's Cross and Durham, North and between Belford, Crag Mill and Tweedmouth, South. Should enginemen 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.

## HEATON, LITTLE BENTON NORTH.

The facing points in the Up Main line and the trailing crossover have been disconnected until further notice. Handsignalmen in attendance.

## NEWCASTLE AND BURNMOUTH RESIGNALLING.

Catch points have been installed at the following places:—

In Up Main line, Crag Mill to Smeafield at 53 miles 1,694 yards.

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.

## FACING CROSSOVERS.

Facing crossovers have been installed between the Up and Down Main lines at Little Mill, Chathill, Plessey, Christon Bank, Warkworth, Alnmouth, Longhirst, Morpeth, Stannington, Acklington and Chevington. They have been plunged, clamped and padlocked out of use until further notice.

## GATESHEAD, ST. JAMES' BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James' Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

## WEST SLEEKBURN.

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.

No. 3 Up Main Home signal has been repositioned 50 yards further from the Signal Box. Handsignalmen still in attendance.