

Chas. Boye
FOR THE INFORMATION OF RAILWAY STAFF ONLY

R-1 J.

NE/N

WOOLSTENHOLMES

No. 3

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 19th January 1963
to Friday, 25th January 1963 inclusive**

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

SIGNALLING RECORD SOCIETY

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Section C—

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 20th JANUARY.—STOCKTON OLD M.P.D.

As from Sunday, 20th January, all lines leading to the old engine sheds will be recovered. (6)

SUNDAY, 20th JANUARY.—THORNABY EAST AND TEES.

Thornaby East.

Up Siding Ground Frame will be dispensed with.

Alteration to Control of Signal.

The control of TE.92 Down Main Starting will be transferred to Tees Signal Box TY.171.

Tees.

New Points.

- 503 Up Goods 2—Down Goods 2.
- 504 Up Goods 2—Up Engine Line.
- 505 Down Goods 2—Down Engine Line.
- 506 Engine Release Line—Down Engine Line.
- 507 Down Goods 2—Reverse Road.
- 509 Up Goods 2—Down Goods 2.
- 512 Up Goods 1—Up Engine Line.
- 513 Up Engine Line—Down Engine Line.
- 514 Down Engine Line—Transfer Line 3.
- 515 Down Main—Up Goods 1.
- 516 Engine Line—Down Engine Line.
- 517 Up Goods 1—Loco Outlets.
- 518 Engine Line—Loco Outlets.
- 521 Up Goods 2—Down Goods 2.
- 523 Up Goods 2—Transfer Roads 1 or 2.
- 524 Up Goods 2—Transfer Line 2.
- 526 Engine Line—Loco Inlet.
- 527 Engine Line—Loco Coal Empties.
- 528 Engine Line—Coaling Plant.

New Signals.

Up Direction.

Signal No.	Location	Aspect M—Main S—Subsidiary	Route Indication where provided	Destination to Line or Signal
TY.132	Up Goods 1	M	—	Up Goods 1 TY.153
TY.137	Up Goods 2	S	—	Up Goods 1
		M	E	Up Engine Line TY.154
TY.145	Up Goods 2	S	E	Up Engine Line
		M	2	Up Goods 2 TY.145
		S	2	Up Goods 2
		M	—	Up Goods 2 TY.158
TY.153	Up Goods 1	S	—	Up Goods 2
		M	I	Up Goods 1
		S	E	Up Engine Line TY.176
		S	—	TY.165 or TY.166 or TY.168
		S	Y	Transfer Line 3
		S	Y	Transfer Line 3

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**New Signals—continued.
Up Direction—continued.**

Signal No.	Location	Aspect M—Main S—Subsidiary	Route Indication where provided	Destination to Line or Signal
TY.154	Up Engine Line	M	E	Up Engine Line TY.176
		S	E	Up Engine Line TY.166 or TY.168
		S	Y	Transfer Line 3 Transfer Line 2
TY.158	Up Goods 2	S	Y	Up Goods 2
TY.176	Engine Line	S	L	Loco Inlet
		S	E	Engine Line
Down Direction				
TY.135	Down Goods 2	M	—	Down Goods 2 TY.128
TY.139	Down Engine Line	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.141	Engine Release Line	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.142	Down Goods 2	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.147	Down Goods 1	S	—	Down Goods 2
		M	—	Down Goods 1 TY.144
TY.152	Down Goods 2	S	I	Down Goods 1
		M	—	Down Goods 2 TY.142
TY.169	Loco Outlets	S	2	Down Goods 2
		M	E	Down Engine Line TY.139
		S	E	Down Engine Line Up Engine Line "Limit of Shunt"
		S	—	Up Goods 1 "Limit of Shunt"
TY.171	Down Main	M	M	Down Main D.13
		M	—	Down Main D.13

New Position Light Ground Signals.

- 138 Shunting Down Goods 2 to Up Engine Line (Route E) or Up Goods 2 (Route 2).
- 146 Shunting Down Goods 2 to Reverse Road.
- 149 Shunting Reverse Road to Down Goods 2.
- 151 Shunting Up Goods 2 to Down Goods 2.
- 155 Shunting Down Engine Line to TY.166.
- 156 Shunting Down Goods 2 to Transfer Line 2 (Route Y) or Up Goods 2 (Route 2).
- 159 Shunting Transfer Road 2 to Transfer Line 2 (Route Y) or Up Goods 2 (Route 2).
- 161 Shunting Up Goods 2 to Transfer Roads (Route T) or Down Goods 2 (Route 2).
- 165 Shunting Up Goods 1.
- 166 Shunting Down Engine Line to TY.168 or Loco Coal Empties or Transfer Line 3.
- 167 Shunting Loco Coal Empties to Down Engine Line.
- 168 Shunting Up Engine Line to Engine Line.
- 172 Shunting Loco Outlet 1 to TY.169.
- 173 Shunting Loco Outlet 2 to TY.169.
- 174 Shunting Loco Outlet 3 to TY.169.
- 175 Shunting Loco Outlet 4 to TY.169.
- 177 Shunting Coaling Plant to Loco. Coal Empties (Route L) or Engine Line "Limit of Shunt" (Route E).
- 178 Shunting Engine Line to Loco. Coal Empties (Route L) or Engine Line "Limit of Shunt" (Route E).

Tees Up Yard Ground Frame.

New Position Light Ground Signals.

- 1 Shunting Reverse Road to Down Goods 2 (Controlled by Tees TY.149).
- 2 Shunting Reverse Road.

DETAILS OF WORK ALREADY CARRIED OUT.

NEWCASTLE AND MORPETH.

Between Morpeth and Newcastle (signals 23 and 25) and Newcastle (Argyle Street Down Home signals 44 and 49) and Morpeth, A.W.S. 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, including the following Branch line signals:—

Riverside Branch.

Riverside Up Branch Home.
Riverside Up Branch Outer Home.
Riverside Up Branch Distant.

Heaton—Tynemouth Branch.

Heaton South Up Tynemouth Home.
Heaton South Up Tynemouth Outer Home.
Heaton South Up Tynemouth Inner Distant.
Heaton South Up Tynemouth Outer Distant.

Benton South East Curve.

Benton Quarry Up Home.
Benton Quarry Up Inner Distant.
Benton Quarry Up Outer Distant.

Benton South West Curve.

Benton Quarry Up Home.
Benton Quarry Up Inner Distant.
Benton Quarry Up Outer Distant. (5)

MORPETH AND ALNMOUTH.

Between Alnmouth and Morpeth (120 Up Main Outer Home) and Morpeth (6 Down Main Starting) and Alnmouth, A.W.S. inductors have been brought into use at all signals capable of displaying the Caution aspect, i.e. Distant signals and multi-aspect colour light signals. (4)

**SEAHAM.

The connections from the Up Goods line to the Banana Road have been moved 30 yards towards Dawdon Signal Box and the Up Goods line has been slued 10 yards East of its former position. (3)

**PONTOP CROSSING AND BOLDON COLLIERY.

Straight post with left-hand bracket carrying 24 Boldon Colliery Up Main Home No. 2 with 4 Pontop Crossing Up Main Outer Distant below and 22 Up Main to Branch signals has been renewed 27 yards further from Signal Box. (3)

**GATESHEAD FREIGHT TERMINAL.

Three Sorting Sidings and all the 'Sundries' Sidings have been brought into use. (3)

GATESHEAD FREIGHT TERMINAL.

Three new sorting sidings adjacent to the new Shed have been brought into use. St. James Sidings have been taken out of use for remodelling. (4)

GATESHEAD FREIGHT TERMINAL.

Reception Sidings Nos. 3 and 4 have been taken out of use.
Reception Sidings Nos. 1 and 2 are now operated from St. James' Bridge end only.
A temporary Crossover Up Goods to Sorting Sidings situated immediately ahead of Gateshead Up Pelaw Goods signal No. 56 has been brought into use. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BETWEEN COWENS CROSSING AND ADDISON.

Cowens Crossing.

Signals dispensed with.

11 Up Main or to Down Main.
27 Shunting Down Main (controlled by Blaydon Burn Ground Frame 4).
29 Quay Siding to Down Siding.
30 Shunting Quay Sidings Up Direction or to Up Main 31 or Cowens Sidings.
32 Shunting Up Main or to Quay Sidings.
33 Shunting Cowens Up Direction or to Brick Works Sidings.
35 Down Direction or to Quay Sidings.
36 Shunting from Brick Works Sidings.
37 Shunting Cowens Sidings—Down Direction.

Points dispensed with.

31 Up Main to Quay Sidings.
34 Cowens Sidings to Quay Sidings with 31.

Alteration to Signal.

7 Shunting Up Main to Up Goods has been repositioned on left of Up Main 70 yards nearer Signal Box.

Altered nomenclature of Signal.

	Old.	New.
	5 Up Goods to Down Main.	5 Up Goods to Up Main or to Down Main.
Blaydon Burn Ground Frame and associated Signal has been dispensed with. (5)		

**NORMANBY BRANCH.

Part of Gas Works Siding has been abandoned and wheel chocks provided at a point 300 yards in advance of Messrs. T. W. Ward's connection. (3)

Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended item.

MISCELLANEOUS NOTICES.

STANDARD CLASSIFICATION OF TRAINS.

Attention is called to Page 7 of Supplement No. 1 to the General Appendix dated 18th June, 1962, which shows amended train classifications. All concerned to note that in the various documents where trains are classified by the Letters A to K and where these have not yet been amended, the new classification must be substituted.

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

Drivers are reminded that when entering a bay platform on the North Eastern Region with a loaded or empty multiple unit diesel train they must bring their train to a stop 5 yards before reaching the buffer stops or any vehicle(s) which may be standing in the bay platform. (No. 1 Supplement to the Sectional Appendix—Southern/Northern Section, Page 42/47.)

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

The conversion of pallet vans previously restricted to a maximum speed of 40 m.p.h. has been completed and all types should be treated in accordance with the Conditions Relating to the Composition of Freight Trains on page 10 of Supplement No. 1 to the General Appendix dated 18th June, 1962, i.e.:—

When fitted with automatic brake or pipe—Class 4 (maximum speed 55 m.p.h.).

When marked XP —Class 4 plus (maximum speed 60 m.p.h.).

STEAM HEATER PIPES TRAILING ON THE PERMANENT WAY.

Frequent cases are occurring of steam heater pipes on the rearmost vehicle of Main line trains not being connected by the chain and hook provided. The heater pipe, if left trailing can come in contact with the Automatic Warning System damaging both the Automatic Warning System and the steam heater pipe.

The attention of all staff is drawn to the "Steam Heating of Passenger Trains" instructions in the Northern/Southern Sectional Appendix, Page 229/255, paragraph 4, which states:—

"All pipes after being disconnected must be suspended by the chain provided for the purpose. The hook must be placed in the eyelet or link and not in the end of the coupling."

(4)

★CONDEMNED WAGONS FOR LOCOMOTIVE COAL.

There are approximately 10,000 wagons marked "COND—ONE JOURNEY ONLY LOCO COAL" which have not yet been reported as having arrived at Motive Power Depots. These wagons have been removed from the book stock of British Railways and it is therefore strictly forbidden for wagons marked in this way to be used for any other purpose than the storage of loco coal. As they arrive at Motive Power Depots the C.M. & E.E. staff is to be advised so that report of arrival can be made to the Central Stock Registry on form CSR.2.

(6)

MISCELLANEOUS NOTICES—continued.

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
Greensfield Motive Power Depot (Pacific Shed)	Demolition works and repairs	Until further notice	20.10.62

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Stockton North Yard Down Receptions Water Column	Until further Notice	16-5-62
Richmond Station	Until further notice	9-10-62

DARLINGTON, BANK TOP STATION.

Until further notice, Lines Nos. R.64, R.66, 150 and 151, Dgm. No. 513, serving Platforms Nos. 2 and 3 and intervening lines will be reduced in length by 28 yards for standage of material wagons at the buffer stop ends in connection with the demolition of existing buildings and the construction of a new telephone exchange. Each Monday from 3-0 am to 4-0 am the full length of No. 2 Platform line (Line No. R.66) to be cleared for servicing troop trains. Station Pilot to clear and reset material wagons.

CATCH POINTS—BETWEEN NEWTON HALL AND KING EDWARD BRIDGE.

Catch points have been laid in the Up Main line at the following places:—
Ouston Junction at 73 m. 32 chs.
Hermitage Bridge at 71 m. 18 chs.
Chester Moor at 70 m. 35 chs.
Plawsworth at 69 m. 77 chs.
They have been clipped and padlocked out of use until further notice.

★CATCH POINTS—BIRTLEY STATION.

On Sunday, 20th January, catch points will be laid in the Up Fast line at 74 m. 53 chs. They will be clipped and padlocked out of use until further notice.

TRAILING CROSSOVER: BIRTLEY STATION AND LOW FELL STATION.

A trailing crossover has been laid in between the former Down Slow and the Up Slow line at 75 m. 26 chs. It is clamped and padlocked out of use. It is available for use but in the presence of an Operating Inspector only.

CONNECTIONS: BIRTLEY STATION AND LOW FELL STATION.

A trailing connection has been laid in on the Up Fast line and facing connections on the Up Slow line at 75 m. 17 chs. and 75 m. 23 chs., also a facing connection on the Up Fast line and a trailing connection on the Up Slow line at 75 m. 60 chs. A facing pair of points have been installed on the Up Fast line and a trailing pair of points on the Down Fast line at 76 m. 54 chs., also trailing connections have been laid in the Down Slow line at 74 m. 65 chs., 75 m. 18 chs., 75 m. 52 chs. and 76 m. 15 chs., and a facing connection in the Down Slow line at 74 m. 70 chs.

A 'Diamond' has been laid in the Up Slow line at 74 m. 65 chs. The points have been clipped and padlocked out of use until further notice.

MISCELLANEOUS NOTICES—continued.

CATCH POINTS—LOW FELL AND KING EDWARD BRIDGE.

Catch points have been laid in the Down Main line at 78 m. 36 chs. They have been clipped and padlocked out of use until further notice.

ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

PLESSEY STATION.

The connection from the Down Main line to the Station Sidings has been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN ACKLINGTON AND SOUTHSIDE.

Catch points have been laid in the Down Main line at 29 m. 70 chs. and 30½ m.p. They have been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

SOUTH GOSFORTH WEST TO EAST.

Until further notice, the Down Branch line between No. 8 points South Gosforth West and No. 44 Down Loop Home signal at South Gosforth East, will be out of use for traffic and will be used for the storage of empty electric coaches.

Block working will not apply on the Down Branch line.

Empty coaches may only be placed on, or taken off, this line under the supervision of a District Operating Inspector, who will be responsible for making safe arrangements with the Signalmen at South Gosforth West and East Signal Boxes.

During the time coaches are stored on the Down Branch line No. 8 points at South Gosforth West must be clipped and padlocked in the normal position and the keys kept in the Signal Box. Sleeper chock must be placed across the line opposite South Gosforth East No. 44 Down Loop Home signal, and this chock must be securely fastened to the rails.

Detonators, red flags and red lamps must be placed on the line at each end of the staged coaches.

Traffic from South Gosforth West to South Gosforth East must travel via South Gosforth Station.

Trains from South Gosforth East to South Gosforth West will continue to travel over the Up Branch line under Absolute Block Regulations.

NEWCASTLE—SOUTH SHIELDS: WITHDRAWAL OF ELECTRIC TRAINS.

The passenger train services between Newcastle and South Shields are worked by Diesel Multiple Units, the Electric Trains having been withdrawn.

Third Rail Section 53 and 62 inclusive and associated sidings have been discharged and isolated from all sources of supply. Dismantling of the Third Rail has commenced.

BARNARD CASTLE STATION.

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

Nos. 1 and 2 Down Goods.

Nos. 1 and 2 Up Goods.

North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17. Dgm. No. 706).

Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42. Dgm. No. 706).

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a handsignalman will be stationed at the temporary road crossing 200 yards west of the Old River to control the passage of road and rail traffic. A telephone is installed and connected to Thornaby East Signal Box.

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960).

Page 32.

DELETE 24 (c) and INSERT following:—

24 (c) Boxes where block switches are not provided—Opening.

(1) Where block switches are not provided the Signalman opening the box must send the "Opening of signal box" signal to the signal box on each side.

(2) (a) If the "Opening" signal is not received from an intermediate signal box at the time at which the box should open and the Signalmen on either side are unable to communicate with the signal box but can speak to each other by telephone, they may permit the entry of trains to the section under the following conditions:—

(i) the first train in either direction must not be allowed to enter the section until the two Signalmen concerned have come to a clear understanding.

(ii) the train must be stopped, the Driver advised of the position and instructed to pass at Danger the signal controlling the entrance to the Section and to proceed cautiously. He must be told to ascertain the circumstances at the intermediate box and advise the Signalman at the open signal box ahead if a Signalman is on duty at the intermediate box.

(iii) if the Driver of the first train advises that there is no Signalman on duty at the intermediate box, Block Regulation 25 (a) (iii) must be put into operation after the Signalman at the forward box has informed the man at the box in rear that the train which brought the message is complete.

(iv) if a Signalman is on duty at the intermediate signal box and it is still not possible to communicate with him Block Regulation 25 (a) (iv) must be carried out.

(b) If the Signalmen on either side of the intermediate box are unable to speak to each other, Block Regulation 25 (a) (iv) must be adopted.

(3) When a Signalman at an intermediate box arrives on duty late he must not send the "Opening" signal until he has first spoken to the Signalmen on either side and found that the sections are clear. If, however, a train should arrive at his box, he must inform the Signalman at the rear box that the train has arrived complete so that ordinary working can be commenced to that box.

(d) Boxes where block switches are not provided—Closing.

The Signalman closing the box must not leave duty until the "Train out of Section" signal has been received for the last train to pass, the block indicator placed in the normal position and the "Closing of signal box" signal sent to the box on each side.

ALTERATIONS TO GENERAL APPENDIX.

Page 2.

AMEND:—

MARSHALLING OF TRAVELLING CRANES—RULE 156.

Travelling Cranes must be marshalled next to the locomotive or, in the case of partially fitted trains, immediately behind the fitted portion.

TRANSMISSION OF VERBAL MESSAGES.

Page 4.

INSERT:—

1. It is of the utmost importance that verbal messages in connection with movements of trains or vehicles and matters affecting the safety of the line, either directly or by telephone, should be properly understood. The person initiating the conversation must announce his identity, ensure that he is speaking to the person or persons for whom the message is intended, and satisfy himself beyond all doubt that his message is fully appreciated before the conversation is terminated. In the case of telephone messages, each recipient must repeat his instructions to the sender before they are considered as understood.

2. In no circumstances should the word "Clear" be used in any message intended to convey that a line is blocked, e.g. such a message as "Down or Up line not clear" must not be used, but must be given definitely by using the words "Down or Up line blocked".

3. When a Handsignalman is appointed under the jurisdiction of a Signalman he must be instructed when commencing duty that the line or lines affected must always be considered to be blocked, and exhibit a hand danger signal unless and until verbal instructions to the contrary are received by him from, and repeated to, the Signalman concerned.

Page 65.

DELETE:—

TRANSMISSION OF VERBAL MESSAGES IN CONNECTION WITH THE SIGNALLING OF TRAINS.

Page 93 (Page 8 of Supplement No. 1).

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS, Clause (D).

Except during fog or falling snow all trains, etc.
 During fog or falling snow, however, freight trains may only be accepted under Block Regulation 5.

AMEND to read:—

Except during fog or falling snow all trains, etc.
 During fog or falling snow, however, freight trains only may be accepted under Block Regulation 5."

Page 116.

POST OFFICE LETTER MAI LS: CONVEYANCE HANDLING ETC.

INSERT as fourth and fifth paragraphs:—
 "In the absence of a postman at an intermediate station the guard should, if possible, without delay to the train, hand the mail to a responsible railwayman or draw the attention of a responsible railwayman to it. Where neither is possible, he should leave the mail on the platform in full view.
 "The Guard should not leave the mail unattended at Terminal stations. He should himself wait for the postman unless his duties call for his presence elsewhere. If they do, he should hand the mail to a responsible railwayman, i.e. Inspector, Foreman, another guard or Porter, who must take charge until the postman arrives."

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION).

TEES YARD AND SIGNAL BOX.

Concurrent with the alterations being carried out in connection with the modernisation of Tees Yard and Signal Box many amendments to the Tables in the Sectional Appendix are occurring daily.
 To avoid confusion it has been decided to withhold the amendments until the completion of the work.
 The alterations to the signalling and permanent way lay-out will continue to be shown in Section C of this programme as at present.

SEQUENCE OF LINES THROUGHOUT THIS BOOK

Page II AMEND:—

Northallerton (Cordio Junction) to Gateshead (Junction) via Horden (including Cordio Loop, Longlands Loop, Northallerton Station to East Junction, North Shore Branch, Seaham Harbour Branch, Tile Shed to Harton, Allhusen's Branch, Gateshead, High Street Junction to Greensfield Junction) ...	19
Gateshead (Greensfield Junction, Dunston Lines) to Blaydon via Norwood (including Dunston Staiths, Swallow Colliery Branch, Low Fell Sidings to Bensham Curve Junction, etc.) ...	66

TABLE A.

NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS), ETC.

Page 7.

Ferryhill. Coxhoe.

DELETE:—

Engine whistles 3S 1L 3S 1L To enter Ferryhill Yard.
 4S 1L 4S 1L To reverse loads at Ferryhill, etc.

Tursdale.

INSERT:—

Engine whistles in Up Slow or Goods column:—
 1L 2S Trains for Darlington and York.
 1L 1S Trains for Sedgfield.
 3S 1L 1L Trains to enter Ferryhill Yard.
 4S 1L To reverse loads at Ferryhill without entering Yard.

Description of Block Signalling on Main Lines Absolute unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes	Additional running lines	Loops and Refuge Sidings	Permanent speed restrictions miles per hour	Catch points, spring or unworked trailing points	Engine Whistles		C—crow
							L—long	S—short	
		M	Yds	Description	Down	Up	Down	Up	
VIA KING King Edward Bridge Junction (controlled by Gateshead S.B. (See page 11 for K.E.B. Jct. to Greensfield Jct. and High Level Bridge and page 11 for K.E.B. South East Curve))	EDWARD BRIDGE	1724	Down	Standage Wagons E. & V.	20	Position	Slow or Goods	Main or Fast	For
			Up		20	Gradient (Rising unless otherwise shown) 1 in.	Slow or Goods	Slow or Goods	
					15 (East)	All lines 79 m. 42 chs. to 79 m. 57 chs.	Slow or Goods	Main or Fast	
						Entering and travelling over K.E.B. South East Curve	Slow or Goods	Main or Fast	Curve (Branch)
						West End in description of block signalling, etc. column	Slow or Goods	Main or Fast	

Page 9—DELETE:— All below VIA KING EDWARD BRIDGE and INSERT following:—

Page 10
 DELETE
 INSERT

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
Page 11 DELETE—	VIA HIGH VIA HIGH	LE	VE	L	BRI	DGE	and	KING	EDWARD	BRIDGE	SOUTH	EAST	CURVE tables and INSERT following:			
Automatic and controlled colour light signalling	King Edward Bridge Junction (controlled by Gateshead S.B.)			●	●				—	15	Entering and travelling over K.E.B. South East		Curve (Branch			
	Greensfield Junction (See page 32 for Greensfield Junction to High Street Junction and page 19 for Gateshead to Northallerton via Horden)	0	674	●	●				10	10	Through Gateshead West station and entering		Down Slow Line, (Branch			
									20	—	Over junction towards High Street Junction (Branch		Speed Limit)			
									—	15	Over junction towards Pelaw, 101 m. 33 chs. to 100 m. 75 chs.		(Leads to Newcastle Central Station. (Leads to			
	Newcastle Newcastle	0	1024		●				15	15	All lines, 101 m. 45 chs. to Newcastle (Leads to Newcastle Central Station. (Leads to		Newcastle Central Station. (Leads to			

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
Controlled Colour Light Signalling	KING EDWARD BRIDGE SOUTH EAST CURVE							15	15	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	King Edward Bridge Junction (controlled by Gateshead S.B.) See page 9 for Northallerton to Berwick via King Edward Bridge Junction and see above for Northallerton to Berwick via High Level Bridge)															

Page 13.
Annitsford.
Dudley

DELETE:—Up and Down Additional running lines.

INSERT:— UPL 100 wagons.
DPL 100 wagons.

AMEND:—
Catch points.
CW—Down Passenger Loop clear of fouling point with Main line 567 yards before reaching DC.15 signal.
CW—Up Passenger Loop clear of fouling point with Main line 556 yards before reaching DC.4 signal.

INSERT:—	Catch Points.	Gradient.
C	Up line 575 yards before reaching U.12 signal.	210
C	Up line 523 yards before reaching S.4 signal.	210

Dam Dykes.
DELETE:—Entry.

Cramlington.
DELETE:—Entry including URS 38 and URS 68.

Plessey.
DELETE:—Entry. (Do not delete speed restriction 75 Down 75 Up Over Viaduct 12 miles 0 chains to 12 miles 20 chains.

Stannington.
DELETE:—Up and Down additional running lines.
AMEND:—Distance between signal boxes to read 6 miles 23 yards.

AMEND:—
Catch Points.
CW—Down Passenger Loop clear of fouling point with Main line 988 yards before reaching S.12 signal.
CW—Up Passenger Loop clear of fouling point with Main Line 995 yards before reaching S.5 signal.

INSERT:— DPL 150 wagons.
UPL 150 wagons.

Clifton Crossing.
DELETE:—Entry.
AMEND:—Engine whistles to be shown opposite Stannington.
INSERT:—Description of signalling Killingworth Station to Stannington (Inclusive) to read Automatic and Controlled Colour Light Signalling.

Page 14.
Morpeth.
Station.
AMEND:—Distance between signal boxes to read 2 miles 1,489 yards.

Page 14 (Page 3 Supplement No. 1)
Morpeth
Pegswood
Station

NSRT:—
CW—Up Main Line, 560 yards before reaching PD.6 signal
Widdrington
North

AMEND:—
S—Up Main Line 1,050 yards before reaching W 15 signal

...	218
...	300

Chevington

DELETE:—
S—Connection from Down Goods Loop to Down Main 3,500 yards before reaching Acklington 400 (Falling)
S—Connection from Up Goods Loop to Up Main 1,300 yards before reaching Up Loop to Up Main Home No. 2 signal 400
I.B.S. Down Line, 1,401 yards from Chevington

INSERT:—
Automatic and controlled colour light signalling in "Description of Block Signalling, etc." column between Morpeth Station and Widdrington Chevington.

Page 19.
AMEND:—Tweedmouth North to Tweedmouth.

Page 19
AMEND—line heading to read:—
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTH-ALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON. ALLHUSEN S BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
Page 29 DELETE	all table after Felling Station	1	839	●	●	Bridge and	INS	45	5	98m. 71chs. Passenger crossing	to 99m. 69 chs. trains in between	13chs.			2L 3S 2L 3S	Sunderland Stock trains
	St. James' Bridge (Controls additional running lines only. Main line signals controlled by Gateshead S.B.)	0	1181	●	●											
	Park Lane Junction (Controlled by Gateshead S.B.) (See page 31 for Allhusen's Branch)	0	1082	●	●			25	—	100m. 75chs. to 101m.		13chs.				
	High Street Junction	0	534	●	●			—	15	101m. 33chs. to 100m. CW-Up		75chs.				

Automatic and Controlled Colour Light Signalling

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	(Controlled by Gateshead S.B.) (See page 32 for High Street Junction to Greensfield Junction and page 11 for K.E.B. Junction to Newcastle via High Level Bridge)							5	5	Pelaw Goods Line, clear of fouling point with Main Line 76 yards before reaching Up Colour Light Signal No. 98						Passenger trains in emergency and Coaching Stock trains crossing between Main and Goods lines
	High Level Bridge Junction via Gateshead East Station	†	†					20	15	Over junction towards Greensfield Junction and passing through station and trains entering						101m. 13chs. to 101m. 33chs.

† For Distance High Street Junction to Greensfield Junction see "Via Curve" route on page 32. The distance from High Street Junction to Newcastle is 775 yards

e-h
FOR THE INFORMATION OF RAILWAY STAFF ONLY

C-1 J.
WOOLSTENHOLMES

NE/N

No. 6

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 9th February 1963
to Friday, 15th February 1963 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

At or between	Lines affected	Remarks
SALTBURN WEST to LOFTUS. DAILY UNTIL FURTHER NOTICE. North Skelton.	All.	8-0 am to 4-0 pm, repairing Bridge No. 8 at 29 m. 47 chs. Machinery in use.
STOKESLEY to GROSMONT. DAILY UNTIL FURTHER NOTICE. Battersby and Castleton.	Single.	8-0 am to 4-0 pm, repairing Bridge No. 43 at 17 m. 54 chs. Machinery in use.
Danby and Glaisdale.	Single.	8-0 am to 4-0 pm, repairing Bridges No. 58 at 21 m. 39 chs. and No. 60 at 21 m. 67 chs. Machinery in use.

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.

STOCKTON OLD M.P.D.

All lines leading to the old engine sheds are being recovered.

SATURDAY and SUNDAY, 9th and 10th FEBRUARY.—NEWTON HALL.

Signals dispensed with.

37 Up Main to Up Slow Inner Home.
39 Up Main to Up Fast Inner Home.
43 Up Main Outer Home.
45 Up Main Distant.

New Signals.

NH.39 Up Main—A 4-aspect colour light with junction indicator sited 15 yds south of 67½ m.p., reading:—

Up Main to Up Slow NH.33 signal (with junction ind.) or to Up Fast NH.38.

U.68—Up Main Auto.—A 3-aspect colour light (displaying Y, YY or G.) adjacent to 68½ m.p., reading:—

Up Main to NH.39 signal.

(Colour light signals will be illuminated at 2-30 am on Sunday, 10th February.) (9)

SATURDAY to TUESDAY, 9th to 12th FEBRUARY.—DOWN HILL LANE.

Level crossing gates will be dispensed with and replaced by lifting barriers operated from Signal Box. (9)

SUNDAY, 10th FEBRUARY.—THREE HORSE SHOES.

Points dispensed with.

7 Mains Crossover (spiked and clamped). (9)

DETAILS OF WORK ALREADY CARRIED OUT.

BIRTLEY, STATION.

A redundant Crossover Road, Up Slow to Down Slow, at 74 m. 50 chs. has been taken out. (8)

STELLA GILL FLATTS.

54 from No. 1 Group or Busty line signal has been repositioned 4 yards nearer Signal Box. (8)

FROM 6.00 am. SUNDAY, 27 JANUARY, 1963

GATESHEAD, NORWOOD, LOW FELL SIDINGS AND BENSHAM CURVE.

(See Supplementary Programme Gateshead No. 49A—9th December, 1962.)

→ Bensham Curve Signal Box has ceased to exist as a block post. The junction points are controlled by Gateshead.

A new ground frame named 'Bensham Curve Ground Frame (electrically controlled from Gateshead) has been provided on left of Up Goods line adjacent to/and operating the trailing crossover between Up and Down Goods lines.

All mechanical semaphore signals have been dispensed with and replaced by certain colour lights controlled by Gateshead.

SATURDAY/SUNDAY, 26/27 JANUARY, 1963
(ex KCA Prog. NE/N 4/1963)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Gateshead.
New Signals.

Signal No.	Location	Aspect M—Main S—Sub	Route or Junc. Indicator where provided	Destination to Line or Signal No.
153	Up Goods	M	L	Up Low Fell Curve LFS 4
		S	L	Up Low Fell Curve
		M	N	Up Norwood Curve ND.44
154	Down Low Fell Curve	S	N	Up Norwood Curve
		M	—	Down Goods G.149
155	Down Norwood Curve	S	—	Down Goods
		M	—	Down Goods G.149
		S	—	Down Goods

Norwood.

Points dispensed with.

- 51 Traps in Down Branch.
- 78 Traps in Up Goods.
- 82 Traps in Down Goods.

Signals dispensed with.

- 31 Up Main to Gateshead Starting No. 1.
- 32 To Gateshead Starting No. 2.
- 33 Up Main to Low Fell Starting.
- 40 Gateshead to Down Main Distant.
- 41 Low Fell to Down Main Distant.
- 44 Gateshead to Down Main Home 1.
- 45 Low Fell to Down Main Home 1.
- 55 Shunting Up Main to Down Branch or Up Branch.
- 56 Starting Up Main.
- 67 Up Main to Gateshead (Draw ahead).
- 68 Up Main to Low Fell (Calling-on).
- 69 Up Main to Coke Ovens.
- 75 Shunting Up Main to Full Line or Empty Line.
- 77 Shunting Down Main to Up Low Fell or Down.

New Colour Light Signals.

Signal No.	Location	Yds. East of S.B.	Aspect M—Main S—Sub	Route Indication	Destination
31/69	Up Main	180	M	G	Down Norwood Curve G.155
			M	L	Up Goods LFS 2
			S	G	Down Norwood Curve
44	Up Norwood Curve	330	S	L	Up Goods
			S	N	Coke Ovens
45	Down Goods	357	M	—	43 Signal

DETAILS OF WORK ALREADY CARRIED OUT—continued.

New Position Light Ground Signals.

55/75 Double Disc sited 154 yds. East of Signal Box reading:—

55 (Top) Shunting Up Main to Down Branch or Up Branch.

75 (Bottom) Shunting Up Main to No. 1 or No. 2 Full Sidings or No. 1 or No. 2 Empty Sidings.

77 Disc sited 173 yds. East of Signal Box reading:—
Shunting Down Main to Up or Down Goods.

Low Fell Sidings.

Signals dispensed with.

- 1 Up Main Distant.
- 2 Up Main Home.
- 3 Up Branch Distant.
- 4 Up Branch Home.
- 11 Down Siding to Down Main.
- 36 Down Main Starting.
- 37 Down Main to Down Branch Starting.
- 38 Down Main Home 2.

New Colour Light Signals.

Signal No.	Location	Yds. West of S.B.	Aspect M—Main S—Sub	Route Indication	Destination to Line or Signal No.
2	Up Main	286	M	—	Up Main 5 Signal
4	Up Branch	264	M	—	Up Main 5 Signal
36	Down Siding	121	M	N	Down Main to Norwood
			M	G	Down Branch to Gateshead
			S	N	Down Main to Norwood
37	Down Main	121	M	N	Down Main to Norwood
			M	G	Down Branch to Gateshead
			S	N	Down Main to Norwood

(7)

CLIFF HOUSE.

A ground frame has been installed between Cliff House Branch and Long Hill Sidings 100 yards North of and electrically controlled by Cliff House Signal Box.

It operates the existing spring points reading Branch Long Hill Sidings and a new disc signal situated left of Cliff House Branch, 100 yards North of Signal Box. (8)

**THORNABY EAST AND TEES.

Thornaby East.

Up Siding Ground Frame has been dispensed with.

Alteration to Control of Signal.

The control of TE.92 Down Main Starting has been transferred to Tees Signal Box TY.171.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Tees.

New Points.

- 503 Up Goods 2—Down Goods 2.
- 504 Up Goods 2—Up Engine Line.
- 505 Down Goods 2—Down Engine Line.
- 506 Engine Release Line—Down Engine Line.
- 507 Down Goods 2—Reverse Road.
- 509 Up Goods 2—Down Goods 2.
- 512 Up Goods 1—Up Engine Line.
- 513 Up Engine Line—Down Engine Line.
- 514 Down Engine Line—Transfer Line 3.
- 515 Down Main—Up Goods 1.
- 516 Engine Line—Down Engine Line.
- 517 Up Goods 1—Loco Outlets.
- 518 Engine Line—Loco Outlets.
- 521 Up Goods 2—Down Goods 2.
- 523 Up Goods 2—Transfer Roads 1 or 2.
- 524 Up Goods 2—Transfer Line 2.
- 526 Engine Line—Loco Inlet.
- 527 Engine Line—Loco Coal Empties.
- 528 Engine Line—Coaling Plant.

New Signals.

Up Direction.

Signal No.	Location	Aspect M—Main S—Subsidiary	Route Indication where provided	Destination to Line or Signal
TY.132	Up Goods 1	M	—	Up Goods 1 TY.153
TY.137	Up Goods 2	S	—	Up Goods 1
		M	E	Up Engine Line TY.154
TY.145	Up Goods 2	S	E	Up Engine Line
		M	2	Up Goods 2 TY.145
		S	2	Up Goods 2
TY.153	Up Goods 1	M	—	Up Goods 2 TY.158
		S	—	Up Goods 2
TY.154	Up Engine Line	S	1	Up Goods 1
		M	E	Up Engine Line TY.176
		S	E	Up Engine Line
		S	—	TY.165 or TY.166 or TY.168
TY.158	Up Goods 2	S	Y	Transfer Line 3
		M	E	Up Engine Line TY.176
		S	E	Up Engine Line
TY.176	Engine Line	S	—	TY.166 or TY.168
		S	Y	Transfer Line 3
TY.176	Engine Line	S	2	Transfer Line 2
		S	2	Up Goods 2
TY.176	Engine Line	S	L	Loco Inlet
		S	E	Engine Line

DETAILS OF WORK ALREADY CARRIED OUT—continued.

New Signals—continued.

Down Direction.

Signal No.	Location	Aspect M—Main S—Subsidiary	Route Indication where provided	Destination to Line or Signal
TY.135	Down Goods 2	M	—	Down Goods 2 TY.128
TY.139	Down Engine Line	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.141	Engine Release Line	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.142	Down Goods 2	S	—	Down Goods 2
		M	—	Down Goods 2 TY.135
TY.147	Down Goods 1	S	—	Down Goods 2
		M	—	Down Goods 1 TY.144
TY.152	Down Goods 2	S	1	Down Goods 1
		M	—	Down Goods 2 TY.142
TY.169	Loco Outlets	S	2	Down Goods 2
		M	E	Down Engine Line TY.139
		S	E	Down Engine Line
		S	—	Up Engine Line "Limit of Shunt"
TY.171	Down Main	S	—	Up Goods 1 "Limit of Shunt"
		M	M	Down Main D 13
TY.171	Down Main	M	—	Down Main D.13

New Position Light Ground Signals.

- 138 Shunting Down Goods 2 to Up Engine Line (Route E) or Up Goods 2 (Route 2).
- 146 Shunting Down Goods 2 to Reverse Road.
- 149 Shunting Reverse Road to Down Goods 2.
- 151 Shunting Up Goods 2 to Down Goods 2.
- 155 Shunting Down Engine Line to TY.166.
- 156 Shunting Down Goods 2 to Transfer Line 2 (Route Y) or Up Goods 2 (Route 2).
- 159 Shunting Transfer Road 2 to Transfer Line 2 (Route Y) or Up Goods 2 (Route 2).
- 161 Shunting Up Goods 2 to Transfer Roads (Route T) or Down Goods 2 (Route 2).
- 165 Shunting Up Goods 1.
- 166 Shunting Down Engine Line to TY.168 or Loco Coal Empties or Transfer Line 3.
- 167 Shunting Loco Coal Empties to Down Engine Line.
- 168 Shunting Up Engine Line to Engine Line.
- 172 Shunting Loco Outlet 1 to TY.169.
- 173 Shunting Loco Outlet 2 to TY.169.
- 174 Shunting Loco Outlet 3 to TY.169.
- 175 Shunting Loco Outlet 4 to TY.169.
- 177 Shunting Coaling Plant to Loco. Coal Empties (Route L) or Engine Line "Limit of Shunt" (Route E).
- 178 Shunting Engine Line to Loco. Coal Empties (Route L) or Engine Line "Limit of Shunt" (Route E).

Tees Up Yard Ground Frame.

New Position Light Ground Signals.

- 1 Shunting Reverse Road to Down Goods 2 (Controlled by Tees TY.149).
- 2 Shunting Reverse Road.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

TOD POINT.

Ironworks Line, Breakwater Branch and Powder Siding have been dispensed with and the Down Goods has been renamed Ironworks Line.

Points dispensed with.

- 20 Ironworks Line to Weigh Sidings.
- 44 Ironworks Line to Breakwater Branch.
- 50 Down Goods to Ironworks Line.

Signals dispensed with.

- 21 Shunting Ironworks Line to Weigh Sidings or Steelworks Sidings or Steelworks or Coatham Ironworks.
- 40 Ironworks Line Up.
- 41 Shunting Breakwater Branch or Powder Sidings to Steelworks.
- 45 Shunting Ironworks Line or Powder Sidings or Breakwater Branch.
- 49 Shunting Ironworks Line to Down Goods.

New connections have been provided from the new Ironworks Line to Steelworks Siding situated approximately 131 yards East of Signal Box and from the Steelworks Siding to Weigh Siding. The connections are being hand worked until further notice. (8)

MISCELLANEOUS NOTICES—continued.

CATCH POINTS—LOW FELL AND KING EDWARD BRIDGE.

Catch points have been laid in the Down Main line at 78 m. 36 chs. They have been clipped and padlocked out of use until further notice.

ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

PLESSEY STATION.

The connection from the Down Main line to the Station Sidings has been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN ACKLINGTON AND SOUTHSIDE.

Catch points have been laid in the Down Main line at 29 m. 70 chs. and 30½ m.p. They have been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

NEWCASTLE—SOUTH SHIELDS: WITHDRAWAL OF ELECTRIC TRAINS.

The passenger train services between Newcastle and South Shields are worked by Diesel Multiple Units, the Electric Trains having been withdrawn.

Third Rail Sections 53 to 62 inclusive and associated sidings have been discharged and isolated from all sources of supply. Dismantling of the Third Rail has commenced.

BARNARD CASTLE STATION

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

- Nos. 1 and 2 Down Goods.
- Nos. 1 and 2 Up Goods.
- North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17, Dgm. No. 706).
- Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42, Dgm. No. 706).

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a hand signalman will be stationed at the temporary road crossing 200 yards west of the Old River to control the passage of road and rail traffic. A telephone is installed and connected to Thornaby East Signal Box.

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960).

Page 32.

DELETE 24 (c) and INSERT following:—

24 (c) Boxes where block switches are not provided—Opening.

(1) Where block switches are not provided the Signalman opening the box must send the "Opening of signal box" signal to the signal box on each side.

(2) (a) If the "Opening" signal is not received from an intermediate signal box at the time at which the box should open and the Signalmen on either side are unable to communicate with the signal box but can speak to each other by telephone, they may permit the entry of trains to the section under the following conditions:—

- (i) the first train in either direction must not be allowed to enter the section until the two Signalmen concerned have come to a clear understanding.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) l in.	L—long		S—short		C—crow
												Down	Slow or Goods	Up	Slow or Goods	For
Page 31 DELETE—	ALLHUSEN'S BRANCH Park Lane Junction (Controlled by Gateshead S.B.) ALBANY ROAD LEVEL CROSSING End of Branch	—	—	—	—	—	—	15	15	MAXIMUM	PERMISSIBLE SPEED ON MAIN LINES					
Page 32 DELETE—	GATESHEAD HIGH STREET JUNCTION High Street Junction (Controlled by Gateshead S.B.)	—	—	—	—	—	—	20	20	MAXIMUM	PERMISSIBLE SPEED ON MAIN LINES					

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) l in.	L—long		S—short		C—crow
												Down	Slow or Goods	Up	Slow or Goods	For
Automatic and Controlled Colour Light Signalling PF ●	Gateshead Greensfield Junction (Controlled by Gateshead S.B.) (See page 11 for Northallerton to Berwick via High Level Bridge and page 66 for Gateshead to Blaydon)	—	110	—	—	—	—	20	—	before reaching No. 109 Colour Light Signal						
DELETE—	ST. JAMES' BRIDGE AND PARK LANE VIA		126							Over junction towards Blaydon (Branch Speed Limit)						

Page 119.
DARLINGTON SOUTH TO SALT BURN, ETC.

Eaglescliffe.
Urly Nook.
INSERT:—In Engine Whistle Up Main or Fast Column:—
1L 1S Croft Yard.
1L 2S via Darlington South.
1S 2L via Fighting Cocks.

Page 121.
DARLINGTON SOUTH TO SALT BURN.

Middlesbrough.
Old Town.
INSERT:—Engine whistles in Up Slow or Goods Column:—
2S To M.P.D.
3S 1S To Up Yard.
3S 2S To Down Yard.

Page 134 and 135
AMEND—Line heading:—
GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

TABLE E—LOCAL CODES OF ENGINE WHISTLES

Page 136
Gateshead
King Edward Bridge
Greensfield
DELETE:—All engine whistles.

Page 137
AMEND—line heading:—
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSEN'S BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)

Whistle to be given at	Movement Required	Whistle
Page 139 INSERT:— Cemetery North	Run round load at Billingham to go to I.C.I. or Port Clarence Branch	1 short, 4 short, 1 short

Page 140/141
Gateshead
St. James Bridge
Park Lane
High Street
Borough Gardens
Greensfield
DELETE:—All engine whistles.

Page 144
AMEND—line heading:—
GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

Page 157
TABLE F—PROPELLING OF TRAINS OR VEHICLES

DELETE:— Greensfield	King Edward Bridge	Up Main	Fitted wagons, etc.
AMEND:— Line Heading:—			
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSEN'S BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)			
Page 158 AMEND:— Felling	Gateshead	Down Goods	Freight wagons with or without Brake Van.
	Felling	Up Goods	Freight wagons with or without Brake Van.
DELETE:— GATESHEAD, GREENSFIELD TO HIGH STREET			
↑Greensfield	High Street	Up Curve	} Freight wagons or coaching stock with or without Brake Van.
↑High Street	Greensfield	Down Curve	

Page 161
AMEND—Line heading:—
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

TABLE F—PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
Page 165 WEST HARTLEPOOL DELETE:— Harbour Street	GOODS AND DOCK LINES Queen Street Crossing	Down	3 Freight wagons, etc.
Queen Street Crossing Harbour Street	Harbour Street Hartlepool Station	Up Single	} 20 Freight wagons, etc.
Hartlepool Station Central Marine Harbour Street	Harbour Street Harbour Street Central Marine	Single Down Up	
Page 166 WEST HARTLEPOOL, INSERT:— Hartlepool Station	CEMETERY WEST TO HARTLEPOOL ETC. Cemetery South	Single	8 Freight Wagons.

Page 169
TABLE G—WORKING IN WRONG DIRECTION

AMEND—Line head:—
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

From	To	Line	Number of vehicles and Special Conditions
Page 170			
DELETE:—			
King Edward Bridge	Greensfield	Down Main	—
Greensfield	King Edward Bridge	Up Main	—
AMEND:—			
Greensfield Junction	Newcastle	Down Main	—
Newcastle	Greensfield Junction	Down Slow	—
		Up Main	—
Page 171			
AMEND—Line heading:—			
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTH HALLERTON STATION, NORTH SHORE BRANCH, HARTON ALLHUSES BRANCH, GATESHEAD HIGH STREET JUNCTION) TO GATESHEAD JUNCTION VIA			
AMEND:—			
Cliff House	Newburn	Down Goods	—
Newburn	Cliff House	Up Goods	—
Cliff House	Cliff House No. 1	Up Goods	—
	Ground Frame		
AMEND:—			
Felling	Gateshead	All Down	—
Gateshead	Felling	All Up	—
Park Lane Junction	Albany Road	Down	—
DELETE:—			
GATESHEAD, HIGH STREET TO GREENSFIELD			
Greensfield	High Street	Up	—
High Street	Greensfield	Down	—
Page 172			
BACKWORTH (EARS DON MAIN STATION TO NORTH) TO NORTHUMBERLAND DOCK INCLUDING PERCY			
INSERT:—			
Percy Main North	Rising Sun Colliery Exchange Sidings	Single	Only applies when assisting Engine is in rear.
NEWCASTLE TO CARLISLE (DURRAN HILL EXCLUSIVE)			
DELETE:—			
Covens Crossing	Blaydon Station	Up	—
Page 173			
AMEND—Line heading:—			
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.).			
DELETE:—			
King Edward Bridge	Greensfield	Down	—
Greensfield	King Edward Bridge	Leamside	—
		Up Leamside	—
Page 177			
WEST HARTLEPOOL GOODS AND DOCK LINES			
DELETE:—			
Central Marine	Harbour Street	Down Goods	—
Harbour Street	Central Marine	Up Goods	—
Harbour Street	Hartlepool	Single	—
Hartlepool	Harbour Street	Single	—
Harbour Street	Queen Street	Down	—
Queen Street	Harbour Street	Up	—
WEST HARTLEPOOL, CEMETERY WEST TO HARTLEPOOL, ETC.			
DELETE:—			
Cemetery South	Hartlepool	Down	8 wagons.
BILLINGHAM - ON - TEES TO PORT CLARENCE, ETC			
AMEND:—			
Haverton Hill Station	Billingham-on-Tees	Up	Special arrangements to be made locally when passenger trains are run.

TABLE H.2
 WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and Special Conditions
Page 179			
DELETE:—			
King Edward Bridge	Greensfield	Down Main	—
Greensfield	King Edward Bridge	Up Main	—
AMEND:—			
Greensfield Junction	Newcastle	Down Main	—
Newcastle	Greensfield Junction	Down Slow	—
		Up	—
Page 180			
AMEND—Line heading:—			
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, ETC., AND GATESHEAD HIGH STREET JUNCTION) TO GREENSFIELD JUNCTION			
AMEND:—			
Felling	Gateshead	All Down	—
Gateshead	Felling	All Up	—
DELETE:—			
Greensfield	High Street	Up Curve	—
High Street	Greensfield	Down Curve	—

TABLE J
 LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133

Page 182.

AMEND— First and second paragraph to read as follows:—

Any type of locomotive may assist a train in the rear provided the maximum speed of the train while being assisted does not exceed that specified for the locomotive with the lower maximum speed. **DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVES MUST NOT EXCEED 20 M.P.H.**

Unless otherwise specially authorised a steam locomotive assisting in rear of a train must be coupled to the train. **A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE HOWEVER MUST ON NO ACCOUNT BE COUPLED TO THE TRAIN**

EXPLANATION OF REFERENCES:—

DELETE:— D. Slip coupling must be used etc.
 E. During fog or falling snow etc.

AMEND:— N. Assisting STEAM locomotive must not be coupled to train
 M. A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE is authorised to assist but must not be coupled to the train

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
TABLE J—continued.

From	To	Class of Train	Condition	Remarks
PAGE 183 (Page BERWICK) DELETE:— Darlington (Croft Yard) INSERT:— Darlington (Croft Yard) AMEND:— Low Fell	20 No. 1 Supplement NORTHALLERTON (LONGLANDS) TO Stainmore Barnard Castle Greensfield Junction	 F F	 — —	 — —
Page 184 INSERT:— BACKWORTH (EARSDON) TO NORTHUMBERLAND DOCK INCLUDING PERCY MAIN STATION TO NORTH Percy Main North	Rising Sun Colliery Exchange Sidings	F	—	—
Page 184 DELETE:— CONSETT NORTH TO SCOTSWOOD ETC. Scotswood—	Consett South	F	—	—
PAGE 185 CONSETT NORTH TO BIRTLEY (OUSTON) ETC. AMEND:— Consett North	Carrhouse East	F	M	—
STELLA GILL AMEND:— Tyne Dock Bottom	TO TYNE DOCK BOTTOM ETC. Green Lane	F	N, M	—
AMEND:— Line heading:— GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINE(S) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION ETC.) Amend:— Low Fell Sidings or Norwood	King Edward Bridge Junction	ECS, F	M	Trains to be brought to a stand with the assisting engine immediately behind 147 ground signal and assisting engine uncoupled
AMEND:— Low Fell Sidings Dunston East	Low Fell Station Norwood	F F	N, M M	— —

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

TABLE J—continued.

From	To	Class of Train	Condition	Remarks
PAGE 186 PENSHAW NORTH TO SUNDERLAND ETC. AMEND:— Fawcett Street	Pallion	F	M	—
SOUTH DOCK BRANCHES AMEND:— Hendon PAGE 187 DURHAM (RELLY MILL) TO CONSETT NORTH ETC. AMEND:— Lanchester	Fawcett Street Consett North	F F	N, M M	— Two assisting engines etc.

TABLE 'K' 2

LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)

Page 190

CONSETT NORTH TO SCOTSWOOD BRIDGE ETC.

DELETE:— Lintz Green Scotswood Bridge Main—
Scotswood Bridge Lintz Green—Main

Page 195 (Page 21, Supplement No. 1).

TABLE O.

ATTACHING OF VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER, EMPTY COACHING STOCK, PARCELS, FISH, FRUIT, ETC., AND CLASS 'C' (FULLY FITTED) FREIGHT TRAINS.

AMEND paragraph (b) to read:—

On other trains the vehicles are fitted with the automatic brake, or not less than half the vehicles are so fitted, the remainder being piped only, in which case the last two vehicles must be fitted with the automatic brake. The total number of piped only vehicles on the train must not exceed the proportion laid down on page 7 of Supplement No. 1 to the General Appendix to Working Timetables and books of Rules and Regulations.

AMEND paragraph (d) to read:—

The automatic brake is coupled up and in use throughout the train and the last vehicle is fitted with a tail lamp bracket.

Page 195.

DELETE:—

Tweedmouth	Carham	4
Carham	Kelso	2
Kelso	Tweedmouth	8

Page 197

DELETE:—CONSETT NORTH TO SCOTSWOOD ETC.

Blaydon South	Consett	2
Consett	Scotswood Bridge	3

TABLE P
LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or Between	Remarks
Page 200 INSERT:— WEST HARTLEPOOL GOOD SAND DOCK LINES Hartlepool Queen Street	Central Marine Middleton Sidings	Shunter operates gates.

Page 202

**TABLE S.I.
INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

AMEND—Line heading:—
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD, ETC.

**TABLE U
TOWING OF VEHICLES (Rule 110(c))**

Place	Line	Remarks
Page 205. INSERT:— NORTHALLERTON (LOGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS)	Argyle Street	Red Barns Cover Factory Down Sidings
		Wagons for despatch or positioning in loading docks

Page 206

AMEND—Line heading:—
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

Page 210 (Page 23 Supplement No. 1)

**TABLE Z
LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM**

From	To	Line	Remarks
AMEND:— Newcastle Manors Station	Tweedmouth	Up and Down Main	—

GENERAL INSTRUCTIONS.

BREAKDOWN CRANES

Page 214

GATESHEAD
AMEND:—Covers lines between column—King Edward Bridge Junction and Greensfield Junction.

Page 221.

SNOW PLOUGHS.

1. INDEPENDENT PLOUGHS.

(b) Operating Instructions.

AMEND signalling of snow ploughs "When proceeding to or from shops or being transferred from one point to another for distribution purposes" to read As Class 8 train (1-4).

Page 223 (Page 24 of Supplement dated 7th April, 1962).

INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS.

INSERT as third paragraph of Clause (3):—

When a locomotive is attached to a braking tender the coupling of the locomotive must be used.

When it is required to couple a train to a braking tender the coupling of the train vehicle must be used.

A screw coupling is provided in the box fitted on the braking tender, but this must be used only in the case of an emergency.

AMEND Clause 9 to read:—

"In the calculation of train loads the diesel braking tender should be regarded as part of the locomotive and not counted in the train load either in weight or in the number of wagons. For purposes of length calculation it should be regarded as equal to two wagons."

Page 229.

ENGINEERS RAIL MOTORS

DELETE:—Blaydon South Blackhill

Page 233.

TYNESIDE ELECTRIFIED LINES.

HAULING OR PROPELLING OF ELECTRIC TRAINS BY LOCOMOTIVES IN EMERGENCY.
AMEND:—1st paragraph to include emergency rigid couplings also available at Benton Bank and Little Benton North Signal Boxes.

Page 234.

RULE 55.

INSERT:—
Position light signals as referred to in Rule 35 (b) (iii) are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book and the provisions of Rule 55 (b) (i) do not apply.

Page 234

INSERT:— **RULE 177 REPORTING OF ACCIDENTS**

When a locomotive fails due to a defect or fault, the person carrying out the instruction contained in Rule 177 should make certain that information is also given whether the locomotive is capable of being moved. If the driver is not in a position to give this information when the Rule is being carried out he should at the first available opportunity after he has ascertained the extent of the failure, see that the information is given to the nearest Signalman as to what is required in the way of assistance and whether his locomotive is capable of being moved.

Page 238 (Page 26 Supplement No. 1)

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS

Trains formed entirely of other than Light Weight Units

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
INSERT:— Darlington—Saltburn (both directions) (Applies to empty units only)	{ 2 cars 3 cars 4 cars 5 cars 6 cars	600 BHP 600 BHP 1200 BHP 900 BHP 1200 BHP	1 vehicle 17 tons Gross 1 vehicle 17 tons Gross 1 or 2 vehicles 34 tons Gross 1 vehicle 17 tons Gross 1 or 2 vehicles 34 tons Gross

Page 239.

CONVEYANCE OF DIESEL MULTIPLE UNITS BY STEAM HAULED TRAINS.

INSERT as second paragraph:—

In those instances where it is not possible to attach a tail lamp to the rear of the Diesel Multiple Unit, ONE D.M.U. vehicle, without tail lamp brackets, may be marshalled inside one vehicle not exceeding 17 ton gross weight on which a tail lamp could be correctly displayed.

Page 243 (Page 30 of No. 1 Supplement).

DELETE:—**FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEMS AND SUBSTITUTE FOLLOWING:—**

FOUR POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM
1st CHARACTER indicates CLASSIFICATION of train in accordance with the General Appendix Instructions.

2nd CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines, dealt with below.

The letters have been allocated as follows:—

(i) Inter Regional Trains

Letter	Denotes
A	East Coast Passenger Trains.
	Denotes destination in
E	Eastern Region.
M	London Midland Region.
N	North Eastern Region.
O	Southern Region.
S	Scottish Region.
V	Western Region.
F	For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) passing between Scottish Region (East Coast Route), North Eastern and Eastern Regions.
T	For use on Inter-Regional or Local Freight Trip working (See note 2).
X	For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) to and from the London Midland Region, also to and from the Western, Southern and Scottish Region via the London Midland Region.

(ii) Trains running within the North Eastern Region

B	York District.
C	Wakefield District.
D	Middlesbrough District.
G	Newcastle District.
H	Hull District.
L	Leeds District.
J	Local Freight Trip working.
P	Local Freight Trip working.
K	Freight trains running entirely within one district. Also in the Wakefield and Leeds Districts may be local freight trips working based in the Wakefield District.
Z	For use on Excursion, Military and Special Trains (Freight or Passenger) within the North Eastern Region irrespective of destination area.

(iii) Special Number

1Z99	Breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train.
2Z99	Breakdown van train not going to clear the line.
5Z08	Elliott Track Recorder—when not recording.
6Z06	Matisa Track Recording Trolley—when not recording.
6Z07	Weed-killing Train.
8Z01	Matisa Automatic Tamping or Cleaning Machine (not stopping in section).
8Z02	Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—1).
8Z03	Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—2).
8Z04	Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—3).
8Z05	Trolley requiring to go into or pass through tunnel.
8Z08	Elliott Track Recording Trolley (when recording).
9Z01	Officers Special, Matisa Automatic Tamping or Cleaning machine requiring to stop in section.
8Z06	Matisa Track Recording Trolley (when recording).

3rd and 4th CHARACTERS indicate IDENTITY NUMBER OF INDIVIDUAL TRAINS.

All trains of classification 1, 4, 5, 6, 7, 8 have been given an individual number in the series 00—99.

All trains of classification 2 are indicated by a route number which applies in both directions of travel for local services including short distance Inter-Regional and Inter-District trains. The letter to be altered to indicate the destination Region or area of the train. The list of sections and Route Numbers is shown in the Working Timetable.

All trains of classification 3 PARCELS TRAINS have been given an individual number in the series 00—29. All trains of classification 3 EMPTY STOCK TRAINS have been given an individual number in the series 30—49. This does not include Passenger trains which run empty to or from carriage sidings when the train number, preceded by "3" should be exhibited.

Trains allocated letters F, X or Z will have numbers from 00—99 allocated as appropriate.

LOCAL FREIGHT TRIP WORKING.

Local Freight Trip working will carry the appropriate letter and number throughout the working. The classification is normally "9" but this may be altered as shown in the "Local Traffic Engine" circulars. Any special local instructions will be published locally.

LIGHT ENGINE MOVEMENTS.

Light engines to work trains when proceeding from a motive power depot or other point should carry the appropriate train number prefixed by "O". The same method should be adopted for engines which have worked trains and are running light to the local motive power depot. Light engines running to other than the local depot after working trains or running between motive power depots should carry the figure "O" followed by the district letter with a number as shown below:—

York	01	Tyne Dock	30
Hull Dairycoates	02	Consett	31
Hull Botanic Gardens	03	Holbeck	50
Goole	04	Neville Hill	51
Scarborough	05	Stourton	52
Malton	06	Farnley	53
Thornaby	10	Royston	54
Darlington	11	Normanton	55
West Hartlepool	12	Manningham	56
West Auckland	13	Huddersfield	57
Northallerton	14	Wakefield	60
Gateshead	20	Hammerton Street	61
South Gosforth	21	Ardley	62
Heaton	22	Copley Hill	63
Blaydon	23	Mirfield	64
Percy Main	24	Sowerby Bridge	65
North Blyth	25	Low Moor	66
South Blyth	26	Inter-Regional, where no number allocated in WTT, Figure "O" followed by Regional letter and number "OO"	
Tweedmouth	27		
Alnmouth	28		
Sunderland	29		

Note 1—Any local exceptions to this paragraph will be covered by local circular until such time as they are brought into line with other trains.

Note 2—Certain local trips which just cross a Regional Boundary may be treated as working entirely within the North Eastern Region.

LOCAL INSTRUCTIONS

Page 250

GATESHEAD

GREENSFIELD SIGNAL BOX

DELETE:—This instruction.

Page 253

HEATON.

LITTLE BENTON NORTH AND SOUTH SIGNAL BOXES.

AMEND first paragraph to read:—

Drivers of trains entering Little Benton Sidings from the North end must bring their trains to a stand clear of other lines and must, when Little Benton South is open, report to the Signalman there by telephone at the East side of the Sidings 70 yards North of the Signal Box.

STANNINGTON.

AMEND:—

Sub-heading to read "Up and Down Passenger Loops".

"Up Goods Line" in first and second lines of first paragraph to read "Up Passenger Loop".

"Up Goods Line" in second paragraph to read "Up Passenger Loop".

"Down Goods Line" in first line of third paragraph to read "Down Passenger Loop".

DELETE:—Last paragraph.

NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, ETC.

Page 254.

AMEND—Line heading:—

NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSEN'S BRANCH, GATESHEAD HIGH STREET, JUNCTION TO GREENSFIELD JUNCTION)

HORDEN.**HORDEN COLLIERY EMPTY SIDINGS.****INSERT:—**

A speed of 10 m.p.h. must not be exceeded and during the hours of darkness a white light must be carried on the leading vehicle.

Page 255.

SUNDERLAND.**INSERT:—****RULE 55.**

Certain colour light signals are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book, but the provisions of Rule 55 (b) (i) will not apply.

Page 256.

GATESHEAD**GATESHEAD EAST STATION**

DELETE:—Locomotives running light from Greensfield Motive Power Depot and Park Lane direction for Newcastle via High Level Bridge item.

ST. JAMES' BRIDGE SIDINGS GROUND FRAME.

DELETE:—This item.

PERCY MAIN.

Page 260.

HARTLEY MAIN COLLIERIES RIVER STAITHS SIDINGS.

DELETE:—Instruction.

Page 263.

CONSETT NORTH TO SCOTSWOOD, ETC.**DELETE:—**

SOUTH GARESFIELD COLLIERY—Footpath crossing, etc.

STATION SIGNAL BOX—South Garesfield Colliery Single Line, etc.

WEATHERHILL TO CONSETT SOUTH.

Page 264.

BETWEEN CONSETT SOUTH DOWN OUTER HOME, BURNHILL AND WEATHERHILL.

DELETE third paragraph and **INSERT:—**

Catch points and telephone to Consett South box are provided 220 yards on the Consett South side of Rowley Station.

On the outward journey the train must stop at Rowley on the Weatherhill side of the points and the guard (fireman if no guard) must telephone arrival to Consett South.

DELETE fourth paragraph and **INSERT:—**

When returning to Consett the guard, or fireman in the case of a locomotive, must telephone from Rowley to the Signaller at Consett South and obtain permission to proceed to Consett South Outer Home signal before operating the catch points.

AMEND sixth paragraph to read:—"In the case of the failure of the telephone at Rowley" etc.

AMEND reference to Burnhill to read Rowley in last two paragraphs.

Page 266

AMEND—Line heading:—

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.)

GATESHEAD

AMEND:—

BRIDGE BETWEEN BENSAM CURVE AND KING EDWARD BRIDGE JUNCTION.

An indicator showing the words LINE UNDER BRIDGE OCCUPIED for the information of trainmen is fixed on the approach side of the bridge. The indicator, etc.

DELETE:—Second Paragraph.

Page 281.

WEST HARTLEPOOL GOODS AND DOCK LINES.**WEST HARTLEPOOL.**

DELETE:—

BETWEEN HARTLEPOOL STATION AND HARBOUR STREET SIGNAL BOXES—The single line etc.

INSERT:—

BETWEEN HARTLEPOOL STATION AND CENTRAL MARINE SIGNAL BOXES—The lines between Central Marine signal Box and the two Stop Boards at the Hartlepool end of the branch is shunting area.

**CEMETERY WEST to HARTLEPOOL (INCLUDING CEMETERY SOUTH TO NORTH).
HARTLEPOOL.**

DELETE:—

STATION SIGNAL BOX. When Drivers cannot observe the position of the Up Starting signal they may draw forward to enable them to do so, and Rule 127 (ix) is modified accordingly.

INSERT:—

COAL DEPOT GROUND FRAME. The Annetts Key for locking the ground frame is attached to the Train Staff together with the key for the padlock securing the point clips. The person who has operated the ground frame must ensure, before leaving, that the points have been clipped and padlocked.

An empty Multiple Unit Diesel Train when proceeding to Hartlepool Station must stop at the Ground Frame to enable the Guard to ensure that the clip securing the points is locked by the padlock.

Page 282.

BILLINGHAM-ON-TEES TO PORT CLARENCE (INCLUDING HAVERTON HILL LOOP AND BILLINGHAM BECK BRANCH).

INSERT:—

EAST GRID: I.C.I. LTD.

A notice board as under is affixed at 50 yards on the approach side of the level crossing across the Belasis Lane end of the East Grid Sidings:—

**NOTICE TO B.R. DRIVERS
STOP**

DO NOT PROCEED UNTIL
THE LEVEL CROSSING AHEAD
IS PROTECTED AND YOU ARE
INSTRUCTED BY THE B.R.
FOREMAN TO SO PROCEED

Drivers must not foul the crossing until it has been protected under the special instructions issued to the B.R. Foreman and I.C.I. Controller, and the B.R. Foreman authorises the Driver to proceed, either drawing or propelling the load.

**INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS ON THE
TYNESIDE ELECTRIFIED LINES
(Booklet dated 1st October, 1961).**

Page 71.

Instruction 68 (b).

Assistance to 1937 stock by a locomotive.

AMEND:—

Emergency rigid couplings are provided at all stations in the electrified area and also at Park Lane, St. James' Bridge, Pontop, St. Bede's, Hilda, Garden Lane, Benton Bank and Little Benton North Signal Boxes, etc.

**ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD
COACHING STOCK (B.R. 29197 dated January, 1961).**

Page 4.

DELETE:—

Through Shildon Station. If on Up Main, Down Main to be blocked and vice versa.

**ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS.
(Dated 7th April, 1962).****SPEEDS OF FREIGHT ROLLING STOCK.**

Page 3.

PALLET VANS.

DELETE:—Item.

Page 5.

BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

DELETE:—This item.

★Page 6.

No. 2 UP GOODS LINE BETWEEN NEWPORT EAST, OLD RIVER AND THORNABY EAST SIGNAL BOXES.

DELETE:—Last paragraph of this item.

(Applies from 20.1.63)

Page 23.

NOTE:—

The amendments to the Route Availability Groups of Locomotives on this page will not apply until the new Route Availability Book in preparation is published.

Until further notice the classification of locomotives shown on pages 2 and 3 of the Route Availability of Locomotives Book dated June, 1953, with subsequent amendments, must continue to be observed.

ALTERATIONS TO B.R. RULE BOOK (dated January, 1962).

Rule 35—last paragraph of clause (b) (iii). AMEND to read:—

Subsidiary signals which are fixed below running signals and are referred to in Rules 44A, 44B, 45 and 46 are, in some cases, distinguished thus:—

Draw-ahead — Position light signal with no light showing for the normal position and two white lights at an angle of 45 degrees for the proceed aspect—no other distinguishing sign.

Calling-on — by the letter C.

Warning — by the letter W.

Shunt-ahead — by the letter S.

Rule 35—last paragraph of clause (e). AMEND to read:—

In certain cases, the signals applying into Reception lines, sidings or "No Block" lines are of the miniature colour light or position light type. These normally display no light, the Proceed indication being given by a small yellow light or two white lights at an angle of 45 degrees. When "Off" these signals apply as far as the line is clear.

The following to be included as Rule 44A and Rule 44 re-numbered 44B:—

SUBSIDIARY SIGNALS.

Draw-ahead Signals.

44A.

(a) Draw-ahead signals, where provided, are placed below colour light stop signals and, when lowered without an indication of route being given at the signal, authorise a Driver to proceed towards the next stop signal but not to pass any ground shunting signal which may be at Danger. The Driver must not proceed on his journey until either the stop signal above the draw-ahead signal is lowered or the draw-ahead signal is again lowered with an indication of route.

When a draw-ahead signal is lowered and an indication of route is given, a Driver must understand that the line towards the next stop signal (or buffer stop when there is no signal in advance) is occupied, and proceed cautiously.

The lowering of the draw-ahead signal does not authorise the next stop signal to be passed at Danger.

(b) The draw-ahead signal will not be lowered until the train has been brought quite, or nearly, to a stand at it.

LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS: SECTION R (MIDDLESBROUGH).

★Page 22.

STOCKTON, NORTON, FERRYHILL.

From	To
Ferryhill	Stockton
	Newport
	Middlesbrough
	Norton East
	W. Hartlepool
	Port Clarence
	ADD:—
	Cemetery North via
	Church St.

ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS (OCTOBER, 1961)

SECTION W

(WEST RIDING)

Page 54

THROUGH LOADS FROM HEALEY MILLS TO NORTH

From	To	Length Limit No. of Wagons	Class of Train	Remarks
Healey Mills	Stockton or Park Lane	60 (a) (b)	4	INSERT:— Note (b) if train is scheduled to be worked by a Type 4 Diesel Locomotive from York, the load may be made up to a Healey Mills—York load.

ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS (BOOKLET DATED 9th JULY, 1962).

Page 9.

"Examination of Freight Trains by C. & W. Staff.

DELETE existing instructions and substitute:—

All Freight trains may run 160 miles without intermediate examination and in some cases specific trains are authorised to exceed this distance.

Page 20

LOADS TO BE CONVEYED BY MAIN LINE DIESEL LOCOMOTIVES

Blaydon —Carlisle } DELETE existing instructions and
 Carlisle —Blaydon } INSERT:—

From	To	Length Limit No. of Wagons	Class of Train	Type of Locomotive	Load			Remarks				
					H	G	E					
Blaydon	Carlisle	60	8	Type 2 Diesel	29	52	59	Unbraked Braking Tender or 4 fitted				
				Type 2 Diesel	39	69	79					
				8	Type 3 Diesel	31	55	63	Unbraked Braking Tender or 5 fitted			
					Type 3 Diesel	43	75	86				
				8	Type 4 Diesel	31	55	63	Unbraked Braking Tender or 6 fitted			
					Type 4 Diesel	44	78	89				
				Rule 131 (ii)	applies		8	Type 4 Diesel	50	—	—	Concentrated or Mineral load with Braking Tender or 6 fitted
				Carlisle	Blaydon	58	8	Type 2 Diesel	20	35	40	Unbraked Braking Tender or 4 fitted
Type 2 Diesel	26	46	53									
8	Type 3 Diesel	22	39					45	Unbraked Braking Tender or 5 fitted			
	Type 3 Diesel	28	50					57				
8	Type 4 Diesel	22	39					45	Unbraked Braking Tender or 6 fitted			
	Type 4 Diesel	28	50					57				

Page 33.

DELETE:—

Passing restriction between Old Town Box and Dock Hill Box over the Down Goods.

N-56 SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING
 MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS
 Page 20 LOADS TO BE CONVEYED BY MAIN LINE DIESEL LOCOMOTIVES
 INCLUDING SPECIAL LOADS

From	To	Length limit No. of wagons	Class of Train	Type of Locomotives and Fitted Head	Load			Special point to point timings	Mins.		Remarks	
					H	G	E		Cl. 4	Cl. 5		
DELETE	EXISTING	G	INS	TRU	CTIONS	AND	INS	ERT:—				
Newcastle	Scottish Region Via Berwick	60	4	Type 4 Dsl (2,000 hp)	60				Newcastle-	6	6	No. 4 speed Maximum speed 55 mph in each direction
						Benton Bank	19	23				
								Morpeth-	11	13		
Scottish Region	Newcastle Via Berwick	60	5	Type 4 Dsl (2,000 hp)	70				Chevington-	11	13	
												Alnmouth-
								Chathill-	23	30		
								Tweedmouth	5	5		
								Tweedmouth-	5	5		
								Marshall	5	5		
								Meadows T3	5	5		
								UP				
								Marshall	5	5		
								Meadows T1-	25	30		
								Tweedmouth	25	30		
								Chathill-	14	17		
								Chathill-	14	17		
								Alnmouth-	12	13		
								Alnmouth-	12	14		
								Chevington-	12	14		
								Chevington-	18	22		
								Morpeth-	18	22		
								Benton Bank	6	7		
								Benton Bank-	6	7		
								Newcastle	6	7		
		60	8	Type 4 Dsl (2,000 hp) with Braking Tender or 6 fitted next locomotive	70				Cl. 8	8		
								DOWN				
								Newcastle-	8	8		
								Benton Bank	34			
								Benton Bank-	18			
								Morpeth-	18			
								Chevington	18			
								Alnmouth	24			
								Alnmouth-	24			
								Chathill	38			
								Chathill-	38			
								Tweedmouth	7			
								Tweedmouth-	7			
								Marshall	7			
								Meadows T3	7			
								UP				
								Marshall	7			
								Meadows T1-	7			
								Tweedmouth	41			
								Tweedmouth-	41			
								Chathill	24			
								Chathill-	24			
								Alnmouth	19			
								Alnmouth-	19			
								Chevington	19			
								Chevington-	19			
								Morpeth	31			
								Morpeth-	31			
								Benton Bank	9			
								Benton Bank-	9			
								Newcastle	9			

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued N-57

Page 33
 Tees-side—North
 From Newport
 Stockton
 Port Clarence
 To Park Lane
 Heaton
 Forth
 Blaydon
 Addison
 Remarks
DELETE:—
 Heaton trains via Leamside not to exceed 38 goods or 36 mineral wagons in length
ADD:—
 Trains to Heaton via Leamside exceeding equal to 38 wagons require clear run Pelaw to Newcastle
 (via Ferryhill and Team Valley or Leamside)

Page 40—INSERT:—Loads to be Conveyed by Main Line Diesel Locomotives—including Special Loads.

From	To	Length Limit No. of Wagons	Class of Train	Type of Locomotive and Fitted Head	Load			Special Point to Point Timings	Remarks
					H	G	E		
Shaftholme Junction	Marshall Meadows T3	—	4 (Max. Speed 55 mph)	Type 4 Diesel	60	—	—	See below	—
Marshall Meadows T1	Shaftholme Junction	—	5	Type 4 Diesel	70	—	—	See below	—

Down	Class 4 Mins	Cl. 5 Mins.	Up	Class 4 Mins.	Class 5 Mins.
Shaftholme Junction— Selby	18	22	Marshall Meadows T.1— Tweedmouth	5	5
Selby—York	20	23	Tweedmouth—Chathill	25	30
York—Skelton Box	4	4	Chathill—Alnmouth	14	17
Skelton Box—Tollerton	11	14	Alnmouth—Chevington	12	13
Tollerton—Thirsk	15	18	Chevington—Morpeth	12	14
Thirsk—Northallerton	9	12	Morpeth—Benton Bank	18	22
Northallerton— Eryholme	11	14	Benton Bank— Newcastle	6	7
Eryholme—Darlington	6	8	Newcastle—K.E. Bridge	3	3
Darlington—Ferryhill	17	21	K.E. Bridge—Birtley	7	9
Ferryhill—Durham	11	14	Birtley—Durham	14	16
Durham—Birtley	11	13	Durham—Ferryhill	13	17
Birtley—K.E. Bridge	6	8	Ferryhill—Darlington	14	18
K.E. Bridge—Newcastle	3	3	Darlington—Eryholme	6	8
Newcastle—Benton Bank	6	6	Eryholme—Northallerton	10	13
Benton Bank—Morpeth	19	23	Northallerton—Thirsk	9	11
Morpeth—Chevington	11	13	Thirsk—Tollerton	14	17
Chevington—Alnmouth	11	13	Tollerton—Skelton Box	10	11
Alnmouth—Chathill	14	17	Skelton Box—York	4	4
Chathill—Tweedmouth	23	30	York—Selby	20	24
Tweedmouth—Marshall Meadows T.3	5	5	Selby—Shaftholme Junction	18	22

From	To	Length Limit No. of Wagons	Class of Train	Type of Locomotive and Fitted Head	Load			Special Point to Point Timings	Remarks
					H	G	E		
Shaftholme Junction	Darlington	—	8	Type 4 Diesel Brake Tender or 6 fitted next engine	48	86	97	See below	—
Darlington	Berwick	—	8	Type 4 Diesel, Brake Tender or 6 fitted next engine	41	73	62	See below	—
Berwick	Darlington	—	8	Type 4 Diesel, Brake Tender or 6 fitted next engine	41	73	82	See below	—
Darlington	Shaftholme Junction	—	8	Type 4 Diesel, Brake Tender or 6 fitted next engine	50	89	100	See below	—

Down	Class 8 Mins.	Down	Class 8 Mins.	Up	Class 8 Mins.	Up	Class 8 Mins.
Shaftholme Jcn.—Selby	29	Morpeth—Chevington	18	Marshall Meadows T1 Tweedmouth	7	Thirsk—Tollerton	23
Selby—York	32	Chevington—Alnmouth	18	Tweedmouth—Chathill	41	Tollerton—Skelton	19
York—Skelton	6	Alnmouth—Chathill	24	Chathill—Alnmouth	24	Skelton—York	
Skelton—Tollerton	18	Chathill—Tweedmouth	38	Alnmouth—Chevington	19	York—Selby	31
Tollerton—Thirsk	24	Tweedmouth—Marshall Meadows T3	7	Chevington—Morpeth	19	Selby—Shaftholme Junction	28
Thirsk—Northallerton	16			Morpeth—Benton Bank	31		
Northallerton—Eryholme	18			Benton Bank—Newcastle	9		
Eryholme—Darlington	11			Newcastle—K.E. Bridge	4		
Darlington—Ferryhill	30			K.E. Bridge—Birtley	10		
Ferryhill—Durham	20			Birtley—Durham	20		
Durham—Birtley	18			Durham—Ferryhill	23		
Birtley—K.E. Bridge	10			Ferryhill—Darlington	25		
K.E. Bridge—Newcastle	4			Darlington—Eryholme	10		
Newcastle—Benton Bank	8			Eryholme—Northallerton	17		
Benton Bank—Morpeth	34			Northallerton—Thirsk	15		

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

York
15th January, 1963

O.1382/N3

F. L. HICK
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/N3"

ACCIDENTS

DON'T JUST

HAPPEN—THEY

ARE CAUSED

Chemical

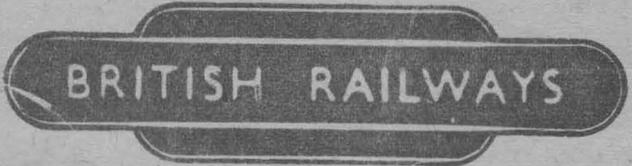
FOR THE INFORMATION OF RAILWAY STAFF ONLY

NO. J.

NE/N

WOOLSTENHOLMES

No. 14



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 6th April, 1963
to Friday, 12th April, 1963 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.

*6. CEDAR TREC.
FAT FIELD.*

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.

STOCKTON OLD M.P.D.

All lines leading to the old engine sheds are being recovered.

DETAILS OF WORK ALREADY CARRIED OUT.

****ST. JAMES' BRIDGE.**

A connection, line 'A' to line 'B', has been laid in St. James' Bridge Sidings and brought into use. (14)

CARVILLE.

14 Down to Goods Yard backover signal has been renewed 20 yards East of Signal Box. (15)

SOUTH PELAW.

Points dispensed with.
Catch points in rear of S.13 Up Main to Branch or S.15 signal. (17)

HEBBURN WEST.

With the exception of the 35 Up Main Distant all semaphore signals have been replaced by colour light or position light ground signals with track circuiting throughout.
27 points, Down Goods to Goods Yard are worked from a new Ground Frame (electrically controlled from the Signal Box) situated adjacent to the points and named Goods Yard Ground Frame.

New Signals.

HW.2 3-aspect colour light (displaying R, Y or G) with offset subsidiary signal situated 584 yards West of Signal Box reading:—

- (Main) Down Main Home.
- (Sub) Down Main to Down Siding 23 signal.

HW.31 3-aspect colour light (displaying R, Y or G) with offset subsidiary signal carried on right-hand bracket signal situated on same site as former semaphore, reading:—

- (Main) Up Goods to Up Main U.1 signal.
- (Sub) Up Goods to New Works Sidings.

HW.34 4-aspect colour light with offset subsidiary signal carried on overhang of above bracket signal, reading:—

- (Main) Up Main to U.1 signal.
- (Sub) Up Main to New Works Sidings.

New Position Light Ground Signals.

4 Position light with 2-way route indicator situated on same site as former disc, reading:—

- (Route 'M') New Works to Down Main.
- (Route 'S') New Works to Down Siding 23 signal.

10 Position light with 2-way route indicator situated between Down and Up Main at the same distance from the Signal Box as former signal, reading:—

- (Route 'M') Up Main to Down Main.
- (Route 'S') Up Main to Down Siding 23 signal.

12 Position light with 2-way route indicator situated on same site as former disc, reading:—

- (Route 'M') Down Main to Up Main.
- (Route 'S') Down Main to New Works Siding.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HEBBURN WEST—continued.

15 Position light with normal yellow aspect and 2-way route indicator situated on same site as former disc, reading:—

- (Route 'M') Down Through Siding to Up Main.
- (Route 'S') Down Through Siding to New Works Sidings.

22 Position light situated between Down Through Siding and Down Main 27 yards North of Signal Box, reading:—

Down Through Siding or Goods Yard to 15 signal.

23 Position light with 2-way route indicator situated 15 yards East of Signal Box, reading:—

- (Route 'G') Down Through Siding to Goods Yard or Down Through Siding.
- (Route 'S') Down Through Siding to Reyrolles Sidings.

25 Position light situated on same site as former disc, reading:—
Reyrolles Siding to Down Siding 15 signal.

Alterations to Nomenclature of Line.

Old	New
Down Goods.	Down Through Siding.

Between Hebburn West and Pelaw.

Alteration to Signal.

U.1 Up Shields Auto is now a 4-aspect signal.

THORNABY EAST.

clipped out of use (normal)

TEES SIGNAL BOX.

New Points.

- 539 Temporary Down Goods
- 541 Temporary Down Goods 'Z' Line—Receptions 7-9.
- 542 Temporary Down Goods 'Z' Line—Receptions 7-10.
- 543 Temporary Down Goods 'Z' Line—Receptions 7-11.
- 544 Temporary Down Goods 'Z' Line—Receptions 7-12.
- 545 Temporary Down Goods 'Z' Line—Receptions 7-12.
- 546 Engine Line Shunt Spur to Receptions 7-12.
- 553 (B) Engine Line Shunt Spur to Receptions 1-6-1 and 7-12 has been clipped normal out of use.

New Position Light Ground Signals.

- 188 Shunting Engine Line to Shunt Spur.
- 184 Shunting Temporary Down Goods to Receptions 7-12 (Route R).
- 193 Shunting Shunt Spur to Reception 7-12.

1864 NEM No 47
1864 NEM No 48
1864 NEM No 49
1864 NEM No 50

1865 NEM No 7
1865 NEM No 18
1864 NEM No 52_1 (part co)
1865 NEM No 58
1864 NEM No 43

Subject: RE: WONS
Sent: Thursday, May 26, 2005 2:08 PM
Cc: richard@btinternet.com
To: David.Allen@btinternet.com
From: Richard Pullen

Subject: RE: WONS
To: Richard Pullen
Sent: 28 May 2005 12:11
From: David Allen (<mailto:david.allen@btinternet.com>)

Richard
David
Regards
in reality it would be better
need looking after lobby
Could you ask about any other years between 1948 and 1954? Sorry got distracted by

DETAILS OF WORK ALREADY CARRIED OUT—continued.

TEES YARD CONTROL TOWER.

New Points.

- 34 Down Receptions 7 to 12—Main Hump Line.
- 36 Down Receptions 11 to 12—Main Hump Line.
- 37 Down Reception 12—Main Hump Line.

New Position Light Ground Signals.

- 8 Shunting 7 Reception to 17 Hump Signal.
- 9 Shunting 8 Reception to 17 Hump Signal.
- 10 Shunting 9 Reception to 17 Hump Signal.
- 11 Shunting 10 Reception to 17 Hump Signal.
- 12 Shunting 11 Reception to 17 Hump Signal.
- 13 Shunting 12 Reception to 17 Hump Signal.

A Notice Board with telephone to Tees Yard Signal Box has been erected left-hand of No. 12 Reception at 545 (A) Point ends reading:—

STOP—ASK PERMISSION TO PASS.

(17)

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 item.

MISCELLANEOUS NOTICES.

***The Supplementary Operating Instructions Booklet will be re-issued to apply from 16th March, 1963, and all concerned must obtain a copy of the revised issue.

As an economic measure, the alterations to the Sectional Appendix that will operate upon completion of the work at the new Marshalling Yards at Tyne and Tees have been inserted in the Late Notice section of the Supplementary Operating Instructions Booklet. Although some of the alterations are now in being others will not come into effect until the Marshalling Yards are completed.

Advice will be shown in this programme when the yards are completed.

The alterations to the signalling and permanent way lay-out will continue to be shown in Section C of this programme.

★CENSUS OF FREIGHT TRAIN BRAKE VANS—SUNDAY, 7th APRIL, 1963.

In connection with the above, it is essential that the individual letter and number of each brake van in use on trains which are in traffic at 10.0 am must be recorded by the Guard on his journal and full particulars must be handed in to the person in charge at the point at which the train terminates. All Guards are requested to note this instruction and act accordingly.

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

Drivers are reminded that when entering a bay platform on the North Eastern Region with a loaded or empty multiple unit diesel train they must bring their train to a stop 5 yards before reaching the buffer stops or any vehicle(s) which may be standing in the bay platform. (No. 1 Supplement to the Sectional Appendix—Southern/Northern Section, Page 42/47.)

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

FIRES ON PASSENGER TRAINS.

Cases have been reported of fires in brake vans and it has been established that these fires were caused by the loading of mail bags, etc., over electric heaters.

As a matter of urgency protection covers for electric heaters in brake vans and brake compartments are being manufactured and fitted to prevent accidents of this nature occurring.

In the meantime all staff to specially note and see that traffic is not loaded over or around electric heaters until the protection covers have been fitted.

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
Greensfield Motive Power Depot (Pacific Shed)	Demolition works and repairs	Until further notice	20.10.62

Goods 19-

SAFETY FIRST

ALWAYS

DON'T TAKE

CHANCES

EVERY GAMBLER

LOSES

SOMETIMES

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-I.C. J.

NE/N

WOOLSTENHOLMES

No. 30

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

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

**Saturday, 27th July, 1963
to Friday, 2nd August, 1963 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.

SPECIAL SIGNALLING PROGRAMME No. 16A.

TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

STOCKTON OLD M.P.D.

All lines leading to the old engine sheds are being recovered.

SUNDAY, 28th JULY.—USWORTH.

20 Down Main Starting signal will be renewed at reduced height on same site. (34)

MONDAY, 29th JULY.—MURTON.

15 points will become hand points.

New Signal.

15 From Sidings to Down Main.

Derailer will be fixed to 20 points and sited 10 yards from Signal Box on the Single line. (34)

DETAILS OF WORK ALREADY CARRIED OUT.

FERRYHILL No. 2, No. 1 AND COXHOE.

In consequence of the collapse of a signal gantry immediately North of Ferryhill No. 1 Signal Box the following signal alterations have been carried out at Ferryhill No. 1 Signal Box:—

No. 47 Down Fast Home 2, with Coxhoe Down Fast Outer Distant below, has been replaced by a three aspect ground colour light signal.

The following signals have been replaced by a three-aspect ground colour light signal with route indicator as shown below:—

Signal	Route Indicator	Aspects
No. 63 Down Slow Home to Down Goods.	G	R.Y.
No. 50 Down Slow Home to Down Fast.	M	R.G.
No. 54 Down Slow Home.	S	R.G.
No. 58 Down Slow Home to Down Hartlepool.	D	R.G.

No. 35 Backing Down Slow and No. 36 Down Slow to Up Slow signals have been replaced by two ground subsidiary signals.

No. 61 Down Goods No. 1 to Down Hartlepool has been replaced by a ground subsidiary signal.

The following signals have been replaced by a three aspect colour light ground signal with route indicator as shown below:—

Signal	Route Indicator	Aspects
No. 85 Up Slow Home with Ferryhill No. 2 Up Slow Distant below.	S	R.Y.G.
No. 86 Up Slow Home to Up Goods No. 1.	G	R.G.

No. 43 Up Siding Departure signal has been replaced by a ground subsidiary signal.

(31)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BRIDGE HOUSE.

12 Up Branch Distant has been renewed on same site at reduced height. (31)

NEWSHAM SOUTH.

A single connection from the Up Goods line to Hannah Colliery has been recovered and replaced by plain line at 0 m. 0 chs. (33)

KENTON BANK GATE BOX.

3 Up Main Distant signal has been renewed at reduced height on same site. (33)

CALLERTON.

Down Main Distant signal has been renewed at reduced height on same site. (33)

THREE HORSE SHOES.

A trailing crossover (Main to Main) between 5 m. 18 chs. and 5 m. 20 chs. has been removed and replaced by plain line. (33)

SHINCLIFFE.

5 North Cattle Dock and 6 Platform to Main signals have been renewed and re-sited between North Cattle Dock line and Platform line, same distance from Signal Box. (33)

**WEARMOUTH COLLIERY GROUND FRAME.

Bracket signal 6/7 has been renewed as a straight post on same site, reading:—

6 Colliery Sidings to Up Main (bottom arm).

7 Colliery Sidings to Up Goods (top arm).

5 Up Main to Up Goods signal has been renewed on same site at reduced height.

19/16 signals have been renewed as a single post (miniature arms) on same site, reading:—

19 Down Line Home (top arm).

16 Down Line to Colliery Sidings (bottom arm). (30)

USHAW MOOR COLLIERY.

Ground frame has been dispensed with and associated points spiked and clipped normal pending removal. (33)

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 item.

MISCELLANEOUS NOTICES.

NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEEL BASE.

RUNNING OF FOUR WHEELED VEHICLES.

In the interests of safety it has been decided that, for the time being, all vehicles with a wheel base of 10 ft. or less, must be subject to a special restriction of 50 m.p.h. If it is necessary for any of these vehicles to be run on a Passenger, Parcels or Class 4 train, the guard must advise the driver of the fact that such vehicles are on the train and instruct him that the speed of the train is not to be more than 50 m.p.h. at any point on the journey.

Drivers must pay particular regard to this instruction to ensure that in no circumstances is the speed limit exceeded.

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

Until further notice trains conveying pallet vans with a wheel base of 10 feet or less must not exceed a maximum speed of 50 m.p.h. Guards must inform their Drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25 am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

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
Greensfield Motive Power Depot (Pacific Shed)	Demolition works and repairs	Until further notice	20.10.62

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Bishopston Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	6-3-63
Richmond Station	Until further notice	9-10-62

MISCELLANEOUS NOTICES—continued.

**CHILTON BANK FOOT.

The water column has been permanently abandoned.

(30)

CATCH POINTS—PLAWSWORTH.

Catch points have been laid in the Up Main line at Plawsworth at 69 m. 77 chs. They are clipped and padlocked out of use until further notice.

ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

*CATCH POINTS—BENTON BANK AND LITTLE BENTON NORTH.

On Sunday, 28th July, a pair of catch points will be installed in the Down Main line at 3 m. 47 chs. They will be clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN ACKLINGTON AND SOUTHSIDE.

Catch points have been laid in the Down Main line at 29 m. 70 chs. and 30½ m.p. They have been clipped and padlocked out of use until further notice.

BERWICK UPON TWEED.

The Yard Foreman has been withdrawn from Berwick and Down Freight trains requiring to detach will be run onto No. 2 Loop (or No. 1 Loop should No. 2 Loop be occupied).

The trains must be brought to a stand at the Notice Board reading "Engines must not pass this board except on the authority of the signalman".

The crossover between No. 1 and No. 2 Loops has been spiked out of use.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

OFFERTON LANE OCCUPATION LEVEL CROSSING.

Until further notice, between 8-0 am and 6-0 pm, daily, there will be increased use of the occupation crossing situated between Cox Green and Hylton by contractor's vehicles conveying clay, etc. Lookoutmen in attendance. Drivers to keep a sharp lookout.

*CRAKEHALL STATION.

The platform and waiting shed have been removed.

(33)

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a handsignalman will be stationed at the temporary road crossing 200 yards west of the Old River to control the passage of road and rail traffic.

ALTERATIONS TO GENERAL APPENDIX.

Page 17 (Page 162, Supplementary Operating Instructions).

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

B. Conditions of operation.

AMEND second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

PERMANENT SPEED RESTRICTIONS.

Page 51.

AMEND Clause 7:—

The indicator signs mark the commencement of the speed restrictions only and drivers must not start to accelerate until the whole of their train has passed over the portion of line to which the restriction applies. The provision of indicator signs in no way relieves the driver of his responsibility for obeying all speed restrictions shown in the Sectional Appendices or other publications.

INSTRUCTIONS IN THE OPERATION OF "BUCK-EYE" AUTOMATIC COUPLERS AND PULLMAN GANGWAYS.

Page 79.

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only).

Page 80.

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are clasp each other. A test must then be made by a slight pull from the Engine. Certain electric and diesel multiple unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

Page 86.

Inter-Cities Diesel Vehicles.

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are clasp each other. Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

Page 95.

INSERT:—

INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS.

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the fireman or second man. If no second man is employed it will be the duty of the guard or shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.
The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendices.
4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the signalman signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

Page 97

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

INSERT:— as second paragraph to Clause 1(g) (ii)

In the event of a "dead" diesel shunting locomotive of 20 tons or over and not fitted with the vacuum brake or through pipe, being required to travel on a partially fitted freight train, it must be marshalled immediately behind the fitted portion.

AMEND:— Clause 1 (f)

Unless specially authorised by the Chief Mechanical Engineer's Department, "dead" steam tender, diesel main line, electric or gas turbine locomotives, must not be conveyed on freight trains—see clause (2) (b) for movement of "dead" engines with defective handbrakes. If this authority is given, forward services must be agreed by the Operating Department, having regard to Clause (e)

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION). SEQUENCE OF LINES THROUGHOUT THIS BOOK.

Page iii.

DELETE:—

Shildon (Simpasture) to Stillington North.

Page iii (Page 1, Supplement No. 1).

DELETE:—

Darlington (Hopetown) to Barnard Castle (Tees Valley), etc.

INSERT:—

Darlington (Hopetown) to Barnard Castle West (including Forcett Goods and Quarry Branches).

DELETE:—

Barnard Castle (Tees Valley) to Middleton-in-Teesdale.

INSERT:—

Barnard Castle West to Middleton in Teesdale.

TABLE A.

Page 13 (Page 60 Supplementary Operating instructions).

Killingworth.

Forest Hall.

DELETE:—Signal Box and all details.

Station.

AMEND:—Distances to read 1 m. 381 yds.

Page 18.

KIMBLESWORTH COLLIERY BRANCH (GOODS LINES).

AMEND:—1st column to be One engine in Steam (No Staff).

Page 20.

Picton Station.

INSERT:—Engine whistle in Down Main or Fast Column 1S2L—Not stopping Eaglescliffe. For South Stockton Goods Yard.

INSERT in 2nd column between Picton Station and Rounton Gates:—
"IBH signal, Up line, 1,089 yards from Picton Station Signal Box."

Page 29

Pelaw Station

DELETE:—

Speed restrictions 5 Down 5 Up

10 Down 10 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines

Passenger trains in emergency and Coaching Stock trains, travelling over Goods lines between Pelaw and High Street (except where otherwise shown).

Pelaw Station

INSERT:—

Speed restrictions 20 Down 20 Up

20 Down 20 Up

To and from Slow lines 98 m. 6 chns. to 98 m. 10 chns.

To and from Slow lines 98 m. 16 chns. to 98 m. 22 chns.

Page 29 (Page 62 Supplementary Operating Instructions)

Felling Station

DELETE:—

Speed restrictions 5 Down 5 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines.

Felling St. James Bridge

INSERT:—

Speed restrictions 10 Down —

Over connection Down Goods to Down Main 100 m. 24 chns. to 100 m. 28 chns.

Park Lane Junction

INSERT:—

Speed restriction 10 Down 10 Up

Over connection Main to Goods and Goods to Main 100 m. 68 chns. to 100 m. 75 chns.

High Street Junction

DELETE:—

Speed restriction 5 Down 5 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main and Goods Lines.

INSERT:—

Speed restrictions 15 Down 15 Up

Goods lines from 100m. 75 chns. to 10 Im. 33 chns.

Page 39.

NEWSHAM TO BLYTH, ETC.**AMEND:**—Description of Block Signalling between Blyth Station and Links Road to be 'NB'.

Page 62.

Stella Gill—South Pelaw.

DELETE:—C. Up line 506 yards before reaching Up Main Home signal. Gradient 66.

Page 66/67.

GATESHEAD (GREENSFIELD JUNCTION, ETC.) TO BLAYDON, ETC.**AMEND:**—The directional line denoting Up direction should be extended to Norwood.

Page 66/67 (Page 66 Supplementary Operating Instructions).

AMEND:—

Description in Block Signalling column to read "Automatic and Controlled Colour Light Signalling between Greensfield Junction and Norwood".

Page 98.

SHILDON (SIMPASTURE) TO STILLINGTON NORTH (GOODS LINES).**DELETE:**—Line heading and all items.

Page 99.

Shildon.

Simpasture.....

DELETE:—Note and speed restriction—15 Up Over Junction towards Stillington North, etc.

Page 103 (Page 13 Supplement No. 1)

AMEND:—Line heading to read:—**DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES)****AMEND:**—Sub heading to read**DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST**

Page 104

AMEND:—Line heading and sub heading as above.

Barnard Castle

East

DELETE:—All additional running lines between Barnard Castle East and West boxes.**DELETE:**—Speed restriction 20 Up 15m. 31chs. to 15m. 28chs., 20 Up over junction toward Bishop Auckland 14m. 63chs. to 14m. 53chs. etc.**DELETE:**—Catch points—No. 2 Down Goods, etc.
West**DELETE:**—Catch points, Up Goods line.**INSERT:**—Speed restriction 20 (Both directions) 15m. 28chs. to 15m. 31chs.
Tees Valley**DELETE:**—All particulars including speed restrictions

Page 107

AMEND:—Line heading and sub heading to read:—**BARNARD CASTLE (WEST) TO MIDDLETON-IN-TEESDALE 40. (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE****AMEND:**—

Barnard Castle

Tees Valley to read

Barnard Castle

West

DELETE:—Speed Restrictions—10 (Both directions) 0m 5chs. (Branch mileage) to 16m. 9chs. (Darlington to Tebay mileage)**AMEND Note:**—(See page 103 for Darlington (Hopetown) to Barnard Castle West)**INSERT:**—Speed restriction 20 (Both directions) 16m. 13chs. (Darlington to Barnard Castle mileage) to 0m. 5chs. (Branch Mileage)

Romaldkirk:—Station

DELETE:—Block post indication and mileage.

Middleton-in-Teesdale:—Station

AMEND:—Distance between signal boxes to read 8 miles 812 yards.

Page 111.

Stillington.

North.

DELETE:—Note.**AMEND:**—Speed restriction 20 Down 20 Up All connections to and from Goods lines.

Page 114 (Page 68 Supplementary Operating instructions).

Hartlepool Station.

DELETE:—Black dot indicating block post and note.

Page 115.

Hartlepool Station.

DELETE:—Black dot indicating block post, speed restriction, catch points and the note under station.

Engine Whistles		For
UP		
Main or Fast	Slow or Goods	

Page 121.

Middlesbrough West.

INSERT:—

1L 2S

1L 4S

1S 1L

Up Freight trains
Castle Eden Branch
Stockton
Bowesfield Works

Page 126 (Pages 69 and 167 of Supplementary Operating Instructions).

Middlesbrough,

Old Town.

INSERT:—

2L 2S

2L 3S

2S 2L

Up Freight trains
Castle Eden Branch
Stockton
Bowesfield Works

Page 125 (Page 167 Supplementary Operating Instructions).

AMEND:—

Sub-heading TEES THORNABY EAST JUNCTION to GUISBOROUGH JUNCTION 20 DOWN 20 UP MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
Page 164 (Page 18 Supplement No. 1) AMEND: —Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE: —			
Barnard Castle West	Barnard Castle East	Nos. 1 and 2 Up Goods	13 Freight wagons etc.
Barnard Castle East	Barnard Castle West	Nos. 1 and 2 Down Goods	6 Freight wagons etc.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
Page 176 (Page 19 Supplement No. 1) AMEND: —Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE: —			
Barnard Castle East	Barnard Castle West	Nos. 1 and 2 Down Goods	6 wagons

TABLE 'O'

From	To	Number of Vehicles
Page 196 DELETE:— HEATON SOUTH TO TYNEMOUTH VIA WALLSEND ETC. Newcastle Tynemouth	Tynemouth Newcastle	10 10

TABLE 'R'

Page 202.

DELETE:—Tweedmouth Station Down 440 yards North of Station.

GENERAL INSTRUCTIONS.

BREAKDOWN TRAIN ARRANGEMENTS.

Page 211.

AMEND:—Crane 1001 to 1049.

Page 214.

AMEND:—Carlisle (Kingmoor) crane to be No. 1049 75 tons (steam).

Page 215.

AMEND:—Carlisle (Kingmoor) crane to be No. 1049 75 tons.

BREAKDOWN CRANES.

Page 217.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing; inclusive).

Page 218.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 218.

DELETE:—Belah (exclusive) and Tebay, etc.
Kirkby Stephen Junction and Penrith, etc.
Tebay and Penrith (L.M.R.), etc.

DELETE:—Restrictions—Speed not to exceed 15 m.p.h. over Deepdale and Belah viaducts.

Page 218.

INSERT in Darlington Crane Also Covers:—Thirsk Town Goods Branch.

Page 219.

INSERT in Darlington Tool Vans:—Thirsk Town Branch/York District.

TOOL VANS.

Page 219.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing) (exclusive).

Page 220.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 223 (Page 24, Supplement No. 1, Page 75, Supplementary Operating Instructions).

DELETE:—INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS.

ENGINEERS RAIL MOTORS

BETWEEN

Signal Box	Signal Box
Page 229 INSERT:— Shildon North Haverton Hill Station Thornaby (Bowesfield) Redmarshall South Darlington (S. & D.) Hartlepool Cemetery North Murton DELETE:— Evenwood (Spring Gardens) Spennymoor (Merrington Lane) Chilton Leadgate (South Medomsley) Broomside AMEND:— North Ormesby Prudhoe Annfield West Knitsley Murton to read Murton	West Auckland (Fieldon Bridge) Haverton Hill South Stillington North (Goods Lines) Wellfield Dinsdale (Oak Tree) Ferryhill No. 1 Castle Eden West Butterknowle Spennymoor (Goods Lines only) Chilton Branch South Medomsley Colliery Sherburn Guisborough Corby Gates (Main Line only) Consett North (Main Line only) Consett North (Main Line only) Sherburn Colliery North Hetton

BETWEEN

Signal Box	Signal Box
Page 232 DELETE — Shildon (Simpasture) Shildon North Haverton Hill Station Thornaby (Bowesfield) Redmarshall South Darlington (S. & D.) AMEND:— Barnard Castle (Tees Valley) to read Barnard Castle West INSERT:—Crook West	Stillington North West Auckland (Fieldon Bridge) Haverton Hill South Stillington North (Goods Lines) Wellfield Dinsdale (Oak Tree) Tow Law Station

Page 238 (Page 27, Supplement No. 1).

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS.

DELETE:—4A Entering bay platforms paragraph.

Page 243 (Page 77 Supplementary Operating Instructions).

FOUR POSITION CLASSIFICATION DESTINATION AND IDENTIFICATION SYSTEM.

(iii) Special Number—

AMEND:—5Z07 Weed Killing train.

INSERT:—under LIGHT ENGINE MOVEMENTS.

Tyne Yard Depot 32.

LOCAL INSTRUCTIONS.

Page 247.

INSERT in list of places at which telephones will not be available when there is no attendance:—

Preston, Bradbury, Benton Bank, Little Benton South, Little Benton North, Benton North and Acklington.

DELETE:—Heaton Station and Argyle Street.

Page 249.

DELETE:—KIMBLESWORTH Item.

Page 255.

INSERT additional instruction under "SUNDERLAND":—

"An empty diesel multiple unit train may be attached to a loaded diesel train standing in a platform line, provided the instructions in regard to the coupling of loaded multiple diesel trains, appearing on Page 41 of the General Appendix, are carried out.

Where a subsidiary signal is not provided for the movement drivers must be given authority to pass the protecting signal at danger under the provisions of Rule 37 (e) (v)."

Page 269.

PELAW TO SOUTH SHIELDS, ETC. JARROW.

JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY:—

Instructions for dealing with traffic for the Shell Mex & B.P. Co. Ltd.:—

DELETE paragraphs 4 to 10 and INSERT:—

(4) B.R. locomotives must not cross Jarrow High Street level crossing until authorised to do so by a Conductor provided from the Shell Mex & B.P. Co. Ltd. staff, who will remain with the locomotive until it has returned to the sidings South of the level crossing.

B.R. locomotives must not pass beyond a point 44 feet short of the gantry at which a "Limit of Shunt" board is in position.

B.R. locomotives must not actually enter the oil compounds. Wagons will normally be placed in position or uplifted by the Oil Company's staff by means of the Capstans provided, but in an emergency wagons may be placed between the locomotive and the tank wagons to act as lengtheners to enable a locomotive to attach without passing beyond the gates.

Page 270.

INSERT:—

FENCEHOUSES N.C.B. LAMBTON SIDINGS.

Clearances between the Weighbridge Road and the adjoining line are limited and a red light has been erected approximately 25 yards from the Weigh Cabin on the Fencehouses Signal Box side.

B.R. engines must not proceed past this point when the red light is illuminated.

Pages 281-282.

BILLINGHAM-ON-TEES BECK BRANCH.

DELETE:—SUB-HEADING: Up Trains and Relative Instructions.

Page 284.

INSERT:—

MIDDLESBROUGH.**WEST MARSH BRANCH: BRITANNIA WORKS CROSSING.**

This crossing provides access across the West Marsh Branch to and from the Britannia and Bridge Construction Works of Messrs. Dorman Long (Steel) Limited and is protected on the Marsh Road side by a gate with a gateman in attendance. The gate will be kept closed across the roadway except when road vehicles require to cross the railway.

Road and rail traffic is controlled by two-aspect (red and green) colour light signals as under:—

Signal 'A' }	affixed on respective sides of the footbridge and focussed along the
Signal 'B' }	railway, normal aspect GREEN.
Signal 'C' }	affixed on the footbridge columns on the Works' side focussed along the
Signal 'D' }	respective road approaches, normal aspect RED.

A two-way red light is affixed to the security gate.

When the security gate is opened for road traffic, a switch on the gate automatically alters signals 'A' and 'B' to red and 'C' and 'D' to green. When the gate is again closed across the road, the colour lights return to their normal aspects.

Rail movements may be drawn or propelled over the crossing when colour light signals 'A' and 'B' display a green aspect. Rail movements must stop short of the crossing when these colour light signals display a red aspect.

In the event of failure of colour light signals 'A' and 'B', rail movements must stop short of the crossing until authorised to cross by the gateman.

Page 285. INSERT:—

WORKING OF TRAINS IN TEES DOCK EXCHANGE SIDINGS.

The Grangetown Box Signaller will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock Branch and on receipt, the Foreman must arrange for the route for the train into the sidings to be set up.

Drivers of B.R. T.C.C. and Shell-Mex engines requiring to proceed into the Exchange Sidings must stop at the notice board installed at the junction with the lines from Tees Dock about 400 yards from the junction with British Railways lines at Grangetown Box and must not proceed until authorised to do so by the B.R. Foreman or Shunter.

The departure of each B.R. train or engine must be advised to the Grangetown Signaller by the Sidings Foreman.

B.R. engines must draw their trains into and out of the Tees Dock Branch. Those from and to the Beam Mill (Lackenby) Lines and east of Grangetown will be required to use the Ore Sidings Nos. 1 and 2 Reception Lines for running round purposes.

B.R. trains must not leave the sidings to proceed to Grangetown Box until authorised to do so by the Sidings Foreman.

Page 286.

NORMANBY BRANCH.

INSERT:—

Skippers Lane Level Crossing.

Before any shunting movement is made which will pass over or foul Skippers Lane Level Crossing, the Guard or person in charge of the movement must obtain an assurance from the Crossing Keeper that the Level Crossing gates have been closed and secured against road traffic. When the shunting movement has been completed and the Level Crossing is again clear, the Guard or Shunter must advise the Crossing Keeper accordingly.

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS

(Dated 16th March, 1963).

Page 3.

DELETE:—SPEEDS OF FREIGHT ROLLING STOCK item.

Page 4.

DELETE:—WOODWELL FARM LEVEL CROSSING item.

DARLINGTON BANK TOP STATION item.

Page 17. NOTE:—

The amendments to the Route Availability Groups of Locomotives on this page will not apply until the new Route Availability Book in preparation is published.

Until further notice the classification of locomotives shown on pages 2 and 3 of the Route Availability of Locomotives Book dated June, 1953, with subsequent amendments, must continued to be observed.

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED JUNE, 1953

Item No.	Section of line	R.A. group	Additional Classes permitted	Particulars of restriction or special remarks
162	Darlington (Albert Hill Jcn.) to Dinsdale (Oak Tree Jcn)	5	ADD:— 17/3, 11/1a, 11/6, 12/1, 12/6	Diesel Code 17/3 Prohibited from passing Loading Dock at Fighting Cocks and must not use right hand line in Messrs. Arnott Young's Sidings Fighting Cocks. All locomotives limited to 20 m.p.h. over Bridge 22 at Darlington, Haughton Road Amend:—V.2 Washington South to Whitburn Junction Permitted Main Lines only at 25 m.p.h.
241	Waldridge Bank Foot (Stella Gill) to Whitburn Junction (Tyne Dock)	7		ADD:— V2, Main Lines only
246	Boldon Colliery Station to Green Lane Junction (Tyne Dock)	7	ADD:— V2	ADD:— V2 permitted Green Lane to Tyne Dock Bank Top
248	Green Lane Junction (Tyne Dock) to Tyne Dock Bottom	7	ADD:— V2	Prohibited:— Bank Top to Dock Bottom

ALTERATIONS TO WORKING OF ELECTRIC TRAINS ON TYNESIDE ELECTRIFIED LINES
—WORKING INSTRUCTIONS (B.R. 30100) BOOKLET DATED 1st OCTOBER, 1962.

Page 11.

MANORS NORTH STATION.

DELETE:—In lines 3 and 4 the words "Manors North Signal Box" and SUBSTITUTE "a switch pillar positioned at the North End of Platform No. 2 under New Bridge Street Bridge".

ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY
ENGINES WORKING FREIGHT TRAINS BOOKLET DATED 9th JULY, 1962

INSERT:—

LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES

From	To	Length limit standard wagons	Class of Train	Type 2 (1160) (h.p.)	Type 4 (2000) (h.p.)	See notes:-
Page 20 Tyne Yard (via Low Fell Sdgs. & Bensham Curve)	K.E.B. Jct.	50 (a)	All	Goods 50	Goods 60	(b)
K.E.B. Jct. (via Bensham Curve & Low Fell Sdgs.)	Tyne Yard	50 (a)	All	50	60	(c)

- (a) Class 4 & 5 trains not booked to stop in Newcastle Central Yard may convey up to 60 wagons in length.
(b) Special Braking Instructions apply from Low Fell Station to Low Fell Sdgs. for unfitted trains.
(c) Special Braking Instructions apply from K.E.B. Jct. to Low Fell Sidings for unfitted trains.

From	To	Length Limit No. of wagons	Class of Train	Type of Loco and fitted head	Load			Remarks
					H	G	E	
Page 33 INSERT:— Tees—Skinningrove via Saltburn	}	60	8	Type 3 Diesel 1750 h.p. with Braking Tender	29	—	—	Special braking instructions apply Special braking instructions apply
Carlisle How—Teas			8	Type 4 Diesel 2000 h.p. with Braking Tender	27	—	—	

ADD note:—"Special timings quoted for Type 2 Diesel locos. also apply to Type 3 and 4 diesel locos."

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

York
22nd July, 1963

O.1382/N30

C. BIRCH
Movements Operations Manager.

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/N30"

Wash Chem Box

FOR THE INFORMATION OF RAILWAY STAFF ONLY

1 144 17 30 33
69 15 33 - 69
18 36

N-1

C. J.

NE/N

WOOLSTENHOLMES

No. 34



NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

9-0
9-0
5-0
7-15
9-5
7-0

46-20

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

4. 20
60 125

**Saturday, 24th August, 1963
to Friday, 30th August, 1963 inclusive**

Enginemmen 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 Enginemmen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

10 7-0
10 7-0
7-45 - 12-45
8-15 - 3-30
6-30 - 3-35
8-15 - 3-15

2.
5

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.**SPECIAL SIGNALLING PROGRAMME No. 16A.****TYNE SIGNAL BOX.**

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

STOCKTON OLD M.P.D.

All lines leading to the old engine sheds are being recovered.

SUNDAY, 25th AUGUST.—LONDONDERRY.**Signals dispensed with.**

- 107 Shunting 1 Loop to Up Hendon.
- 106 Shunting 1 Loop to Shunt Spur.
- 104 Shunting 2 Loop to 1 Loop.

New Signals.

- 106/104 (Min. arms) straight post situated to left of No. 2 Loop 143 yards from Signal Box reading:—
- 106 (Top arm) Shunting No. 2 Loop to Shunt Spur.
- 104 (Bottom arm) Shunting No. 2 Loop to Up Hendon.
- 107 additional signal (Min. arm) reading Shunting No. 1 Loop to Shunt Spur fitted above
- 105 Shunting No. 1 Loop to Up Hendon. (37)

TUESDAY, 27th AUGUST.—ALBERT HILL.

Bracket carrying 50—Down Main Home No. 2 and 53—Down Main to Down Goods No. 2 signals will be dispensed with and the signals repositioned on the existing gantry, 77 yards further from Signal Box as follows:—

- 50 Extreme left-hand of gantry.
- 53 To right of 50. (37)

THURSDAY, 29th AUGUST.—FIGHTING COCKS.

Straight post carrying 2 Down Main Home 1 signal will be replaced by a right-hand bracket on same site. (37)

DETAILS OF WORK ALREADY CARRIED OUT.****USWORTH.**

20 Down Main Starting has been renewed at reduced height on same site. (34)

****MURTON.**

15 points are now hand points.

New Signal.

15 From Sidings to Down Main.

Derailer has been fixed to 20 points and sited 10 yards from Signal Box on the Single line. (34)

DETAILS OF WORK ALREADY CARRIED OUT—continued.**RYHOPE, STATION.****Signals dispensed with.**

Bridge gantry carrying:—

- 2 Up Branch Home.
- 7 Up Branch to Colliery with Silksworth 1 Up Branch to Colliery Distant below.

New Signals.

- 2 Up Branch Home (main post).
- 7 Up Branch to Colliery (bracket) min. arm. } Right-hand bracket on left of Up Branch 96 yards from Signal Box. (35)

SILKSWORTH.

3 Up Ryhope Starting signal has been renewed at reduced height (min. arm) on same site.
17 Down Ryhope Colliery Home and 1 G.F. signals have been renewed at reduced height (min. arms) on same site.

Top Arm 17.

16 Down Ryhope Starting signal has been renewed at reduced height (min. arm) on same site.
13 Down Main Starting signal has been renewed at reduced height (min. arm) on same site. (35)

REDMARSHALL, SOUTH.

6 Down Main Home with 9 Down Main Calling-on below has been moved 83 yards further from Signal Box.

No. 3 Up Branch Home with No. 5 Up Branch Calling-on below has been moved 48 yards further from Signal Box. (36)

TOD POINT.

Down Goods line has been renamed Iron Works line from a point 107 yards west to a point 190 yards east of Signal Box.

Points dispensed with.

- 8 Down Goods—Coatham Sidings.
- 20 Iron Works line—Plate Siding.
- 44 Iron Works line—Breakwater Branch and Powder Sidings.
- 50 Iron Works line—Down Goods.
- 60 Siding 1—Up Main.
- 61 Up Main—Sidings 1 and 2.

Signals dispensed with.

- 21 Iron Works line to Plate Siding, Coatham Siding, Marshal Siding, Coatham Reception.
- 77 Down Goods to Down Main.
- 78 Down Goods to Warrenby Depot.
- 10 Down Goods to Coatham Reception.
- 40 Iron Works line to No. 49 signal (Iron Works line).
- 41 Breakwater Branch to Iron Works line No. 49 signal.
- 45 Iron Works line to Breakwater Branch.
- 49 Iron Works line to Down Goods.
- 56 Siding No. 2 to Siding.
- 59 Siding No. 2 to Up Main.
- 55 Siding No. 1 to Siding.
- 58 Siding No. 1 to Up Main.
- 81 Down Goods to Iron Works line.
- 68 Backing Down Goods to Up Main.
- 2 Up Main Home.

New Points.

- 37 Coatham Reception—Plate Siding—166 yards east of Signal Box.
- 39 Iron Works line—Coatham Reception—131 yards east of Signal Box.
- 58 Redcar Ironworks Siding 2—Redcar Ironworks Siding 1—25 yards east of Signal Box.

New Signal.

47 Up Main Home—3-aspect colour light displaying R. Y. G. situated 316 yards east of Signal Box.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

TOD POINT—continued.

New Position Light Ground Signals.

- 41 Shunting Iron Works line Route 1 Ironworks line 'I'.
 - 41 Shunting Iron Works line Route 2 Main line (Down) 'M'.
 - 41 Shunting Iron Works line Route 3 Plate Sidings 'P'.
 - 41 Shunting Iron Works line Route 4 Coatham Siding 'X'.
 - 41 Shunting Iron Works line Route 5 Marshal Siding 'Y'.
 - 41 Shunting Iron Works line Route 6 Reception Siding 'Z'.
- situated on left of Iron Works line 131 yards east of Signal Box.

New Ground Disc Signals.

- 56 Shunting Redcar Iron Works Siding 2 or to Up Main—65 yards east of Signal Box.
- 57 Shunting Redcar Iron Works Siding 1 or to Up Main—65 yards east of Signal Box.
- 68 Shunting Iron Works line to Up Main—44 yards west of Signal Box. (36)

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 item.*

MISCELLANEOUS NOTICES.

NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEEL BASE.

RUNNING OF FOUR WHEELED VEHICLES.

In the interests of safety it has been decided that, for the time being, all vehicles with a wheel base of 10 ft. or less, must be subject to a special restriction of 50 m.p.h. If it is necessary for any of these vehicles to be run on a Passenger, Parcels or Class 4 train, the guard must advise the driver of the fact that such vehicles are on the train and instruct him that the speed of the train is not to be more than 50 m.p.h. at any point on the journey.

Drivers must pay particular regard to this instruction to ensure that in no circumstances is the speed limit exceeded.

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

Until further notice trains conveying pallet vans with a wheel base of 10 feet or less must not exceed a maximum speed of 50 m.p.h. Guards must inform their Drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

★WORKING TIME TABLES.

Commencing with the Winter Working Time Table, 1963/64, the following alterations are to be made:—

1. A note (vi) to be added to page one of each section of the W.T.T., viz.:—
(vi) Horse Boxes, Carriage Trucks and additional non-passenger carrying vehicles not to be attached to any passenger train—except on the authority of the District Operating/Traffic Superintendent or Movements Operations Manager.
2. D.M.U. trains specially timed to allow conveyance of tail vehicles to be indicated by head code STV and the following interpretation to be included in the "explanation of references":—
'STV'—Specially timed to convey tail vehicle/s.
3. The deletion of 'HC' and 'HX' letters from the timing columns and the "explanation of references" table.

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25 am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

C. J.

NE/N

WOOLSTENHOLMES

No. 35



NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

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

**Saturday, 31st August, 1963
to Friday, 6th September, 1963 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.

SPECIAL SIGNALLING PROGRAMME No. 16A.

TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

STOCKTON OLD M.P.D.

All lines leading to the old engine sheds are being recovered.

SUNDAY, 1st SEPTEMBER.—ALNMOUTH.

Points spiked normal.

15 Branch Platform—No. 2 Siding.
32 Up Branch—Branch Platform.

Points disconnected and spiked reverse to read.

28 ('B' end) No. 2 Siding.
42 ('B' end) Branch Platform.

Points to become hand operated.

34 ('A' end) Down Branch—3 Siding.

Signals dispensed with.

13 Shunting—Branch Platform or No. 2 Siding.
44 Shunting—Dock to Up Branch or Down Main.

Altered nomenclature of Signal.

Old	New	
30 To Branch Platform or No. 2 Siding.	30 To No. 2 Siding.	(38)

SUNDAY, 1st SEPTEMBER.—TEES.

17 Down Yard Primary Hump signal will be replaced by a "Toton" signal fitted with lunar white lenses on existing post.

6 White lights horizontal indicate "STOP".
6 White lights 45° angle indicate "HUMP SLOW".
6 White lights vertical indicate "HUMP NORMAL".

WEDNESDAY, 4th SEPTEMBER.—CEMETERY SOUTH.

6 Down Main Starting signal will be dispensed with. (38)

DETAILS OF WORK ALREADY CARRIED OUT.

EAGLESCLIFFE NORTH.

The bracket carrying the following signals has been demolished:—

22 (Down Home signal) Down Leads to Stockton.

24 (Down Home signal) Down Leads to Bowesfield.

They have been replaced on same site by a 3-aspect colour light signal displaying R, Y and G with right-hand junction indicator. **NEW ITEM (38)**

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MORPETH.

Points disconnected from Signal Box and clipped and spiked reverse.

46 East Dock—Middle line (Trap points end).
60 No. 1 North Siding—No. 3 (Trap points end).
62 No. 2 North Siding to 'B and T' line (Trap points end).
64 Trap points in No. 1 Siding.
72 Trap points in Goods Yard.

NEW ITEM (38)

LONDONDERRY.

Signals dispensed with.

107 Shunting 1 Loop to Up Hendon.
106 Shunting 1 Loop to Shunt Spur.
104 Shunting 2 Loop to 1 Loop.

New Signals.

106/104 (Min. arms) straight post situated to left of No. 2 Loop 143 yards from Signal Box reading:—
106 (Top arm) Shunting No. 2 Loop to Shunt Spur.
104 (Bottom arm) Shunting No. 2 Loop to Up Hendon.
107 additional signal (Min. arm) reading Shunting No. 1 Loop to Shunt Spur fitted above
105 Shunting No. 1 Loop to Up Hendon. (37)

**RYHOPE, STATION.

Signals dispensed with.

Bridge gantry carrying:—
2 Up Branch Home.
7 Up Branch to Colliery with Silksworth 1 Up Branch to Colliery Distant below.

New Signals.

2 Up Branch Home (main post).	}	Right-hand bracket on left of Up Branch 96 yards from Signal Box.
7 Up Branch to Colliery (bracket) min. arm.		

(35)

**SILKSWORTH.

3 Up Ryhope Starting signal has been renewed at reduced height (min. arm) on same site.
17 Down Ryhope Colliery Home and 1 G.F. signals have been renewed at reduced height (min. arms) on same site.

Top Arm 17.

16 Down Ryhope Starting signal has been renewed at reduced height (min. arm) on same site.
13 Down Main Starting signal has been renewed at reduced height (min. arm) on same site. (35)

ALBERT HILL.

Bracket carrying 50—Down Main Home No. 2 and 53—Down Main to Down Goods No. 2 signals has been dispensed with and the signals repositioned on the existing gantry, 77 yards further from Signal Box as follows:—

50 Extreme left-hand of gantry.
53 To right of 50. (37)

REDMARSHALL, SOUTH.

6 Down Main Home with 9 Down Main Calling-on below has been moved 83 yards further from Signal Box.

No. 3 Up Branch Home with No. 5 Up Branch Calling-on below has been moved 48 yards further from Signal Box. (36)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

TOD POINT.

Down Goods line has been renamed Iron Works line from a point 107 yards west to a point 190 yards east of Signal Box.

Points dispensed with.

- 8 Down Goods—Coatham Sidings.
- 20 Iron Works line—Plate Siding.
- 44 Iron Works line—Breakwater Branch and Powder Sidings.
- 50 Iron Works line—Down Goods.
- 60 Siding 1—Up Main.
- 61 Up Main—Sidings 1 and 2.

Signals dispensed with.

- 21 Iron Works line to Plate Siding, Coatham Siding, Marshal Siding, Coatham Reception.
- 77 Down Goods to Down Main.
- 78 Down Goods to Warrenby Depot.
- 10 Down Goods to Coatham Reception.
- 40 Iron Works line to No. 49 signal (Iron Works line).
- 41 Breakwater Branch to Iron Works line No. 49 signal.
- 45 Iron Works line to Breakwater Branch.
- 49 Iron Works line to Down Goods.
- 56 Siding No. 2 to Siding.
- 59 Siding No. 2 to Up Main.
- 55 Siding No. 1 to Siding.
- 58 Siding No. 1 to Up Main.
- 81 Down Goods to Iron Works line.
- 68 Backing Down Goods to Up Main.
- 2 Up Main Home.

New Points.

- 37 Coatham Reception—Plate Siding—166 yards east of Signal Box.
- 39 Iron Works line—Coatham Reception—131 yards east of Signal Box.
- 58 Redcar Ironworks Siding 2—Redcar Ironworks Siding 1—25 yards east of Signal Box.

New Signal.

- 47 Up Main Home—3-aspect colour light displaying R. Y. G. situated 316 yards east of Signal Box.

New Position Light Ground Signals.

- 41 Shunting Iron Works line Route 1 Ironworks line 'I'.
 - 41 Shunting Iron Works line Route 2 Main line (Down) 'M'.
 - 41 Shunting Iron Works line Route 3 Plate Sidings 'P'.
 - 41 Shunting Iron Works line Route 4 Coatham Siding 'X'.
 - 41 Shunting Iron Works line Route 5 Marshal Siding 'Y'.
 - 41 Shunting Iron Works line Route 6 Reception Siding 'Z'.
- situated on left of Iron Works line 131 yards east of Signal Box.

New Ground Disc Signals.

- 56 Shunting Redcar Iron Works Siding 2 or to Up Main—65 yards east of Signal Box.
- 57 Shunting Redcar Iron Works Siding 1 or to Up Main—65 yards east of Signal Box.
- 68 Shunting Iron Works line to Up Main—44 yards west of Signal Box. (36)

FIGHTING COCKS.

Straight post carrying 2 Down Main Home 1 signal has been replaced by a right-hand bracket on same site. (37)

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 item.

MISCELLANEOUS NOTICES.

NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEEL BASE.

RUNNING OF FOUR WHEELED VEHICLES.

In the interests of safety it has been decided that, for the time being, all vehicles with a wheel base of 10 ft. or less, must be subject to a special restriction of 50 m.p.h. If it is necessary for any of these vehicles to be run on a Passenger, Parcels or Class 4 train, the guard must advise the driver of the fact that such vehicles are on the train and instruct him that the speed of the train is not to be more than 50 m.p.h. at any point on the journey.

Drivers must pay particular regard to this instruction to ensure that in no circumstances is the speed limit exceeded.

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

Until further notice trains conveying pallet vans with a wheel base of 10 feet or less must not exceed a maximum speed of 50 m.p.h. Guards must inform their Drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

WORKING TIME TABLES.

Commencing with the Winter Working Time Table, 1963/64, the following alterations are to be made:—

1. A note (vi) to be added to page one of each section of the W.T.T., viz.:—
(vi) Horse Boxes, Carriage Trucks and additional non-passenger carrying vehicles not to be attached to any passenger train except on the authority of the District Operating/Traffic Superintendent or Movements Operations Manager.
2. D.M.U. trains specially timed to allow conveyance of tail vehicles to be indicated by head code STV and the following interpretation to be included in the "explanation of references":—
'STV'—Specially timed to convey tail vehicle/s.
3. The deletion of 'HC' and 'HX' letters from the timing columns and the "explanation of references" table.

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25 am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

Chen
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

NE/N

WOOLSTENHOLMES No. 42

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

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

**Saturday, 19th October, 1963
to Friday, 25th October, 1963 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 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.

SPECIAL SIGNALLING PROGRAMME No. 16A.

TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

SUNDAY, 20th OCTOBER.—TYNE.

A pair of catch points on the Up Slow line at 74 m. 50 chs. at present clipped out of use will be removed and resited at 74 m. 42 chs. and brought into use. (45)

SUNDAY, 20th OCTOBER.—LITTLE BENTON SOUTH AND NORTH.

Both signal boxes and all controlled signalling will be dispensed with. (45)

SUNDAY, 20th OCTOBER.—LITTLE BENTON SOUTH.

A single lead from Up Main to Sidings at 3 m. 39 chs. will be removed and replaced by plain line. (45)

SUNDAY, 20th OCTOBER.—LITTLE BENTON NORTH.

A Main to Main crossover between 3 m. 76 chs. and 3 m. 73 chs. will be removed and replaced by plain line. Also a single lead from the Up Main into Siding between 3 m. 73 chs. and 3 m. 71 chs. will be removed and replaced by plain line. (45)

SUNDAY, 20th OCTOBER.—EARS DON.

The redundant diamond crossings between 7 m. 4 chs. and 7 m. 10 chs. will be removed and replaced by plain line. (45)

SUNDAY, 20th OCTOBER.—STELLA GILL FLATTS.

Signals dispensed with.

7 No. 1 Outgoing to No. 3 Incoming line.
19 No. 1 Outgoing to No. 4 Group.

New Signals (on same site as 7—Straight post).

(Top arm) 7 No. 1 Outgoing to No. 3 Incoming line.
(Bottom arm) 19 No. 1 Outgoing to No. 4 Group.

Signals dispensed with.

20 No. 1 Outgoing to Nos. 1 or 2 Groups.
21 No. 1 Outgoing to Busty lines.
22 No. 1 Outgoing to West Kip Sidings.

New Signal (on same site as 19—Straight post).

(Top arm) 20 No. 1 Outgoing to Nos. 1 or 2 Groups.
(Middle arm) 21 No. 1 Outgoing to Busty lines.
(Bottom arm) 22 No. 1 Outgoing to West Kip Sidings. (45)

TUESDAY, 22nd OCTOBER.—HEPSCOTT.

Green aspect of M.79 signal will be replaced by a Yellow aspect and the Up Blyth & Tyne Distant signal will be dispensed with. (45)

TUESDAY, 22nd OCTOBER.—WEST JESMOND.

Points dispensed with.

11 Crossover Road No. 1 spiked out of use pending removal.

Signals dispensed with.

3 Down to Up Backover signal.
17 Up to Down Backover signal. (45)

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

FRIDAY, 25th OCTOBER.—BLAYDON STATION.

Signal dispensed with.
No. 42 Down Intermediate Branch Home. (45)

DETAILS OF WORK ALREADY CARRIED OUT.

BENINGBROUGH.

Points dispensed with.
10 Down Fast to Down Slow. 13 Up Fast to Up Slow.
18 Fast lines Crossover. 25 Down Slow to Down Fast.
28 Up Slow to Up Fast.

Signals dispensed with.
12 Shunting Up Slow or Up Slow to Down Fast.
17 Shunting Up Fast to Down Fast.
26 Shunting Down Fast to Up Slow or Up Fast or to Down Slow.
27 Shunting Up Fast to 17 Disc or to 6 Disc or to Up Slow to 6 Disc.
D.5 Down Home—Fast to Slow.
D5BS Down Starting—Slow to Fast.
U5BS Up Starting—Slow to Fast.
U5 Up Home—Fast to Slow. (44)

DARLINGTON NORTH.

Points dispensed with.
2 Down Main—Depot.

Signals dispensed with.
1 Shunting Depot to Down Main.
15 Shunting Wallside Siding to Main.
16 Shunting Wallside Siding to Down Goods.
36 Shunting Carriage Sidings to Down Goods West.
49 Shunting Depot Sidings to Down Goods.
68 Up Goods Calling On.
73 Up Goods Starting.
74 Up Goods to Up Main.
75 Shunting to 127 signal.
83 Up Goods to Up Siding.
84 Up Main to Up Siding.
89 Shunting Up Goods to Goods Yard or Goods Sidings.
91 Shunting Engine Shed to 127 signal.
92 Shunting Engine Shed to Goods Yard or Goods Siding.
93 Shunting Engine Shed to Up Goods.
94 Shunting Engine Shed to Up Main.
103 Shunting Down Main to 96 Disc.
127 Shunting Down Main or to Down Goods No. 1 or Down Goods No. 2.
132 Down Goods No. 1 to 96 Disc.
133 Down Goods No. 2 to 96 Disc.
144 Down Main Starting to Down Goods.
145 Down Main Starting (with 72 Parkgate Down Main Distant below).
146 Down Main Home No. 2.
147 Down Main Home No. 1.
148 Down Goods No. 1 to Down Main Home.
149 Down Goods No. 2 to Down Main Home.
'C' Signs dispensed with on 69 and 70, Up Main and Up Goods signals to Up Duplicate or No. 1 Platform.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

DARLINGTON NORTH—continued.

New Signals.
Gantry over Down Main and Down Goods Nos. 1 and 2 situated 295 yards South of Signal Box carrying from left to right:—
149 Down Goods No. 2 to Down Main Home—3-aspect colour light displaying R, Y, G.
133 Down Goods No. 2 to Up Goods—Subsidiary.
148 Down Goods No. 1 to Down Main Home—3-aspect colour light displaying R, Y, G.
132 Down Goods No. 1 to Up Goods—Subsidiary.
147 Down Main Home—4-aspect colour light.
103 Down Main to Up Goods—Subsidiary.

Right-hand bracket situated on left of Down Goods 136 yards North of Signal Box carrying:—
145 Down Main Starting—4-aspect colour light with a route indicator and subsidiary displaying:—
M (rear only)—Main.
G—Down Goods.
G & Sub.—Down Goods.

Right-hand bracket situated on left of Goods Siding 28 yards South of Signal Box carrying:—
88 On right-hand side of bracket—Position light signal with stencil route indicator reading:—
S—Goods Siding.
G—Up Goods.
M—Up Main.
D—Down Main.

94 On left-hand side of bracket—Position light signal with stencil route indicator reading:—
S—Shunting Goods Siding.
G—Shunting Up Goods.
M—Shunting Up Main.
D—Shunting Down Main.

New Position Light Ground Signals.

15 Shunting Wallside to Down Goods or to Down Main—Situated on left of Wallside Siding 38 yards North of Signal Box.
36 Shunting Depot Siding to Down Goods (West)—Situated on left of Down Goods (West) 55 yards South of Signal Box.
50 Shunting Depot Siding to Down Goods—Situated on right of Depot Siding 50 yards North of Signal Box (Yellow aspect).
127 Shunting Down Main or to Down Goods 1 or 2—Situated between Up and Down Main lines 210 yards South of Signal Box.

Alterations to Signal.

109 Shunting Down Main or to No. 1 Platform has been re-sited between Down and Up Main 35 yards further from Signal Box. (44)

***MORPETH STATION AND WANSBECK. SAT & SUN, 28/29 SEPT 63

All mechanical signals at Morpeth and Wansbeck have been replaced by colour light or position light ground signals.
Wansbeck signal box has been dispensed with and control of signalling transferred to Morpeth Signal Box.
A.W.S. Equipment in the Morpeth Area has been transferred to the new signals

***MORPETH.

Points dispensed with

40 B. & T. Dock—Middle Line.
29 Depot Siding 1—Carriage Dock

Alteration to Signal

D.17 Down Main Auto is now a 4 aspect signal

Alteration to Nomenclature of line

Old	New
Depot Siding 2	Depot Siding
(The former Depot Siding No. 1 has been recovered)	
Wansbeck Goods Line	Wansbeck Siding
Wansbeck Down Line	Wansbeck Line

DETAILS OF WORK ALREADY CARRIED OUT—continued.

New Signals
Down Direction

Signal No.	Location Line	Distance From S.B. (Yards)	Aspect M—Main S—Sub	Route or Junction Indication where provided	Destination to line or Signal No.
U1	Wansbeck Line	1572 South	M	—	M.65
D15	Down Main	2575 South	M	—	M.80
M42	Up Main	151 South	M	L	Down Goods Loop
			M	D	Down Main
			M	B	B. & T. Line
			S	L	Down Goods Loop
			S	U	M.108
			S	2	Depot Siding
			S	1	Carriage Siding
R42	Up Main	476 South	S	—	M.42
M57	B. & T. Line (Up)	40 South	M	—	North Sidings
			S	S	Reception Sidings
M65	Wansbeck Line	834 South	M	—	M.84
			S	—	Calling on
M80	Down Main	1375 South	M	—	M.81
M81	Down Main	165 South	M	L	Down Goods Loop M.105
			S	L	Down Goods Loop
			M	Rear only D	M.82
M82	Down Main	273 North	M	—	D.17
M84	Wansbeck Line	165 South	M	L	Down Goods Loop M.105
			S	L	Down Goods Loop
			M	D	Down Main M.82
M105	Down Goods Loop	273 North	M	—	Down Main D.17
			S	—	Down Siding

Up Direction

Signal No.	Location Line	Distance From S.B. (Yards)	Aspect M—Main S—Sub	Route or Junction Indication where provided	Destination to line or Signal No.
D1	B. & T. Line (Down)	1459 North	M	—	M.115
M119	Up Main	435 North	M	—	U16
M115	B. & T. Line (Down)	659 North	M	—	M.114
M114	B. & T. Line (Down)	119 North	M	—	M.113
			S	—	Goods Yard
M113	B. & T. Line (Down)	4 South	M	—	Up Main U.16
			S	—	B. & T. Dock Sidings
M110	Up Goods Loop	404 North	M	—	Up Main U.16
M89	Down Goods Loop	3 South	S	S	Dock Sidings
				W	Wansbeck Line
				U	Up Main
M66	Wansbeck Line	502 South	M	—	Wansbeck Line
GF4	Wansbeck Line	502 South	S	—	Relief Siding
RU16	Up Main	138 South	Banner Repeater	—	U16
U16	Up Main	725 South	M	—	U 15

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Position Light Ground Signals

Signal No.	Location	Destination
48	Down Main	Up Main
50	Depot Siding	Up Main
52	Carriage Dock	Up Main
56	B. & T. Dock Sidings	Up B. & T. Line
61	North Siding No. 3	B. & T. Line
63	North Siding No. 2	B. & T. Line
64	North Siding No. 1	B. & T. Line
70	Goods Yard	Reception Line (R) or Up B. & T. Line (B)
71	Reception Line	B. & T. Line
76	Reception Line	Reception Line (R) or Goods Yard (G)
87	Wansbeck Siding	Down Goods Loop 95 Signal
95	Down Goods Loop	Down Goods Loop or Down Main
96	Down Goods Loop	M. 89
99	Down Main	Down Goods Loop or Down Main. 48 Signal
104	Down Siding	Down Goods Loop
107	Down Main	Down Goods Loop or Down Main. 99 Signal
108	Up Main	Up Goods Loop

The following points are now hand operated:—
East Dock to Middle line.
B. & T. Dock to East Dock.
Loading Dock End to Wansbeck Goods.
Loading Dock to Loading Dock End.

***WANSBECK.

Points dispensed with
14 Wansbeck Goods to Wansbeck Down Line
The new ground frame controlling the entrance to the Relief Siding is electrically controlled from Morpeth Signal Box.

Points operated by Ground Frame:—
Branch—Relief Siding.

(42)

***STOCKTON OLD M.P.D.

All lines leading to the old engine sheds have been recovered.

STELLA GILL FLATTS.

Bridge Gantry.

Signals dispensed with.

5 No. 3 Outgoing to No. 3 Incoming line.
15 No. 3 Outgoing to No. 4 Group.

New Signals on same site as 5.

Straight post.
(Top arm) 5 No. 3 Outgoing to No. 3 Incoming.
(Bottom arm) 15 No. 3 Outgoing to No. 4 Group.

Signals dispensed with.

6 No. 2 Outgoing to No. 3 Incoming.
16 No. 2 Outgoing to No. 4 Group.
17 No. 2 Outgoing to Van Sidings or Nos. 1/2 or 3 Groups, Busty lines or West Kip Sidings.

New Signals on same site as 6.

(Top arm) 6 No. 2 Outgoing to No. 3 Incoming.
(Middle arm) 16 No. 2 Outgoing to No. 4 Group.
(Bottom arm) 17 No. 2 Outgoing to Van Sidings or Nos. 1/2 or 3 Groups, Busty lines or West Kip Sidings.

(44)

RYHOPE GRANGE AND LONDONDERRY.

A trailing connection from the Up Main into Walker Sidings at 1 m. 7 chs. has been removed and replaced by plain line. Walker Sidings have also been abandoned.

(44)

***SILKSWORTH.

17 Down Ryhope Colliery Home and 1 G.F. signals have been renewed at reduced height (miniature arms) on same site.
Bottom Arm 17 (not Top Arm as printed in Programme No. 31/32).

AMENDED ITEM—42

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 item.

MISCELLANEOUS NOTICES.

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

Until further notice trains conveying pallet vans with a wheel base of 10 feet or less must not exceed a maximum speed of 50 m.p.h. Guards must inform their Drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

DERAILMENT OF FOUR-WHEELED VEHICLES.

Until further notice all four-wheeled vehicles with a wheelbase of 10 ft. or less are subject to a speed restriction of 50 m.p.h.

If it is necessary for any such vehicle to be conveyed on a Class 1, 2 or 3 train, the Guard must advise the Driver and instruct him not to exceed 50 m.p.h.

Class 4 or 4+ trains must not exceed 50 m.p.h. at any point unless indicated in the timetable by a "club" symbol, in which case a maximum speed of 55 m.p.h. (Class 4) or 60 m.p.h. (Class 4+) will be permissible. Should it be necessary for a train so indicated to carry a four-wheeled vehicle with a wheelbase of 10 ft. or less the Guard must instruct the Driver not to exceed 50 m.p.h.

PAINTING OF FREIGHT STOCK.

It is the future intention that all freight stock and non-bogie coaching stock will be marked to indicate the maximum speed at which it may run. It may have been observed that a number of vehicles have already appeared in service bearing a white numeral in a white lined square, and without the symbol "XP" where applicable.

Full instructions on this subject will be published in due course. In the meantime it should be noted that the Numerals '1', '2' or '3' are equivalent to "XP" marking.

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25 am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

ROUTE AVAILABILITY OF COACHING STOCK.

Mail vans with tractors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and Down trains at Jesmond Station Signal Box, when the Guard must advise the Signalman, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Special Stop Order to be issued at Newcastle Central or Killingworth Station as the case may be if a train has to be stopped in accordance with this instruction. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished).

OCCUPATION LEVEL CROSSING GATES.

Attention is called to the danger arising from the large number of occupation crossing gates which are consistently being left open contrary to the owners' statutory obligation.

It is necessary for an all-out effort to be made to stop this practice and commencing forthwith all staff whose business takes them along the railway must report to the nearest Station Master any case of gates being found open at an occupation crossing which is not being used at the time. Care should be taken to ensure the correct identification of the crossing concerned. In addition, the gates should be closed.

When train staff observe the gates of these crossings open at a time when a vehicle is not present full details should be reported at their home station or depot. These details must be sent immediately to the Station Master concerned.

Station Masters must, by a personal visit, call the attention of the owners to all cases brought to their notice, remind them of the danger they create for themselves and other people, and the penalties involved. Station Masters must also report all cases to the Divisional Manager and state the action taken. (44)

MISCELLANEOUS NOTICES—continued.

SIGNAL BOX HOURS BOOKLET, O.7410.

The above booklet has now been discontinued. (44)

PERMANENT SPEED RESTRICTIONS.

INDICATOR SIGNS.

The indicator signs referred to in the first paragraph of this instruction on page 51 of the General Appendix are in the process of being repainted yellow.

★WIRING OF FREIGHT TRAINS TO TYNE YARD.

It is essential that trains for Tyne Yard should be wired with particulars of equivalent length and weight, in addition to the number of wagons. Guards and Yard staff should co-operate to provide this information at any point making up a train or attaching traffic to a train for Tyne Yard.

A specimen wire, after details of train number, locomotive and time of departure, would read:—

"34 Tyne, including (details of special traffic, etc.) =50 length=44 weight." (45)

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
Greensfield Motive Power Depot (Pacific Shed)	Demolition works and repairs	Until further notice	20.10.62

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Greensfield Motive Power Depot—Siding No. 248 (Field Sidings) Water column	Until further notice	7-10-63
Bishopston Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	6-3-63
Richmond Station	Until further notice	9-10-62

THIRSK.

The Down Slow to Down Fast connection, No. 228 points, has been spiked out of use pending abandonment.

CATCH POINTS—PLAWSWORTH.

Catch points have been laid in the Up Main line at Plawsworth at 69 m. 77 chs. They are clipped and padlocked out of use until further notice.

GATESHEAD—GREENSFIELD M.P.D.

Sidings Nos. 245, 247 and 248 (Field Sidings) have been blocked, and the points to these sidings clipped and padlocked out of use.

ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

CATCH POINTS—BENTON BANK AND LITTLE BENTON NORTH.

A pair of catch points have been installed in the Down Main line at 3 m. 47 chs. They have been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN ACKLINGTON AND SOUTHSIDE.

Catch points have been laid in the Down Main line at 29 m. 70 chs. and 30½ m.p. They have been clipped and padlocked out of use until further notice.

MISCELLANEOUS NOTICES—continued.

WARKWORTH STATION.

The Down and Up Sidings have been dispensed with and all points clipped and padlocked out of use pending removal.

CATCH POINTS—WOODEN GATE.

A pair of catch points have been installed in the Up Main line at 33 m. 68 chs. They have been clipped and padlocked out of use until further notice.

BERWICK UPON TWEED.

The Yard Foreman has been withdrawn from Berwick and Down Freight trains requiring to detach will be run onto No. 2 Loop (or No. 1 Loop should No. 2 Loop be occupied).

The trains must be brought to a stand at the Notice Board reading "Engines must not pass this board except on the authority of the signalman".

The crossover between No. 1 and No. 2 Loops has been spiked out of use.

WELBURY.

The Down Main to Horse Dock and Sidings to Coal Depot points have been clipped out of use pending removal.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

SOUTH GOSFORTH STATION.

A trailing Crossover (Main to Main) between 2 m. 36 chs. and 2 m. 38 chs. has been clipped and padlocked out of use until further notice.

BENTON NORTH WEST CURVE.

Between Benton Station and Benton North, a pair of facing points and sand drags have been laid in the Down line between 0 m. 0 chs. and 0 m. 5½ chs. The points have been clipped and padlocked out of use until further notice.

BENTON SOUTH WEST CURVE

Between Benton Station and Benton Quarry, a pair of facing points and sand drags have been laid in the Up line between 0 m. 13 chs. and 0 m. 10 chs. The points have been clipped and padlocked out of use until further notice.

GARDEN LANE, SOUTH SHIELDS.

The Main to Main crossover and facing connections have been spiked out of use pending removal.

OFFERTON LANE OCCUPATION LEVEL CROSSING.

Until further notice, between 8-0 am and 6-0 pm, daily, there will be increased use of the occupation crossing situated between Cox Green and Hylton by contractor's vehicles conveying clay, etc. Lookoutmen in attendance. Drivers to keep a sharp lookout.

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a hand signalman will be stationed at the temporary road crossing 200 yards west of the Old River to control the passage of road and rail traffic.

ALTERATIONS TO B.R. RULE BOOK (Dated January, 1962).

RULE 127 (iii). AMEND to read:—

If not thoroughly acquainted with any portion of the line over which he is to work obtain the services of a competent conductor.

The conductor must give to the train driver the necessary instructions in regard to the signals, curves, gradients, speed restrictions, and other characteristics applicable to the line over which they are working and leave the actual driving entirely in the hands of the train driver.

The conductor will be responsible for the due observance of signals, speed restrictions, etc., and safe working of the train.

In every case the train driver must study the signals, speed restrictions, and other characteristics of that part of the line over which he is being conducted.

The conductor will be responsible in cases where it is necessary for the fireman to carry out the provisions of Rule 55, for seeing that this is done. In the case of trains or engines, the driving cabs of which are single manned, the conductor will be responsible for carrying out the duties laid down for the fireman in respect of Rule 55."

RULE 135 (a). AMEND to read:—

(a) When a train is drawn by two engines the Driver, and Fireman where provided, of the leading engine is responsible for the observance of signals and the working of the brake; the Driver of the second engine must, as far as is practicable, observe all signals affecting the working of the train, including any which may be given by the Driver of the leading engine, and in case of need he must apply the brake or take any other action which may be appropriate in the circumstances.

RULE 148. AMEND to read:—

"(a) Guards must, as far as practicable, keep a good lookout and if they have any reason to apprehend danger they must make every effort to attract the attention of the Driver or Signalman according to the circumstances. They must always keep a good lookout when their trains are approaching terminal stations or stations at which they are due to stop, and when leaving stations.

(b) If the circumstances require their own train to be stopped, Guards must, if the train is fitted with the continuous brake, apply it in order to bring the train to a stand. If the train is not fitted with the continuous brake they must apply the hand brake sharply and release it suddenly; this operation repeated several times should, from the check it causes, attract the attention of the Driver to whom the necessary Danger signal must be shown.

(c) If there is any danger to a train on an adjoining line, Guards must, when the train passes a signal box, show to the Signalman a red hand signal waved slowly from side to side, and the Signalman must on receiving this signal, act in accordance with block regulation 17.

(d) In the case of trains not fitted with the continuous brake, the Guard must, unless special instructions are issued to the contrary, always apply his brake as soon as he becomes aware that the Driver is applying the engine brake.

(e) When a Driver requires the assistance of the Guard's brake he must give three or more short sharp whistles, and the Guard or Guards must immediately apply their brakes."

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960).

Page 25.

Regulation 17 (b). AMEND first paragraph to read:—

"The Signalman in advance must immediately exhibit his signals to stop the train coming from the signal box from which the signal was received and any train going towards that box on the opposite line. The train for which the signal was received, when stopped, must be carefully examined and dealt with as occasion may require. If it is not possible to detach the vehicle in respect of which the emergency bell signal was sent, or to rectify the defect, or otherwise deal with the emergency, and it is considered the train may be allowed to proceed with safety to a signal box in advance where the matter can be dealt with as occasion may require, this may be done after the Signalman at the box in advance has been told of the circumstances. The train must be signalled in the usual way and The Stop and Examine train signal sent immediately the acknowledgment of the train entering section signal is received. A train not conveying passengers may in these circumstances be allowed to pass on the opposite or adjoining line."

Page 122.

SIGNALMAN'S GENERAL INSTRUCTIONS.

INSERT:—

"TRAIN HEADLAMPS AND INDICATORS.

Rules 119 and 125.

If a train passes a signalbox with no light at all being exhibited at the front of the train when the lamps should be illuminated, the Signalman must advise the Signalman at the next box ahead to stop the train for the lamps to be lighted. If, where the sections are short, the Signalman who is asked to stop the train cannot do so without bringing it to a sudden stand, he must pass the information to the Signalman at the box next in advance and arrange for him to stop the train. In the event of the telephone having failed the "Stop and Examine Train" signal must be sent.

Should an incomplete or incorrect indication be shown the train need not be stopped especially, but information must be passed box to box and the indication put in order at the next stopping point."

Page 124.

INDEX.

INSERT:—Train Headlamps and Indicators. Page 122.

ALTERATIONS TO GENERAL APPENDIX.

Page 17 (Page 162, Supplementary Operating Instructions).

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

5. Conditions of operation.

AMEND second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

Page 42.

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.

8. Propelling.

INSERT as second sentence to first paragraph:—

During shunting operations, before any propelling movement is commenced, the Guard or Shunter riding in the leading driving compartment must have the communicating door between the driving compartment and the rest of the vehicle unlocked so as to provide a means of exit in emergency.

PERMANENT SPEED RESTRICTIONS.

Page 51.

AMEND Clause 7:—

The indicator signs mark the commencement of the speed restrictions only and drivers must not start to accelerate until the whole of their train has passed over the portion of line to which the restriction applies. The provision of indicator signs in no way relieves the driver of his responsibility for obeying all speed restrictions shown in the Sectional Appendices or other publications.

Page 75.

INSERT:—

"DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT.

Diesel and Electric Locomotives with driving cabs at each end when travelling light must normally be driven from the leading cab.

Where short distance shunting movements are involved, such as crossing from one line to another, or where undue delay would occur through having to change ends for the reverse movement, the locomotive may be driven from the trailing cab. When a second man is on the locomotive he must then ride in the leading cab ready to sound the warning horn, to signal the Driver to stop and/or apply the brake in an emergency."

Page 108.

PLATFORM EDGES—WHITENING.

INSERT:—Additional sentence as follows:—

"When performing this work staff must, whenever possible, face the direction from which trains approach."

INSTRUCTIONS IN THE OPERATION OF "BUCK-EYE" AUTOMATIC COUPLERS AND PULLMAN GANGWAYS.

Page 79.

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only).

Page 80.

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are clasping each other. A test must then be made by a slight pull from the Engine. Certain electric and diesel multiple unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

Page 86.

Inter-Cities Diesel Vehicles.

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are clasping each other. Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

Page 95.

INSERT:— INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS.

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the fireman or second man. If no second man is employed it will be the duty of the guard or shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.
The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendices.
4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the signalman signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

Page 97

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

INSERT:—as second paragraph to Clause 1 (g) (ii)

In the event of a "dead" diesel shunting locomotive of 20 tons or over and not fitted with the vacuum brake or through pipe, being required to travel on a partially fitted freight train, it must be marshalled immediately behind the fitted portion.

AMEND:—Clause 1 (f)

Unless specially authorised by the Chief Mechanical Engineer's Department, "dead" steam tender, diesel main line, electric or gas turbine locomotives, must not be conveyed on freight trains—see clause (2) (b) for movement of "dead" engines with defective handbrakes. If this authority is given, forward services must be agreed by the Operating Department, having regard to Clause (e)

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION).
SEQUENCE OF LINES THROUGHOUT THIS BOOK.

Page iii.

DELETE:—

Shildon (Simpasture) to Stillington North.

Page in
Table A

98

Page iii (Page 1, Supplement No. 1).

DELETE:—

Darlington (Hopetown) to Barnard Castle (Tees Valley), etc.

103

INSERT:—

Darlington (Hopetown) to Barnard Castle West (including Forcett Goods and Quarry Branches).

103

DELETE:—

Barnard Castle (Tees Valley) to Middleton-in-Teesdale.

107

INSERT:—

Barnard Castle West to Middleton in Teesdale.

107

Page 3 (Page 2, Supplement No. 1).

Cowton.

Eryholme.

★AMEND:—Down Main or Fast engine whistle—1 long 3 short—Trains requiring to stop at Darlington to take water.

TABLE A.

Page 11.

★AMEND:—Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).

Page 12.

★AMEND:—Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).

Little Benton South.

★DELETE:—Signal Box and distance (from 20th October).

Little Benton North.

★DELETE:—Signal Box and distance (from 20th October).

Page 13 (Page 60, Supplementary Operating Instructions Booklet).

Benton Quarry.

★AMEND:—Distance 1 m. 1,121 yds. (from 20th October).

Page 13 (Page 60 Supplementary Operating instructions).

Killingworth.

Forest Hall.

DELETE:—Signal Box and all details.

Station.

AMEND:—Distances to read 1 m. 381 yds.

Page 14.

★AMEND:—Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).

Page 14 (Page 61, Supplementary Operating Instructions).

Morpeth. Station.

AMEND:—Catch points CW—Up Goods Loop, connections, etc.

AMEND:—In first column Automatic and Controlled Colour Light Signalling to be right through from Stannington to Morpeth Station.

Page 15 (Page 4, Supplement No. 1).

★AMEND:—Sub heading to read FALLODON (44 MILE POST) AND MARSHALL MEADOWS.

Page 18.

KIMBLESWORTH COLLIERY BRANCH (GOODS LINES).

AMEND:—1st column to be One engine in Steam (No Staff).

Page 20.

Picton Station.

INSERT:—Engine whistle in Down Main or Fast Column IS2L—Not stopping Eaglescliffe. For South Stockton Goods Yard.

INSERT in 2nd column between Picton Station and Rounton Gates:—
"IBH signal, Up line, 1,089 yards from Picton Station Signal Box"

Page 29

Pelaw Station

DELETE:—	Speed restrictions 5 Down 5 Up	Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines.
	10 Down 10 Up	Passenger trains in emergency and Coaching Stock trains, travelling over Goods lines between Pelaw and High Street (except where otherwise shown).

Pelaw Station

INSERT:—	Speed restrictions 20 Down 20 Up	To and from Slow lines 98 m. 6 chns. to 98 m. 10 chns.
	20 Down 20 Up	To and from Slow lines 98 m. 16 chns. to 98 m. 22 chns.

Page 29 (Page 62 Supplementary Operating Instructions)

Felling Station

DELETE:—	Speed restrictions 5 Down 5 Up	Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines.
----------	--------------------------------	--

Felling St. James Bridge

INSERT:—	Speed restrictions 10 Down —	Over connection Down Goods to Down Main 100 m. 24 chns. to 100 m. 28 chns.
----------	------------------------------	--

Park Lane Junction

INSERT:—	Speed restriction 10 Down 10 Up	Over connection Main to Goods and Goods to Main 100 m. 68 chns. to 100 m. 75 chns.
----------	---------------------------------	--

High Street Junction

DELETE:—	Speed restriction 5 Down 5 Up	Passenger trains in emergency and Coaching Stock trains crossing between Main and Goods Lines.
----------	-------------------------------	--

INSERT:—	Speed restrictions 15 Down 15 Up	Goods lines from 100m. 75 chns. to 10 Im 33 chns.
----------	----------------------------------	---

Page 35.

Wansbeck.

DELETE:—Signal box and distance.

Scotsgap.

Junction.

AMEND:—Distance 11 miles 584 yards.

AMEND:—1st column to read Electric Token from Morpeth Station to Scotsgap Junction.

Page 39.

NEWSHAM TO BLYTH, ETC.

AMEND:—Description of Block Signalling between Blyth Station and Links Road to be 'NB'.

Page 43.

Killingworth.

DELETE:—Signal box and all relevant details including I.B.S. Down line, 1,330 yards from Killingworth Crossing.

Backworth

Station.

AMEND:—Distance 1 m. 1,447 yds.

Page 49/50.

Backworth.

Earsdon.

INSERT:—Directional line to indicate "Up" direction between Earsdon and Percy Main North.

Page 53.

Corbridge.

DELETE:—Speed Restriction 45 Down 45 Up 16 m. 72 chs. to 17 m. 8 chs.

Page 62.

Stella Gill—South Pelaw.

DELETE:—C. Up line 506 yards before reaching Up Main Home signal. Gradient 66.

Page 66/67.

GATESHEAD (GREENSFIELD JUNCTION, ETC.) TO BLAYDON, ETC.

AMEND:—The directional line denoting Up direction should be extended to Norwood.

Page 66/67 (Page 66 Supplementary Operating Instructions).

AMEND:—

Description in Block Signalling column to read "Automatic and Controlled Colour Light Signalling between Greensfield Junction and Norwood".

Page 98.

SHILDON (SIMPASTURE) TO STILLINGTON NORTH (GOODS LINES).

DELETE:—Line heading and all items.

Page 99.

Shildon.

Simpasture.....

DELETE:—Note and speed restriction—15 Up Over Junction towards Stillington North, etc.

Page 103 (Page 13 Supplement No. 1)

AMEND:—Line heading to read:—

DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES)

AMEND:—Sub heading to read

DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST

Page 104

AMEND:—Line heading and sub heading as above.

Barnard Castle

East

DELETE:—All additional running lines between Barnard Castle East and West boxes.

DELETE:—Speed restriction 20 Up 15m. 31chs. to 15m. 28chs., 20 Up over junction towards Bishop Auckland 14m. 63chs. to 14m. 53chs. etc.

DELETE:—Catch points—No. 2 Down Goods, etc.

West

DELETE:—Catch points, Up Goods line.

INSERT:—Speed restriction 20 (Both directions) 15m. 28chs. to 15m. 31chs.

Tees Valley

DELETE:—All particulars including speed restrictions

Page 107

AMEND:—Line heading and sub heading to read:—

BARNARD CASTLE (WEST) TO MIDDLETON-IN-TEESDALE 40 (Both directions MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

AMEND:—

Barnard Castle

Tees Valley to read

Barnard Castle

West

DELETE:—Speed Restrictions—10 (Both directions) 0m 5chs. (Branch mileage) to 16m. 9chs. (Darlington to Tebay mileage)

AMEND Note—(See page 103 for Darlington (Hopetown) to Barnard Castle West)

INSERT:—Speed restriction 20 (Both directions) 16m. 13chs. (Darlington to Barnard Castle mileage) to 0m. 5chs. (Branch Mileage)

Romaldkirk:—Station

DELETE:—Block post indication and mileage.

Middleton-in-Teesdale:—Station

AMEND:—Distance between signal boxes to read 8 miles 812 yards.

Page 108

NORTHALLERTON TO HAWES

Northallerton

Station

INSERT

Speed restriction

10
(Both
directions)When passing over Yafforth
level crossing

Page 111.

Stillington.

North.

DELETE:—Note.

AMEND:—Speed restriction 20 Down 20 Up All connections to and from Goods lines.

Page 114 (Page 68 Supplementary Operating instructions).

Hartlepool Station.

DELETE:—Black dot indicating block post and note.

Page 115.

Hartlepool Station.

DELETE:—Black dot indicating block post, speed restriction, catch points and the note under
station. Engine Whistles

	UP	For
	Main or Fast	Slow or Goods
		Up Freight trains Castle Eden Branch Stockton Bowsfield Works
	1L 2S	
	1L 4S	
	1S 1L	

Page 121.

Middlesbrough West.

INSERT:—

Page 126 (Pages 69 and 167 of Supplementary
Operating Instructions).

Middlesbrough,

Old Town.

INSERT:—

	2L 2S	Up Freight trains Castle Eden Branch
	2L 3S	Stockton
	2S 2L	Bowsfield Works

Page 125 (Page 167 Supplementary Operating Instructions).

AMEND:—

Sub-heading TEES THORNABY EAST JUNCTION to GUISBOROUGH JUNCTION 20
DOWN 20 UP MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

Page 135

TABLE D2

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
★INSERT:— MORPETH STATION TO Morpeth and Rothbury	BELLINGHAM Morpeth	Station Foreman or Signaller

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
Page 159 MORPETH TO BELLINGHAM DELETE:— ↑Wansbeck	Morpeth	Up Direction	12 empty coaching stock vehicles etc.
↑Morpeth	Wansbeck	Down Direction	12 empty coaching stock vehicles etc.
Page 162 INSERT:—PELAW BRANCH) ↑Jarrow Station	TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM Pontop	Up	Freight wagons with or without brake van
Page 164 (Page 18 Supplement No. 1) AMEND:—Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE:—	Barnard Castle East	Nos. 1 and 2 Up Goods	13 Freight wagons etc.
Barnard Castle East	Barnard Castle West	Nos. 1 and 2 Down Goods	6 Freight wagons etc.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
Page 172 ... MORPETH TO BELLINGHAM DELETE:— Morpeth Wansbeck		Single Single	
Page 176 (Page 19 Supplement No. 1) AMEND:—Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE:—	Barnard Castle East Barnard Castle West	Nos. 1 and 2 Down Goods	6 wagons

TABLE 'O'

From	To	Number of Vehicles
Page 196 DELETE:— HEATON SOUTH TO TYNEMOUTH VIA WALLSEND ETC. Newcastle Tynemouth	Tynemouth Newcastle	10 10

TABLE 'R'

Page 202.

DELETE:—Tweedmouth Station Down 440 yards North of Station.

Page 210 (Page 23 Supplement No. 1 and Page 75 Supplementary Operating Instructions)

DELETE:—All previous entries and INSERT:—

TABLE Z

LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

Referring to the instructions contained on pages 16 to 19 of the General Appendix; the following
lines are equipped with A.W.S. track equipment.Note:—All loops and additional running lines connected with the lines shown below and provided
with main signals are equipped with A.W.S. track equipment. Branch distant signals for routes
converging on the lines shown below are also fitted with A.W.S. apparatus.

From	To	Line	Remarks
Northallerton	King Edward Bridge Junction	Up and Down Main	Excepting Darlington Sta- tion Area
Newcastle Manors Junction	Tweedmouth	Up and Down Main	

GENERAL INSTRUCTIONS.

BREAKDOWN TRAIN ARRANGEMENTS.

Page 211.

AMEND:—Crane 1001 to 1094.

Page 214.

AMEND:—Carlisle (Kingmoor) crane to be No. 1094 75 tons (steam).

Page 215.

AMEND:—Carlisle (Kingmoor) crane to be No. 1094 75 tons.

BREAKDOWN CRANES.

Page 217.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing; inclusive).

Page 218.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 218.

DELETE:—Belah (exclusive) and Tebay, etc.
Kirkby Stephen Junction and Penrith, etc.
Tebay and Penrith (L.M.R.), etc.

DELETE:—Restrictions—Speed not to exceed 15 m.p.h. over Deepdale and Belah viaducts.

Page 218.

INSERT in Darlington Crane Also Covers:—Thirsk Town Goods Branch.

Page 219.

INSERT in Darlington Tool Vans:—Thirsk Town Branch/York District.

TOOL VANS.

Page 219.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing) (exclusive).

Page 220.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 221.

SNOW PLOUGHS.

I. INDEPENDENT PLOUGHS.

(a) Allocation—DELETE:—2 West Auckland.
INSERT:—2 Thornaby.

Page 223 (Page 24, Supplement No. 1, Page 75, Supplementary Operating Instructions).

DELETE:—INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS.

ENGINEERS RAIL MOTORS

BETWEEN

Signal Box	Signal Box ²
Page 229 INSERT:— Shildon North Haverton Hill Station Thornaby (Bowesfield) Redmarshall South Darlington (S. & D.) Hartlepool Cemetery North Murton DELETE:— Evenwood (Spring Gardens) Spennymoor (Merrington Lane) Chilton Leadgate (South Medomsley) Broomside AMEND:— North Ormesby Prudhoe Annfield West Knitsley Murton to read Murton	West Auckland (Fieldon Bridge) Haverton Hill South Stillington North (Goods Lines) Wellfield Dinsdale (Oak Tree) Ferryhill No. 1 Castle Eden West Butterknowle Spennymoor (Goods Lines only) Chilton Branch South Medomsley Colliery Sherburn Guisborough Corby Gates (Main Line only) Consett North (Main Line only) Consett North (Main Line only) Sherburn Colliery North Hetton

BETWEEN

Signal Box	Signal Box
Page 232 DELETE:— Shildon (Simpasture) Shildon North Haverton Hill Station Thornaby (Bowesfield) Redmarshall South Darlington (S. & D.) AMEND:— Barnard Castle (Tees Valley) to read Barnard Castle West.	Stillington North West Auckland (Fieldon Bridge) Haverton Hill South Stillington North (Goods Lines) Wellfield Dinsdale (Oak Tree)

INSERT:—Crook West | Tow Law Station

Page 233 (Page 75, Supplementary Operating Instructions Booklet).

TYNESIDE ELECTRIFIED LINES.

HAULING OR PROPELLING OF ELECTRIC TRAINS BY LOCOMOTIVES IN EMERGENCY.

*AMEND:—Little Benton North to read Benton Quarry.

RULE 39(a)

Signal Box	Signal at which Rule 39 Clause (a) is exempt	Remarks
Page 235 AMEND:— Sunderland Station	Down Home 1 and 2 from Ryhope. Down Home from Penshaw Up Home	— — Note.—For trains from the West Hartlepool direction, booked to stop at Sunderland, the Outer Distant signal at the South end of Sunderland South Tunnel, when in the off position, indicates that the signals are off to the Station Platform but does not indicate the position of the Starting signal at the North end of the Platform. —

Page 238 (Page 27, Supplement No. 1).

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS.

DELETE:—4A Entering bay platforms paragraph.

Page 243 (Page 77 Supplementary Operating Instructions).

FOUR POSITION CLASSIFICATION DESTINATION AND IDENTIFICATION SYSTEM.

(iii) Special Number—

AMEND:—5Z07 Weed Killing train.

INSERT:—under LIGHT ENGINE MOVEMENTS.

Tyne Yard Depot 32.

LOCAL INSTRUCTIONS.

Page 247.

INSERT in list of places at which telephones will not be available when there is no attendance:—

Preston, Bradbury, Benton Bank, Little Benton South, Little Benton North, Benton North and Acklington.

DELETE:—Heaton Station and Argyle Street.

Page 249.

DELETE:—KIMBLESWORTH item.

Page 253 (Page 77, Supplementary Operating Instructions Booklet).

LITTLE BENTON NORTH AND SOUTH SIGNAL BOXES.

*DELETE:—This instruction.

Page 255.

INSERT additional instruction under "SUNDERLAND":—

"An empty diesel multiple unit train may be attached to a loaded diesel train standing in a platform line, provided the instructions in regard to the coupling of loaded multiple diesel trains, appearing on Page 41 of the General Appendix, are carried out.

Where a subsidiary signal is not provided for the movement drivers must be given authority to pass the protecting signal at danger under the provisions of Rule 37 (a) (v)."

Page 258.

INSERT:—BEDLINGTON TO NEWBIGGIN, ETC.

ASHINGTON COLLIERY RAILWAY.

The National Coal Board Ashington Colliery Railway is worked in accordance with the BR. Permissive Block Regulations for Goods Lines. At all the Signal Boxes on the Colliery Railway, a green handsignal held steadily will be exhibited to the Driver of a freight train if the section is occupied by another freight train and if this signal is acknowledged by the Driver, the signal controlling the entrance to the section will be lowered.

Page 269.

PELAW TO SOUTH SHIELDS, ETC. JARROW.

JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY:—

Instructions for dealing with traffic for the Shell Mex & B.P. Co. Ltd.:—

DELETE paragraphs 4 to 10 and INSERT:—

(4) B.R. locomotives must not cross Jarrow High Street level crossing until authorised to do so by a Conductor provided from the Shell Mex & B.P. Co. Ltd. staff, who will remain with the locomotive until it has returned to the sidings South of the level crossing. B.R. locomotives must not pass beyond a point 44 feet short of the gantry at which a "Limit of Shunt" board is in position.

B.R. locomotives must not actually enter the oil compounds. Wagons will normally be placed in position or unlifted by the Oil Company's staff by means of the Capstans provided, but in an emergency wagons may be placed between the locomotive and the tank wagons to act as lengtheners to enable a locomotive to attach without passing beyond the gates.

Page 270.

INSERT:—

FENCEHOUSES N.C.B. LAMBTON SIDINGS.

Clearances between the Weighbridge Road and the adjoining line are limited and a red light has been erected approximately 25 yards from the Weigh Cabin on the Fencehouses Signal Box side.

B.R. engines must not proceed past this point when the red light is illuminated.

Page 280.

NORTHALLERTON TO HAWES (INCLUDING CASTLE HILLS CURVE).

INSERT:—

YAFFORTH LEVEL CROSSING (between Northallerton and Ainderby).

Yafforth Level Crossing is an "open" crossing without gates or barriers, no attendance being given. Road traffic is controlled by double sided twin red flashing light road signals positioned in line with the fences on each side of the railway. The aspects of these road signals are actuated by track circuits which extend 100 yards on each side of the crossing. Notice boards are provided alongside the railway in each direction, worded as follows:—

(i) "Ungated level crossing 250 yards ahead"

and

(ii) A "Whistle" board, 200 yards on each side of the crossing.

The speed of trains must not exceed 10 m.p.h. from a point 200 yards on the approach side of the crossing until the train has passed clear of the crossing.

A white indicator lamp is provided beneath each flashing light unit and is focussed to shine along the railway in both directions. The following indications are given:—

No indication—Power supply on—red lights alight and flashing.

White flashing light—Power supply failed—red lights alight and flashing.

White steady light—Power supply failed or intact—red lights failed.

When one or both side indicators display a white steady light, Drivers must bring their trains to a stand short of the level crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. Should a white flashing light or a white steady light be displayed in one or both side indicators the circumstances must be reported immediately on arrival at the next signal box.

A driver of a rail vehicle of the type mentioned on page 64 of the General Appendix (Track Circuits, Clause 5) as amended in Supplement No. 1 dated 18th June, 1962, should not rely on the indication, or lack of indication exhibited by the side lights, and must not pass over the crossing until he is satisfied that the crossing is clear and that it is safe to do so.

Pages 281-282.

BILLINGHAM-ON-TEES BECK BRANCH.

DELETE:—SUB-HEADING: Up Trains and Relative Instructions.

Page 284.

MIDDLESBROUGH.

INSERT:—

WEST MARSH BRANCH: BRITANNIA WORKS CROSSING.

This crossing provides access across the West Marsh Branch to and from the Britannia and Bridge Construction Works of Messrs. Dorman Long (Steel) Limited and is protected on the Marsh Road side by a gate with a gateman in attendance. The gate will be kept closed across the roadway except when road vehicles require to cross the railway.

Road and rail traffic is controlled by two-aspect (red and green) colour light signals as under:—

Signal 'A' } affixed on respective sides of the footbridge and focussed along the

Signal 'B' } railway, normal aspect GREEN.

Signal 'C' } affixed on the footbridge columns on the Works' side focussed along the

Signal 'D' } respective road approaches, normal aspect RED.

A two-way red light is affixed to the security gate.

When the security gate is opened for road traffic, a switch on the gate automatically alters signals 'A' and 'B' to red and 'C' and 'D' to green. When the gate is again closed across the road, the colour lights return to their normal aspects.

Rail movements may be drawn or propelled over the crossing when colour light signals 'A' and 'B' display a green aspect. Rail movements must stop short of the crossing when these colour light signals display a red aspect.

In the event of failure of colour light signals 'A' and 'B', rail movements must stop short of the crossing until authorised to cross by the gateman.

Page 285. INSERT:—

WORKING OF TRAINS IN TEES DOCK EXCHANGE SIDINGS.

The Grangetown Box Signalman will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock Branch and on receipt, the Foreman must arrange for the route for the train into the sidings to be set up.

Drivers of B.R. T.C.C. and Shell-Mex engines requiring to proceed into the Exchange Sidings must stop at the notice board installed at the junction with the lines from Tees Dock

about 400 yards from the junction with British Railways lines at Grangetown Box and must not proceed until authorised to do so by the B.R. Foreman or Shunter.

The departure of each B.R. train or engine must be advised to the Grangetown Signalman by the Sidings Foreman.

B.R. engines must draw their trains into and out of the Tees Dock Branch. Those from and to the Beam Mill (Lackenby) Lines and east of Grangetown will be required to use the Ore Sidings Nos. 1 and 2 Reception Lines for running round purposes.

B.R. trains must not leave the sidings to proceed to Grangetown Box until authorised to do so by the Sidings Foreman.

Page 286.

REDCAR.**TOD POINT.**

DELETE 2nd paragraph.

AMEND last paragraph to read:—

During the time the train is working on the line in question, movements may be carried on as necessary within the stop board.

NORMANBY BRANCH.

INSERT:—

Skippers Lane Level Crossing.

Before any shunting movement is made which will pass over or foul Skippers Lane Level Crossing, the Guard or person in charge of the movement must obtain an assurance from the Crossing Keeper that the Level Crossing gates have been closed and secured against road traffic. When the shunting movement has been completed and the Level Crossing is again clear, the Guard or Shunter must advise the Crossing Keeper accordingly.

Page 292. LOCAL AND GENERAL INSTRUCTIONS—INDEX.

INSERT:—Yafforth Level Crossing. Page 280.

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (Dated 16th March, 1963).

Page 3.

DELETE:—SPEEDS OF FREIGHT ROLLING STOCK item.

Page 4.

DELETE:—WOODWELL FARM LEVEL CROSSING item.
DARLINGTON BANK TOP STATION item.

Page 17. NOTE:—

The amendments to the Route Availability Groups of Locomotives on this page will not apply until the new Route Availability Book in preparation is published.

Until further notice the classification of locomotives shown on pages 2 and 3 of the Route Availability of Locomotives Book dated June, 1953, with subsequent amendments, must continued to be observed.

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED JUNE, 1953

Item No.	Section of line	R.A. group	Additional Classes permitted	Particulars of restriction or special remarks
129	Forcett Junction to Forcett Goods	4	ADD:— 11/1a, 12/1, 12/6	—
136	Forcett Valley Junction to Forcett Quarry	4	11/1a, 12/1, 12/6	—
138	Butterknowle Branch Spring Gardens to Butterknowle	4	11/1a, 12/1, 12/6	—
140	West Auckland, Fylands Gas Works	5	DELETE	entry
141	Shildon North Junction to end of B.R. maintenance Auckland Park Colliery Branch	4	ADD:— 11/1a, 12/1, 12/6	—
162	Darlington (Albert Hill Jcn.) to Dinsdale (Oak Tree Jcn)	5	ADD:— 17/3, 11/1a, 11/6, 12/1, 12/6	Diesel Code 17/3 Prohibited from passing Loading Dock at Fighting Cocks and must not use right hand line in Messrs. Arnott Young's Sidings Fighting Cocks. All locomotives limited to 20 m.p.h. over Bridge 22 at Darlington, Houghton Road

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

From	To	Length limit No. of Wagons	Class of Train	Type of Locomotives and Fitted Head	Load			Special point to point timings	Mins.
					H	G	E		
Tees	Normanton Healey Mills	90	7	Type 3, (1,750 H.P.) D 17/3	30	53		dep	4
		55		Unbraked	32	57		pass	4
				1 Fully Fitted Wagon Next Engine	36	64		"	8
				2 " " " "	39	70		"	12
				3 " " " "	43	76		"	8
				4 " " " "	45	80		"	15
				5 " " " "				"	21
								"	15
								"	5
								"	21
Healey Mills Normanton	Tees	90	7	Type 3 (1750 H.P.) D 17/3	30	53		dep	5
				Unbraked	32	57		pass	4
				1 Fully Fitted Wagon Next Engine	36	64		"	4
				2 " " " "	39	70		"	10
				3 " " " "	43	76		"	17
				4 " " " "	45	80		"	11
				5 " " " "	48	85		"	21
				6 " " " "	50	89		"	5
				7 " " " "				"	17
								"	21

INSERT:—

LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES

From	To	Length limit standard wagons	Class of Train	Type 2 (1160) (h.p.)	Type 4 (2000) (h.p.)	See notes:-
Page 20						
Tyne Yard (via Low Fell Sdgs. & Bensham Curve)	K.E.B. Jct.	50 (a)	All	Goods 50	Goods 60	(b)
K.E.B. Jct. (via Bensham Curve & Low Fell Sdgs.)	Tyne Yard	50 (a)	All	50	60	(c)

- (a) Class 4 & 5 trains not booked to stop in Newcastle Central Yard may convey up to 60 wagons in length.
- (b) Special Braking Instructions apply from Low Fell Station to Low Fell Sdgs. for unfitted trains.
- (c) Special Braking Instructions apply from K.E.B. Jct. to Low Fell Sidings for unfitted trains.

From	To	Length limit No. of wagons	Class of Train	Type of Loco and fitted head	Load			Remarks
					H	G	E	
Page 20 INSERT:—								
Port Clarence—York			4	Type 3 Diesel (1750 h.p.)				42 loaded van-fits of fertiliser
Class 5 timings apply Port Clarence to Welbury								
Port Clarence—York			4	Type 4 Diesel (2000 h.p.)				48 loaded van-fits of fertiliser
Class 5 timings apply Port Clarence to Welbury								
Page 33 INSERT:—								
Tees—Skinningrove via Saltburn		60	8	Type 3 Diesel 1750 h.p. with Braking Tender	29	—	—	Special braking instructions apply
Carlton How—Tees			8	Type 4 Diesel 2000 h.p. with Braking Tender	27	—	—	Special braking instructions apply

ADD note:—"Special timings quoted for Type 2 Diesel locos. also apply to Type 3 and 4 diesel locos."

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE-INTER-DISTRICT AND INTER-REGIONAL FREIGHT TRAINS, dated 15th September, 1952.

Also Sectional Loads Books R (Middlesbrough), T (York), U (Sunderland) V (Newcastle), and W (West Riding).

INSERT AFTER GROUPING OF ENGINES FOR LOADING PURPOSES

I. (A) Loading of Main Line Diesel Electric Locomotives:-

When working unfitted loads or partially fitted loads with diesel electric locomotives, unless special loads are quoted in the Loads Books between specified points at special timings or giving a laid down number of fitted wagons to be connected to the locomotive, the following general instructions must be observed to ensure the diesel locomotive will be capable of bringing the load to a stand within the prescribed braking distance for the section concerned:-

Type 2 Diesel

When working unbraked loads Group 4
If 2 fully fitted wagons connected to locomotive Group 5
If 4 fully fitted wagons or a Braking Tender connected to locomotive Group 6

Type 3 Diesel

When working unbraked loads Group 5
With Braking Tender connected to locomotive Group 7

Type 4 Diesel

When working unbraked loads Group 5
If 4 fully fitted wagons connected to locomotive Group 8 (provided gradients not more than 1 in. 150 falling).
If 6 fully fitted wagons connected to locomotive Group 8 (gradients more than 1 in. 150 falling)
With Braking Tender connected to locomotive Group 8

It is particularly important that guards and yard staff have regard to the limitations of loading which apply to unbraked loads or when less than the stated number of wagons to constitute a fitted head are available.

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE INTER-DISTRICT AND INTER-REGIONAL FREIGHT TRAINS 15th SEPTEMBER, 1952

From	To	Length limit No. of wagons	Remarks
Page 19 Newcastle Central Heaton New Bridge St. Via Team Valley or	NEWCASTLE—SOUTH Darlington York Dringhouses Milford Normanton Hull Leamside	50 (b) Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.

From	To	Length limit No. of wagons	Remarks
Page 20 Newcastle Central Heaton New Bridge St. Via Coast	NEWCASTLE—SOUTH York Yard Dringhouses Milford Normanton Hull	50 Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 21 Blaydon Forth Park Lane Via Team Valley or Leamside	BLAYDON, FORTH or PARK LANE—SOUTH Darlington York Yard Dringhouses Normanton Milford Hull	60 Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 22 Blaydon Forth Park Lane Via Cox Green	BLAYDON, FORTH or PARK LANE—SOUTH Darlington York Yard Dringhouses Normanton Milford Hull	60 Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 22 Park Lane West Hartlepool Wearmouth Via Coast	PARK LANE, WEARMOUTH, WEST HARTLEPOOL—SOUTH Stockton Newport Thirsk York Yard Dringhouses Milford Normanton Hull	80 (a) Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 23 Stockton Newport	TEES-SIDE—SOUTH Thirsk York Yard Dringhouses Milford Normanton Hull	80 (a)	AMEND note to read:— "Trains for Dringhouses may convey equal 70 wagons in length."
Page 23 Wearmouth Via Cox Green	WEARMOUTH—SOUTH Darlington York Normanton Milford Hull	60 Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 24 Darlington	DARLINGTON—SOUTH Thirsk York Yard Dringhouses Milford Gascoigne Wood Hull Normanton	90 (a)	AMEND note to read:— "Trains for Dringhouses may convey equal 70 wagons in length."

"LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS"

SECTION "U" SUNDERLAND DATED 2nd OCTOBER, 1961

From	To	Length limit of Wagons	Class of Train	Load Class of Engine	H.	G.	E.
Page 22. WEST DELETE:— Existing Seabanks Junction	HARTLEPOOL— INSERT Hall Dene or Dawdon Crossing	SUNDE 55	RLAND 9	— PARK 5 6 7 8	LANE via HORDEN 22 39 44 27 48 54 29 51 58 30 53 60		

From	To	Length Limit	Class of Train	Load Class of Engine	Remarks
Page 43. CON Consett Junction	SETT—DEARNESS Lanchester	JCN. & R 60	RELLY MILL 8 9	6 42H (a) 46H (a)	ADD:— Note (a) to read:— Locomotives in class 6 loading group may convey this load without stopping to carry out special brak- ing instructions, provided at least 30% of wagons are fitted and controlled from Locomotive

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS

Section of Line From	To	Description of Train	Proportion of brakes to be Fastened Down
Page 11 Consett South	Lanchester Junction	Loaded Trains	I Double brake for every 4 wagons. ADD:— Note to read:— Class 6 loads hauled at Class 8 or 9 speed by Loading Group 6 locos with 30% wagons fitted and controlled from the locomotive are exempt from these special braking in- structions.

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

York
14th October, 1963

O.1382/N42

C. BIRCH
Movements Operations Manager.

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/N42"

SAFETY FIRST

ALWAYS

**Be
Fair,
Take
Care**

NE/N 43

SATURDAY 26 OCTOBER —

FRIDAY 1 NOVEMBER 1963

SECTION B—TEMPORARY ENGINEERING WORKS—continued

N-11

At or between	Lines affected	Remarks
NORTHALLERTON to GATESHEAD	HEAD (JUNCTION)	via HORDEN—continued.
DAILY UNTIL FURTHER NOTICE	CE—continued.	
Dawdon and Seaham.	All.	Constructing new Underbridge No. 237A at 84 m. 30 chs. Mechanical plant and cranes in use.
Hall Dene and Ryhope, Station.	Down and Up Main.	8-0 am to 5-0 pm, trimming slopes between 86 m. 30 chs. and 87 m. 0 chs. Gradall machine in use.
Boldon Colliery and Pelaw.	All.	7-30 am to 6-0 pm, widening Bridge No. 290 at 96 m. 38 chs. Mobile crane and mechanical plant in use.
Gateshead.	All.	8-0 am to 4-30 pm, taking down Park Lane and High Street Signal Boxes between 58 m. 0 chs. and 58 m. 78 chs.
FRIDAY and SATURDAY, 25th and 26th OCTOBER.		
Felling and Gateshead.	11-30 pm (Fri.) to 4-30 am (Sat.) Down and Up Pelaw Main (BLOCKED). 4-30 am (Sat.) to 6-0 am (Sat.) Down and Up Pelaw Main (BETWEEN TRAINS). 11-30 pm (Fri.) to 6-0 am (Sat.) Down Pelaw Goods (BETWEEN TRAINS).	11-30 pm (Fri.) to 6-0 am (Sat.), loading third rail material. Crane in use.
SUNDAY, 27th OCTOBER.		
Bishopton Lane and North Shore.	No. 1 Down Goods and Up Goods and Up Reception lines (BLOCKED). Down Main (BETWEEN TRAINS).	12-1 am to 11-59 pm, reballasting between 60 m. 38 chs. and 60 m. 47 chs. Crane and machinery in use. All traffic to travel over the Down and Up Main lines. Both Signal Boxes open.
Dawdon and Seaham.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	12-1 am to 11-59 pm, waterproofing Bridge No. 237A. Single Line Working by Pilotman over the Up Main line. Both Signal Boxes open.
Sunderland.	All (BETWEEN TRAINS).	7-30 am to 5-30 pm, renewing facing point connections and timbers.
East Boldon.	All (BETWEEN TRAINS).	12-1 am to 6-0 pm, repairing level crossing. Signal Box open.

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.

SPECIAL SIGNALLING PROGRAMME No. 16A.
TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

SUNDAY, 27th OCTOBER.—LITTLE BENTON SIDINGS.

The Sidings will be abandoned and material recovered. (46)

SUNDAY, 27th OCTOBER.—ALNMOUTH.

The connection between the Branch Platform line and No. 2 Siding at the South end of the Station will be abandoned and a wheel chock will be provided at the South end of No. 2 Siding.

The end Dock line at North end of Station will be abandoned together with connections therefrom to Down Main and Up Branch.

The connection between the Branch Platform line and No. 2 Siding at the North end of the Station will be abandoned.

Points dispensed with.

- 15 Branch Platform—No. 2 Siding.
- 28 Branch Platform—No. 2 Sidings.
- 42 Branch Platform—Up Branch.
- 46 Down Main—Dock.

Signals dispensed with.

- 13 Shunting Branch Platform or No. 2 Sidings.
- 18 Shunting No. 2 Siding to Branch Platform.
- 22 Shunting from 4 and 5 Sidings.
- 27 Shunting No. 2 Siding to Down Branch or Up Branch.
- 30 Down Branch to Branch Platform or 2 Siding.
- 31 Branch Platform to Up Branch.
- 39 Down Branch Home No. 3.
- 41 Branch Platform to Down Main Home.
- 44 Shunting Dock to Up Branch or Down Main.
- 69 Branch to Branch Platform.

Altered Nomenclature of Signals.

Old

- 37 Down Branch Home No. 1.
- 38 Down Branch Home No. 2.
- 48 Shunting Down Main to Up Main or Dock or Branch Platform.
- 77 Shunting Branch to Up Main or Down Main or Dock or Branch Platform.
- 79 Up Branch to Branch Platform or No. 3 Siding or No. 4 or 5 Sidings or Loco. Sidings.

Altered Nomenclature of Points.

Old

- 67 Branch Lines Crossover.
- 84 Branch Lines Crossover.

New

- 31 Branch Platform to No. 65 signal.
- 66 Sidings to Down Branch.
- 48 Shunting Down Main or to Up Main.

- 77 Shunting Branch to Up Main or Down Main or Branch Platform.
- 79 Up Branch to 77 signal.

New

- Branch—Sidings.
- North End become Traps. (46)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

SUNDAY, 27th OCTOBER.—TYNEMOUTH, SOUTH.

Points dispensed with.

- 14 From No. 1 Fish Dock (Signal Box end of points will be hand operated).
- 22 No. 4 Dock—Down Main.
- 23 Down Main—No. 4 Dock.
- 15 Dock Siding No. 2 To Fish Dock.

Signal dispensed with.

- 12 No. 6 Dock to Up Main.

Altered Signal.

- 13 will be renewed as a Ground Disc, sited to left of Dock Sidings 38 yards North of Signal Box, reading Dock Sidings to Up Main. (46)

SUNDAY, 27th OCTOBER.—HENDON.

Points which will become hand-operated.

- 77 Down Main—Engine Shed.
- 86 No. 2 Goods—Standage Sidings.
- 87 No. 2 Goods from Standage Sidings and No. 2 Goods.

Signals dispensed with.

- 19 From Down Goods to Van Sidings.
- 20 Down to Up Goods Starting.
- 22 From Sidings to Up Goods.
- 23 Down Goods to Sidings 5, 6, 10, 11, 12.
- 24 New Van Sidings to Up Goods.
- 25 Down Goods to all lines except 5 and 6, 10 to 12 and 19 to 26 Sidings and Van Siding.
- 27 Up Branch to Up Goods Home.
- 28 Down Goods Intermediate Starting.
- 37 From Siding 26.
- 38 From Siding 24.
- 45 From No. 18 Siding to Down Goods.
- 50 Sidings 10, 11, 12 to Down Goods.
- 52 Sidings 7, 8, 9 to Down Goods.
- 82 No. 2 Goods Down Advanced Starting (also controlled from Ground Frame).
- 91 A and B From Branch to Sidings 1, 2 or Dock Bottom.
- 97 From Sidings 15, 16 to Down Goods.
- 99 No. 13 Sidings to Down Goods.
- 101 Up Branch Home.
- 104 Stage to Up Main.
- 105 From Dock Bottom to Up Branch.
- 106 Dock to Up Main.
- 111 No. 1 Goods to Up Main.
- 112 No. 2 Goods to Up Branch.
- 113 No. 2 Goods to Up Main.
- 114 Standage to Up Branch.
- 115 Standage to Up Main.

New Signals.

- 8 Shunting Branch to Dock lines or 1 to 6 Sidings as a disc signal at entrance to 5 and 6 Sidings situated 115 yards from Signal Box.
- 13 Shunting 1, 2 Reception and Standage Sidings to Up Branch or Up Main miniature arm signal, situated left of No. 1 and 2 Siding line 177 yards North of Signal Box.
- 37 Shunting 24, 26 Sidings to Goods line, ground disc situated between No. 24 and 26 Sidings lines, 53 yards North of Signal Box.
- 72 Shunting Goods Down Direction or to Up Branch or Van Sidings ground disc, situated left of Down Goods line 119 yards South of Signal Box.
- 75 Shunting New Van Sidings to Up Goods ground disc, situated left of New Van Sidings, Up Direction, 117 yards South of Signal Box.

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

HENDON—continued.

35 Shunting Up Branch or to Up Main or 7-18 Sidings miniature arm signal with indicator, mounted on signal bridge adjoining Signal Box, reading:—

- C—Shunting Up Branch to Coal Stage.
- D—Shunting Up Branch to Dock Line.
- E—Shunting Up Branch to 1, 2 Sidings.
- H—Shunting Up Branch to 3, 4 Sidings.
- J—Shunting Up Branch to 5, 6 Sidings.
- K—Shunting Up Branch to 7, 8, 9 Sidings.
- N—Shunting Up Branch to 10, 11, 12 Sidings.
- P—Shunting Up Branch to 13, 15, 16 Sidings.
- S—Shunting Up Branch to 18 Siding.

30 Shunting Down Branch or to Down Main signal, existing on signal bridge, with route indicator, reading:—

- M—Shunting Down Branch to Down Main.
- D—Shunting Down Branch to Dock Line.
- E—Shunting Down Branch to 1, 2 Sidings.
- H—Shunting Down Branch to 3, 4 Sidings.
- J—Shunting Down Branch to 5, 6 Sidings.
- K—Shunting Down Branch to 7, 8, 9 Sidings.
- N—Shunting Down Branch to 10, 11, 12 Sidings.

Altered Signals.

39 Shunting Goods to Sidings signal existing on signal bridge with route indicator will now read:—

- K—Shunting Goods to 7, 8, 9 Sidings.
- N—Shunting Goods to 10, 11, 12 Sidings.
- P—Shunting Goods to 13, 15, 16 Sidings.
- S—Shunting Goods to 18 Sidings.
- T—Shunting Goods to 19, 20, 21 Sidings.
- U—Shunting Goods to 24, 26 Sidings.

62 Shunting Goods to Up Goods or Up Branch signal, existing on signal bridge, will be fitted with route indicator, reading:—

- G—Shunting Goods to Up Goods.
- R—Shunting Goods to Up Branch.

51 Up Branch or to Up Goods or Up Main existing as a bracket structure 17 yards North of Signal Box, will be fitted with route indicator, reading:—

- G—Shunting Up Branch to Up Goods.
- R—Shunting Up Branch.
- F—Shunting Up Branch to Up Main.

A Stop Board will be erected at the outlet end of No. 1 and No. 2 Reception Sidings, reading:

STOP.

ENGINES FROM No. 1 AND 2

RECEPTION SIDINGS AWAIT INSTRUCTIONS.

(46)

MONDAY, 28th OCTOBER.—NORTH SHORE—PORTRACK SIDINGS.

Three Sidings and connections thereto (Lines Nos. 87, 93, 99, 103 and 106, Diagram 595) are being removed.

(46)

MONDAY, 28th OCTOBER.—SEABANKS.

Bracket carrying 17/33 signals will be replaced by a straight post and disc signal same distance from Signal Box.

17 Up Main Home No. 1 on left of Up Main.

33 Down to Up Main—Disc on right of Down Main.

(46)

WEDNESDAY, 30th OCTOBER.—HEDDON COLLIERY.

Ground Frame with connections will be dispensed with. Siding points will be clipped pending removal.

(46)

DETAILS OF WORK ALREADY CARRIED OUT.

BENINGBROUGH.

Points dispensed with.

- 10 Down Fast to Down Slow. 13 Up Fast to Up Slow.
- 18 Fast lines Crossover. 25 Down Slow to Down Fast.
- 28 Up Slow to Up Fast.

Signals dispensed with.

- 12 Shunting Up Slow or Up Slow to Down Fast.
- 17 Shunting Up Fast to Down Fast.
- 26 Shunting Down Fast to Up Slow or Up Fast or to Down Slow.
- 27 Shunting Up Fast to 17 Disc or to 6 Disc or to Up Slow to 6 Disc.
- D.5 Down Home—Fast to Slow.
- D5BS Down Starting—Slow to Fast.
- U5BS Up Starting—Slow to Fast.
- U5 Up Home—Fast to Slow.

(44)

DARLINGTON NORTH.

Points dispensed with.

- 2 Down Main—Depot.

Signals dispensed with.

- 1 Shunting Depot to Down Main.
- 15 Shunting Wallside Siding to Main.
- 16 Shunting Wallside Siding to Down Goods.
- 36 Shunting Carriage Sidings to Down Goods West.
- 49 Shunting Depot Sidings to Down Goods.
- 68 Up Goods Calling On.
- 73 Up Goods Starting.
- 74 Up Goods to Up Main.
- 75 Shunting to 127 signal.
- 83 Up Goods to Up Siding.
- 84 Up Main to Up Siding.
- 89 Shunting Up Goods to Goods Yard or Goods Sidings.
- 91 Shunting Engine Shed to 127 signal.
- 92 Shunting Engine Shed to Goods Yard or Goods Siding.
- 93 Shunting Engine Shed to Up Goods.
- 94 Shunting Engine Shed to Up Main.
- 103 Shunting Down Main to 96 Disc.
- 127 Shunting Down Main or to Down Goods No. 1 or Down Goods No. 2.
- 132 Down Goods No. 1 to 96 Disc.
- 133 Down Goods No. 2 to 96 Disc.
- 144 Down Main Starting to Down Goods.
- 145 Down Main Starting (with 72 Parkgate Down Main Distant below).
- 146 Down Main Home No. 2.
- 147 Down Main Home No. 1.
- 148 Down Goods No. 1 to Down Main Home.
- 149 Down Goods No. 2 to Down Main Home.
- 'C' Signs dispensed with on 69 and 70, Up Main and Up Goods signals to Up Duplicate or No. 1 Platform.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

DARLINGTON NORTH—continued.

New Signals.

Gantry over Down Main and Down Goods Nos. 1 and 2 situated 295 yards South of Signal Box carrying from left to right:—

- 149 Down Goods No. 2 to Down Main Home—3-aspect colour light displaying R, Y, G.
- 133 Down Goods No. 2 to Up Goods—Subsidiary.
- 148 Down Goods No. 1 to Down Main Home—3-aspect colour light displaying R, Y, G.
- 132 Down Goods No. 1 to Up Goods—Subsidiary.
- 147 Down Main Home—4-aspect colour light.
- 103 Down Main to Up Goods—Subsidiary.

Right-hand bracket situated on left of Down Goods 136 yards North of Signal Box carrying:—

145 Down Main Starting—4-aspect colour light with a route indicator and subsidiary displaying:—

- M (rear only)—Main.
- G—Down Goods.
- G & Sub.—Down Goods.

Right-hand bracket situated on left of Goods Siding 28 yards South of Signal Box carrying:—

88 On right-hand side of bracket—Position light signal with stencil route indicator reading:—

- S—Goods Siding.
- G—Up Goods.
- M—Up Main.
- D—Down Main.

94 On left-hand side of bracket—Position light signal with stencil route indicator reading:—

- S—Shunting Goods Siding.
- G—Shunting Up Goods.
- M—Shunting Up Main.
- D—Shunting Down Main.

New Position Light Ground Signals.

- 15 Shunting Wallside to Down Goods or to Down Main—Situated on left of Wallside Siding 38 yards North of Signal Box.
- 36 Shunting Depot Siding to Down Goods (West)—Situated on left of Down Goods (West) 55 yards South of Signal Box.
- 50 Shunting Depot Siding to Down Goods—Situated on right of Depot Siding 50 yards North of Signal Box (Yellow aspect).
- 127 Shunting Down Main or to Down Goods 1 or 2—Situated between Up and Down Main lines 210 yards South of Signal Box.

Alterations to Signal.

- 109 Shunting Down Main or to No. 1 Platform has been re-sited between Down and Up Main 35 yards further from Signal Box. (45)

LITTLE BENTON SOUTH AND NORTH.

Both Signal Boxes and all controlled signalling have been dispensed with. (45)

LITTLE BENTON SOUTH.

A single lead from Up Main to Sidings at 3 m. 39 chs. has been removed and replaced by plain line. (45)

LITTLE BENTON NORTH.

A Main to Main crossover between 3 m. 76 chs. and 3 m. 73 chs. has been removed and replaced by plain line. Also a single lead from the Up Main into Siding between 3 m. 73 chs. and 3 m. 71 chs. has been removed and replaced by plain line. (45)

EARSDON.

The redundant diamond crossings between 7 m. 4 chs. and 7 m. 10 chs. have been removed and replaced by plain line. (45)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HEPSCOTT.

Green aspect of M.79 signal has been replaced by a Yellow aspect and the Up Blyth and Tyne Distant signal has been dispensed with. (45)

WEST JESMOND.

Points dispensed with.

11 Crossover Road No. 1 spiked out of use pending removal.

Signals dispensed with.

3 Down to Up Backover signal.
17 Up to Down Backover signal. (45)

STELLA GILL FLATTS.

Bridge Gantry.

Signals dispensed with.

5 No. 3 Outgoing to No. 3 Incoming line.
15 No. 3 Outgoing to No. 4 Group.

New Signals on same site as 5.

Straight post.
(Top arm) 5 No. 3 Outgoing to No. 3 Incoming.
(Bottom arm) 15 No. 3 Outgoing to No. 4 Group.

Signals dispensed with.

6 No. 2 Outgoing to No. 3 Incoming.
16 No. 2 Outgoing to No. 4 Group.
17 No. 2 Outgoing to Van Sidings or Nos. 1/2 or 3 Groups, Busty lines or West Kip Sidings.

New Signals on same site as 6.

(Top arm) 6 No. 2 Outgoing to No. 3 Incoming.
(Middle arm) 16 No. 2 Outgoing to No. 4 Group.
(Bottom arm) 17 No. 2 Outgoing to Van Sidings or Nos. 1/2 or 3 Groups, Busty lines or West Kip Sidings. (44)

STELLA GILL FLATTS.

Signals dispensed with.

7 No. 1 Outgoing to No. 3 Incoming line.
19 No. 1 Outgoing to No. 4 Group.

New Signals (on same site as 7—Straight post).

(Top arm) 7 No. 1 Outgoing to No. 3 Incoming line.
(Bottom arm) 19 No. 1 Outgoing to No. 4 Group.

Signals dispensed with.

20 No. 1 Outgoing to Nos. 1 or 2 Groups.
21 No. 1 Outgoing to Busty lines.
22 No. 1 Outgoing to West Kip Sidings.

New Signal (on same site as 19—Straight post).

(Top arm) 20 No. 1 Outgoing to Nos. 1 or 2 Groups.
(Middle arm) 21 No. 1 Outgoing to Busty lines.
(Bottom arm) 22 No. 1 Outgoing to West Kip Sidings. (45)

BLAYDON STATION.

Signal dispensed with.

No. 42 Down Intermediate Branch Home. (45)

RYHOPE GRANGE AND LONDONDERRY.

A trailing connection from the Up Main into Walker Sidings at 1 m. 7 chs. has been removed and replaced by plain line. Walker Sidings have also been abandoned. (45)

Chen
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**
WOOLSTENHOLME No. 47

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

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

**Saturday, 23rd November, 1963
to Friday, 29th November, 1963 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.

SPECIAL SIGNALLING PROGRAMME No. 16A.
TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

SUNDAY, 24th NOVEMBER.—WARKWORTH GROUND FRAMES.

Down Siding Ground Frame and connections will be dispensed with.
Up Siding connection of Up Side Ground Frame will be dispensed with. (50)

SUNDAY, 24th NOVEMBER.—NORTH SEATON.

Colliery Siding will be abandoned.

Points dispensed with.

19 Up Main—Colliery.

Signal dispensed with.

18 Shunting Colliery to Up Main.

20 Ground disc will be repositioned between Down and Up Main on approach side of 14 Mains

Crossover and will read:—

Shunting Down or Up Main. (50)

SUNDAY, 24th NOVEMBER.—WINGATE STATION.

No. 1 Siding (Line No. 5, Diagram 892) will be removed. (50)

SUNDAY and MONDAY, 24th and 25th NOVEMBER.—SOUTH GOSFORTH EAST.

Signals dispensed with.

5 Shunting Down to Up Main.

10 Shunting Down Main to Up Branch.

13 Shunting Down Main to Down Branch.

9 Up Branch Starting.

18 Up Branch Group 1.

19 Up Branch Group 2.

New Signals.

5 Ground subsidiary fitted with route indicator reading:—

M—Shunting Down Main to Up Main.

W—Shunting Down Main to Up Branch.

1—Shunting Down Main to No. 1 Group.

2—Shunting Down Main to No. 2 Group.

D—Shunting Down Main to Down Main.

C—Shunting Down Main to Down Branch.

situated to right of Down Main 306 yards East of signal box.

18/19 Straight post miniature arms mounted on existing gantry 306 yards East of signal box. reading:—

18 Up Main to Group 1 (Top Arm).

19 Up Main to Group 2 (Bottom Arm). (50)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

SUNDAY and MONDAY, 24th and 25th NOVEMBER.—SOUTH GOSFORTH WEST.

Signal dispensed with.

4 Up Branch Inner Distant. (50)

SUNDAY to TUESDAY, 24th to 26th NOVEMBER.—HAVERTON HILL SOUTH.

Points dispensed with.

8 Up Loop Trap.

Signals dispensed with.

6 Up Loop to Up Main Home.

7 Up Loop to Outward Siding No. 1.

44 Up Main to Up Main Starting. }

48 Up Main to Working line. }

55 Down Main to Working line.

Altered Nomenclature of Points.

Old

54 Cement Works Siding—Working line.

New

53 Working line—Cement Works Siding.

Alterations to Points.

37 Working line—Power Station Siding—Hand operated points will be connected to signal box.

New Signals.

48 Up Main to Working line (Top Arm).

44 Up Main to Down and Up line (Bottom Arm).

—Straight post with miniature arms situated left of Up Main 40 yards North of Signal box.

55 Main Up Starting—additional arm fixed below 34 Down Main Home.

26 Shunting Working line or to Power Station Siding—Disc situated on left of Working line 140 yards South of signal box.

38 Shunting Working line—Disc situated on left of Working line 220 yards South of signal box.

Signals with Miniature Arms.

32 Main Down to Loop.

34 Main Down Home.

43 Up Main Home. (50)

THURSDAY, 28th NOVEMBER.—BILLINGHAM-ON-TEES STATION.

Level crossing gates will be replaced by boom gates controlled from signal box. (50)

DETAILS OF WORK ALREADY CARRIED OUT.

***BENINGBROUGH.

Signal Box and Ground Frame controlling Up Slow to Up Siding points have been dispensed with.

A new Ground Frame controlled by Skelton Signal Box situated at entrance to and controlling Depot Siding points has been provided.

Points dispensed with.

7 Up Trailing—Slow—Horse Dock.

Signals dispensed with.

6 Up Slow to Horse Dock.

8 From Horse Dock to Up Slow.

15 From Depot Siding to Up Slow.

Alterations to Signals.

U55 signal is now controlled by a new Ground Frame and remains semi-automatic

The following signals are now automatic:—

D5S, D5BS, D5, D5B, U5, U5B, U5BS. (47)

HEATON, SOUTH.

Points dispensed with.

31 Mains Crossover.

54 No. 2 Down Reception—No. 3 Down Reception.

Signals dispensed with.

33 Shunting Up Reception line.

53 Shunting No. 3 Down Reception line to Up Main. (48)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HEATON DOWN YARD GROUND FRAME.

Ground Frame and all controlled signalling, with the following exceptions, have been dispensed with:—

Points to be hand-operated.

- 25 (Both ends) Transvaal Group—Permanent Way Yard.
- 28 (North end only) North Yard—Transvaal Group.
- 30 (North end only) No. 2 Reception line—Transvaal Group. (48)

***ALNMOUTH.

Points dispensed with.

- 21 No. 3 Siding—Loco. Sidings (North end is now hand operated).
- 25 No. 3 Siding—Nos. 4 and 5 Sidings (North end is now hand operated).
- 26 Trap points for No. 3 Siding.
- 32 Up Branch—Branch Platform.
- 34 Down Branch—No. 3 Siding (are now hand operated).

Signals dispensed with.

- 20 Shunting from Loco. Sidings.
- 23 Shunting from No. 3 Siding.
- 24 Shunting from Nos. 3, 4 and 5 Sidings. (47)

ALNMOUTH.

Signals dispensed with.

- 19 Branch Platform, Up Direction.
- 36 Down Branch to Sidings or Loco. Sidings.
- 16/17 Branch Platform signals have been replaced by a three-aspect colour light displaying R, Y or G, with two-way route indicator above and subsidiary on left-hand bracket situated 20 yards nearer signal box reading:—
- 39 (Main) Branch Platform to Up Main—Route 'M'.
to Up Goods—Route 'L'.
- 40 (Subsidiary) Branch Platform to Up Goods—Route 'L'.
- No. 36 Trap Points on Branch Platform line have been moved 20 yards nearer to the signal box. (49)

CROFT DEPOT BRANCH.

Doctor's Road (Line No. 7, Dgm. No. 507) has been removed. (48)

BILLINGHAM-ON-TEES.

Station Ground Frame has been replaced by a 4-lever frame on same site.

Points spiked normal pending removal.

- 5 Up Goods to Goods Siding.

Signal dispensed with.

- 8 Up Goods to Goods Siding (controlled by Billingham Signal Box).

Alterations to Signal.

- 6 Down Goods to Goods Siding is no longer controlled by Billingham Signal Box.

Billingham Signal Box.

Signals dispensed with.

- 4 Shunting Up Siding to Up Main.
- 26 Shunting Up Main or to Down Main or Down Branch.
- 29 Shunting Down Main to Down Goods.
- 45 Shunting From Goods Yard.
- 28 Shunting Dock to Up Goods.
- 27 Shunting Up Goods to Up Main or Dock.
- 36 Down Main Starting.

New Signals.

- 36 Down Main Starting—Colour light displaying R and G aspects, situated left-hand side of Down Main 841 yards East of signal box.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BILLINGHAM-ON-TEES—continued.

Billingham Signal Box—continued.

New Ground Disc Signals.

- 4 Shunting Up Siding to Up Main—situated left-hand side of Up Siding.
- 26 Shunting Up Main or to Down Main or Down Branch—situated right-hand side of Up Main.
- 29 Shunting Down Main to Down Goods—situated left-hand side of Down Main West end of Down Platform.
- 45 Shunting from Goods Yard—situated left-hand side of Goods Yard Sidings.
- 28 Shunting Dock to Up Goods—situated left-hand side of Dock line below bracket carrying 14/18 signals.
- 27 Shunting Up Goods to Up Main or Dock—situated left-hand side of Up Goods. (49)

EARS DON.

Signals dispensed with.

- 31 Up Hartley Home with Blue Bell's Distant below.
- 35 Down Hartley Home with Holywell's Distant below.

Points dispensed with.

- 32 Trap points on Up Hartley.
- 34 Trap points on Down Hartley. (49)

SOUTH GOSFORTH STATION

Points dispensed with.

- 16 Mains Crossover.

Signals dispensed with.

- 15 Shunting Down Main or to Up Main.
- 17 Shunting Up to Down Main or to Down Branch. (49)

HASWELL.

The former ground frame has been replaced by a three-lever ground frame 43 yards from signal box.

Signals dispensed with.

- 2 From Goods Siding.
- 3 Shunting Down to Up Main.
- 6/7 Shunting Up to Down Main or Goods Siding. (49)

***OLD TOWN.

Signal dispensed with.

- 36—Down Goods to Shunting line.

Gantry carrying 7, T.Y. 'A' Auto Distant, 8, 34, 36, 67 and 68 signals has been replaced by right-hand bracket with disc signal below, situated between Down Main and Up Goods, 55 yards East of Signal Box reading:—

Main Post.

- Top arm—7 Up Goods Starting with Tees Yard 'A' Auto. Distant below.
- Bottom arm—8 Up Goods "Calling-on".
- 34 Up Goods to Shunting line—disc at foot of signal.

Reading in opposite direction on bracket:—

- 68 Down Goods to Down Goods Yard Starting (left-hand doll)—Miniature arm.
- 67 Down Goods Starting (right-hand doll). (47)

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 item.

MISCELLANEOUS NOTICES.

SPEEDS OF FREIGHT ROLLING STOCK.

PALLET VANS.

Until further notice trains conveying pallet vans with a wheel base of 10 feet or less must not exceed a maximum speed of 50 m.p.h. Guards must inform their Drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

BULK CEMENT TRAINS TO SCOTLAND.

Until further notice A.P.C.M. "CEMFLOW" wagons must be restricted to a maximum speed of 50 m.p.h. when loaded and 60 m.p.h. when empty.

DERAILMENT OF FOUR-WHEELED VEHICLES.

Until further notice all four-wheeled vehicles with a wheelbase of 10 ft. or less are subject to a speed restriction of 50 m.p.h.

If it is necessary for any such vehicle to be conveyed on a Class 1, 2 or 3 train, the Guard must advise the Driver and instruct him not to exceed 50 m.p.h.

Class 4 or 4+ trains must not exceed 50 m.p.h. at any point unless indicated in the timetable by a "club" symbol, in which case a maximum speed of 55 m.p.h. (Class 4) or 60 m.p.h. (Class 4+) will be permissible. Should it be necessary for a train so indicated to carry a four-wheeled vehicle with a wheelbase of 10 ft. or less the Guard must instruct the Driver not to exceed 50 m.p.h.

PAINTING OF FREIGHT STOCK.

It is the future intention that all freight stock and non-bogie coaching stock will be marked to indicate the maximum speed at which it may run. It may have been observed that a number of vehicles have already appeared in service bearing a white numeral in a white lined square, and without the symbol "XP" where applicable.

Full instructions on this subject will be published in due course. In the meantime it should be noted that the Numerals '1', '2' or '3' are equivalent to "XP" marking.

WAGON LABELS.

Commencing forthwith some wagon labels for coal and coke traffic may be expected to carry the letters 'H' and 'M' respectively instead of the figure '1'. They should continue to be regarded, and recorded, as No. 1 label wagons until further instructed.

Wagon labels for other traffics may be found to carry the letters 'H', 'M' and 'L' (or only one of them) in addition to the figures '2' and '3'. Until further instructed these letters should be ignored and the wagons regarded and recorded as No. 2 or No. 3, as the case may be.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25-am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

ROUTE AVAILABILITY OF COACHING STOCK.

Mail vans with tractors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and Down trains at Jesmond Station Signal Box, when the Guard must advise the Signalman, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Special Stop Order to be issued at Newcastle Central or Killingworth Station as the case may be if a train has to be stopped in accordance with this instruction. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished).

MISCELLANEOUS NOTICES—continued.

PERMANENT SPEED RESTRICTIONS.

INDICATOR SIGNS.

The indicator signs referred to in the first paragraph of this instruction on page 51 of the General Appendix are in the process of being repainted yellow.

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
Greensfield Motive Power Depot (Pacific Shed)	Demolition works and repairs	Until further notice	20.10.62

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
★Northallerton, Wiske Moor Water Troughs	7-30 am, to 4-30 pm, Sunday, 24th November	—
Greensfield Motive Power Depot—Siding No. 248 (Field Sidings) Water column	Until further notice	7-10-63
★South Blyth M.P.D.	8-0 am to 4-0 pm Sunday, 24th November, re-lining asbestos pipe	—
★South Blyth Staiths		—
★Bedlington and Newsham Bishopton Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column		6-3-63
Richmond Station	Until further notice	9-10-62
Leyburn Station Water Columns Nos. D.47 and D.39	Until further notice	—

THIRSK.

The Down Slow to Down Fast connection, No. 228 points, has been spiked out of use pending abandonment.

CATCH POINTS—PLAWSWORTH.

Catch points have been laid in the Up Main line at Plawsworth at 69 m. 77 chs. They are clipped and padlocked out of use until further notice.

GATESHEAD—GREENSFIELD M.P.D.

Sidings Nos. 245, 247 and 248 (Field Sidings) have been blocked, and the points to these sidings clipped and padlocked out of use.

ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

MISCELLANEOUS NOTICES—continued.

HEATON NORTH YARD.

Until further notice, all trains requiring to attach or detach at Heaton North Yard will be run via the new No. 2 Down Reception Siding from Heaton South to Benton Bank, and Drivers must bring their trains to a stand clear of all hand worked points at Heaton North Yard before drawing forward to commence shunting movements into or out of these sidings.

After shunting movements have been completed the train must proceed forward to Benton Bank unless Yard Staff are on duty and authority has been given by them for the train to return in the Up direction to Heaton South Signal Box.

CATCH POINTS—BENTON BANK AND BENTON QUARRY.

A pair of catch points have been installed in the Down Main line at 3 m. 47 chs. They have been clipped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN ACKLINGTON AND SOUTHSIDE.

Catch points have been laid in the Down Main line at 29 m. 70 chs. and 30½ m.p. They have been clipped and padlocked out of use until further notice.

WARKWORTH STATION.

The Down and Up Sidings have been dispensed with and all points clipped and padlocked out of use pending removal.

CATCH POINTS—WOODEN GATE.

A pair of catch points have been installed in the Up Main line at 33 m. 68 chs. They have been clipped and padlocked out of use until further notice.

BERWICK UPON TWEED.

The Yard Foreman has been withdrawn from Berwick and Down Freight trains requiring to detach will be run onto No. 2 Loop (or No. 1 Loop should No. 2 Loop be occupied).

The trains must be brought to a stand at the Notice Board reading "Engines must not pass this board except on the authority of the signalman".

The crossover between No. 1 and No. 2 Loops has been spiked out of use.

WELBURY.

The Down Main to Horse Dock and Sidings to Coal Depot points have been clipped out of use pending removal.

FELLING COLLIERY SIDINGS AND MULBERRY SIDINGS.

The above sidings have been clipped and padlocked out of use until further notice.

KNOWESGATE.

Knowesgate is now a "Public Delivery Siding" with no B.R. staff in attendance. Notice boards worded as under have been erected:—

NOTICE TO DRIVERS.

Stop, whistle and before proceeding make sure that crane is not working.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

SOUTH GOSFORTH STATION.

A trailing Crossover (Main to Main) between 2 m. 36 chs. and 2 m. 38 chs. has been clipped and padlocked out of use until further notice.

BENTON NORTH WEST CURVE.

Between Benton Station and Benton North, a pair of facing points and sand drags have been laid in the Down line between 0 m. 0 chs. and 0 m. 5½ chs. The points have been clipped and padlocked out of use until further notice.

MISCELLANEOUS NOTICES—continued.

BENTON SOUTH WEST CURVE

Between Benton Station and Benton Quarry, a pair of facing points and sand drags have been laid in the Up line between 0 m. 13 chs. and 0 m. 10 chs. The points have been clipped and padlocked out of use until further notice.

GARDEN LANE, SOUTH SHIELDS.

The Main to Main crossover and facing connections have been spiked out of use pending removal.

OFFERTON LANE OCCUPATION LEVEL CROSSING.

Until further notice, between 8-0 am and 6-0 pm, daily, there will be increased use of the occupation crossing situated between Cox Green and Hylton by contractor's vehicles conveying clay, etc. Lookoutmen in attendance. Drivers to keep a sharp lookout.

HENDON BRANCH.

Until further notice, a temporary level crossing has been provided between Londonderry Signal Box and Hendon Gas Works Ground Frame at 1 m. 7 chs. for the use of contractor's plant installing new sidings. Drivers to keep a sharp look-out. Handsignalman in attendance when road vehicles are crossing.

McNEILS OCCUPATION LEVEL CROSSING.

Until further notice there will be greatly increased user of the occupation crossing situated between Wear Valley Junction and Harperley by contractor's vehicles conveying sand and gravel. Drivers to keep a sharp lookout.

ASKRIGG STATION.

Coal Depot line (Siding No. 6, Diagram 471) points have been spiked and the siding is now out of use.

ALTERATIONS TO B.R. RULE BOOK (Dated January, 1962).

RULE 127 (iii). AMEND to read:—

If not thoroughly acquainted with any portion of the line over which he is to work obtain the services of a competent conductor.

The conductor must give to the train driver the necessary instructions in regard to the signals, curves, gradients, speed restrictions, and other characteristics applicable to the line over which they are working and leave the actual driving entirely in the hands of the train driver.

The conductor will be responsible for the due observance of signals, speed restrictions, etc., and safe working of the train.

In every case the train driver must study the signals, speed restrictions, and other characteristics of that part of the line over which he is being conducted.

The conductor will be responsible in cases where it is necessary for the fireman to carry out the provisions of Rule 55, for seeing that this is done. In the case of trains or engines, the driving cabs of which are single manned, the conductor will be responsible for carrying out the duties laid down for the fireman in respect of Rule 55."

RULE 135 (a). AMEND to read:—

(a) When a train is drawn by two engines the Driver, and Fireman where provided, of the leading engine is responsible for the observance of signals and the working of the brake; the Driver of the second engine must, as far as is practicable, observe all signals affecting the working of the train, including any which may be given by the Driver of the leading engine, and in case of need he must apply the brake or take any other action which may be appropriate in the circumstances.

RULE 148. AMEND to read:—

(a) Guards must, as far as practicable, keep a good lookout and if they have any reason to apprehend danger they must make every effort to attract the attention of the Driver or Signalman according to the circumstances. They must always keep a good lookout when their trains are approaching terminal stations or stations at which they are due to stop, and when leaving stations.

(b) If the circumstances require their own train to be stopped, Guards must, if the train is fitted with the continuous brake, apply it in order to bring the train to a stand. If the train is not fitted with the continuous brake they must apply the hand brake sharply and release it suddenly; this operation repeated several times should, from the check it causes, attract the attention of the Driver to whom the necessary Danger signal must be shown.

(c) If there is any danger to a train on an adjoining line, Guards must, when the train passes a signal box, show to the Signalman a red hand signal waved slowly from side to side, and the Signalman must on receiving this signal, act in accordance with block regulation 17.

(d) In the case of trains not fitted with the continuous brake, the Guard must, unless special instructions are issued to the contrary, always apply his brake as soon as he becomes aware that the Driver is applying the engine brake.

(e) When a Driver requires the assistance of the Guard's brake he must give three or more short sharp whistles, and the Guard or Guards must immediately apply their brakes."

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960).**Page 25.****Regulation 17 (b). AMEND first paragraph to read:—**

"The Signalman in advance must immediately exhibit his signals to stop the train coming from the signal box from which the signal was received and any train going towards that box on the opposite line. The train for which the signal was received, when stopped, must be carefully examined and dealt with as occasion may require. If it is not possible to detach the vehicle in respect of which the emergency bell signal was sent, or to rectify the defect, or otherwise deal with the emergency, and it is considered the train may be allowed to proceed with safety to a signal box in advance where the matter can be dealt with as occasion may require, this may be done after the Signalman at the box in advance has been told of the circumstances. The train must be signalled in the usual way and The Stop and Examine train signal sent immediately the acknowledgment of the train entering section signal is received. A train not conveying passengers may in these circumstances be allowed to pass on the opposite or adjoining line."

Page 122.**SIGNALMAN'S GENERAL INSTRUCTIONS.****INSERT:—****"TRAIN HEADLAMPS AND INDICATORS.**

Rules 119 and 125.

If a train passes a signalbox with no light at all being exhibited at the front of the train when the lamps should be illuminated, the Signalman must advise the Signalman at the next box ahead to stop the train for the lamps to be lighted. If, where the sections are short, the Signalman who is asked to stop the train cannot do so without bringing it to a sudden stand, he must pass the information to the Signalman at the box next in advance and arrange for him to stop the train. In the event of the telephone having failed the "Stop and Examine Train" signal must be sent.

Should an incomplete or incorrect indication be shown the train need not be stopped especially, but information must be passed box to box and the indication put in order at the next stopping point."

Page 124.**INDEX.**

INSERT:—Train Headlamps and Indicators. Page 122.

ALTERATIONS TO GENERAL APPENDIX.

Page 17 (Page 162, Supplementary Operating Instructions).

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.**5. Conditions of operation.**

AMEND second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

Page 42.**WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS.****8. Propelling.**

INSERT as second sentence to first paragraph:—

During shunting operations, before any propelling movement is commenced, the Guard or Shunter riding in the leading driving compartment must have the communicating door between the driving compartment and the rest of the vehicle unlocked so as to provide a means of exit in emergency.

Page 51.**PERMANENT SPEED RESTRICTIONS.**

AMEND Clause 7:—

The indicator signs mark the commencement of the speed restrictions only and drivers must not start to accelerate until the whole of their train has passed over the portion of line to which the restriction applies. The provision of indicator signs in no way relieves the driver of his responsibility for obeying all speed restrictions shown in the Sectional Appendices or other publications.

Page 75.

INSERT:— "DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT.

Diesel and Electric Locomotives with driving cabs at each end when travelling light must normally be driven from the leading cab.

Where short distance shunting movements are involved, such as crossing from one line to another, or where undue delay would occur through having to change ends for the reverse movement, the locomotive may be driven from the trailing cab. When a second man is on the locomotive he must then ride in the leading cab ready to sound the warning horn, to signal the Driver to stop and/or apply the brake in an emergency."

Page 108.**PLATFORM EDGES—WHITENING.**

INSERT:—Additional sentence as follows:—

"When performing this work staff must, whenever possible, face the direction from which trains approach."

INSTRUCTIONS IN THE OPERATION OF "BUCK-EYE" AUTOMATIC COUPLERS AND PULLMAN GANGWAYS.**Page 79.**

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only).

Page 80.

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are clasping each other. A test must then be made by a slight pull from the Engine. Certain electric and diesel multiple unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

Page 86.**Inter-Cities Diesel Vehicles.**

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are clasping each other. Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

INSERT:— INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS.

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the fireman or second man. If no second man is employed it will be the duty of the guard or shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.
The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendices.
4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the signalman signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)**INSERT:—** as second paragraph to Clause 1 (g) (ii)

In the event of a "dead" diesel shunting locomotive of 20 tons or over and not fitted with the vacuum brake or through pipe, being required to travel on a partially fitted freight train, it must be marshalled immediately behind the fitted portion.

AMEND:— Clause 1 (f)

Unless specially authorised by the Chief Mechanical Engineer's Department, "dead" steam tender, diesel main line, electric or gas turbine locomotives, must not be conveyed on freight trains—see clause (2) (b) for movement of "dead" engines with defective handbrakes. If this authority is given, forward services must be agreed by the Operating Department, having regard to Clause (e)

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION).

Beningbrough Station.

DELETE:— Signal Box and distance.

Tollerton Station.

AMEND:— Distance 7 miles 1,633 yards.**ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION). SEQUENCE OF LINES THROUGHOUT THIS BOOK.**

Page iii.	Page in Table A
DELETE:— Shildon (Simpasture) to Stillington North.	98
Page iii (Page 1, Supplement No. 1). DELETE:— Darlington (Hopetown) to Barnard Castle (Tees Valley), etc.	103
INSERT:— Darlington (Hopetown) to Barnard Castle West (including Forcett Goods and Quarry Branches).	103
DELETE:— Barnard Castle (Tees Valley) to Middleton-in-Teesdale.	107
INSERT:— Barnard Castle West to Middleton in Teesdale.	107

TABLE A.

Cowton.

Eryholme.

AMEND:— Down Main or Fast engine whistle—1 long 3 short—Trains requiring to stop at Darlington to take water.**AMEND:—** Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).**AMEND:—** Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).

Little Benton South.

DELETE:— Signal Box and distance.

Little Benton North.

DELETE:— Signal Box and distance.

Page 13 (Page 60, Supplementary Operating Instructions Booklet).

Benton Quarry.

AMEND:— Distance 1 m. 1,121 yds.

Page 13 (Page 60 Supplementary Operating instructions).

Killingworth.

Forest Hall.

DELETE:— Signal Box and all details.

Station.

AMEND:— Distances to read 1 m. 381 yds.**AMEND:—** Sub heading to read NEWCASTLE AND FALLODON (44 MILE POST).

Page 14 (Page 61, Supplementary Operating Instructions).

Morpeth Station.

AMEND:— Catch points CW—Up Goods Loop, connections, etc.**AMEND:—** In first column Automatic and Controlled Colour Light Signalling to be right through from Stanington to Morpeth Station.

Page 15 (Page 4, Supplement No. 1).

AMEND:— Sub heading to read FALLODON (44 MILE POST) AND MARSHALL MEADOWS.**KIMBLESWORTH COLLIERY BRANCH (GOODS LINES).****AMEND:—** 1st column to be One engine in Steam (No Staff).

Picton Station.

INSERT:— Engine whistle in Down Main or Fast Column 1S2L—Not stopping Eaglescliffe. For South Stockton Goods Yard.**INSERT** in 2nd column between Picton Station and Rounton Gates:—

"IBH signal, Up line, 1,089 yards from Picton Station Signal Box"

Pelaw Station

DELETE:— Speed restrictions 5 Down 5 Up

10 Down 10 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines
Passenger trains in emergency and Coaching Stock trains, travelling over Goods lines between Pelaw and High Street (except where otherwise shown).

Pelaw Station

INSERT:— Speed restrictions 20 Down 20 Up

20 Down 20 Up

To and from Slow lines 98 m. 6 chns. to 98 m. 10 chns.
To and from Slow lines 98 m. 16 chns. to 98 m. 22 chns.

Page 29 (Page 62 Supplementary Operating Instructions)

Felling Station

DELETE:— Speed restrictions 5 Down 5 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main lines and Goods lines.

Felling St. James Bridge

INSERT:— Speed restrictions 10 Down —

Over connection Down Goods to Down Main 100 m. 24 chns. to 100 m. 28 chns.

Park Lane Junction

INSERT:— Speed restriction 10 Down 10 Up

Over connection Main to Goods and Goods to Main 100 m. 68 chns. to 100 m. 75 chns.

High Street Junction

DELETE:— Speed restriction 5 Down 5 Up

Passenger trains in emergency and Coaching Stock trains crossing between Main and Goods Lines.

INSERT:— Speed restrictions 15 Down 15 Up

Goods lines from 100m. 75 chns. to 10 Im 33 chns.

Page 126 (Pages 69 and 167 of Supplementary Operating Instructions).

Middlesbrough,
Old Town.

INSERT:—

2L 2S	Up Freight trains
2L 3S	Castle Eden Branch
2S 2L	Stockton
	Bowesfield Works

Page 125 (Page 167 Supplementary Operating Instructions).

AMEND:—

Sub-heading TEES THORNABY EAST JUNCTION to GUISBOROUGH JUNCTION 20
DOWN 20 UP MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

Page 135

TABLE D2

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
INSERT:— MORPETH STATION TO BELLINGHAM Morpeth and Rothbury	Morpeth	Station Foreman or Signalman

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
Page 159 MORPETH TO BELLINGHAM DELETE:— †Wansbeck	Morpeth	Up Direction	12 empty coaching stock vehicles etc.
†Morpeth	Wansbeck	Down Direction	12 empty coaching stock vehicles etc.
Page 162 INSERT:—PELAW BRANCH †Jarrow Station	TO SOUTH SHIELDS (INCLUDING T YNE DOCK BOTTOM	Up	Freight wagons with or without brake van
Page 164 (Page 18 Supplement No. 1) AMEND:—Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE:— Barnard Castle West	Barnard Castle East	Nos. 1 and 2 Up Goods	13 Freight wagons etc.
Barnard Castle East	Barnard Castle West	Nos. 1 and 2 Down Goods	6 Freight wagons etc.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
Page 172 ... MORPETH TO BELLINGHAM DELETE:— Morpeth Wansbeck	Wansbeck Morpeth	Single Single	
Page 176 (Page 19 Supplement No. 1) AMEND:—Line heading to read:— DARLINGTON (HOPETOWN) TO BARNARD CASTLE WEST (INCLUDING FORCETT GOODS AND QUARRY BRANCHES) DELETE:— Barnard Castle East	Barnard Castle West	Nos. 1 and 2 Down Goods	6 wagons

TABLE 'O'

From	To	Number of Vehicles
Page 196 DELETE:— HEATON SOUTH TO TYNEMOUTH VIA WALLSEND ETC. Newcastle Tynemouth	Tynemouth Newcastle	10 10

TABLE 'R'

Page 202.

DELETE:—Tweedmouth Station Down 440 yards North of Station

Page 210 (Page 23 Supplement No. 1 and Page 75 Supplementary Operating Instructions)

DELETE:—All previous entries and INSERT:—

TABLE Z

LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

Referring to the instructions contained on pages 16 to 19 of the General Appendix; the following lines are equipped with A.W.S. track equipment.

Note:—All loops and additional running lines connected with the lines shown below and provided with main signals are equipped with A.W.S. track equipment. Branch distant signals for routes converging on the lines shown below are also fitted with A.W.S. apparatus.

From	To	Line	Remarks
Northallerton	King Edward Bridge Junction	Up and Down Main	Excepting Darlington Station Area
Newcastle Manors Junction	Tweedmouth	Up and Down Main	

GENERAL INSTRUCTIONS.

BREAKDOWN TRAIN ARRANGEMENTS.

Page 211.

AMEND:—Crane 1001 to 1094.

Page 214.

AMEND:—Carlisle (Kingmoor) crane to be No. 1094 75 tons (steam).

Page 215.

AMEND:—Carlisle (Kingmoor) crane to be No. 1094 75 tons.

BREAKDOWN CRANES.

Page 217.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing; inclusive).

Page 218.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 218.

DELETE:—Belah (exclusive) and Tebay, etc.
Kirkby Stephen Junction and Penrith, etc.
Tebay and Penrith (L.M.R.), etc.

DELETE:—Restrictions—Speed not to exceed 15 m.p.h. over Deepdale and Belah viaducts.

Page 218.

INSERT in Darlington Crane Also Covers:—Thirsk Town Goods Branch.

Page 219.

INSERT in Darlington Tool Vans:—Thirsk Town Branch/York District.

TOOL VANS.

Page 219.

DELETE:—Shildon (Simpasture) and Stillington (Elstob Lane Crossing) (exclusive).

Page 220.

DELETE:—Stillington North and Elstob Lane Crossing (exclusive).

Page 221.

SNOW PLOUGHS.

1. INDEPENDENT PLOUGHS.

(a) Allocation—DELETE:—2 West Auckland.

INSERT:—2 Thornaby.

Page 223 (Page 24, Supplement No. 1, Page 75, Supplementary Operating Instructions).

DELETE:—INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS.

Page 255.

INSERT additional instruction under "SUNDERLAND":—

"An empty diesel multiple unit train may be attached to a loaded diesel train standing in a platform line, provided the instructions in regard to the coupling of loaded multiple diesel trains, appearing on Page 41 of the General Appendix, are carried out.

Where a subsidiary signal is not provided for the movement drivers must be given authority to pass the protecting signal at danger under the provisions of Rule 37 (a) (v)."

Page 258.

INSERT:—

BEDLINGTON TO NEWBIGGIN, ETC.**ASHINGTON COLLIERY RAILWAY.**

The National Coal Board Ashington Colliery Railway is worked in accordance with the BR. Permissive Block Regulations for Goods Lines. At all the Signal Boxes on the Colliery Railway, a green handsignal held steadily will be exhibited to the Driver of a freight train if the section is occupied by another freight train and if this signal is acknowledged by the Driver, the signal controlling the entrance to the section will be lowered.

Page 269.

PELAW TO SOUTH SHIELDS, ETC. JARROW.**JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY:—**

Instructions for dealing with traffic for the Shell Mex & B.P. Co. Ltd.:—

DELETE paragraphs 4 to 10 and INSERT:—

(4) B.R. locomotives must not cross Jarrow High Street level crossing until authorised to do so by a Conductor provided from the Shell Mex & B.P. Co. Ltd. staff, who will remain with the locomotive until it has returned to the sidings South of the level crossing.

B.R. locomotives must not pass beyond a point 44 feet short of the gantry at which a "Limit of Shunt" board is in position.

B.R. locomotives must not actually enter the oil compounds. Wagons will normally be placed in position or uplifted by the Oil Company's staff by means of the Capstans provided, but in an emergency wagons may be placed between the locomotive and the tank wagons to act as lengtheners to enable a locomotive to attach without passing beyond the gates.

Page 270.

INSERT:—

FENCEHOUSES N.C.B. LAMBTON SIDINGS.

Clearances between the Weighbridge Road and the adjoining line are limited and a red light has been erected approximately 25 yards from the Weigh Cabin on the Fencehouses Signal Box side.

B.R. engines must not proceed past this point when the red light is illuminated.

Page 280.

NORTHALLERTON TO HAWES (INCLUDING CASTLE HILLS CURVE).

INSERT:—

YAFFORTH LEVEL CROSSING (between Northallerton and Ainderby).

Yafforth Level Crossing is an "open" crossing without gates or barriers, no attendance being given. Road traffic is controlled by double sided twin red flashing light road signals positioned in line with the fences on each side of the railway. The aspects of these road signals are actuated by track circuits which extend 100 yards on each side of the crossing. Notice boards are provided alongside the railway in each direction, worded as follows:—

(i) "Ungated level crossing 250 yards ahead"

and

(ii) A "Whistle" board, 200 yards on each side of the crossing.

The speed of trains must not exceed 10 m.p.h. from a point 200 yards on the approach side of the crossing until the train has passed clear of the crossing.

A white indicator lamp is provided beneath each flashing light unit and is focussed to shine along the railway in both directions. The following indications are given:—

No indication—Power supply on—red lights alight and flashing.

White flashing light—Power supply failed—red lights alight and flashing.

White steady light—Power supply failed or intact—red lights failed.

When one or both side indicators display a white steady light, Drivers must bring their trains to a stand short of the level crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. Should a white flashing light or a white steady light be displayed in one or both side indicators the circumstances must be reported immediately on arrival at the next signal box.

A driver of a rail vehicle of the type mentioned on page 64 of the General Appendix (Track Circuits, Clause 5) as amended in Supplement No. 1 dated 18th June, 1962, should not rely on the indication, or lack of indication exhibited by the side lights, and must not pass over the crossing until he is satisfied that the crossing is clear and that it is safe to do so.

Pages 281-282.

BILLINGHAM-ON-TEES BECK BRANCH.

DELETE:—SUB-HEADING: Up Trains and Relative Instructions.

Page 284.

MIDDLESBROUGH.

INSERT:—

WEST MARSH BRANCH: BRITANNIA WORKS CROSSING.

This crossing provides access across the West Marsh Branch to and from the Britannia and Bridge Construction Works of Messrs. Dorman Long (Steel) Limited and is protected on the Marsh Road side by a gate with a gateman in attendance. The gate will be kept closed across the roadway except when road vehicles require to cross the railway.

Road and rail traffic is controlled by two-aspect (red and green) colour light signals as under:—

Signal 'A' }	affixed on respective sides of the footbridge and focussed along the
Signal 'B' }	railway, normal aspect GREEN.
Signal 'C' }	affixed on the footbridge columns on the Works' side focussed along the
Signal 'D' }	respective road approaches, normal aspect RED.

A two-way red light is affixed to the security gate.

When the security gate is opened for road traffic, a switch on the gate automatically alters signals 'A' and 'B' to red and 'C' and 'D' to green. When the gate is again closed across the road, the colour lights return to their normal aspects.

Rail movements may be drawn or propelled over the crossing when colour light signals 'A' and 'B' display a green aspect. Rail movements must stop short of the crossing when these colour light signals display a red aspect.

In the event of failure of colour light signals 'A' and 'B', rail movements must stop short of the crossing until authorised to cross by the gateman.

Pages 284/5.

MIDDLESBROUGH—GOODS YARD AND ACKLAM BANK HEAD.

DELETE:—This instruction.

Page 285. INSERT:—

WORKING OF TRAINS IN TEES DOCK EXCHANGE SIDINGS.

The Grangetown Box Signaller will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock Branch and on receipt, the Foreman must arrange for the route for the train into the sidings to be set up.

Drivers of B.R. T.C.C. and Shell-Mex engines requiring to proceed into the Exchange Sidings must stop at the notice board installed at the junction with the lines from Tees Dock about 400 yards from the junction with British Railways lines at Grangetown Box and must not proceed until authorised to do so by the B.R. Foreman or Shunter.

The departure of each B.R. train or engine must be advised to the Grangetown Signaller by the Sidings Foreman.

B.R. engines must draw their trains into and out of the Tees Dock Branch. Those from and to the Beam Mill (Lackenby) Lines and east of Grangetown will be required to use the Ore Sidings Nos. 1 and 2 Reception Lines for running round purposes.

B.R. trains must not leave the sidings to proceed to Grangetown Box until authorised to do so by the Sidings Foreman.

Page 286.

REDCAR.**TOD POINT.****DELETE** 2nd paragraph.**AMEND** last paragraph to read:—

During the time the train is working on the line in question, movements may be carried on as necessary within the stop board.

NORMANBY BRANCH.**INSERT:—****Skippers Lane Level Crossing.**

Before any shunting movement is made which will pass over or foul Skippers Lane Level Crossing, the Guard or person in charge of the movement must obtain an assurance from the Crossing Keeper that the Level Crossing gates have been closed and secured against road traffic. When the shunting movement has been completed and the Level Crossing is again clear, the Guard or Shunter must advise the Crossing Keeper accordingly.

Page 292. LOCAL AND GENERAL INSTRUCTIONS—INDEX.**INSERT:—**Yafforth Level Crossing. Page 280.**ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS**
(Dated 16th March, 1963).

Page 3.

DELETE:—SPEEDS OF FREIGHT ROLLING STOCK item.

Page 4.

DELETE:—WOODWELL FARM LEVEL CROSSING item.
DARLINGTON BANK TOP STATION item.Page 17. **NOTE:—**

The amendments to the Route Availability Groups of Locomotives on this page will not apply until the new Route Availability Book in preparation is published.

Until further notice the classification of locomotives shown on pages 2 and 3 of the Route Availability of Locomotives Book dated June, 1953, with subsequent amendments, must continued to be observed.

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED JUNE, 1953

Item No.	Section of line	R.A. group	Additional Classes permitted	Particulars of restriction or special remarks
129	Forcett Junction to Forcett Goods	4	ADD:— 11/1a, 12/1, 12/6	—
136	Forcett Valley Junction to Forcett Quarry	4	11/1a, 12/1, 12/6	—
138	Butterknowle Branch Spring Gardens to Butterknowle	4	11/1a, 12/1, 12/6	—
140	West Auckland, Fylands Gas Works	5	DELETE	entry
141	Schildon North Junction to end of B.R. maintenance Auckland Park Colliery Branch	4	ADD:— 11/1a, 12/1, 12/6	—
162	Darlington (Albert Hill Jcn.) to Dinsdale (Oak Tree Jcn)	5	ADD:— 17/3, 11/1a, 11/6, 12/1, 12/6	Diesel Code 17/3 Prohibited from passing Loading Dock at Fighting Cocks and must not use right hand line in Messrs. Arnott Young's Sidings Fighting Cocks. All locomotives limited to 20 m.p.h. over Bridge 22 at Darlington, Haughton Road

Item No.	Section of line	R.A. group	Additional Classes permitted	Particulars of restriction or special remarks
175	South Bank Smiths Dock Sidings	3	3/1	—
181	Stillington, Carlton Ironworks Sidings	5	17/3	—
185	North Shore Junction to Haverton Hill Junction	7	ADD:— 9R/1, 9R/2, 9R/6	Speed not be exceed 20 m.p.h.
241	Waldrige Bank Foot (Stella Gill) to Whitburn Junction (Tyne Dock)	7		Amend:— V.2 Washington South to Whitburn Junction Permitted Main Lines only at 25 m.p.h.
242	South Shields end of Pontop line to Garden Lane Junction	4	ADD:— 20/3, 25/1	—
245	Hedworth Lane Siding	7	9R/1, 9R/2, 9R/6	—
246	Boldon Colliery Station to Green Lane Junction (Tyne Dock)	7	ADD:— V2	ADD:— V2, Main Lines only
248	Green Lane Junction (Tyne Dock) to Tyne Dock Bottom	7	ADD:— V2	ADD:— V2 permitted Green Lane to Tyne Dock Bank Top Prohibited:— Pank Top to Dock Bottom
263	Birtley M.O.S. Depot Sidings	3	11/1a, 12/1 12/6	—
264	Teams Traders Sidings Atlas Rivet Works	1	2/15, 3/1	—
267	Norwood Coke Works	5	17/3, 20/3 25/1	Maximum speed for additional classes 5 M.P.H.
271	Derwenthaugh Junction to West Dunston Sidings and Redheugh Goods Yard	6	9R/1, 9R/2, 9R/6	Prohibited from East End of West Dunston Yard and from passing over Bridge No. 15 on shunting neck at Redheugh Bank Foot. Prohibited from Co-op Flour Mill Siding (Dunston West). Palmer, Hall Timber Co.'s Siding (Dunston East) J. Shaw (W. H'pool) & Co.'s Siding (Dunston East), and Dunston Power Station.
279	Scotswood Junction to West Wylam Junction (via Newburn) including (a) North Walbottle Colliery Sidings (b) Stella North Power Station Sidings (c) Newburn Goods Yard	8	9R/1, 9R/2, 9R/6	—

ALTERATIONS TO WORKING OF ELECTRIC TRAINS ON TYNESIDE ELECTRIFIED LINES
—WORKING INSTRUCTIONS (B.R. 30100) BOOKLET DATED 1st OCTOBER, 1961.

Page 11.

MANORS NORTH STATION.**DELETE:—**In lines 3 and 4 the words "Manors North Signal Box" and **SUBSTITUTE** "a switch pillar positioned at the North End of Platform No. 2 under New Bridge Street Bridge".

Page 71 (Page 42, Supplementary Operating Instructions Booklet).

INSTRUCTION No. 68B.**AMEND:—**Little Benton North to be Benton Quarry.

INSERT:—

LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES

From	To	Length limit standard wagons	Class of Train	Type 2 (1160) (h.p.)	Type 4 (2000) (h.p.)	See notes:-
Page 20 Tyne Yard (via Low Fell Sdgs. & Bensham Curve)	K.E.B. Jct.	50 (a)	All	Goods 50	Goods 60	(b)
K.E.B. Jct. (via Bensham Curve & Low Fell Sdgs.)	Tyne Yard	50 (a)	All	50	60	(c)

- (a) Class 4 & 5 trains not booked to stop in Newcastle Central Yard may convey up to 60 wagons in length.
- (b) Special Braking Instructions apply from Low Fell Station to Low Fell Sdgs. for unfitted trains.
- (c) Special Braking Instructions apply from K.E.B. Jct. to Low Fell Sidings for unfitted trains.

From	To	Class of Train	Type of Locomotive	Load	Remarks
Page 20 INSERT:— ★Morpeth	Berwick	8	2 x Type 3 Diesel (1750 h.p.)	50 loaded wagons Mineral (16½ tons equal 66H)	—
Morpeth	Niddrie or Millerhill	8	Type 4 Diesel (2,500 h.p.)	50 16-ton loaded mineral	Fitted head 10
Morpeth	Niddrie or Millerhill	8	Type 4 Diesel (2,000 h.p.)	45 16-ton loaded mineral	16-ton loaded mineral.

From	To	Length limit No. of wagons	Class of Train	Type of Loco and fitted head	Load			Remarks
					H	G	E	
Page 20 INSERT:— Port Clarence—York			4	Type 3 Diesel (1750 h.p.)				42 loaded vans of fertiliser
Class 5 timings apply Port Clarence to Welbury			4	Type 4 Diesel (2000 h.p.)				48 loaded vans of fertiliser
Class 5 timings apply Port Clarence to Welbury								
Page 33 INSERT:— Tees—Skinningrove via Saltburn		60	8	Type 3 Diesel 1750 h.p. with Braking Tender	29	—	—	Special braking instructions apply
Carlisle How—Tees			8	Type 4 Diesel 2000 h.p. with Braking Tender	27	—	—	Special braking instructions apply

ADD note:—"Special timings quoted for Type 2 Diesel locos. also apply to Type 3 and 4 diesel locos."

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE- INTER-DISTRICT AND INTER-REGIONAL FREIGHT TRAINS, dated 15th September, 1952.

Also Sectional Loads Books R (Middlesbrough), T (York), U (Sunderland) (Newcastle), and W (West Riding).

INSERT AFTER GROUPING OF ENGINES FOR LOADING PURPOSES

I. Loading of Main Line Diesel Electric Locomotives:-

When working unfitted loads or partially fitted loads with diesel electric locomotives, unless special loads are quoted in the Loads Books between specified points at special timings or giving a laid down number of fitted wagons to be connected to the locomotive, the following general instructions must be observed to ensure the diesel locomotive will be capable of bringing the load to a stand within the prescribed braking distance for the section concerned:—

Type 2 Diesel

- When working unbraked loads Group 4
- If 2 fully fitted wagons connected to locomotive Group 5
- If 4 fully fitted wagons or a Braking Tender connected to locomotive Group 6

Type 3 Diesel

- When working unbraked loads Group 5
- With Braking Tender connected to locomotive Group 7

Type 4 Diesel

- When working unbraked loads Group 5
- If 4 fully fitted wagons connected to locomotive Group 8 (provided gradients not more than 1 in. 150 falling).
- If 6 fully fitted wagons connected to locomotive Group 8 (gradients more than 1 in. 150 falling)
- With Braking Tender connected to locomotive Group 8

It is particularly important that guards and yard staff have regard to the limitations of loading which apply to unbraked loads or when less than the stated number of wagons to constitute a fitted head are available.

LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS 15th SEPTEMBER, 1952

★Page 4.

(1) Grouping of engines for Loading purposes.

DELETE:—

Note (c) under "TENDER ENGINES".

B.R. 9F 2-10-0 locomotives can take one-tenth more load than a Class 8 subject to any length limit.

ADD new note (c):—

B.R. 9F 2-10-0 locomotives when working Classes 6, 7 and 8 speed freight trains can take heavier loads than the Group 8 steam locomotive load shown for any route at the corresponding speed, subject to length limit, and the increase should be calculated on the following table:—

Group 8 load H. G. E.	Group 9 load ADD:
20 to 29	2
30 to 39	3
40 to 49	4
50 to 59	5
60 to 69	6
70 to 79	7
80 to 89	8
90 to 99	9

From	To	Length limit No. of wagons	Remarks
Page 19 NEWCASTLE—SOUTH Newcastle Central Heaton New Bridge St.	Darlington York Dringhouses Milford Normanton Hull Leamside	50 (b) Add:- Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.

Via Team Valley or Leamside

From	To	Length limit No. of wagons	Remarks
Page 20 Newcastle Central Heaton New Bridge St. Via Coast	NEWCASTLE—SOUTH York Yard Dringhouses Milford Normanton Hull	50 Add:— Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 21 Blaydon Forth Park Lane Via Team Valley or Leamside	BLAYDON, FORTH or PARK LANE—SOUTH Darlington York Yard Dringhouses Normanton Milford Hull	60 Add:— Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 22 Blaydon Forth Park Lane Via Cox Green	Darlington York Yard Dringhouses Normanton Milford Hull	60 Add:— Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 22 Park Lane West Hartlepool Wearmouth Via Coast	PARK LANE, WEARMOUTH, WEST HARTLEPOOL—SOUTH Stockton Newport Thirsk York Yard Dringhouses Milford Normanton Hull	80 (a) Add:— Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 23 Stockton Newport	TEES-SIDE—SOUTH Thirsk York Yard Dringhouses Milford Normanton Hull	80 (a)	AMEND note to read:— "Trains for Dringhouses may convey equal 70 wagons in length."
Page 23 Wearmouth Via Cox Green	Darlington York Normanton Milford Hull	60 Add:— Note (c)	ADD:— (c) Trains for Dringhouses may convey equal 70 wagons in length.
Page 24 Darlington	DARLINGTON—SOUTH Thirsk York Yard Dringhouses Milford Gascoigne Wood Hull Normanton	90 (a)	AMEND note to read:— "Trains for Dringhouses may convey equal 70 wagons in length".

"LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS"
SECTION "U" SUNDERLAND DATED 2nd OCTOBER, 1961

From	To	Length limit of Wagons	Class of Train	Load Class of Engine	H.	G.	E.
Page 22. DELETE:— Existing Seabanks Junction	HARTLEPOOL—SUNDERLAND Hall Dene or Dawdon Crossing	55	9	5 6 7 8	22 27 29 30	39 48 51 53	44 54 58 60

From	To	Length Limit	Class of Train	Load Class of Engine	Remarks
Page 43. Consett Junction	CONSETT—DEARNESS JCN. & RILLY MILL Lanchester	60	8 9	6 42H (a) 46H (a)	ADD:— Note (a) to read:— Locomotives in class 6 loading group may convey this load without stopping to carry out special braking instructions, provided at least 30% of wagons are fitted and controlled from Locomotive

WORKING OF FREIGHT TRAINS DOWN STEP FALLING GRADIENTS

Section of Line From	To	Description of Train	Proportion of brakes to be Fastened Down
Page 11 Consett South	Lanchester Junction	Loaded Trains	1 Double brake for every 4 wagons. ADD:— Note to read:— Class 6 loads hauled at Class 8 or 9 speed by Loading Group 6 locos with 30% wagons fitted and controlled from the locomotive are exempt from these special braking instructions.

**ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK
(BR.29197).**

Page 2.**DELETE:—**

Ardsley No. 1 Up Goods.	
Ardsley Station Signal Box to Ardsley South Signal Box.	Prohibited.

Page 3.**DELETE:—**

Bedlington.	If on Bay Platform line, adjacent line to be kept clear.
Bedlington South to North.	If on Up line, Down line to be clear and vice versa.
West Hartlepool Goods lines, Stranton Junction to Clarence Road.	If on Down Goods, Up Goods to be blocked and vice versa.
Gateshead Goods lines, St. James Bridge Signal Box to Borough Gardens Signal Box.	If on No. 1 Down Goods, No. 2 Down Goods to be blocked and vice versa.

INSERT:—

Bedlington South to North.	★For trains to and from the Newbiggin direction, when on Up line, Down line to be clear and vice versa.
West Hartlepool Goods lines, Clarence Road Junction to Church Street, Signal No. 2.	If on Up Goods, Down Goods to be clear and vice versa.

DELETE:—

Newcastle Central Yard.	If on Down East Goods and line X, Up East Goods and lines W and Y to be blocked (Signals 234 to 116).
	If on line Y and Up East Goods, line X and Down East Goods to be blocked (Points 472 to Signal 175).

Page 4.**DELETE:—**

Huddersfield between Sub Signal No. 88 and Sub Signal No. 115 or Signal No. 103.	If on Up Loop, Down Loop to be blocked and vice versa.
Fighting Cocks.	If on Up Main, Up Siding to be clear.

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

York
18th November, 1963

O.1382/N47

C. BIRCH
Movements Operations Manager.

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/N47"

NE/N
No. 48 of 1963
SATURDAY 30 NOVEMBER
FRIDAY TO
Section C— 6 DECEMBER
1963

C. J.

WOOLSTENHOLMES

N-23

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.

SPECIAL SIGNALLING PROGRAMME No. 16A.

TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

SUNDAY, 1st DECEMBER.—PELAW.

D.97 Down Auto signal will be moved 9 yards further from Signal Box.

(51/52)

SUNDAY, 1st DECEMBER.—TATHAM STREET, HENDON BANK TOP AND D'ARCY STREET GROUND FRAMES.

Tatham Street Up Side Ground Frame.

3-lever Ground Frame and all connections and signals will be dispensed with. Points clipped out of use pending removal.

Hendon Bank Top.

1 Down line Home controlled by No. 3 D'Arcy Street Down Side Ground Frame will be renewed 46 yds. further from Ground Frame situated between Down and Siding (Depot) lines and will also be controlled by Tatham Street Down Side Ground Frame.

D'Arcy Street.

1 Up line Home worked from Up Side Ground Frame will be controlled by Tatham Street Down Side Ground Frame and will be renewed 7 yds. further from Ground Frame. (51)

SUNDAY, 1st DECEMBER.—NORTH SKELTON.

The crossover and connection to Longacres Mines Siding will be removed.

(51/52)

DETAILS OF WORK ALREADY CARRIED OUT.

****HEATON, SOUTH.**

Points dispensed with.

31 Mains Crossover.

54 No. 2 Down Reception—No. 3 Down Reception.

Signals dispensed with.

33 Shunting Up Reception line.

53 Shunting No. 3 Down Reception line to Up Main.

(48)

****HEATON DOWN YARD GROUND FRAME.**

Ground Frame and all controlled signalling, with the following exceptions, have been dispensed with:—

Points to be hand-operated.

25 (Both ends) Transvaal Group—Permanent Way Yard.

28 (North end only) North Yard—Transvaal Group.

30 (North end only) No. 2 Reception line—Transvaal Group.

(48)

WARKWORTH GROUND FRAMES.

Down Siding Ground Frame and connections have been dispensed with. /

Up Siding connection of Up Side Ground Frame has been dispensed with.

(50)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

ALNMOUTH.

Signals dispensed with.

- 19 Branch Platform, Up Direction.
- 36 Down Branch to Sidings or Loco. Sidings.
- 16/17 Branch Platform signals have been replaced by a three-aspect colour light displaying R, Y or G, with two-way route indicator above and subsidiary on left-hand bracket situated 20 yards nearer signal box reading:—
- 39 (Main) Branch Platform to Up Main—Route 'M'.
or to Up Goods—Route 'L'.
- 40 (Subsidiary) Branch Platform to Up Goods—Route 'L'.
- No. 36 Trap Points on Branch Platform line have been moved 20 yards nearer to the signal box. (49)

***CROFT DEPOT BRANCH.

- Doctor's Road (Line No. 7, Dgm. No. 507) has been removed. (48)

BILLINGHAM-ON-TEES.

Station Ground Frame has been replaced by a 4-lever frame on same site.

Points spiked normal pending removal.

- 5 Up Goods to Goods Siding.
- Signal dispensed with.
- 8 Up Goods to Goods Siding (controlled by Billingham Signal Box).

Alterations to Signal.

- 6 Down Goods to Goods Siding is no longer controlled by Billingham Signal Box.

Billingham Signal Box.

Signals dispensed with.

- 4 Shunting Up Siding to Up Main.
- 26 Shunting Up Main or to Down Main or Down Branch.
- 29 Shunting Down Main to Down Goods.
- 45 Shunting From Goods Yard.
- 28 Shunting Dock to Up Goods.
- 27 Shunting Up Goods to Up Main or Dock.
- 36 Down Main Starting.

New Signals.

- 36 Down Main Starting—Colour light displaying R and G aspects, situated left-hand side of Down Main 841 yards East of signal box.

New Ground Disc Signals.

- 4 Shunting Up Siding to Up Main—situated left-hand side of Up Siding.
- 26 Shunting Up Main or to Down Main or Down Branch—situated right-hand side of Up Main.
- 29 Shunting Down Main to Down Goods—situated left-hand side of Down Main West end of Down Platform.
- 45 Shunting from Goods Yard—situated left-hand side of Goods Yard Sidings.
- 28 Shunting Dock to Up Goods—situated left-hand side of Dock line below bracket carrying 14/18 signals.
- 27 Shunting Up Goods to Up Main or Dock—situated left-hand side of Up Goods. (49)

BILLINGHAM-ON-TEES STATION.

- Level crossing gates have been replaced by boom gates controlled from signal box. (50)

EARSDON.

Signals dispensed with.

- 31 Up Hartley Home with Blue Bell's Distant below.
- 35 Down Hartley Home with Holywell's Distant below.

Points dispensed with.

- 32 Trap points on Up Hartley.
- 34 Trap points on Down Hartley. (49)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

NORTH SEATON.

Colliery Siding has been abandoned.

Points dispensed with.

- 19 Up Main—Colliery.

Signal dispensed with.

- 18 Shunting Colliery to Up Main.

20 Ground disc has been repositioned between Down and Up Main on approach side of 14 Mains Crossover and reads:— (50)

- Shunting Down or Up Main.

SOUTH GOSFORTH STATION

Points dispensed with.

- 16 Mains Crossover.

Signals dispensed with.

- 15 Shunting Down Main or to Up Main.
- 17 Shunting Up to Down Main or to Down Branch. (49)

SOUTH GOSFORTH EAST.

Signals dispensed with.

- 5 Shunting Down to Up Main.
- 10 Shunting Down Main to Up Branch.
- 13 Shunting Down Main to Down Branch.
- 9 Up Branch Starting.
- 18 Up Branch Group 1.
- 19 Up Branch Group 2.

New Signals.

5 Ground subsidiary fitted with route indicator reading:—

- M—Shunting Down Main to Up Main.
- W—Shunting Down Main to Up Branch.
- I—Shunting Down Main to No. 1 Group.
- 2—Shunting Down Main to No. 2 Group.
- D—Shunting Down Main to Down Main.
- C—Shunting Down Main to Down Branch.

situated to right of Down Main 306 yards East of signal box.

18/19 Straight post miniature arms mounted on existing gantry 306 yards East of signal box reading:—

- 18 Up Main to Group 1 (Top Arm).
- 19 Up Main to Group 2 (Bottom Arm). (50)

SOUTH GOSFORTH WEST.

Signal dispensed with.

- 4 Up Branch Inner Distant. (50)

HASWELL.

The former ground frame has been replaced by a three-lever ground frame 43 yards from signal box.

Signals dispensed with.

- 2 From Goods Siding.
- 3 Shunting Down to Up Main.
- 6/7 Shunting Up to Down Main or Goods Siding. (49)

WINGATE STATION.

- No. 1 Siding (Line No. 5, Diagram 892) has been removed. (50)

HAVERTON HILL SOUTH.

Points dispensed with.

- 8 Up Loop Trap.

Signals dispensed with.

- 6 Up Loop to Up Main Home.
- 7 Up Loop to Outward Siding No. 1.
- 44 Up Main to Up Main Starting. }
- 48 Up Main to Working line. }
- 55 Down Main to Working line.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HAVERTON HILL SOUTH—continued.

Altered Nomenclature of Points.

Old	New
54 Cement Works Siding—Working line.	53 Working line—Cement Works Siding.

Alterations to Points.

37 Working line—Power Station Siding—Hand operated points are now connected to signal box.

New Signals.

48 Up Main to Working line (Top Arm).

44 Up Main to Down and Up line (Bottom Arm),
—Straight post with miniature arms situated left of Up Main 40 yards North of Signal box.

55 Main Up Starting—additional arm fixed below 34 Down Main Home.

26 Shunting Working line or to Power Station Siding—Disc situated on left of Working line 140 yards South of signal box.

38 Shunting Working line—Disc situated on left of Working line 220 yards South of signal box.

Signal with Miniature Arm.

32 Main Down to Loop.

(50)

Section D—GENERAL INSTRUCTIONS AND NOTICES

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CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Authority is hereby given for 9K01, 7-25 am Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

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Mail vans with tractors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and Down trains at Jesmond Station Signal Box, when the Guard must advise the Signaller, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Special Stop Order to be issued at Newcastle Central or Killingworth Station as the case may be if a train has to be stopped in accordance with this instruction. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished).

Chemical

SPECIAL NOTICE

This programme includes notices for the
TWO WEEKS ending **FRIDAY, 3rd January, 1964.**

FOR THE INFORMATION OF RAILWAY STAFF ONLY

G-1 J.

WOOLSTENHOLMES

NE/N

No. 51/52

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION
(including Main line, York to Northallerton and York Yards)

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

**Saturday, 21st December, 1963
to Friday, 3rd January, 1964 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

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DETAILS OF WORK REFERRED TO IN SECTION B.

SPECIAL SIGNALLING PROGRAMME No. 16A.
TYNE SIGNAL BOX.

ALL CONCERNED TO NOTE that the Catch Points shown as having been brought into use in the Up Main line, 850 yards in rear of 295 signal (last line of Page 2 of the Special Programme No. 16A refers) will **NOT NOW** be brought into use until further notice. They will remain clipped and padlocked out of use as shown in Section D' of this programme.

SUNDAY, 22nd DECEMBER.—BENTON BANK AND BENTON QUARRY.

A crossover at 2 m. 59 chs. Down Main to Heaton New Yard Down Reception line will be removed and replaced with plain line. Also slip connection at 2 m. 63 chs. from Main to Main crossover to Shunting Neck will be removed. (3)

MONDAY, 23rd DECEMBER.—WELBURY.

Signals dispensed with.

15 Down Main to Horse Dock Siding.

16 Horse Dock Siding to Down Main. (3)

SUNDAY, 29th DECEMBER.—BENTON EAST AND BACKWORTH (AT KILLINGWORTH CROSSING).

A Main to Main crossover at 5 m. 20 chs. will be replaced with plain line and two connections from Up Main to Sidings at 5 m. 6 chs. and 5 m. 15 chs. will be removed and replaced with plain line. (3)

SUNDAY, 29th DECEMBER.—SHILDON, NORTH.

The connections at 10 m. 6 chs. from the Shildon North Up Goods Loop to Auckland Park Colliery Sidings will be removed and replaced by plain line. (3)

SUNDAY, 29th DECEMBER.—EGTON.

The hand switches and crossing leading to Depots and Middle Siding will be removed. (3)

DETAILS OF WORK ALREADY CARRIED OUT.

ERYHOLME.

Signal dispensed with.

33 Up Branch to Branch Siding.

Altered Nomenclature of Signal.

39 signal also reads Down Main to Branch Siding. (2)

FERRYHILL—COXHOE.

No. 9 points, Up Slow to Up Fast have been dispensed with. (1)

TYNE.

A pair of catch points on the Up Slow line at 74 m. 50 chs. previously clipped out of use have been removed and resited at 74 m. 42 chs. and brought into use. (1)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BENTON BANK.

Points dispensed with.

42 Down Main—Down Reception.

48 Down Reception—No. 1 Marshalling Siding.

58 Up Main—Shunting Neck.

Signals dispensed with.

40 Down Reception to Down Main.

44 Shunting No. 1 Marshalling Siding to Down Reception.

59 Shunting Neck to Up Branch, Up Goods or Up Main. (2)

ALNMOUTH.

The connection from the Alnwick Platform line to the Down Main line between 34 m. 73 chs. and 34 m. 78 chs. has been abandoned and relayed with plain line. (2)

SUNDERLAND.

The following signals have been repositioned 19 yards further from signal box:—

22 Shunting Down Main to Up Main or to Middle Sidings or to Up Branch or West Siding.

27 Shunting Down Passenger Loop to Up Main or Up Branch or Middle Sidings or West or Wall Sidings. (1)

**PELAW.

D.97 Down Auto signal has been moved 9 yards further from Signal Box. (51/52)

GATESHEAD.

Signal dispensed with.

R.90 Down Pelaw Main (Banner repeater G.90). (1)

TYNEMOUTH SOUTH.

Signals dispensed with.

Gantry 260 yards West of signal box carrying Down Main Starting and Up Main or to Up Goods Shunting signals.

New Signals.

67/68 Down Main Starting—3-aspect colour light with subsidiary and 6-way route indicator sited to left of Down Main 510 yards West of signal Box.

68 Main (Route M) Down Main.

68 Main (Route P) Down Main to Down Platform.

67 Sub (Route M) Down Main.

67 Sub (Route P) Down Main to Down Platform.

67 Sub (Route I) Down Main to No. 1 Dock Siding.

67 Sub (Route 4) Down Main to No. 4 Dock Siding.

67 Sub (Route 5) Down Main to No. 5 Dock Siding.

67 Sub (Route G) Down Main to Goods Yard.

37 Shunting Up Main or to Goods Yard—Ground position subsidiary sited to right of Up Main 260 yards West of signal box.

34 signal has been replaced by a ground position subsidiary reading Up Goods Yard to Up Main and sited 11 yards from 35 points.

Alterations to Signal.

69 Down Main Home 2 has been provided with a fourth aspect. (1)

CORBRIDGE GROUND FRAME.

Points dispensed with.

11 Goods Siding and Cattle Dock.

13 Mains Crossover.

19 Down Main—Relief Siding.

22 Up Main—Cattle Dock.

Signals dispensed with.

10 Shunting Goods Siding to Up Main.

12 Shunting Down Main or to Up Main.

18 Shunting Down Main to Relief Siding.

21 Shunting Cattle Dock to Up Main.

23 Shunting Up Main or to Cattle Dock.

20 Relief Sidings to Down Main. (1)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

***TATHAM STREET, HENDON BANK TOP AND D'ARCY STREET GROUND FRAMES.

Tatham Street Up Side Ground Frame.

3-lever Ground Frame and all connections and signals have been dispensed with. Points clipped out of use pending removal.

Hendon Bank Top.

1 Down line Home controlled by No. 3 D'Arcy Street Down Side Ground Frame has been renewed 46 yds. further from Ground Frame situated between Down and Siding (Depot) lines and it is also controlled by Tatham Street Down Side Ground Frame.

D'Arcy Street.

1 Up line Home worked from Up Side Ground Frame is controlled by Tatham Street Down Side Ground Frame and it has been renewed 7 yds. further from Ground Frame. (51)

ERYHOLME.

11 Branch Main to Main Crossover and Rolling Stock Spur Siding have been removed. The Rolling Stock Spur Siding has been replaced by trap points. (1)

CEMETERY, SOUTH.

41 Up Main Home 1 signal now reads Single line to Up Main. (1)

***NORTH SKELTON.

The crossover and connection to Longacres Mines Siding has been removed. (51/52)

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