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FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

WOOLSTENHOLMES

**NE/N**

**No. 3**

**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, 18th January, 1964  
to Friday, 24th 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.**

# 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.

**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.

## DETAILS OF WORK ALREADY CARRIED OUT.

## CHEVINGTON TO ALNMOUTH.

Signalling Alterations.—See Special Signalling Programme No. 2A. (5)

## \*\*\*WELBURY.

## Signals dispensed with.

15 Down Main to Horse Dock Siding. (3)  
16 Horse Dock Siding to Down Main.

## \*\*\*BENTON EAST AND BACKWORTH (AT KILLINGWORTH CROSSING).

A Main to Main crossover at 5 m. 20 chs. has been replaced with plain line and two connections from Up Main to Sidings at 5 m. 6 chs. and 5 m. 15 chs. have been removed and replaced with plain line. (3)

## BACKWORTH.

## Points dispensed with and clipped normal pending removal.

18 Branch Crossover.  
21 Mains Crossover.

## Signals dispensed with.

14 Up to Down Main. MAIN?  
22 Shunting Down Branch to Up Main.  
15 Shunting Up Main to Down Branch.  
19 Shunting Down Branch to Up Main. (5)

## CORBRIDGE GROUND FRAME.

## Points dispensed with.

8 Mains Crossover.

## Signals dispensed with.

9 Shunting Up Main to Down Main.  
20 Shunting Relief Siding to Cattle Dock or Down Main. (4)

## SHILDON, NORTH.

The connections at 10 m. 6 chs. from the Shildon North Up Goods Loop to Auckland Park Colliery Sidings have been removed and replaced by plain line.

## Points dispensed with.

23 Up Goods Loop to Auckland Park Colliery Branch.

## Signals dispensed with.

22 Auckland Park Colliery Branch to Up Goods Loop.  
24 Shunting Up Goods Loop to Auckland Park Colliery Branch. (4)

## \*\*\*EGTON.

The hand switches and crossing leading to Depots and Middle Siding have been removed. (3)

*Cherry*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

C. J.

**NE/N**

WOOLSTENHOLMES No. 6

**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, 8th February, 1964  
to Friday, 14th February, 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**

*\*\*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, 9th FEBRUARY.—MONKSEATON WEST AND EAST.****Monkseaton West.****Points dispensed with.**

18 Mains Crossover (trailing).

**Signals dispensed with.**

17 Shunting Up to Down Main.

27 Down to Up Main.

**Monkseaton East.****Points dispensed with.**

34 Up Main to 1 Standage Sidings.

39 Standage Siding 2-1.

42 Standage Siding 1-2 ('B' end only spiked reverse).

**Signals dispensed with.**

31 Shunting Up Main to 1 Standage Siding.

36 Shunting 1 Standage Siding Down Direction.

37 Shunting 1 Standage Siding to Up Main.

38 Shunting 1 Standage Siding to 2.

40 Shunting 2 Standage Siding to Up Main.

(9)

**SUNDAY, 9th FEBRUARY.—MILLFIELD.**

No. 7 signal Shunting Up Sidings to Up Main will be replaced by a Red Stop arm exhibiting Red and Green aspects.

(9)

**MONDAY, 10th FEBRUARY.—STANHOPE.**

2 Down Main Home signal will be renewed 207 yards East of Signal Box at increased height.

7 Shunting Quay to Main signal will be replaced by a ground disc 202 yards East of Signal Box.

(9)

**TUESDAY, 11th FEBRUARY.—PORT CLARENCE.**

From 11-0 am, Signal Box will be closed.

All points will become hand worked and all signals dispensed with.

A notice board will be erected 250 yards West of Signal Box, reading "STOP. TELEPHONE YARD FOREMAN FOR PERMISSION TO PASS".

The facing points in the Down line will normally lie for No. 1-Reception line and will be padlocked in that position, the key being in the possession of the Yard Foreman.

(9)

**THURSDAY, 13th FEBRUARY.—BISHOPTON LANE.**

Tee bracket carrying 16, Down Goods to Siding, 17 Down Goods Calling on, 44 Down Goods Starting signals with North Shore 6, Down Goods Distant below, will be replaced by a left-hand bracket situated between Shunting line and Goods line 135 yards East of Signal Box, reading:—

44 North Shore 6 and 17—Main Post.

16 Left-hand bracket.

(9)

## DETAILS OF WORK ALREADY CARRIED OUT.

## DURHAM NORTH.

## Points dispensed with (clipped and padlocked pending removal).

- 37 No. 1 Platform line—Carriage Dock.
- 39 No. 2 Platform line—No. 1 Platform line.
- 40 Trap Points in Turntable Sidings.
- 51 Down Slow to Down Main.
- 60 Up Main to Up Slow.

} See next item.

## Signals dispensed with.

- 5 Down Slow to Down Main.
- 8 No. 1 Platform or Carriage Dock to Down Slow.
- 20 No. 1 Platform.
- 21 Shunting from Carriage Dock.
- 22/23 No. 1 Platform or Carriage Dock, Engine Shed or Turntable.
- 82 No. 1 Platform line to Carriage Dock.
- 83 Shunting from Turntable.
- 81 Shunting No. 1 Platform.
- 86 Shunting Down Main or to Down Slow.
- 89 Shunting Down Slow.
- 27 Shunting Up Slow to Up Main.

12 Shunting Up Main resited 63 yards South of Signal Box between Down and Up Main. (7)

## DURHAM NORTH.

A crossover from the Down Platform line to Down Main line at 66 m. 19 chs. and 66 m. 22 chs. has now been removed and replaced by plain line. Also a Double Slip from No. 1 Platform and Carriage Dock has now been removed and replaced by a single lead No. 2 Platform to Down Slow line. (8)

## NEWCASTLE AND HEATON SOUTH.

Signalling alterations. See Special Signalling Programme No. 5A. (8)

## HEATON SOUTH.

Distant arm has been provided below Heaton South 47 Up Main to Up Tynemouth Home signal. (7)

## WOODEN GATE GATE BOX.

The "On Call" Barriers referred to on Page 2 of Special Signalling Programme No. 2A have been brought into use. (7)

## MANORS NORTH.

5 Down Main to Down Goods has been replaced by subsidiary signal (two white lights) on same site. (7)

## WEST JESMOND.

Points spiked, clipped and padlocked normal pending removal.

## Alterations to Points.

- 12 Mains Crossover.
- 13 Connections to Goods Yard have been disconnected from Signal Box and connected to a new Ground Frame provided adjacent to connections and padlocked out of use until commissioning of new signalling between Newcastle and South Gosforth. (See Special Signalling Programme No. 5A.)

## Signals dispensed with.

- 5 Down to Up Main.
- 6 Goods Yard to Up Main.
- 20 Up Main to Goods Yard.
- 21 Up to Down Main.

New Item (9)

## SOUTH GOSFORTH EAST AND WEST.

Up and Down Branch lines between South Gosforth East and West have been dispensed with.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**SOUTH GOSFORTH EAST.**

Points spiked, clipped and padlocked normal pending removal.

35 Mains Crossover.

Points spiked, clipped and padlocked reverse pending removal.

23 Up Branch—Car Sheds.

24 Down Branch—Car Sheds.

Signals dispensed with.

8 Up Main to Up Branch Home.

34 Down to Up Main.

36 Up to Down Main.

44 Down Branch Home 1.

— Down Branch Distant.

Alterations to signal.

5 Shunting Down Main no longer reads to Up Branch.

**SOUTH GOSFORTH WEST.**

Points, spiked, clipped and padlocked normal pending removal.

7 Down Main—Up Branch.

8 Up Main—Down Branch.

Signals dispensed with.

3 Up Branch—Up and Down Line.

4 Up Main Distant.

5 Up Branch to South Line.

14 Up Main Starting with South Gosforth Station Inner Distant below.

16 Up Line to Down Branch.

18 South Line to Down Branch.

**ST. PETERS.**

New Item (9)

Signals dispensed with.

6 Up Starting.

17 Down Main to Gas Works.

18 Gas Works to Down Main.

Points dispensed with (clipped and padlocked normal pending removal).

16 Down Main—Gas Works Siding.

New Signal.

6 Up Starting—3-aspect colour light showing R, Y or G on left of Up line, 243 yards South of Signal Box. (7)

**WIDEHAUGH EAST AND WEST.**

Widehaugh West.—Signal Box abolished.

Points spiked, clipped and padlocked pending removal.

5 Down Independent.

10 Up Independent.

Signals dispensed with.

1 Down Main Distant.

2 Down Main Home.

3 Down Goods Home.

16 Up Main to Up Goods.

18 Up Main Home.

20 Up Main Distant.

Widehaugh East.—Signal Box abolished.

Points spiked, clipped and padlocked pending removal.

8 Mains Crossover.

14 Down Main—Down Goods.

15 Up Main—Up Goods.

Signals dispensed with.

1 Down Main Distant.

3 Down Main Home.

5 Down Main to Down Goods.

7 Up to Down Main.

9 Down to Up Main.

23 Up Goods to Up Main.

24 Up Main Home.

25 Up Main Distant.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## CASTLE EDEN WEST.

All points have been spiked and clipped out of use pending removal.

New Item (9)

## CEMETERY SOUTH.

39 Up Main Starting signal with Cemetery West 4 Branch Distant below has been renewed at increased height on same site. (8)

## NORTH SHORE.

107 Up Branch Home signal has been renewed at reduced height on same site. (8)

(8)

(5)

## UPLEATHAM.

## Points dispensed with

26 Down Main to Depot.

## Signals dispensed with.

28 Down Main to Depot.

24 Depot to Down Main.

Aerodrome Sidings Ground Frame and Siding connection have been dispensed with. (8)

(8)

## OLD TOWN.

68 Down Goods to Down Goods Yard Starting signal has been replaced by a disc situated between Down Goods and Shunting line, 55 yards East of signal Box.

67 Down Goods Starting signal has been moved to the end of existing bracket at increased height. (8)

(8)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

CN-1 J.

**NE/N**

WOOLSTENHOLMES

No. 8



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, 22nd February, 1964  
to Friday, 28th February, 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

*\*\*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, 23rd FEBRUARY.—EARS DON GRANGE, MONKSEATON WEST AND EAST.

**EARS DON GRANGE.**

Signal Box will be dispensed with, all signals recovered.

**MONKSEATON WEST.**

Signal Box will be closed and mechanical signals replaced by multi-aspect colour lights and position light ground signals. Control of signalling transferred to Monkseaton East renamed Monkseaton. The Token Instrument for the Hartley Branch will be transferred to Monkseaton.

**MONKSEATON EAST (RENAMED MONKSEATON).****Signals dispensed with.**

- 3 Down Main Distant.
- 6 Down Main Home No. 2.
- 7 Down Main Starting.
- 12 Shunting Down Main.
- 14 Down Main to 2 Standage Siding.
- 19 Shunting Up Main to 2 Standage Siding.
- 23 Shunting 2 Standage Siding to Down Main.
- 24 Shunting 2 Standage Siding to Up Main.
- 25 Shunting Shunt Spur to 2 Standage Siding.
- 26 Shunting 2 Standage Siding to Shunt Spur.
- 27 Shunting 2 Standage Siding to Goods Yard.
- 30 Shunting 2 Standage Siding Down Direction.
- 32 Up Main to Down Main Starting.
- 41 Shunting 2 Standage Siding to 1.
- 44 Shunting 2 Standage Siding Down Direction.
- 58 Starting Up Main to Down Main.
- 61 Shunting Down Main to Shunt Spur or to Up Main.
- 62 Up Main Starting.

**New Signals.**

- U.1 Branch Up Distant: Single aspect colour light situated 800 yards on approach side of MN.4 (displaying Y).
- MN.4 Branch Up Home: 3 aspect colour light (displaying R, Y or G) with junction indicator situated 868 yards West of Signal Box, reading:—  
Up Branch to Down Main or with junction indicator Up Main MN.23 signal.
- D.9 Down Main Auto: 3 aspect colour light (displaying Y, YY or G) situated 925 yards on approach side of MN.11 signal.
- D.10 Down Main Auto: 2 aspect colour light (displaying YY or G) 925 yards on approach side of D.9.
- MN.6 Down Platform to Branch Down Starting: 2 aspect colour light (displaying R or G) situated 198 yards West of Signal Box.

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

- MN.11 Down Main Home: 4 aspect colour light with junction indicator situated 1,103 yards West of Signal Box, reading:—  
Down Main or with junction indicator to Up Main.
- MN.12 Down Main Starting: 3 aspect colour light (displaying R, Y or G) situated 138 yards West of Signal Box with offset subsidiary, reading:—  
Down Main to Standage Siding 1 or 2 or to Goods Yard.
- MN.23 Up Platform to Down Main Starting: 3 aspect colour light (displaying R, Y or G) situated 100 yards West of Signal Box with offset subsidiary, reading:—  
Up Platform to Standage Sidings 1 or 2 or to Goods Yard.
- MN.33 Up Main Starting: 2 aspect colour light (displaying R or G) with junction indicator situated 292 yards West of Signal Box, reading:—  
Up Main Starting or with junction indicator to Up Branch.

## Position Light Ground Signals.

- 18 Shunting Shunt Spur to Standage Sidings 1 or 2 or to Goods Yards situated at clearance point and between Shunt Spur and connection Up Main to Standage Siding 2.
- 22 (with 3-way route indicator) situated on left of Standage Siding 2, 10 yards West of Signal Box, reading:—  
Standage Siding 2 to Shunt Spur (Route indicator "S").  
Up Main (Route indicator "U").  
Down Main (Route indicator "D").
- 26 (with 2-way route indicator) situated between Down and Up Main 109 yards East of Signal Box reading:—  
Shunting Down Main (Route indication "D")  
or to Up Main (Route indication "U").
- 31 Shunting Up to Down Main situated between Down and Up Main 38 yards East of Signal Box.

## Altered Signal 64 (now 35).

- 35 Up Main Home will have a 3 aspect colour light fixed below (displaying Y, YY or G with semaphore arm "OFF"). The green aspect of the semaphore will be blanked out. (11)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*DURHAM NORTH.

A crossover from the Down Platform line to Down Main line at 66 m. 19 chs. and 66 m. 22 chs. has now been removed and replaced by plain line. Also a Double Slip from No. 1 Platform and Carriage Dock has now been removed and replaced by a single lead No. 2 Platform to Down Slow line. (8)

## \*\*NEWCASTLE AND HEATON SOUTH.

Signalling alterations. See Special Signalling Programme No. 5A. (8)

## BISHOPTON LANE.

Tee bracket carrying 16, Down Goods to Siding, 17 Down Goods Calling on, 44 Down Goods Starting signals with North Shore 6, Down Goods Distant below, has been replaced by a left-hand bracket situated between Shunting line and Goods line 135 yards East of Signal Box, reading:—

- 44 North Shore 6 and 17—Main Post.  
16 Left-hand bracket. (9)

MANORS JUNCTION AND SOUTH GOSFORTH, EAST.  
SOUTH GOSFORTH, STATION AND WEST.

Signalling alterations—See Special Signalling Programme No. 5A. (9)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEST JESMOND.

Points spiked, clipped and padlocked normal pending removal.

12 Mains Crossover.

Alterations to Points.

13 Connections to Goods Yard have been disconnected from Signal Box and connected to a new Ground Frame provided adjacent to connections and now brought into use. (See Special Signalling Programme No. 5A.)

Signals dispensed with.

5 Down to Up Main.

6 Goods Yard to Up Main.

20 Up Main to Goods Yard.

21 Up to Down Main.

21 Up to Down Main.

(9)

## SOUTH GOSFORTH EAST AND WEST.

Up and Down Branch lines between South Gosforth East and West have been dispensed with.

## SOUTH GOSFORTH EAST.

Points spiked, clipped and padlocked normal pending removal.

35 Mains Crossover.

Points spiked, clipped and padlocked reverse pending removal.

23 Up Branch—Car Sheds.

24 Down Branch—Car Sheds.

Signals dispensed with.

8 Up Main to Up Branch Home.

34 Down to Up Main.

36 Up to Down Main.

44 Down Branch Home 1.

— Down Branch Distant.

Alterations to signal.

5 Shunting Down Main no longer reads to Up Branch.

## SOUTH GOSFORTH WEST.

Points, spiked, clipped and padlocked normal pending removal.

7 Down Main—Up Branch.

8 Up Main—Down Branch.

Signals dispensed with.

3 Up Branch—Up and Down Line.

4 Up Main Distant.

5 Up Branch to South Line.

14 Up Main Starting with South Gosforth Station Inner Distant below.

16 Up Line to Down Branch.

18 South Line to Down Branch.

(9)

## BACKWORTH AND EARSDON.

Backworth.

Signals dispensed with.

6 Down Main Starting with Earsdon Down Main Inner Distant below.

Earsdon.

Signals dispensed with.

7 Up Main Home with Backworth Up Main Outer Distant below.

11 Up Main to Up Branch Home with Blue Bell Up Main Distant below.

21 Down Main Home with Holywell Down Main Distant below.

8 Up Main Starting with Backworth Up Main Distant below.

New Signals.

E 7/11 Up Main—3-aspect colour light (displaying R or Y or G), with junction indicator above and subsidiary below situated 97 yards North of Signal Box reading:—

M—Up Main to Up Branch or with Junction Indicator to Backworth, Up Main Home.

Sub.—Up Main to Up Branch Calling-on.

E 21 Down Main Home—3-aspect colour light (displaying R, Y or G), situated 378 yards South of Signal Box.

Altered Signal.

9 Up Main Inner Distant has been replaced by a 3-aspect colour light signal (displaying Y, YY or G with the semaphore arm "Off") and renumbered E8. The green aspect of semaphore arm above (24 Holywell Up Main Starting) has been blanked out.

(10)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## MONKSEATON WEST AND EAST.

## Monkseaton West.

## Points dispensed with.

18 Mains Crossover (trailing).

## Signals dispensed with.

17 Shunting Up to Down Main.

27 Down to Up Main.

## Monkseaton East.

## Points dispensed with.

34 Up Main to 1 Standage Sidings.

39 Standage Siding 2-1.

42 Standage Siding 1-2 ('B' end only spiked reverse).

## Signals dispensed with.

31 Shunting Up Main to 1 Standage Siding.

36 Shunting 1 Standage Siding Down Direction.

37 Shunting 1 Standage Siding to Up Main.

38 Shunting 1 Standage Siding to 2.

40 Shunting 2 Standage Siding to Up Main. (9)

## MONKSEATON, EAST.

## Points dispensed with.

54 Up Main—Shunt Spur.

## Signals dispensed with.

50 Shunt Spur to Down Main.

56 Up Main to Shunt Spur. (10)

## \*\*WIDEHAUGH EAST AND WEST.

## Widehaugh West.—Signal Box abolished.

## Points spiked, clipped and padlocked pending removal.

5 Down Independent.

10 Up Independent.

## Signals dispensed with.

1 Down Main Distant.

2 Down Main Home.

3 Down Goods Home.

16 Up Main to Up Goods.

18 Up Main Home.

20 Up Main Distant.

## Widehaugh East.—Signal Box abolished.

## Points spiked, clipped and padlocked pending removal.

8 Mains Crossover.

14 Down Main—Down Goods.

15 Up Main—Up Goods.

## Signals dispensed with.

1 Down Main Distant.

3 Down Main Home.

5 Down Main to Down Goods.

7 Up to Down Main.

9 Down to Up Main.

23 Up Goods to Up Main.

24 Up Main Home.

25 Up Main Distant. (8)

## MILLFIELD.

No. 7 signal Shunting Up Sidings to Up Main has been replaced by a Red Stop arm exhibiting Red and Green aspects. (9)

## CASTLE EDEN WEST.

All points have been spiked and clipped out of use pending removal. (9)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## STANHOPE.

- 2 Down Main Home signal has been renewed 207 yards East of Signal Box at increased height.  
 7 Shunting Quay to Main signal has been replaced by a ground disc 202 yards East of Signal Box. (9)

## SEDFIELD.

Bracket carrying 21/24/30 signals has been replaced by a straight post with left-hand bracket at reduced height as follows:—

- 24 Up Main Home No. 1—Straight post.  
 21 Up Main Distant—Below Up Main Home.  
 30 Up Main to Up Goods Loop—Left-hand bracket. (10)

## \*\*CEMETERY SOUTH.

- 39 Up Main Starting signal with Cemetery West 4 Branch Distant below has been renewed at increased height on same site. (8)

## PORT CLARENCE.

Signal Box has been closed.

All points are hand worked and all signals have been dispensed with.

A notice board has been erected 250 yards West of Signal Box, reading "STOP. TELEPHONE YARD FOREMAN FOR PERMISSION TO PASS".

The facing points in the Down line normally lie for No. 1-Reception line and are padlocked in that position, the key being in the possession of the Yard Foreman. (9)

## \*\*NORTH SHORE.

- 107 Up Branch Home signal has been renewed at reduced height on same site. (8)

## \*\*UPLEATHAM.

Points dispensed with

26 Down Main to Depot.

Signals dispensed with.

28 Down Main to Depot.

24 Depot to Down Main.

Aerodrome Sidings Ground Frame and Siding connection have been dispensed with. (8)

## \*\*OLD TOWN.

68 Down Goods to Down Goods Yard Starting signal has been replaced by a disc situated between Down Goods and Shunting line, 55 yards East of signal Box.

67 Down Goods Starting signal has been moved to the end of existing bracket at increased height. (8)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

Q-1 J.

**NE/N**

WOOLSTENHOLMES

No. 15

**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, 11th April, 1964  
to Friday, 17th April, 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, 12th APRIL.—PELAW.****Altered Signals.**

34 Shunting Down Main to Up Leamside or to Up Main or to Down Shields moved 27 yards nearer signal box.

44 Down Main Starting becomes D98 Down Main Auto.  
(Existing D98 Auto to be renumbered D98B.)

(18)

**TUESDAY, 14th APRIL.—CHURCH PIT LEVEL CROSSING—PARSONS WORKS—POINT PLEASANT.****Church Pit Level Crossing.**

Gate box dispensed with and existing double gates replaced by single field type gate.

**Signals dispensed with.**

3 Up Main Home with Parsons Works Up Main Inner Distant below.

5 Down Main Home with Point Pleasant Down Main Distant below.

**Altered Signals.**

6 Down Main Inner Distant below Parsons Works Down Main Home will become 2 Point Pleasant Down Main Distant.

The control of Parsons Works Down Main Distant and Up Main Outer Distant and Point Pleasant Up Distant will be abolished.

**Parsons Works.****Altered Signal Nomenclature.**

Old.	New.
1 Up Main Outer Distant.	1 Up Main Distant.

(18)

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

134 Shunting Up Slow to Down Main or Down Goods or Down Siding or Up Siding signal has been repositioned to the right of Up Slow same distance from 522B points. (17)

**TYNE YARD (SECONDARY HUMP).**

SS.1 Shunting Secondary Sorting lines Nos. 1 and 2 to Secondary Sorting Sidings 1 to 21 has been renewed at increased height on same site. (17)

**BENTON BANK.****Points dispensed with.**

6 Up Branch—Engine Pit Sidings.

**Signals dispensed with.**

8 Up Branch to Engine Pits

9 Up Branch to Car Shed line.

10 Up Branch Starting.

11 Up Branch to Carriage Sidings.

31 Down Main Starting.

36 Up Main Distant.

**Alteration to Signal.**

29 Up Main to Up Branch has been provided with a miniature arm.

(16)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BENTON BANK AND BENTON.

A crossover which was spiked out of use at 2 m. 59 chs. Down Main to Heaton New Yard Down Reception line has been removed and replaced with plain line. Also slip connection which was spiked out of use at 2 m. 63 chs. from Main to Main crossover to Shunting Neck has been removed. (16)

## BENTON.

## Alteration to Signal.

The junction indicator on B.3 Down B. and T. has been changed from right to left hand and reads Down B. and T. to E.21 with junction indicator or to Down Tynemouth D.11. (16)

## PELAW.

## Points spiked out of use.

120 Station Sidings—Up Main.

## Station Sidings Ground Frame.

2 From Station Sidings—Down Main.

## Signal dispensed with.

33 Shunting Station Siding to Up Leamside or to Down Shields or to Up Main. (17)

## \*\*\*MONKSEATON.

The following semaphore Shunting signals have been replaced by position light ground signals:—

29 Shunting Goods Yard to 22 signal sited left of Goods Yard lines 35 yards East of 28B points.

39 Shunting No. 1 Standage Sidings to 22 signal sited left of Siding opposite 40 signal.

40 Shunting No. 2 Standage Sidings to 22 signal sited between Standage Siding at clearance of 38 points. (15)

## MONKSEATON.

MN 35 Up Main Home semaphore signal with colour light below has been replaced by a 4-aspect colour light on same post.

8 Shunting Loading Dock to Down Main and 10 Shunting Down Main to Loading Dock signals have been renewed as position light ground signals. (16)

## RIVERSIDE JUNCTION AND ST. PETER'S STATION.

A single lead at 0 m. 76 chs. Down Main to St. Peter's Oil Gas Works has been removed and replaced by plain line. (18)

## \*\*\*NEWBURN AND WEST WYLAM.

A single lead leading to Heddon Colliery at 4½ m.p. has been abandoned and replaced by plain line. (15)

*Cotton*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N.P. J. **NE/N**  
WOOLSTENHOLMES No. 18

**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, 2nd May, 1964  
to Friday, 8th May, 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.

PRINTED OUT

## SIGNALLING AND PERMANENT WAY ALTERATIONS

(20)

\*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, 3rd MAY.—GREEN LANE.

A crossover from the Boldon Colliery Branch to No. 9 Siding will be abandoned and a single connection and set of trap points will replace it between 2 m. 25 chs. and 2 m. 29 chs., also No. 9 Siding will be abandoned.

##### Points dispensed with.

24 Up Branch—No. 9 Siding.

##### Points spiked out of use (pending removal).

25 (B end only) Down Branch—Down Goods (reverse).  
 26 (A end only) Down Goods—No. 9 Siding (normal).  
 32 (B end only) Down Goods—No. 9 Siding (reverse).

##### Signals dispensed with.

3 Shunting Up Branch.  
 13A Shunting No. 9 Sidings to Up Branch.  
 13B Shunting No. 9 Siding.  
 4 Shunting No. 9 Siding or to Down Goods or to Down Main.

##### New Points.

24 Single ended Up Branch to No. 9 Siding situated 418 yards South West of Signal Box.

##### New Position Light Signals.

3 Shunting Up Branch situated between Down and Up Branch 470 yards South West of Signal Box.  
 13 Shunting No. 9 Siding to Up Branch elevated on straight post situated to the left of No. 9 Siding 470 yards South West of Signal Box. (21)

#### MONDAY, 4th MAY.—PILMOOR.

Junction indicator arms dispensed with on:—

19 Up Fast to Branch and (21)  
 20 Up Slow to Branch signals.

#### MONDAY, 4th MAY.—ANGERTON.

Ground Frame dispensed with.

Points spiked normal, pending removal.

##### Signals dispensed with.

2 Up Home.  
 10 Down Home.  
 5 Sidings to Down.  
 7 Sidings to Up. (21)  
 The gates will be secured by chains and padlocks and operated by trainmen.

DETAILS OF WORK ALREADY CARRIED OUT.

THIRSK.

Points dispensed with.  
232 Up Slow—Up Fast. (20)

THIRSK.

Points dispensed with.  
228 Down Fast—Down Slow.

Altered Nomenclature.

Old.	New.	
114/115//119 Shunting Down Fast or to Down Slow or Down Reception lines.	119 Shunting Down Fast.	New Item (21)

DURHAM SOUTH AND NORTH.

Certain mechanical signals have been replaced by colour light or position light ground signals.

Durham South.

Points spiked out of use pending removal.  
20 No. 7 Platform—Dock—normal.  
22 No. 6 Platform—No. 7 Platform—reverse.

Signals dispensed with.

- 1 Up Main Distant.
- 5 Up Slow Distant.
- 6 No. 4 Up Platform Draw-ahead.
- 9 Shunting from Dock.
- 10 From No. 7 Platform.
- 11 From No. 6 Platform.
- 13 Shunting Down to Up Main.
- 14 Shunting 3 Platform to Up Main.
- 41 Shunting Up Main to Dock.
- 43 Shunting Up Main to No. 6 or 7 Platform.
- 44 Shunting Up Main to No. 4 Platform.
- 45 Shunting Up Main.
- 47 Shunting Up Main to No. 3 Platform or Down Main.
- 50 Down Main Starting and Calling-on.
- 51 Down Main to No. 3 Platform Starting and Calling-on.
- 52 Down Main Home.

New Signals.

- 51 Down Main: colour light with 2-way route indicator above and subsidiary below, situated left of Down Main, 295 yards South of Signal Box. Reading Down Main with Route Indicator 'M' or Down Slow with Route Indicator 'P' or Subsidiary to Down Slow with Route Indicator 'P'.

New Position Light Ground Signals.

- 13 Shunting Down to Up Main, situated between Up and Down Main, below gantry carrying Up Homes.
- 14 Shunting Down Slow to Up Main, situated between Down Main and Down Slow, below gantry carrying Up Homes.
- 47 Up Main (with 5-way route indicator) situated on right of Up Main, 75 yards South of Signal Box. Route Indicator displays:—
  - '3' to Down Platform.
  - 'D' to Down Main.
  - 'U' to Up Main.
  - '4' to Up Platform.
  - '7' to Bay Platform.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Durham North.

Signals dispensed with.

- 1 Down Main Distant.
- 4 Down Slow Distant.
- 6 Down Main Home No. 1.
- 7 Down Main Home No. 2.
- 10 Down Slow Home No. 1.
- 13 Down Slow to Down Main Home No. 2.
- 14 Down Main to Down Slow Home No. 2.
- 16 Down Main Inner Distant.
- 18 Down Slow Home No. 2.
- 29 Down Slow Inner Distant.
- 78 Up Slow to No. 5 Platform.
- 87 Up Slow Calling-on.
- 90 Up Main to Slow Calling-on.
- 91 Up Main Calling-on.
- 93 Up Slow to Main Calling-on.
- 95 Up Main to No. 5 Platform.
- 98 Up Slow Starting.
- 100 Up Slow Inner Home.
- 101 Up Slow Outer Home.
- 102 Up Main to Slow Starting.
- 104 Up Main Starting.
- 107 Up Slow to Main Inner Home.
- 108 Up Slow Inner Distant.
- 110 Up Main Inner Home.
- 111 Up Main Outer Home.
- 113 Up Main Inner Distant.

New Signals.

Two colour lights on right-hand bracket with junction indicators above, situated 80 yards South of Signal Box reading:—

- (Left Signal) 10 Down Slow or to Down Main with Junction Indicator.
- (Right Signal) 13 Down Main or to Down Slow with Junction Indicator.

Two colour lights on right-hand bracket with 3-way route indicators and Subsidiary on left of each signal, situated 411 yards North of Signal Box, reading:—

- (Right Signal) 39 Up Main with Route Indicator 'M' or to No. 4 Platform with Route Indicator 'P' or to Bay Platform with Route Indicator 'B' Subsidiary to Bay Platform with Route Indicator 'B' or to No. 4 Platform with Route Indicator 'P'.
- (Left Signal) 44 Up Slow to Up Main with Route Indicator 'M' or to No. 4 Platform with Route Indicator 'P' or to Bay Platform with Route Indicator 'B' Subsidiary to Bay Platform with Route Indicator 'B' or to No. 4 Platform with Route Indicator 'P'.

New Position Light Ground Signals.

- 43 Shunting Up Slow or to Up Main, left of Up Slow 169 yards North of Signal Box.
- 33 Shunting Up Slow or to Up Bay Platform, left of Up Slow 8 yards North of Signal Box.
- 38 Shunting Up Main or to Up Bay Platform, left of Up Slow 8 yards North of Signal Box.

Altered Signals.

- 2-way Route Indicators have been provided below the following signals, reading:—
  - 9 from No. 2 Platform to Down Slow Route 'S' or to Down Main Route 'M'.
  - 29 from No. 5 Platform to Down Main Route 'M' or to Down Slow Route 'S'.

A Limit of Shunt Board has been provided to the right of Up Slow 211 yards North of Signal Box. (20)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## DURHAM, NORTH.

A facing crossover from the Up Fast to Up Platform line at 66¼ m.p. has been removed and replaced by plain line. (20)

## TYNE (HUMP CONTROL ROOM).

"Train ready to start" plungers have been provided at the following signals with indication to Hump Control Room:—

- 2 Shunting Reception Siding 1.
- 3 Shunting Reception Siding 2.
- 4 Shunting Reception Siding 3.
- 5 Shunting Reception Siding 4.
- 6 Shunting Reception Siding 5.
- 7 Shunting Reception Siding 6.
- 8 Shunting Reception Siding 7. (20)

## \*\*\*PELAW.

## Altered Signals.

- 34 Shunting Down Main to Up Leaside or to Up Main or to Down Shields moved 27 yards nearer signal box.
- 44 Down Main Starting becomes D98 Down Main Auto. (Existing D98 Auto to be renumbered D98B.) (18)

## PELAW.

A crossover from Up to Down Main with Single slip to Station Siding at 98 m. 24 chs. has been removed and relayed as a Main to Main crossover. The Connection in the Down Main from the Station Siding at 98 m. 36 chs. has also been removed. (20)

## HEATON EAST.

## Points dispensed with.

- 8 Engine lines—Shed lines and Coal Stage.
- 18 B. end only, Down Goods—Coal Stage.

## Signals dispensed with.

- 7 Shunting to Coal Stage.
- 9 Shunting from No. 1 Shed line.
- 10 Shunting from No. 2 Shed line. (19)

## \*\*\*RIVERSIDE JUNCTION AND ST. PETER'S STATION.

A single lead at 0 m. 76 chs. Down Main to St. Peter's Oil Gas Works has been removed and replaced by plain line. (18)

## \*\*\*CHURCH PIT LEVEL CROSSING—PARSONS WORKS—POINT PLEASANT.

## Church Pit Level Crossing.

Gate box dispensed with and existing double gates replaced by single field type gate.

## Signals dispensed with.

- 3 Up Main Home with Parsons Works Up Main Inner Distant below.
- 5 Down Main Home with Point Pleasant Down Main Distant below.

## Altered Signals.

- 6 Down Main Inner Distant below Parsons Works Down Main Home is now 2 Point Pleasant Down Main Distant.

The control of Parsons Works Down Main Distant and Up Main Outer Distant and Point Pleasant Up Distant has been abolished.

## Parsons Works.

## Altered Signal Nomenclature.

- | Old.                     | New.               |      |
|--------------------------|--------------------|------|
| 1 Up Main Outer Distant. | 1 Up Main Distant. | (18) |

## SOUTH PELAW.

83 points have been spiked and clipped normal. (19)

## SHINCLIFFE.

Signal box and all signals have been dispensed with. Points spiked normal pending removal. (19)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## LONDONDERRY.

A new Ground Frame has been brought into use named Brian Mills Depot Ground Frame (electrically released from Signal Box) situated at and controlling entrance to Depot.

## Altered Nomenclature of Signal.

- | Old.                          | New.  |
|-------------------------------|---|
| 111 Down Hendon to Up Hendon. | 111 Down Hendon or to Up Hendon or Brian Mills Depot. |
- A "Limit of Shunt" board has been provided to the left of Down Hendon, 324 yards South of Signal Box. (19)

## HENDON BRANCH—ESSO SIDINGS.

These Sidings have been removed. (20)

## HAVERTON HILL, SOUTH.

## New Signal.

A hand-worked signal with miniature arm has been provided between the Wagon Siding and the Power Station Works line 338 yards from Signal Box, reading:—  
From Power Station Sidings. (20)

*Bonsett North*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

**NE/N**

No. 19

**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, 9th May, 1964  
to Friday, 15th May, 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

\*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.

WEDNESDAY, 13th MAY.—WITTON GILBERT.

Points dispensed with (spiked normal pending removal).

- 18 Goods Siding—Down Main.
- 15 Cattle Dock—Up Main.

Signals dispensed with.

- 9 Up Main to Cattle Dock.
- 7 Goods Siding to Down Main.
- 22/27 Down Main to Goods Siding or to Up Main.

New Signal.

- 27 Down to Up Main situated between Down and Up Main 231 yards West of Signal Box. (23)

## DETAILS OF WORK ALREADY CARRIED OUT.

PILMOOR.

Junction indicator arms dispensed with on:—

- 19 Up Fast to Branch and
- 20 Up Slow to Branch signals. (21)

THIRSK.

Points dispensed with.

- 232 Up Slow—Up Fast. (20)

THIRSK.

Points dispensed with.

- 228 Down Fast—Down Slow.

Signal dispensed with.

- 114/115/119 Shunting Down Fast or to Down Slow or Down Reception lines. AMENDED (22)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

DURHAM SOUTH AND NORTH.

Certain mechanical signals have been replaced by colour light or position light ground signals.

Durham South.

Points spiked out of use pending removal.

- 20 No. 7 Platform—Dock—normal.
- 22 No. 6 Platform—No. 7 Platform—reverse.

Signals dispensed with.

- 1 Up Main Distant.
- 5 Up Slow Distant.
- 6 No. 4 Up Platform Draw-ahead.
- 9 Shunting from Dock.
- 10 From No. 7 Platform.
- 11 From No. 6 Platform.
- 13 Shunting Down to Up Main.
- 14 Shunting 3 Platform to Up Main.
- 41 Shunting Up Main to Dock.
- 43 Shunting Up Main to No. 6 or 7 Platform.
- 44 Shunting Up Main to No. 4 Platform.
- 45 Shunting Up Main.
- 47 Shunting Up Main to No. 3 Platform or Down Main.
- 50 Down Main Starting and Calling-on.
- 51 Down Main to No. 3 Platform Starting and Calling-on.
- 52 Down Main Home.

New Signals.

- 51 Down Main: colour light with 2-way route indicator above and subsidiary below, situated left of Down Main, 295 yards South of Signal Box.
- Reading Down Main with Route Indicator 'M' or Down Slow with Route Indicator 'P' or Subsidiary to Down Slow with Route Indicator 'P'.

New Position Light Ground Signals.

- 13 Shunting Down to Up Main, situated between Up and Down Main, below gantry carrying Up Homes.
- 14 Shunting Down Slow to Up Main, situated between Down Main and Down Slow, below gantry carrying Up Homes.
- 47 Up Main (with 5-way route indicator) situated on right of Up Main, 75 yards South of Signal Box. Route Indicator displays:—
  - '3' to Down Platform.
  - 'D' to Down Main.
  - 'U' to Up Main.
  - '4' to Up Platform.
  - '7' to Bay Platform.

Durham North.

Signals dispensed with.

- 1 Down Main Distant.
- 4 Down Slow Distant.
- 6 Down Main Home No. 1.
- 7 Down Main Home No. 2.
- 10 Down Slow Home No. 1.
- 13 Down Slow to Down Main Home No. 2.
- 14 Down Main to Down Slow Home No. 2.
- 16 Down Main Inner Distant.
- 18 Down Slow Home No. 2.
- 29 Down Slow Inner Distant.
- 78 Up Slow to No. 5 Platform.
- 87 Up Slow Calling-on.
- 90 Up Main to Slow Calling-on.
- 91 Up Main Calling-on.
- 93 Up Slow to Main Calling-on.
- 95 Up Main to No. 5 Platform.
- 98 Up Slow Starting.
- 100 Up Slow Inner Home.
- 101 Up Slow Outer Home.
- 102 Up Main to Slow Starting.
- 104 Up Main Starting.
- 107 Up Slow to Main Inner Home.
- 108 Up Slow Inner Distant.
- 110 Up Main Inner Home.
- 111 Up Main Outer Home.
- 113 Up Main Inner Distant.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## New Signals.

Two colour lights on right-hand bracket with junction indicators above, situated 80 yards South of Signal Box reading:—

(Left Signal) 10 Down Slow or to Down Main with Junction Indicator.

(Right Signal) 13 Down Main or to Down Slow with Junction Indicator.

Two colour lights on right-hand bracket with 3-way route indicators and Subsidiary on left of each signal, situated 411 yards North of Signal Box, reading:—

(Right Signal) 39 Up Main with Route Indicator 'M' or to No. 4 Platform with Route Indicator 'P' or to Bay Platform with Route Indicator 'B' Subsidiary to Bay Platform with Route Indicator 'B' or to No. 4 Platform with Route Indicator 'P'.

(Left Signal) 44 Up Slow to Up Main with Route Indicator 'M' or to No. 4 Platform with Route Indicator 'P' or to Bay Platform with Route Indicator 'B' Subsidiary to Bay Platform with Route Indicator 'B' or to No. 4 Platform with Route Indicator 'P'.

## New Position Light Ground Signals.

43 Shunting Up Slow or to Up Main, left of Up Slow 169 yards North of Signal Box.

33 Shunting Up Slow or to Up Bay Platform, left of Up Slow 8 yards North of Signal Box.

38 Shunting Up Main or to Up Bay Platform, left of Up Slow 8 yards North of Signal Box.

## Altered Signals.

2-way Route Indicators have been provided below the following signals, reading:—

9 from No. 2 Platform to Down Slow Route 'S' or to Down Main Route 'M'.

29 from No. 5 Platform to Down Main Route 'M' or to Down Slow Route 'S'.

A Limit of Shunt Board has been provided to the right of Up Slow 211 yards North of Signal Box. (20)

## DURHAM, NORTH.

A facing crossover from the Up Fast to Up Platform line at 66½ m.p. has been removed and replaced by plain line. (20)

## TYNE (HUMP CONTROL ROOM).

"Train ready to start" plungers have been provided at the following signals with indication to Hump Control Room:—

2 Shunting Reception Siding 1.

3 Shunting Reception Siding 2.

4 Shunting Reception Siding 3.

5 Shunting Reception Siding 4.

6 Shunting Reception Siding 5.

7 Shunting Reception Siding 6.

8 Shunting Reception Siding 7. (20)

## PELAW.

A crossover from Up to Down Main with Single slip to Station Siding at 98 m. 24 chs. has been removed and relayed as a Main to Main crossover. The Connection in the Down Main from the Station Siding at 98 m. 36 chs. has also been removed. (20)

## ANGERTON.

Ground Frame dispensed with.

Points spiked normal, pending removal.

Signals dispensed with.

2 Up Home.

10 Down Home.

5 Sidings to Down.

7 Sidings to Up.

The gates are secured by chains and padlocks and operated by trainmen. (21)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*HEATON EAST.

Points dispensed with.

8 Engine lines—Shed lines and Coal Stage.

18 B. end only, Down Goods—Coal Stage.

Signals dispensed with.

7 Shunting to Coal Stage.

9 Shunting from No. 1 Shed line.

10 Shunting from No. 2 Shed line. (19)

## \*\*\*SOUTH PELAW.

83 points have been spiked and clipped normal. (19)

## GREEN LANE.

A crossover from the Boldon Colliery Branch to No. 9 Siding has been abandoned and a single connection and set of trap points has replaced it between 2 m. 25 chs. and 2 m. 29 chs., also No. 9 Siding has been abandoned.

Points dispensed with.

24 Up Branch—No. 9 Siding.

Points spiked out of use (pending removal).

25 (B end only) Down Branch—Down Goods (reverse).

26 (A end only) Down Goods—No. 9 Siding (normal).

32 (B end only) Down Goods—No. 9 Siding (reverse).

Signals dispensed with.

3 Shunting Up Branch.

13A Shunting No. 9 Sidings to Up Branch.

13B Shunting No. 9 Siding.

4 Shunting No. 9 Siding or to Down Goods or to Down Main.

New Points.

24 Single ended Up Branch to No. 9 Siding situated 418 yards South West of Signal Box.

New Position Light Signals.

3 Shunting Up Branch situated between Down and Up Branch 470 yards South West of Signal Box.

13 Shunting No. 9 Siding to Up Branch elevated on straight post situated to the left of No. 9 Siding 470 yards South West of Signal Box. (21)

## \*\*\*SHINCLIFFE.

Signal box and all signals have been dispensed with. Points spiked normal pending removal. (19)

## \*\*\*LONDONDERRY.

A new Ground Frame has been brought into use named Brian Mills Depot Ground Frame (electrically released from Signal Box) situated at and controlling entrance to Depot.

Altered Nomenclature of Signal.

Old.

111 Down Hendon to Up Hendon.

New.

111 Down Hendon or to Up Hendon or Brian Mills Depot.

A "Limit of Shunt" board has been provided to the left of Down Hendon, 324 yards South of Signal Box. (19)

## HENDON BRANCH—ESSO SIDINGS.

These Sidings have been removed. (20)

## HAVERTON HILL, SOUTH.

New Signal.

A hand-worked signal with miniature arm has been provided between the Wagon Siding and the Power Station Works line 338 yards from Signal Box, reading:—

From Power Station Sidings. (20)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES No. 22

**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, 30th May, 1964  
to Friday, 5th June, 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.

At or between	Lines affected	Remarks
<b>MIDDLESBROUGH OLD TOWN BRANCH and ACKLAM BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Middlesbrough, Old Town and Goods.	All.	7-0 am to 6-0 pm, painting bridges. Ladders and scaffolding in use.
<b>NORMANBY and ESTON BRANCHES.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Cargo Fleet and Eston, Flatts Lane Crossing.	All.	7-0 am to 6-0 pm, painting bridges. Ladders and scaffolding in use.
<b>SALTBURN WEST to LOFTUS.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Saltburn, West and Loftus.	All.	7-0 am to 6-0 pm, painting signal installations and lineside structures. Ladders and scaffolding in use. Signal Boxes open as required.
Brotton and Crag Hall.	Down and Up Main.	8-0 am to 4-0 pm, constructing ballast walls at Bridge at 31 m. 31 chs.
<b>NUNTHORPE EAST to BATTERSBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Nunthorpe, East and Battersby.	Single.	8-0 am to 4-0 pm, repairing Bridge No. 1A at 0 m. 15 chs.

## 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, 31st MAY.—HOW MILL.

The Main to Main Crossover with Single Slip to the Up Siding will be recovered and relayed as a Main to Main Crossover only. (25)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*\*PILMOOR.

Junction indicator arms dispensed with on:—  
19 Up Fast to Branch and  
20 Up Slow to Branch signals. (21)

## \*\*\*THIRSK.

Points dispensed with.  
228 Down Fast—Down Slow.

## Signal dispensed with.

114/115/119 Shunting Down Fast or to Down Slow or Down Reception lines.

**AMENDED (22)**

## \*\*\*ANGERTON.

Ground Frame dispensed with.  
Points spiked normal, pending removal.  
Signals dispensed with.  
2 Up Home.  
10 Down Home.  
5 Sidings to Down.  
7 Sidings to Up.

The gates are secured by chains and padlocks and operated by trainmen. (21)

## ADDISON.

Points dispensed with.  
19 Up Main—Colliery Sidings.  
23 Down Main—Down Reception.  
25 Mains Crossover.  
27 Up Main—Colliery Sidings.  
34 Up Main—Up Goods.  
37 Up Goods—Empty Sidings.  
38 Up Goods—Laden Sidings.  
15 Down Main—Relief Siding.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

- 13 Shunting Relief Siding to Colliery Sidings.
- 14 Shunting Relief Sidings to Down Main or Down Reception.
- 20 Shunting Colliery Sidings to Up Goods or to Up Main or to Relief Siding.
- 21 Down Main to Down Reception lines.
- 24 Shunting Up to Down Main or Colliery Sidings.
- 26 Shunting Down Main or to Up Main.
- 28 Shunting Colliery Sidings or to Up Main.
- 29 Shunting Colliery Sidings Down.
- 32 Shunting Up Main or to Up Goods.
- 33 Shunting Up Goods to Down Reception lines or to Empty Sidings.
- 36 Up Goods Home.
- 39 Shunting Down Reception lines to Up Main or to Down Main.
- 40 Shunting Empty Sidings to Up Main.
- 41 From Up Reception lines.

(24)

## PETH LANE.

## Points dispensed with.

- 3 Down Main—Down Sidings.
- 6 Down Main—Down Reception.
- 8 Mains crossover.
- 18 Down Reception—Standage Sidings.
- 19 Up Goods—Down Reception.
- 20 Up Main—Up Goods.

## Signals dispensed with.

- 1 Shunting Down Siding to Down Main.
- 4 Shunting Down Main to Down Siding.
- 5 Shunting Down Reception to Down Main.
- 7 Shunting Up to Down Main.
- 9 Shunting Down to Up Main.
- 10 Down Main Home 1.
- 12 Down Main Starting.
- 14 Shunting Standage Sidings to Down Main.
- 22 Up Main to Standage Sidings and to Down Reception.
- 23 Up Main to Up Goods Home.

(24)

## LOW ROW.

## Points dispensed with (spiked normal pending removal).

- 13 Down Main—Refuge Sidings.

## Signals dispensed with.

- 12 Refuge Sidings to Goods Yard or to Down Main.
- 15 Shunting Goods Yard to Refuge Sidings.

## Altered Signals.

- 11 Shunting Goods Yard to Up Main has been repositioned between Down Main and Goods Yard lines, 45 yards further from Signal Box.
- 14 Down to Up Main or to Refuge Sidings signal has been replaced by ground disc, situated between Down and Up Main, 55 yards further from Signal Box, reading:—  
Shunting Down to Up Main.

(24)

## BRAMPTON JUNCTION.

## Points dispensed with (spiked normal pending removal).

- 19 Down Main—Colliery.

## Signal dispensed with.

- 18 Shunting Colliery to Down Main.

## Altered Nomenclature of Signal.

- 20 will read Shunting Down Main or to Up Main.

(24)

## SCOTBY.

A trailing single lead from the Up Main line to the redundant coal cells has been abandoned and replaced by plain line, also coal cells and plain line in siding have been abandoned. (24)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*GREEN LANE

A crossover from the Boldon Colliery Branch to No. 9 Siding has been abandoned and a single connection and set of trap points has replaced it between 2 m. 25 chs. and 2 m. 29 chs., also No. 9 Siding has been abandoned.

## Points dispensed with.

- 24 Up Branch—No. 9 Siding.

## Points spiked out of use (pending removal).

- 25 (B end only) Down Branch—Down Goods (reverse).
- 26 (A end only) Down Goods—No. 9 Siding (normal).
- 32 (B end only) Down Goods—No. 9 Siding (reverse).

## Signals dispensed with.

- 3 Shunting Up Branch.
- 13A Shunting No. 9 Sidings to Up Branch.
- 13B Shunting No. 9 Siding.
- 4 Shunting No. 9 Siding or to Down Goods or to Down Main.

## New Points.

- 24 Single ended Up Branch to No. 9 Siding situated 418 yards South West of Signal Box.

## New Position Light Signals.

- 3 Shunting Up Branch situated between Down and Up Branch 470 yards South West of Signal Box.
- 13 Shunting No. 9 Siding to Up Branch elevated on straight post situated to the left of No. 9 Siding 470 yards South West of Signal Box.

(21)

## LEAMSIDE.

The Junction has been remodelled and Dock line abandoned.

## Points dispensed with (spiked normal pending removal).

- 13 Dock line trap points.
- 16 Up Main—Dock line.
- 23 Dock line—Up Branch.
- 30 West Siding Trap points No. 1.
- 32 West Siding No. 1 and West Siding No. 3.
- 34 West Siding No. 1—West Siding No. 2.
- 37 Up Main—West Siding.
- 45 Branch Sidings—Down Branch.

## (Spiked reverse pending removal).

- 26 Down Branch—Down Main.

## Signals dispensed with.

- 6 Dock line to Up Main.
- 7 Dock line to Up Branch.
- 18 Shunting Up Main to East Siding.
- 19 Shunting Up Main to Dock line.
- 29 Shunting from West Siding No. 1.
- 31 Shunting from West Siding No. 2.
- 33 Shunting from West Siding No. 3.
- 36 Shunting West Siding to Up Main.
- 42 Shunting West Siding to Branch Siding.
- 43 Shunting West Siding to Up Branch.
- 46 Shunting Branch Sidings to Down Main.
- 47 Shunting Branch Sidings to West Sidings.
- 49 Shunting Up Branch to Down Main.
- 50 Down Branch to West Sidings.

## Altered Nomenclature of Signal.

- 38 now reads: 18 Shunting Up Main to East Siding.

(24)

## MURTON.

Signal box and all signals with the exception of Up Main Distant (which has been retained and operated from Murton Crossing Gate Box) have been dispensed with.

## Points dispensed with (spiked normal pending removal).

- 10 Facing Main to Main.
- 14 Down Main to Sidings.
- 20 Down Main to Branch.
- 21 North Crossover Main to Main.
- 41 South Crossover Main to Main.

(24)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## MURTON CROSSING GATE BOX.

## Signal dispensed with.

1 Up Main Distant.

(24)

## WITTON GILBERT.

## Points dispensed with (spiked normal pending removal).

18 Goods Siding—Down Main.

15 Cattle Dock—Up Main.

## Signals dispensed with.

9 Up Main to Cattle Dock.

7 Goods Siding to Down Main.

22/27 Down Main to Goods Siding or to Up Main.

## New Signal.

27 Down to Up Main situated between Down and Up Main 231 yards West of Signal Box.

(23)

**DON'T**

**BE FOOLS**

---

**STICK TO**

**THE RULES**

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

WOOLSTENHOLMES

**NE/N**

**No. 23**

**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, 6th June, 1964  
to Friday, 12th June, 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

\*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.

SATURDAY, 6th JUNE.—HART (CEMETERY NORTH TO RYHOPE GRANGE VIA CASTLE EDEN LINE ONLY):

From 2-0 pm, Hart will cease to be a block post and all signals will be dispensed with and points spiked normal pending removal. (26)

SUNDAY, 7th JUNE.—CEMETERY NORTH TO BLACKHALL ROCKS.

From 7-0 am, Hart will cease to be a block post and all signals will be dispensed with and points spiked normal pending removal.

## New Signals.

D.74 Colour light signal showing Y and G, situated left of Down Main 1,492 yards North of Cemetery North Signal Box.

CN.14 Intermediate Block Home colour light signal situated on left of Down Main, 2,347 yards North of Cemetery North Signal Box.

U.75 Colour light signal showing Y and G, situated left of Up Main, 1,600 yards South of Blackhall Rocks Signal Box.

B.R.8 Intermediate Block Home colour light signal situated left of Up Main, 2,820 yards South of Blackhall Rocks Signal Box. (26)

MONDAY, 8th JUNE.—THIRSK.

## Signals dispensed with.

114/115/119 Subsidiary, Down Fast—Down Reception.  
Down Fast—Down Slow.  
Down Fast—Shunting.

33 Subsidiary, Down Fast—Up Fast. (26)

TUESDAY, 9th JUNE.—AYCLIFFE.

5 Down to Up Shunting and 11 Down to Siding Shunting signals will be replaced by a ground disc situated on right of Down Main, 4 yards nearer to Signal Box. (26)

## DETAILS OF WORK ALREADY CARRIED OUT.

## ADDISON.

## Points dispensed with.

19 Up Main—Colliery Sidings.  
23 Down Main—Down Reception.  
25 Mains Crossover.  
27 Up Main—Colliery Sidings.  
34 Up Main—Up Goods.  
37 Up Goods—Empty Sidings.  
38 Up Goods—Laden Sidings.  
15 Down Main—Relief Siding.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

13 Shunting Relief Siding to Colliery Sidings.  
14 Shunting Relief Sidings to Down Main or Down Reception.  
20 Shunting Colliery Sidings to Up Goods or to Up Main or to Relief Siding.  
21 Down Main to Down Reception lines.  
24 Shunting Up to Down Main or Colliery Sidings.  
26 Shunting Down Main or to Up Main.  
28 Shunting Colliery Sidings or to Up Main.  
29 Shunting Colliery Sidings Down.  
32 Shunting Up Main or to Up Goods.  
33 Shunting Up Goods to Down Reception lines or to Empty Sidings.  
36 Up Goods Home.  
39 Shunting Down Reception lines to Up Main or to Down Main.  
40 Shunting Empty Sidings to Up Main.  
41 From Up Reception lines. (24)

## PETH LANE.

## Points dispensed with.

3 Down Main—Down Sidings.  
6 Down Main—Down Reception.  
8 Mains crossover.  
18 Down Reception—Standage Sidings.  
19 Up Goods—Down Reception.  
20 Up Main—Up Goods.

## Signals dispensed with.

1 Shunting Down Siding to Down Main.  
4 Shunting Down Main to Down Siding.  
5 Shunting Down Reception to Down Main.  
7 Shunting Up to Down Main.  
9 Shunting Down to Up Main.  
10 Down Main Home 1.  
12 Down Main Starting.  
14 Shunting Standage Sidings to Down Main.  
22 Up Main to Standage Sidings and to Down Reception.  
23 Up Main to Up Goods Home. (24)

## LOW ROW.

## Points dispensed with (spiked normal pending removal).

13 Down Main—Refuge Sidings.

## Signals dispensed with.

12 Refuge Sidings to Goods Yard or to Down Main.  
15 Shunting Goods Yard to Refuge Sidings.

## Altered Signals.

11 Shunting Goods Yard to Up Main has been repositioned between Down Main and Goods Yard lines, 45 yards further from Signal Box.

14 Down to Up Main or to Refuge Sidings signal has been replaced by ground disc, situated between Down and Up Main, 55 yards further from Signal Box, reading:—  
Shunting Down to Up Main. (24)

## BRAMPTON JUNCTION.

## Points dispensed with (spiked normal pending removal).

19 Down Main—Colliery.

## Signal dispensed with.

18 Shunting Colliery to Down Main.

## Altered Nomenclature of Signal.

20 will read Shunting Down Main or to Up Main. (24)

## HOW MILL.

The Main to Main Crossover with Single Slip to the Up Siding has been recovered and relayed as a Main to Main Crossover only. (25)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## SCOTBY.

A trailing single lead from the Up Main line to the redundant coal cells has been abandoned and replaced by plain line, also coal cells and plain line in siding have been abandoned. (24)

## LEAMSIDE.

The Junction has been remodelled and Dock line abandoned.

**Points dispensed with (spiked normal pending removal).**

- 13 Dock line trap points.
- 16 Up Main—Dock line.
- 23 Dock line—Up Branch.
- 30 West Siding Trap points No. 1.
- 32 West Siding No. 1 and West Siding No. 3.
- 34 West Siding No 1—West Siding No. 2.
- 37 Up Main—West Siding.
- 45 Branch Sidings—Down Branch.

**(Spiked reverse pending removal).**

- 26 Down Branch—Down Main.

**Signals dispensed with.**

- 6 Dock line to Up Main.
- 7 Dock line to Up Branch.
- 18 Shunting Up Main to East Siding.
- 19 Shunting Up Main to Dock line.
- 29 Shunting from West Siding No. 1.
- 31 Shunting from West Siding No. 2.
- 33 Shunting from West Siding No. 3.
- 36 Shunting West Siding to Up Main.
- 42 Shunting West Siding to Branch Siding.
- 43 Shunting West Siding to Up Branch.
- 46 Shunting Branch Sidings to Down Main.
- 47 Shunting Branch Sidings to West Sidings.
- 49 Shunting Up Branch to Down Main.
- 50 Down Branch to West Sidings.

**Altered Nomenclature of Signal.**

- 38 now reads: 18 Shunting Up Main to East Siding. (24)

## MURTON.

Signal box and all signals with the exception of Up Main Distant (which has been retained and operated from Murton Crossing Gate Box) have been dispensed with.

**Points dispensed with (spiked normal pending removal).**

- 10 Facing Main to Main.
- 14 Down Main to Sidings.
- 20 Down Main to Branch.
- 21 North Crossover Main to Main.
- 41 South Crossover Main to Main. (24)

## MURTON CROSSING GATE BOX.

**Signal dispensed with.**

- 1 Up Main Distant. (24)

## \*\* WITTON GILBERT.

**Points dispensed with (spiked normal pending removal).**

- 18 Goods Siding—Down Main.
- 15 Cattle Dock—Up Main.

**Signals dispensed with.**

- 9 Up Main to Cattle Dock.
- 7 Goods Siding to Down Main.
- 22/27 Down Main to Goods Siding or to Up Main.

**New Signal.**

- 27 Down to Up Main situated between Down and Up Main 231 yards West of Signal Box. (23)

**A LOOK**

**EACH WAY**

**KEEPS**

**TROUBLE**

**AT BAY**

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

G. J.

**NE/N**

WOOLSTENHOLMES

No. 24

**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, 13th June, 1964  
to Friday, 19th June, 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.

At or between	Lines affected	Remarks
<b>SALTBURN WEST to LOFTUS.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Saltburn, West and Loftus.	All.	7 00 to 18 00, painting signal installations and lineside structures. Ladders and scaffolding in use. Signal Boxes open as required.
Brotton and Crag Hall.	Down and Up Main.	8 00 to 16 00, constructing ballast walls at Bridge at 31 m. 31 chs.
<b>NUNTHORPE EAST to BATTERSBY.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Nunthorpe, East and Battersby.	Single.	8 00 to 16 00, repairing Bridge No. 1A at 0 m. 15 chs.

## 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.

**SATURDAY AND SUNDAY, 13th AND 14th JUNE.—EAGLESCLIFFE SOUTH AND NORTH.**

No. 1 Down Goods line will be dispensed with.

**Eaglescliffe South.****Points spiked normal pending removal.**

- 27 Darlington Down Main—Siding.
- 29 Leeds Down Main—Siding.

**Points spiked reverse.**

- 23 Down Goods 1—Down Goods 2.

**Signals dispensed with.**

- 6 Down Main Warning.
- 7 Darlington Down Main Outer Home.
- 10 Down Main to Down Goods 1.
- 11 Down Goods 1 Starting.
- 13 Darlington Down Main Inner Home.
- 15 Leeds Down Main Inner Home.
- 17 Down Darlington to Down Goods 1 Inner Home.
- 18 Down Goods 1 to Down Goods 2 Starting.
- 26 Shunting Darlington Down Main to Siding.
- 26/28 Shunting Siding to Darlington or Leeds Down Mains.
- 28 Shunting Leeds Down Main to Siding.
- 30 Up Darlington Starting (with Aliens West Distant below).
- 31 Up Main Starting.
- 35 Leeds Up Main to Darlington Home.
- 37 Leeds Up Main Home.
- 44 Darlington Up Main Home.
- 46 Darlington Up Main to Leeds Home.

**New Signals.**

One position subsidiary signal fitted on bracket on left of existing Down Main Home reading:—

10—Down Main to Down Goods.  
Colour light signal with one position subsidiary fitted on left of main post situated left of Darlington Down Main 303 yards West of Signal Box reading:—

13—Darlington Down Main Home.  
17—Subsidiary to Down Goods.  
Colour light signal situated left of Darlington Up Main, 472 yards West of Signal Box reading:—

30—Darlington Up Main Starting.  
Colour light signal with right-hand junction indicator above situated left of Leeds Up Main 118 yards East of Signal Box reading:—

35—(With Junction Indicator) Leeds Up Main to Darlington Up Main or  
37—To Leeds Up Main.

Colour light signal with left-hand junction indicator above, situated right of Darlington Up Main 118 yards East of Signal Box, reading:—

44—Darlington Up Main or  
46—(With Junction Indicator) To Leeds Up Main.

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## Altered Nomenclature.

Old	New
16 Down Goods 1 and 2 Dow Mac Siding.	Down Goods to Dow Mac Siding.

## Eaglescliffe North.

## Points spiked normal pending removal.

16 Down Goods—Darlington Down Main.  
29 Darlington Down Main—Sidings.

## Signals dispensed with.

2 Shunting Darlington Down Main to Down Goods Loop.  
3 Down Goods Home.  
6 Down Goods 2 to Shunt Spur.  
7 Down Goods 2 to Down Goods Loop.  
19 Darlington Down Main to Stockton Down Main Home.  
20 Darlington Down Main to Middlesbrough Down Main Home.  
22 Leeds Down Main to Stockton Down Main Home.  
24 Leeds Down Main to Middlesbrough Down Main Home.  
30 Shunting Siding to Darlington Down Main or Middlesbrough Down Main.  
18 Darlington Down Main to Stockton Down Main Distant.  
21 Leeds Down Main to Stockton Down Main Distant.  
43 Middlesbrough Down Main Starting (with Auto Distant below).

## Altered Nomenclature.

46 Down Stockton Starting will become D.57 Automatic.

## New Signals.

Colour light signal with right-hand junction indicator above and a one position subsidiary signal fitted to left of main post, situated left of Darlington Down Main, 120 yards West of Signal Box, reading:—  
19 Darlington Down Main to Stockton Down Main or  
20 (With Junction Indicator) to Middlesbrough Down Main.  
2 (Subsidiary) to Down Goods Loop.  
Disc signal situated left of Down Goods 90 yards West of Signal Box, reading:—  
6 Down Goods to Shunt Spur or to Down Goods Loop.  
Colour light signal with right-hand junction indicator situated left of Leeds Down Main 120 yards West of Signal Box, reading:—  
22 Leeds Down Main to Stockton Down Main or  
24 (With Junction Indicator) to Middlesbrough Down Main. (27)

## SUNDAY, 14th JUNE.—MILTON VILLAGE GATE BOX.

No 8 Down Distant (Outer Distant for Brampton Junction) signal will be replaced by a colour light situated 627 yards further from Signal Box (27)

## TUESDAY, 16th JUNE.—RIDING MILL.

## Points dispensed with (spiked and clipped normal pending removal).

14 Up Main to Up Siding.

## Signals dispensed with.

13 Up Siding to Up Main.  
15 Up Main to Up Siding. (27)

## THURSDAY, 18th JUNE.—LOUISA GROUND FRAME.

Ground lever 'A' and all signals dispensed with. All points spiked normal pending removal. (27)

## FRIDAY, 19th JUNE.—FOLLINGSBY GATE BOX.

Gate box dispensed with and temporary gate box provided on the Up side of the line. (27)

## DETAILS OF WORK ALREADY CARRIED OUT.

## THIRSK.

## Signals dispensed with.

114/115/119 Subsidiary, Down Fast—Down Reception.  
Down Fast—Down Slow.  
Down Fast—Shunting.  
33 Subsidiary, Down Fast—Up Fast. (26)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## AYCLIFFE.

5 Down to Up Shunting and 11 Down to Siding Shunting signals have been replaced by a ground disc situated on right of Down Main, 4 yards nearer to Signal Box. (26)

## CEMETERY NORTH TO BLACKHALL ROCKS.

Hart has ceased to be a block post and all signals have been dispensed with and points spiked normal pending removal.

## New Signals.

D.74 Colour light signal showing Y and G, situated left of Down Main 1,492 yards North of Cemetery North Signal Box.  
CN.14 Intermediate Block Home colour light signal situated on left of Down Main, 2,347 yards North of Cemetery North Signal Box.  
U.75 Colour light signal showing Y and G, situated left of Up Main, 1,600 yards South of Blackhall Rocks Signal Box.  
B.R.8 Intermediate Block Home colour light signal situated left of Up Main, 2,820 yards South of Blackhall Rocks Signal Box. (26)

## \*\*\*ADDISON.

## Points dispensed with.

19 Up Main—Colliery Sidings.  
23 Down Main—Down Reception.  
25 Mains Crossover.  
27 Up Main—Colliery Sidings.  
34 Up Main—Up Goods.  
37 Up Goods—Empty Sidings.  
38 Up Goods—Laden Sidings.  
15 Down Main—Relief Siding.

## Signals dispensed with.

13 Shunting Relief Siding to Colliery Sidings.  
14 Shunting Relief Sidings to Down Main or Down Reception.  
20 Shunting Colliery Sidings to Up Goods or to Up Main or to Relief Siding.  
21 Down Main to Down Reception lines.  
24 Shunting Up to Down Main or Colliery Sidings.  
26 Shunting Down Main or to Up Main.  
28 Shunting Colliery Sidings or to Up Main.  
29 Shunting Colliery Sidings Down.  
32 Shunting Up Main or to Up Goods.  
33 Shunting Up Goods to Down Reception lines or to Empty Sidings.  
36 Up Goods Home.  
39 Shunting Down Reception lines to Up Main or to Down Main.  
40 Shunting Empty Sidings to Up Main.  
41 From Up Reception lines. (24)

## \*\*\*PETH LANE.

## Points dispensed with.

3 Down Main—Down Sidings.  
6 Down Main—Down Reception.  
8 Mains crossover.  
18 Down Reception—Standage Sidings.  
19 Up Goods—Down Reception.  
20 Up Main—Up Goods.

## Signals dispensed with.

1 Shunting Down Siding to Down Main.  
4 Shunting Down Main to Down Siding.  
5 Shunting Down Reception to Down Main.  
7 Shunting Up to Down Main.  
9 Shunting Down to Up Main.  
10 Down Main Home I.  
12 Down Main Starting.  
14 Shunting Standage Sidings to Down Main.  
22 Up Main to Standage Sidings and to Down Reception.  
23 Up Main to Up Goods Home. (24)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*LOW ROW.

**Points dispensed with (spiked normal pending removal).**

13 Down Main—Refuge Sidings.

**Signals dispensed with.**

12 Refuge Sidings to Goods Yard or to Down Main.

15 Shunting Goods Yard to Refuge Sidings.

**Altered Signals.**

11 Shunting Goods Yard to Up Main has been repositioned between Down Main and Goods Yard lines, 45 yards further from Signal Box.

14 Down to Up Main or to Refuge Sidings signal has been replaced by ground disc, situated between Down and Up Main, 55 yards further from Signal Box, reading:—

Shunting Down to Up Main. (24)

## \*\*\*BRAMPTON JUNCTION.

**Points dispensed with (spiked normal pending removal).**

19 Down Main—Colliery.

**Signal dispensed with.**

18 Shunting Colliery to Down Main.

**Altered Nomenclature of Signal.**

20 will read Shunting Down Main or to Up Main. (24)

## HOW MILL.

The Main to Main Crossover with Single Slip to the Up Siding has been recovered and relayed as a Main to Main Crossover only. (25)

## \*\*\*SCOTBY.

A trailing single lead from the Up Main line to the redundant coal cells has been abandoned and replaced by plain line, also coal cells and plain line in siding have been abandoned. (24)

## \*\*\*LEAMSIDE.

The Junction has been remodelled and Dock line abandoned.

**Points dispensed with (spiked normal pending removal).**

13 Dock line trap points.

16 Up Main—Dock line.

23 Dock line—Up Branch.

30 West Siding Trap points No. 1.

32 West Siding No. 1 and West Siding No. 3.

34 West Siding No. 1—West Siding No. 2.

37 Up Main—West Siding.

45 Branch Sidings—Down Branch.

**(Spiked reverse pending removal).**

26 Down Branch—Down Main.

**Signals dispensed with.**

6 Dock line to Up Main.

7 Dock line to Up Branch.

18 Shunting Up Main to East Siding.

19 Shunting Up Main to Dock line.

29 Shunting from West Siding No. 1.

31 Shunting from West Siding No. 2.

33 Shunting from West Siding No. 3.

36 Shunting West Siding to Up Main.

42 Shunting West Siding to Branch Siding.

43 Shunting West Siding to Up Branch.

46 Shunting Branch Sidings to Down Main.

47 Shunting Branch Sidings to West Sidings.

49 Shunting Up Branch to Down Main.

50 Down Branch to West Sidings.

**Altered Nomenclature of Signal.**

38 now reads: 18 Shunting Up Main to East Siding. (24)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## HART (CEMETERY NORTH TO RYHOPE GRANGE VIA CASTLE EDEN LINE).

Hart has ceased to be a block post and all signals have been dispensed with and points spiked normal pending removal. (26)

## \*\*\*MURTON.

Signal box and all signals with the exception of Up Main Distant (which has been retained and operated from Murton Crossing Gate Box) have been dispensed with.

**Points dispensed with (spiked normal pending removal).**

10 Facing Main to Main.

14 Down Main to Sidings.

20 Down Main to Branch.

21 North Crossover Main to Main.

41 South Crossover Main to Main. (24)

## \*\*\*MURTON CROSSING GATE BOX.

**Signal dispensed with.**

1 Up Main Distant. (24)

## 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.

#### LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM.

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signalman concerned. Before authorising a movement to the rear the Signalman must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

#### TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

#### NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEELBASE OR LESS.

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.

### MISCELLANEOUS NOTICES—continued.

#### ASSESSING OF FREIGHT TRAIN LOADS: WAGON LABELS.

The numbers 1, 2 and 3 are no longer required for statistical purposes on wagon labels and all labels should bear the letters H, M or L.

For a short period labels may be in use bearing these numbers and Guards when assessing the load of their train should interpret the numbers as under:—

1 as Heavy.                      2 as Medium.                      3 as Light.

Where no letter or number is shown on the wagon label the load should be reckoned as Heavy. **(AMENDED)**

#### DAMAGE TO SIGNALLING AND PERMANENT WAY EQUIPMENT.

Instances continue to be reported of damage to signalling and permanent way equipment due to chains trailing from wagons and there have been several cases where unsecured chains have fallen from wagons and become entangled in crossing points, resulting in following wagons becoming derailed.

All concerned are reminded of the importance of ensuring that chains, sheets, etc., are adequately secured in accordance with Rule 157. (25)

#### 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
Leyburn Station Water Columns Nos. D.47 and D.39	Until further notice	—
Port Clarence (Old Signal Box) Water Column	Until further notice	18-2-64
South Stockton Goods Yard Water Column S11	Until further notice	30-1-64

#### ERYHOLME STATION.

The Down Platform has been removed.

(25)

#### 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.

## LUCKER.

The Up Sidings are being removed and the Main to Main crossover at the South side of Lucker Signal Box has been clipped, spiked and padlocked out of use pending removal.

## 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 train 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.

## BERWICK UPON TWEED.

The Down Carriage Sidings Nos. 2, 3 and 4 (Lines 7, 8, 9, 15 and 16) are being removed.

## ★RYHOPE STATION (NORTHALLERTON TO GATESHEAD (JUNCTION) VIA HORDEN).

Commencing Monday, 15th June, the Siding adjacent to Down Main (Lines Nos. 24 and 14, Diagram 1069) will be removed by contractors.

The Main to Main crossover and trailing connection Down Main to Down Sidings will be clipped, spiked and padlocked out of use pending removal.

## FELLING COLLIERY SIDINGS AND MULBERRY SIDINGS.

The above sidings, which are clipped and padlocked out of use, are being removed.

## ST. JAMES' BRIDGE.

St. James' Bridge Sidings have been spiked out of use pending removal.

## FORMER HEDWORTH LANE TO TILE SHED CURVE.

The above curve is being removed.

## 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.

## FOURSTONES.

The redundant sidings to former Bensons Cement and Lime Works between 24 m. 64 chs. and 24 m. 68 chs have been clipped, spiked and padlocked out of use pending removal.

## LOW ROW.

The Down Refuge Siding is being removed and the Main to Main crossover between 46 m. 26 chs. and 46 m. 30 chs has been clipped, spiked and padlocked out of use pending removal.

## BRAMPTON JUNCTION.

The Down Siding at 49 m. 18 chs. is being removed.

## TYNE DOCK BANK TOP ENGINE SHED.

Two Van Sidings and connection (Lines 314, 315 and 319) have been spiked out of use.

## BOLDON COLLIERY—GREEN LANE: TEMPORARY OCCUPATION CROSSING.

Until further notice, Contractor's machinery and men are using a temporary occupation crossing at 0 m. 52 chs. during construction of Overbridge No. 12A. Handsignalmen in attendance. Drivers to keep a sharp lookout.

## MISCELLANEOUS NOTICES—continued.

## BLAYDON BRANCH GROUND FRAME.

All running line connections worked from Blaydon Branch Ground Frame have been spiked out of use pending removal.

## ★WEST DUNSTON.

On Monday, 15th June, a connection from Line No. 89 near West Dunston Empty Line Ground Frame (W.P.1112) at 0 m. 49 chs. to Up Main will be clipped and padlocked out of use pending removal.

## 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 00 and 18 00 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.

## ★DIAMOND HALL.

Commencing Monday, 15th June, the Siding adjacent to Down Main (Line No. 50, Diagram 1038) will be removed by contractors.

The trailing connection from Down Main to Down Siding will be spiked, clipped and padlocked out of use pending removal.

## ★MILLFIELD.

Commencing Monday, 15th June, the Crane Siding adjacent to Down Main and Siding to R. Dawson's premises (Line Nos. 3 and 8, Diagram No. 1038) will be removed by contractors.

Also a trailing connection from the Up Main to the Up Siding will be spiked, clipped and padlocked out of use pending removal.

## FAWCETT STREET AND HENDON.

The Iron Ore Sidings and the Main to Main crossover and connection to Coal Depot at South End of Tatham St. Coal Depot have been spiked out of use pending removal.

## CASTLE EDEN WEST.

Attendance has ceased to be given at Castle Eden West Signal Box (unless special advice is given to the contrary), the junction being set for the Wellfield direction.

## ★RYHOPE STATION (CEMETERY NORTH TO RYHOPE GRANGE VIA CASTLE EDEN).

Commencing Monday, 15th June, the Sidings adjacent to Up Main (Lines Nos. 20, 21 and 22, Diagram No. 1069) will be removed by contractors.

## WINGATE STATION TO WINGATE COLLIERY.

Block Working has been suspended between Wingate Station and Wingate Colliery and trains are worked by Pilot Guard who operates the level crossing gates at Wingate Grange.

The Porter Signalman at Wingate Station normally acts as the Pilot Guard.

## 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.

## ★THISTLEFLAT.

The connections Down Sidings to Up Main, Up Sidings to Up Main and Up Sidings to Down Main (Points Nos. 38, 21 and 15) have been spiked out of use pending removal, and buffer stops have been erected at the East end of Line No. 28.

## ★CROOK EAST.

The connection Up Main to Reception and Sidings (Points No. 18) has been spiked out of use pending removal.

## ★CROOK WEST.

The connections to Peases West Siding have been spiked out of use pending removal.

## MISCELLANEOUS NOTICES—continued.

## ERYHOLME STATION.

The Station Footbridge at 0 m. 7 chs. has been removed. (27)

## NORMANBY BRANCH.

Until further notice, whilst repairs to private sidings are in progress traffic must not proceed beyond Ormesby Brickworks open level crossing at 3 m. 39 chs.

## ALTERATIONS TO BRITISH RAILWAYS RULE BOOK (REPRINT)

## Rule 3.

★INSERT:—Additional clause

(vii) Use radio sets or similar apparatus whilst on duty, except in places where this is specifically authorised

## RULE 158.

AMEND:—to read

158. "Guards or shunters must examine all loads bearing "Examine Load" or "out of gauge load" labels at places where the train may call, to see whether they have been displaced or require adjustment and, if so, or if for any reason the load is considered unsafe to travel, the wagon must not be taken forward until the loads have been adjusted and secured" Conveyance of articles of unusual length or weight

## ALTERATIONS TO GENERAL APPENDIX

## Page V

DELETE:—Single line working where more than one running line is available—Rules 189 and 208—Page 2

## Pages 2 and 3

## SINGLE LINE WORKING WHERE MORE THAN ONE RUNNING LINE IS AVAILABLE, ETC.

DELETE:—Heading and instruction

## Page 3

INSERT:—

## WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

- The provisions of Rules 179, 183, 184, 185 and 189 must be carried out except that Wrong Line order forms will not be used. The Signalman's authority must, however, be obtained, if necessary by telephone, before any wrong direction movement is made.
- If a train requires assistance for any reason, the man asking for assistance must use the nearest telephone to speak to the Signalman. When assistance is to be provided from the front, arrangements must be made for a member of the train crew to be positioned 300 yards ahead of the disabled train, where he must place three detonators on the line, 10 yards apart, and exhibit a red hand signal in the direction from which the assisting engine will approach and await its arrival in order to conduct it to the disabled train. The Signalman must not allow the assisting engine to proceed in the wrong direction towards the disabled train until he has been assured that a member of the train crew will be positioned ahead of the disabled train as described above.
- Whenever a wrong direction movement concerns two Signalmen, a clear understanding must be reached before the movement is authorised.
- Before authorising a wrong direction movement the Signalman must ensure that the line over which it is to travel is clear and that the necessary signals have been placed to protect the movement. When giving authority for a wrong direction movement to be made, the Signalman must have a clear understanding with the Driver as to how far the movement may proceed and in addition he must advise the Driver of any catch points, spring or unworked trailing points on the line concerned.
- Ballast trains must not set back in the wrong direction in accordance with Rules 175(c) and 216(j), except where authorised by the Regional Operating Officer. The Signalman must record in the Train Register details of the movement authorised and the time at which authority was given.

## Page 21

## INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN THE REAR

DELETE:—Paragraph headed "Single Line Working—Rules 189 to 208"

## REGULATIONS FOR WORKING ON SINGLE LINES BY TRAIN STAFF AND TICKET

## Page 32—Change of Pilotman or Signalman

AMEND:—paragraph (i) to read:—

Should it be necessary to change the Pilotman, the person who arranged the working by Pilotman must issue fresh forms on which must be inserted the name of the new Pilotman to whom the necessary forms must be handed in the presence of the Pilotman who is being relieved and the latter must at the same time hand his form to the new Pilotman.

After he has been relieved he must not ride with the Driver of any train or upon any engine over the section. This will prevent persons seeing him from assuming he is still in authority as the Pilotman.

The new Pilotman must sign and deliver the fresh forms, obtain the necessary signatures and at the same time withdraw the old forms which must afterwards be delivered by him to the person who arranged working by Pilotman. Should, however, the Pilotman require to be changed after the person who arranged the working by Pilotman has left duty, the person then in charge of the working, when the change of Pilotman is to be made, may issue the fresh forms in the presence of the Pilotman who is being relieved.

When the Signalmen are changed during working by Pilotman, the man going off duty must give full details of the arrangements in operation to the man coming on duty. If the Pilotman is present when the change of Signalmen takes place, the Signalman coming on duty must sign the Pilotman's form on taking charge of the box. If the Pilotman is not at that end of the section the Signalman coming on duty may take charge of the box, but before doing so he must sign the form then in the signal box in the presence of the Signalman going off duty, who will be responsible for seeing that this is done; the Signalman coming on duty must sign the Pilotman's form as soon as possible.

## Page 41

## WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

AMEND:—"Rule 204" in last paragraph of clause 6 to read "Rule 189"

## Page 52

## ABSOLUTE POSSESSION OF RUNNING LINES FOR ENGINEERING PURPOSES NECESSITATING A COMPLETE STOPPAGE OF TRAFFIC ON SUCH LINES

AMEND:—Reference to Rules 189-208 in first paragraph to read Rules 189 and 190

## Page 61

## STATION LIMITS

DELETE:—paragraph headed "3. Wrong direction movement in colour light signalled areas"

## Page 62

## AUTOMATIC AND SEMI-AUTOMATIC SIGNALS

DELETE:—paragraph headed Single Line Working

## Page 64

## TRACK CIRCUITS

AMEND:—"Rule 198(c)" in last paragraph of clause 3 to read "Rule 189"

## DETONATORS

## Page 67

## Types A, B and C

AMEND:—third paragraph

The detonators fixed in the machines must be replaced at two monthly intervals, on the first Monday in each alternate month and a record made in the Train Register when the change is made. The Station Master will be responsible for seeing this is done. The detonators taken from the machines must be returned to the Stores Department.

## Page 72/73 (Page 7 Supplement No. 1)

AMEND:—note in italics to read

*The last two columns of the above do not apply on the Southern Region except where specially authorised*

## Page 95 (Supplement No 1 page 10)

AMEND:—Notes (1) (2) and (3) to read:

- Condition No. 6 of Loading Booklet No. 3 (BR20426) sets out the loading and labelling instructions for terminal st aff The Guards responsibility is covered by Rule 158.
- Wagons which bear "out-of-gauge load" or "examine load" labels must travel on trains which do not exceed a maximum speed of 35 miles per hour and any such loads which are required to travel at a lower maximum speed will be specially advised.
- When an indivisible load is carried on three or more bolster wagons, the wagons must not be conveyed on Class 4, 5, 6 or 7 freight trains.

DELETE:—

*The above arrangements do not apply on the Southern Region, except where specially authorised*

## Page 106

DELETE:—PRESS FACILITIES AT ACCIDENTS instruction and

## SUBSTITUTE:—PRESS FACILITIES AT ACCIDENTS

- Representatives of newspapers, the British Broadcasting Corporation, Independent Television, photographic agencies and newsreels are to be afforded such reasonable facilities and access to the scene as may be expedient for obtaining factual information in regard to any railway mishap.
- The Station Master or the Senior Traffic Department representative present must use his discretion as to the movements of accredited representatives of the Press and other news services having regard to the conditions obtaining at the time, and the representatives of the Press and other news services must be informed that they enter upon the railway at their own risk.
- Members of the staff who are approached by the Press for information should refer them to the representatives of the Public Relations Department or the Senior Traffic Department Representative.
- Facilities for interviewing any person injured in an accident will only be given with prior approval of the medical officer on the scene of the accident.
- If a representative of the regional Public Relations and Publicity Officer is present he will, in close consultation with the Senior Traffic Department representative, assume responsibility for all Press and other news services facilities, subject to the overriding control of the incident by the Senior Traffic Department representative in charge.
- Any information given locally must be confined to a statement of the facts; while the nature of the accident should be explained there should be no comment or speculation on its cause. Nothing should be said to prejudice any subsequent official enquiry. Station Masters are instructed to refer all Press and news services enquiries to the representative of the Public Relations & Publicity Officer should he be on the scene of the accident and, if not, to the Senior Traffic Department representative present.
- It is the practice in major accidents, i.e. where there is loss of life, for the Railway Region concerned to issue an official statement to the Press and other news services from its headquarters. In cases where the Public Relations and Publicity Officer is instructed by the General Manager to issue a formal statement, this will begin "British Railways (..... Region) regret to announce". In these circumstances, as in the case of other accidents, factual information is supplied by the Traffic Officer concerned to the regional Public Relations and Publicity Officer, or such other Officer as may be otherwise delegated within the Region, who is responsible for informing the Press and other news services.
- In outstandingly serious accidents, involving heavy loss of life, the Public Relations Adviser of the B.R.B. will arrange for a short additional message of sympathy and regret to be issued subsequently through the Press in the name of the Chairman and Members of the Board.
- The name of the British Railways Board will be associated with expressions of sympathy by railway spokesmen at inquests and public enquiries.

10. Press, and other news services representatives, are not admitted to the railways own private enquiries into accidents because, if the proceedings were to be published, this might prejudice the position of members of the railway staff giving evidence at this, or any subsequent, official enquiry. The admission of press and other news services representative to the official enquiries held by the Ministry of Transport is entirely a question for the appointed Inspecting Officer to whom Press enquiries on this point should be referred, and his decision in this respect is final.

## SECURITY OF POST OFFICE MAILS

Page 116

## INSERT:—

Vehicles used for the conveyance of Post Office Mails may be equipped with means for raising an alarm in case of emergency. The following instructions should be observed:—

1. Should any member of the staff become aware of signals of alarm (whether by bell or other means) from a train conveying Post Office mails, the Police authorities must be advised immediately, either by dialling "999" or via the District Control.
2. Should a signalman become aware of such alarm signals from a train in motion in the area under his control he must bring the train to a stand if he is in a position to do so. If unable to do so he should apply the provisions of Block Regulation 17.
3. Should the Driver or Guard of a train conveying Post Office mails become aware of such alarm signals he must take steps to bring the train to a stand at the first point at which communication is available. On the train coming to a stand the quickest available means must be used to ensure that the Police Authorities are advised.
4. A Signalman acting in accordance with clause 2, or becoming aware that a train has been stopped in accordance with clause 3, must at once advise the District Control, giving details of the point at which the train has been (or is being) stopped. This information, with particulars of the nearest bridge or road, must be passed forward immediately to the Police Authorities.
5. It is left to the discretion of the staff to take any other action appropriate to the circumstances which might assist in preventing a robbery or apprehending those concerned.
6. In certain circumstances a member of the Post Office staff on a train conveying mails may require to make telephone contact with the Police Authorities. Every assistance should be given and if direct contact is not possible he should be put in touch with the District Control.

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

## TABLE A

Page 1

Explanation of References:—

AMEND:—"T.C. Block"—Sections other than automatic, etc., to read:—	} See General Appendix (Pages 21/22)
"T.C.B."—where running lines between successive signal boxes are completely track circuited	
"T.C.B.(G)"—the equivalent of Permissive Block on Goods Lines	
"T.C.B.(P)"—the equivalent of Permissive Block on Platform Lines for Passenger trains	
"T.C.B.(PF)"—the equivalent of Permissive Block on Passenger Lines for freight trains	

Page 2 (Page 2/3/4/5 Supplement No. 2)

AMEND:—Between York Chalons Whin Junction and Longlands Junction Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines and all additional running lines. Where PF is already inserted on additional running lines **SUBSTITUTE**:—T.C.B.(PF) and where additional lines are dotted **INSERT**:—T.C.B.(G).

Page 2 (Page 5 Supplement No. 2)

AMEND:—Between York Holgate Junction and York Yard South Description of Block Signalling to read:— T.C.B.(G) on Down Main Line and on two additional Down lines. **INSERT**:—Black dot indicating Block Post on Main Line  
AMEND:—Between York Yard North and Skelton Description of Block Signalling to read:— T.C.B.(G) on Down Main Line

Page 2 (Page 6 Supplement No. 2)

AMEND:—Between York Yard South and Holgate Junction Description of Block Signalling to read:— T.C.B.(G) on Up Main Line and on two additional Up lines

Page 2 (Page 6 Supplement No. 2)

AMEND:—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 2/3

AMEND:—Between Northallerton and Darlington South Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Pages 4/5

AMEND:—Between Parkgate and Aycliffe Station Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Pages 8/9 (Page 7 Supplement No. 2)

AMEND:—Between Newton Hall and King Edward Bridge Junction Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines and on Up and Down additional lines

Page 9 (Page 8 Supplementary No. 2)

AMEND:—(VIA KING EDWARD BRIDGE) to bottom of page Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines and on Up and Down additional lines.

Page 10 (Page 8 Supplement No. 2)

AMEND:—All of page Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines and on Up and Down additional lines, other than Goods lines

Page 11 (Page 8 Supplement No. 2)

AMEND:—Between King Edward Bridge Junction and Greensfield Junction Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines and T.C.B.(G) on Up and Down additional lines

Page 11 (Page 8/9 Supplement No. 2)

AMEND:—Between Greensfield Junction and Newcastle Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines and on Down additional line

Page 11 (Page 9 Supplement No. 2)

AMEND:—**KING EDWARD BRIDGE SOUTH EAST CURVE**, Table Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines

Page 11 (Page 9 Supplement No. 2)

AMEND:—Between Newcastle and Argyle Street Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines and Up and Down additional lines

Page 11/12 (Page 9 Supplement No. 2)

AMEND:—Between Argyle Street and Heaton South Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines and on Up and Down additional lines

Page 12

Heaton South  
**INSERT**:—Engine whistle in Up Main or Fast and Up Slow or Goods columns 1L3S 1L3S  
Water at Newcastle Central Yard

Page 12/13/14/15/16 (Page 9/10/11/12/13/14 Supplement No. 2)

AMEND:—Between Benton Bank and Burnmouth Station Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines and on Up and Down additional lines

Page 19

AMEND:—Between Cordio Junction and Low Gates Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 21

Eaglescliffe.  
South.

★**DELETE**:—Second additional Down running line between South and North boxes.

AMEND:—Between Eaglescliffe North and Stockton Hartburn Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 24

AMEND:—Between Greatham Station and West Hartlepool Cliff House Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 25

Newburn and Church Street  
**DELETE**:—One of Down Goods lines  
Stranton and Church Street  
**INSERT**:—Down Goods line

Cemetery North

**INSERT**:—1 B.S. Down line 1m. 587 yds. from Cemetery North  
Catch points—C. Down line 555 yds. before reaching Down 1 B.H. Signal—Gradient 1/130  
Engine whistle Down Main Column 3S 1L Blackhall Colliery

Page 26

Hart Station

**DELETE**:—Signal box and all relevant details other than speed restriction

Blackhall Rocks Station

AMEND:—distance 3 miles 493 yds.

**INSERT**:—between this box and Cemetery North S.B.—Up 1 B.H. Signal 1 mile 1060 yds. from Blackhall Rocks

Pages 28/29 (Pages 16/17 Supplement No. 2)

AMEND:—Between Boldon Colliery Station and High Level Bridge Junction Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 29 (Pages 16/17 Supplement No. 2)

AMEND:—Between Felling and High Level Bridge Junction Description of Block Signalling to read:— T.C.B.(G) on Up and Down Additional Goods Lines

Page 30

AMEND:—Between Longlands Junction and Boroughbridge Road Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 30

AMEND:—Between Cordio Junction and Northallerton Station Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 30

AMEND:—Between Northallerton Station and East Junction Description of Block Signalling to read:— T.C. Block on Up and Down Main Lines

Page 32 (Page 18 Supplement No. 2)

AMEND:—Between High Street Junction and Greensfield Junction Description of Block Signalling to read:— T.C.B.(PF) on Up and Down Main Lines

Page 34

Alnwick Station  
**DELETE**:—catch points

- Page 36 (Page 19 Supplement No. 2)  
**AMEND:**—Between Backworth Junction and Benton Earsdon Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines
- Page 43 (Page 21 Supplement No. 2)  
**AMEND:**—Between Manors Junction and South Gosforth Station Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines
- Page 43 (Page 22 Supplement No. 2)  
**AMEND:**—Between South Gosforth Station and East Description of Block Signalling to read:—  
 T.C. Block on Up Main Line
- Page 43  
 South Gosforth Station  
**INSERT:**—Engine whistle in Up Main or Fast column 1L3S  
 Water at Newcastle Central Yard
- Pages 43/44 (Page 22 Supplement No. 2)  
**AMEND:**—Between South Gosforth East and Monkseaton Station Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines
- Page 45 (Page 23 Supplement No. 2)  
**AMEND:**—**NORTH WEST, SOUTH WEST, SOUTH EAST CURVES**, Tables Description of Block Signalling  
 to read:— T.C. Block on Up and Down Main Lines
- Page 47 (Page 23 Supplement No. 2)  
**AMEND:**—Between Heaton East and Percy Main Station Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines  
**DELETE:**—\*\* and applicable note
- Page 48 (Page 23 Supplement No. 2)  
**AMEND:**—Between Riverside Junction and St. Peters Station Description of Block Signalling to read:—  
 T.C. Block on Up Main Line
- Page 51  
**AMEND:**—Between Newcastle and Forth Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines
- Page 62 (Page 27 Supplement No. 2)  
**AMEND:**—Between South Pelaw and Ouston Junction Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines
- ANNFIELD EAST AND STANLEY LEVEL.**  
**★AMEND:**—Line heading and sub-heading to read: **ANNFIELD EAST AND OXHILL.**  
**★DELETE:**—All of table below Oxhill.
- Pages 66/67 (Pages 27/28 Supplement No. 2)  
**AMEND:**—Between Greensfield Junction and Norwood Description of Block Signalling to read:—  
 T.C.B.(G) on Up and Down Main Lines
- Page 69 (Page 28 Supplement No. 2)  
**AMEND:**—Between Low Fell Sidings Junction and Bensham Curve Junction Description of Block Signalling to read:—  
 T.C.B.(G) on Up and Down Main Lines
- Page 69 (Page 29 Supplement No. 2)  
**AMEND:**—Between Low Fell Junction and Norwood Junction Description of Block Signalling to read:—  
 T.C.B.(G) on Up and Down Main Lines
- Page 71  
**DELETE:**—Between Pelaw Station and Hebburn West Automatic and Controlled Colour Light Signalling
- Page 73  
 Shincliffe Station  
**DELETE:**—Signal box and all relevant details.  
 Whitwell  
**AMEND:**—Distance 2 miles 243 yards.
- Page 83  
 Cemetery North  
**AMEND:**—C. Down line 3861 yds. before reaching Hesleden Down Outer Home signal
- Hart Station  
**DELETE:**—Signal box, signal box distance, DGL 72, and 1st set of catch points
- Hesleden Station  
**AMEND:**—distance 4m. 205 yds.  
**AMEND:**—S. Up Main 5601 yds. before reaching Cemetery North Up Outer Home signal
- Page 84  
 Murton  
 Station  
**DELETE:**—Signal box and distance
- Seaton  
 Station  
**AMEND:**—Distance 2 m 1543 yds.

- Page 109  
 Askrigg Station  
**DELETE:**—Speed restriction 30 (Both directions) 24m 76 chs. to 25m 46chs.  
 Hawes Station  
**DELETE:**—Speed restriction 40 (Both directions) 32m 58chs. to 33m 3chs.
- Page 119  
**AMEND:**—Between Darlington South and Geneva Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines  
**★ Eaglescliffe South**  
**DELETE:**—Second additional Down running line between South and North Boxes.
- Pages 119/120/121/(Page 36 Supplement No. 2)  
**AMEND:**—Between Eaglescliffe North and Middlesbrough West Description of Block Signalling to read:—  
 T.C. Block on Up and Down Main Lines and T.C.B.(G) on Up and Down additional lines
- Page 121 (Page 37 Supplement No 2)  
 Middlesbrough West  
**AMEND:**—Engine whistles
- |   |   |
|---|---|
| Up Main or Fast<br>1L2S<br>1L4S<br>IS1L | For Up Freight trains<br>Castle Eden branch<br>Stockton<br>Bowesfield Works |
|---|---|
- Pages 125/6 (Pages 37/38 Supplement No. 2)  
**AMEND:**—Between Thornaby East Junction and Middlesbrough Old Town Description of Block Signalling to read:—  
 T.C.B.(G) on Up and Down Main lines
- Page 125 (Page 37 Supplement No. 2)  
**AMEND:**—Between Thornaby East Junction and Newport East Junction Description of Block Signalling to read:—  
 T.C.B.(G) on Up and Down additional lines

TABLE E

Whistle to be given at	Movement Required	
Page 137 Eaglescliffe North <b>DELETE:</b> —No. 2 Down Goods line to No. 1 Down Goods line		1 short 3 long

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
Page 158 <b>AMEND:</b> — Eaglescliffe North	Eaglescliffe South	Down Goods	As printed
Page 161 <b>★DELETE:</b> — Oxhill Louisa Colliery	Louisa Colliery Oxhill	Down Up	}

TABLE G

From	To	Line		Remarks
		Down	Up	
Page 168 (Page 44 Supplement No 2) <b>AMEND:</b> — York Yard South	Holgate	Goods Leeds Goods		Light engines or engine propelling not more than 6 freight wagons. Light engines
Page 169 <b>★AMEND:</b> — Eaglescliffe North	<b>NORTHALLER TON (CORDIO JUNCTION) TO</b> Eaglescliffe South	Goods	—	—
<b>DARLINGTON</b> <b>★AMEND:</b> — Eaglescliffe North	<b>SOUTH TO SALTBURN, ETC:</b> Eaglescliffe South	Goods	—	—

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
Page 170 INSERT:— Benton Bank	Heaton South	Up Goods	—
Page 173 ★DELETE:— Oxhill Stanley Level	Stanley Level Oxhill	Down Up	— —

TABLE J

From	To	Class of Train	Conditions	Remarks
Page 186 DELETE:— South Hetton Murton Ryhope Hart	Murton South Hetton Murton Hesleden	F F F F	K — — —	— — — In daylight and clear weather
INSERT:— Ryhope West Hartlepool Cemetery, North	South Hetton Hesleden	F F	— —	— In daylight and clear weather
SOUTH DOCK BRANCH Hendon	HES Bank Top G.F.	F	M	—

TABLE K2

From	To	Line	
		Down	Up
Page 190 (Page 50 Supplement No. 2) AMEND:— †Benton Quarry Junction	Benton East Junction	Main	—

ENGINEERS RAIL MOTORS  
GENERAL INSTRUCTIONS

Page 227 (Page 63 Supplement No 2)

Paragraph 6

INSERT (as third sentence):—

The Motor may be allowed to stop in section for an agreed length of time without possession of the line being taken unless the normal running time between two signal boxes is to be appreciably exceeded, in which case the person in charge of the Motor must take possession of the line concerned in accordance with the instructions on pages 52 and 53 of the General Appendix.

Page 234

INSERT:—

TRACK CIRCUIT BLOCK REGULATIONS DEFINITION OF STATION LIMITS (Rules 149 and 153)  
Referring to paragraph 1 of the instructions on page 61 of the General Appendix; where the Track Circuit Block Regulations are in operation, "station limits" is the portion of line between the first and last stop signals controlled from the same signal box, even though automatic or semi-automatic signals intervene.

The area may be extended to include points ahead of the last controlled signal and controlled from the same signal box, or worked from a ground frame released by the same signal box.

This applies at all signal boxes unless specially restricted or extended below.

Signal Box	Line	Station Limits
Benton	Up B. & T. Down S.W. Curve Up N.W. Curve Down B. & T. Up S.W. Curve Down N.W. Curve	From B.18 to U.3.X signals From B.35 to U.3.X signals From B.36 to U.3.X signals From B.41 to B.19 signals From B.41 to B.30 signals From B.41 to B.27 signals
Alnmouth	Up Main Down Fast Down Passenger Loop	From 63 to 119 signals From 53 to D.35 signals From 56 to D.35 signals
Stannington	Up Main Down Main	From S.1 to U.13 signals From S.17 to D.15 signals
Tweedmouth (Berwick Area)	Up Main Up Goods	From 1 signal to 9 ground position light signal and from Limit of Shunt boards on Up Main and Up Goods lines to U.66 signal
(Tweedmouth Area)	Down Main	From Limit of Shunt board on Border Bridge to D.68 signal
Tyne	Up Main Down Main All	From 51 to 84 signals From 83 to 50 signals No station limits. Special authorities in Tables F and H.1 apply

Page 236

AMEND:—1st heading  
APPROACH LIGHTED COLOUR LIGHT SIGNALS PROTECTING CROSSOVER ROADS USED FOR SINGLE LINE WORKING (RULES 189-192)

WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS

Page 238 (Page 65 Supplement No. 2)

Trains formed entirely of other than Light Weight Units

Route	Train Formation	Minimum B.H.P.	Maximum Tail Load
AMEND:— Alston to Haltwhistle (both directions)	2 cars 4 cars	300 600	1 vehicle 17 tons gross 1 or 2 vehicles 34 tons gross

LOCAL INSTRUCTIONS

Page 247 (Page 72/73 Supplement No. 2)

YORK

ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING

DELETE:—All instructions

Page 247 (Page 74/75 Supplement No. 2)

BETWEEN YORK AND NORTHALLERTON

DELETE:—All instructions

Page 247 (Page 74 Supplement No 2)

INSERT:—FREIGHT TRAINS TERMINATING AT YORK DOWN YARD

When a freight train conveying a load in excess of 50 standard wagons is routed for No 1 or No 2 Reception Line at York Yard South, the guard must proceed immediately to the front of the train and be prepared to dispose of the first portion as instructed by the Yard Inspector.

Page 247/8 (Page 75 Supplement No. 2)

BETWEEN NORTHALLERTON AND DARLINGTON  
ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING

DELETE:—All instructions

Page 253 (Page 76 Supplement No 2)

DELETE:—BETWEEN DUDLEY AND DAM DYKES BOXES item

DELETE:—BETWEEN BELFORD AND CRAG MILL item

Page 262

WYLAM AND PRUDHOE

DELETE:—Instruction headed

BETWEEN WEST WYLAM AND PRUDHOE SIGNAL BOXES

Up and Down goods lines

Page 271

SUNDERLAND

BETWEEN FAWCETT STREET AND HENDON SIGNAL BOXES

DELETE:—4th paragraph

AMEND:—5th paragraph

Before any Locomotive which is engaged in shunting at the Co-operative Depots, Waymans Depots, or at the New Sidings near Waymans Depots is allowed to foul either the up or down main line, without entering upon the track circuit extending 100 yards in the rear of Hendon down outer home signal or the assisting engine off an Up train is crossing to the Down line to return to Hendon, the Person in charge at the Bank Top must first telephone the Signaller at Hendon what is about to be done and then act in accordance with paragraph 5 of the Regulations for Goods lines not worked under any Block System.

INSERT:—7th paragraph

When a train is only being assisted as far as Hendon Bank Top Ground Frame the guard must replace the tail lamp immediately the assistant engine leaves the train.

Page 280 (Page 80 No 2 Supplement)

NORTHALLERTON TO HAWES (INCLUDING CASTLE HILLS CURVE)

YAFFORTH LEVEL CROSSING (between Northallerton and Ainderby)

AMEND:—third paragraph to read:—

"A white indicator lamp is provided adjacent to each flashing light unit focused to shine along the railway", etc.

Page 280

INSERT:—

WORKING OF REDMIRE QUARRY

Post Office telephones have been provided at Redmire Ground Frame and Wensley Station Office. The telephone at Redmire is located in a box on a concrete post, near the Ground Frame. The box is fitted with a lock which can be operated with a small key which is attached to the Annett's key. The number of the telephone is Wensley 351.

The number of the telephone at Wensley Station is Wensley 339.

Before a loaded train leaves Redmire the guard must telephone the signaller at Wensley and obtain an assurance that the gates there are closed to road traffic and will be kept in that position until the train has cleared the crossing.

The box, in which the telephone at Redmire is located, must be locked after being used. Should a guard be unable to lock the box he must immediately advise the Station Master, Leyburn.

Page 283

INSERT:—

DINSDALE—FIGHTING COCKS

RAIL WELDING DEPOT:—Before a propelling movement into the depot is commenced, the guard must inform the Driver that the movement must be brought to a stand with the leading vehicle at the entrance to the Long Welded Rail Sidings

When the movement has been brought to a stand the Guard must satisfy himself that it is safe to complete the movement into the siding (Rule 111(d)).

Page 292 LOCAL AND GENERAL INSTRUCTIONS—INDEX

DELETE:—Wylam and Prudhoe (Local Instructions)—Page 262

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET  
(Dated 21st March 1964)

ROUTE AVAILABILITY OF COACHING STOCK

Page 2

AMEND:—to read

SOUTH GOSFORTH

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 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. Guards of Down trains must advise the Station Inspector at Newcastle who must immediately inform Control, so that the necessary arrangements may be made.

Page 4

DELETE:—BARNARD CASTLE STATION item

WORKING OF ELECTRIC TRAINS ON THE TYNESIDE ELECTRIFIED LINES  
WORKING INSTRUCTIONS  
(BOOKLET DATED 1st OCTOBER, 1961)  
GENERAL INSTRUCTIONS

INSTRUCTION 1

AMEND:—to read;

These instructions apply to the following lines:—  
Main lines between Newcastle and Benton Quarry Junction and from there to Benton Station Junction via the South West Curve and Benton East Junction via the South East Curve.  
Manors and Tynemouth via Backworth including Gosforth Car Sheds Heaton and Tynemouth via Wallsend.  
The Riverside and Quayside branches

INSTRUCTION 2

Page 7

AMEND:—

Sections Nos. 11/12/13/14 Riverside signal box to read—Riverside Junction.  
Sections Nos. 15/16/17/18 Riverside signal box to read—Riverside Junction  
Sections Nos. 23/24 Riverside signal box to read—Riverside Junction

Page 8

Section No. 35 Cullercoats to read Cullercoats  
Sections Nos. 35/36/37 Backworth to read Backworth Junction

Page 12

AMEND:—

Switch pillar outside Argyle Street signal box to read—Switch pillar on Down Side of line near connection to Trafalgar North Yard.

Page 13

MONKSEATON STATION

AMEND:—Reference to Monkseaton East to read Monkseaton

INSTRUCTION 38

Page 50

INSERT:—	Signal Box	Section Numbers
DELETE:—	Newcastle	11, 12, 13, 14, 23 and 24
DELETE:—	Riverside	11, 12, 13, 14, 23 and 24
DELETE:—	Paragraph commencing "During the time Riverside Signal Box is closed, . . ."	
DELETE:—	Backworth Station	35, 36, 37, 38
INSERT:—	Monkseaton	35, 36
INSERT:—	Benton	37, 38

Page 51

AMEND:—In 2nd paragraph  
Riverside Signal Box to read Percy Main Station Signal Box

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS BOOKLET  
(DATED OCTOBER, 1955)

From	To	Description of Train	Proportion of Brakes to be Fastened Down
Page 9 (Page 34 Supplementary Operating Instructions Booklet) AMEND:— (37) Naworth	Carlisle	Class 8 loaded Mineral or concentrated Goods Trains worked by Diesel locomotive	1 double brake for every wagons
		Class 7 and 9 trains worked by Steam or Diesel locomotive and Class 8 loaded Mineral or concentrated Goods trains worked by steam locomotive	It is not necessary to fasten down wagon brakes but the speed must be restricted to 20 m.p.h. from 48½ miles at Naworth to 58½ miles at Durran Hill

★ROUTE AVAILABILITY OF LOCOMOTIVES—N. E. REGION. APRIL 1964

Page

2. DELETE: Y1/1, Y3, Y9.  
2E, 2K, 2L, 2R.  
3F, 3H, 3Y.

3. ADD NOTE:

The following classes are not stationed in the N.E. Region and are unlikely to work on it, therefore will be ignored in any future calculation of Route Availability:—

Ex L.N.E.R.	Diesel
J.36	1/17
J.37	2/4A
J.38	3/1B
	3/4
	12/5

6. DELETE: 3F, Y1/1, Y/3.

9. Item 2. AMEND note:

The following classes are prohibited from using the crossover road near platforms at Askern, etc., as printed.

34. Item 392. ADD to additional classes permitted:—  
GR/1, GR/3, GR/6, GR/7.

Page	Item No.	Yard, Siding or Depot	Class of Loco permitted	Restrictions
ADD:—				
39	410	Ashington Station Sidings	Groups 1 to 6	—
39	395	Algernon Colliery, Loaded Sidings Empty Sidings	Groups 1 to 7	—
			Groups 1 to 4 plus, J27, 4C, 4L, 4K/1, J94, 4H, 4J	—
40	405	Blyth Gas Works Sidings	Groups 1 to 7	B.R. locos. not to go over coal drops
40	405	Blyth Shipyard Sidings	Groups 1 to 7	—
40	411	Blyth M.P.D.	All	—
40	415	Cambois Power Station	All	—
41	1	Cambois Colliery Sidings	All	—
	1	Dudley Colliery Sidings	Groups 1 to 7	—
	1	Dudley S.B. Sidings	Groups 1 to 7	D+ to pass Loading Dock at caution
43	403	Hartley Independent	All	—
44	417	Isabella Colliery Sidings	Groups 1 to 6	—
46	1	Pegswood Colliery Sidings	Groups 1 to 7	—
46	1	Shilbottle South Side	Groups 1 to 7	—
46	21	Seghill Yard	Groups 1 to 7	—
46	21	Seghill & Hartley Main Colliery Sidings	Groups 1 to 7	—
46	396	Percy Main Dock Area (TIC) Nos. 2, 3 & 4 Staiths California Sidings Esso Depot T.I.C. Goods Yard Siberia Sidings	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—
		Whitehall Point, High & Low Sides	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—
		Whitehall Point, Empty Lines	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	D+ prohibited beyond hand points at Bridges Nos. 2 and 14
		Whitehall Point Point Five—Loaded and Empty Sidings	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—

Page	Item No.	Section of line	R.A. Group	Additional classes permitted
30	332	Forcett Goods Branch	4	Add:—4L
30	333	Forcett Quarry Branch	4	Add:—4L
31	345	Butterknowle Branch	4*	Add:—4L
54	11	Randolph Colliery		Amend to read Item 345 and Add:—4L—not permitted beyond entrance gate.

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

York M54/1382/N24  
8th June, 1964  
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/N24"

**SAFETY FIRST**

---

**ALWAYS**

---

**Be  
Fair,  
Take  
Care**

*Chan.*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

C.N.J.

WOOLSTENHOLMES

**NE/N**

No. 26

**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 June, 1964  
to Friday, 3rd July, 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.

At or between	Lines affected	Remarks
<b>THORNABY EAST JUNCTION to GUIBOROUGH JUNCTION (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Tees.	All.	7 00 to 18 00, painting Thornaby M.P.D. buildings, etc. Ladders and scaffolding in use.
Tees.	All.	8 00 to 16 30 (except Sat.), laying cables, etc. Mechanical plant in use.
<b>MIDDLESBROUGH OLD TOWN BRANCH and ACKLAM BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Middlesbrough, Old Town and Goods.	All.	7 00 to 18 00, painting bridges. Ladders and scaffolding in use.
<b>NORMANBY and ESTON BRANCHES.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Cargo Fleet and Estón, Flatts Lane Crossing.	All.	7 00 to 18 00, painting bridges. Ladders and scaffolding in use.
<b>SALTBURN WEST to LOFTUS.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Saltburn, West and Loftus.	All.	7 00 to 18 00, painting signal installations and lineside structures. Ladders and scaffolding in use. Signal Boxes open as required.
Brotton and Crag Hall.	Down and Up Main.	8 00 to 16 00, constructing ballast walls at Bridge at 31 m. 31 chs.
<b>NUNTHORPE EAST to BATTERSBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Nunthorpe, East and Battersby.	Single.	8 00 to 16 00, repairing Bridge No. 1A at 0 m. 15 chs.

## 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, 28th JUNE.—CHURCH STREET.

Signal bridge carrying 10/16/19/28/29/30 signals will be replaced by two bracket signals and a ground disc same distance from Signal Box as follows:—

Right-hand bracket situated on left of Up Goods No. 3 carrying:—

30 Up Goods Starting to Newburn—straight post on right of bracket.

19 Up Goods to No. 3 Up Goods—disc on left of 30.

16 Shunting Up Goods or to Down Goods—top disc on right of 30 facing reverse.

29 Up Goods to Weigh Road—bottom disc on right of 30.

Left-hand bracket situated between Down Goods and Up Main carrying:—

28 Up Goods Starting to Stranton with Stranton Distant below—straight post on left of bracket.

Ground disc situated between Up Goods No. 2 and Down Goods reading 10 Shunting Down Goods or Shop Sidings. (29)

## SUNDAY, 28th JUNE.—HAYDON BRIDGE.

11 Up Main Distant will be renewed on same site, 1,535 yards West of Signal Box, by 2-aspect colour light.

20 Down Main Distant will be renewed on same site, 1,257 yards East of Signal Box, by 2-aspect colour light.

Down Main to Down Siding points will be operated by a new ground frame sited at exit from Down Siding. (29)

## SUNDAY, 28th JUNE.—LEAMSIDE.

Points dispensed with.

15 Up Main—East Sidings.

21 Up Main—Up Branch.

44 Branch Crossover.

Signals dispensed with.

3 Up Main Home.

4 Up Main to Branch Home No. 2.

14 Shunting East Siding to Up Main.

48 Shunting Up Branch to Down Main.

53 Down Branch Home.

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## New Points.

- 10 Mains Crossover, 70 yards North East of Signal Box.  
 12 Up Main—Up Branch, 30 yards North East of Signal Box.  
 19 Up Main—Up Siding, opposite Signal Box.  
 3 Up Main Home. } Right-hand bracket sited left of Up Main 83 yards North  
 6 Up Main to Up Branch. } East of Signal Box.  
 9 Shunting Down to Up Main or Up Branch, Disc sited between Down and Up Main 83  
 yards North East of Signal Box.  
 13 Up to Down Main, Disc sited between Down and Up Main, 38 yards North East of  
 Signal Box.  
 18 Shunting Up Siding to Up Main, Disc sited left of Up Siding opposite Signal Box.  
 27 Down Branch Home sited left of Down Branch (straight post) 132 yards from Signal  
 Box. (29)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*THIRSK.

## Signals dispensed with.

- 114/115/119 Subsidiary, Down Fast—Down Reception.  
 Down Fast—Down Slow.  
 Down Fast—Shunting. (26)  
 33 Subsidiary, Down Fast—Up Fast.

## \*\*AYCLIFFE.

- 5 Down to Up Shunting and 11 Down to Siding Shunting signals have been replaced by a  
 ground disc situated on right of Down Main, 4 yards nearer to Signal Box. (26)

## EAGLESCLIFFE SOUTH AND NORTH.

- No. 1 Down Goods line has been dispensed with.  
 Eaglescliffe South.

## Points spiked normal pending removal.

- 27 Darlington Down Main—Siding.  
 29 Leeds Down Main—Siding.

## Points spiked reverse.

- 23 Down Goods 1—Down Goods 2.

## Signals dispensed with.

- 6 Down Main Warning.  
 7 Darlington Down Main Outer Home.  
 10 Down Main to Down Goods 1.  
 11 Down Goods 1 Starting.  
 13 Darlington Down Main Inner Home.  
 15 Leeds Down Main Inner Home.  
 17 Down Darlington to Down Goods 1 Inner Home.  
 18 Down Goods 1 to Down Goods 2 Starting.  
 26 Shunting Darlington Down Main to Siding.  
 26/28 Shunting Siding to Darlington or Leeds Down Mains.  
 28 Shunting Leeds Down Main to Siding.  
 30 Up Darlington Starting (with Aliens West Distant below).  
 31 Up Main Starting.  
 35 Leeds Up Main to Darlington Home.  
 37 Leeds Up Main Home.  
 44 Darlington Up Main Home.  
 46 Darlington Up Main to Leeds Home.

## New Signals.

- One position subsidiary signal fitted on bracket on left of existing Down Main Home  
 reading:—  
 10—Down Main to Down Goods.  
 Colour light signal with one position subsidiary fitted on left of main post situated  
 left of Darlington Down Main 303 yards West of Signal Box reading:—  
 13—Darlington Down Main Home.  
 17—Subsidiary to Down Goods.  
 Colour light signal situated left of Darlington Up Main, 472 yards West of Signal  
 Box reading:—  
 30—Darlington Up Main Starting.  
 Colour light signal with right-hand junction indicator above situated left of Leeds  
 Up Main 118 yards East of Signal Box reading:—  
 35—(With Junction Indicator) Leeds Up Main to Darlington Up Main or  
 37—To Leeds Up Main.  
 Colour light signal with left-hand junction indicator above, situated right of Darlington  
 Up Main 118 yards East of Signal Box, reading:—  
 44—Darlington Up Main or  
 46—(With Junction Indicator) To Leeds Up Main.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Nomenclature.

- | Old   | New                           |
|---|-------------------------------|
| 16 Down Goods 1 and 2 to Dow Mac<br>Siding. | Down Goods to Dow Mac Siding. |

## Eaglescliffe North.

## Points spiked normal pending removal.

- 16 Down Goods—Darlington Down Main.  
 29 Darlington Down Main—Sidings.

## Signals dispensed with.

- 2 Shunting Darlington Down Main to Down Goods Loop.  
 3 Down Goods Home.  
 6 Down Goods 2 to Shunt Spur.  
 7 Down Goods 2 to Down Goods Loop.  
 19 Darlington Down Main to Stockton Down Main Home.  
 20 Darlington Down Main to Middlesbrough Down Main Home.  
 22 Leeds Down Main to Stockton Down Main Home.  
 24 Leeds Down Main to Middlesbrough Down Main Home.  
 30 Shunting Siding to Darlington Down Main or Middlesbrough Down Main.  
 18 Darlington Down Main to Stockton Down Main Distant.  
 21 Leeds Down Main to Stockton Down Main Distant.  
 43 Middlesbrough Down Main Starting (with Auto Distant below).

## Altered Nomenclature.

- 46 Down Stockton Starting is now D.57 Automatic.  
 New Signals.

- Colour light signal with right-hand junction indicator above and a one position sub-  
 sidiary signal fitted to left of main post, situated left of Darlington Down Main, 120  
 yards West of Signal Box, reading:—  
 19 Darlington Down Main to Stockton Down Main or  
 20 (With Junction Indicator) to Middlesbrough Down Main.  
 2 (Subsidiary) to Down Goods Loop.  
 Disc signal situated left of Down Goods 90 yards West of Signal Box, reading:—  
 6 Down Goods to Shunt Spur or to Down Goods Loop.  
 Colour light signal with right-hand junction indicator situated left of Leeds Down  
 Main 120 yards West of Signal Box, reading:—  
 22 Leeds Down Main to Stockton Down Main or  
 24 (With Junction Indicator) to Middlesbrough Down Main. (27)

## \*\*CEMETERY NORTH TO BLACKHALL ROCKS.

- Hart has ceased to be a block post and all signals have been dispensed with and points spiked  
 normal pending removal.

## New Signals.

- D.74 Colour light signal showing Y and G, situated left of Down Main 1,492 yards North  
 of Cemetery North Signal Box.  
 CN.14 Intermediate Block Home colour light signal situated on left of Down Main,  
 2,347 yards North of Cemetery North Signal Box.  
 U.75 Colour light signal showing Y and G, situated left of Up Main, 1,600 yards South of  
 Blackhall Rocks Signal Box.  
 B.R.8 Intermediate Block Home colour light signal situated left of Up Main, 2,820 yards  
 South of Blackhall Rocks Signal Box. (26)

## PRUDHOE.

## Points spiked normal pending removal.

- 6 Up Main and Up Sidings.

## Signals dispensed with.

- 5 Shunting Up Siding to Up Main.

## Altered Signal.

- 7 Shunting Up Main to Down Main or Up Siding has been repositioned 30 yards further  
 from Signal Box, reading 7 Shunting Up to Down Main. (28)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## RIDING MILL.

Points dispensed with (spiked and clipped normal pending removal).

14 Up Main to Up Siding.

Signals dispensed with.

13 Up Siding to Up Main.

15 Up Main to Up Siding.

(27)

## HAYDON BRIDGE.

Signals dispensed with.

8 Shunting Down Relief.

29 Shunting Down Sidings to Down Main.

31 Shunting Down Main or To Down Sidings.

(28)

## BARDON MILL.

Points spiked normal pending removal.

17 Down Main—Relief Sidings.

Signals dispensed with.

8 Shunting Down Main to Relief Sidings.

27 From Relief Sidings.

(28)

## MILTON VILLAGE GATE BOX.

No. 8 Down Distant (Outer Distant for Brampton Junction) signal has been replaced by a colour light situated 627 yards further from Signal Box

(27)

## LOUISA GROUND FRAME.

Ground lever 'A' and all signals dispensed with. All points spiked normal pending removal.

(27)

## FOLLINGSBY GATE BOX.

Gate box dispensed with and temporary gate box has been provided on the Up side of the line

(27)

## \*\*HART (CEMETERY NORTH TO RYHOPE GRANGE VIA CASTLE EDEN LINE).

Hart has ceased to be a block post and all signals have been dispensed with and points spiked normal pending removal.

(26)

## WELLFIELD.

Points dispensed with.

19 Brewery Siding to Up Main.

21 Mains Crossover.

Signals dispensed with.

3 Up Main Outer Home.

4 Down to Up Main.

5 Brewery Siding to Up Main.

35 Up Main to Brewery Siding.

38 Up to Down Main.

(28)

## 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.

## LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM.

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signaller concerned. Before authorising a movement to the rear the Signaller must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

## NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEELBASE OR LESS.

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.

**Permanent Care**

**on the**

**Permanent Way**

**means**

**Permanent Safety**

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

CN-U.

**NE/N**

WOOLSTENHOLMES

No. 27



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, 4th July, 1964  
to Friday, 10th July, 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

*\*\*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.

## FRIDAY AND SATURDAY, 3rd AND 4th JULY.—TYNE DOCK BANK TOP.

A single lead from the Up Main line between 0 m. 31 chs. and 0 m. 33 chs. to No. 4 Field will be abandoned and replaced by plain line, also No. 4 Field Sidings (Lines Nos. 283, 268, 269 W.P.1104) and connections will be abandoned.

## Points dispensed with.

- 7 Up Trailing Main and No. 4 Hole.
- 9 Down Facing Main, Loco. Coal and Van Sidings

## Signals dispensed with.

- 6 From No. 4 Hole.
- 8 From Standage Sidings to Down Main.
- 18 Down Main to Standage Sidings.

(30)

## SUNDAY, 5th JULY.—FOLLINGSBY GATE BOX.

Gate box and all signals dispensed with and new Auto. Barriers brought into use. Whistle boards will be erected at a distance of 200 yards from the crossing in each direction and drivers must whistle continuously from these boards until reaching the crossing. Special attention is called to the items to be inserted on pages 75/76 and 245 of the N.E. Sectional Appendix—Northern Section which are printed in Section D of this programme, especially the item headed **SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED.**

(30)

## MONDAY, 6th JULY.—BROOMIELAW.

Main to Main crossover at 13 m. 25 chs. (No. 12 points, Line No. 4) will be clipped and padlocked out of use. No. 7 points at 13 m. 12 chs. will become trap points and the Dead End Siding (Line No. 1) will be removed. Yard Siding (Line No. 3) will also be removed.

(30)

## MONDAY, 6th JULY.—ROMALDKIRK GOODS.

One set of No. 3 points will be taken off the Ground Frame. The old Coal Depot line and Warehouse line will be removed.

(30)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*EAGLESCLIFFE SOUTH AND NORTH.

No. 1 Down Goods line has been dispensed with.

## Eaglescliffe South.

## Points spiked normal pending removal.

- 27 Darlington Down Main—Siding.
- 29 Leeds Down Main—Siding.

## Points spiked reverse.

- 23 Down Goods 1—Down Goods 2.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

- 6 Down Main Warning.
- 7 Darlington Down Main Outer Home.
- 10 Down Main to Down Goods 1.
- 11 Down Goods 1 Starting.
- 13 Darlington Down Main Inner Home.
- 15 Leeds Down Main Inner Home.
- 17 Down Darlington to Down Goods 1 Inner Home.
- 18 Down Goods 1 to Down Goods 2 Starting.
- 26 Shunting Darlington Down Main to Siding.
- 26/28 Shunting Siding to Darlington or Leeds Down Mains.
- 28 Shunting Leeds Down Main to Siding.
- 30 Up Darlington Starting (with Aliens West Distant below).
- 31 Up Main Starting.
- 35 Leeds Up Main to Darlington Home.
- 37 Leeds Up Main Home.
- 44 Darlington Up Main Home.
- 46 Darlington Up Main to Leeds Home.

## New Signals.

One position subsidiary signal fitted on bracket on left of existing Down Main Home reading:—

- 10—Down Main to Down Goods.

Colour light signal with one position subsidiary fitted on left of main post situated left of Darlington Down Main 303 yards West of Signal Box reading:—

- 13—Darlington Down Main Home.
- 17—Subsidiary to Down Goods.

Colour light signal situated left of Darlington Up Main, 472 yards West of Signal Box reading:—

- 30—Darlington Up Main Starting.

Colour light signal with right-hand junction indicator above situated left of Leeds Up Main 118 yards East of Signal Box reading:—

- 35—(With Junction Indicator) Leeds Up Main to Darlington Up Main or
- 37—To Leeds Up Main.

Colour light signal with left-hand junction indicator above, situated right of Darlington Up Main 118 yards East of Signal Box, reading:—

- 44—Darlington Up Main or
- 46—(With Junction Indicator) To Leeds Up Main.

## Altered Nomenclature.

Old	New
16 Down Goods 1 and 2 to Dow Mac Siding.	Down Goods to Dow Mac Siding.

## Eaglescliffe North.

## Points spiked normal pending removal.

- 16 Down Goods—Darlington Down Main.
- 29 Darlington Down Main—Sidings.

## Signals dispensed with.

- 2 Shunting Darlington Down Main to Down Goods Loop.
- 3 Down Goods Home.
- 6 Down Goods 2 to Shunt Spur.
- 7 Down Goods 2 to Down Goods Loop.
- 19 Darlington Down Main to Stockton Down Main Home.
- 20 Darlington Down Main to Middlesbrough Down Main Home.
- 22 Leeds Down Main to Stockton Down Main Home.
- 24 Leeds Down Main to Middlesbrough Down Main Home.
- 30 Shunting Siding to Darlington Down Main or Middlesbrough Down Main.
- 18 Darlington Down Main to Stockton Down Main Distant.
- 21 Leeds Down Main to Stockton Down Main Distant.
- 43 Middlesbrough Down Main Starting (with Auto Distant below).

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Altered Nomenclature.

46 Down Stockton Starting is now D.57 Automatic.

New Signals.

Colour light signal with right-hand junction indicator above and a one position subsidiary signal fitted to left of main post, situated left of Darlington Down Main, 120 yards West of Signal Box, reading:—

- 19 Darlington Down Main to Stockton Down Main or
- 20 (With Junction Indicator) to Middlesbrough Down Main.
- 2 (Subsidiary) to Down Goods Loop.

Disc signal situated left of Down Goods 90 yards West of Signal Box, reading:—

- 6 Down Goods to Shunt Spur or to Down Goods Loop.

Colour light signal with right-hand junction indicator situated left of Leeds Down Main 120 yards West of Signal Box, reading:—

- 22 Leeds Down Main to Stockton Down Main or
- 24 (With Junction Indicator) to Middlesbrough Down Main. (27)

CHURCH STREET.

Signal bridge carrying 10/16/19/28/29/30 signals has been replaced by two bracket signals and a ground disc same distance from Signal Box as follows:—

Right-hand bracket situated on left of Up Goods No. 3 carrying:—

- 30 Up Goods Starting to Newburn—straight post on right of bracket.
- 19 Up Goods to No. 3 Up Goods—disc on left of 30.
- 16 Shunting Up Goods or to Down Goods—top disc on right of 30 facing reverse.
- 29 Up Goods to Weigh Road—bottom disc on right of 30.

Left-hand bracket situated between Down Goods and Up Main carrying:—

- 28 Up Goods Starting to Stranton with Stranton Distant below—straight post on left of bracket.

Ground disc situated between Up Goods No. 2 and Down Goods reading 10 Shunting Down Goods or Shop Sidings. (29)

BLYTH.

34 signal, Down Main to No. 2 Platform Sidings has been renewed as a disc same distance from Signal Box. NEW ITEM (30)

PRUDHOE.

Points spiked normal pending removal.

- 6 Up Main and Up Sidings.

Signals dispensed with.

- 5 Shunting Up Siding to Up Main.

Altered Signal.

7 Shunting Up Main to Down Main or Up Siding has been repositioned 30 yards further from Signal Box, reading 7 Shunting Up to Down Main. (28)

\*\*RIDING MILL.

Points dispensed with (spiked and clipped normal pending removal).

- 14 Up Main to Up Siding.

Signals dispensed with.

- 13 Up Siding to Up Main.
- 15 Up Main to Up Siding. (27)

HAYDON BRIDGE.

Signals dispensed with.

- 8 Shunting Down Relief.
- 29 Shunting Down Sidings to Down Main.
- 31 Shunting Down Main or To Down Sidings. (28)

HAYDON BRIDGE.

11 Up Main Distant has been renewed on same site, 1,535 yards West of Signal Box, by 2-aspect colour light.

20 Down Main Distant has been renewed on same site, 1,257 yards East of Signal Box, by 2-aspect colour light.

Down Main to Down Siding points are operated by a new ground frame sited at exit from Down Siding. (29)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BARDON MILL.

Points spiked normal pending removal.

- 17 Down Main—Relief Sidings.

Signals dispensed with.

- 8 Shunting Down Main to Relief Sidings.
- 27 From Relief Sidings. (28)

\*\*MILTON VILLAGE GATE BOX.

No. 8 Down Distant (Outer Distant for Brampton Junction) signal has been replaced by a colour light situated 627 yards further from Signal Box (27)

\*\*LOUISA GROUND FRAME.

Ground lever 'A' and all signals dispensed with. All points spiked normal pending removal. (27)

LEAMSIDE.

Points dispensed with.

- 15 Up Main—East Sidings.
- 21 Up Main—Up Branch.
- 44 Branch Crossover.

Signals dispensed with.

- 3 Up Main Home.
- 4 Up Main to Branch Home No. 2.
- 14 Shunting East Siding to Up Main.
- 48 Shunting Up Branch to Down Main.
- 53 Down Branch Home.

New Points.

- 10 Mains Crossover, 70 yards North East of Signal Box.
- 12 Up Main—Up Branch, 30 yards North East of Signal Box.
- 19 Up Main—Up Siding, opposite Signal Box.

New Signals.

- 3 Up Main Home. } Right-hand bracket sited left of Up Main 83 yards North
- 6 Up Main to Up Branch. } East of Signal Box.
- 9 Shunting Down to Up Main or Up Branch, Disc sited between Down and Up Main 83 yards North East of Signal Box.
- 13 Up to Down Main, Disc sited between Down and Up Main, 38 yards North East of Signal Box.
- 18 Shunting Up Siding to Up Main, Disc sited left of Up Siding opposite Signal Box
- 27 Down Branch Home sited left of Down Branch (straight post) 132 yards from Signal Box. (29)

FOLLINGSBY GATE BOX.

Gate box dispensed with and temporary gate box has been provided on the Up side of the line (See item under Sunday, 5th July.) (27)

WELLFIELD.

Points dispensed with.

- 19 Brewery Siding to Up Main.
- 21 Mains Crossover.

Signals dispensed with.

- 3 Up Main Outer Home.
- 4 Down to Up Main.
- 5 Brewery Siding to Up Main.
- 35 Up Main to Brewery Siding.
- 38 Up to Down Main. (28)

WOLSINGHAM.

The Up Reception is now a siding and a buffer stop erected at the East end of this Siding (Line No. 10, Diagram No. 895). (30)

BROADWOOD.

The Siding near 9¼ m.p. has been shortened by 220 yards and a buffer stop erected. (30)

FROSTERLEY.

Points No. 3 at 10 m. 54 chs. (Main to Down Sidings and Goods Yard) and Loop line in Up Loading Dock are being removed. (30)

STANHOPE.

Points No. 23 are now trap points in the Up Loop line and Points No. 24 and 2 Loading Dock lines and connections (Lines Nos. 2, 3, 4 and 5, Diagram No. 850) are being removed. (30)

## 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.

#### LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM.

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signaller concerned. Before authorising a movement to the rear the Signaller must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

#### TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

#### NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEELBASE OR LESS.

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.

### MISCELLANEOUS NOTICES—continued.

#### ASSESSING OF FREIGHT TRAIN LOADS: WAGON LABELS.

The numbers 1, 2 and 3 are no longer required for statistical purposes on wagon labels and all labels should bear the letters H, M or L.

For a short period labels may be in use bearing these numbers and Guards when assessing the load of their train should interpret the numbers as under:—

1 as Heavy.                      2 as Medium.                      3 as Light.

Where no letter or number is shown on the wagon label the load should be reckoned as Heavy. (AMENDED)

#### POST OFFICE LETTER MAILS: CONVEYANCE, HANDLING, ETC.

In connection with the instructions on page 116 of the General Appendix, the attention of guards is directed to the fact that Post Office letter mails placed in their charge must be handed over to uniformed postmen wearing a numbered Post Office badge (or in their absence to responsible railway staff) at the destination station or recognised transfer point only. They should not be handed over before the destination station or recognised transfer point is reached.

When letter mail has been overcarried or misrouted instructions as to its disposal should be sought from Post Office staff at the next convenient station.

#### 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
Bishopton 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
Leyburn Station Water Columns Nos. D.47 and D.39	Until further notice	—
Port Clarence (Old Signal Box) Water Column	Until further notice	18-2-64
South Stockton Goods Yard Water Column S11	Until further notice	30-1-64
★Lucker Water Troughs	6 00 to 17 00, Sunday, 5th July, Cleaning tanks	—
★Newsham Water Column	7 00 to 17 00 Sunday, 5th July, Renewing Water Main	—

#### ★CATCH POINTS—PLAWSWORTH.

Catch points have been laid in the Up Main line at Plawsworth at 69 m. 63 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)

*Good 12/19*

**SAFETY FIRST**

---

**ALWAYS**

**DON'T TAKE**

**CHANCES**

**EVERY GAMBLER**

**LOSES**

**SOMETIMES**

---

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

**NE/N**

WOOLSTENHOLMES No. 28

**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, 11th July, 1964  
to Friday, 17th July, 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.

*13-37*

At or between	Lines affected	Remarks
<b>MIDDLESBROUGH OLD TOWN BRANCH and ACKLAM BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Middlesbrough, Old Town and Goods.	All.	7 00 to 18 00, painting bridges. Ladders and scaffolding in use.
<b>NORMANBY and ESTON BRANCHES.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Cargo Fleet and Eston, Flatts Lane Crossing.	All.	7 00 to 18 00, painting bridges. Ladders and scaffolding in use.
<b>SALTBURN WEST to LOFTUS.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Saltburn, West and Loftus.	All.	7 00 to 18 00, painting signal installations and lineside structures. Ladders and scaffolding in use. Signal Boxes open as required.
Brotton and Crag Hall.	Down and Up Main.	8 00 to 16 00, constructing ballast walls at Bridge at 31 m. 31 chs.
<b>NUNTHORPE EAST to BATTERSBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Nunthorpe, East and Battersby.	Single.	8 00 to 16 00, repairing Bridge No. 1A at 0 m. 15 chs.

## 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. (These catch points will be temporarily removed as shown below on Sunday, 12th July.) **AMENDED**

## SUNDAY, 12th JULY.—PLAWSWORTH.

A trailing connection at 69 m. 62 chs. leading from the Up Main into Plawsworth Station Sidings will be abandoned and replaced by plain line and Ground Frame dispensed with. A set of catch points at 69 m. 63 chs. which are clipped and padlocked out of use will be removed and replaced by plain line. Plawsworth Station Sidings will be abandoned. (31)

## SUNDAY, 12th JULY.—HEATON NEW YARD AND BENTON BANK.

No. 3 Reception will be sluiced into No. 1 Reception at Heaton Down Yard and No. 1 Reception will be sluiced into No. 3 Reception at Benton Bank. (31)

## MONDAY, 13th JULY.—MIDDLETON-IN-TEESDALE STATION.

No. 1 Warehouse Road, Cattle Dock line, Carriage Landing line, Back Road and all South Sidings except Loading Dock line and connection to Messrs. Hodson's Private Sidings will be removed. (31)

## DETAILS OF WORK ALREADY CARRIED OUT.

## CHURCH STREET.

Signal bridge carrying 10/16/19/28/29/30 signals has been replaced by two bracket signals and a ground disc same distance from Signal Box as follows:—

Right-hand bracket situated on left of Up Goods No. 3 carrying:—

30 Up Goods Starting to Newburn—straight post on right of bracket.

19 Up Goods to No. 3 Up Goods—disc on left of 30.

16 Shunting Up Goods or to Down Goods—top disc on right of 30 facing reverse.

29 Up Goods to Weigh Road—bottom disc on right of 30.

Left-hand bracket situated between Down Goods and Up Main carrying:—

28 Up Goods Starting to Stranton with Stranton Distant below—straight post on left of bracket.

Ground disc situated between Up Goods No. 2 and Down Goods reading 10 Shunting Down Goods or Shop Sidings. (29)

## BLYTH.

34 signal, Down Main to No. 2 Platform Sidings has been renewed as a disc same distance from Signal Box. (30)

## \*\*PRUDHOE.

Points spiked normal pending removal.

6 Up Main and Up Sidings.

Signals dispensed with.

5 Shunting Up Siding to Up Main.

Altered Signal.

7 Shunting Up Main to Down Main or Up Siding has been repositioned 30 yards further from Signal Box, reading 7 Shunting Up to Down Main. (28)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*HAYDON BRIDGE.

## Signals dispensed with.

- 8 Shunting Down Relief.
- 29 Shunting Down Sidings to Down Main.
- 31 Shunting Down Main or To Down Sidings. (28)

## HAYDON BRIDGE.

- 11 Up Main Distant has been renewed on same site, 1,535 yards West of Signal Box, by 2-aspect colour light.
- 20 Down Main Distant has been renewed on same site, 1,257 yards East of Signal Box, by 2-aspect colour light.
- Down Main to Down Siding points are operated by a new ground frame sited at exit from Down Siding. (29)

## \*\*BARDON MILL.

## Points spiked normal pending removal.

- 17 Down Main—Relief Sidings.

## Signals dispensed with.

- 8 Shunting Down Main to Relief Sidings.
- 27 From Relief Sidings. (28)

## TYNE DOCK BANK TOP.

A single lead from the Up Main line between 0 m. 31 chs. and 0 m. 33 chs. to No. 4 Field has been abandoned and replaced by plain line, also No. 4 Field Sidings (Lines Nos. 283, 268, 269 W.P.1104) and connections have been abandoned.

## Points dispensed with.

- 7 Up Trailing Main and No. 4 Hole.
- 9 Down Facing Main, Loco. Coal and Van Sidings

## Signals dispensed with.

- 6 From No. 4 Hole.
- 8 From Standage Sidings to Down Main.
- 18 Down Main to Standage Sidings. (30)

## LEAMSIDE.

## Points dispensed with.

- 15 Up Main—East Sidings.
- 21 Up Main—Up Branch.
- 44 Branch Crossover.

## Signals dispensed with.

- 3 Up Main Home.
- 4 Up Main to Branch Home No. 2.
- 14 Shunting East Siding to Up Main.
- 48 Shunting Up Branch to Down Main.
- 53 Down Branch Home.

## New Points.

- 10 Mains Crossover, 70 yards North East of Signal Box.
- 12 Up Main—Up Branch, 30 yards North East of Signal Box.
- 19 Up Main—Up Siding, opposite Signal Box.

## New Signals.

- 3 Up Main Home. } Right-hand bracket sited left of Up Main 83 yards North
- 6 Up Main to Up Branch. } East of Signal Box.
- 9 Shunting Down to Up Main or Up Branch, Disc sited between Down and Up Main 83 yards North East of Signal Box.
- 13 Up to Down Main, Disc sited between Down and Up Main, 38 yards North East of Signal Box.
- 18 Shunting Up Siding to Up Main, Disc sited left of Up Siding opposite Signal Box.
- 27 Down Branch Home sited left of Down Branch (straight post) 132 yards from Signal Box. (29)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## FOLLINGSBY GATE BOX.

Gate box and all signals have been dispensed with and new Auto. Barriers brought into use. Whistle boards have been erected at a distance of 220 yards from the crossing in each direction and drivers must whistle continuously from these boards until reaching the crossing. Special attention is called to the items to be inserted on pages 75/76 and 245 of the N.E. Sectional Appendix—Northern Section which are printed in Section D of this programme, especially the item headed SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED. (30)

## \*\*WELLFIELD.

## Points dispensed with.

- 19 Brewery Siding to Up Main.
- 21 Mains Crossover.

## Signals dispensed with.

- 3 Up Main Outer Home.
- 4 Down to Up Main.
- 5 Brewery Siding to Up Main.
- 35 Up Main to Brewery Siding.
- 38 Up to Down Main. (28)

## WOLSINGHAM.

The Up Reception is now a siding and a buffer stop erected at the East end of this Siding (Line No. 10, Diagram No. 895). (30)

## BROADWOOD.

The Siding near 9 $\frac{1}{4}$  m.p. has been shortened by 220 yards and a buffer stop erected. (30)

## FROSTERLEY.

Points No. 3 at 10 m. 54 chs. (Main to Down Sidings and Goods Yard) and Loop line in Up Loading Dock are being removed. (30)

## STANHOPE.

Points No. 23 are now trap points in the Up Loop line and Points No. 24 and 2 Loading Dock lines and connections (Lines Nos. 2, 3, 4 and 5, Diagram No. 850) are being removed. (30)

## BROOMIELAW.

Main to Main crossover at 13 m. 25 chs. (No. 12 points, Line No. 4) has been clipped and padlocked out of use. No. 7 points at 13 m. 12 chs. are now trap points and the Dead End Siding (Line No. 1) is being removed. Yard Siding (Line No. 3) is also being removed. (30)

## ROMALDKIRK GOODS.

One set of No. 3 points has been taken off the Ground Frame. The old Coal Depot line and Warehouse line are being removed. (30)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N.P. J.

WOOLSTENHOLMES

**NE/N**

No. 34



**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, 22nd August, 1964  
to Friday, 28th August, 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

*\*\*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) **WERE** brought into use on **Sunday, 26th July**. (These catch points were temporarily removed on Sunday, 12th July, and relaid on Sunday, 26th July, and brought into use.) **AMENDED (34)**

SATURDAY, 22nd AUGUST.—BENTON EAST JUNCTION AND BACKWORTH JUNCTION.  
Catch points will be laid in the Down B. & T. line at 5½ m.p. and brought into use. (37)

SATURDAY AND SUNDAY, 22nd AND 23rd AUGUST.—GREEN LANE.

**Signals dispensed with.**

- 1A Down Branch Home with Distant below.
- 7 No. 9 Siding to Down Main.
- 1B Down Branch to Down Goods.
- 1C Down Branch to Down Main.
- 2A Shunting Up Branch to Down Branch.
- 2B Shunting Up Branch to Down Goods.
- 2C Shunting Up Branch to Down Main.
- 61A Up Branch Starting.
- 61B Up Branch to No. 9 Siding.
- 6A Down Goods Home.
- 6B Down Goods to Down Main.
- 8 Down Main Home 1.
- 9 Shunting Up to Down Main.
- 18 Shunting Up Goods to Up Main.

**New Signals.**

- 1 Down Branch Home with Bank Top Distant below, with route indicators displaying:—
  - B—Down Branch.
  - G—Down Goods.
  - M—Down Main.
 Straight post sited 519 yards from Signal Box on left side of Down Branch.
- 6 Down Goods Home on Main post with route indicators displaying:—
  - G—Down Goods.
  - M—Down Main.
- 8 Down Main Home No. 1—situated on end of bracket. Right-hand bracket signal sited between No. 9 Siding and Down Goods 436 yards from Signal Box.
- 61A Up Branch Starting signal on main post.
- 61B Up Branch to No. 9 Siding signal on left-hand bracket. Sited on left-hand side of Up Branch 380 yards from Signal Box.
- 9 Position light signal Shunting Up to Down Main sited between Down Main and Up Main opposite 18 signal.
- 18 Position light signal Shunting Up Goods to Up Main sited between Up Main and Up Goods, 2 yards in rear of No. 29 points.

**Altered Signals.**

- 3 Position light signal Shunting Up Branch will now display route indicators:—
  - B—Down Branch.
  - G—Down Goods.
  - M—Down Main.
- 13 Position light signal Shunting No. 9 Siding will now display route indicators:—
  - B—Down Branch.
  - G—Down Goods.
  - M—Down Main.

(37)

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

SUNDAY, 23rd AUGUST.—SKELTON (WATERWORKS CO.'s SIDING).  
Waterworks Ground Frame and connection dispensed with. (37)

SUNDAY, 23rd AUGUST.—ALNMOUTH.  
Lever frame dispensed with. All points and signals electrically controlled from a signalling panel.

Signals dispensed with.  
42 Branch Platform Starting to Down Branch.  
43 Down Branch Starting.  
83 From Down Siding.  
89 Up Branch Home.  
Fixed Up Branch Distant.

Points dispensed with.  
82 Trap points in Down Siding.  
84 Up Branch—Down Branch.

New Signals.  
133 Branch Platform Starting to Down Branch—colour light sited right of Branch Platform line 70 yards East of Signal Box.  
142 Down Branch Starting—colour light sited left of Down Branch 530 yards West of Signal Box.  
143 Up Branch Home—colour light with 2-way route indicator below sited left of Up Branch 540 yards West of Signal Box.  
M—Up Main.  
B—Up Branch.  
U.1 Up Branch Distant—Colour light sited left of Up Branch 1,340 yards West of Signal Box.

Altered Signals.  
All Shunting signals replaced by ground position light signals.

Altered Nomenclature.	
Old	New
Down Sidings.	Up Branch.
Up Branch.	Down Branch.
Down Branch.	Dispensed with.

(Up Branch line slued into existing Down Siding and Down Branch into existing Up Branch between Signal Box and 43 Down Branch Starting signal). (37)

SUNDAY, 23rd AUGUST.—HEATON EAST.  
Shunters Ground Frame and signal controlled by it will be replaced by a ground position light subsidiary signal controlled by a switch mounted on a post situated adjacent to the site of the present Ground Frame. (37)

SUNDAY, 23rd AUGUST.—WEST WYLAM.  
Ground frame dispensed with.  
Points spiked normal pending removal.  
34 Down Goods—Down Loop.  
53 Loop line—Exchange Sidings.

Signal dispensed with.  
37 Shunting Loop line to Down Siding. (37)

SUNDAY, 23rd AUGUST.—BRAMPTON JUNCTION.  
A trailing connection from the Down Main to Down Sidings at 49 m. 18 chs. will be recovered and replaced by plain line. (37)

SUNDAY, 23rd AUGUST.—PONTOP CROSSING.  
9 Up Goods Distant will be renewed and repositioned on right-hand bracket situated on left hand of Up Goods line, 786 yards from Signal Box. (37)

SUNDAY, 23rd AUGUST.—TYNE DOCK BOTTOM T.I.C. SIDINGS.  
One Dock Siding (Line No. 44, Dgm. No. 1301) will be abandoned. Also the connections thereto will be removed and replaced by plain line. (37)

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

WEDNESDAY, 26th AUGUST.—WEAR VALLEY.

Points dispensed with.  
2 Down Main—South Siding.  
22 Down Main—Down Siding or Brickworks Siding.

Signals dispensed with.  
1 Shunting South Siding to Branch Down or to Down Main.  
3 Shunting Down Main to South Siding.  
14 Down Main to Down Siding or Brickworks Siding.  
23 Shunting Down Siding to Down Main or Brickworks Siding to Down Main.

Altered Nomenclature.	
Old	New
7 Shunting Up Main to Branch Down or Down Siding or Down Main.	7 Shunting Up Main to Branch Down or to Down Main.
10 Shunting Down Main to Up Main. to Up Main.	10 Shunting Down Main to Up Main. (37)

THURSDAY, 27th AUGUST.—ETHERLEY.

Points dispensed with.  
22 Down Main—Pit Siding.

Signals dispensed with.  
18 Down Main to Pit Siding.  
23 Shunting Pit Siding to Down Main. (37)

DETAILS OF WORK ALREADY CARRIED OUT.

COWTON.  
All sidings (Lines Nos. 8, 9, 10, 12, 15, 16, 17, 19, 20 and 22) Loading Dock, Carriage Landing, and 2 Warehouse Roads together with Ground Frame and No. 2 points attached are being removed by contractors.  
The trailing end of No. 103 points in the Down Eryholme Passenger Loop are now catch points. (35)

TYNE.  
Points spiked normal pending removal.  
638 Up Fast—Up Slow.  
Signal dispensed with.  
251 (2) Up Fast to Up Slow. (36)

\*\*\*GREENSFIELD M.P.D.  
Siding adjacent to Engine Repair Shed (Line No. 233, Dgm. 982) and connections thereto have been removed. (34)

\*\*\*GREATHAM.  
The Back Road has been removed and the Long Siding has been shortened by 150 yards. (34)

\*\*\*TWIZELL.  
Signal Box, points and signals dispensed with. (34)

\*\*\*HEATON SOUTH TO EAST.  
The Chillingham Sidings, Stores Road and Water Road from Heaton South Yard (Lines Nos. 47, 48, 45, and T9, Diagram 1188) and connection thereto have been removed. (34)

HEATON EAST AND BENTON BANK.

Heaton East.  
Down Benton Goods line has been dispensed with.  
Points spiked reverse pending removal.  
18 Down Benton Goods to Coal Stage.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Signals.

6 Engine line has been replaced by a position light ground signal with a 6-way route indicator above, 7 yards nearer Signal Box, reading:—

S	Coal Stage.
E	Car Sheds 1 to 11.
C	Carriage Sidings.
Z	Wagon Shops 3 and 4 Groups.
Y	Wagon Shops 1 and 2 Groups.
L	Down Goods Loop.

11 Down Main Home 2 has ceased to read to Down Benton Goods.

## Benton Bank.

Points spiked normal pending removal.  
22 Down Main—Down Benton Goods.

## Signal dispensed with.

13 Down Benton Goods Home.

(35)

## PERCY MAIN ENGINE SHEDS.

## Signals dispensed with.

1 Down Main Home.  
4 Down Main to Cramlington lines.  
7 Shunting Up Main or to Cramlington lines.  
9 Up Cramlington line or to Up Main.  
10 Down Cramlington line or Home.  
55 Cramlington line or to Full Sidings Seaton Delaval line.  
57 Shunting Cramlington line to 9 signal.  
59 Shunting Full Sidings to Cramlington lines.  
61 Shunting Seaton Delaval to 9 signal.  
62 Shunting Seaton Delaval to 61 signal.  
63 Shunting Empty Sidings to 9 signal.

## Points dispensed with.

6 Down Main—Cramlington lines.  
8 Up Main—Cramlington lines.  
56 Empty Sidings—Cramlington lines.  
58 Cramlington line—Full Sidings.  
60 Empty Sidings and Seaton Delaval line.

## New Signals.

44 Northumberland Dock line Up Home No. 1 sited left of Northumberland Dock line 200 yards South of Signal Box.  
47 Up Distant, straight post to left of Up Main, 188 yards further from Signal Box.  
A Notice Board is sited 167 yards South of Signal Box right of Northumberland Dock line reading:—

Trainmen must not pass this board unless in possession of staff.

## Altered Nomenclature.

Old	New
Coal Stage Siding.	Northumberland Dock Line.

(Line has been extended, slued into line leading to Northumberland Dock and worked under Regulations for working Single lines by "One engine in steam".)

(35)

## TYNE COMMISSIONERS, No. 1.

Signal Box and all points and signals dispensed with. Esso Ground Frame is released by Annetts Key attached to staff.

(35)

## OXHILL.

All lines East of Bridge No. 37 at 16 m. 62 chs. are being removed. A Main to Main crossover at 16 m. 64 chs. West of Bridge No. 37 has been resited 40 feet nearer Oxhill Signal Box and a buffer stop erected.

NEW ITEM (37)

## \*\*\*TYNE DOCK BOTTOM.

A trailing connection leading from the Up Main to Coal Stage Sidings at 0 m. 58 chs. has been removed and replaced by plain line.

(34)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*SOUTH DOCK.

The crossover connection between No. 9 Empty line and No. 10 Full line has been removed.

(34)

## WINGATE COLLIERY.

The Down and Up Main lines between 6 m. 14 chs. and 6 m. 16 chs. have been removed and wheel chocks have been positioned at 6 m. 16 chs.

(35)

## \*\*\*WINSTON.

Points No. 18 (Main to Loading Dock line) have been clipped and padlocked out of use pending removal.

Contractors removing the Loading Dock line (Lines Numbers 11 and 12, Dgm. 667).

(34)

## MARSHALL GREEN SAWMILLS SIDINGS.

Sidings and connections (Lines Nos. 6, 7, 8 and 9, Diagram 808) leading to Marshall Green Saw Mills have been removed.

(36)

## BARNARD CASTLE EAST.

## Points dispensed with.

2 Down Main—Shunt Spur.  
6 Down Branch—Engine Siding.  
7 Engine Siding to Turntable—1 Down Goods.  
35 Down Branch—Up Branch.  
36 Branch—1 Down Goods.  
41 Platform line—1 Down Goods.  
51 1 Down Goods—1 Up Goods.  
52 1 Up Goods—2 Up Goods.  
53 2 Up Goods—North Siding.  
54 1 Up Goods—2 Down Goods.

## Signals dispensed with.

1 Shunting Shunt Spur to Goods Yard or Platform line.  
3 Shunting Down Main to Shunt Spur.  
4 Shunting Down Branch to Platform line or 1 Down Goods or Engine Siding.  
5 Shunting Engine Siding to 1 Down Goods or Turntable.  
8 Shunting Engine Siding to Down Branch.  
9 Shunting from Turntable.  
16 Up Branch to Platform line Home.  
21 Platform line to 1 Down Goods Starting.  
22 Platform line to 2 Down Goods or North Siding.  
30 Up Branch to 1 Down Goods Home.  
31 1 Down Goods Starting.  
32 1 Down Goods to 2 Down Goods or North Siding.  
33 Shunting 1 Up Goods to 2 Down Goods or North Siding.  
62 Platform line to Down Branch Home.  
68 1 Down Goods to Up Main Home.  
69 1 Down Goods to Platform line.  
70 1 Down Goods to Engine Siding.  
71 1 Down Goods to Down Branch Starting.  
72 Shunting 1 Down Goods.  
74 Shunting 2 Down Goods to 1 Down Goods.  
75 1 Up Goods to 1 Down Goods Home.  
76 2 Up Goods to 1 Down Goods Home.  
77 Shunting North Siding to 1 Down Goods.

(36)

## BARNARD CASTLE WEST.

## Points dispensed with.

30 Main—Passenger Dock.

## Signals dispensed with.

9 To Passenger Dock.  
51 Passenger Dock to Main.

(35)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*ERYHOLME.

Contractors removing Branch Sidings (Lines Nos. 14, 15, and 17, Dgm. 525). A buffer stop has been erected at the Richmond end of the Branch Siding (Line No. 13). (34)

## \*\*SCORTON.

Points No. 7, Main to Main crossover (Line No. 12) have been clipped and padlocked out of use pending removal.

Contractors removing Warehouse Road and End Loading Dock line. (34)

## \*\*CATTERICK BRIDGE.

Points No. 10, Down Main to Down Siding have been clipped and padlocked out of use pending removal.

Contractors are removing Down Shunting Neck line, Warehouse Siding and Down Side Loading Dock line. Points No. 10 (Down Siding to Down Main) are being removed and plain line substituted. No. 17 Points (Loading Dock to Up Main) are trap points only and Up Shunting Neck line removed. (34)

## \*\*RICHMOND.

Contractors are removing Wood Yard Sidings, Carriage Siding, and Warehouse Standage Siding, Up Side. (34)

## LEEMING BAR.

Shunting Neck, Coal Cells, Warehouse Yard Sidings, Loading Dock Line and Carriage Landing (Lines Nos. 4, 6, 7, 9, 10, 11 and 12, Diagram 565) are being removed. (36)

## JERVAULX.

All sidings (Lines Nos. 1 to 7 inclusive, Diagram 556) are being removed. Points Nos. 11 and 19 have been clipped and padlocked out of use pending removal. (36)

*Chem rail*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

**NE/N**

WOOLSTENHOLMES No. 35

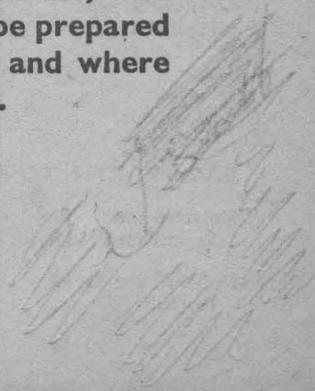


NORTH EASTERN REGION—NORTHERN SECTION  
(Including Main line, York to Northallerton and York Yards)

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

**Saturday, 29th August, 1964  
to Friday, 4th September, 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.



At or between	Lines affected	Remarks
<b>SALTBURN WEST to CRAG HALL.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Saltburn, West and Crag Hall.	All.	7 00 to 18 00, painting signal installations and lineside structures. Ladders and scaffolding in use. Signal Boxes open as required.
<b>STOKESLEY to GROS MONT.</b> <b>FRIDAY and SATURDAY, 4th and 5th SEPTEMBER.</b>		
Battersby and Castleton.	Single (BLOCKED).	22 00 (Fri.) to 5 00 (Sat.), turning rails between 17 m. 30 chs. and 17 m. 53 chs.

## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B.

## SATURDAY, 29th AUGUST.—BACKWORTH AND MONKSEATON WEST JUNCTION.

Two pairs of catch points will be laid in the Up Tynemouth line at 11 m. 30 chs. and 9 m. 6 chs. and brought into use. (38)

## SUNDAY, 30th AUGUST.—TYNE YARD.

291 Up Main will become an automatic signal and re-numbered U.70. (38)

## SUNDAY, 30th AUGUST.—CHURCH STREET AND CLARENCE ROAD.

## Church Street.

65/66—Ground disc signal will be replaced by a straight post situated on right-hand side of Down Main 140 yards from Signal Box reading:—

65—Down to Up Main—Top arm.

66—Down Main to 59 signal—Bottom arm.

## Clarence Road.

## Points dispensed with.

12 A end Down Main—Bay Platform.

## Altered points.

12 B Bay Platform to Down Main will become trap points.

North Bay Ground Frame and connection Bay Platform to Bay Siding dispensed with.

## Signals dispensed with.

23—Up Main to Bay Platform—Calling on.

25—Down Main Home No. 2.

29—From Bay Platform or siding to Down Main.

45—Shunting—Down Main to Bay Platform or Sidings.

46—Shunting—Down Main to Bay Platform or Sidings or Station Sidings.

## Altered nomenclature of Signal.

## Old

26 Down Main Home 1.

22 Up Main to Bay Platform Home.

## New

26 Down Main Home.

22 Up Main to Down Platform line.

## New Signal.

46—Ground Disc,

Shunting—Down Main to Down Platform line,

or to Bay Platform line or to Bay Siding,

or Station Sidings sited between Down and Up Main opposite Signal Box. (38)

## SUNDAY, 30th AUGUST.—NORTH SEATON.

A single connection on the Down Main at 2 m. 8 chs. will be removed and replaced by plain line. Also single slip on the Up Main at 2 m. 6 chs. will be removed and replaced by plain line.

## Points dispensed with.

5 Mains Crossover.

7 Down Main to Goods Yard.

## Signals dispensed with.

4 Shunting Down to Up Main or Goods Yard.

6 Shunting Up to Down Main.

8 Shunting Goods Yard to Down Main. (38)

## SUNDAY, 30th AUGUST.—LOW ROW.

Two trailing connections Down Main to former Down Refuge Siding at 46 m. 17 chs. and 46 m. 24 chs. will be removed and replaced by plain line. (38)

## SUNDAY, 30th AUGUST.—TEES WORKS SIDINGS.

The Shunting Neck leading to Nos. 8, 9 and 10 Sidings will be removed. (38)

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

MONDAY, 31st AUGUST.—ETHERLEY.

Points No. 22 have been spiked out of use pending removal, also Coal Sidings and Loading Dock (Lines 40, 42 and 44 Diagram No. 766) are being removed. (38)

MONDAY, 31st AUGUST.—CROOK WEST.

## Points dispensed with.

- 17 A end Down Goods—Goods.
- 18 A end Up Goods—Goods.
- 24 Up and Down Peases West Crossover.
- 25 Up Peases West—Traps.

## Signals dispensed with.

- 5—Down Peases West.
- 6A—Home Down Goods to Peases West.
- 13 Pull—Shunting Up or to Down Peases West, or
- 13 Push—Shunting Down Peases West to Up Goods.
- 31—Up Peases West to Up Goods.

(38)

TUESDAY, 1st SEPTEMBER.—CROOK EAST.

## Points dispensed with.

- 18—Up Main—Up Reception line.
- 21—Up Reception line—No. 1 Siding.
- 22—Up Reception line—No. 2 or 3 Sidings.

## Signals dispensed with.

- 20—Up Main to Up Reception line.
- 23—Up Main to Sidings.

(38)

TUESDAY, 1st SEPTEMBER.—BEDALE.

Warehouse Middle Road and Middle Road North Sidings (Lines Nos. 2 and 9, Diagram No. 480) will be removed. (38)

TUESDAY, 1st SEPTEMBER.—LEYBURN.

Horse Dock, and Sidings to Old Turntable and Engine Shed (Lines Nos. 3, 4, 5, 8, 9, 10, 12, 13, 14, 15 and 16 Diagram No. 566) will be removed. Points No. 18 (Single to Engine Shed Sidings), No. 3 (Single to Horse Dock) and No. 2 (Horse Dock to Single) will be clipped and padlocked pending removal.

## Signals dispensed with.

- 17 Signal Shunting Single to Engine Shed.
- 19 Signal from Engine Shed.

(38)

TUESDAY, 1st SEPTEMBER.—WENSLEY.

Coal Cells, Shunting Neck and Middle Road (Lines Nos. 1, 3, 4, 7 and 15, Diagram No. 660) will be removed. Loading Dock line (Line No. 8, Diagram No. 660) will be shortened by 80 yards and buffer stop reinstated. (38)

TUESDAY, 1st SEPTEMBER.—REDMIRE.

Loop line (Lines Nos. T5, T6 and T7, Diagram No. 619) will be removed, No. 2 Points (Single to Loop) will be removed from Ground Frame West End. No. 1 Points (Single to Loop) will be removed from Ground Frame East End. (38)

WEDNESDAY, 3rd SEPTEMBER.—THISTLEFLAT.

## Points dispensed with.

- 15—Down Main—Up Reception.
- 21—Up Reception line—Up Main.
- 38—Weigh Siding—Up Main.

## Signals dispensed with.

- 8—Shunting Up Reception line.
- 12—Up Reception line to Up Main.
- 14—Backing Down Main to Up Reception.
- 19—Up Siding to Down Main or Up Reception.
- 20—Up Reception line to Up Siding.
- 22—Backing Up Main to Up Reception line.
- 37—Weigh Siding to Up Main.
- 39—Backing Up Main to Weigh Siding.

(38)

## DETAILS OF WORK ALREADY CARRIED OUT.

SKELTON (WATERWORKS CO.'s SIDING).

Waterworks Ground Frame and connection dispensed with. (37)

\*\*COWTON.

All sidings (Lines Nos. 8, 9, 10, 12, 15, 16, 17, 19, 20 and 22) Loading Dock, Carriage Landing, and 2 Warehouse Roads together with Ground Frame and No. 2 points attached are being removed by contractors.

The trailing end of No. 103 points in the Down Eryholme Passenger Loop are now catch points. (35)

TYNE.

Points spiked normal pending removal.  
638 Up Fast—Up Slow.

## Signal dispensed with.

251 (2) Up Fast to Up Slow. (36)

ALNMOUTH.

Lever frame dispensed with. All points and signals electrically controlled from a signalling panel.

## Signals dispensed with.

- 42 Branch Platform Starting to Down Branch.
- 43 Down Branch Starting.
- 83 From Down Siding.
- 89 Up Branch Home.
- Fixed Up Branch Distant.

## Points dispensed with.

- 82 Trap points in Down Siding.
- 84 Up Branch—Down Branch.

## New Signals.

- 133 Branch Platform Starting to Down Branch—colour light sited right of Branch Platform line 70 yards East of Signal Box.
- 142 Down Branch Starting—colour light sited left of Down Branch 530 yards West of Signal Box.
- 143 Up Branch Home—colour light with 2-way route indicator below sited left of Up Branch 540 yards West of Signal Box.
- M—Up Main.
- B—Up Branch.
- U.1 Up Branch Distant—Colour light sited left of Up Branch 1,340 yards West of Signal Box.

## Altered Signals.

All Shunting signals replaced by ground position light signals.

## Altered Nomenclature.

Old	New
Down Sidings.	Up Branch.
Up Branch.	Down Branch.
Down Branch.	Dispensed with.

(Up Branch line slued into existing Down Siding and Down Branch into existing Up Branch between Signal Box and 43 Down Branch Starting signal). (37)

BENTON EAST JUNCTION AND BACKWORTH JUNCTION.

Catch points have been laid in the Down B. & T. line at 5½ m.p. and brought into use. (37)

HEATON EAST.

Shunters Ground Frame and signal controlled by it have been replaced by a ground position light subsidiary signal controlled by a switch mounted on a post situated adjacent to the site of the former Ground Frame. (37)

\*\*HEATON EAST AND BENTON BANK.

## Heaton East.

Down Benton Goods line has been dispensed with.

## Points spiked reverse pending removal.

18 Down Benton Goods to Coal Stage.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Signals.

6 Engine line has been replaced by a position light ground signal with a 6-way route indicator above, 7 yards nearer Signal Box, reading:—

S	Coal Stage.
E	Car Sheds 1 to 11.
C	Carriage Sidings.
Z	Wagon Shops 3 and 4 Groups.
Y	Wagon Shops 1 and 2 Groups.
L	Down Goods Loop.

11 Down Main Home 2 has ceased to read to Down Benton Goods.

## Benton Bank.

Points spiked normal pending removal.

22 Down Main—Down Benton Goods.

Signal dispensed with.

13 Down Benton Goods Home. (35)

## \*\*\*PERCY MAIN ENGINE SHEDS.

## Signals dispensed with.

1 Down Main Home.  
 4 Down Main to Cramlington lines.  
 7 Shunting Up Main or to Cramlington lines.  
 9 Up Cramlington line or to Up Main.  
 10 Down Cramlington line or Home.  
 55 Cramlington line or to Full Sidings Seaton Delaval line.  
 57 Shunting Cramlington line to 9 signal.  
 59 Shunting Full Sidings to Cramlington lines.  
 61 Shunting Seaton Delaval to 9 signal.  
 62 Shunting Seaton Delaval to 61 signal.  
 63 Shunting Empty Sidings to 9 signal.

## Points dispensed with.

6 Down Main—Cramlington lines.  
 8 Up Main—Cramlington lines.  
 56 Empty Sidings—Cramlington lines.  
 58 Cramlington line—Full Sidings.  
 60 Empty Sidings and Seaton Delaval line.

## New Signals.

44 Northumberland Dock line Up Home No. 1 sited left of Northumberland Dock line 200 yards South of Signal Box.

47 Up Distant, straight post to left of Up Main, 188 yards further from Signal Box.

A Notice Board is sited 167 yards South of Signal Box right of Northumberland Dock line reading:—

Trainmen must not pass this board unless in possession of staff.

## Altered Nomenclature.

Old	New
Coal Stage Siding.	Northumberland Dock Line.

(Line has been extended, slued into line leading to Northumberland Dock and worked under Regulations for working Single lines by "One engine in steam".) (35)

## \*\*\*TYNE COMMISSIONERS, No. 1.

Signal Box and all points and signals dispensed with. Esso Ground Frame is released by Annetts Key attached to staff. (35)

## WEST WYLAM.

Ground frame dispensed with.

Points spiked normal pending removal.

34 Down Goods—Down Loop.  
 53 Loop line—Exchange Sidings.

Signal dispensed with.

37 Shunting Loop line to Down Siding. (37)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BRAMPTON JUNCTION.

A trailing connection from the Down Main to Down Sidings at 49 m. 18 chs. has been recovered and replaced by plain line. (37)

## OXHILL.

All lines East of Bridge No. 37 at 16 m. 62 chs. are being removed. A Main to Main crossover at 16 m. 64 chs. West of Bridge No. 37 has been resited 40 feet nearer Oxhill Signal Box and a buffer stop erected. (37)

## PONTOP CROSSING.

9 Up Goods Distant has been renewed and repositioned on right-hand bracket situated on left hand of Up Goods line, 786 yards from Signal Box. (37)

## GREEN LANE.

## Signals dispensed with.

1A Down Branch Home with Distant below.  
 7 No. 9 Siding to Down Main.  
 1B Down Branch to Down Goods.  
 1C Down Branch to Down Main.  
 2A Shunting Up Branch to Down Branch.  
 2B Shunting Up Branch to Down Goods.  
 2C Shunting Up Branch to Down Main.  
 61A Up Branch Starting.  
 61B Up Branch to No. 9 Siding.  
 6A Down Goods Home.  
 6B Down Goods to Down Main.  
 8 Down Main Home 1.  
 9 Shunting Up to Down Main.  
 18 Shunting Up Goods to Up Main.

## New Signals.

1 Down Branch Home with Bank Top Distant below, with route indicators displaying:—

B—Down Branch.  
 G—Down Goods.  
 M—Down Main.

Straight post sited 519 yards from Signal Box on left side of Down Branch.

6 Down Goods Home on Main post with route indicators displaying:—

G—Down Goods.  
 M—Down Main.

8 Down Main Home No. 1—situated on end of bracket. Right-hand bracket signal sited between No. 9 Siding and Down Goods 436 yards from Signal Box.

61A Up Branch Starting signal on main post.

61B Up Branch to No. 9 Siding signal on left-hand bracket. Sited on left-hand side of Up Branch 380 yards from Signal Box.

9 Position light signal Shunting Up to Down Main sited between Down Main and Up Main opposite 18 signal.

18 Position light signal Shunting Up Goods to Up Main sited between Up Main and Up Goods, 2 yards in rear of No. 29 points.

## Altered Signals.

3 Position light signal Shunting Up Branch now displays route indicators:—

B—Down Branch.  
 G—Down Goods.  
 M—Down Main.

13 Position light signal Shunting No. 9 Siding now displays route indicators:—

B—Down Branch.  
 G—Down Goods.  
 M—Down Main. (37)

## TYNE DOCK BOTTOM T.I.C. SIDINGS.

One Dock Siding (Line No. 44, Dgm. No. 1301) has been abandoned. Also the connections thereto have been removed and replaced by plain line. (37)

## \*\*\*WINGATE COLLIERY.

The Down and Up Main lines between 6 m. 14 chs. and 6 m. 16 chs. have been removed and wheel chocks have been positioned at 6 m. 16 chs. (35)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEAR VALLEY.

## Points dispensed with.

- 2 Down Main—South Siding.
- 22 Down Main—Down Siding or Brick works Siding.

## Signals dispensed with.

- 1 Shunting South Siding to Branch Down or to Down Main.
- 3 Shunting Down Main to South Siding.
- 14 Down Main to Down Siding or Brickworks Siding.
- 23 Shunting Down Siding to Down Main or Brickworks Siding to Down Main.

## Altered Nomenclature.

Old	New
7 Shunting Up Main to Branch Down or Down Siding or Down Main.	7 Shunting Up Main to Branch Down or to Down Main.
10 Shunting Down Main or Down Main to Up Main.	10 Shunting Down Main to Up Main. (37)

## MARSHALL GREEN SAWMILLS SIDINGS.

Sidings and connections (Lines Nos. 6, 7, 8 and 9, Diagram 808) leading to Marshall Green Saw Mills have been removed. (36)

## ETHERLEY.

## Points dispensed with.

- 22 Down Main—Pit Siding.

## Signals dispensed with.

- 18 Down Main to Pit Siding.
- 23 Shunting Pit Siding to Down Main. (37)

## BARNARD CASTLE EAST.

## Points dispensed with.

- 2 Down Main—Shunt Spur.
- 6 Down Branch—Engine Siding.
- 7 Engine Siding to Turntable—1 Down Goods.
- 35 Down Branch—Up Branch.
- 36 Branch—1 Down Goods.
- 41 Platform line—1 Down Goods.
- 51 1 Down Goods—1 Up Goods.
- 52 1 Up Goods—2 Up Goods.
- 53 2 Up Goods—North Siding.
- 54 1 Up Goods—2 Down Goods.

## Signals dispensed with.

- 1 Shunting Shunt Spur to Goods Yard or Platform line.
- 3 Shunting Down Main to Shunt Spur.
- 4 Shunting Down Branch to Platform line or 1 Down Goods or Engine Siding.
- 5 Shunting Engine Siding to 1 Down Goods or Turntable.
- 8 Shunting Engine Siding to Down Branch.
- 9 Shunting from Turntable.
- 16 Up Branch to Platform line Home.
- 21 Platform line to 1 Down Goods Starting.
- 22 Platform line to 2 Down Goods or North Siding.
- 30 Up Branch to 1 Down Goods Home.
- 31 1 Down Goods Starting.
- 32 1 Down Goods to 2 Down Goods or North Siding.
- 33 Shunting 1 Up Goods to 2 Down Goods or North Siding.
- 62 Platform line to Down Branch Home.
- 68 1 Down Goods to Up Main Home.
- 69 1 Down Goods to Platform line.
- 70 1 Down Goods to Engine Siding.
- 71 1 Down Goods to Down Branch Starting.
- 72 Shunting 1 Down Goods.
- 74 Shunting 2 Down Goods to 1 Down Goods.
- 75 1 Up Goods to 1 Down Goods Home.
- 76 2 Up Goods to 1 Down Goods Home.
- 77 Shunting North Siding to 1 Down Goods. (36)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*BARNARD CASTLE WEST.

## Points dispensed with.

- 30 Main—Passenger Dock.

## Signals dispensed with.

- 9 To Passenger Dock.
- 51 Passenger Dock to Main. (35)

## LEEMING BAR.

Shunting Neck, Coal Cells, Warehouse Yard Sidings, Loading Dock Line and Carriage Landing (Lines Nos. 4, 6, 7, 9, 10, 11 and 12, Diagram 565) are being removed. (36)

## JERVAULX.

All sidings (Lines Nos. 1 to 7 inclusive, Diagram 556) are being removed. Points Nos. 11 and 19 have been clipped and padlocked out of use pending removal. (36)



## 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.

## LUCKER.

The Up Sidings are being removed and the Main to Main crossover at the South side of Lucker Signal Box has been clipped, spiked and padlocked out of use pending removal.

## 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 train 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.

## RYHOPE STATION (NORTHALLERTON TO GATESHEAD (JUNCTION) VIA HORDEN).

The Siding adjacent to Down Main (Lines Nos. 24 and 14, Diagram 1069) is being removed by contractors.

The Main to Main crossover and trailing connection Down Main to Down Sidings has been clipped, spiked and padlocked out of use pending removal.

## 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.

## ★LOW ROW.

The Down Refuge Siding has been removed and the Main to Main crossover between 46 m. 26 chs. and 46 m. 30 chs has been clipped, spiked and padlocked out of use pending removal (The Main to Main Crossover will be brought back into use from 0 15 to 18 00, Sunday, 30th August and worked by hand in connection with Single Line Working. See page N-15 of this programme.)

## BOLDON COLLIERY—GREEN LANE: TEMPORARY OCCUPATION CROSSING.

Until further notice, Contractor's machinery and men are using a temporary occupation crossing at 0 m. 52 chs. during construction of Overbridge No. 12A. Handsignalmen in attendance. Drivers to keep a sharp lookout.

## OFFERTON LANE OCCUPATION LEVEL CROSSING.

Until further notice, between 8 00 and 18 00 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.

## CASTLE EDEN WEST.

Attendance has ceased to be given at Castle Eden West Signal Box (unless special advice is given to the contrary), the Junction being set for the Wellfield direction.

## \*\*COXHOE BRIDGE STATION.

The Up Platform has been removed.

(35)

## MISCELLANEOUS NOTICES—continued

## 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.

## NORMANBY BRANCH.

Until further notice, whilst repairs to private sidings are in progress traffic must not proceed beyond Ormesby Brickworks open level crossing at 3 m. 39 chs.

## ALTERATIONS TO BRITISH RAILWAYS RULE BOOK (REPRINT)

## Rule 3.

INSERT:—Additional clause

(vii) Use radio sets or similar apparatus whilst on duty, except in places where this is specifically authorised

## RULE 126 (vii).

AMEND to read:—

"When the engine is in motion, not leave the footplate or driving cab unnecessarily for the purpose of going out on the engine framing or on to the top of the tender or bunker or for any other reason. Should, however, the Driver decide it is absolutely necessary that he should leave the footplate or driving cab and he does not consider it desirable to stop the train, he must in the case of a steam engine, before leaving, instruct his fireman to keep a good look out and observe the signals in his absence. In the case of a diesel or electric locomotive, the Driver must not leave the driving cab whilst the train is in motion unless the second man has been passed to drive the type of locomotive and he has knowledge of the portion of the line concerned."

## RULE 158.

AMEND:—to read

158. "Guards or shunters must examine all loads bearing "Examine Load" or "out of gauge load" labels at places where the train may call, to see whether they have been displaced or require adjustment and, if so, or if for any reason the load is considered unsafe to travel, the wagon must not be taken forward until the loads have been adjusted and secured"

Conveyance of articles of unusual length or weight

## ALTERATIONS TO GENERAL APPENDIX

## Page V

DELETE:—Single line working where more than one running line is available—Rules 189 and 208—Page 2

## Pages 2 and 3

SINGLE LINE WORKING WHERE MORE THAN ONE RUNNING LINE IS AVAILABLE, ETC.

DELETE:—Heading and instruction

## Page 3

INSERT:—

## WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

- (a) The provisions of Rules 179, 183, 184, 185 and 189 must be carried out except that Wrong Line order forms will not be used. The Signalman's authority must, however, be obtained, if necessary by telephone, before any wrong direction movement is made.
- (b) If a train requires assistance for any reason, the man asking for assistance must use the nearest telephone to speak to the Signalman. When assistance is to be provided from the front, arrangements must be made for a member of the train crew to be positioned 300 yards ahead of the disabled train, where he must place three deonators on the line, 10 yards apart, and exhibit a red hand signal in the direction from which the assisting engine will approach and await its arrival in order to conduct it to the disabled train. The Signalman must not allow the assisting engine to proceed in the wrong direction towards the disabled train until he has been assured that a member of the train crew will be positioned ahead of the disabled train as described above.
- (c) Whenever a wrong direction movement concerns two Signalmen, a clear understanding must be reached before the movement is authorised.
- (d) Before authorising a wrong direction movement the Signalman must ensure that the line over which it is to travel is clear and that the necessary signals have been placed to danger to protect the movement. When giving authority for a wrong direction movement to be made, the Signalman must have a clear understanding with the Driver as to how far the movement may proceed and in addition he must advise the Driver of any catch points, spring or unworked trailing points on the line concerned.
- (e) Ballast trains must not set back in the wrong direction in accordance with Rules 175(c) and 216(j), except where authorised by the Regional Operating Officer. The Signalman must record in the Train Register details of the movement authorised and the time at which authority was given.

**Permanent Care**  
**on the**  
**Permanent Way**  
**means**  
**Permanent Safety**

*Chemical*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES No. 36

**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, 5th September, 1964  
to Friday, 11th September, 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

*\*\*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, 6th SEPTEMBER.—BRANCEPETH. STATION.

All sidings and connections, also Main to Main Crossover (Lines Nos. 2 to 12 inclusive, Diagram No. 721), will be removed.

## Points dispensed with.

- 6 Up Main—Goods Shed and Loading Dock.
- 8 Main Crossover.
- 13 Down Main—Depot Sidings.

## Signals dispensed with.

- 5 Shunting Up Main to Down Main or to Goods Shed or Loading Dock.
- 7 Shunting Goods Shed or Loading Dock to Up Main.
- 9 Shunting Down Main to Up Main.
- 12 Shunting Depot Sidings to Down Main.
- 14 Shunting Down Main or to Depot Sidings.

(39)

## DETAILS OF WORK ALREADY CARRIED OUT.

## SKELTON (WATERWORKS CO.'S SIDING).

Waterworks Ground Frame and connection dispensed with.

(37)

## \*\*TYNE.

## Points spiked normal pending removal.

- 638 Up Fast—Up Slow.

## Signal dispensed with.

- 251 (2) Up Fast to Up Slow.

(36)

## TYNE YARD.

291 Up Main is now an automatic signal and re-numbered U.70.

(38)

## ALNMOUTH.

Lever frame dispensed with. All points and signals electrically controlled from a signalling panel.

## Signals dispensed with.

- 42 Branch Platform Starting to Down Branch.
- 43 Down Branch Starting.
- 83 From Down Siding.
- 89 Up Branch Home.
- Fixed Up Branch Distant.

## Points dispensed with.

- 82 Trap points in Down Siding.
- 84 Up Branch—Down Branch.

## New Signals.

- 133 Branch Platform Starting to Down Branch—colour light sited right of Branch Platform line 70 yards East of Signal Box.
- 142 Down Branch Starting—colour light sited left of Down Branch 530 yards West of Signal Box.
- 143 Up Branch Home—colour light with 2-way route indicator below sited left of Up Branch 540 yards West of Signal Box.
- M—Up Main.
- B—Up Branch.

U.1 Up Branch Distant—Colour light sited left of Up Branch 1,340 yards West of Signal Box.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Signals.

All Shunting signals replaced by ground position light signals.

## Altered Nomenclature.

Old	New
Down Sidings.	Up Branch.
Up Branch.	Down Branch.
Down Branch.	Dispensed with.

(Up Branch line slued into existing Down Siding and Down Branch into existing Up Branch between Signal Box and 43 Down Branch Starting signal). (37)

## CHURCH STREET AND CLARENCE ROAD.

## Church Street.

65/66—Ground disc signal has been replaced by a straight post situated on right-hand side of Down Main 140 yards from Signal Box reading:—

- 65—Down to Up Main—Top arm.
- 66—Down Main to 59 signal—Bottom arm.

## Clarence Road.

## Points dispensed with.

- 12 A end Down Main—Bay Platform.

## Altered points.

12 B Bay Platform to Down Main are now trap points.  
North Bay Ground Frame and connection Bay Platform to Bay Siding dispensed with.

## Signals dispensed with.

- 23—Up Main to Bay Platform—Calling on.
- 25—Down Main Home No. 2.
- 29—From Bay Platform or siding to Down Main.
- 45—Shunting—Down Main to Bay Platform or Sidings.
- 46—Shunting—Down Main to Bay Platform or Sidings or Station Sidings.

## Altered nomenclature of Signal.

Old	New
26 Down Main Home 1.	26 Down Main Home.
22 Up Main to Bay Platform Home.	22 Up Main to Down Platform line.

## New Signal.

- 46—Ground Disc,  
Shunting—Down Main to Down Platform line,  
or to Bay Platform line or to Bay Siding,  
or Station Sidings sited between Down and Up Main opposite Signal Box. (38)

## NORTH SEATON.

A single connection on the Down Main at 2 m. 8 chs. has been removed and replaced by plain line. Also single slip on the Up Main at 2 m. 6 chs. has been removed and replaced by plain line.

## Points dispensed with.

- 5 Mains Crossover.
- 7 Down Main to Goods Yard.

## Signals dispensed with.

- 4 Shunting Down to Up Main or Goods Yard.
- 6 Shunting Up to Down Main.
- 8 Shunting Goods Yard to Down Main. (38)

## BENTON EAST JUNCTION AND BACKWORTH JUNCTION.

Catch points have been laid in the Down B. & T. line at 5½ m.p. and brought into use. (37)

## BACKWORTH AND MONKSEATON WEST JUNCTION.

Two pairs of catch points have been laid in the Up Tynemouth line at 11 m. 30 chs. and 9 m. 6 chs.

## HEATON EAST.

Shunters Ground Frame and signal controlled by it have been replaced by a ground position light subsidiary signal controlled by a switch mounted on a post situated adjacent to the site of the former Ground Frame. (37)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEST WYLAM.

Ground frame dispensed with.

Points spiked normal pending removal.

34 Down Goods—Down Loop.

53 Loop line—Exchange Sidings.

Signal dispensed with.

37 Shunting Loop line to Down Siding. (37)

## LOW ROW.

Two trailing connections Down Main to former Down Refuge Siding at 46 m. 17 chs. and 46 m. 24 chs. have been removed and replaced by plain line. (38)

## BRAMPTON JUNCTION.

A trailing connection from the Down Main to Down Sidings at 49 m. 18 chs. has been recovered and replaced by plain line. (37)

## OXHILL.

All lines East of Bridge No. 37 at 16 m. 62 chs. are being removed. A Main to Main crossover at 16 m. 64 chs. West of Bridge No. 37 has been resited 40 feet nearer Oxhill Signal Box and a buffer stop erected. (37)

## PONTOP CROSSING.

9 Up Goods Distant has been renewed and repositioned on right-hand bracket situated on left hand of Up Goods line, 786 yards from Signal Box. (37)

## GREEN LANE.

Signals dispensed with.

1A Down Branch Home with Distant below.

7 No. 9 Siding to Down Main.

1B Down Branch to Down Goods.

1C Down Branch to Down Main.

2A Shunting Up Branch to Down Branch.

2B Shunting Up Branch to Down Goods.

2C Shunting Up Branch to Down Main.

61A Up Branch Starting.

61B Up Branch to No. 9 Siding.

6A Down Goods Home.

6B Down Goods to Down Main.

8 Down Main Home 1.

9 Shunting Up to Down Main.

18 Shunting Up Goods to Up Main.

New Signals:

1 Down Branch Home with Bank Top Distant below, with route indicators displaying:—

B—Down Branch.

G—Down Goods.

M—Down Main.

Straight post sited 519 yards from Signal Box on left side of Down Branch.

6 Down Goods Home on Main post with route indicators displaying:—

G—Down Goods.

M—Down Main.

8 Down Main Home No. 1—situated on end of bracket. Right-hand bracket signal sited between No. 9 Siding and Down Goods 436 yards from Signal Box.

61A Up Branch Starting signal on main post.

61B Up Branch to No. 9 Siding signal on left-hand bracket. Sited on left-hand side of Up Branch 380 yards from Signal Box.

9 Position light signal Shunting Up to Down Main sited between Down Main and Up Main opposite 18 signal.

18 Position light signal Shunting Up Goods to Up Main sited between Up Main and Up Goods, 2 yards in rear of No. 29 points.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Signals.

3 Position light signal Shunting Up Branch now displays route indicators:—

B—Down Branch.

G—Down Goods.

M—Down Main.

13 Position light signal Shunting No. 9 Siding now displays route indicators:—

B—Down Branch.

G—Down Goods.

M—Down Main. (37)

## TYNE DOCK BOTTOM T.I.C. SIDINGS.

One Dock Siding (Line No. 44, Dgm. No. 1301) has been abandoned. Also the connections thereto have been removed and replaced by plain line. (37)

## WEAR VALLEY.

Points clamped and padlocked out of use pending removal.

2 Down Main—South Siding.

22 Down Main—Down Siding or Brick works Siding.

Signals dispensed with.

1 Shunting South Siding to Branch Down or to Down Main.

3 Shunting Down Main to South Siding.

14 Down Main to Down Siding or Brickworks Siding.

23 Shunting Down Siding to Down Main or Brickworks Siding to Down Main.

## Altered Nomenclature.

Old	New
7 Shunting Up Main to Branch Down or Down Siding or Down Main.	7 Shunting Up Main to Branch Down or to Down Main.
10 Shunting Down Main or Down Main to Up Main.	10 Shunting Down Main to Up Main. (37)

## \*\*MARSHALL GREEN SAWMILLS SIDINGS.

Sidings and connections (Lines Nos. 6, 7, 8 and 9, Diagram 808) leading to Marshall Green Saw Mills have been removed. (36)

## ETHERLEY.

Points dispensed with.

22 Down Main—Pit Siding.

Signals dispensed with.

18 Down Main to Pit Siding.

23 Shunting Pit Siding to Down Main. (37)

Coal Sidings and Loading Dock (Lines 40, 42 and 44, Diagram No. 766) are being removed. (38)

## THISTLEFLAT.

Points dispensed with.

15—Down Main—Up Reception.

21—Up Reception line—Up Main.

38—Weigh Siding—Up Main.

Signals dispensed with.

8—Shunting Up Reception line.

12—Up Reception line to Up Main.

14—Backing Down Main to Up Reception.

19—Up Siding to Down Main or Up Reception.

20—Up Reception line to Up Siding.

22—Backing Up Main to Up Reception line.

37—Weigh Siding to Up Main.

39—Backing Up Main to Weigh Siding. (38)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## CROOK EAST.

## Points dispensed with.

- 18—Up Main—Up Reception line.
- 21—Up Reception line—No. 1 Siding.
- 22—Up Reception line—No. 2 or 3 Sidings.

## Signals dispensed with.

- 20—Up Main to Up Reception line.
- 23—Up Main to Sidings.

(38)

## CROOK WEST.

## Points dispensed with.

- 17 A end Down Goods—Goods.
- 18 A end Up Goods—Goods.
- 24 Up and Down Peases West Crossover.
- 25 Up Peases West—Traps.

## Signals dispensed with.

- 5—Down Peases West.
- 6A—Home Down Goods to Peases West.
- 13 Pull—Shunting Up or to Down Peases West, or
- 13 Push—Shunting Down Peases West to Up Goods.
- 31—Up Peases West to Up Goods.

(38)

## \*\*BARNARD CASTLE EAST.

## Points dispensed with.

- 2 Down Main—Shunt Spur.
- 6 Down Branch—Engine Siding.
- 7 Engine Siding to Turntable—1 Down Goods.
- 35 Down Branch—Up Branch.
- 36 Branch—1 Down Goods.
- 41 Platform line—1 Down Goods.
- 51 1 Down Goods—1 Up Goods.
- 52 1 Up Goods—2 Up Goods.
- 53 2 Up Goods—North Siding.
- 54 1 Up Goods—2 Down Goods.

## Signals dispensed with.

- 1 Shunting Shunt Spur to Goods Yard or Platform line.
- 3 Shunting Down Main to Shunt Spur.
- 4 Shunting Down Branch to Platform line or 1 Down Goods or Engine Siding.
- 5 Shunting Engine Siding to 1 Down Goods or Turntable.
- 8 Shunting Engine Siding to Down Branch.
- 9 Shunting from Turntable.
- 16 Up Branch to Platform line Home.
- 21 Platform line to 1 Down Goods Starting.
- 22 Platform line to 2 Down Goods or North Siding.
- 30 Up Branch to 1 Down Goods Home.
- 31 1 Down Goods Starting.
- 32 1 Down Goods to 2 Down Goods or North Siding.
- 33 Shunting 1 Up Goods to 2 Down Goods or North Siding.
- 62 Platform line to Down Branch Home.
- 68 1 Down Goods to Up Main Home.
- 69 1 Down Goods to Platform line.
- 70 1 Down Goods to Engine Siding.
- 71 1 Down Goods to Down Branch Starting.
- 72 Shunting 1 Down Goods.
- 74 Shunting 2 Down Goods to 1 Down Goods.
- 75 1 Up Goods to 1 Down Goods Home.
- 76 2 Up Goods to 1 Down Goods Home.
- 77 Shunting North Siding to 1 Down Goods.

(36)

## \*\*LEEMING BAR.

Shunting Neck, Coal Cells, Warehouse Yard Sidings, Loading Dock Line and Carriage Landing (Lines Nos. 4, 6, 7, 9, 10, 11 and 12, Diagram 565) are being removed. (36)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BEDALE

Warehouse Middle Road and Middle Road North Sidings (Lines Nos. 2 and 9, Diagram No. 480) are being removed. (38)

## \*\*JERVAULX

All sidings (Lines Nos. 1 to 7 inclusive, Diagram 556) are being removed. Points Nos. 11 and 19 have been clipped and padlocked out of use pending removal. (36)

## LEYBURN.

Horse Dock, and Sidings to Old Turntable and Engine Shed (Lines Nos. 3, 4, 5, 8, 9, 10, 12, 13, 14, 15 and 16 Diagram No. 566) are being removed.

Points No. 18 (Single to Engine Shed Sidings), No. 3 (Single to Horse Dock) and No. 2 (Horse Dock to Single) have been clipped and padlocked pending removal.

## Signals dispensed with.

- 17 Signal Shunting Single to Engine Shed.
- 19 Signal from Engine Shed.

(38)

## WENSLEY.

Coal Cells, Shunting Neck and Middle Road (Lines Nos. 1, 3, 4, 7 and 15, Diagram No. 660) are being removed. (38)

## REDMIRE.

Loop line (Lines Nos. T5, T6 and T7, Diagram No. 619) is being removed.

No. 2 Points (Single to Loop) have been removed from Ground Frame West End.

No. 1 Points (Single to Loop) have been removed from Ground Frame East End. (38)

## TEES WORKS SIDINGS.

The Shunting Neck leading to Nos. 8, 9 and 10 Sidings has been removed. (38)

## 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.

#### LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM.

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signaller concerned. Before authorising a movement to the rear the Signaller must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

#### TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

#### NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FT. WHEELBASE OR LESS.

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.

### MISCELLANEOUS NOTICES—continued.

#### ASSESSING OF FREIGHT TRAIN LOADS: WAGON LABELS.

The numbers 1, 2 and 3 are no longer required for statistical purposes on wagon labels and all labels should bear the letters H, M or L.

For a short period labels may be in use bearing these numbers and Guards when assessing the load of their train should interpret the numbers as under:—

1 as Heavy.                      2 as Medium.                      3 as Light.

Where no letter or number is shown on the wagon label the load should be reckoned as Heavy. **(AMENDED)**

#### POST OFFICE LETTER MAILS: CONVEYANCE, HANDLING, ETC.

In connection with the instructions on page 116 of the General Appendix, the attention of guards is directed to the fact that Post Office letter mails placed in their charge must be handed over to uniformed postmen wearing a numbered Post Office badge (or in their absence to responsible railway staff) at the destination station or recognised transfer point only. They should not be handed over before the destination station or recognised transfer point is reached.

When letter mail has been overcarried or misrouted instructions as to its disposal should be sought from Post Office staff at the next convenient station.

#### 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

#### 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.

## LUCKER.

The Up Sidings are being removed and the Main to Main crossover at the South side of Lucker Signal Box has been clipped, spiked and padlocked out of use pending removal.

## 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 train 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.

## RYHOPE STATION (NORTHALLERTON TO GATESHEAD (JUNCTION) VIA HORDEN).

The Siding adjacent to Down Main (Lines Nos. 24 and 14, Diagram 1069) is being removed by contractors.

The Main to Main crossover and trailing connection Down Main to Down Sidings has been clipped, spiked and padlocked out of use pending removal.

## 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.

## LOW ROW.

The Down Refuge Siding has been removed and the Main to Main crossover between 46 m. 26 chs. and 46 m. 30 chs has been clipped, spiked and padlocked out of use pending removal.

## BOLDON COLLIERY—GREEN LANE: TEMPORARY OCCUPATION CROSSING.

Until further notice, Contractor's machinery and men are using a temporary occupation crossing at 0 m. 52 chs. during construction of Overbridge No. 12A. Handsignalmen in attendance. Drivers to keep a sharp lookout.

## OFFERTON LANE OCCUPATION LEVEL CROSSING.

Until further notice, between 8 00 and 18 00 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.

## CASTLE EDEN WEST.

Attendance has ceased to be given at Castle Eden West Signal Box (unless special advice is given to the contrary), the junction being set for the Wellfield direction.

## MISCELLANEOUS NOTICES—continued.

## 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.

## NORMANBY BRANCH.

Until further notice, whilst repairs to private sidings are in progress traffic must not proceed beyond Ormesby Brickworks open level crossing at 3 m. 39 chs.

## ALTERATIONS TO BRITISH RAILWAYS RULE BOOK (REPRINT)

## Rule 3.

## INSERT:—Additional clause

- (vii) Use radio sets or similar apparatus whilst on duty, except in places where this is specifically authorised

## RULE 126 (vii).

## AMEND to read:—

"When the engine is in motion, not leave the footplate or driving cab unnecessarily for the purpose of going out on the engine framing or on to the top of the tender or bunker or for any other reason. Should, however, the Driver decide it is absolutely necessary that he should leave the footplate or driving cab and he does not consider it desirable to stop the train, he must in the case of a steam engine, before leaving, instruct his fireman to keep a good look out and observe the signals in his absence. In the case of a diesel or electric locomotive, the Driver must not leave the driving cab whilst the train is in motion unless the second man has been passed to drive the type of locomotive and he has knowledge of the portion of the line concerned."

## RULE 158.

## AMEND:—to read

158. "Guards or shunters must examine all loads bearing "Examine Load" or "out of gauge load" labels at places where the train may call, to see whether they have been displaced or require adjustment and, if so, or if for any reason the load is considered unsafe to travel, the wagon must not be taken forward until the loads have been adjusted and secured" Conveyance of articles of unusual length or weight

## ALTERATIONS TO GENERAL APPENDIX

## Page V

DELETE:—Single line working where more than one running line is available—Rules 189 and 208—Page 2

## Pages 2 and 3

SINGLE LINE WORKING WHERE MORE THAN ONE RUNNING LINE IS AVAILABLE, ETC.

DELETE:—Heading and instruction

## Page 3

## INSERT:—

## WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

- (a) The provisions of Rules 179, 183, 184, 185 and 189 must be carried out except that Wrong Line order forms will not be used. The Signalman's authority must, however, be obtained, if necessary by telephone, before any wrong direction movement is made.
- (b) If a train requires assistance for any reason, the man asking for assistance must use the nearest telephone to speak to the Signalman. When assistance is to be provided from the front, arrangements must be made for a member of the train crew to be positioned 300 yards ahead of the disabled train, where he must place three detonators on the line, 10 yards apart, and exhibit a red hand signal in the direction from which the assisting engine will approach and await its arrival in order to conduct it to the disabled train. The Signalman must not allow the assisting engine to proceed in the wrong direction towards the disabled train until he has been assured that a member of the train crew will be positioned ahead of the disabled train as described above.
- (c) Whenever a wrong direction movement concerns two Signalmen, a clear understanding must be reached before the movement is authorised.
- (d) Before authorising a wrong direction movement the Signalman must ensure that the line over which it is to travel is clear and that the necessary signals have been placed to danger to protect the movement. When giving authority for a wrong direction movement to be made, the Signalman must have a clear understanding with the Driver as to how far the movement may proceed and in addition he must advise the Driver of any catch points, spring or unworked trailing points on the line concerned.
- (e) Ballast trains must not set back in the wrong direction in accordance with Rules 175(c) and 216(j), except where authorised by the Regional Operating Officer. The Signalman must record in the Train Register details of the movement authorised and the time at which authority was given.

**DON'T**

**BE FOOLS**

---

**STICK TO**

**THE RULES**

**SAFETY**

**IS  
PART  
OF**

**YOUR JOB**

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.  
WOOLSTENHOLMES

**NE/N**  
No. 42



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, 17th October, 1964  
to Friday, 23rd October, 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

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

## DETAILS OF WORK REFERRED TO IN SECTION B.

SATURDAY and SUNDAY, 17th and 18th OCTOBER.—NEWCASTLE.

A Crossover between Nos. 13 and 14 Platforms, between 0 m. 1 ch. and 0 m. 3 chs., will be removed and replaced by plain line. (45)

SUNDAY, 18th OCTOBER.—STILLINGTON.

The Down and Up Goods lines between 3 m. 54 chs. and 3 m. 58 chs. will be removed and stop-blocks fixed. (45)

TUESDAY, 20th OCTOBER.—BROTTON.

The single lead from the Down Main to Sand Drag at 30 m. 47 chs. will be removed and replaced by plain line. (45)

## DETAILS OF WORK ALREADY CARRIED OUT.

HEATON—The following amendments are required to Supplementary Programme 36A:—

## 1. New Signals. Down Direction

Signal No.	Location	Aspect	Route Ind.	Destination
H.100	Down Tynemouth	Sub.	C.	Carriage Washing Plant or Portobello Sidings Should be:— Portobello Sidings G.F. Signal

## 2. Position Light Ground Signals

Signal No.	Location	Route Ind.	Destination
101	Shunting Line	C	Carriage Washing Plant or Portobello Sidings. Should be:— Portobello Sidings G.F. Signal

(44)

MORPETH.

A Main to Main crossover at 16 m. 65 chs., formerly clipped and scotched out of use, has been removed. (44)

CHEVINGTON.

Goods Siding, South Refuge Siding and Dock dispensed with.

Points spiked normal pending removal.

5 Down Main to Goods and South Refuge Sidings.  
8 Up Main to Dock.

Signals dispensed with.

4 Shunting Goods or South Refuge Sidings to Down Main or Down Goods Loop.  
6 Shunting Down Main to 3 Signal or to Goods or South Refuge Sidings.  
9 Shunting Dock to Up Main.

Altered Nomenclature.

12 Shunting now reads Down to Up Main or to 3 Signal. (44)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

LONGHOUGHTON.

Signal Box dispensed with as a Block Post.

Points spiked normal pending removal.

2 Mains Crossover.  
4 Up Main—Goods Yard.  
12 Mains Crossover.

Signals dispensed with.

1 'A' Shunting Up to Down Main.  
'B' Shunting Up Main or to 11 Signal.

3 Shunting Down to Up Main.  
5 Shunting Goods Yard to Up Main.  
11 Shunting Up to Down Main.

13 'A' Shunting Down to Up Main.  
'B' Shunting Down Main or to 3 Signal.

The following are now Automatic signals:—

Old Reading  
6 Down Main to D.37.  
9 Up Main to U.37.

New Reading  
D.37 Down Main Auto. to D.37B.  
U.38B Up Main Auto. to U.37.

D.37 Down Main Auto. has been renumbered D.37B. (43)

BELFORD.

Points spiked normal pending removal.

55 Crag Mill Dock line traps. (NEW ITEM) (45)

HOLGATE CATTLE DOCK.

No. 3 Siding has been taken out and the hand operated points dispensed with. (44)

NEWBURN (WEST HARTLEPOOL).

Signal dispensed with.

48 Shunting Up Goods.

Gantry carrying:—

12 Up Goods—East Shunting lines, Route Indicator 'E'.  
14 Up Goods Home 2, Route Indicator 'G'.  
15 Up Goods—Up Main Home 2, Route Indicator 'M'.  
37 Up Goods—Brick Siding, Route Indicator 'S'.  
38 Up Goods—Up Branch Home, Route Indicator 'B'.  
46 Shunting Up Goods to No. 1 or 2 Reception.  
47 Shunting Up Goods to Nos. 3/4/6/7 Receptions.  
51 Shunting Wagon Shops to Up and Down Goods.  
has been renewed on same site. (44)

BENTON.

A banner repeater signal (RB3) situated at the West End of Backworth Station Down Platform Ramp 160 yards in rear of B3 signal has been brought into use. (NEW ITEM) (45)

PERCY MAIN STATION JUNCTION TO NORTH JUNCTION.

The Down Pass Bye between Percy Main Station and Percy Main North Signal Boxes has been abolished and the lines between these two Signal Boxes have been remodelled.

Percy Main.

Points dispensed with.

23 Down Goods—Pass Bye.  
49 Down B. & T.—Down Goods.  
50 B. & T. Crossover.

Altered Points.

21 ('B' end) Down B. & T.—Down Goods are now catch points

Signals dispensed with.

22 Down Pass Bye or to Down Goods or Down B. & T.  
51 Shunting Down B. & T. or to Up B. & T. or Down Goods.

Altered Nomenclature of Signals.

Old  
27 Shunting Down Goods to Up Main or to Down Pass Bye.  
30 Shunting Up Main or Down B. & T. or to Up Pass Bye or Station Siding or to Down Main.

New  
27 Shunting Down Goods to Up Main.  
30 Shunting Up Main to Up Pass Bye or to Station Siding or Down Main.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**Percy Main North.****Points dispensed with.**

39 ('B' end) Trap points Down Pass Bye.

41 ('A' end) Down Pass Bye—Sidings.

**Signals dispensed with.**

40 From Down Pass Bye.

(43)

**BARDON MILL.**

The Down Refuge Siding has been removed. The trailing connection in the Down Main has been removed and replaced by plain line. (44)

**\*\*TYNE DOCK, BANK TOP.**

No. 5 points have been replaced with plain line and No. 4 signal dispensed with. (42)

**\*\*HARTON.**

Tee bracket carrying 50/49/28/35 signals has been renewed as a right-hand bracket on same site.

**Main post.**

50 Up Pontop Home No. 1 (upper arm).

49 Up Pontop to Main Home No. 1.

**Bracket.**

28 Shunting Down Pontop No. 1 (upper arm).

35 Shunting Down Pontop to Up Main. (42)

**CATTERICK BRIDGE.****Points dispensed with.**

10 Down Main to Down Siding.

**Altered Signal.**

12 signal has been moved 60 yards nearer Signal Box and reads Shunting Down Main or to Up Main. (44)

**LEEMING BAR.****Altered Signal.**

25 Down Sidings to Down Main now displays a red aspect.

(NEW ITEM) (45)

**MAINSFORTH (CLIFF HOUSE BRANCH).**

The following signals have been repositioned on existing gantry as miniature arms:—

7 Shunting Down Branch to Down Sidings or to Baltic Sawmill or to Burn Road—Right-hand doll.

12 Up Branch to Up Burn Road Siding—Left-hand doll, Top arm.

13 Up Branch to Sawmill Siding—Left-hand doll, Middle arm.

14 Up Branch Home—Left-hand doll, Bottom arm. (44)

**GUISBOROUGH JUNCTION.**

The outlet of No. 2 Up Goods and inlet No. 2 Down Goods (Guisborough Junction End) have been blocked out of use.

**Signals dispensed with.**

140 No. 2 Up Goods Home.

6 No. 2 Down Goods to Tees Works No. 2 Home.

17 No. 1 Down Goods to Tees Works No. 2 Home.

Tees Works Ground Frame and associated points and signals have been dispensed with. (NEW ITEM) (45)

**GRANGETOWN, LACKENBY No. 3 GRID GROUND FRAME.****New Signal.**

9 Up Lackenby Starting—Colour light 150 yards beyond exit of Grid lines 445 yards West of and controlled from Ground Frame.

A Notice Board has been provided near exit of Grid line 380 yards West of Ground Frame reading:—

"Engines must not pass this Board without permission of Yard Foreman". (44)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

**NE/N**

WOOLSTENHOLMES No. 45

**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, 7th November, 1964  
to Friday, 13th November, 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**

*\*\*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, 8th NOVEMBER.—PILMOOR.**

Down Siding Ground Frame and connections dispensed with. (48)

**SUNDAY, 8th NOVEMBER.—OTTERINGTON.**

Up Sidings—Ground Frame, connections and associated signals dispensed with.

Down Sidings—Ground Frame and connections dispensed with.

**Points dispensed with.**

- 6 Mains Crossover (South of Signal Box).
- 8 Up Slow—Up Main.
- 9 Down Slow—Down Main (South of Signal Box).
- 13 Up Main—Up Slow.
- 16 Mains Crossover (North of Signal Box).
- 25 Down Slow—Down Main (North of Signal Box).

**Signals out of use.**

- D26 Down Main to Down Slow.
- D26 BS Down Slow to Down Main.
- U26 Up Main to Up Slow.
- U26 BS Up Slow to Up Main.

**Signals dispensed with.**

- 5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.
- 7 Shunting Down to Up Main.
- 10 Shunting Down Slow to Up Main.
- 11 Shunting Up Slow to Down Main or Up Main.
- 15 Shunting Up to Down Main.
- 17 Shunting Down to Up Main or Up Slow. (48)

**SUNDAY, 8th NOVEMBER.—HEATON NORTH JUNCTION.**

The connection from the former Benton Down Goods line to the Down Main line between 2 m. 59 chs. and 2 m. 61 chs. will be removed and replaced by plain line. (48)

**SUNDAY, 8th NOVEMBER.—HOWDON-ON-TYNE.**

The Main to Main crossover between 3 m. 38 chs. and 3 m. 40 chs. will be removed. The Up Sidings and the connection thereto from the Up Main also will be removed. The connection in the Down Main line to the Up Sidings will be retained as a connection to Watts Hardy & Company's Works only.

**Points dispensed with.**

- 9 Up Main to Siding.
- 14 Mains Crossover.

**Signals dispensed with.**

- 4 Shunting Up Siding to Down Main.
- 8 Shunting Siding to Up Main.
- 10 Shunting Up Main to Siding.
- 13 Shunting Down to Up Main.
- 15 Shunting Up to Down Main.

**Altered Signals.**

- 1 Shunting Down Main to Up Sidings ground disc, replaced by position light ground signal, same site.
- 3 Works Siding to Down Main signal, replaced by position light ground signal, same site. (48)

**SUNDAY, 8th NOVEMBER.—BRANDON**

Station Yard Ground Frame and associated points will be dispensed with. (48)

**SUNDAY, 8th NOVEMBER.—HEIGHINGTON.**

Bracket carrying 19 Shunting Up Main or to West Sidings and 25 Shunting East Siding to West Siding or to Up Main, will be replaced by 2 Ground Discs as follows:—

- 19 situated between Up Main and Down Main, 88 yards South of Signal Box.
- 25 situated between East Sidings and Depots, 88 yards South of Signal Box.
- 34 Down Main Starting will be replaced by a straight post on left of Down Main, 60 yards further from Signal Box. (48)

**DETAILS OF WORK REFERRED TO IN SECTION B—continued.****MONDAY, 9th NOVEMBER.—SEATON.**

A Main to Main crossover is being removed and replaced by plain line at 18 m. 31 chs. and the Up Sidings are being removed. The connection in the Up Main at 18 m. 24 chs. to the Up Sidings will be converted to catch points.

**Signals dispensed with.**

- 19 Shunting Up Main or to Up Sidings.
- 23 Shunting Up to Down Main. (48)

**TUESDAY, 10th NOVEMBER.—DUNSTON EAST.****Points spiked normal pending removal.**

- 7 Up Branch to Timber Yard.

**Signals dispensed with.**

- 8 Shunting Timber Yard to Up Branch. (48)

**THURSDAY, 12th NOVEMBER.—HYLTON.****Points spiked normal pending removal.**

- 6 Down Main to Up Siding.

**Signal dispensed with.**

- 7 Up Siding to Down Main.

**Altered nomenclature of Signal.**

- |   |  |
|---|--|
| <b>Old</b>  | <b>New</b>   |
| 5/8 Shunting Down Main to Up Siding or to Up Main or Down Siding. | 8 Shunting Down to Up Main or to Down Siding. (48) |
| Up Siding Ground Frame abandoned.                                 |  |

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

Down Slow to Thinford Sidings and Thinford Sidings (Lines Nos. 15, 18 and 19, Diagram No. 868) have been removed by contractors. Points No. 2 (Down Slow to Sidings) have been clipped and padlocked out of use pending removal. (47)

**CHEVINGTON.**

The Up Station Sidings have been recovered and a connection from the Up Main to Station Sidings has been replaced by plain line. (47)

**\*\*BELFORD.****Points spiked normal pending removal.**

- 55 Crag Mill Dock line traps. (45)

**EASINGTON.****Points spiked normal pending removal.**

- 31 Goods Yard—Down Main.

**Signals dispensed with.**

- 27 Shunting Goods Yard to Up Sidings.
- 30 Shunting Goods Yard to Down Main.

**Altered nomenclature of Signal.**

- 32/35 Ground Disc.
- (32 Shunting to Goods Yard.)
- (35 Shunting Down Main or to Up Main.)
- now reads: No. 35 Shunting Down Main or to Up Main.

**Signals repositioned.**

- No. 29 Shunting Up Sidings to Up Main has been moved 76 yards South.
- No. 33 Shunting Up Main to Down Main has been moved 30 yards North. (47)

**NEWBIGGIN.**

Signal Box has been closed and the Single line between Woodhorn Signal Box and Newbiggin Colliery is now worked under "One Engine in Steam Regulations".

**Points dispensed with.**

- 15 Main to Colliery (spiked reverse to Colliery).

**Signals dispensed with.**

- 3 Up Advance Starting.
- 14 Colliery to Main.
- 17 Main to Colliery.
- 19 Main Down Calling on.
- 20 Main to Bay Platform Home.
- Down Distant. (47)

**\*\*BENTON.**

A banner repeater signal (RB3) situated at the West End of Backworth Station Down Platform Ramp 160 yards in rear of B3 signal has been brought into use. (45)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*NEWCASTLE.

A Crossover worked from Ground Frame between Nos. 13 and 14 Platforms, between 0 m. 1 ch. and 0 m. 3 chs., has been removed and replaced by plain line. (AMENDED) (45)

## BIDDICK LANE.

Tavern Siding Ground Frame has been dispensed with and associated points spiked normal pending removal. (46)

## HENDON.

Altered nomenclature of Signal.

Old	New	
48 Shunting Up to Down Main.	48 Shunting Up or to Down Main.	(47)

## SIMPASTURE.

Points dispensed with.

9 Up Branch—Down Main.  
15 Up Main—Down Branch.  
23 Up Reception line—Traps.  
24 Up Departure line—Traps.  
25 Shunting line—Ballast Sidings ('B' End).

Signals dispensed with.

1 Up Branch Distant.  
3 Up Branch Home.  
13 Down Branch to Up Main.  
28 Shunting to Down Branch.  
40 Up Reception line to Down Branch.  
44 Up Departure line to Down Branch.  
37 Up Main to Down Branch.  
27 Shunting line to or from Ballast Sidings. (46)

## \*\*\*LEEMING BAR.

Altered Signal.

25 Down Sidings to Down Main now displays a red aspect. (45)

## \*\*\*STILLINGTON.

The Down and Up Goods lines between 3 m. 54 chs. and 3 m. 58 chs. have been removed and stop-blocks fixed. (45)

## \*\*\*GUISBOROUGH JUNCTION.

The outlet of No. 2 Up Goods and inlet No. 2 Down Goods (Guisborough Junction End) have been blocked out of use.

Signals dispensed with.

140 No. 2 Up Goods Home.  
6 No. 2 Down Goods to Tees Works No. 2 Home.  
17 No. 1 Down Goods to Tees Works No. 2 Home.

Tees Works Ground Frame and associated points and signals have been dispensed with. (45)

## UPLATHAM.

Weigh Sidings Ground Frame and associated points have been dispensed with. (46)

## \*\*\*BROTTON.

The single lead from the Down Main to Sand Drag at 30 m. 47 chs. has been removed and replaced by plain line. (45)

## NUNTHORPE, STATION.

Up Siding, Shunting Neck, Warehouse Siding, Carriage Landing Dock, Loop Siding and Coal Cells (Lines Nos. 1, 2, 3, 5, 7, 8, 9 and 10, Diagram No. 598) are being removed by contractors. Line (No. 6) leading to the Coal Cells is being shortened to the East side of Nunthorpe Level Crossing and buffer stops erected.

Points Nos. 34 and 13 (Up Main to Up Sidings) and Points No. 31 (Down Main to Sidings) have been clipped and padlocked out of use pending removal. (47)

## NUNTHORPE EAST.

Refuge Sidings (Lines 1, 2 and 3, Diagram No. 600) are being removed by contractors. No. 9 Points (Main to Sidings) have been clipped and padlocked out of use pending removal. (46)

## GREAT AYTON.

Loop Line, Loading Dock, Carriage Dock, Warehouse Siding and Shunting Neck (Lines 2, 7, 8, 9, 10 and 12, Diagram 536) are being removed by contractors. No. 2 Points on Ground Frame both East and West of Station (Main to Loop) have been clipped and padlocked out of use pending removal. (46)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Page	Item No.	Yard, Siding or Depot	Class of Loco permitted	Restrictions
AMEND 47	33 and 350	South Hetton Colliery	J.27, Q.6, WD.2-8-0, 11/1A, 12/1, 12/6, 17/3	5 m.p.h. restriction on permitted classes on curve from Up Main at South Hetton S.B. to point 220 yards in Sid- ings, in both directions
44	36	Hilda Colliery Sidings (Hilda S.B.)	Groups 1 to 6 B.1, Q.6	B.R. locomotives must only use the Hilda S.B. end of which serves Foundry and & Crosslands

BR 21722

BRITISH RAILWAYS

**SPECIAL NOTICES IMMEDIATE**

YARD MASTER

WASHINGTON

18

Station

Page

30  
30  
31  
54

Item No.

107

ALTERA

Page 1.  
INSE

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

York  
2nd November, 1964

M54/1382/N45

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/N45"

Herald, York—R23224

BR31262

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. N. 1.  
WOOLSTENHOLMES

**NE/N**

No. 46



**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, 14th November, 1964  
to Friday, 20th November, 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

\*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.

## MONDAY, 16th NOVEMBER.—WEST GOSFORTH STATION.

The connections leading to the Station Sidings (Line No. 7, W.P.1185) will be clipped, spiked and padlocked out of use pending removal. Contractors will be removing Station Sidings (Lines Nos. 1, 2, 3, 4 and 7, W.P.1185). (49)

## MONDAY, 16th NOVEMBER.—COANWOOD.

Contractor removing sidings South of level crossing. (49)

## MONDAY, 16th NOVEMBER.—SLAGGYFORD.

Two Main line connections at 8 m. 43 chs. and 8 m. 55 chs. will be clipped, spiked and padlocked out of use pending removal. Also contractor removing station sidings. (49)

## MONDAY, 16th NOVEMBER.—ALSTON.

Two connections in the Single line at 13 m. 3 chs. and 13 m. 7 chs. will be clipped, spiked and padlocked out of use pending removal. The Engine Shed Sidings together with one siding between Engine Shed Sidings and Coal Depot, one siding adjacent to Coal Depot and two sidings next to Stone Loading Dock (Lines Nos. 16, 23, 36 and 37, Dgm. No. 904) are being removed by contractor. (49)

## WEDNESDAY, 18th NOVEMBER.—CARR HOUSE WEST.

Points abandoned.

3 Trap points in Dock.  
4 Up Main—Dock. (49)

## DETAILS OF WORK ALREADY CARRIED OUT.

## PILMOOR.

Down Siding Ground Frame and connections dispensed with. (48)

## OTTERINGTON.

Up Sidings—Ground Frame, connections and associated signals dispensed with.

Down Sidings—Ground Frame and connections dispensed with.

Points dispensed with.

6 Mains Crossover (South of Signal Box).  
8 Up Slow—Up Main.  
9 Down Slow—Down Main (South of Signal Box).  
13 Up Main—Up Slow.  
16 Mains Crossover (North of Signal Box).  
25 Down Slow—Down Main (North of Signal Box).

Signals out of use.

D26 Down Main to Down Slow.  
D26 BS Down Slow to Down Main.  
U26 Up Main to Up Slow.  
U26 BS Up Slow to Up Main.

Signals dispensed with.

5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.  
7 Shunting Down to Up Main.  
10 Shunting Down Slow to Up Main.  
11 Shunting Up Slow to Down Main or Up Main.  
15 Shunting Up to Down Main.  
17 Shunting Down to Up Main or Up Slow. (48)

## TURSDALE.

Down Slow to Thinford Sidings and Thinford Sidings (Lines Nos. 15, 18 and 19, Diagram No. 868) have been removed by contractors. Points No. 2 (Down Slow to Sidings) have been clipped and padlocked out of use pending removal. (47)

## HEATON NORTH JUNCTION.

The connection from the former Benton Down Goods line to the Down Main line between 2 m. 59 chs. and 2 m. 61 chs. has been removed and replaced by plain line. (48)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## CHEVINGTON.

The Up Station Sidings have been recovered and a connection from the Up Main to Station Sidings has been replaced by plain line. (47)

## EASINGTON.

Points spiked normal pending removal.

31 Goods Yard—Down Main.

Signals dispensed with.

27 Shunting Goods Yard to Up Sidings.

30 Shunting Goods Yard to Down Main.

Altered nomenclature of Signal.

32/35 Ground Disc.

(32 Shunting to Goods Yard.)

(35 Shunting Down Main or to Up Main.)

now reads: No. 35 Shunting Down Main or to Up Main.

Signals repositioned.

No. 29 Shunting Up Sidings to Up Main has been moved 76 yards South.

No. 33 Shunting Up Main to Down Main has been moved 30 yards North. (47)

## NEWBIGGIN.

Signal Box has been closed and the Single line between Woodhorn Signal Box and Newbiggin Colliery is now worked under "One Engine in Steam Regulations".

Points dispensed with.

15 Main to Colliery (spiked reverse to Colliery).

Signals dispensed with.

3 Up Advance Starting.

14 Colliery to Main.

17 Main to Colliery.

19 Main Down Calling on.

20 Main to Bay Platform Home.

— Down Distant.

(47)

## HOWDON-ON-TYNE.

The Main to Main crossover between 3 m. 38 chs. and 3 m. 40 chs. has been removed. The Up Sidings and the connection thereto from the Up Main has also been removed. The connection in the Down Main line to the Up Sidings has been retained as a connection to Watts Hardy & Company's Works only.

Points dispensed with.

9 Up Main to Siding.

14 Mains Crossover.

Signals dispensed with.

4 Shunting Up Siding to Down Main.

8 Shunting Siding to Up Main.

10 Shunting Up Main to Siding.

13 Shunting Down to Up Main.

15 Shunting Up to Down Main.

Altered Signals.

1 Shunting Down Main to Up Sidings ground disc, replaced by position light ground signal, same site.

3 Works Siding to Down Main signal, replaced by position light ground signal, same site. (48)

## \*\*BIDDICK LANE.

Tavern Siding Ground Frame has been dispensed with and associated points spiked normal pending removal. (46)

## HYLTON.

Points spiked normal pending removal.

6 Down Main to Up Siding.

Signal dispensed with.

7 Up Siding to Down Main.

Altered nomenclature of Signal.

Old

5/8 Shunting Down Main to Up Siding or to Up Main or Down Siding.

New  
8 Shunting Down to Up Main or to Down Siding.

Up Siding Ground Frame abandoned. (48)

## HENDON.

Altered nomenclature of Signal.

Old

48 Shunting Up to Down Main.

New

48 Shunting Up or to Down Main.

(47)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## SEATON.

A Main to Main crossover has been removed and replaced by plain line at 18 m. 31 chs. and the Up Sidings are being removed. The connection in the Up Main at 18 m. 24 chs. to the Up Sidings has been converted to catch points.

## Signals dispensed with.

- 19 Shunting Up Main or to Up Sidings.
- 23 Shunting Up to Down Main. (48)

## BRANDON.

Station Yard Ground Frame and associated points dispensed with. (48)

## HEIGHINGTON.

Bracket carrying 19 Shunting Up Main or to West Sidings and 25 Shunting East Siding to West Siding or to Up Main, has been replaced by 2 Ground Discs as follows:—

- 19 situated between Up Main and Down Main, 88 yards South of Signal Box.
- 25 situated between East Sidings and Depots, 88 yards South of Signal Box.

34 Down Main Starting has been replaced by a straight post on the left of Down Main, 60 yards further from Signal Box. (48)

## \*\*SIMPASTURE.

## Points dispensed with.

- 9 Up Branch—Down Main.
- 15 Up Main—Down Branch.
- 23 Up Reception line—Traps.
- 24 Up Departure line—Traps.
- 25 Shunting line—Ballast Sidings ('B' End).

## Signals dispensed with.

- 1 Up Branch Distant.
- 3 Up Branch Home.
- 13 Down Branch to Up Main.
- 28 Shunting to Down Branch.
- 40 Up Reception line to Down Branch.
- 44 Up Departure line to Down Branch.
- 37 Up Main to Down Branch.
- 27 Shunting line to or from Ballast Sidings. (46)

## \*\*UPLEATHAM.

Weigh Sidings Ground Frame and associated points have been dispensed with. (46)

## NUNTHORPE, STATION.

Up Siding, Shunting Neck, Warehouse Siding, Carriage Landing Dock, Loop Siding and Coal Cells (Lines Nos. 1, 2, 3, 5, 7, 8, 9 and 10, Diagram No. 598) are being removed by contractors. Line (No. 6) leading to the Coal Cells is being shortened to the East side of Nunthorpe Level Crossing and buffer stops erected.

Points Nos. 34 and 13 (Up Main to Up Sidings) and Points No. 31 (Down Main to Sidings) have been clipped and padlocked out of use pending removal. (47)

## \*\*NUNTHORPE EAST.

Refuge Sidings (Lines 1, 2 and 3, Diagram No. 600) are being removed by contractors. No. 9 Points (Main to Sidings) have been clipped and padlocked out of use pending removal. (46)

## \*\*GREAT AYTON.

Loop Line, Loading Dock, Carriage Dock, Warehouse Siding and Shunting Neck (Lines 2, 7, 8, 9, 10 and 12, Diagram 536) are being removed by contractors. No. 2 Points on Ground Frame both East and West of Station (Main to Loop) have been clipped and padlocked out of use pending removal. (46)

No. 47 of 1964

SAT. 21.11.64 - FRI. 27.11.64

C. J.

WOOLSTENHOLMES

SECTION B—TEMPORARY ENGINEERING WORKS—continued

N-11

At or between	Lines affected	Remarks
<b>NORTHALLERTON to GATESHEAD (JUNCTION)</b>		<b>via HORDEN—continued.</b>
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Yarm and Eaglescliffe, South.	Down and Up Main.	7 00 to 17 00, contractors erecting new footbridge at 56 m. 18 chs.
Stockton Bank and Norton-on-Tees, South.	Down and Up Main.	Contractors reconstructing Bridge No. 161 at 61½ m.p. Cranes and machinery in use.
Cliff House.	Down and Up Main.	7 00 to 18 00, demolition of Seaton Carew Station House and strengthening of retaining wall. Machinery in use.
Newburn.	All.	8 00 to 16 00 (except Sat.), renewing point connections.
Cemetery, North and Blackhall Rocks.	Down and Up Main.	7 00 to 19 00, boring alongside track between 73½ and 74½ m.p. Boring rig erected.
Horden and Easington.	Down and Up Main.	7 00 to 17 00, contractors repairing Bridge No. 220 at 79 m. 26 chs. Ladders in use.
Easington and Clarence Road.	Up Main.	23 00 daily (Mon. to Thurs.) to 7 00 daily (Tues. to Fri.), on track tamping machine in use between 79 and 72½ m.p. Easington and Blackhall Rocks Signal Boxes open.
Ryhope Grange.	All.	7 30 to 17 00, lifting connections. Signal Box open.
Sunderland.	Down Main.	8 00 to 18 00, Contractor building new signal box at South end of station. Mechanical plant in use.
Sunderland.	All.	Reconstructing station and widening Bridge No. 256. Road mobile crane and mechanical plant in use. (See next item.)
Sunderland, Station.	All (BLOCKED as required by local arrangement).	7 30 each day to 5 30 each following day, reconstructing station and widening Bridge No. 256. Road mobile crane and mechanical plant in use. Trains to be re-platformed as necessary. 23 30 each day to 5 30 each following day. All Freight traffic retimed or diverted.
Monkwearmouth.	All.	7 30 to 17 00, renewing point connections and timbers.

## 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, 22nd NOVEMBER.—NEWTON HALL AND FRANKLAND.

The Down and Up lines between Newton Hall and Frankland will be blocked out of use.

## Newton Hall.

Newton Hall Junction will be remodelled and the following alterations will take place:—

- (1) At 66 m. 75 chs. a facing connection will be laid from the Up Main to Up Slow line.
- (2) A set of catch points will be laid in the Up Slow line.
- (3) A trailing connection will be laid in the Down Main to Down Slow line.

All the above will be clipped, scotched and padlocked out of use until further notice.

## Points dispensed with.

- 16 Mains Crossover.
- 19 Down Slow—Down Fast (South of Signal Box).
- 24 Down Fast—Down Branch.
- 28 Up Branch to Up Fast.

## Signals dispensed with.

- 9 Down Fast to Down Branch.
- 11 Down Slow to Down Branch.
- 12 Shunting Up to Down Fast or Down Main or Down Branch.
- 13 Down Branch Starting.
- 34 Up Branch to Up Slow Inner Home.
- 35 Up Branch Outer Home.
- 36 Up Branch Distant.
- 40 Shunting Down to Up Fast.
- 41 Up Branch to Up Fast.

## Frankland.

## Signals dispensed with.

- 40 Down Outer Distant.
- 40 Down Inner Distant.
- 39 Down Home.

(50)

## SUNDAY, 22nd NOVEMBER.—PRUDHOE.

The trailing connection from the Up Main to Up Sidings will be removed and replaced by plain line. The connection at present leading from Warehouse Siding to Up Siding will be retained as trap points. The Up Sidings (Lines Nos. 11, 12 and 16, Dgm. No. 1062) are being removed by Contractor.

(50)

## SUNDAY, 22nd NOVEMBER.—LONDONDERRY.

## Signals dispensed with.

- 94 Shunting Sidings 1 and 2 to 2 Loop or to Sidings or to Down Seaham.
- 93 Shunting Sidings 3, 4 and 5 to 2 Loop or to Sidings line.

## New Signal.

Right-hand bracket sited between No. 2 Loop and Sidings line, 47 yards from Signal Box, reading:—

Main Post—93 Shunting Sidings 3, 4 and 5 to 2 Loop or to Sidings line. Route indicator to read 2 and 3 as at present.

R.H. Doll—94 Shunting Sidings 1 and 2 to 2 Loop or to Sidings or to Down Seaham. Route indicator to read 2 and 3 as at present.

(50)

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## SUNDAY, 22nd NOVEMBER.—TOD POINT.

## Points dispensed with.

- 69/70 Down or Up Main to Down Goods.
- 73/74 Up Main to Down Main or Down Goods.

## Signals dispensed with.

- 75 Shunting Up to Down Main.
- 76 Shunting Up Main to Down Goods.
- 84 Down Main to Down Goods Home 1.
- 68 Shunting Iron Works line to Up Main.
- 72 Shunting Down to Up Main.

## New Points.

A new connection Down to Up Main will be installed and worked by handsignalman 80 yards South West of Signal Box. (50)

## MONDAY, 23rd NOVEMBER.—CHRISTON BANK.

Two trailing connections from Up Main to Up Sidings will be clipped, spiked and padlocked out of use pending removal. Contractor will be removing all Up Sidings. (50)

## MONDAY, 23rd NOVEMBER.—BOLDON COLLIERY.

The trailing connection to the Down Main line will be clipped, padlocked and spiked out of use pending removal and contractor will be removing the Down Sidings.

## Points dispensed with.

- 17 Down Main—Goods Yard.

## Signal dispensed with.

- 8 Goods Yard to Down Main.

## Altered nomenclature of Signal.

Old	New
10 Shunting Down Main to Down Goods, Up Main or Goods Yard.	10 Shunting Down Main to Down Goods or Up Main. (50)

## MONDAY, 23rd NOVEMBER.—REDMIRE AND REDMIRE EAST GROUND FRAMES.

## Redmire Ground Frame.

## Points dispensed with.

- 2 Main—Loop.

## Redmire East Ground Frame.

## Points dispensed with.

- 1 Main—Loop.

The Loop line between Redmire Ground Frame and Redmire East Ground Frame will be abandoned. (50)

## TUESDAY, 24th NOVEMBER.—HARTBURN.

## Signal dispensed with.

- 44 Down Goods Starting.

Oxbridge Lane Ground Frame and associated points will be dispensed with. (50)

## TUESDAY, 24th NOVEMBER.—KENTON BANK GATE BOX.

Gate Box and Home signals dispensed with. Gates padlocked across the railway and operated by trainmen. Key kept at Coxlodge Signal Box. (50)

## WEDNESDAY, 25th NOVEMBER.—SCORTON.

## Points dispensed with.

- 7 Mains Crossover.

(50)

## THURSDAY, 26th NOVEMBER.—BROOMIELAW.

## Points dispensed with.

- 12 Mains Crossover.

## Signals dispensed with.

- 13 Up to Down Main.
- 13 Down to Up Main.

(50)

## DETAILS OF WORK ALREADY CARRIED OUT.

## PILMOOR.

Down Siding Ground Frame and connections dispensed with. (48)

## OTTERINGTON.

Up Sidings—Ground Frame, connections and associated signals dispensed with.  
Down Sidings—Ground Frame and connections dispensed with.

## Points dispensed with.

- 6 Mains Crossover (South of Signal Box).
- 8 Up Slow—Up Main.
- 9 Down Slow—Down Main (South of Signal Box).
- 13 Up Main—Up Slow.
- 16 Mains Crossover (North of Signal Box).
- 25 Down Slow—Down Main (North of Signal Box).

## Signals out of use.

- D26 Down Main to Down Slow.
- D26 BS Down Slow to Down Main.
- U26 Up Main to Up Slow.
- U26 BS Up Slow to Up Main.

## Signals dispensed with.

- 5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.
- 7 Shunting Down to Up Main.
- 10 Shunting Down Slow to Up Main.
- 11 Shunting Up Slow to Down Main or Up Main.
- 15 Shunting Up to Down Main.
- 17 Shunting Down to Up Main or Up Slow. (48)

## \*\*TURSDALE.

Down Slow to Thinford Sidings and Thinford Sidings (Lines Nos. 15, 18 and 19, Diagram No. 868) have been removed by contractors. Points No. 2 (Down Slow to Sidings) have been clipped and padlocked out of use pending removal. (47)

## HEATON NORTH JUNCTION.

The connection from the former Benton Down Goods line to the Down Main line between 2 m. 59 chs. and 2 m. 61 chs. has been removed and replaced by plain line. (48)

## \*\*CHEVINGTON.

The Up Station Sidings have been recovered and a connection from the Up Main to Station Sidings has been replaced by plain line. (47)

## \*\*EASINGTON.

## Points spiked normal pending removal.

- 31 Goods Yard—Down Main.

## Signals dispensed with.

- 27 Shunting Goods Yard to Up Sidings.
- 30 Shunting Goods Yard to Down Main.

## Altered nomenclature of Signal.

- 32/35 Ground Disc.
- (32 Shunting to Goods Yard.)
- (35 Shunting Down Main or to Up Main.)
- now reads: No. 35 Shunting Down Main or to Up Main.

## Signals repositioned.

- No. 29 Shunting Up Sidings to Up Main has been moved 76 yards South.
- No. 33 Shunting Up Main to Down Main has been moved 30 yards North. (47)

## \*\*NEWBIGGIN.

Signal Box has been closed and the Single line between Woodhorn Signal Box and Newbiggin Colliery is now worked under "One Engine in Steam Regulations".

## Points dispensed with.

- 15 Main to Colliery (spiked reverse to Colliery).

## Signals dispensed with.

- 3 Up Advance Starting.
- 14 Colliery to Main.
- 17 Main to Colliery.
- 19 Main Down Calling on.
- 20 Main to Bay Platform Home.
- Down Distant. (47)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEST GOSFORTH STATION.

The connections leading to the Station Sidings (Line No. 7, W.P.1185) have been clipped, spiked and padlocked out of use pending removal. Contractors are removing Station Sidings (Lines Nos. 1, 2, 3, 4 and 7, W.P.1185). (49)

## HOWDON-ON-TYNE.

The Main to Main crossover between 3 m. 38 chs. and 3 m. 40 chs. has been removed. The Up Sidings and the connection thereto from the Up Main has also been removed. The connection in the Down Main line to the Up Sidings has been retained as a connection to Watts Hardy & Company's Works only.

## Points dispensed with.

- 9 Up Main to Siding.
- 14 Mains Crossover.

## Signals dispensed with.

- 4 Shunting Up Siding to Down Main.
- 8 Shunting Siding to Up Main.
- 10 Shunting Up Main to Siding.
- 13 Shunting Down to Up Main.
- 15 Shunting Up to Down Main.

## Altered Signals.

- 1 Shunting Down Main to Up Sidings ground disc, replaced by position light ground signal, same site.
- 3 Works Siding to Down Main signal, replaced by position light ground signal, same site. (48)

## COANWOOD.

Contractor removing sidings South of level crossing. (49)

## SLAGGYFORD.

Two Main line connections at 8 m. 43 chs. and 8 m. 55 chs. have been clipped, spiked and padlocked out of use pending removal. Also contractor removing station sidings. (49)

## ALSTON.

Two connections in the Single line at 13 m. 3 chs. and 13 m. 7 chs. have been clipped, spiked and padlocked out of use pending removal. The Engine Shed Sidings together with one siding between Engine Shed Sidings and Coal Depot, one siding adjacent to Coal Depot and two sidings next to Stone Loading Dock (Lines Nos. 16, 23, 36 and 37, Dgm. No. 904) are being removed by contractor. (49)

## CARR HOUSE WEST.

## Points abandoned.

- 3 Trap points in Dock.
- 4 Up Main—Dock. (49)

## WHITWELL.

## Points dispensed with.

- 7 Sidings.

## Signals dispensed with.

- 6 Sidings to Main Up.
- 8 Main Up to Siding, Backover. NEW ITEM (50)

## HYLTON.

## Points spiked normal pending removal.

- 6 Down Main to Up Siding.

## Signal dispensed with.

- 7 Up Siding to Down Main.

## Altered nomenclature of Signal.

- |   |  |
|---|--|
| Old   | New  |
| 5/8 Shunting Down Main to Up Siding or to Up Main or Down Siding. | 8 Shunting Down to Up Main or to Down Siding. (48) |
| Up Siding Ground Frame abandoned.                                 |  |

## \*\*HENDON.

## Altered nomenclature of Signal.

- |                              |                                      |
|------------------------------|--------------------------------------|
| Old                          | New                                  |
| 48 Shunting Up to Down Main. | 48 Shunting Up or to Down Main. (47) |

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## SEATON.

A Main to Main crossover has been removed and replaced by plain line at 18 m. 31 chs. and the Up Sidings are being removed. The connection in the Up Main at 18 m. 24 chs. to the Up Sidings has been converted to catch points.

## Signals dispensed with.

19 Shunting Up Main or to Up Sidings.

23 Shunting Up to Down Main.

(48)

## BRANDON.

Station Yard Ground Frame and associated points dispensed with.

(48)

## HEIGHINGTON.

Bracket carrying 19 Shunting Up Main or to West Sidings and 25 Shunting East Siding to West Siding or to Up Main, has been replaced by 2 Ground Discs as follows:—

19 situated between Up Main and Down Main, 88 yards South of Signal Box.

25 situated between East Sidings and Depots, 88 yards South of Signal Box.

34 Down Main Starting has been replaced by a straight post on the left of Down Main, 60 yards further from Signal Box.

(48)

## \*\*NUNTHORPE, STATION.

Up Siding, Shunting Neck, Warehouse Siding, Carriage Landing Dock, Loop Siding and Coal Cells (Lines Nos. 1, 2, 3, 5, 7, 8, 9 and 10, Diagram No. 598) are being removed by contractors. Line (No. 6) leading to the Coal Cells is being shortened to the East side of Nunthorpe Level Crossing and buffer stops erected.

Points Nos. 34 and 13 (Up Main to Up Sidings) and Points No. 31 (Down Main to Sidings) have been clipped and padlocked out of use pending removal.

(47)