

*R/S Shaw*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

WOOLSTENHOLMES

NE/N

No. 2



**British Rail**

North Eastern Region

NORTHERN SECTION

(including Main line, York to Northallerton and York Yards)

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

**Saturday, 9th January, 1965  
to Friday, 15th January, 1965 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.

**SPECIAL NOTICE**

**SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (BR.31293) will be published commencing 16th January, 1965. This signalling programme should be retained until a copy of the booklet has been received.**

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**Section C—****SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B.****SUNDAY, 10th JANUARY.—TEES.**

Points dispensed with.

516 ('A' end) Down Engine line—Engine line (at present spiked reverse).

Altered Points.

516 ('B' end) Engine line—Down Engine line will be re-sited 30 yards further East to form a single lead to Down Engine line.

Altered Signal.

166 Shunting Down Engine line will no longer read to Loco. Coal Empties. (5)

**MONDAY, 11th JANUARY.—THORNLEY GOODS STATION.**

The facing connection from Thornley Colliery to Thornley Goods Station will be removed. Contractor will be removing redundant Goods Sidings. (5)

**MONDAY, 11th JANUARY.—THORNABY.**

Kinnells Dumb End siding (Line No. 7, Diagram No. 647) is being removed by contractors. (5)

**TUESDAY, 12th JANUARY.—WALBOTTLE.**

Points spiked normal pending removal.

23 Down Main—Down Siding.

Signals dispensed with.

11 Down Main to Down Siding. (5)  
38 Down Siding to Down Main.

**TUESDAY, 12th JANUARY.—DUNSTON-ON-TYNE EAST.**

Points spiked normal pending removal.

21 Up Main—Soap Works.

Signals dispensed with.

20 Shunting Up Main to Soap Works.  
22 Soap Works to Up Main.

Altered Nomenclature.

Old	New	
11 Shunting Up Main or to Down Main.	11 Shunting Up to Down Main.	(5)

**THURSDAY, 14th JANUARY.—SLAGGYFORD.**

North and South Ground Frames dispensed with and associated connections spiked normal pending removal. (5)

**THURSDAY, 14th JANUARY.—BRADLEY.**

Leadgate Ground Frame dispensed with and associated connections spiked normal pending removal. (5)

**DETAILS OF WORK ALREADY CARRIED OUT.****\*\*DURHAM NORTH AND NEWTON HALL.**

In connection with the introduction of colour light signals the following signalling alterations have been made:—

The new connections Down Slow to Down Fast and Up Fast to Up Slow at 66 m. 75 chs. formerly clipped and padlocked out of use have been brought into use, worked from Durham North and the remaining points worked from Newton Hall dispensed with.

Durham North.

Signals dispensed with.

11 Down Slow Starting with Newton Hall Distant below.  
14 Down Fast Starting with Newton Hall Distant below.

**DETAILS OF WORK ALREADY CARRIED OUT—continued**

New Signals.

DN.312 Down Slow to Down Fast to D.67 signal (left-hand signal).

DN.313 Down Fast to D.67 signal (right-hand signal).

Colour lights on right-hand bracket, situated on left of Down Slow 40 yards north of 66½ m.p.

D.67 Down Fast Auto.—colour light situated 110 yards North of 67½ m.p.

DN.311 Up Main to Up Slow 44 signal with junction indicator or to 39 signal. Colour light situated 150 yards north of 67 m.p.

Newton Hall.

Signal Box dispensed with.

Signals dispensed with.

2 Down Fast Home.

5 Down Slow Home.

7 Down Main Starting (with colour light below).

33 Up Slow Starting with Durham North Distant below.

38 Up Fast Starting with Durham North Distant below.

Altered Signals.

D.68 Down Main Auto. has been provided with additional red aspect.

NH.39 Up Main Home is now U.67 Up Main Auto.

Junction indicator dispensed with. (2)

**LOW GATES AND LONG LANE.**

Low Gates.

Signals dispensed with.

15 Down Main Calling on.

16 Down Main Starting.

17 Down Main Home.

New Signals.

L.G.45 Down Main to D.43—colour light situated on left of Down Main, 120 yards South of Signal Box.

Altered Nomenclature.

Old Reading	New Reading
23 Up Distant/Brompton Up Starting.	23 Up Main Home l.
50 Down Main Inner Home.	50 Down Main to 45 signal.

Brompton.

Signals dispensed with.

4 Up Main Home.

6 Up Main Distant.

14 Down Main Distant.

15 Down Main Starting.

16 Down Main Home.

New Signals.

B.4 Up Main to L.G.23—colour light situated on left of Up Main, 562 yards North of Signal Box.

B.16 Down Main to B.15—colour light situated on left of Down Main, 368 yards South of Signal Box.

B.15 Down Main Starting—colour light situated on left of Down Main, 1,146 yards North of Signal Box.

Low Gates to Long Lane.

New Signals.

U.45 Up Main Auto. colour light situated on left of Up Main, 2,069 yards North of Brompton Signal Box.

D.43 Down Main Auto. colour light situated on left of Down Main, 1,636 yards South of Brompton Signal Box. (4)

**NORTON-ON-TEES, EAST.**

Points dispensed with.

4 Down Goods—Down Branch.

Signal dispensed with.

2 Down Goods to Down Branch.

Altered Nomenclature.

Old	New
6/19 Down Main to Down Goods or Up Main or Up Branch.	19 Down to Up Main or Up Branch.

(4)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEST HARTLEPOOL—CLARENCE ROAD.

Carriage Sidings (Lines 693, 696 to 704 inclusive, 708, 709, 711, 712, 716, 717, 719 and 720, Diagram No. 888) are being removed.

Points No. 3 Ground Frame, formerly padlocked out of use, have been removed. (4)

## HORDEN.

17 Down Main Distant signal has been replaced by a colour light 752 yards further from Signal Box. (3)

## GATESHEAD.

The following points and signals have been brought back into use.

Points (spiked normal).

347 From Stores Siding.

Signals.

110 Up Greensfield to Stores Siding route.

112 Stores Siding to Up Greensfield. (5)

## \*\*ASHINGTON.

Points dispensed with.

21 Down Main—Relief Siding.

Signal dispensed with.

22 Relief Siding to Down Main.

Altered Signal.

20 Shunting Down to Up Main or Relief Siding has been moved 160 yards further from Signal Box and reads 20 Shunting Down to Up Main. (2)

## CULLERCOATS.

All connections to Station Sidings have been recovered and replaced by plain line and contractors are recovering redundant sidings. (3)

## DELAVAL.

Signals dispensed with.

10 Shunting No. 2 Carriage Siding Up.

11 Shunting No. 2 Carriage Siding to Up Independent West.

12 Shunting No. 1 Carriage Siding Up.

13 Shunting No. 1 Carriage Siding to Up Independent West.

19 Shunting Up Independent West to Nos. 1 and 2 Carriage Sidings.

20 Shunting No. 2 Carriage Siding to Up Independent East.

22 Shunting No. 1 Carriage Siding to Up Independent.

25 Shunting Down to Up Independent.

26 Shunting Down Independent to Nos. 1 or 2 Carriage Sidings.

29 Shunting Up Independent.

30 Shunting Up Independent to Nos. 1 or 2 Carriage Sidings. (3)

## SCOTSWOOD.

Points spiked normal pending removal.

4 Carriage Siding—Crossover.

9 Down Independent—Carriage Siding No. 1.

12 Independent—Crossover.

39 Up Independent—Carriage Siding No. 1.

Signals dispensed with.

1 Shunting Carriage Siding No. 2—Up Direction.

2 Shunting Carriage Siding No. 2 or to No. 1.

3 Shunting Carriage Siding No. 2 to Down Main, Down Branch, Up Main or Up Branch.

6 Shunting Carriage Siding No. 1 or to No. 2.

7 Shunting Carriage Siding No. 1—Down Direction.

8 Shunting Carriage Siding No. 1 to Down Main, Down Branch, Up Main or Up Branch.

11 Shunting Up Independent to Down Main, Down Branch, Up Main or Up Branch.

13 Shunting Down to Up Independent Carriage Sidings Nos. 1 or 2.

46 Up Independent to Carriage Sidings Nos. 1 or 2. (3)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*HEXHAM EAST.

Points dispensed with.

12 Carriage Siding to Down Main.

13 Water Siding to Carriage Siding (West).

46 No. 1 Relief Siding—No. 2 Relief Siding.

48 No. 1 Relief Siding—Water Siding.

50 No. 1 Relief Siding—Carriage Siding.

Signals dispensed with.

9 Shunting Down Main to Carriage Siding or Water Siding.

15 Shunting Carriage Siding to Down Main.

16 Shunting Water Siding to Down Main.

44 Shunting Along No. 1 Relief Siding.

45 Shunting Along No. 2 Relief Siding.

47 Shunting Water Siding to Up Main.

49 Shunting Carriage Siding to Up Main.

53 Shunting Up Main to Carriage Siding.

54 Shunting Up Main to Water Siding. (2)

## WHICKHAM GROUND FRAME.

Points dispensed with.

1 Sidings. (3)

## FIELDON BRIDGE.

Up Reception line Ground Frame dispensed with and associated points spiked normal pending removal. (4)

## \*\*CAMBOKEELS.

Messrs. Whittakers and Sons Limited connections and siding have been removed and plain line installed where necessary and Ground Frames dispensed with. (2)

## \*\*WINSTON.

Points dispensed with.

18—Up Main—Loading Mound.

Signals dispensed with.

17—Up Main to Loading Mound.

Altered nomenclature of Signal.

Old Reading

8—Shunting Up Main or to Down Main.

New Reading

8—Shunting Up to Down Main. (2)

## LEEMING BAR.

Points dispensed with.

8 Overrun—Up Main.

11 Mains Crossover East of Signal Box (B end).

Signals dispensed with.

7 Shunting Overrun to Up Main.

29 Up Main to Overrun. NEW ITEM (5)

## LEYBURN.

Points dispensed with.

18 Up Main—Engine Shed.

Signals dispensed with.

17 Up Main to Engine Shed.

19 Engine Shed to Up Main.

'A' Ground Frame.

Points dispensed with.

3 Up Trailing Main—Dock.

'B' Ground Frame and associated points dispensed with. (4)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**NORTON-ON-TEES, WEST.****Points dispensed with.**

- 15 Bell's Siding and Gas Siding—Traps.
- 16 Up Main—Bell's Siding and Gas Siding.
- 21 Down Main—Down Goods.

**Signals dispensed with.**

- 13 Bell's Siding or Gas Siding to Up Main.
- 20 Down Goods to Down Main.
- 23 Down Main to Down Goods.
- 28 (Route G)—Up Main to Down Goods.
- 29 (Route S)—Up Main to Bell's Siding or to Gas Siding. (4)

**\*\*\*CEMETERY NORTH MINERAL SIDINGS GROUND FRAME.**

Ground Frame and all signals dispensed with.

All controlled points (except the following, which are now hand worked) have been spiked normal pending removal:—

- 6 Up Mineral—Up Sidings.
- 8 Up Mineral—Up Sidings (nearest Ground Frame). (2)

**OAK TREE.**

2 Down Main Distant signal has been replaced by a colour light 1,232 yards further from Signal Box. (3)

**TEES.**

176 signal Engine line to Loco. inlet or 185 signal has been moved 15 yards further East. **NEW ITEM (5)**

**TEES.**

Loco. Coal Empties line has been blocked at the clearance point with 516 points.

**Points spiked reverse pending removal.**

- 516 ('A' end) Down Engine line—Engine line.

**Signal dispensed with**

- 167 Shunting Loco. Coal Empties to Down Engine line. **NEW ITEM (5)**

**\*\*\*GUISBOROUGH JUNCTION.**

Gantry carrying 4/12/15/21/24, Nos. 1 and 2 Down Goods Homes has been replaced by 2 brackets as follows:—

Right-hand bracket situated between Down Sidings and 2 Down Goods, 246 yards West of Signal Box carrying:—

- 4—2 Down Goods Home—main post.
- 12—2 Down Goods to 1 Goods—Centre of bracket.
- 21—2 Down Goods to Down Branch Home No. 1—right of bracket.

Right-hand bracket situated between 2 Up Goods and 1 Down Goods, 246 yards from Signal Box carrying:—

- 15—1 Down Goods Home—main post.
- 24—1 Down Goods to Down Branch Home No. 1—right of bracket. (2)

**REDCAR.**

Warehouse Sidings and Laundry Sidings (Lines Nos. 15 and 30, Diagram No. 618) are being removed. (4)

**NORMANBY.**

Bell's Sidings (Lines Nos. 216 to 222 inclusive, Diagram No. 498) are being removed. (4)

**GLAISDALE.**

Up over-run (Line No. 1, Diagram No. 533) is being shortened by about 400 yards and the Goods Yard Sidings (Lines Nos. 13 to 17 inclusive, Diagram No. 533) are being removed. (4)

K <sup>101</sup> J # 81  
 20 —  
 24 — K J  
 29 40 10 →  
 39 44 —  
 51 65 — 6  
 61 — — 10  
 66 — — 12  
 80 — 33 24  
 90 — 45 — 27

96 81  
 OUT ✓  
 16 —  
 41 —  
 75 15  
 — 22  
 — 32  
 116 34  
 OUT ✓

9 — 51 27  
 28 22 — 35  
 42 — 54 —  
 51 40 59 —  
 78 52 60 55  
 86 51 70 71  
 906 96 73  
 106

# SAFETY FIRST

# ALWAYS

**Be  
 Fair,  
 Take  
 Care**

*Chemical*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES No. 6



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards)

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

**Saturday, 6th February, 1965  
to Friday, 12th February, 1965 inclusive**

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## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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## DETAILS OF WORK REFERRED TO IN SECTION B.

**SATURDAY, 6th FEBRUARY.—BENTON.**

## Altered Signals.

B.25 Down Main to D.5 will become D.4 Down Main Auto. (9)

**SATURDAY, 6th FEBRUARY.—FOREST HALL.**

Gates and Gate Box dispensed with. (9)

**SATURDAY and SUNDAY, 6th and 7th FEBRUARY.—WHITWELL.**

Level Crossing Gates will be dispensed with and replaced by lifting barriers.

## Signals dispensed with.

9 Down to Up Main.

11 Up to Down Main.

10 Mains Crossover will be worked from ground frame on South side of Signal Box, released by key kept at Signal Box. (9)

**SUNDAY, 7th FEBRUARY.—ALNWICK, STATION.**

The connections from the Up Main to Horse Dock Sidings at 2 m. 73 chs. and a scissors crossing between 2 m. 74 chs. and 2 m. 76 chs. will be recovered and replaced by plain line.

## Points dispensed with.

14 Down Main—No. 2 Platform.

23 No. 1 Platform—Up Main.

34 Up Main—Carriage Dock.

## Signals dispensed with.

2 Up Starting No. 1 Platform via Up Main.

5 Up Starting No. 2 Platform via Down Main.

72 Down Intermediate Home Up Main to No. 1 Platform.

76 Down Intermediate Home Down Main to No. 2 Platform. (9)

**SUNDAY, 7th FEBRUARY.—BLAYDON GOODS YARD.**

The Loading Dock Sidings and connections (Line Nos. 381, 384 and 389) and the connection Up Main to Goods Yard with slip connection to Down Main (Line Nos. 420, 422 and 424) and the connections at the East end of Dyke Side (Line Nos. 403 and R77) will be abandoned. Also the East end of Dyke Side will be slued into the Shunting Neck (Line No. 425) (All Diagram No. 921). The Loading Dock will be recovered. (9)

**MONDAY, 8th FEBRUARY.—GATESHEAD OLD SHOPS SIDINGS.**

Three Sidings (Lines Nos. 109, 111 and 119, Diagram No. 1000) will be abandoned. (9)

**MONDAY, 8th FEBRUARY.—HEPSCOTT.**

Contractor will be removing Station Sidings. (9)

**MONDAY, 8th FEBRUARY.—SCOTSWOOD—DELAVAL.**

Contractors will be removing the two sidings adjacent to the Up Goods line between 2 m. 14 chs. and 2 m. 67 chs. (9)

**MONDAY, 8th FEBRUARY.—SCOTSWOOD STATION AND WALBOTTLE.**

Contractor will be removing Down Siding between 1 m. 18 chs. and 1 m. 33 chs. (9)

**MONDAY to FRIDAY, 8th to 12th FEBRUARY.—ALNWICK, EAST**

The connections from the Up Main to Up Sidings at 2 m. 42 chs. and Main to Main crossover at 2 m. 43 chs. will be recovered and replaced by plain line. (9)

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

TUESDAY, 9th FEBRUARY.—NORTON-ON-TEES, STATION.

Points dispensed with.

9 Down Goods—Goods Siding.

Signals dispensed with.

8 Goods Siding to Down Main.

18 Down Main to Goods Siding. (9)

TUESDAY, 9th FEBRUARY.—MONKWEARMOUTH.

Points spiked normal pending removal.

4 Down Main—Carriage Dock.

Signals dispensed with.

2 Shunting Carriage Dock to Up Goods or to Southwick.

3 Shunting Carriage Dock to Down Main.

10 Shunting Up Goods to Carriage Dock.

Altered Nomenclature of Signal.

Old	New
8 Shunting Down to Up Main or Carriage Dock.	8 Shunting Down to Up Main. (9)

TUESDAY, 9th FEBRUARY.—ALNWICK EAST.

Points dispensed with.

16 Up Main—Up Siding.

18 Mains Crossover.

19 Up Main—Down Siding.

Signals dispensed with.

15 Shunting Up to Down Main or Up Siding or Down Sidings.

31 Shunting Down Siding to Up Main.

33 Shunting Down to Up Main. (9)

WEDNESDAY, 10th FEBRUARY.—ALNWICK EAST.

Points will be clipped and padlocked until Sunday, 14th February. (9)

DETAILS OF WORK ALREADY CARRIED OUT.

FERRYHILL No. 1 AND COXHOE.

Coxhoe has ceased to be a block post for Down and Up Fast lines.

Coxhoe.

Points spiked normal pending removal.

9 Up Leamside—Up Main.

25 Mains Crossover.

31 Down Goods Independent—Down Main (North of Signal Box).

33 Down Goods Independent—Down Main (South of Signal Box).

Signals dispensed with.

1 Coxhoe Branch to Up Main Home.

3 Up Leamside to Up Main Home.

20 Up Main Home.

21 Up Main Starting.

22 Up Main Distant.

23 Shunting Down Main or to Down Goods Independent.

24 Shunting Down to Up Main.

26 Shunting Up to Down Main.

28 Down Main Inner Distant.

29 Down Main Starting.

30 Down Main Home.

35 Down Goods Independent to Down Main Home No. 1.

36 Down Goods Independent to Down Main Home No. 2.

37 Down Goods Independent Home No. 1.

Ferryhill No. 1.

Points spiked normal pending removal.

67 Down Slow—Down Goods.

Signal dispensed with.

77 Up Fast Inner Distant.

Altered Signal.

76 Up Fast Outer Distant has become Up Fast Distant and the co-acting arm dispensed with. (8)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

TYNE YARD.

Altered Signals.

The following signals have been altered to remain "Off" until a movement from 247 Up Arrival Shunt Neck and 248 Down Arrival line signals has passed:—

237 Shunting Hump Engine line to Reception Sidings 5-10.

241 Shunting Up Arrival Shunting Neck to Reception Sidings 1-14.

242 Shunting Engine Release Neck to P.H. 1 signal. (7)

\*\*HEATON.

H.124 Down Tynemouth to H.120 signal, left-hand bracket, has been replaced by a straight post on same site. (6)

CHRISTON BANK.

Points dispensed with.

2 Up Main—Goods Yard.

5 Up Main—Dock.

Signals dispensed with.

1 Shunting Up Main to 4 signal.

3 Shunting Goods Yard to Up Main.

6 Shunting Dock to Up Main.

Altered Nomenclature.

Old	New
4 Shunting Up to Down Main or Dock.	4 Shunting Up to Down Main. (8)

\*\*HOLYWELL.

Bracket carrying:—

12 Down Hartley Home.

8 Down Hartley to Burradon Branch.

has been renewed as a straight post 32 yards from Signal Box sited to left of Down Hartley Branch (Miniature Arms), Top Arm 8. (6)

\*\*HEPSCOTT.

Points dispensed with.

8 Main to Siding.

Signals dispensed with.

3 Siding to Main.

10 Main to Siding. (6)

WHITLEY BAY.

Points dispensed with.

9 Mains Crossover (East).

11 Mains Crossover (West).

Signals dispensed with.

3 Shunting Down to Up Main (East).

5 Shunting Down to Up Main (West).

16 Shunting Up to Down Main (East).

18 Shunting Up to Down Main (West). (7)

\*\*ALSTON.

Points spiked normal.

15 Main—Engine Shed.

17 Main—Platform Siding.

Signals dispensed with.

3 Main to Engine Shed.

19 From Platform Sidings.

24 From Engine Shed.

21 signal from Coal Depot has been repositioned 30 yards further North of Signal Box.  
26 signal Up Starting has been repositioned 70 yards North of Signal Box. (6)

MILLFIELD.

A single lead from the Down Main to Down Sidings (Line No. 48) has been abandoned and replaced by plain line, and sidings abandoned.

Also a connection from the Down Main to Down Sidings at 4 m. 72 chs. and a connection from the Up Main to Down Sidings at 5 m. 5 chs. have been abandoned and replaced by plain line. (7)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## SHILDON NORTH.

## Points dispensed with.

23 Up Goods Loop—Auckland Park Colliery.

## Signals dispensed with.

9 Up Goods Loop Home No. 1.

22 Auckland Park Colliery to Up Goods Loop.

24 Up Goods Loop to Auckland Park Colliery.

A "Limit of Shunt" board has been provided on the same site as the former No. 9 signal.

## Altered Nomenclature.

Old Reading	New Reading	
10 Up Goods Loop Home 2 to Up Main.	Up Goods Loop Home 1 to Up Main.	
11 Up Goods Loop Home 2.	Up Goods Loop Home 1.	
12 Up Goods Loop Home 3.	Up Goods Loop Home 2.	(7)

## LEYBURN.

Ord and Maddison's Ground Frame and associated points have been dispensed with. (8)

## LEYBURN.

The connections at 18 m. 36 chs. to Messrs. Ord and Maddison's private siding (Lines Nos. 1, T1 and T2, Dgm. No. 566), have been removed. **NEW ITEM** (9)

## THORNABY EAST JUNCTION.

Carriage Siding Ground Frame and associated points dispensed with. (7)

## \*\*TEES.

558—Down Main—Engine line points have been clipped and spiked out of use pending removal. (6)

## TEES.

A new wagon repair depot has been brought into use. The former Loco. Inlet and Coaling Plant is now the entrance to the Wagon Repair Depot and the outlet is at the West End of the existing M.P.D. line. The Loco. Coal Empties line has been re-named "Wagon Repair Shunt Spur" and buffer stops erected at the East end. The Engine line is now used in the Up direction only. The Shunt Spur at the West end of the M.P.D. has been extended and named "M.P.D. Shunt Spur", with a connection from the Engine line.

## Points dispensed with.

526 Engine line—Loco. Inlet.

527 Engine line—Loco. Coal Empties.

528 Engine line—Coaling Plant.

## New Points.

527 Engine line—Wagon Repair Shunt Spur.

528 Engine line—Wagon Repair Depot.

558 Engine line—M.P.D. Spur.

## Signals dispensed with.

177 Coaling Plant to Loco. Coal Empties or Engine line L.O.S.

178 Engine line to Loco. Coal Empties or Engine Line L.O.S.

186 Engine line to 178 signal

## New position light ground signals.

177 Situated at East end of Wagon Repair Depot, reading:—

Wagon Repair Depot to Wagon Repair Shunt Spur.

178 Situated on left of Wagon Repair Shunt Spur, opposite 176 signal, fitted with 2-way route indicator, reading:—

Wagon Repair Shunt Spur to Wagon Repair Receptions—Route (R).  
to Engine line—Route (E).

186 Situated on left-hand side of Engine line, between 557 and 558 points, reading:—  
Engine line to Wagon Repair Depot.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Nomenclature of Signal.

Old	New
TY 176 Engine line to Loco. Inlet— sub. with (L).	TY 176 Engine line to Wagon Repair Receptions— sub. with (R).
TY 195/196 The 3-way route indicators have been replaced by 2-way, reading:— TY 195 Wagon Repair Depot to Up Goods B120—Main aspect. Up Goods—sub. with (G). M.P.D. Spur—sub. with (L).	
TY 196 Engine line to Up Goods B120—Main aspect. Up Goods—sub. with (G). M.P.D. Spur—sub. with (L).	

## Altered Signals.

TY 204 Up Main and TY 205 Down Main no longer read to: TY 186.

The "Limit of Shunt" indicators on the Engine line and the old Loco. Coal Empties line have been dispensed with. (8)

## NUNTHORPE STATION.

## Points dispensed with.

13 Up Main—Up Siding.	} Nearest Signal Box.
25 Down Main—Down Siding.	
34 Up Main—Up Siding.	

## Signals dispensed with.

12 Shunting Up Main or to Up Siding.

14 Shunting Up Siding to Up Main.

23 Shunting Down Main to Down Siding.

26 Shunting Down Siding to Down Main (Down direction).

27 Shunting Down Siding (Down direction).

33 Shunting Up Main to Up Siding.

35 Shunting Up Siding or to Up Main. (8)

## 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.

#### VACUUM HOSE COUPLING—FREIGHT STOCK.

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

#### 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.

#### 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	—
Bishopton Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	—
★South Blyth and Newsham (All water supplies)	8 00 to 16 30 Sunday, 7th February	—

#### NORTHALLERTON STATION.

Until further notice, the Up Platform (No. 2) will be under reconstruction over a length of approximately 255 feet at the North End. Drivers of trains stopping at this platform must draw their trains up to Signal N111 situated at the South End of the platform and passengers must join and alight at the South End.

#### PARKGATE TO AYCLIFFE.

One pair of catch points have been installed on the Down Main line at 48 m. 56 chs. and are clipped and padlocked out of use until further notice.

### MISCELLANEOUS NOTICES—continued.

#### 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. (G.1/26)

#### LUCKER.

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

#### CAMBOIS POWER STATION.

##### CENTRAL ELECTRICITY GENERATING BOARD SIDINGS.

Both Arrival lines have been brought into use.

Trains entering the sidings must be brought to a stand at the notice board situated near the fouling point at Power Station end of the lines and trainmen then act on the instructions of the C.E.G.B. Traffic Regulator who will wear a distinctive arm band.

Drivers of trains entering in to an Arrival line must be prepared to find the line already occupied.

Guards must contact the C.E.G.B. Traffic Regulator for instructions regarding movements in the sidings and must use the telephone outside the Regulators Office to contact Freemans Crossing Signal Box, Blyth Trains Office, etc.

#### 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.

#### 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.

#### \*\*\*BISHOP AUCKLAND EAST AND NORTH.

The Down and Up Goods lines and connections leading to and from these lines at 0 m.p. and at  $\frac{1}{4}$  m.p. have been removed. (6)

#### 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.

#### EASTGATE.

Connections have been installed at 15 m. 19 chs. leading into the Portland Cement Works and have been clipped and padlocked out of use until further notice.

#### 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 GENERAL APPENDIX.

PAGE 3 (Page 32, Supplementary Operating Instructions).

**WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION.**

AMEND:—In clause (b), 5th line, the word "now" to be "not".

PAGE 103.

**ACCIDENTS OR OBSTRUCTIONS.**

AMEND last three lines of 1st paragraph as follows:—

"the following procedure must immediately be adopted and the most expeditious means used (including electrification and other lineside telephones) where necessary, to obtain the attendance of the Civil Police, Doctors, Ambulances and First Aid Staff, or the assistance of the Local Fire Brigade."

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

TABLE A.

PAGE 52.

Scotswood.  
Delaval.

DELETE:—Signal box and all details.  
Station.

AMEND:—Distance 1,712 yards.

TABLE F.

From	To	Line	Number of Vehicles and Special Conditions
Page 160 DELETE:— †Delaval Scotswood	Elswick Station Delaval	Up Goods Up Goods	8 Empty, etc. 3 Freight wagons, etc.
Page 162 AMEND:— Deptford	Pallion	Up	Freight wagons with or without brakevan.

PAGE 165. (Page 93, Supplementary Operating Instructions)

**NORTHALLERTON TO REDMIRE**

DELETE:—Heading and entry.

TABLE H1.

PAGE 176. (Page 94, Supplementary Operating Instructions)

**NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).**

DELETE:—Heading and both entries.

TABLE H2.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 180. NEWCASTLE TO DELETE:—Delaval	CARLISLE, ETC. Sidings from both items.		
PAGE 180. (Page 47, Supplement No. 2). NEWCASTLE (MANORS JUNCTION) DELETE:—heading	TO TYNEMOUTH, ETC. and items.		

TABLE S2.

PAGE 203. (Page 96, Supplementary Operating Instructions)

**NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).**

DELETE:—Heading and entry.

GENERAL INSTRUCTIONS.

SNOW PLOUGHS

★PAGE 221. (Page 62, No. 2 Supplement—Page 97 Supplementary Operating Instructions).

2. BUFFER BEAM PLOUGHS.

DELETE:—All entries and SUBSTITUTE the following:—

(a) (i) STEAM LOCOMOTIVES.

M.P. Depot	No. of Ploughs	For use on single or Double Lines	Class of Locomotive to which attached
Consett	1	Double	Q6
Tweedmouth	2	Double	BR.3MT
Blyth	2	Single	J.27
Sunderland	2	Double	J.27
Darlington	1	Single	J.27

(a) (ii) DIESEL LOCOMOTIVES.

M.P. Depot	No. of Sets*	Type	Class of Locomotive to which attached
Gateshead	2	3 Piece Miniature	900 h.p. Type 1 Locos.
Thornaby	10	3 Piece Miniature	Type 2—1160 and 1250 h.p.

\*2 ploughs (one at each end of locomotive) equals 1 set.

ENGINEERS RAIL MOTORS.

PAGE 229.

DELETE:—Northallerton Station .....Brompton.  
Northallerton (Boroughbridge Road) .....Brompton.

PAGE 232.

**INSTRUCTIONS FOR WORKING OVER COLOUR LIGHT SIGNALLED AREAS IN CONNECTION WITH THE MAINTENANCE OF SIGNALLING.**

INSERT:—Northallerton Station .....Brompton.  
AMEND:—Northallerton (Longlands Junction) .....Brompton.

RUNNING OF SPECIAL TRAINS, ETC.

★PAGE 240.

DELETE:—Durham and Waterhouses.

★PAGE 273.

DELETE:—USHAW MOOR item.  
DELETE:—WATERHOUSES item.  
DELETE:—SPRING GARDENS SIGNAL BOX—Butterknowle Branch item.

★PAGE 275.

DELETE:—BANKFOOT LEVEL CROSSING item.

★PAGE 276.

DELETE:—BANKFOOT AND BANKHEAD item.

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

York,  
1st February, 1965.

M.54/1382/NE/N No. 6

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/N No. 6

Herald Printers, York—R23270

BR31262

R/S Show

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C.J.

NE/N

WOOLSTENHOLMES

No. 10



British Rail

North Eastern Region

NORTHERN SECTION

(including Main line, York to Northallerton and York Yards)

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS**

1965

**Saturday, 6th March  
to Friday, 12th March,**

1965

Enginemen and Guards must pay attention to works contained in this notice. Look-out for hand signals, which may be used at the various localities in accordance with the Rules and Regulations. Work at the localities mentioned may be in progress. It may not have been possible to give notice in advance. Enginemen must be on the alert to stop or run at reduced speed when they see hand signals made

## 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, 8th MARCH.—GATESHEAD.

136 Ground Subsidiary signal will be fitted with 4-way stencil type route indicator reading:—  
 D—Down Gateshead West.  
 U—Up Gateshead West.  
 M—M.P.D.  
 S—Engine Shed. (13)

## MONDAY, 8th MARCH.—WILLINGTON STATION.

Down Sidings (Lines Nos. R6, R3, R10 and 9) and Up Sidings (Lines Nos. 10 and 18, Dgm. No. 891) will be removed by contractors. (13)

## DETAILS OF WORK ALREADY CARRIED OUT.

## NORTHALLERTON.

Points spiked and clipped normal pending removal.

208 Down Siding Trap points.  
 210 Hawes Branch—Down Siding.  
 211 Down Siding—Hawes Branch.  
 215 Down Siding—Shunting Neck.  
 216 Milk Platform—No. 5 Platform line.

Signals dispensed with.

35/36 Shunting. Down Siding to 41/42 or 43/44 signals.  
 43/44 Shunting. Down Siding to 5 Platform or Shunting Neck.  
 48/49 Shunting. Milk Platform to 5 Platform or Shunting Neck.  
 83/84/85 Shunting. Shunting Neck to Hawes Branch or Down Siding or Milk Platform.

Signals—routes dispensed with.

74 Colour light. 5 Platform to Hawes Branch (via 210 points).  
 38 Shunting. Hawes Branch to 43/44 signal.  
 59 Shunting. Down Main to Down Siding.  
 66 Shunting. 4 Platform to Down Siding.  
 78/79/80 Shunting. 5 Platform to Hawes Branch (via 210 points) or Down Siding or Milk Platform.  
 91 Shunting. Up Main to Down Siding.  
 97 Shunting. Up Sidings to Down Siding. (12)

## NORTHALLERTON (HIGH JUNCTION).

Cattle Yard Sidings, Turntable Road, Pit Road, and Coal Storage Road (Lines Nos. 37 to 42 incl., Dgm. No. 594) and Cow and Gate Sidings and Tank Road (Line Nos. 60 to 66 incl. and 50, Dgm. N. 594) are being removed by contractors. (11)

## TURSDALE.

The trailing connection in the Down Slow (Ground Frame Points No. 2) to the Up Sidings (Lines Nos. 18 and 19, Dgm. No. 868) is being removed. (11)

## TURSDALE.

Thinford Sidings Ground Frame and associated points dispensed with. (12)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**STANNINGTON.**

Contractor is removing Up Siding South of Signal Box.

Points spiked normal pending removal.

25 Up Main—Up Sidings.

Signals dispensed with.

24 Shunting Goods Siding to Up Main.

26 Shunting Up Main to 23 signal or to Goods Siding. (11)

**PEGSWOOD.**

Contractor is removing Up Sidings.

Points spiked normal pending removal.

14 Up Main—Depot Siding.

Signals dispensed with.

13 Shunting Depot Sidings to Up Main.

15 Shunting Up Main to 12 signal or to Depot Sidings. (11)

**LONGHIRST.**

Contractor is removing Up Sidings.

Points spiked normal pending removal.

19 Up Main—Up Siding.

Signal dispensed with.

18 Shunting Up Siding to Up Main.

Altered nomenclature of signal.

Old

20 Shunting Up to Down Main or Up Siding.

New

20 Shunting Up to Down Main (repositioned 28 yards nearer Signal Box). (11)

**ACKLINGTON.**

Contractor is recovering Cattle Dock and Coal Cells Sidings and the line leading to these sidings (Line No. 6, Dgm. No. 1130) is being shortened to form trap points. (12)

**BELFORD.**

Points dispensed with.

55 Traps in Dock line.

Signals dispensed with.

Ground position subs:

7 Shunting Up Refuge Siding to Goods Yard.

24 Shunting Up Passenger Loop to Main or to Dock.

25 Shunting Dock to Up Passenger Loop.

South Ground Frame and associated points dispensed with.

Sidings Abandoned.

Warehouse Dock Road, Up Refuge Siding and Siding behind Coal Cells (Line No. 7, Diagram 1146). (12)

**\*\*\*ALNMOUTH, ALNWICK EAST AND ALNWICK STATION.**

Alnmouth.

The Branch line Alnmouth to Alnwick is now a single line controlled from Alnmouth Signal Box. Points near the turntable at Alnwick connect the Passenger line to the Freight line. The ground frame points leading to the Petroleum Siding remain as existing but are released from Alnmouth Signal Box. The former Down Branch line at Alnmouth is now a Shunt Spur and the trap points at the exit from the Loco. Sidings have been dispensed with.

New Points.

20 Passenger line—Freight line. Sited near turntable at Alnwick.

New Signals.

AH.145 Colour light sited at Petroleum Ground Frame points, reading:—

Main—Down Branch to Passenger line

Subsidiary with route 'F'—Down Branch to Freight line (Alnmouth Signal Box control).

Subsidiary with route 'P'—Down Branch to Petroleum Sidings (Ground Frame control).

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

AH.146 Position light ground signal sited at 20A points, reading Down Branch to Freight line or Passenger line.

AH.147 Colour light sited at 20B points, reading Freight line to Up Branch.

AH.148 Colour light at Alnwick Station side of overbridge No. 10, reading Passenger line to Up Branch.

Altered Nomenclature of Signal.

Old

New

AH.142 Down Branch Starting.

AH.142 Down Branch to AH.145

Alnwick East.

Signal Box and all points and signals dispensed with.

Alnwick, Station.

Signal Box and all points connected with Passenger line dispensed with.

All points in Alnwick Goods Yard are now hand worked.

All signals dispensed with. (10)

**HEATON.**

Bridge gantry carrying 100 signal and sub signal situated 20 feet on approach side of 268 points have been replaced by a right-hand bracket situated 26 feet on approach side of 268 points, reading:—

100 (Main) Down Tynemouth to 73 signal.

(Sub) Route Indications.

L	To Loco. Siding.
S	Carriage Sidings 7-11.
E	Carriage Sidings 1-6.
C	Carriage Washing Plant, Shed and Portobello Sidings.
Z	Wagon Shops 3 and 4 Groups.
Y	Wagon Shops 1 and 2 Groups.
D	Down Loop. (11)

**\*\*\*WALLSEND GROUND FRAME.**

Points spiked normal pending removal. (10)

Mains Crossover.

**PERCY MAIN.**

The connections to the two sidings, next to Warehouse Road (Lines Nos. 27 and 28, Dgm. No. 1231) have been clipped and spiked out of use pending removal. The Siding next to Warehouse Road (Line No. 28) is being removed by Contractor. (12)

**NORTH SHIELDS.**

Contractor is removing Down Station Sidings (Lines Nos. 30, 31 and 32) and connection to these Sidings is being shortened (Line No. 81) to 50 yards and buffers repositioned (Dgm. No. 1226). Points leading to these sidings (Line No. 12 to Line No. 81) have been clipped out of use until this work is completed. (12)

**HALTWHISTLE.**

The connection from the Up Main to Up Bay Platform line at 37 m. 4 chs. has been removed and replaced by plain line. (12)

**NEWBURN (ON-TYNE).**

Points dispensed with.

20 Down Main—Spencers Siding.

Signals dispensed with.

19 Shunting Spencers Siding to Down Main.

21 Shunting Down Main to Spencers Siding.

Altered Points.

23 Mains Crossover East of Signal Box resited 36 yards further from Signal Box.

Altered Signals.

22 Shunting Up Main or to Down Main, and

24 Shunting Down Main or to Up Main resited 36 yards further from Signal Box.

Altered Nomenclature of Signal.

24 Now reads:—Shunting Down to Up Main. (12)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**BLAYDON FOUNDRY SIDINGS GROUND FRAME.**

Ground frame and associated points dispensed with. (11)

**CARR HOUSE WEST.**

The Loading Dock Sidings have been abandoned and connections from the Up Main replaced by plain line (Dgm. No. 943). (12)

**\*\*BELMONT.**

Points spiked normal pending removal.

17 Relief Siding—Up Main.

Signal dispensed with.

4 Relief Siding to Up Main.

Altered Nomenclature.

Old	New	
23/28 Shunting Up to Down Main or Relief Siding.	23 Shunting Up to Down Main.	(10)

**BELMONT.**

Contractor is removing Up Relief Sidings. (11)

**DIAMOND HALL.**

Points dispensed with.

34 No. 1 Down Sidings—Down Main.

Signal dispensed with.

54 from No. 1 Down Siding. (11)

**BAXTER WOOD No. 2.**

Points spiked reverse pending removal.

16 'A' end Down Branch—Up Branch.

3 'B' end No. 1 Siding—Up Branch.

Signal dispensed with.

2 Shunting No. 1 Siding.

Section of line Down Branch line via No. 2 signal (Line No. 1) to No. 1 Siding (Line No. 8, Dgm. No. 708) has been removed. (11)

**\*\*WILLINGTON.**

Points dispensed with.

6 Down Siding—Down Main.

18 'A' End are now trap points.

Signals dispensed with.

5 Down Siding to Down Main.

7 Down Main to Down Siding.

24 Goods Yard to Up Goods Loop.

28 Backing Up Main.

Altered Signal.

16 Up Goods Loop to Up Main fitted with a red target.

"Limit of Shunt" indicator on Up Main dispensed with. (10)

**\*\*WEAR VALLEY JUNCTION.**

South Sidings and Slotburn Brickworks Siding (Lines No. 29 and 1 to 5 inclusive, Diagram No. 879) are being removed by contractors. (10)

**NORTHALLERTON (CASTLE HILLS).**

The Branch Siding (Line No. 5, Dgm. No. 591) is being removed. (11)

**STILLINGTON NORTH.**

Points spiked pending removal.

16 Up Main—Up Branch (spiked normal).

27 ('A' end) Up Siding—Down Main (spiked reverse).

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

Signals dispensed with.

1 Up Goods Calling on.

2 Up Goods to Up Branch Home (with Bishopton Lane Gate Box Distant below).

12 Up Main to Up Branch Calling on.

13 Up Main to Up Branch Home (with Bishopton Lane Gate Box Distant below). (11)

**\*\*BILLINGHAM-ON-TEES.**

10 Up Branch Outer Home has been renewed at reduced height, 16 yards further from Signal Box.

33 Down Branch Starting has been renewed on same site. (10)

**\*\*FIGHTING COCKS.**

Points dispensed with.

8 Down trailing—Main—North Siding.

Signals dispensed with.

7 North Siding to Down Main.

7 Backing—Down Main—North Siding. (10)

**CRAG HALL.**

Signal dispensed with.

Down Main Inner Distant.

Altered Nomenclature of Signal.

Old	New	
Down Main Outer Distant.	Down Main Distant.	(11)

**\*\*BATTERSBY.**

Points dispensed with.

11 Passenger Dock—Loop Siding (South End).

17 Trap points in Warehouse line.

34 Passenger Dock—Loop Siding (North End).

Signals dispensed with.

12 Loop Siding to Passenger Dock.

19 From Warehouse line. (10)

**\*\*GLAISDALE.**

Points dispensed with.

12 Down Sidings—Down Shunt Spur.

Signal dispensed with.

13 Down Sidings to Down Shunt Spur.

Altered Points.

11 Down Shunt Spur—Down Main remain as Trap Points. (10)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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★ Denotes new or amended item.

### MISCELLANEOUS NOTICES.

#### VACUUM HOSE COUPLING—FREIGHT STOCK.

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

#### 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.

#### 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	—
Bishopston Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	—
★ South Blyth M.P.D. Newsham, (All water supplies)	8 00 to 16 30 Sunday, 7th March	—

#### NORTHALLERTON STATION.

Until further notice, the Up Platform (No. 2) will be under reconstruction over a length of approximately 255 feet at the North End. Drivers of trains stopping at this platform must draw their trains up to Signal N111 situated at the South End of the platform and passengers must join and alight at the South End.

### MISCELLANEOUS NOTICES—continued.

#### PARKGATE TO AYCLIFFE.

One pair of catch points have been installed on the Down Main line at 48 m. 56 chs. and 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. (G.1/26)

#### LUCKER.

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

#### CAMBOIS POWER STATION.

##### CENTRAL ELECTRICITY GENERATING BOARD SIDINGS.

Both Arrival lines have been brought into use.

Trains entering the sidings must be brought to a stand at the notice board situated near the fouling point at Power Station end of the lines and trainmen then act on the instructions of the C.E.G.B. Traffic Regulator who will wear a distinctive arm band.

Drivers of trains entering in to an Arrival line must be prepared to find the line already occupied.

Guards must contact the C.E.G.B. Traffic Regulator for instructions regarding movements in the sidings and must use the telephone outside the Regulators Office to contact Freemans Crossing Signal Box, Blyth Trains Office, etc.

#### KENTON BANK.

The connections to Bell Sidings have been clipped, spiked and padlocked out of use pending removal. Contractor is removing redundant sidings. (11)

#### NEWCASTLE—INFIRMARY YARD.

Contractor is removing all sidings East of Redheugh Bridge Road. (11)

#### 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.

#### WASHINGTON STATION.

Washington Station Signal Box has been damaged by fire and all traffic is being handsignalled until further notice.

#### 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.

#### 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.



## PAGE 52.

Scotswood.  
Delaval.

DELETE:—Signal box and all details.  
Station.

AMEND:—Distance 1,712 yards.

## PAGE 60

INSERT:—Sub heading.

**CONSETT NORTH AND  
OUSTON JUNCTION**      40      40      **MAXIMUM PERMISSIBLE SPEED  
ON MAIN LINES**

Carr House West

INSERT:—Speed restriction      25 Up      12m. 31chns. to 12m. 17chns.

INSERT:—Speed restriction      15 Up      **Over junction towards Consett Iron  
Works (Fell) Branch Speed limit.**

## PAGE 61.

Bradley

INSERT:—Speed restriction      35 Down 35 Up      11m. 53chns. to 9m. 24 chns.

South Medomsley

DELETE:—Speed restriction      35 Down 35 Up      10m. 28chns. to 8m. 34 chns.

Annfield West

INSERT:—Speed restriction      35 Down 35 Up      8m. 2chns. to 7m. 56chns.

Annfield East

INSERT:—Speed restriction      25 Down 25 Up      7m. 56chns. to 7m. 25chns.

West Stanley Station

INSERT:—Speed restriction      30 Down 30 Up      6m. 36chns. to 5m. 53chns.

Between Beamish and South Pelaw  
INSERT:—Speed restriction      30 Down 30 Up      1m. 68chns. to 1m. 46chns.

## PAGE 63

INSERT:—Sub heading.

**STELLA GILL FLATTS AND  
TYNE DOCK**      45      45      **MAXIMUM PERMISSIBLE SPEED  
ON MAIN LINES**

Stella Gill Flatts

INSERT:—Speed restriction      20 Down 20 Up      12m. 4chns. to 11m. 54chns.

Washington  
South

INSERT:—Speed restriction      25 Down 25 Up      8m. 30chns. to 7m. 59chns.

## PAGE 64

Bank Top

INSERT:—Speed restriction      30 Down 30 Up      0m. 19chns. to 0m. 58chns.  
(Green Lane to Tyne Dock Bottom mile-  
age.)

Tyne Dock Bottom

INSERT:—Speed restriction      15 Down 15 Up      0m. 58chns. to 1m. 10chns.

## PAGE 74.

Belmont.

DELETE:—URS 104.

## PAGE 78.

Hylton.

Station.

★DELETE:—DRS 42.

## PAGE 95.

Willington.  
Station.

DELETE:—DRS 73.

## PAGE 123. (Page 90 Supplementary Operating Instructions).

Redcar.

Kirkleatham.

AMEND:—Distance 1m. 885 yards.

Station.

AMEND:—Distance 1243 yards.

Redcar East.

Upleatham.

AMEND:—Distance 1m. 805 yards.

## PAGE 124.

Fighting Cocks Goods.

Station.

DELETE:—DRS 50.  
URS 75.

## TABLE E.

## PAGE 140.

Monkwearmouth.

Wearmouth.

DELETE:—Carriage Sidings to Down Main.      1 short    2 long<sup>1</sup>

Carriage Sidings to Down Main for trains going to  
Sunderland.      1 short    3 long

## PAGE 141

ALNMOUTH to ALNWICK.

DELETE:—Line heading and instruction.

## PAGE 143.

Percy Main.

Engine Shed.

DELETE:—Cramlington or Seaton Delaval to Cramlington.      1 short    1 crow

Cramlington or Seaton Delaval to Seaton Delaval.      1 crow    2 short

Cramlington or Seaton Delaval to Staiths.      1 crow    3 short

Cramlington to Cramlington or Seaton Delaval.      1 long    1 crow

Seaton Delaval to Cramlington or Seaton Delaval.      1 crow    2 long

Blaydon.

Scotswood Bridge.

DELETE:—Old Carriage Sidings to East.      1 long    4 short

New Carriage Sidings to East.      4 short    1 long

## PAGE 144.

Blaydon.

Station.

DELETE:—Engine from Down Reception Sidings to Shed.      1 long    1 short    1 long

## PAGE 145.

Washington.

Biddick Lane.

DELETE:—Tavern Siding to Up Main.      3 short    1 crow

From	To	Line	Number of Vehicles and Special Conditions
★PAGE 157. DELETE:— †Ferryhill No. 1	Coxhoe	Down Goods	6 freight wagons, etc.
PAGE 159. ALNMOUTH TO ALNWICK DELETE:—Line heading and authority.			
Page 160 DELETE:— †Delaval Scotswood	Elswick Station Delaval	Up Goods Up Goods	8 Empty, etc. 3 Freight wagons, etc.
Page 162 AMEND:— Deptford	Pallion	Up	Freight wagons with or without brakevan.
PAGE 163. INSERT:— Bishop Auckland North	Bishop Auckland East	Up Main	Freight wagons with or without brake van.
PAGE 165. (Page 93, Supplementary Operating Instructions) NORTHALLERTON TO REDMIRE DELETE:—Heading and entry.			

TABLE HI.

PAGE 171.  
ALNMOUTH TO ALNWICK.  
DELETE:—Line heading and authorities.

PAGE 174.  
DELETE:—Habburn West | Habburn | Down Goods | —

PAGE 176. (Page 94, Supplementary Operating Instructions)  
NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).  
DELETE:—Heading and both entries.

TABLE H2.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 180. NEWCASTLE TO CARLISLE, ETC. DELETE:—Delaval Sidings from both items.			
PAGE 180. (Page 47, Supplement No. 2). NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH, ETC. DELETE:—heading and items.			

PAGE 195.  
DELETE:—Hartley | Monkseaton | 3 |  
Monkseaton | Hartley | 3 |

TABLE O.

TABLE S2.

PAGE 203. (Page 96, Supplementary Operating Instructions).  
NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).  
DELETE:—Heading and entry.

GENERAL INSTRUCTIONS.

BREAKDOWN TRAIN ARRANGEMENTS.

PAGE 211-220. (Pages 54-61 Supplement No. 2, Page 97 Supplementary Operating Instructions).

PAGE 58. Supplement No. 2.

TOOL VANS—NEWCASTLE DIVISION.

DELETE:—Tyne Dock and Sunderland (South Dock) items.

INSERT:—

Tyne Dock.

Tyne Dock (Green Lane) and Boldon Colliery (exclusive).  
South Shields, High Shields, Pelaw Junction (exclusive).  
Tyne Dock and Stella Gill (South Pelaw) (exclusive).  
Harton and Tile Shed (exclusive).  
Washington and Penshaw North (exclusive).  
Washington Yard.

Sunderland (South Dock).

Washington and Pelaw (exclusive).  
Ryhope and Shotton Bridge.  
South Dock and Ryhope Grange.  
South Dock (Hendon) and Fawcett Street.  
Sunderland and Frankland.  
Leamside and Shincliffe (inclusive).  
Belmont and Durham Goods.  
Monkwearmouth and Southwick Branch.

SNOW PLOUGHS

PAGE 221. (Page 62, No. 2 Supplement—Page 97 Supplementary Operating Instructions).

2. BUFFER BEAM PLOUGHS.

DELETE:—All entries and SUBSTITUTE the following:—

(a) (i) STEAM LOCOMOTIVES.

M.P. Depot	No. of Ploughs	For use on single or Double Lines	Class of Locomotive to which attached
Consett	1	Double	Q6
Tweedmouth	2	Double	BR.3MT
Blyth	2	Single	J.27
Sunderland	2	Double	J.27
Darlington	1	Single	J.27

(a) (ii) DIESEL LOCOMOTIVES.

M.P. Depot	No. of Sets*	Type	Class of Locomotive to which attached
Gateshead	2	3 Piece Miniature	900 h.p. Type 1 Locos.
Thornaby	10	3 Piece Miniature	Type 2—1160 and 1250 h.p.

\*2 ploughs (one at each end of locomotive) equals 1 set.

SNOW CLEARANCE ARRANGEMENTS.

2 BUFFER BEAM PLOUGHS.

★AMEND:—

(b) Operating Instructions.

These ploughs will only be fitted during the Winter season and District Motive Power Superintendents will be responsible for their fitting to the locomotives when snow is imminent.

When locomotives fitted with the three piece plough are likely to work over lines equipped for electric traction on the third rail system, the outer sections of the plough must be set in their highest position and the clearance between the outer blades and the rails must not be less than 6 inches.

ENGINEERS RAIL MOTORS.

PAGE 229.

DELETE:—Northallerton Station .....Brompton.  
Northallerton (Boroughbridge Road) .....Brompton.



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

From	To	Description of Train	Proportion of Brakes to be fastened down
Page 8, Item 30 Seaton Bank Head	Insert Ryhope	Loads of trains consisting of 21 ton coal wagons loaded COKE hauled by locomotives in the following loading groups must not exceed:— Group 4 21=53 BWU 5 23=58 " 6 24=60 " 7 27=68 " 8 28=72 "	All brakes
Seaton Bank Head	Ryhope	<b>Amend:</b> —last entry to read:— Load not to exceed 20 wagons with trains consisting of 21 ton coal wagons.	1 double brake for every wagon

**ACCIDENTS**

**DON'T JUST**

**HAPPEN—THEY**

**ARE CAUSED**

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

York,  
1st March, 1965.

M.54/1382/NE/N No. 10

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/N No. 10

Herald Printers, York—R23327

BR31262

**SAFETY FIRST**

---

**ALWAYS**

---

**Be  
Fair,  
Take  
Care**

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES  
No. 11



North Eastern Region

★NORTHERN SECTION

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 13th March, 1965  
to Friday, 19th March, 1965 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>NUNTHORPE EAST to BATTERSBY.</b>		
<b>TUESDAY, 16th MARCH.</b>		
Nunthorpe, East.	All.	8 00 to 16 00, altering signalling and interlocking. (See Section C.)
<b>WEDNESDAY, 17th MARCH.</b>		
Great Ayton Ground Frames.	All.	8 00 to 16 00, altering signalling. (See Section C.)

**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, 14th MARCH.—LEAMSIDE.**

Points spiked, clipped and padlocked normal pending removal.  
12 Up Main to Up Branch.  
14 Down Main to Down Branch.

## Signals dispensed with.

6 Up Main to Up Branch.  
7 Up Branch Starting.  
27 Down Branch Home.  
23 Down Branch Distant.

(14)

**TUESDAY, 16th MARCH.—NUNTHORPE EAST.**

The former Up Main from Guisborough will be dispensed with. 200 yards of the former Down Main will be retained and a buffer stop erected. The Down and Up Branch from Battersby will become the Down and Up Main.

## Points dispensed with.

9 Branch—Siding.  
10 Up Main—Branch.

## Signals dispensed with.

1 Up Branch Outer Home.  
3 Up Main Outer Home.  
4 Up Main Inner Home.  
5 Up Main Starting.  
6 Up Main Distant.  
8 Shunting Siding to Up Main.  
11 Shunting Up Main to Siding.  
16 Down Branch Starting.  
19 Down Main Starting.  
20 Down Main Home.

## Altered Nomenclature of Signals.

## Old Reading

2 Up Branch Inner Home.  
12 Down Main—Branch.  
17 Down Main to Branch Home.

## New Reading

Main Up Home.  
Down Main—Down Direction.  
Down Main Home.

(14)

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

## WEDNESDAY, 17th MARCH.—GREAT AYTON.

Mines Sidings, Goods Yard and Station Crossover Ground Frames and associated points dispensed with. (14)

## DETAILS OF WORK ALREADY CARRIED OUT.

## NORTHALLERTON.

Points spiked and clipped normal pending removal.

- 208 Down Siding Trap points.
- 210 Hawes Branch—Down Siding.
- 211 Down Siding—Hawes Branch.
- 215 Down Siding—Shunting Neck.
- 216 Milk Platform—No. 5 Platform line.

Signals dispensed with.

- 35/36 Shunting. Down Siding to 41/42 or 43/44 signals.
- 43/44 Shunting. Down Siding to 5 Platform or Shunting Neck.
- 48/49 Shunting. Milk Platform to 5 Platform or Shunting Neck.
- 83/84/85 Shunting. Shunting Neck to Hawes Branch or Down Siding or Milk Platform.

Signals—routes dispensed with.

- 74 Colour light. 5 Platform to Hawes Branch (via 210 points).
- 38 Shunting. Hawes Branch to 43/44 signal.
- 59 Shunting. Down Main to Down Siding.
- 66 Shunting. 4 Platform to Down Siding.
- 78/79/80 Shunting. 5 Platform to Hawes Branch (via 210 points) or Down Siding or Milk Platform.
- 91 Shunting. Up Main to Down Siding.
- 97 Shunting. Up Sidings to Down Siding. (12)

## \*\*NORTHALLERTON (HIGH JUNCTION).

Cattle Yard Sidings, Turntable Road, Pit Road, and Coal Storage Road (Lines Nos. 37 to 42 incl., Dgm. No. 594) and Cow and Gate Sidings and Tank Road (Line Nos. 60 to 66 incl. and 50, Dgm. N. 594) are being removed by contractors. (11)

## \*\*TURSDALE.

The trailing connection in the Down Slow (Ground Frame Points No. 2) to the Up Sidings (Lines Nos. 18 and 19, Dgm. No. 868) is being removed. (11)

## TURSDALE.

Thinford Sidings Ground Frame and associated points dispensed with. (12)

## GATESHEAD.

136 Ground Subsidiary signal has been fitted with 4-way stencil type route indicator reading:—

- D—Down Gateshead West.
- U—Up Gateshead West.
- M—M.P.D.
- S—Engine Shed. (13)

## \*\*STANNINGTON.

Contractor is removing Up Siding South of Signal Box.

Points spiked normal pending removal.

- 25 Up Main—Up Sidings.

Signals dispensed with.

- 24 Shunting Goods Siding to Up Main.
- 26 Shunting Up Main to 23 signal or to Goods Siding. (11)

## \*\*PEGSWOOD.

Contractor is removing Up Sidings.

Points spiked normal pending removal.

- 14 Up Main—Depot Siding.

Signals dispensed with.

- 13 Shunting Depot Sidings to Up Main.
- 15 Shunting Up Main to 12 signal or to Depot Sidings. (11)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*LONGHIRST.

Contractor is removing Up Sidings.

Points spiked normal pending removal.

- 19 Up Main—Up Siding.

Signal dispensed with.

- 18 Shunting Up Siding to Up Main.

Altered nomenclature of signal.

- |   |     |   |
|---|-----|---|
|   | Old | New   |
| 20 Shunting Up to Down Main or Up Siding. |     | 20 Shunting Up to Down Main (repositioned 28 yards nearer Signal Box). (11) |

## ACKLINGTON.

Contractor is recovering Cattle Dock and Coal Cells Sidings and the line leading to these sidings (Line No. 6, Dgm. No. 1130) is being shortened to form trap points. (12)

## BELFORD.

Points dispensed with.

- 55 Traps in Dock line.

Signals dispensed with.

Ground position subs:

- 7 Shunting Up Refuge Siding to Goods Yard.
- 24 Shunting Up Passenger Loop to Main or to Dock.
- 25 Shunting Dock to Up Passenger Loop.

South Ground Frame and associated points dispensed with.

Sidings Abandoned.

- Warehouse Dock Road, Up Refuge Siding and Siding behind Coal Cells (Line No. 7, Diagram 1146). (12)

## \*\*HEATON.

Bridge gantry carrying 100 signal and sub signal situated 20 feet on approach side of 268 points have been replaced by a right-hand bracket situated 26 feet on approach side of 268 points, reading:—

- 100 (Main) Down Tynemouth to 73 signal.

(Sub) Route Indications.

- |   |  |      |
|---|--|------|
| L | To Loco. Siding.                                     |      |
| S | Carriage Sidings 7-11.                               |      |
| E | Carriage Sidings 1-6.                                |      |
| C | Carriage Washing Plant, Shed and Portobello Sidings. |      |
| Z | Wagon Shops 3 and 4 Groups.                          |      |
| Y | Wagon Shops 1 and 2 Groups.                          |      |
| D | Down Loop.   | (11) |

## PERCY MAIN.

The connections to the two sidings next to Warehouse Road (Lines Nos. 27 and 28, Dgm. No. 1231) have been clipped and spiked out of use pending removal. The Siding next to Warehouse Road (Line No. 28) is being removed by Contractor. (12)

## NORTH SHIELDS.

Contractor is removing Down Station Sidings (Lines Nos. 30, 31 and 32) and connection to these Sidings is being shortened (Line No. 81) to 50 yards and buffers repositioned (Dgm. No. 1226). Points leading to these sidings (Line No. 12 to Line No. 81) have been clipped out of use until this work is completed. (12)

## HALTWHISTLE.

The connection from the Up Main to Up Bay Platform line at 37 m. 4 chs. has been removed and replaced by plain line. (12)

## NEWBURN (ON-TYNE).

Points dispensed with.

- 20 Down Main—Spencers Siding.

Signals dispensed with.

- 19 Shunting Spencers Siding to Down Main.
- 21 Shunting Down Main to Spencers Siding.

Altered Points.

- 23 Mains Crossover East of Signal Box resited 36 yards further from Signal Box.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

- Altered Signals.**  
 22 Shunting Up Main or to Down Main, and  
 24 Shunting Down Main or to Up Main resited 36 yards further from Signal Box.
- Altered Nomenclature of Signal.** (12)  
 24 Now reads:—Shunting Down to Up Main.
- \*\*\*BLAYDON FOUNDRY SIDINGS GROUND FRAME.** (11)  
 Ground frame and associated points dispensed with.
- \*\*\*BELMONT.** (11)  
 Contractor is removing Up Relief Sidings.
- \*\*\*DIAMOND HALL.**  
 Points dispensed with.  
 34 No. 1 Down Sidings—Down Main.  
 Signal dispensed with. (11)  
 54 from No. 1 Down Siding.
- \*\*\*BAXTER WOOD No. 2.**  
 Points spiked reverse pending removal.  
 16 'A' end Down Branch—Up Branch.  
 3 'B' end No. 1 Siding—Up Branch.  
 Signal dispensed with.  
 2 Shunting No. 1 Siding.  
 Section of line Down Branch line via No. 2 signal (Line No. 1) to No. 1 Siding (Line No. 8,  
 Dgm. No. 708) has been removed. (11)
- WILLINGTON STATION.**  
 Down Sidings (Lines Nos. R6, R3, R10 and 9) and Up Sidings (Lines Nos. 10 and 18, Dgm.  
 No. 891) are being removed by contractors. (13)
- \*\*\*NORTHALLERTON (CASTLE HILLS).** (11)  
 The Branch Siding (Line No. 5, Dgm. No. 591) is being removed.
- \*\*\*STILLINGTON NORTH.**  
 Points spiked pending removal.  
 16 Up Main—Up Branch (spiked normal).  
 27 ('A' end) Up Siding—Down Main (spiked reverse).  
 Signals dispensed with.  
 1 Up Goods Calling on.  
 2 Up Goods to Up Branch Home (with Bishopton Lane Gate Box Distant below).  
 12 Up Main to Up Branch Calling on.  
 13 Up Main to Up Branch Home (with Bishopton Lane Gate Box Distant below). (11)
- \*\*\*CRAG HALL.**  
 Signal dispensed with.  
 Down Main Inner Distant.  
 Altered Nomenclature of Signal.  

Old	New	
Down Main Outer Distant.	Down Main Distant.	(11)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES  
No. 12



**British Rail**

North Eastern Region

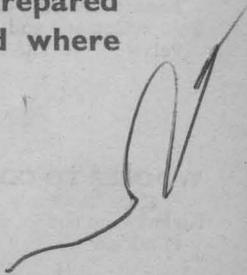
★NORTHERN SECTION

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 20th March, 1965  
to Friday, 26th March, 1965 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 ( GUISBOROUGH JUNCTION ) to NUNTHORPE EAST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	8 00 to 16 00, demolition of Ormesby Signal Box.

**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, 21st MARCH.—DAWDON.****Points dispensed with.**

34 Colliery—Wagon Works.

**Signal dispensed with.**

33 Shunting Colliery—Down or Up Main.

**Altered Nomenclature.****Signals.** The following will no longer read to the Colliery:—

13 Shunting Up Goods, etc.

28 Shunting Up Main, etc.

31 Shunting Down Main.

**Points.****Old**

30 Up Main—Colliery.

32 Down Main—Colliery.

**New**

30 Up Main—Wagon Works.

32 Down Main—Wagon Works. (15)

**SUNDAY, 21st MARCH.—WASHINGTON SOUTH.**

3/7/8/9/10 Down Pontop line signal sited 42 yards South of Signal Box with five-way route indicator and Washington Station Distant below will be renewed at reduced height on same site, reading as now. (15)

**TUESDAY, 23rd MARCH.—ANNFIELD WEST.****Points dispensed with.**

6 Down Siding—Up Main.

11 Down Siding—Down Main.

**Signals dispensed with.**

4 Shunting Down Siding to Goods Yard or Down Main.

12 Shunting Down Siding to Up Main.

**Altered Nomenclature of Signal.****Old**

9 Shunting Up to Down Main or Down Siding.

**New**

9 Shunting Up to Down Main. (15)

**DETAILS OF WORK REFERRED TO IN SECTION B—continued.****THURSDAY, 25th MARCH.—WEST STANLEY.****Points dispensed with.**

10 Up Main—Siding.

**Signals dispensed with.**

5 Up Main to Siding.

14 Siding to Down Main. (15)

**DETAILS OF WORK ALREADY CARRIED OUT.****\*\*NORTHALLERTON.****Points spiked and clipped normal pending removal.**

208 Down Siding Trap points.

210 Hawes Branch—Down Siding.

211 Down Siding—Hawes Branch.

215 Down Siding—Shunting Neck.

216 Milk Platform—No. 5 Platform line.

**Signals dispensed with.**

35/36 Shunting. Down Siding to 41/42 or 43/44 signals.

43/44 Shunting. Down Siding to 5 Platform or Shunting Neck.

48/49 Shunting. Milk Platform to 5 Platform or Shunting Neck.

83/84/85 Shunting. Shunting Neck to Hawes Branch or Down Siding or Milk Platform.

**Signals—routes dispensed with.**

74 Colour light. 5 Platform to Hawes Branch (via 210 points).

38 Shunting. Hawes Branch to 43/44 signal.

59 Shunting. Down Main to Down Siding.

66 Shunting. 4 Platform to Down Siding.

78/79/80 Shunting. 5 Platform to Hawes Branch (via 210 points) or Down Siding or Milk Platform.

91 Shunting. Up Main to Down Siding.

97 Shunting. Up Sidings to Down Siding. (12)

**\*\*TURSDALE.**

Thinford Sidings Ground Frame and associated points dispensed with. (12)

**GATESHEAD.**136 Ground Subsidiary signal has been fitted with 4-way stencil type route indicator reading:—  
D—Down Gateshead West.

U—Up Gateshead West.

M—M.P.D.

S—Engine Shed. (13)

**\*\*ACKLINGTON.**

Contractor is recovering Cattle Dock and Coal Cells Sidings and the line leading to these sidings (Line No. 6, Dgm. No. 1130) is being shortened to form trap points. (12)

**\*\*BELFORD.****Points dispensed with.**

55 Traps in Dock line.

**Signals dispensed with.****Ground position subs:**

7 Shunting Up Refuge Siding to Goods Yard.

24 Shunting Up Passenger Loop to Main or to Dock.

25 Shunting Dock to Up Passenger Loop.

South Ground Frame and associated points dispensed with.

**Sidings Abandoned.**

Warehouse Dock Road, Up Refuge Siding and Siding behind Coal Cells (Line No. 7, Diagram 1146). (12)

**\*\*PERCY MAIN.**

The connections to the two sidings next to Warehouse Road (Lines Nos. 27 and 28, Dgm. No. 1231) have been clipped and spiked out of use pending removal. The Siding next to Warehouse Road (Line No. 28) is being removed by Contractor. (12)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*NORTH SHIELDS.

Contractor is removing Down Station Sidings (Lines Nos. 30, 31 and 32) and connection to these Sidings is being shortened (Line No. 81) to 50 yards and buffers repositioned (Dgm. No. 1226). Points leading to these sidings (Line No. 12 to Line No. 81) have been clipped out of use until this work is completed. (12)

## \*\*HALTWHISTLE.

The connection from the Up Main to Up Bay Platform line at 37 m. 4 chs. has been removed and replaced by plain line. (12)

## \*\*NEWBURN (ON-TYNE).

## Points dispensed with.

20 Down Main—Spencers Siding.

## Signals dispensed with.

19 Shunting Spencers Siding to Down Main.

21 Shunting Down Main to Spencers Siding.

## Altered Points.

23 Mains Crossover East of Signal Box resited 36 yards further from Signal Box.

## Altered Signals.

22 Shunting Up Main or to Down Main, and

24 Shunting Down Main or to Up Main resited 36 yards further from Signal Box.

## Altered Nomenclature of Signal.

24 Now reads:—Shunting Down to Up Main. (12)

## LEAMSIDE.

## Points spiked, clipped and padlocked normal pending removal.

12 Up Main to Up Branch.

14 Down Main to Down Branch.

## Signals dispensed with.

6 Up Main to Up Branch.

7 Up Branch Starting.

27 Down Branch Home.

23 Down Branch Distant. (14)

## WILLINGTON STATION.

Down Sidings (Lines Nos. R6, R3, R10 and 9) and Up Sidings (Lines Nos. 10 and 18, Dgm. No. 891) are being removed by contractors. (13)

## NUNTHORPE EAST.

The former Up Main from Guisborough has been dispensed with. 200 yards of the former Down Main has been retained and a buffer stop erected. The former Down and Up Branch from Battersby is now the Down and Up Main.

## Points dispensed with.

9 Branch—Siding.

10 Up Main—Branch.

## Signals dispensed with.

1 Up Branch Outer Home.

3 Up Main Outer Home.

4 Up Main Inner Home.

5 Up Main Starting.

6 Up Main Distant.

8 Shunting Siding to Up Main.

11 Shunting Up Main to Siding.

16 Down Branch Starting.

19 Down Main Starting.

20 Down Main Home.

## Altered Nomenclature of Signals.

## Old Reading

2 Up Branch Inner Home.

12 Down Main—Branch.

17 Down Main to Branch Home.

## New Reading

Main Up Home.

Down Main—Down Direction.

Down Main Home. (14)

## GREAT AYTON.

Mines Sidings, Goods Yard and Station Crossover Ground Frames and associated points dispensed with. (14)

**Permanent Care**

**on the**

**Permanent Way**

**means**

**Permanent Safety**

**SAFETY**

**IS**

**PART**

**OF**

**YOUR JOB**

*chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES No. 13



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 27th March, 1965  
to Friday, 2nd April, 1965 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
MIDDLESBROUGH ( GUISBOROUGH JUNCTION ) to NUNTHORPE EAST. DAILY UNTIL FURTHER NOTICE.		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	8 00 to 16 00, demolition of Ormesby Signal Box.

## 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, 27th MARCH.—CHEVINGTON.

Facing Crossover Ground Frame dispensed with and points spiked and padlocked normal pending removal. (16)

## SATURDAY to TUESDAY, 27th to 30th MARCH.—TILE SHED.

## Signals dispensed with.

- 10 Up Main Starting with East Boldon 23 Up Inner Distant below.
- 39 Up Main to Up Goods.
- 23 Shunting, Up Main to Sidings.
- 27 Shunting, Shunting line to Up Goods.
- 22 Shunting, Shunting line to Up Sidings.
- 28 Shunting, Up Goods to Shunting line.
- 32 Shunting, Up to Down Main.
- 43 Shunting, Up Goods to Down Main.

## New Signals.

- 10 Up Main to Up Sidings (top arm).
- 11 Up Main to Up Goods.  
Miniature arms on left-hand bracket of Up Main Starting.
- 28 Up Branch to Up Sidings.  
Miniature arm on left-hand bracket above 29 Up Branch to Up Goods.
- 12 Shunting Down Main to Up Sidings or to Up Goods.  
sited above 13 Shunting Down to Up Main signal.
- 34 Shunting Up Main or to Up Branch.  
sited between Down and Up Main 310 yards South of Signal Box.

## Altered Nomenclature of Signals.

- | Old  | New   |
|--|---|
| 35 Shunting Up Sidings to Shunting line or to Down Main. | 39 Shunting Up Sidings to Up Main or to Up Goods. |
| 42 Shunting Up Goods to Shunting line or to Down Main.   | 37 Shunting Up Goods or to Up Main. (16)          |

## SUNDAY, 28th MARCH.—DERWENTHAUGH—BLAYDON MAIN.

Connections at 4 m. 22 chs. leading from the Down and Up Main to former Blaydon S.E. Curve will be removed and replaced by plain line.

## Points dispensed with.

- 19 Down Main to Down Swalwell.
- 27 Up Main from Up Swalwell.

## Signals dispensed with.

- 21 Down Main to Down Swalwell.
- 26 Up Swalwell Branch Home with Derwenthaugh 3 Up Branch Distant below. (16)

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

## SUNDAY, 28th MARCH.—TURSDALE.

The Branch Crossover and connections to Turdale Colliery will be removed.

## Points dispensed with.

- 20 Up Leamside—Colliery.
- 21 Leamside lines—Crossover.

## Signals dispensed with.

- 8 Shunting, Down to Up Leamside.
- 9 Shunting, Colliery to Up Leamside.
- 35 Shunting, Up to Down Leamside or Colliery. (16)

## MONDAY, 29th MARCH.—PENSRAW STATION.

A trailing connection from the Down Main to Horse Dock Sidings will be clipped, spiked and padlocked out of use pending removal, also contractor will be recovering Horse Dock Siding. (16)

## MONDAY, 29th MARCH.—FIELDON BRIDGE.

## Points dispensed with.

- 2 Branch Crossover.

## Signals dispensed with.

- 1 Up to Down Branch.
- 3 Down to Up Branch. (16)

## TUESDAY, 30th MARCH.—PENSRAW STATION.

## Points dispensed with.

- 39 Down Main—Station Siding.

## Signals dispensed with.

- 9 Shunting Down Main to Station Siding.
- 91 Shunting Station Siding to Down Main. (16)

## THURSDAY, 1st APRIL.—WOODBURN.

## Points dispensed with.

- 23 Main trap points.

## Signals dispensed with.

- 7 Down Starting.
- Up Distant. (16)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*\*GATESHEAD.

- 136 Ground Subsidiary signal has been fitted with 4-way stencil type route indicator reading:—  
D—Down Gateshead West.  
U—Up Gateshead West.  
M—M.P.D.  
S—Engine Shed. (13)

## DAWDON.

## Points dispensed with.

- 34 Colliery—Wagon Works.

## Signal dispensed with.

- 33 Shunting Colliery—Down or Up Main.

## Altered Nomenclature.

Signals. The following no longer read to the Colliery:—

- 13 Shunting Up Goods, etc.
- 28 Shunting Up Main, etc.
- 31 Shunting Down Main.

## Points.

- | Old                    | New                            |
|------------------------|--------------------------------|
| 30 Up Main—Colliery.   | 30 Up Main—Wagon Works.        |
| 32 Down Main—Colliery. | 32 Down Main—Wagon Works. (15) |

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued  
 DETAILS OF WORK ALREADY CARRIED OUT—continued.

## ANNFIELD WEST.

## Points dispensed with.

- 6 Down Siding—Up Main.  
 11 Down Siding—Down Main.

## Signals dispensed with.

- 4 Shunting Down Siding to Goods Yard or Down Main.  
 12 Shunting Down Siding to Up Main.

## Altered Nomenclature of Signal.

- |  |                             |      |
|--|-----------------------------|------|
| Old  | New                         |      |
| 9 Shunting Up to Down Main or Down Siding. | 9 Shunting Up to Down Main. | (15) |

## WASHINGTON SOUTH.

3/7/8/9/10 Down Pontop line signal sited 42 yards South of Signal Box with five-way route indicator and Washington Station Distant below has been renewed at reduced height on same site, reading as formerly. (15)

## LEAMSIDE.

## Points spiked, clipped and padlocked normal pending removal.

- 12 Up Main to Up Branch.  
 14 Down Main to Down Branch.

## Signals dispensed with.

- 6 Up Main to Up Branch.  
 7 Up Branch Starting.  
 27 Down Branch Home.  
 23 Down Branch Distant. (14)

## \*\*WILLINGTON STATION.

Down Sidings (Lines Nos. R6, R3, R10 and 9) and Up Sidings (Lines Nos. 10 and 18, Dgm. No. 891) are being removed by contractors. (13)

## LACKENBY No. 3 GRID.

## Bracket carrying signals:—

- 1—Escape line to Up Beam line.  
 2—Sidings line to Up Beam line

has been replaced by two Ground Disc signals same distance from Signal Box. **New Item** (16)

## NUNTHORPE EAST.

The former Up Main from Guisborough has been dispensed with. 200 yards of the former Down Main has been retained and a buffer stop erected. The former Down and Up Branch from Battersby is now the Down and Up Main.

## Points dispensed with.

- 9 Branch—Siding.  
 10 Up Main—Branch.

## Signals dispensed with.

- 1 Up Branch Outer Home.  
 3 Up Main Outer Home.  
 4 Up Main Inner Home.  
 5 Up Main Starting.  
 6 Up Main Distant.  
 8 Shunting Siding to Up Main.  
 11 Shunting Up Main to Siding.  
 16 Down Branch Starting.  
 19 Down Main Starting.  
 20 Down Main Home.

## Altered Nomenclature of Signals.

- |                              |                           |      |
|------------------------------|---------------------------|------|
| Old Reading                  | New Reading               |      |
| 2 Up Branch Inner Home.      | Main Up Home.             |      |
| 12 Down Main—Branch.         | Down Main—Down Direction. |      |
| 17 Down Main to Branch Home. | Down Main Home.           | (14) |

## GREAT AYTON.

Mines Sidings, Goods Yard and Station Crossover Ground Frames and associated points dispensed with. (14)

## 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.

## ★ TRAINS BECOMING DIVIDED.

A number of cases recently has arisen where trainmen have failed to carry out the instructions, laid down on Page 106 of the General Appendix, for reporting of trains becoming divided. Trainmen must ensure that these instructions are strictly observed.

## VACUUM HOSE COUPLING—FREIGHT STOCK.

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

## 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.

## 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	—
Bishopton Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	—

TEES YARD—WEST END.—A new water column (No. NE 7) has been provided adjacent to the Exit line from the Up Departure Sidings. (15)

## THORNABY MOTIVE POWER DEPOT.

All Steam facilities have been abandoned. (15)

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

## NORTHALLERTON STATION.

Until further notice, the Up Platform (No. 2) will be under reconstruction over a length of approximately 255 feet at the North End. Drivers of trains stopping at this platform must draw their trains up to Signal N111 situated at the South End of the platform and passengers must join and alight at the South End.

## PARKGATE TO AYCLIFFE.

One pair of catch points have been installed on the Down Main line at 48 m. 56 chs. and 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. (G.1/26)

## ★LUCKER.

The Main to Main Crossover at the South side of Lucker Signal Box has been removed. (16)

## CAMBOIS POWER STATION.

## CENTRAL ELECTRICITY GENERATING BOARD SIDINGS.

Both Arrival lines have been brought into use.

Trains entering the sidings must be brought to a stand at the notice board situated near the fouling point at Power Station end of the lines and trainmen then act on the instructions of the C.E.G.B. Traffic Regulator who will wear a distinctive arm band.

Drivers of trains entering in to an Arrival line must be prepared to find the line already occupied.

Guards must contact the C.E.G.B. Traffic Regulator for instructions regarding movements in the sidings and must use the telephone outside the Regulators Office to contact Freemans Crossing Signal Box, Blyth Trains Office, etc.

## NORTHUMBERLAND DOCK.

Contractor is removing No. 5 Jetty Sidings. (15)

## 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.

## NEWBOTTLE LANE AND FENCEHOUSES.

A new Main to Main crossover has been installed between 12 m. 20 chs. and 12 m. 22 chs. and it has been clipped and spiked out of use until further notice.

## WASHINGTON STATION.

Washington Station Signal Box has been damaged by fire and all traffic is being handsignalled until further notice.

## 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.

## ★FIELDON BRIDGE.

On Monday, 29th March, connections to Cold Store at 1 m. 42 chs. will be installed in existing Up Main and clipped out of use until Monday, 12th April, when "One Engine in Steam" working comes into operation.

## 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.

## MISCELLANEOUS NOTICES—continued.

## EASTGATE.

Connections have been installed at 15 m. 19 chs. leading into the Portland Cement Works and have been clipped and padlocked out of use until further notice.

## 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 GENERAL APPENDIX.

PAGE 3 (Page 32, Supplementary Operating Instructions).

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

AMEND:—In clause (b), 5th line, the word "now" to be "not".

PAGE 103.

## ACCIDENTS OR OBSTRUCTIONS.

AMEND last three lines of 1st paragraph as follows:—

"the following procedure must immediately be adopted and the most expeditious means used (including electrification and other lineside telephones) where necessary, to obtain the attendance of the Civil Police, Doctors, Ambulances and First Aid Staff, or the assistance of the Local Fire Brigade."

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

## TABLE A.

## NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK, etc.

PAGE 6 (Page 6, Supplement No. 2).

## Ferryhill.

No. 2.

INSERT:—Dot denoting block posts on first additional Up and Down running lines.

No. 1.

INSERT:—Dot denoting block posts on first additional Up and Down running lines.

DELETE:—Additional Down N.B. line between No. 1 and Coxhoe.

PAGE 7 (Page 7, Supplement No. 2, Page 68, Supplementary Operating Instructions).

## Coxhoe.

DELETE:—Dot denoting block post on Main lines.

★PAGE 8.

## Tyne.

Ouston Junction.

DELETE speed restriction:—45 Up Slow line over junction towards Consett 0 m. 0 chs. to 0 m. 5 chs. (Ouston junction to Consett mileage).

INSERT speed restriction:—40 Up Slow line over junction towards Consett (Branch Speed Limit).

PAGE 16 (Page 77, Supplementary Operating Instructions).

## Belford.

Station.

DELETE:—URS 32.

PAGE 34 DELETE first table and INSERT:—

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots Indicate Block Post)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
	M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Down	Up	Position	Gradient (Rising unless otherwise shown) in	Down	Up	For	
 Single Line No Token	ALNMOUTH TO A	ALNMOUTH AND														
	Alnmouth Station (See page 2 for Northallerton to Berwick)	Alnmouth Station							40 (Both directions)		MAXIMUM					
		LNWICK							15 (Both directions)		0m. 29chs. to 0m. 0chs.					
		ALNWICK							15 (Both directions)		2m. 69chs to 3m 6chs.					

PAGE 52.

Scotswood.  
Delaval.

DELETE:—Signal box and all details.  
Station.

AMEND:—Distance 1,712 yards.

PAGE 60

INSERT:—Sub heading.

CONSETT NORTH AND  
OUSTON JUNCTION

40 40

MAXIMUM PERMISSIBLE SPEED  
ON MAIN LINES

Carr House West

INSERT:—Speed restriction

25 Up

12m. 3!chs. to 12m. 17chs.

INSERT:—Speed restriction

15 Up

Over junction towards Consett Iron  
Works (Fell) Branch Speed limit.

PAGE 61.

Bradley

INSERT:—Speed restriction

35 Down 35 Up

11m. 53chs. to 9m. 24 chns.

South Medomsley

DELETE:—Speed restriction

35 Down 35 Up

10m. 28chs. to 8m. 34 chns.

Annfield West

INSERT:—Speed restriction

35 Down 35 Up

8m. 2chs. to 7m. 56chs.

Annfield East

INSERT:—Speed restriction

25 Down 25 Up

7m. 56chs. to 7m. 25chs.

West Stanley Station

INSERT:—Speed restriction

30 Down 30 Up

6m. 36chs. to 5m. 53chs.

Between Beamish and South Pelaw

INSERT:—Speed restriction

30 Down 30 Up

1m. 68chs. to 1m. 46chs.

★PAGE 62.

Tyne.

Ouston Junction.

DELETE:—Speed restriction

45 Down

0 m. 5 chs. to 0 m. 0 chs.

PAGE 63

INSERT:—Sub heading.

STELLA GILL FLATTS AND  
TYNE DOCK

45 45

MAXIMUM PERMISSIBLE SPEED  
ON MAIN LINES

Stella Gill Flatts

INSERT:—Speed restriction

20 Down 20 Up

12m. 4chs. to 11m. 54chs.

Washington

South

INSERT:—Speed restriction

25 Down 25 Up

8m. 30chs. to 7m. 59chs.

PAGE 64

Bank Top

INSERT:—Speed restriction

30 Down 30 Up

0m. 19chs. to 0m. 58chs.  
(Green Lane to Tyne Dock Bottom mileage.)

Tyne Dock Bottom

INSERT:—Speed restriction

15 Down 15 Up

0m. 58chs. to 1m. 10chs.

PAGE 74.

Belmont.

DELETE:—URS 104.

PAGE 78.

Hylton.

Station.

DELETE:—DRS 42.

## PAGE 95.

Willington.  
Station.

DELETE:—DRS 73.

## PAGE 98.

Darlington.  
Albert Hill.

INSERT:—Dot denoting block post on Up Goods line.

## PAGE 123. (Page 90 Supplementary Operating Instructions).

Redcar.

Kirkleatham.

AMEND:—Distance 1m. 885 yards.

Station.

AMEND:—Distance 1243 yards.

Redcar East.

Upleatham.

AMEND:—Distance 1m. 805 yards.

## PAGE 124.

Fighting Cocks Goods.

Station.

DELETE:—DRS 50.  
URS 75.

## TABLE E.

## PAGE 140.

Monkwearmouth.  
Wearmouth.

DELETE:—Carriage Sidings to Down Main.

1 short 2 long

Carriage Sidings to Down Main for trains going to  
Sunderland.

1 short 3 long

## PAGE 141

ALNMOUTH to ALNWICK.

DELETE:—Line heading and instruction.

## PAGE 143.

Percy Main.

Engine Shed.

DELETE:—Cramlington or Seaton Delaval to Cramlington.

1 short 1 crow

Cramlington or Seaton Delaval to Seaton Delaval.

1 crow 2 short

Cramlington or Seaton Delaval to Staiths.

1 crow 3 short

Cramlington to Cramlington or Seaton Delaval.

1 long 1 crow

Seaton Delaval to Cramlington or Seaton Delaval.

1 crow 2 long

Blaydon.

Scotswood Bridge.

DELETE:—Old Carriage Sidings to East.

1 long 4 short

New Carriage Sidings to East.

4 short 1 long

## PAGE 144.

Blaydon.

Station.

DELETE:—Engine from Down Reception Sidings to Shed.

1 long 1 short 1 long

## PAGE 145.

Washington.

Biddick Lane.

DELETE:—Tavern Siding to Up Main.

3 short 1 crow

TABLE F.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 157. DELETE:— †Ferryhill No. 1	Coxhoe	Down Goods	6 freight wagons, etc.
PAGE 159. ALNMOUTH TO ALNWICK DELETE:—Line heading and authority.			
Page 160 DELETE:— †Delaval Scotswood	Elswick Station Delaval	Up Goods Up Goods	8 Empty, etc. 3 Freight wagons, etc.
PAGE 161 STELLA GILL TO TYNE DOCK BOTTOM, ETC. INSERT:— Waldridge Bank Foot	Waldridge Bank Head	Single	Freight wagons with or without brake van
Page 162 AMEND:— Deptford	Pallion	Up	Freight wagons with or without brakevan.
PAGE 163. INSERT:— Bishop Auckland North	Bishop Auckland East	Up Main	Freight wagons with or without brake van.
PAGE 165. (Page 93, Supplementary Operating Instructions) NORTHALLERTON TO REDMIRE DELETE:—Heading and entry.			

TABLE H1.

## PAGE 171.

ALNMOUTH TO ALNWICK.

DELETE:—Line heading and authorities.

## PAGE 174.

DELETE:—Hebburn West | Hebburn | Down Goods | —

## PAGE 176. (Page 94, Supplementary Operating Instructions)

NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).

DELETE:—Heading and both entries.

TABLE H2.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 180. NEWCASTLE TO DELETE:—Delaval	CARLISLE, ETC. Sidings from both items.		
PAGE 180. (Page 47, Supplement No. 2). NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH, ETC. DELETE:—heading and items.			

PAGE 195.

TABLE O.

DELETE:—Hartley	Monkseaton	3
Monkseaton	Hartley	3

TABLE S2.

PAGE 203. (Page 96, Supplementary Operating Instructions).

**NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).**

DELETE:—Heading and entry.

**GENERAL INSTRUCTIONS.****BREAKDOWN TRAIN ARRANGEMENTS.**

PAGE 211-220. (Pages 54-61 Supplement No. 2, Page 97 Supplementary Operating Instructions).

★PAGE 57.

AMEND:—Percy Main Depot to read North Blyth Depot  
the coverage to remain as printed.

PAGE 58. Supplement No. 2.

**TOOL VANS—NEWCASTLE DIVISION.**

DELETE:—Tyne Dock and Sunderland (South Dock) items.

INSERT:—

**Tyne Dock.**

Tyne Dock (Green Lane) and Boldon Colliery (exclusive).  
 South Shields, High Shields, Pelaw Junction (exclusive).  
 Tyne Dock and Stella Gill (South Pelaw) (exclusive).  
 Harton and Tile Shed (exclusive).  
 Washington and Penshaw North (exclusive).  
 Washington Yard.

**Sunderland (South Dock).**

Easington and Pelaw (exclusive).  
 Ryhope and Shotton Bridge.  
 South Dock and Ryhope Grange.  
 South Dock (Hendon) and Fawcett Street.  
 Sunderland and Frankland.  
 Leamside and Shincliffe (inclusive).  
 Belmont and Durham Goods.  
 Monkwearmouth and Southwick Branch.

**SNOW PLOUGHS**

PAGE 221. (Page 62, No. 2 Supplement—Page 97 Supplementary Operating Instructions).

**2. BUFFER BEAM PLOUGHS.**DELETE:—All entries and **SUBSTITUTE** the following:—(a) (i) **STEAM LOCOMOTIVES.**

M.P. Depot	No. of Ploughs	For use on single or Double Lines	Class of Locomotive to which attached
Consett	1	Double	Q6
Tweedmouth	2	Double	BR.3MT
Blyth	2	Single	J.27
Sunderland	2	Double	J.27
Darlington	1	Single	J.27

(a) (ii) **DIESEL LOCOMOTIVES.**

M.P. Depot	No. of Sets*	Type	Class of Locomotive to which attached
Gateshead	2	3 Piece Miniature	900 h.p. Type 1 Locos.
Thornaby	10	3 Piece Miniature	Type 2—1160 and 1250 h.p.

\*2 ploughs (one at each end of locomotive) equals 1 set.

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J. NE/N No. 15  
N-1

WOOLFENHOLMES



British Rail

North Eastern Region

NORTHERN SECTION

(including Main line, York to Northallerton and York  
also Grosmont to Whitby Town (incl.))

**TEMPORARY SPEED RESTRICTIONS  
PERMANENT WAY OPERATIONS  
SIGNAL ALTERATIONS  
APPENDIX INSTRUCTIONS**

**Saturday, 10th April,  
to Friday, 16th April, 1965**

Enginemen and Guards must pay particular attention to works contained in this notice and be on the 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 has not been possible to give previous notice. 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, 10th AND 11th APRIL.—SHILDON NORTH TO FIELDON BRIDGE. BISHOP AUCKLAND EAST TO SPRING GARDENS.**

From 14 00, Saturday, 10th April, the following Signal Boxes will be closed:—  
Fieldon Bridge, West Auckland and Spring Gardens, also Spring Gardens Crossing Gate Box.

All points and signals with the exception of West Auckland Distant will be dispensed with. The line from Bishop Auckland East to Fieldon Bridge will be closed. The Down line from Shildon North to Fieldon Bridge and the Up line from Fieldon Bridge to Randolph Colliery will form a single line from Shildon North to Randolph Colliery worked in accordance with the "One Engine in Steam" regulations, the staff for which will be obtained from Shildon South Signal Box. The Down line from Randolph Colliery to Fieldon Bridge and the Up line from Fieldon Bridge to Shildon North will be abandoned. Shildon North Up Branch Distant and Home signals will apply to movements on the Single line in the Up direction.

The gates at West Auckland and Spring Gardens Crossing will be padlocked and operated by trainmen.

Ground frames, released by Annetts key, attached to staff, will be provided as follows:—

**Brickworks Siding Ground Frame.**

A one-lever ground frame situated near former Fieldon Bridge Signal Box on left of present Up Main and controlling connection to Brickworks Siding.

**Cold Store Ground Frame.**

A one-lever ground frame situated opposite former Fieldon Bridge Signal Box and controlling connection to Cold Store.

**West Auckland Ground Frame.**

A one-lever ground frame situated near West Auckland crossing gates on left of present Up Main and controlling connections to N.C.B. Siding. Distant signals will be provided approaching Spring Gardens Crossing in both directions.

**SHILDON NORTH.****Points dispensed with.**

21 Up Branch—Up Main.

**Altered Signal.**

54 Down Main Home No. 1.  
(Left-hand junction indicator dispensed with.)  
48 Down Main to Branch.  
(‘C’ sign removed.)

**BISHOP AUCKLAND EAST.****Points dispensed with.**

44 Up Main—Up Barnard Castle.  
46 Down Main—Down Barnard Castle.

**Signals dispensed with.**

9 Up Main to Barnard Castle Home No. 2.  
10 Up Barnard Castle Starting.  
69 Down Barnard Castle Inner Home.  
70 Down Barnard Castle Outer Home.  
Down Barnard Castle Distant.

At or between	Lines affected	Remarks
<b>DARLINGTON (SOUTH) to</b>	<b>SALTBURN—continued.</b>	
<b>SUNDAY, 11th APRIL—continued.</b>		
Guisborough Junction.	Up Main and Up Goods.	7 00 to 17 00, renewing isolated switches and crossings at 15 m. 32 chs. Signal Box open.
Whitehouse.	All.	7 00 to 17 00, altering signalling and interlocking. (See Section C.)
<b>MONDAY to THURSDAY, 12th to 15th APRIL.</b>		
Grangetown and Tod Point.	Down Main	23 00 daily (Mon. to Wed.) to 6 00 daily (Tues. to Thurs.), on track tamping machine in use between 19 m. 22 chs. and 20 m. 48 chs.
<b>WILTON WORKS BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Grangetown and Wilton Works.	Inover Line (BLOCKED).	7 30 to 19 30, contractors laying foundations for pipe bridge at 0 m. 50 chs. Single Line Working by Pilot-Guard over the Cutover line.
<b>THORNABY EAST JUNCTION to GUISBOROUGH JUNCTION (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Tees.	All.	8 00 to 16 30, preparing for signalling alterations.
Middlesbrough, Old Town and Dock Hill.	Down Goods.	7 30 to 17 00, grouting alongside track between 14½ and 15 m.p. Mechanical plant in use.
<b>SUNDAY, 11th APRIL.</b>		
Tees.	All.	7 30 to 16 30, testing track circuits.
<b>MIDDLESBROUGH (GUISBOROUGH JUNCTION) to NUNTHORPE EAST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	8 00 to 16 00, demolition of Ormesby Signal Box.
<b>STOKESLEY to GROSMONT.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Battersby and Grosmont.	All.	7 00 to 18 00, contractors painting bridges, lineside structures and signal installations. Scaffolding and ladders in use.
<b>SUNDAY, 11th APRIL.</b>		
Battersby and Castleton.	Single (BLOCKED).	7 00 to 17 00, rerailing between 13 m. 74 chs. and 14 m. 46 chs. Crane in use. Both Signal Boxes open.

## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B.

## SATURDAY AND SUNDAY, 10th AND 11th APRIL.—SHILDON NORTH TO FIELDON BRIDGE. BISHOP AUCKLAND EAST TO SPRING GARDENS.

From 14 00, Saturday, 10th April, the following Signal Boxes will be closed:—

Fieldon Bridge, West Auckland and Spring Gardens, also Spring Gardens Crossing Gate Box.

All points and signals with the exception of West Auckland Distant will be dispensed with. The line from Bishop Auckland East to Fieldon Bridge will be closed. The Down line from Shildon North to Fieldon Bridge and the Up line from Fieldon Bridge to Randolph Colliery will form a single line from Shildon North to Randolph Colliery worked in accordance with the "One Engine in Steam" regulations, the staff for which will be obtained from Shildon South Signal Box. The Down line from Randolph Colliery to Fieldon Bridge and the Up line from Fieldon Bridge to Shildon North will be abandoned. Shildon North Up Branch Distant and Home signals will apply to movements on the Single line in the Up direction.

The gates at West Auckland and Spring Gardens Crossing will be padlocked and operated by trainmen.

Ground frames, released by Annetts key, attached to staff, will be provided as follows:—

**Brickworks Siding Ground Frame.**

A one-lever ground frame situated near former Fieldon Bridge Signal Box on left of present Up Main and controlling connection to Brickworks Siding.

**Cold Store Ground Frame.**

A one-lever ground frame situated opposite former Fieldon Bridge Signal Box and controlling connection to Cold Store.

**West Auckland Ground Frame.**

A one-lever ground frame situated near West Auckland crossing gates on left of present Up Main and controlling connections to N.C.B. Siding. Distant signals will be provided approaching Spring Gardens Crossing in both directions.

## SHILDON NORTH.

Points dispensed with.

21 Up Branch—Up Main.

**Altered Signal.**

54 Down Main Home No. 1.

(Left-hand junction indicator dispensed with.)

48 Down Main to Branch.

('C' sign removed.)

## BISHOP AUCKLAND EAST.

Points dispensed with.

44 Up Main—Up Barnard Castle.

46 Down Main—Down Barnard Castle.

**\*Signals dispensed with.**

9 Up Main to Barnard Castle Home No. 2.

10 Up Barnard Castle Starting.

69 Down Barnard Castle Inner Home.

70 Down Barnard Castle Outer Home.

\*Down Barnard Castle Distant.

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

## SUNDAY, 11th APRIL.—HIGH SHIELDS, GARDEN LANE AND SOUTH SHIELDS.

## GARDEN LANE.

All points and signals dispensed with except those to be controlled by South Shields and High Shields.

## SOUTH SHIELDS.

Points spiked normal pending removal.

41 No. 4 Siding—No 3 Siding.

Signals dispensed with.

42 From No. 3 Siding.

40 From No. 4 Siding.

Down Main Distant.

Altered Signals.

Garden Lane 3 Down Main Distant under High Shields 28 Down Main Starting will become South Shields Down Main Distant.

18 Up Main Advanced Starting 2-aspect colour light will become a three-aspect colour light.

## HIGH SHIELDS.

Signal dispensed with.

3 Up Main Distant (will be incorporated in South Shields 18 signal). (19)

## SUNDAY, 11th APRIL.—WHITEHOUSE.

Points dispensed with.

42 Goods line—Crossover, East End.

Signal dispensed with.

41 Shunting Up to Down Goods.

Altered Nomenclature of Signals.

Old Reading

3 Shunting Up Goods or to Up Main or to Down Goods or to North Sidings.

43 Shunting Down Goods or to Whitehouse Sidings or to Up Goods.

New Reading

3 Shunting Up Goods to Up Main or to Down Goods or to North Sidings.

43 Shunting Down Goods or to Whitehouse Siding and will be moved 10 yards nearer Signal Box. (19)

## MONDAY, 12th APRIL.—PERCY MAIN, ENGINE SHED SIDINGS.

Eight Sidings (Lines Nos. 20, 22, 25, 26, 29, 30, 31 and 32, Dgm. No. 1227) and the Coaling Stage Siding are being removed.

The connections to these sidings will be removed and replaced by plain line. (19)

## MONDAY, 12th APRIL.—NORTHUMBERLAND DOCK No. 3 JETTY SIDINGS.

Four Sidings (Lines Nos. 174 to 177, Dgm. No. 1227) are being removed. The connections to these sidings will be removed and replaced by plain line. (19)

## WEDNESDAY, 14th APRIL.—CARR HOUSE WEST.

The Loading Dock Sidings will be abandoned and connections from the Up Main will be replaced by plain line (Diagram No. 943). (19)

## DETAILS OF WORK ALREADY CARRIED OUT.

## TWEEDMOUTH.

Points spiked and padlocked normal, pending removal.

101 Up Main—Marshall Meadows. Up Goods Loop.

102 Down Main—Marshall Meadows. Down Goods Loop.

103 Up Main—Marshall Meadows. Up Goods Loop.

104 Down Main—Marshall Meadows. Down Goods Loop.

105 Mains Crossover (Marshall Meadows).

118 Down Goods—Down Sidings Nos. 2, 3 and 4.

143 Up Sidings—Up Main.

Points spiked and padlocked reverse, pending removal:—

122 Down Sidings No. 1—Down Goods.

M.P.D. Siding ground frame has been dispensed with and points spiked and padlocked normal pending removal.

These connections will be removed on Sunday, 11th April.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

Signals dispensed with.

Colour Lights.

4 Marshall Meadows. Down Goods Loop to Down Main.

5 Marshall Meadows. Up Goods Loop to Berwick Up Goods Loop or Up Main.

Position Light Subsidiaries.

2 Down Main to 7 signal or to Marshall Meadows Down Goods Loop.

7 Down Main to Berwick Up Goods Loop or Up Main.

8 Marshall Meadows Down Goods Loop to Berwick Up Goods Loop or Up Main.

9 Up Main to Marshall Meadows Up Goods Loop or Up Main or Down Main or Marshall Meadows Down Goods Loop.

11 Shunt Spur to Berwick Down Goods Loop Nos 1 or 2.

36 Down Siding No. 2 to T.30.

38 Down Siding No. 3 or 4 to T.30.

41 Spur to No. 35 Signal.

77 Up Sidings to T.80.

Signal Routes dispensed with.

1 Colour Light—Up Main to Marshall Meadows Up Goods Loop T.5.

Subsidiary—Up Main towards Marshall Meadows Up Goods Loop T.5.

12 Colour Light—Down Main to Marshall Meadows Down Goods Loop T.4.

Subsidiary—Down Main towards Marshall Meadows Down Goods Loop T.4.

13 Colour Light—Berwick Down Goods Loop No. 1 to Marshall Meadows Down Goods Loop T.4 ('G' route).

Subsidiary—Berwick Down Goods Loop No. 1 towards Marshall Meadows Down Goods Loop T.4 ('G' route).

Berwick Down Goods Loop No. 1 to Shunt Spur ('S' route).

14 Colour Light—Berwick Down Goods Loop No. 2 to Marshall Meadows Down Goods Loop T.4 ('G' route).

Subsidiary—Berwick Down Goods Loop No. 2 towards Marshall Meadows Down Goods Loop T.4 ('G' route).

Berwick Down Goods Loop No. 2 to Shunt Spur ('S' route).

49 Subsidiary—Down Main to Down Siding No. 1 ('S' route). (17)

## \*\*\*DAWDON.

Points dispensed with.

34 Colliery—Wagon Works.

Signal dispensed with.

33 Shunting Colliery—Down or Up Main.

Altered Nomenclature.

Signals. The following no longer read to the Colliery:—

13 Shunting Up Goods, etc.

28 Shunting Up Main, etc.

31 Shunting Down Main.

Points.

Old

30 Up Main—Colliery.

32 Down Main—Colliery.

New

30 Up Main—Wagon Works.

32 Down Main—Wagon Works. (15)

## TILE SHED.

Signals dispensed with.

10 Up Main Starting with East Boldon 23 Up Inner Distant below.

39 Up Main to Up Goods.

23 Shunting, Up Main to Sidings.

27 Shunting, Shunting line to Up Goods.

22 Shunting, Shunting line to Up Sidings.

28 Shunting, Up Goods to Shunting line.

32 Shunting, Up to Down Main.

43 Shunting, Up Goods to Down Main

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

- 10 Up Main to Up Sidings (top arm).  
 11 Up Main to Up Goods.  
 Miniature arms on left-hand bracket of 6 Up Main Starting.  
 28 Up Branch to Up Sidings.  
 Miniature arm on left-hand bracket above 29 Up Branch to Up Goods.  
 12 Shunting Down Main to Up Sidings or to Up Goods.  
 sited above 13 Shunting Down to Up Main signal.  
 34 Shunting Up Main or to Up Branch.  
 sited between Down and Up Main 310 yards South of Signal Box.

## Altered Nomenclature of Signals.

Old	New
35 Shunting Up Sidings to Shunting line or to Down Main.	39 Shunting Up Sidings to Up Main or to Up Goods.
42 Shunting Up Goods to Shunting line or to Down Main.	37 Shunting Up Goods or to Up Main. (16)

## SCOTSGAP.

## Points dispensed with.

- 11 Goods Siding to Main.

## Altered points.

- 5 Goods Siding—Turntable Siding (are now hand operated).

## Signals dispensed with.

- 2 From Turntable.  
 3 To Turntable.  
 4 Goods Siding to Sidings.  
 6 From Sidings.  
 9 Home signal (From Longwitton).  
 13 Longwitton Starting.  
 14 Main Starting signal to Longwitton.  
 17 Inner Main Home signal.  
 21 Starting signal to Woodburn. (17)

## WOODBURN.

## Points dispensed with.

- 23 Main trap points.

## Signals dispensed with.

- 7 Down Starting.  
 Up Distant. (16)

## DERWENTHAUGH—BLAYDON MAIN.

Connections at 4 m. 22 chs. leading from the Down and Up Main to former Blaydon S.E. Curve have been removed and replaced by plain line.

## BLAYDON MAIN.

## Points dispensed with.

- 19 Down Main to Down Swalwell.  
 27 Up Main from Up Swalwell.

## Signals dispensed with.

- 21 Down Main to Down Swalwell.  
 26 Up Swalwell Branch Home with Derwenthaugh 3 Up Branch Distant beow.

## Alteration to points.

- 7 and 9 points have been spiked and padlocked reverse and set for the Blaydon Station direction. (16)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*ANNFIELD WEST.

## Points dispensed with.

- 6 Down Siding—Up Main.  
 11 Down Siding—Down Main.

## Signals dispensed with.

- 4 Shunting Down Siding to Goods Yard or Down Main.  
 12 Shunting Down Siding to Up Main.

## Altered Nomenclature of Signal.

Old	New
9 Shunting Up to Down Main or Down Siding.	9 Shunting Up to Down Main. (15)

## TURSDALE.

The Branch Crossover and connections to Tursdale Colliery have been removed.

## Points dispensed with.

- 20 Up Leamside—Colliery.  
 21 Leamside lines—Crossover.

## Signals dispensed with.

- 8 Shunting, Down to Up Leamside.  
 9 Shunting, Colliery to Up Leamside.  
 35 Shunting, Up to Down Leamside or Colliery. (16)

## PENSHAW STATION.

A trailing connection from the Down Main to Horse Dock Siding has been clipped, spiked and padlocked out of use pending removal also contractor is recovering Horse Dock Siding.

## Points dispensed with.

- 39 Down Main—Station Siding.

## Signals dispensed with.

- 9 Shunting Down Main to Station Siding.  
 91 Shunting Station Siding to Down Main. (16)

## \*\*WASHINGTON SOUTH.

3/7/8/9/10 Down Pontop line signal sited 42 yards South of Signal Box with five-way route indicator and Washington Station Distant below has been renewed at reduced height on same site, reading as formerly. (15)

## FIELDON BRIDGE.

## Points dispensed with.

- 2 Branch Crossover.

## Signals dispensed with.

- 1 Up to Down Branch.  
 3 Down to Up Branch. (16)

## LACKENBY No. 3 GRID.

Bracket carrying signals:—

- 1—Escape line to Up Beam line,  
 2—Sidings line to Up Beam line  
 has been replaced by two Ground Disc signals same distance from Signal Box. (16)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

**NE/N**

C. J. <sup>N-1</sup>

WOOLSTENHOLMES

No. 18



**British Rail**

North Eastern Region

**NORTHERN SECTION**  
(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 1st May, 1965  
to Friday, 7th May, 1965 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 (GUISBOROUGH JUNCTION) to NUNTHORPE EAST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	8 00 to 16 00, demolition of Ormesby Signal Box.
<b>STOKESLEY to GROSOMONT.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Battersby and Grosmont.	All.	7 00 to 18 00, contractors painting bridges, lineside structures and signal installations. Scaffolding and ladders in use.

### Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

##### SATURDAY, 1st MAY.—TWEEDMOUTH.

###### Points spiked pending removal.

- 114 Down Goods Loop No. 1—Down Main—(Normal).
- 117 'A' end, Berwick Down Goods Loop No. 1—Berwick Down Goods Loop No. 2—(Reverse.)

###### Signals dispensed with.

- 31 Engine Siding to Berwick Down Goods Loop No. 2.
- 22 B Down Main to 32 signal.

###### Altered signals.

- 32 Down Goods will be repositioned 40 yards South of present position.
- 30 (Down Goods) ceases to apply towards the Down Main (Route indication 'M'). (21)

##### SUNDAY, 2nd MAY.—ANNFIELD WEST.

A single lead on the Down Main at 8 m. 0 c. will be removed and replaced by Plain Line. Also a single slip on the Down Main Line at 8 m. 6 c. will be removed. The Main to Main crossover will be retained. Annfield Goods Yard will be abandoned. (21)

##### SUNDAY, 2nd MAY.—KELLOE BANK FOOT TO FERRYHILL (COXHOE).

From 14 00 hrs. "One Engine in Steam" working will be introduced and the staff, with Annetts key attached, will be kept at Coxhoe Signal Box. The Up and Down Main between Trimdon Grange and Kelloe Bank Foot will be dispensed with. The following sections of lines between Kelloe Bank Foot and Coxhoe will become "Up and Down" line:—

- Between Kelloe Bank Foot and Coxhoe Bridge—Up Main.
- Between Coxhoe Bridge and East of West Cornforth—Down Main.
- Between East of West Cornforth and Coxhoe—Up Main.

##### COXHOE.

###### Points dispensed with.

- 46 Up Bishop Auckland—Up Hartlepoons.

###### Altered signal.

- Down Main Home will now apply to the "Up and Down" line, erected on straight post, 14 yards further from Signal Box.

##### WEST CORNFORTH.

Signal Box closed and all signals dispensed with, except Up and Down Distant. Points spiked normal pending removal. Crossing gates replaced by Boom Gates, padlocked and operated by trainmen.

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

##### QUARRY G. F. (BETWEEN WEST CORNFORTH AND COXHOE BRIDGE.)

All signals dispensed with and Ground Frame replaced by one lever, released by Annetts key, attached to staff.

##### COXHOE BRIDGE.

Signal box closed and all signals dispensed with. Points spiked normal pending removal, with the following exception, which will become hand points:—  
16 Up Main—Up Goods Loop.

##### KELLOE BANK FOOT GROUND FRAME.

6B points Down Main—Up Goods Loop spiked normal pending removal and the following hand points provided.  
Up Goods Loop—Up/Down Main.  
Up/Down Main—Quarry Sidings.  
Buffer stop provided East of the above points. (21)

#### DETAILS OF WORK ALREADY CARRIED OUT.

##### TWEEDMOUTH.

###### Points spiked and padlocked normal, pending removal.

- 101 Up Main—Marshall Meadows. Up Goods Loop.
- 102 Down Main—Marshall Meadows. Down Goods Loop.
- 103 Up Main—Marshall Meadows. Up Goods Loop.
- 104 Down Main—Marshall Meadows. Down Goods Loop.
- 105 Mains Crossover (Marshall Meadows).
- 118 Down Goods—Down Sidings Nos. 2, 3 and 4.
- 143 Up Sidings—Up Main.

} These connections were removed on Sunday, 25th April.

###### Points spiked and padlocked reverse, pending removal:—

- 122 Down Sidings No. 1—Down Goods.
- M.P.D. Siding ground frame has been dispensed with and points spiked and padlocked normal pending removal.

###### Signals dispensed with.

###### Colour Lights.

- 4 Marshall Meadows. Down Goods Loop to Down Main.
- 5 Marshall Meadows. Up Goods Loop to Berwick Up Goods Loop or Up Main.

###### Position Light Subsidiaries.

- 2 Down Main to 7 signal or to Marshall Meadows Down Goods Loop.
- 7 Down Main to Berwick Up Goods Loop or Up Main.
- 8 Marshall Meadows Down Goods Loop to Berwick Up Goods Loop or Up Main.
- 9 Up Main to Marshall Meadows Up Goods Loop or Up Main or Down Main or Marshall Meadows Down Goods Loop.
- 11 Shunt Spur to Berwick Down Goods Loop Nos 1 or 2.
- 36 Down Siding No. 2 to T.30.
- 38 Down Siding No. 3 or 4 to T.30.
- 41 Spur to No. 35 Signal.
- 77 Up Sidings to T.80.

###### Signal Routes dispensed with.

- 1 Colour Light—Up Main to Marshall Meadows Up Goods Loop T.5.  
Subsidiary—Up Main towards Marshall Meadows Up Goods Loop T.5.
- 12 Colour Light—Down Main to Marshall Meadows Down Goods Loop T.4.  
Subsidiary—Down Main towards Marshall Meadows Down Goods Loop T.4.
- 13 Colour Light—Berwick Down Goods Loop No. 1 to Marshall Meadows Down Goods Loop T.4 ('G' route).  
Subsidiary—Berwick Down Goods Loop No. 1 towards Marshall Meadows Down Goods Loop T.4 ('G' route).  
Berwick Down Goods Loop No. 1 to Shunt Spur ('S' route).
- 14 Colour Light—Berwick Down Goods Loop No. 2 to Marshall Meadows Down Goods Loop T.4 ('G' route).  
Subsidiary—Berwick Down Goods Loop No. 2 towards Marshall Meadows Down Goods Loop T.4 ('G' route).  
Berwick Down Goods Loop No. 2 to Shunt Spur ('S' route).
- 49 Subsidiary—Down Main to Down Siding No. 1 ('S' route). (20)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## TWEEDMOUTH.

## Altered signal.

- T1 Up Main to T6 is now an automatic reading:—  
U69 Up Main Auto. to T6. (20)

## \*\*SCOTSGAP.

## Points dispensed with.

- 11 Goods Siding to Main.

## Altered points.

- 5 Goods Siding—Turntable Siding (are now hand operated).

## Signals dispensed with.

- 2 From Turntable.  
3 To Turntable.  
4 Goods Siding to Sidings.  
6 From Sidings.  
9 Home signal (From Longwitton).  
13 Longwitton Starting.  
14 Main Starting signal to Longwitton.  
17 Inner Main Home signal.  
21 Starting signal to Woodburn. (17)

## PERCY MAIN STATION.

- 8 Down Main Home signal has been resited 130 yards nearer Signal Box. (20)

## PERCY MAIN, ENGINE SHED SIDINGS.

- Eight Sidings (Lines Nos. 20, 22, 25, 26, 29, 30, 31 and 32, Dgm. No. 1227) and the Coaling Stage Siding are being removed.  
The connections to these sidings are being removed and replaced by plain line. (19)

## NORTHUMBERLAND DOCK No. 3 JETTY SIDINGS.

- Four Sidings (Lines Nos. 174 to 177, Dgm. No. 1227) are being removed. The connections to these sidings are being removed and replaced by plain line. (19)

## CARR HOUSE WEST.

- The Loading Dock Sidings have been abandoned and connections from the Up Main replaced by plain line (Diagram No. 943). (19)

## HIGH SHIELDS, GARDEN LANE AND SOUTH SHIELDS.

## GARDEN LANE.

- All points and signals dispensed with except those which are now controlled by South Shields and High Shields.

## SOUTH SHIELDS.

## Points spiked normal pending removal.

- 41 No. 4 Siding—No 3 Siding.

## Signals dispensed with.

- 42 From No. 3 Siding.  
40 From No. 4 Siding.  
Down Main Distant.

## Altered Signals.

- Former Garden Lane 3 Down Main Distant under High Shields 28 Down Main Starting is now South Shields Down Main Distant.  
18 Up Main Advanced Starting 2-aspect colour light is now a three-aspect colour light.

## HIGH SHIELDS.

## Signal dispensed with.

- 3 Up Main Distant (has been incorporated in South Shields 18 signal). (19)

## CASTLE EDEN WEST.

- Signal Box closed and all signals dispensed with.  
All connections removed and replaced with plain line. (20)

## WINGATE COLLIERY.

- Signal Box closed and all points and signals dispensed with. (20)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEST CORNFORTH.

## Points dispensed with.

- 13 Up Main—Up Siding.  
15 Mains Crossover.

## Signal dispensed with.

- 27 Up Siding to Up Main.  
Connections from Main to Main Crossover at 13 m. 50 c. have been removed. (20)

## SHILDON NORTH TO FIELDON BRIDGE. BISHOP AUCKLAND EAST TO SPRING GARDENS.

## The following Signal Boxes have been closed:—

- Fieldon Bridge, West Auckland and Spring Gardens, also Spring Gardens Crossing Gate Box.

All points and signals with the exception of West Auckland Distant have been dispensed with. The line from Bishop Auckland East to Fieldon Bridge has been closed. The former Down line from Shildon North to Fieldon Bridge and the former Up line from Fieldon Bridge to Randolph Colliery now form a single line from Shildon North to Randolph Colliery worked in accordance with the "One Engine in Steam" regulations, the staff for which is obtained from Shildon South Signal Box. The Down line from Randolph Colliery to Fieldon Bridge and the Up line from Fieldon Bridge to Shildon North have been abandoned. Shildon North Up Branch Distant and Home signals apply to movements on the Single line in the Up direction.

The gates at West Auckland and Spring Gardens Crossing are padlocked and operated by trainmen.

Ground frames, released by Annetts Key, attached to staff have been provided as follows:—

## Brickworks Siding Ground Frame.

A one-lever ground frame situated near former Fieldon Bridge Signal Box on left of former Up Main and controlling connection to Brickworks Siding.

## Cold Store Ground Frame.

A one-lever ground frame situated opposite former Fieldon Bridge Signal Box and controlling connection to Cold Store.

## West Auckland Ground Frame.

A one-lever ground frame situated near West Auckland crossing gates on left of former Up Main and controlling connections to N.C.B. Siding.

Distant signals have been provided approaching Spring Gardens Crossing in both directions.

## SHILDON NORTH.

## Points dispensed with.

- 21 Up Branch—Up Main.

## Altered Signal.

- 54 Down Main Home No. 1.  
(Left-hand junction indicator dispensed with.)  
48 Down Main to Branch.  
(‘C’ sign removed.)

## BISHOP AUCKLAND EAST.

## Points dispensed with.

- 44 Up Main—Up Barnard Castle.  
46 Down Main—Down Barnard Castle.

## Signals dispensed with.

- 9 Up Main to Barnard Castle Home No. 2.  
10 Up Barnard Castle Starting.  
69 Down Barnard Castle Inner Home.  
70 Down Barnard Castle Outer Home.  
Down Barnard Castle Distant. (19)

## WHITEHOUSE.

## Points dispensed with.

- 42 Goods line—Crossover, East End.

## Signal dispensed with.

- 4J Shunting Up to Down Goods.

## Altered Nomenclature of Signals.

- Old Reading  
3 Shunting Up Goods or to Up Main or to Down Goods or to North Sidings.  
43 Shunting Down Goods or to Whitehouse Sidings or to Up Goods.

## New Reading

- 3 Shunting Up Goods to Up Main or to Down Goods or to North Sidings.  
43 Shunting Down Goods or to Whitehouse Siding and has been moved 10 yards nearer Signal Box. (19)

Wear Valley Jct  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

WOOLSTENHOLMES

N-1

NE/N

No. 26



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 26th June, 1965  
to Friday, 2nd July, 1965 inclusive**

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

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

#### TUESDAY, 29th JUNE.—USWORTH.

Points dispensed with.

13 Up Main—Up Siding.

Signals dispensed with.

12 Shunting Up Siding to Up Main.

14 Shunting Up Main to Up Siding.

(29)

#### TUESDAY, 29th JUNE.—HYLTON COLLIERY EAST GROUND FRAME.

Ground Frame and all signals dispensed with.

All points become hand worked.

Notice Boards provided on both lines, 70 yards East side of existing Ground Frame reading:—  
"STOP AWAIT INSTRUCTIONS".

(29)

#### THURSDAY, 1st JULY.—BROOMHILL GROUND FRAME.

Points dispensed with.

3 Single line—Goods Yard.

Altered points.

2 ("A" end) Single line—Siding converted to trap points.

(29)

### DETAILS OF WORK ALREADY CARRIED OUT.

#### \* \* \* THIRSK.

Signals dispensed with.

29 Shunting Up Slow.

30/31 Shunting Up Fast or to Down Fast.

59/60 Shunting Down Slow or to Cattle Sidings.

114/119 Shunting Down Fast or to Down Slow or to Down Sidings.

(26)

#### THIRSK.

Points dispensed with

216 Down Fast—Coal Depot.

Signals dispensed with.

87 Shunting Coal Depot.

67/70 Shunting Coal Depot to Down Fast or Down Slow or Down Reception.

Altered Nomenclature of Signal.

Old	New
90/91/92 Shunting Down Fast to Coal Depot or Up Fast or Down Fast.	91/92 Down to Up or Down Fast.

(27)

#### \* \* \* OTTERINGTON.

Signal Box has been dispensed with and the following semi-automatic signals are now automatic:—

U.26, U.26S, U.26B, U.26BS, D.26, D.26S, D.26B, D.26BS.

(26)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## PRESTON.

The Up Goods Loop between 52 m. 39 chs. and 51 m. 65 chs. has been removed.

Points spiked normal pending removal.

3 Up Main—Up Goods Loop.

6 Up Goods Loop—Up Main.

Signals dispensed with.

2 Subsidiary and left-hand junction indicator on 7 Up Main Home.

4 Up Goods Loop to Up Main.

Altered Nomenclature of Signal.

Old	New	
7 Up Main Home or to Goods Loop.	7 Up Main Home.	(27)

## FERRYHILL, No. 3.

Gantry carrying 70, 71, 72, 74, 75, 76, 84, 85 and 87 signals has been replaced as follows:—

Right-hand bracket situated between Siding and Up Independent same distance from Signal Box reading:—

Main Post.

74 Up Independent Outer Home—Top Arm.

75 Up Independent Goods Home—Centre Arm.

76 Up Independent to Up Leamside Home 2—Bottom Arm.

} Miniature  
Arms

Right-hand Doll.

84 Up Goods to Up Independent Home—Top Arm.

85 Up Goods Home—Centre Arm.

87 Up Goods to Leamside Home 2—Bottom Arm.

} Miniature  
Arms

Ground discs sited on left of line to which they apply and in line with bracket signal.

70 From Down Goods.

71 From Down Independent.

72 From North Yard Independent.

Bracket carrying 19, 20, 27 and 28 signals has been replaced as follows:—

Left-hand bracket situated on right of shunting line same distance from Signal Box reading:

20 Up Independent to Down Goods—Top Arm.

28 Up Independent—Centre Arm.

27 Up Independent to 1 or 2 Sidings—Bottom Arm.

Ground disc.

19 Shunting Line Down direction situated between Up Independent and Shunting line in line with bracket signal. (27)

## FERRYHILL, No. 3.

Bracket carrying 17, 22, 21 and 23 signals has been replaced by:—

A straight post sited left of Down Goods same distance from Signal Box reading:—

21 Down Goods Starting—Bottom Arm.

22 Down Goods to Down Independent—Centre arm.

23 Down Goods to North Yard Down Independent—Top arm.

} Miniature Arms.

17 Shunting Up Goods to Up Independent signal has been replaced by a ground disc signal situated between Down Goods and Up Goods.

Bracket carrying 64, 80 and 82 signals has been replaced by 2 brackets as follows:—

A right-hand bracket situated on left of siding same distance from Signal Box reading:—

64 Up Independent Starting—left-hand doll—miniature arm.

80 To Down Branch Starting—right-hand doll.

A left-hand bracket situated on right of Down Goods same distance from Signal Box reading:—

82 Up Goods Starting.

78 1 or 2 Sidings to Up Independent signal has been renewed on same site.

81 Up Independent Inner Home signal has been renewed on same site—miniature arm. (26)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## TWEEDMOUTH.

Signal dispensed with.

39 Down Sidings No. 1 to No. 46 signal.

Routes dispensed with.

29 Berwick Down Goods Loop No. 2 (Route 2) to Engine Sidings.

32 Down Goods (Route 3) to Down Sidings Nos. 2, 3 and 4.

40 Down Goods to Spur.

47 Down Main to Down Sidings No. 1. (26)

## TWEEDMOUTH.

Signals dispensed with.

40 Shunting Down Goods to 46 Signal.

22 Shunting Down Main to T45.

The Notice Board sited between Berwick Down Goods Loop No. 1 and No. 2 no longer applies to Down Goods Loop No. 1.

Altered Nomenclature of signal.

Old	New
20 Down Main to Loading Bank or 24 or 22 signals.	20 Down Main to Loading Bank or 24 or T45 signals. (26)

## PELAW.

Signal dispensed with.

32B Up Main to Limit of Shunt. Limit of Shunt recovered.

Altered signal.

48 Up Main to 46 signal is now Up Main Auto. U.99B.

Illuminated 'C' signs dispensed with on following signals.

12 Down Leamside to Down Main.

19 Down Main to 44.

24 Up Shields to Down Main.

47 Up Goods to 39 signal. (26)

## ST. JAMES BRIDGE.

Bracket Signal.

5/10 Down Pelaw Goods has been repositioned 180 yards further from Signal Box. (27)

## HARTON.

Signals dispensed with.

28 Shunting Down Pontop.

25 Shunting Down Main to Down Pontop.

41 Up Main Home No. 2.

44 Up Main to Pontop Home No. 2.

45 Up Main to Harton Home No. 2.

50 Up Pontop Home No. 1.

The following signals fitted with Route Indicators reading

33 (Route B) Shunting Down Main to Up Branch.

(Route U) Shunting Down Main to Up Pontop.

(Route P) Shunting Down Main to Down Pontop.

(Route M) Shunting Down Main to Up Main.

35 (Route B) Shunting Down Pontop to Up Branch.

(Route U) Shunting Down Pontop to Up Pontop.

(Route P) Shunting Down Pontop.

(Route M) Shunting Down Pontop to Up Main.

46 (Route B) Up Main to Up Branch.

(Route U) Up Main to Up Pontop.

(Route M) Up Main.

49 (Route B) Up Pontop to Up Branch.

(Route U) Up Pontop.

(Route M) Up Pontop to Up Main. (26)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**SOUTH GOSFORTH STATION, WEST AND EAST ALSO WEST GOSFORTH GROUND FRAME.**

South Gosforth Station and South Gosforth West Signal Boxes dispensed with. Control of points and signals transferred to South Gosforth East, renamed South Gosforth. Craghall Dene and West Jesmond Ground Frames now released from South Gosforth Signal Box.  
**New Ground Frames.**

South Gosforth—left of Down B. & T., released from South Gosforth Signal Box operating B. & T. crossover and Up B. & T. to Down Siding connections.  
 South Gosforth West—sited at and working connection to Oil Depot Siding, released from South Gosforth Signal Box.

Existing West Gosforth Ground Frame is released from South Gosforth Signal Box. The line between South Gosforth (West Junction) and Coxlodge Signal Boxes is worked as single line (no token).

**South Gosforth Station.**

**Altered points** (operated from South Gosforth Ground Frame—see above).

22 Up B. & T.—Down Siding.

24 B. & T. Crossover.

**Signals dispensed with.**

21 Shunting Down Siding to Up B. & T. or to Relief Siding.

23 Shunting Down to Up B. & T. or to Relief Siding.

28 Shunting Up to Down B. & T. or Down Siding.

29 Shunting Relief Siding to Up B. & T.

**South Gosforth West.**

**Signals dispensed with.**

1 Down Main Home.

11 Down Main to Spur.

15 Up Main Home with South Gosforth Station Up Main Distant below—Up Branch Distant.

20 Shunting South line to Oil Depot.

21 Shunting from Oil Depot.

23 A & B. Shunting Spur to North line or to South line.

25 Shunting from North line.

**South Gosforth East.**

**Points dispensed with.**

30 Down B. & T.—Down Siding.

**Signals dispensed with.**

29 Shunting Down B. & T. to Siding.

31 Shunting Siding to Down B. & T.

**Altered nomenclature of signals.**

Old	New
S.G.E. 2 Main C/L Up B. & T. to S.G. 1 Subsidiary to Siding (Route 'S').	S.G.2 Main C/L Up B. & T. to S.G. 13 Subsidiary to Car Sheds
Subsidiary to Car Sheds (Route 'C').	

**South Gosforth East (renamed South Gosforth).**

**New colour light signals.**

S.G. 22 Down Branch to Single line, left of Down Branch, 2,272 yards before reaching Coxlodge C.19 with offset subsidiary to Car Sheds Spur.

S.G. 23 Single line to Up Branch, 670 yards before reaching S.G. 14 (formerly S.G. 2)

U.1 Up Branch Distant, 735 yards before reaching S.G. 23.

**New position light ground signals.**

17 Shunting Shunt Spur to Relief Siding.

18 Shunting Relief Siding to Shunt Spur or Down B. & T. or Down Siding (last two readings slotted from Ground Frame).

24 Shunting North line to Car Sheds Spur.

25 Shunting Car Shed Spur to Down Branch Route 'D' or to

Up Branch Route 'U' or to North line Route 'C'.

(27)

DETAILS OF WORK ALREADY CARRIED OUT—continued

**\*\*BETWEEN SCOTSWOOD AND WALBOTTLE.**

A Main to Main Crossover and Single Slip at 0 m. 36 chs. and a Main to Main Crossover and Single Slip at 0 m. 57 chs. have been removed and replaced by plain line. (26)

**\*\*HARRATON.**

All signal arms dispensed with.

Points spiked normal pending removal.

11 Up Main—Colliery.

13 Mains Crossover.

(26)

**WASHINGTON CHEMICAL WORKS.**

Ground Frame now electrically released from Signal Box.

Telephone communication provided between Signal Box and Ground Frame. (27)

**\*\*SEDGEFIELD.**

Following points and signals resited 43 yards further from Signal Box:—

**Points.**

26 Up Goods Loop—Up Main.

**Signals.**

23 Up Main Home.

28 Up Goods Loop to Up Main.

25 Shunting Up Main to Up Goods Loop.

*Construction of road overbridge 22A*

(26)

**SEDGEFIELD.**

**Altered points.**

16 Down Main—Down Goods Loop moved 43 yards further from Signal Box. (27)

**URLAY NOOK.**

Gates have been replaced by Boom Gates, operated from Signal Box. (27)

# VANDALISM

THE CULPRITS OFTEN USE FOR THEIR  
WANTON ACTS MATERIALS WHICH  
HAVE BEEN LEFT LYING ABOUT IN  
FULL VIEW AND UNSECURED

---

KEEP TRACK AREAS CLEAR OF SPARE  
AND UNWANTED ITEMS

---

GET RID OF SCRAP AND SEE THAT  
SPARES ARE KEPT OUT OF SIGHT

*Chemical*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J. **NE/N**  
<sup>N-1</sup> WOOLSTENHOLMES No. 27



North Eastern Region

**NORTHERN SECTION**  
(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 3rd July, 1965  
to Friday, 9th July, 1965 inclusive**

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

## 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, 4th JULY.—FERRYHILL No. 1.

Bracket carrying:—

26 Up to Down Slow.

29 Down Goods 2 to Down Slow Home No. 2 will be renewed as a right-hand bracket between Down Platform and Up Slow lines, 9 yards South of Signal Box, 26 above main post—miniature arm and 29, on right-hand of bracket.

Bracket carrying:—

93 Shunting Down Siding to Down Goods.

97 Shunting Down Siding to Down Fast will be replaced by ground disc on same site. (30)

## SUNDAY, 4th JULY.—WEARMOUTH.

Signal dispensed with.

40 Up Main Inner Distant.

Altered nomenclature of signal.

Old

New

40 Up Main Outer Distant.

40 Up Main Distant.

(30)

## SUNDAY, 4th JULY.—NORTH DOCK.

Signal Box and all signals dispensed with.

Points clipped and spiked normal pending removal. (30)

## SUNDAY, 4th JULY.—LONDONDERRY.

Bracket carrying 94 Shunting Sidings 1 and 2 to 2 Loop or to Sidings or to Down Seaham with two way Route Indicator will be replaced as a straight post-sited between 2 and 3 Loop, same distance from Signal Box. (30)

## SUNDAY, 4th JULY.—UPLEATHAM.

The trailing connection Up Main to Up Siding at the 24 m.p., also the trap points in the Up Siding, will be removed. Buffer stops will be erected in the Up Siding. (30)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*THIRSK.

Points dispensed with

216 Down Fast—Coal Depot.

Signals dispensed with.

87 Shunting Coal Depot.

67/70 Shunting Coal Depot to Down Fast or Down Slow or Down Reception.

Altered Nomenclature of Signal.

Old

New

90/91/92 Shunting Down Fast to Coal Depot or Up Fast or Down Fast.

91/92 Down to Up or Down Fast.

(27)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

\*\*\*PRESTON.

The Up Goods Loop between 52 m. 39 chs. and 51 m. 65 chs. has been removed.

Points spiked normal pending removal.

3 Up Main—Up Goods Loop.

6 Up Goods Loop—Up Main.

Signals dispensed with.

2 Subsidiary and left-hand junction indicator on 7 Up Main Home.

4 Up Goods Loop to Up Main.

Altered Nomenclature of Signal.

Old	New	
7 Up Main Home or to Goods Loop.	7 Up Main Home.	(27)

\*\*\*FERRYHILL, No. 3.

Gantry carrying 70, 71, 72, 74, 75, 76, 84, 85 and 87 signals has been replaced as follows:—

Right-hand bracket situated between Siding and Up Independent same distance from Signal Box reading:—

Main Post.

74 Up Independent Outer Home—Top Arm.

75 Up Independent Goods Home—Centre Arm.

76 Up Independent to Up Leamside Home 2—Bottom Arm.

} Miniature Arms

Right-hand Doll.

84 Up Goods to Up Independent Home—Top Arm.

85 Up Goods Home—Centre Arm.

87 Up Goods to Leamside Home 2—Bottom Arm.

} Miniature Arms

Ground discs sited on left of line to which they apply and in line with bracket signal.

70 From Down Goods.

71 From Down Independent.

72 From North Yard Independent.

Bracket carrying 19, 20, 27 and 28 signals has been replaced as follows:—

Left-hand bracket situated on right of shunting line same distance from Signal Box reading:

20 Up Independent to Down Goods—Top Arm.

28 Up Independent—Centre Arm.

27 Up Independent to 1 or 2 Sidings—Bottom Arm.

Ground disc.

19 Shunting Line Down direction situated between Up Independent and Shunting line in line with bracket signal. (27)

\*\*\*ST. JAMES BRIDGE.

Bracket Signal.

5/10 Down Pelaw Goods has been repositioned 180 yards further from Signal Box. (27)

HARTON.

Signals dispensed with.

28 Shunting Down Pontop.

25 Shunting Down Main to Down Pontop.

41 Up Main Home No. 2.

44 Up Main to Pontop Home No. 2.

45 Up Main to Harton Home No. 2.

50 Up Pontop Home No. 1.

The following signals fitted with Route Indicators reading

33 (Route B) Shunting Down Main to Up Branch.

(Route U) Shunting Down Main to Up Pontop.

(Route P) Shunting Down Main to Down Pontop.

(Route M) Shunting Down Main to Up Main.

35 (Route B) Shunting Down Pontop to Up Branch.

(Route U) Shunting Down Pontop to Up Pontop.

(Route P) Shunting Down Pontop.

(Route M) Shunting Down Pontop to Up Main.

46 (Route B) Up Main to Up Branch.

(Route U) Up Main to Up Pontop.

(Route M) Up Main.

49 (Route B) Up Pontop to Up Branch.

(Route U) Up Pontop.

(Route M) Up Pontop to Up Main. (28)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

\*\*\*SOUTH GOSFORTH STATION, WEST AND EAST ALSO WEST GOSFORTH GROUND FRAME

South Gosforth Station and South Gosforth West Signal Boxes dispensed with. Control of points and signals transferred to South Gosforth East, renamed South Gosforth. Craghall Dene and West Jesmond Ground Frames now released from South Gosforth Signal Box. New Ground Frames.

South Gosforth—left of Down B. & T., released from South Gosforth Signal Box operating B. & T. crossover and Up B. & T. to Down Siding connections.

South Gosforth West—sited at and working connection to Oil Depot Siding, released from South Gosforth Signal Box.

Existing West Gosforth Ground Frame is released from South Gosforth Signal Box. The line between South Gosforth (West Junction) and Coxlodge Signal Boxes is worked as Single line (no token).

South Gosforth Station.

Altered points (operated from South Gosforth Ground Frame—see above).

22 Up B. & T.—Down Siding.

24 B. & T. Crossover.

Signals dispensed with.

21 Shunting Down Siding to Up B. & T. or to Relief Siding.

23 Shunting Down to Up B. & T. or to Relief Siding.

28 Shunting Up to Down B. & T. or Down Siding.

29 Shunting Relief Siding to Up B. & T.

South Gosforth West.

Signals dispensed with.

1 Down Main Home.

11 Down Main to Spur.

15 Up Main Home with South Gosforth Station Up Main Distant below—Up Branch Distant.

20 Shunting South line to Oil Depot.

21 Shunting from Oil Depot.

23 A & B. Shunting Spur to North line or to South line.

25 Shunting from North line.

South Gosforth East.

Points dispensed with.

30 Down B. & T.—Down Siding.

Signals dispensed with.

29 Shunting Down B. & T. to Siding.

31 Shunting Siding to Down B. & T.

Altered nomenclature of signals.

Old

New

S.G.E. 2 Main C/L Up B. & T. to S.G. 1

Subsidiary to Siding (Route 'S').

Subsidiary to Car Sheds (Route 'C').

S.G.2 Main C/L Up B. & T. to S.G. 13

Subsidiary to Car Sheds.

South Gosforth East (renamed South Gosforth).

New colour light signals.

S.G. 22 Down Branch to Single line, left of Down Branch, 2,272 yards before reaching Coxlodge C.19 with offset subsidiary to Car Sheds Spur.

S.G. 23 Single line to Up Branch, 670 yards before reaching S.G. 14 (formerly S.G. 2). U.1 Up Branch Distant, 735 yards before reaching S.G. 23.

New position light ground signals.

17 Shunting Shunt Spur to Relief Siding.

18 Shunting Relief Siding to Shunt Spur or Down B. & T. or Down Siding (last two readings slotted from Ground Frame).

24 Shunting North line to Car Sheds Spur.

25 Shunting Car Shed Spur to Down Branch Route 'D' or to

Up Branch Route 'U' or to

North line Route 'C'. (27)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*WASHINGTON CHEMICAL WORKS.

Ground Frame now electrically released from Signal Box.  
Telephone communication provided between Signal Box and Ground Frame. (27)

## USWORTH.

## Points dispensed with.

13 Up Main—Up Siding.

## Signals dispensed with.

12 Shunting Up Siding to Up Main.

14 Shunting Up Main to Up Siding. (29)

## HYLTON COLLIERY EAST GROUND FRAME.

Ground Frame and all signals dispensed with.

All points become hand worked.

Notice Boards provided on both lines, 70 yards East side of existing Ground Frame reading:—  
"STOP AWAIT INSTRUCTIONS". (29)

## \*\*SEDGEFIELD.

## Altered points.

16 Down Main—Down Goods Loop moved 43 yards further from Signal Box. (27)

## \*\*URLAY NOOK.

Gates have been replaced by Boom Gates, operated from Signal Box. (27)

## **DRIVERS—**

### **Rule 127 Says the Driver must:—**

- “(v) keep a good look-out when the engine is in motion and sound the whistle when necessary.
- (vi) sound the whistle as a warning when persons are seen on, or near to, the line on which his train is running; also when unable to obtain a clear view of the line ahead owing to steam or smoke, as a warning to anyone who may be on the line.

If any person on or dangerously near to the line on which the train is running, does not acknowledge the engine whistle or appear to move clear, the Driver must sound an urgent danger warning by giving a series of “pop” whistles.”

**Men working on the line—or near the line—  
need warning of your approach—**

**Do not hesitate to sound a warning.**

**SAFETY**

**IS  
PART  
OF**

**YOUR JOB**

*Chemical*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. NE/N  
WOOLSTENHOLMES No. 28



**British Rail**

North Eastern Region

NORTHERN SECTION  
(Including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 10th July, 1965  
to Friday, 16th July, 1965 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.

8506

## 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, 11th JULY.—FERRYHILL No. 2.

Signals dispensed with.

37 Down Goods 1 Starting.

38 Down Goods 2 Starting.

New signals (on existing Home signal bracket with altered nomenclature of existing Home Signals.)

Left-hand top arm 38 Down Goods 2 Home.

bottom arm 35 Down Goods 2 Home to Down Goods 1.

Right-hand top arm 37 Down Goods 1 Home to Down Goods 2.

bottom arm 34 Down Goods 1 Home.

(31)

## SUNDAY, 11th JULY.—TURSDALE.

50 Down Main Distant (co-acting arms). Top arm dispensed with and lower arm reduced in height.

(31)

## SUNDAY, 11th JULY.—FELLING.

The crossover Down Pelaw Goods to Up Pelaw Goods between 99 m. 52 chs. and 99 m. 54 chs. will be removed.

(31)

## SUNDAY, 11th JULY.—ELSWICK STATION.

Down and Up Goods lines dispensed with.

Points spiked normal pending removal:—

9 Goods crossover.

12 Up Goods—Up Main.

16 Up Main—Down Goods.

19 Mains crossover.

Signals dispensed with.

3 Up Goods Distant.

4 Up Goods Home 1.

5 Up Goods to Up Main Home 2.

8 Shunting Down Goods to Up Goods.

10 Shunting Up Goods to Down Goods.

14 Shunting Down Goods to Up Main.

20/21 Down Main to Down Goods Shunt Ahead or Calling-on.

Altered nomenclature of signal.

Old

New

28 Starting Down Main or to Down Goods.

28 Down Main Starting.

(31)

## FERRYHILL No. 1.

Bracket carrying:—

26 Up to Down Slow.

29 Down Goods 2 to Down Slow Home No. 2 has been renewed as a right-hand bracket between Down Platform and Up Slow lines, 9 yards South of Signal Box, 26 above main post—miniature arm and 29, on right-hand of bracket.

Bracket carrying:—

93 Shunting Down Siding to Down Goods.

97 Shunting Down Siding to Down Fast has been replaced by ground disc on same site.

(30)

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

## DETAILS OF WORK ALREADY CARRIED OUT.

**WEARMOUTH.**

Signal dispensed with.

40 Up Main Inner Distant.

Altered nomenclature of signal.

Old

40 Up Main Outer Distant.

New

40 Up Main Distant.

(30)

**NORTH DOCK.**

Signal Box and all signals dispensed with.

Points clipped and spiked normal pending removal.

(30)

**\*\*HARTON.**

Signals dispensed with.

28 Shunting Down Pontop.

25 Shunting Down Main to Down Pontop.

41 Up Main Home No. 2.

44 Up Main to Pontop Home No. 2.

45 Up Main to Harton Home No. 2.

50 Up Pontop Home No. 1.

The following signals fitted with Route Indicators reading

33 (Route B) Shunting Down Main to Up Branch.

(Route U) Shunting Down Main to Up Pontop.

(Route P) Shunting Down Main to Down Pontop.

(Route M) Shunting Down Main to Up Main.

35 (Route B) Shunting Down Pontop to Up Branch.

(Route U) Shunting Down Pontop to Up Pontop.

(Route P) Shunting Down Pontop.

(Route M) Shunting Down Pontop to Up Main.

46 (Route B) Up Main to Up Branch.

(Route U) Up Main to Up Pontop.

(Route M) Up Main.

49 (Route B) Up Pontop to Up Branch.

(Route U) Up Pontop.

(Route M) Up Pontop to Up Main.

(28)

**USWORTH.**

Points dispensed with.

13 Up Main—Up Siding.

Signals dispensed with.

12 Shunting Up Siding to Up Main.

14 Shunting Up Main to Up Siding.

(29)

**HYLTON COLLIERY EAST GROUND FRAME.**

Ground Frame and all signals dispensed with.

All points become hand worked.

Notice Boards provided on both lines, 70 yards East side of existing Ground Frame reading:—

"STOP AWAIT INSTRUCTIONS".

(29)

**LONDONDERRY.**

Bracket carrying 94 Shunting Sidings 1 and 2 to 2 Loop or to Sidings or to Down Seaham with two way Route Indicator has been replaced as a straight post sited between 2 and 3 Loop, same distance from Signal Box.

(30)

**UPLEATHAM.**

The trailing connection Up Main to Up Siding at the 24 m.p., and the trap points in the Up Siding, have been removed. Buffer stops erected in the Up Siding.

(30)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY



**NORTHERN SECTION**  
(including Main line, York to Northallerton and York Yards  
also Grasmont to Whitby Town (incl.))

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

**Saturday, 17th July, 1965  
to Friday, 23rd July, 1965 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.

~~SALES/STK~~  
~~SALES/STK~~

## 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 JULY.—GATESHEAD, ST. JAMES' BRIDGE, FELLING AND PELAW.

Commencing 08 00, Saturday, all semaphore signals will be dispensed with. At 23 59, Saturday, St. James' Bridge and Felling Signal Boxes will be closed and control of signalling transferred to Gateshead Signal Box (signal nomenclatures altered accordingly). During progress of work colour light signals may display incorrect aspects. Drivers must disregard indications and work to instructions. Handsignalmen will be in attendance until completion of work.

#### Gateshead.

##### New points.

- 296 Down Sidings—Down Pelaw Main, 1954 yards East of Gateshead Signal Box.
- 295 Mains Crossover, 1814 yards East of Gateshead Signal Box.
- 294 Up Pelaw Main—Down Pelaw Goods, 1870 yards East of Gateshead Signal Box.
- 293 Goods Crossover, 1926 yards East of Gateshead Signal Box.

##### New colour light signals.

- G.28 with offset subsidiary—Down Pelaw Goods to G.36, 1562 yards before reaching G.36.
- G.27 with offset subsidiary—Up Pelaw Goods to Pelaw 47, 1400 yards before reaching Pelaw 47.
- GR.27—Banner repeater to G.27, 220 yards before reaching G.27.
- G.46 Down Sidings—Position light ground signal with route indicator, west side of 296 points and left of Down Sidings reading:—
  - 'M' to Up Pelaw Main.
  - 'G' to Up Pelaw Goods.

##### Altered signals.

- G.51 Up Pelaw Main provided with subsidiary and route indicator reading:—
  - 'M' Up Pelaw Main.
  - 'G' Up Pelaw Goods.
- G.50 Down Pelaw Main provided with subsidiary reading to Down Siding.

#### St. James' Bridge.

##### Points dispensed with

- 24 Up Pelaw Goods—Down Pelaw Goods or Down Pelaw Main or Down Sidings.
- 25 Down Pelaw Goods or Up Pelaw Goods—Down Pelaw Main or Down Sidings.
- 26 Mains Crossover.
- 27 Up Pelaw Main or Up Pelaw Goods—Down Sidings.

##### Signal dispensed with.

- SJB.14 Shunting Line 'B' or to line 'A'.

##### Altered signal.

- Ground subsidiary G.37 (formerly SJB.21) Up Pelaw Goods fitted with route indicator reading:—
  - S—Down Sidings.
  - M—Down Pelaw Main.
  - G—Down Pelaw Goods.
  - U—to G.38 signal.

#### St. James' Bridge Ground Frame.

New Ground Frame adjacent to former St. James' Bridge Signal Box, released from Gateshead Signal Box, with following levers.

1. Ground Subsidiary Signal Lines A and B to Reception and Sorting Sidings or Sundries Sidings. (Formerly St. James' Bridge 45).
2. Ground Subsidiary Signal. Sundries Siding 1 to Lines A and B.
3. Slot on G.39 Subsidiary, Reception and Sorting Sidings to Lines A and B.
4. Points Lines A and B—Reception and Sorting Sidings.
5. Release lever.

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

## Felling.

All points spiked out of use pending removal.  
Altered nomenclature of signals.

Old	New
F. 20 Up Main Home.	Gateshead G.49.
F.26 Down Main Starting.	D.99 B (auto.)
F.28 Down Main Home.	D.99 (auto.)

International Sidings Ground Frame (now released from Gateshead Signal Box).

New points.  
Up Pelaw Goods—Down Pelaw Goods.

## Pelaw.

Altered signal.  
45 Down Goods Starting to Gateshead. C. and S. indicators dispensed with. (32)

## SUNDAY, 18th JULY.—YORK (HOLGATE JUNCTION).

Points dispensed with.  
449 Loco. Sidings—Up Doncaster Goods.

Signal dispensed with.  
63 All routes Loco. Sidings to Up Doncaster Main or Up Holgate Loop. (32)

## SUNDAY, 18th JULY.—YORK YARD SOUTH.

Points dispensed with.  
104 M.P.D. Sidings No. 1—Up Doncaster Goods.

Signal dispensed with.  
5 Shunting M.P.D. Sidings No. 1 to No. 18 signal. (32)

## SUNDAY, 18th JULY.—TURSDALE.

50 Down Main Distant (co-acting arms). Top arm dispensed with and lower arm reduced in height. (32)

## SUNDAY, 18th JULY.—SEDFIELD.

Signal dispensed with.  
25 Shunting Up Main to Up Goods Loop.

Altered nomenclature of signal.

Old	New
1 Shunting Up Main or to Down Main or to Goods Yard.	1 Shunting Up Main to Down Main or to Goods Yard. (32)

## DETAILS OF WORK ALREADY CARRIED OUT.

## FERRYHILL No. 2.

Signals dispensed with.  
37 Down Goods 1 Starting.  
38 Down Goods 2 Starting.

New signals (on existing Home signal bracket with altered nomenclature of existing Home Signals.)

Left-hand	top arm	38 Down Goods 2 Home.	
	bottom arm	35 Down Goods 2 Home to Down Goods 1.	
Right-hand	top arm	37 Down Goods 1 Home to Down Goods 2.	(31)
	bottom arm	34 Down Goods 1 Home.	

## FERRYHILL No. 1.

Bracket carrying:—  
26 Up to Down Slow.  
29 Down Goods 2 to Down Slow Home No. 2 has been renewed as a right-hand bracket between Down Platform and Up Slow lines, 9 yards South of Signal Box, 26 above main post—miniature arm and 29, on right-hand of bracket.

Bracket carrying:—  
93 Shunting Down Siding to Down Goods.  
97 Shunting Down Siding to Down Fast has been replaced by ground disc on same site. (30)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WEARMOUTH.

Signal dispensed with.  
40 Up Main Inner Distant.

Altered nomenclature of signal.

Old	New	(30)
40 Up Main Outer Distant.	40 Up Main Distant.	

## NORTH DOCK.

Signal Box and all signals dispensed with.  
Points clipped and spiked normal pending removal. (30)

## FELLING.

The crossover Down Pelaw Goods to Up Pelaw Goods between 99 m. 52 chs. and 99 m. 54 chs. has been removed. (31)

## ELSWICK STATION.

Down and Up Goods lines dispensed with.

Points spiked normal pending removal:—  
9 Goods crossover.  
12 Up Goods—Up Main.  
16 Up Main—Down Goods.  
19 Mains crossover.

Signals dispensed with.

3 Up Goods Distant.  
4 Up Goods Home 1.  
5 Up Goods to Up Main Home 2.  
8 Shunting Down Goods to Up Goods.  
10 Shunting Up Goods to Down Goods.  
14 Shunting Down Goods to Up Main.  
20/21 Down Main to Down Goods Shunt Ahead or Calling-on.

Altered nomenclature of signal.

Old	New	(31)
28 Starting Down Main or to Down Goods.	28 Down Main Starting.	

## \*\*USWORTH.

Points dispensed with.  
13 Up Main—Up Siding.

Signals dispensed with.  
12 Shunting Up Siding to Up Main.  
14 Shunting Up Main to Up Siding. (29)

## \*\*HYLTON COLLIERY EAST GROUND FRAME.

Ground Frame and all signals dispensed with.  
All points become hand worked.

Notice Boards provided on both lines, 70 yards East side of existing Ground Frame reading:—  
"STOP AWAIT INSTRUCTIONS". (29)

## LONDONDERRY.

Bracket carrying 94 Shunting Sidings 1 and 2 to 2 Loop or to Sidings or to Down Seaham with two way Route Indicator has been replaced as a straight post sited between 2 and 3 Loop, same distance from Signal Box. (30)

## UPLEATHAM.

The trailing connection Up Main to Up Siding at the 24 m.p., and the trap points in the Up Siding, have been removed. Buffer stops erected in the Up Siding. (30)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

WOOLSTENHOLMES

**NE/N**

No. 31



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 31st July, 1965  
to Friday, 6th August, 1965 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a 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 has not been possible to give previous notice. Enginemen must be on the look-out for hand signals to stop or run at reduced speed which may be exhibited at any time.

## 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, 1st AUGUST.—BETWEEN STILLINGTON NORTH AND REDMARSHALL STATION.

The Down and Up Goods lines between Stillington North and Redmarshall Station will be abandoned, except for a length of track between 4 m. 40 chs. and 3 m. 30 chs. which will be retained and will in future form the Down and Up Main lines.

The existing Down Main line between 4 m. 14 chs. and 3 m. 70 chs., and between 3 m. 65 chs. and 3 m. 55 chs. will become sidings. The existing Up Main line between 3 m. 55 chs. and 3 m. 60 chs. and between 4 m. 3 chs. and 4 m. 14 chs., will become sidings.

Buffer stops will be erected on the Down and Up Main at 4 m. 14 chs. and 3 m. 55 chs.

The track forming the existing Down and Up Main lines between 4 m. 40 chs. and 3 m. 30 chs. other than the portions mentioned above, will be abandoned. (34)

#### SUNDAY, 1st AUGUST.—STILLINGTON STATION.

The Main to Main Crossover in the former Down and Up Main lines with Single Slip forming connection from Up Main to Down Sidings, located immediately East of the level crossing, will be abandoned.

The connections at the East end of the Down sidings, including connection from former Down Main line will be abandoned, and the two sidings adjacent to the latter will be shortened by approximately 40 yards.

A Down siding will be slewed at the West end and connected into the former Down Main at approximately 3 m. 70 chs., and a hand worked double slip will be installed at approximately 3 m. 65 chs. to form a connection from the Down Sidings to the former Down and Up Main lines.

A hand worked connection will be installed at 3 m. 60 chs. between the former Down Main and the adjacent Down siding.

All points, signals and East End ground frame dispensed with.

A new 3-lever ground frame (Electrically Released from Signal Box) and situated 200 yards West of Stillington Station will be installed controlling the following:—

##### New points.

1. Siding.
2. Mains Crossover.
3. Release.

##### New signals.

1. Up Main Home—Straight post situated on left of Up Main 190 yards West of Signal Box.
2. Up Main Distant—Straight post situated on left of Up Main 700 yards East of Signal Box.
4. 3. Down Main Home—Left hand bracket situated on right of Up Main 244 yards West of Signal Box.
5. 4. Down Main Distant—Straight post situated on left of Down Main 1294 yards West of Signal Box. (34)

#### TUESDAY, 3rd AUGUST.—HARTLEY.

##### New signal.

- 21 Shunting Up to Down Main—disc situated 28 yards North of Signal Box between Up and Down Main.

##### Points spiked normal pending removal.

- 19 Up Main—Branch.
- 20 Branch—Goods.

##### Signals dispensed with.

- 1 Up Main to Goods.
- 2 Up Main to Branch Home.
- 3 Branch Up Starting.
- 21 Shunting Goods to Down Main.
- 29 Branch to Down Main Down Inner Home.
- 30 Branch Down Outer Home.

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

## Altered nomenclature of signal.

Old	New	
10 Shunting Down to Up Main or Goods or Branch.	10 Shunting Down to Up Main.	(34)

## DETAILS OF WORK ALREADY CARRIED OUT.

## NORTHALLERTON.

The Dairy Sidings, Dairy St. and connection Dairy St. to Gas Tank Siding between 30 m. 9 chs. and 30 m. 20 chs. have been removed. (33)

## PRESTON.

Down Goods Loop abandoned.

## Points spiked normal pending removal.

- 16 Down Goods Loop—Down Main.
- 18 Down Main—Down Goods Loop.

## Signals dispensed with.

- 17 Down Goods Loop to Down Main.
- 20 Down Main to Down Goods Loop.
- 21 Down Main to Down Goods Loop—calling on.

## Altered nomenclature of signal.

Old	New	
24 Shunting Up to Down Main or Down Goods Loop.	24 Shunting Up to Down Main.	(33)

## \*\*FERRYHILL No. 2.

## Signals dispensed with.

- 37 Down Goods 1 Starting.
- 38 Down Goods 2 Starting.

## New signals (on existing Home signal bracket with altered nomenclature of existing Home Signals.)

Left-hand	top arm	38 Down Goods 2 Home.	
	bottom arm	35 Down Goods 2 Home to Down Goods 1.	
Right-hand	top arm	37 Down Goods 1 Home to Down Goods 2.	(31)
	bottom arm	34 Down Goods 1 Home.	

## TURSDALE.

50 Down Main Distant (co-acting arms). Top arm dispensed with and lower arm reduced in height. (32)

## YORK YARD SOUTH.

## Points dispensed with.

- 104 M.P.D. Sidings No. 1—Up Doncaster Goods.

## Signal dispensed with.

- 5 Shunting M.P.D. Sidings No. 1 to No. 18 signal. (32)

## YORK (HOLGATE JUNCTION).

## Points dispensed with.

- 449 Loco. Sidings—Up Doncaster Goods.

## Signal dispensed with.

- 63 All routes Loco. Sidings to Up Doncaster Main or Up Holgate Loop. (32)

## CLARENCE ROAD.

The Main to Main crossover between 72 m. 1 ch. and 72 m. 3 chs. has been removed and replaced with plain line. (33)

## \*\*FELLING.

The crossover Down Pelaw Goods to Up Pelaw Goods between 99 m. 52 chs. and 99 m. 54 chs. has been removed. (31)

## GATESHEAD, ST. JAMES' BRIDGE AND PELAW.

All semaphore signals have been dispensed with and St. James' Bridge and Felling Signal Boxes closed and control of signalling transferred to Gateshead Signal Box (signal nomenclatures altered accordingly).

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Gateshead.

## New points.

- 296 Down Sidings—Down Pelaw Main, 1754 yards East of Gateshead Signal Box.
- 295 Mains Crossover, 1814 yards East of Gateshead Signal Box.
- 294 Up Pelaw Main—Down Pelaw Goods, 1870 yards East of Gateshead Signal Box.
- 293 Goods Crossover, 1926 yards East of Gateshead Signal Box.

## New colour light signals.

- G.28 with offset subsidiary—Down Pelaw Goods to G.36, 1562 yards before reaching G.36.
- G.27 with offset subsidiary—Up Pelaw Goods to Pelaw 47, 1400 yards before reaching Pelaw 47.
- GR.27—Banner repeater to G.27, 220 yards before reaching G.27.
- G.46 Down Sidings—Position light ground signal with route indicator, west side of 296 points and left of Down Sidings reading:—  
'M' to Up Pelaw Main.  
'G' to Up Pelaw Goods.

## Altered signals.

- G.51 Up Pelaw Main provided with subsidiary and route indicator reading:—  
'G' Up Pelaw Goods.
- G.50 Down Pelaw Main provided with subsidiary reading to Down Siding.

## St. James' Bridge.

## Points dispensed with

- 24 Up Pelaw Goods—Down Pelaw Goods or Down Pelaw Main or Down Sidings.
- 25 Down Pelaw Goods or Up Pelaw Goods—Down Pelaw Main or Down Sidings.
- 26 Mains Crossover.
- 27 Up Pelaw Main or Up Pelaw Goods—Down Sidings.

## Signal dispensed with.

- SJB.14 Shunting Line 'B' or to line 'A'.

## Altered signal.

- Ground subsidiary G.37 (formerly SJB.21) Up Pelaw Goods fitted with route indicator reading:—  
S—Down Sidings.  
M—Down Pelaw Main.  
G—Down Pelaw Goods.  
U—to G.38 signal.

## St. James' Bridge Ground Frame.

New Ground Frame adjacent to former St. James' Bridge Signal Box, released from Gateshead Signal Box, with following levers.

1. Ground Subsidiary Signal Lines A and B to Reception and Sorting Sidings or Sundries Sidings. (Formerly St. James' Bridge 45).
2. Ground Subsidiary Signal. Sundries Siding 1 to Lines A and B.
3. Slot on G.39 Subsidiary, Reception and Sorting Sidings to Lines A and B
4. Points Lines A and B—Reception and Sorting Sidings.
5. Release lever.

## Felling.

All points spiked out of use pending removal.

## Altered nomenclature of signals.

Old	New
F. 20 Up Main Home.	Gateshead G.49.
F.26 Down Main Starting.	D.99 B (auto.)
F.28 Down Main Home.	D.99 (auto.)

## International Sidings Ground Frame (now released from Gateshead Signal Box).

## New points.

- Up Pelaw Goods—Down Pelaw Goods.

## Pelaw.

## Altered signal.

- 45 Down Goods Starting to Gateshead. C. and S. indicators dispensed with. (32)

## ST. JAMES BRIDGE.

The Buffer Stop situated at the end of the Shunting Neck at Gateshead Goods at 100 m. 25 chs. has been removed and the Shunting Neck reduced in length by 2 chs. (33)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**BLYTH.**

Platforms and connections abandoned.

**Points abandoned.**

- 25 Up Main—No. 2 Platform Siding.
- 30 Mains Crossover.
- 32 Main Crossover.
- 39 Up Main—Harbour Branch.
- 45 Down Main—Harbour Branch.
- 46 Traps on Down Harbour Branch.

} spiked reverse  
pending  
removal.

**Signals dispensed with.**

- 24 Shunting No. 2 Platform Siding to Up Main.
- 33 Shunting Up Main to No. 1 Platform or to No. 2 Platform or to No. 2 Platform Siding.
- 34 Down Main to No. 2 Platform Siding.
- 37 No. 2 Platform to Up Main.
- 38 No. 1 Platform to Up Main back.
- 40 Shunting Up Main or to Harbour Branch or Goods Yard.
- 41 Up Harbour Branch to Up Main.
- 51 Down Main to No. 2 Platform.
- 52 Down Main to No. 1 Platform.
- 53 Down Main Home.
- 2 Platform Ground Frame and associated connection dispensed with. (33)

**\*\*ELSWICK STATION.**

Down and Up Goods lines dispensed with.

**Points spiked normal pending removal:—**

- 9 Goods crossover.
- 12 Up Goods—Up Main.
- 16 Up Main—Down Goods.
- 19 Mains crossover.

**Signals dispensed with.**

- 3 Up Goods Distant.
- 4 Up Goods Home 1.
- 5 Up Goods to Up Main Home 2.
- 8 Shunting Down Goods to Up Goods.
- 10 Shunting Up Goods to Down Goods.
- 14 Shunting Down Goods to Up Main.
- 20/21 Down Main to Down Goods Shunt Ahead or Calling-on.

**Altered nomenclature of signal.**

- | Old                                     | New                    |
|---|------------------------|
| 28 Starting Down Main or to Down Goods. | 28 Down Main Starting. |

(31)

**WENSLEY.****Points dispensed with.**

- 8 Trap in Down Siding.

**Signals dispensed with.**

- 9 Down Main to Down Siding.

(33)

**SEDGEFIELD.****Signal dispensed with.**

- 25 Shunting Up Main to Up Goods Loop.

**Altered nomenclature of signal.**

- | Old  | New   |
|--|---|
| 1 Shunting Up Main or to Down Main or to Goods Yard. | 1 Shunting Up Main to Down Main or to Goods Yard. |

(32)

**SEATON-ON-TEES BRANCH.**

Graythorpe Ground Frame and associated points dispensed with.

**Grays Shipyard G.F.**

Points dispensed with. 5 Main—Loop.

(33)

*chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

C. J.

**NE/N**

WOOLSTENHOLMES

No. 38



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 18th September, 1965  
to Friday, 24th September, 1965 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, 18th and 19th SEPTEMBER.—SUNDERLAND.

A new Up Main line will be laid between 89 m. 44 chs. and 89 m. 55 chs., and a facing connection at 89 m. 55 chs. and a trailing connection at 89 m. 44 chs. will be installed and clamped, spiked and padlocked out of use. All Up traffic will thereafter travel over the new Up Main line via the Up Passenger Loop.

## Points dispensed with.

46 (A end only) Mains Crossover.

## Points clamped normal.

46 (B end) Mains—Crossover.  
21 (B end) Up Main—Up Passenger Loop.  
23 Mains Crossover.

## Signals dispensed with.

45 Shunting Down to Up Main.  
53 Up Main or to Down Main.

## Altered nomenclature of signals.

Old  
1 Up Main Home 1 or Calling on or to Up Passenger Loop.  
2 Shunting Down Main or to Up Passenger Loop or to Up Main.  
3A Shunting Up Main or to Down Main.  
3B Shunting Up Passenger Loop to Up Main or to Down Main.  
16 Up Passenger Loop to East Sidings or to Up Main or to Middle Siding or to Up Branch.  
17 Up Main Home 2 or to Middle Sidings or to Up Branch.  
22 Shunting Down Main or to Up Main or to Middle Sidings or to Up or Down Branch.  
24 Shunting Up Main or to Down Main or to Up Passenger Loop.  
27 Shunting Down Passenger Loop to Up Main or to Up Branch or to Middle Sidings or to Wall Sidings or to West Sidings.  
54 Shunting Middle Sidings to Up Main.

## Altered nomenclature of points.

Old  
6 Up Main—Up Passenger Loop.  
39 Up Main—Up Branch.

## Altered nomenclature of lines.

Old  
Up Passenger Loop.  
Up Main.

## New

1 Up Main Home 1 or Calling on or to Bay No. 1.  
2 Shunting Down Main to Bay No. 1. or to Up Main.  
3A Shunting Bay No. 1 to Up Main or to Down Main.  
3B Shunting Up Main or to Down Main.  
16 Up Main to 18 signal.  
17 Bay No. 1 to Middle Sidings or to Up Branch.  
22 Shunting Down Main to Middle Sidings or to Up or Down Branch.  
24 Shunting Up Branch to Bay No. 1.  
27 Shunting Down Passenger Loop to Up Branch or to Down Branch or to Wall Siding or to West Siding.  
54 Shunting Middle Sidings to Bay No. 1.

## New

6 Bay No. 1—Up Main.  
39 Bay No. 1—Up Branch.

## New

Up Main.  
Bay No. 1.

## SUNDAY, 19th SEPTEMBER.—THIRSK.

## Points dispensed with.

217 Coal Depot to Up Sidings.  
219 Up Sidings to Up Slow.  
221 Up Reception Sidings to Up Slow.  
226 Down Reception Lines No. 2 to Down Reception Line No. 3.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**  
**DETAILS OF WORK REFERRED TO IN SECTION B—continued.**

**Signals dispensed with.**

- 33 Shunting Down Fast.
- D22 Down Fast to D22B signal.
- D22S Down Slow to D22BS signal.
- U22B Up Fast to U21 signal.
- U22BS Up Slow to U21S signal.
- 49/50 Shunting Down Slow or to Cattle Dock (all routes).
- 63/64 Shunting Up Fast or to Up Slow (all routes).
- 78/84 Shunting from Up Fast (all routes).
- 40/41 Shunting Up Slow or to Up Sidings (all routes).
- 89 Shunting Up Slow.
- 102/104 Shunting from Down Reception Siding No. 3 (all routes).
- 101 Shunting from Back Siding.

**New points.**

- 111 Up Slow to Up Reception or Up Sidings (opposite Signal Box).
  - 116/117 Down Slow-Down Reception 3 (95 yards South of Signal Box).
- Access to Up Sidings will be obtained through hand operated points situated 5 yards North of 111A points.

**Altered signals.**

D22B replaced by a multi-aspect C/L fitted with L.H. Junction Indicator and sub-signal and re-numbered to read:—

- 30 (Main aspect with Junction Indicator) Down Fast to Down Slow 9 signal or Main aspect only to D22 Down Fast.

- 30 Sub Down Fast to Down Reception No. 1 or 2.

D22BS signal replaced by a multi-aspect C/L fitted with R.H. Junction Indicator and sub-signal and re-numbered to read:—

- 31 (Main aspect with Junction Indicator) Down Slow to Down Fast D22 signal or Main aspect only to 9 signal Down Slow.

- 31 Sub Down Slow to Down Reception No. 1 or 2 or 3.

D22DS replaced by a multi-aspect C/L fitted with a L.H. off-set sub-signal and re-numbered to read:—

- 10 (Main aspect) Down Slow to 4 signal Down Slow.
- 10 Sub Down Slow to Shunting Neck.

U23 replaced by a multi-aspect C/L fitted with a L.H. Junction Indicator and re-numbered to read:—

- 2 (Main aspect with Junction Indicator) Up Fast to Up Slow 5 signal (with Junction Indicator) or to 6 signal (Main aspect only).

U23BS replaced by a multi-aspect C/L fitted with a L.H. offset sub-signal and re-numbered to read:—

- 5 Sub Up Slow to Up Reception Line No. 1 or 2.
- 5 (Main aspect) Up Slow to 22 signal.

D23S fitted with a R.H. Junction Indicator and re-numbered to read:—

- 4 (Main aspect with Junction Indicator) Down Slow to Down Fast D24 signal or or D24S signal (Main aspect only). Down Slow.

- 37 Shunting Down Slow to Down Goods will be moved 100 yards further from Signal Box and re-numbered 36 Down Slow to Thirsk Town Branch.

**Altered nomenclatures of signals.**

Old	New
71/72 Shunting from Up Slow. All routes.	28 Shunting Up Slow to Up Sidings or Up Reception Lines, or Down Fast or Down Slow or Down Reception 1 or 2.
39 Shunting from Up Fast. All routes.	29 Shunting Up Fast to Up Sidings or Up Reception Lines or Up Slow or Up Fast or Down Fast or Down Slow or Down Reception No. 1 or 2.
53/58 Shunting from Cattle Dock. All routes.	27 Shunting Cattle Dock to Down Reception No. 3.
90/92 Shunting from Down Fast. All routes.	25 Shunting Down Fast or to Up Slow or Up Fast.
61 Shunting from Back Sidings. All routes.	26 Shunting Back Siding to Down Slow 36 signal or Cattle Sidings.
97/98 Shunting from Down Reception No. 1. All routes.	18 Shunting Down Reception No. 1 to Down Fast or Down Slow.
99/100 Shunting from Down Reception No. 2. All routes.	19 Shunting Down Reception No. 2 to Down Fast or Down Slow.
93/94 Shunting from Down Fast. All routes.	16 Shunting Down Fast or to Down Slow.
95/96 Shunting from Down Slow. All routes.	17 Shunting Down Slow to Down Fast.

**DETAILS OF WORK REFERRED TO IN SECTION B—continued.****MONDAY, 20th SEPTEMBER.—BROMPTON.**

Points spiked normal pending removal.

- 9 Mains Crossover.
- 12 Up Main—Goods Yard.

Signals dispensed with.

- 8 Shunting Down to Up Main.
- 10 Shunting Up to Down Main.
- 11 Goods Yard to Up Main.
- 13 Shunting Up Main to Goods Yard.

**TUESDAY, 21st SEPTEMBER.—BROADWATH GATE BOX.**

Points spiked normal pending removal.

- 11 Up Main—Goods Siding.

Signals dispensed with.

- 5 Shunting Up Main to Goods Siding.
- 19 Goods Siding to Up Main.

**THURSDAY, 23rd SEPTEMBER.—CEMETERY NORTH.**

Altered signals (to be fitted with miniature arms).

- 7 Down Goods to Castle Eden.
- 9 Down Goods to Down Seaham.
- 69/70/71/72 Up Main to Up Goods or to Up Sidings 1, 2 or 3.

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

Ground Frame dispensed with and points spiked normal pending removal.

(40)

**THIRSK.**

North Ground Frame and all associated points and signals dispensed with.

Points spiked normal pending removal.

- 213 Cattle Sidings—Down Slow.

Signal dispensed with.

- 43/48 Shunting from Cattle Dock all routes.

(40)

**\*\*FERRYHILL, No. 1.**

Points dispensed with.

- 98 Down Fast—Down Siding.
- 67 Down Slow—Down Goods.

Signals dispensed with.

- 44 Shunting Down Siding to 93/97G.
- 93 Shunting Down Siding to Down Goods.
- 94 Shunting Down Goods to Down Slow or to Down Siding.
- 97 Shunting Down Siding to Down Fast.
- 99 Shunting Down Fast to No. 78 Signal or to Up Slow or to Up Fast.
- 100 Shunting Down Fast to Down Siding.

Altered signal.

- 70 Shunting Down Fast or to Down Slow has been moved 15 yards nearer Signal Box.

New points.

- 67 Down Fast—Down Loop. Previously clipped and padlocked now brought into use.

Altered points.

- 65 now reads Down Slow to Down Fast only.

New signals.

- 93 Down Siding to Down Loop Disc signal situated on left of Down Siding.
- 94 Down Loop to Down Siding or to Down Fast or to Up Fast or to Up Slow disc signal situated between Down Loop and Down Fast.
- 99 Shunting Down Fast to No. 70 signal or to Up Fast or to Up Slow, disc signal situated between Down Fast and Up Fast.

Amended item (38)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## NEWCASTLE.

Points spiked normal pending removal.

491 (B end) 'Z' Goods line—Hawthorne sidings.

Points spiked reverse pending removal.

492 (A end) 'Z' Goods line—Factory sidings.

Signal dispensed with.

196 Shunting Hawthorn Sidings to 'Z' Goods line.

Route dispensed with.

Route (1) of 119 Ground sub 'Z' Goods line to Hawthorn sidings. (40)

## BISHOPTON LANE.

Points spiked normal pending removal.

74 Up Main—Loading Bank.

80 Up Main—Carriage Sidings.

Signals dispensed with.

73 Loading Bank to Up Main.

75 Up Main to Loading Bank.

79 Carriage Sidings to Up Main.

81 Up Main to Carriage Sidings. (40)

## NEWBURN.

Points spiked normal pending removal.

52 Down Goods—Shops Sidings.

Signals dispensed with.

51 Shops Sidings to Down Goods.

60 Down Goods to Shops Sidings. (40)

## WEST STANLEY.

Points dispensed with.

10 Up Main—Siding.

Signals dispensed with.

5 Shunting Up Main to Siding.

14 Shunting Siding to Up Main. (40)

## CHARITY.

Points spiked normal pending removal.

24 Mains Crossover.

Signal Dispensed with.

44 Up Main to Up Branch Home.

Altered Signal.

33 Shunting Up Main to Rolling Mill or Down Main will be moved 75 yards nearer Signal Box. (40)

## SCORTON.

Goods Yard Ground Frame and associated points dispensed with. (40)

## BISHOP MIDDLEHAM.

1 Down Distant signal has been moved 80 yards further from Signal Box. New item (41)

## \*\*\*GRANGETOWN.

Signals dispensed with.

60 Up Goods to No. 1 or 2 Reception.

77 Shunting Down I.C.I. line to Wilton Top etc.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered signals.

The small offset yellow aspects and 'C' signs have been dispensed with on the following signals and route indicators provided reading as follows:—

	Aspect	Route	Reading
2	Sub	"1"	No. 2 Down Goods to No. 1 Reception.
	Main	"B"	No. 2 Down Goods to Down Beam Mill Line Home 1.
	Main	"G"	No. 2 Down Goods to Down Goods Home 1.
3	Sub	"G"	No. 2 Down Goods to Down Goods Calling-on.
	Sub	"1"	No. 1 Down Goods to No. 1 Reception.
5	Main	"B"	No. 1 Down Goods to Down Beam Line Home 1.
	Main	"G"	No. 1 Down Goods to Down Goods Home 1.
	Sub	"G"	No. 1 Down Goods to Down Goods Calling-on.
6	Sub	"G"	Up T.C.C. Line to Up Goods Calling-on.
67	Sub	"1"	Up T.C.C. Line to No. 1 Reception.
	Sub	"2"	Up T.C.C. Line to No. 2 Reception.
69	Main	"M"	Up T.C.C. Line to Up Main Home.
	Main	"G"	Up T.C.C. Line to Up Goods Home.
101	Sub	"1"	Down Main to No. 1 Reception.
103	Sub	"T"	Down Main to Down T.C.C. Line.
110	Sub	"1"	Up Main to No. 1 Reception.
	Sub	"2"	Up Main to No. 2 Reception.

All "C" signs on subsidiary signals dispensed with.

## New signals.

60/61/63 Up Goods Home No. 2 signal has been replaced by a colour light on same site with route indicator above and subsidiary below reading:—

	Aspect	Route	Reading
61	Sub	"G"	Up Goods Calling-on.
63	Sub	"1"	Up Goods to No. 1 Reception.
	Sub	"2"	Up Goods to No. 2 Reception.
Main	"M"	Up Goods to Up Main Home No. 2.	
	"G"	Up Goods Home No. 2.	

Slag breaking plant ground frame and associated points dispensed with. (38)

## MARSKE. WEDNESDAY, 1st SEPTEMBER, at 08.00

The Signal Box and all signals dispensed with. Points spiked, clipped and padlocked normal pending removal. (39)

No. 40 of 1965

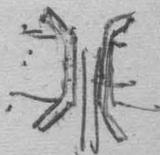
C. J.

WOOLSTENHOLMES

SECTION B—TEMPORARY ENGINEERING WORKS—continued

N-13

At or between	Lines affected	Remarks
<b>CAMBOIS BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
West Sleekburn and Freeman's.	Down and Up Main.	08 00 to 17 00, contractor erecting overhead scaffolding at 1 m. 24 chs.
Cambois and West Blyth.	All.	07 30 to 17 00, installing cables and apparatus cases.
<b>SUNDAY, 3rd OCTOBER.</b>		
Cambois.	All.	07 00 to 17 00, loading coal spillage. Signal Box open.
North Blyth.	Down Main.	07 30 to 17 00, building retaining wall between North Blyth Signal Box and North Blyth M.P.D. Signal Box open.
<b>WINNING to MARCHEYS HOUSE.</b>		
<b>SUNDAY, 3rd OCTOBER.</b>		
Marcheys House.	All.	07 30 to 17 00, alterations to No. 10 Down Branch Home signal, re-routing point and signal connections. Signal Box open.
<b>MANORS JUNCTION to TYNE MOUTH (via BACKWORTH).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Manors, Station.	All.	Overhauling point layout.
South Gosforth, Station Junction.	Down and Up B. and T.	07 30 to 17 00, reconstructing and widening Bridge No. 17 at 2 m. 36 chs. Crane and mechanical plant in use.
South Gosforth and Benton Station Junction.	Down and Up B. and T.	07 30 to 17 00, reconstructing and widening Bridge No. 22 at 3 m. 61 chs. Mobile crane and mechanical plant in use.
<b>SUNDAY, 3rd OCTOBER.</b>		
Manors Junction and South Gosforth.	Down and Up B. & T. (BLOCKED).	00 01 to 23 59, relaying and stone ballasting between 0 m. 66 chs. and 1 m. 35 chs. Crane in use. All traffic to start and terminate at South Gosforth. See separate advice for altered train arrangements. Bus service in operation between Newcastle and South Gosforth.
Benton Station Junction and Benton East Junction.	00 01 to 06 00 Down and Up B. & T. (BLOCKED). 06 00 to 8 00 Down and Up B. & T. (BETWEEN TRAINS).	00 01 to 08 00, turning side worn rails. Crane in use. Third Rail Sections 39 and 40 affected.



## 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, 3rd OCTOBER.—RYHOPE GRANGE, VILLETTE ROAD, SUNDERLAND, MONKWEARMOUTH, WEARMOUTH, MILLFIELD AND FAWCETT STREET.**

**RYHOPE GRANGE.****Signals dispensed with.**

- 16 Down Main Starting.
- 50 Up Main Distant.

**New colour light signals.**

- RG.16 Down Main Starting. Situated 566 yards North of Signal Box.
- RG.50 Up Main Outer Home. Situated 412 yards North of Signal Box.
- U.88 Up Main Auto Distant. Situated 1717 yards North of Signal Box.

**VILLETTE ROAD.****Points spiked normal pending removal.**

- 13 Up Main—Down Sidings.
- 15 Down Main—Down Sidings.

**Signals dispensed with.**

- 8 Down Sidings to Down Main.
- 18 Up Main Starting.
- 19 Down Sidings to Up Main.
- 20 Down Main to Down Sidings.

**SUNDERLAND.****Points dispensed with.**

- 29 (B end) Down Main—Down Passenger Loop.
- 41 Down Main—Up Branch.
- 43 Up Branch—Middle Sidings.

**Points spiked normal pending removal.**

- 29 (A end) Down Main—Down Passenger Loop.

**Signals dispensed with.**

- 9 Down Main & Down Branch to Down Passenger Loop Inner Distant.
- 31 Down Main to Down Passenger Loop.
- 40 Shunting Down Passenger Loop to Middle Sidings or Up Branch.
- 60 Down Branch to Down Passenger Loop Calling on.
- 62 Down Main to Down Passenger Loop Calling on.
- 64 Down Branch to Down Passenger Loop.
- 67 Down Main to Down Passenger Loop.

**Altered nomenclature of signals.**

- |   |  |
|---|--|
| Old   | New  |
| 27 Shunting Down Passenger Loop to Up Branch or to Down Branch or to Wall Siding or to West Siding. | 27 Shunting Down Passenger Loop to Wall Siding or West Siding. |

**Altered nomenclature of lines.**

- |            |            |
|------------|------------|
| Old        | New        |
| Bay No. 2. | Down Main. |

**MONKWEARMOUTH.****Signals dispensed with.**

- 29 Up Main Starting.
- 30 Up Main Home.
- R30 Up Main Home Banner Repeater.

**Altered nomenclature.**

- |                            |                      |
|----------------------------|----------------------|
| Old                        | New                  |
| R28 Up Main Outer Distant. | R30 Up Main Distant. |

**New signal.**

- M30 Up Main Home—A colour light situated 260 yards North of Signal Box.

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

## WEARMOUTH.

## Signal dispensed with.

38 Up Main Starting with Monkwearmouth, 28 Up Main Inner Distant below.

## FAWCETT STREET.

## Points spiked reverse.

12 Down Main—Down Branch.  
13 Up Main—Up Branch.  
14 Traps in Up Branch.

## Signals dispensed with.

2 Down Main Home with Sunderland Down Branch Outer Distant below.  
3 Down Main Starting with Sunderland Down Branch Inner Distant below.  
16 Shunting Down Branch to Down Main.  
24 Up Main Home with Millfield Up Main Distant below.

(43)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*SESSAY.

Ground Frame dispensed with and points spiked normal pending removal.

(40)

## THIRSK.

North Ground Frame and all associated points and signals dispensed with.

## Points spiked normal pending removal.

213 Cattle Sidings—Down Slow.

## Points dispensed with.

217 Coal Depot to Up Sidings.  
219 Up Sidings to Up Slow.  
221 Up Reception Sidings to Up Slow.  
226 Down Reception Lines No. 2 to Down Reception Line No. 3.

## Signal dispensed with.

43/48 Shunting from Cattle Dock all routes.  
33 Shunting Down Fast.  
D22 Down Fast to D22B signal.  
D22S Down Slow to D22BS signal.  
U22B Up Fast to U21 signal.  
U22BS Up Slow to U21S signal.  
49/50 Shunting Down Slow or to Cattle Dock (all routes)  
63/64 Shunting Up Fast or to Up Slow (all routes).  
78/84 Shunting from Up Fast (all routes).  
40/41 Shunting Up Slow or to Up Sidings (all routes).  
89 Shunting Up Slow.  
102/104 Shunting from Down Reception Siding No. 3 (all routes).  
101 Shunting from Back Siding.

## New points.

111 Up Slow to Up Reception or Up Sidings (opposite Signal Box).  
116/117 Down Slow-Down Reception 3 (95 yards South of Signal Box).  
Access to Up Sidings will be obtained through hand operated points situated 5 yards North of 111A points.

## Altered signals.

D22B replaced by a multi-aspect C/L fitted with L.H. Junction Indicator and sub-signal and re-numbered to read:—

30 (Main aspect with Junction Indicator) Down Fast to Down Slow 9 signal or Main aspect only to D22 Down Fast.  
30 Sub Down Fast to Down Reception No. 1 or 2.

D22BS signal replaced by a multi-aspect C/L fitted with R.H. Junction Indicator and sub-signal and re-numbered to read:—

31 (Main aspect with Junction Indicator) Down Slow to Down Fast D22 signal or Main aspect only to 9 signal Down Slow.  
31 Sub Down Slow to Down Reception No. 1 or 2 or 3.

D22DS replaced by a multi-aspect C/L fitted with a L.H. off-set sub-signal and re-numbered to read:—

10 (Main aspect) Down Slow to 4 signal Down Slow.  
10 Sub Down Slow to Shunting Neck.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

U23 replaced by a multi-aspect C/L fitted with a L.H. Junction Indicator and re-numbered to read:—

2 (Main aspect with Junction Indicator) Up Fast to Up Slow 5 signal (with Junction Indicator) or to 6 signal (Main aspect only).

U23BS replaced by a multi-aspect C/L fitted with a L.H. offset sub-signal and re-numbered to read:—

5 Sub Up Slow to Up Reception Line No. 1 or 2.  
5 (Main aspect) Up Slow to 22 signal Up Slow.

D23S fitted with a R.H. Junction Indicator and re-numbered to read:—

4 (Main aspect with Junction Indicator) Down Slow to Down Fast D24 signal or D24S signal (Main aspect only). Down Slow.

37 Shunting Down Slow to Down Goods will be moved 100 yards further from Signal Box and re-numbered 36 Down Slow to Thirsk Town Branch.

## Altered nomenclatures of signals.

Old	New
71/72 Shunting from Up Slow. All routes.	28 Shunting Up Slow to Up Sidings or Up Reception Lines, or Down Fast or Down Slow or Down Reception 1 or 2.
39 Shunting from Up Fast. All routes.	29 Shunting Up Fast to Up Sidings or Up Reception Lines or Up Slow or Up Fast or Down Fast or Down Slow or Down Reception No. 1 or 2.
53/58 Shunting from Cattle Dock. All routes.	27 Shunting Cattle Dock to Down Reception No. 3.
90/92 Shunting from Down Fast. All routes.	25 Shunting Down Fast or to Up Slow or Up Fast.
61 Shunting from Back Sidings. All routes.	26 Shunting Back Siding to Down Slow 36 signal or Cattle Sidings.
97/98 Shunting from Down Reception No. 1. All routes.	18 Shunting Down Reception No. 1 to Down Fast or Down Slow.
99/100 Shunting from Down Reception No. 2. All routes.	19 Shunting Down Reception No. 2 to Down Fast or Down Slow.
93/94 Shunting from Down Fast. All routes.	16 Shunting Down Fast or to Down Slow.
95/96 Shunting from Down Slow. All routes.	17 Shunting Down Slow to Down Fast.

(41)

## \*\*NEWCASTLE.

## Points spiked normal pending removal.

491 (B end) 'Z' Goods line—Hawthorne sidings.

## Points spiked reverse pending removal.

492 (A end) 'Z' Goods line—Factory sidings.

## Signal dispensed with.

196 Shunting Hawthorn Sidings to 'Z' Goods line.

## Route dispensed with.

Route (1) of 119 Ground sub 'Z' Goods line to Hawthorn sidings.

(40)

## BROMPTON.

## Points spiked normal pending removal.

9 Mains Crossover.  
12 Up Main—Goods Yard.

## Signals dispensed with.

8 Shunting Down to Up Main.  
10 Shunting Up to Down Main.  
11 Goods Yard to Up Main.  
13 Shunting Up Main to Goods Yard.

(41)

## \*\*BISHOPTON LANE.

## Points spiked normal pending removal.

74 Up Main—Loading Bank.  
80 Up Main—Carriage Sidings.

## Signals dispensed with.

73 Loading Bank to Up Main.  
75 Up Main to Loading Bank.  
79 Carriage Sidings to Up Main.  
81 Up Main to Carriage Sidings.

(40)

~~116/117 Down Slow-Down Reception 3 (95 yards South of Signal Box)~~

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*NEWBURN.

## Points spiked normal pending removal.

52 Down Goods—Shops Sidings.

## Signals dispensed with.

51 Shops Sidings to Down Goods.

60 Down Goods to Shops Sidings. (40)

## CEMETERY NORTH.

## Altered signals (fitted with miniature arms).

7 Down Goods to Castle Eden.

9 Down Goods to Down Seaham.

69/70/71/72 Up Main to Up Goods or to Up Sidings 1, 2 or 3. (41)

## SUNDERLAND.

A new Up Main line has been laid between 89 m. 44 chs. and 89 m. 55 chs., and a facing connection at 89 m. 55 chs. and a trailing connection at 89 m. 44 chs. has been installed and clamped, spiked and padlocked out of use. All Up traffic will henceforth travel over the new Up Main line via the Up Passenger Loop.

## Points dispensed with.

46 (A end only) Mains Crossover.

## Points clamped normal.

46 (B end) Mains—Crossover.

21 (B end) Up Main—Up Passenger Loop.

23 Mains Crossover.

## Signals dispensed with.

45 Shunting Down to Up Main.

53 Up Main or to Down Main.

## Altered nomenclature of signals.

## Old

1 Up Main Home 1 or Calling on or to Up Passenger Loop.

2 Shunting Down Main or to Up Passenger Loop or to Up Main.

3A Shunting Up Main or to Down Main

3B Shunting Up Passenger Loop to Up Main or to Down Main.

16 Up Passenger Loop to East Sidings or to Up Main or to Middle Siding or to Up Branch.

17 Up Main Home 2 or to Middle Sidings or to Up Branch.

22 Shunting Down Main or to Up Main or to Middle Sidings or to Up or Down Branch.

## Altered nomenclature of points.

## Old

6 Up Main—Up Passenger Loop.

39 Up Main—Up Branch.

## Altered nomenclature of lines.

## Old

Up Passenger Loop.

Up Main.

## New

1 Up Main Home 1 or Calling on or to Bay No. 1.

2 Shunting Down Main to Bay No. 1. or to Up Main.

3A Shunting Bay No. 1 to Up Main or to Down Main.

3B Shunting Up Main or to Down Main.

16 Up Main to 18 signal.

17 Bay No. 1 to Middle Sidings or to Up Branch.

22 Shunting Down Main to Middle Sidings or to Up or Down Branch.

## New

6 Bay No. 1—Up Main.

39 Bay No. 1—Up Branch.

## New

Up Main.

Bay No. 1.

Amended item. (41)

## SUNDERLAND.

## Points dispensed with.

25 Down Main—Down Branch.

39 (A end only) Up Main—Up Branch.

## Points spiked.

29 (B end) Down Main—Down Passenger Loop Reverse.

39 (B end) Up Main—Up Branch Normal.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

10 Down Main and Branch Inner Distant.

24 Shunting Up Branch to Bay No. 1

54 Shunting Middle Sidings to Bay No. 1.

61 Down Branch to Down Main Calling on.

63 Down Main Calling on.

66 Down Branch to Down Main Home.

69 Down Main Home No. 2.

## Altered nomenclature of signals.

## Old

7 Shunting Down Main or to Down Passenger Loop.

14 Down Main Home No. 4.

15 Down Main Home No. 3.

## New

7 Shunting Down Main to Bay 2 or to Down Passenger Loop.

14 Bay No. 2 to Down Main.

15 Bay No. 2 to 14 signal.

AMENDED ITEM (42)

## DILSTON, CORBRIDGE G.F.

Ground Frame/signals and all connections dispensed with. (42)

## HALTWHISTLE.

Hadrian Paint Works G.F. and all associated points dispensed with. (42)

## BROADWATH GATE BOX.

## Points spiked normal pending removal.

11 Up Main—Goods Siding.

## Signals dispensed with.

5 Shunting Up Main to Goods Siding.

19 Goods Siding to Up Main. (41)

## \*\*\*WEST STANLEY.

## Points dispensed with.

10 Up Main—Siding.

## Signals dispensed with.

5 Shunting Up Main to Siding.

14 Shunting Siding to Up Main. (40)

## WEST STANLEY.

The Signal Box will be closed and all signals dispensed with. Point spiked clipped and padlocked normal pending removal. (42)

## MERRINGTON LANE.

## Points dispensed with.

15 Up Main—Goods Siding.

## Signals dispensed with.

10 Goods Siding to Up Main.

20 Up Main to Goods Siding. (42)

## \*\*\*CHARITY.

## Points spiked normal pending removal.

24 Mains Crossover.

## Signal Dispensed with.

44 Up Main to Up Branch Home.

## Altered Signal.

33 Shunting Up Main to Rolling Mill or Down Main will be moved 75 yards nearer Signal Box. (40)

## \*\*\*SCORTON.

Goods Yard Ground Frame and associated points dispensed with. (40)

## BISHOP MIDDLEHAM.

1 Down Distant signal has been moved 80 yards further from Signal Box. (41)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES  
No. 41



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 9th October, 1965  
to Friday, 15th October, 1965 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, 9th and 10th OCTOBER.—FERRYHILL No. 1 and 3**

**FERRYHILL No. 1.**

Limit of Shunt on Down Loop dispensed with and outlet points at present spiked will be connected to the signal box reading:

52 Down Fast—Down Loop.

**Signals dispensed with.**

- 46 Down Fast Home No. 1.
- 47 Down Fast Home No. 2.
- 51 Down Fast Starting.

**New signals.**

- 47 Main Aspect with Junction Indicator—Down Fast to Down Loop 51 Signal.
- Sub " " " " " " " " " " " "
- Colour light with left-hand junction indicator above and subsidiary below. 225 yards south of Signal Box.
- 51 Down Fast Starting.
- Colour light on right-hand bracket 1325 yards North of Signal Box.
- 53 Down Loop to Down Fast.
- Colour light 1325 yards North of Signal Box.

**Altered signals and aspects.**

- 50/54/58/63 Down Slow ground level colour light with 4-way route indicator will have a subsidiary below and the 'G' indication will be altered to 'L'.
- 50 (Indicator 'M') Down Slow to Down Fast will display 'Y' or 'G' aspects.
- 63 (Main Aspect with indicator 'L') Down Slow to Down Loop 53 signal.
- (Subsidiary " " " " " " " " " " " ")

**FERRYHILL NO. 3.**

Quarry Sidings Ground Frame now released by Ferryhill No. 3.

**SATURDAY AND SUNDAY, 9th and 10th OCTOBER—RYHOPE GRANGE VILLETTE ROAD, SUNDERLAND, MONKWEARMOUTH.**

Commencing 23 00, Saturday, 9th October, all existing signals will be replaced by new multi-aspect or position light signals. The altered layout and signalling will be as shown on the drawing included in this notice.

At 14 00 hours on Sunday, 10th October, the present Sunderland Station signal box will be dispensed with and the control of signalling transferred to a new signal box sited 200 yards south of the existing box. Also from 14 00 hours on Sunday, 10th October, Villette Road signal box and all remaining signals and points controlled by this box will be dispensed with. The Track Circuit Block Regulations will apply on the Up and Down Main lines between Sunderland Station and Ryhope Grange signal boxes.

From 23 00 hours on Saturday, 9th October, until completion of work the colour light signals will be illuminated for testing purposes and may display incorrect aspects. Drivers must ignore all aspects and work to instructions of handsignalmen.

**Signal alterations.**

**MONKWEARMOUTH.**

**Altered signal.**

MW30 will become a four aspect colour light signal.

**SUNDERLAND.**

**New signals.**

**Up Direction.**

Signal No.	Location	Aspect M=Main S=Sub	Route or Junction Indicator where provided	Destination to line or signal number
S51	Up Main	M S	— —	Up Main S58 Up Main

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

S58	Up Main	M	M	Up Main S65
		S	M	Up Main
		M	S	Up Main U88
S60	Down Loop	M	S	Middle Sidings
		S	S	Up Main U88
		S	S	Down Main
S65	Up Main	M	—	Middle or West Sidings
				U88
<b>Down Direction.</b>				
S70	Down Main	M	—	Down Main S69
S69	Down Main	M	—	Up Main S55
		M	—	Down Main S56
		S	—	Down Main
		M	—	Down Loop S57
		S	—	Down Loop
S57	Down Loop	M	—	Down Main S52
		S	—	Down Main
S56	Down Main	M	—	Down Main S52
		S	—	Down Main
S55	Up Main	M	—	Down Main S52
		S	—	Down Main
S52	Down Main	M	—	Down Main M13

Position Light Ground Signals.

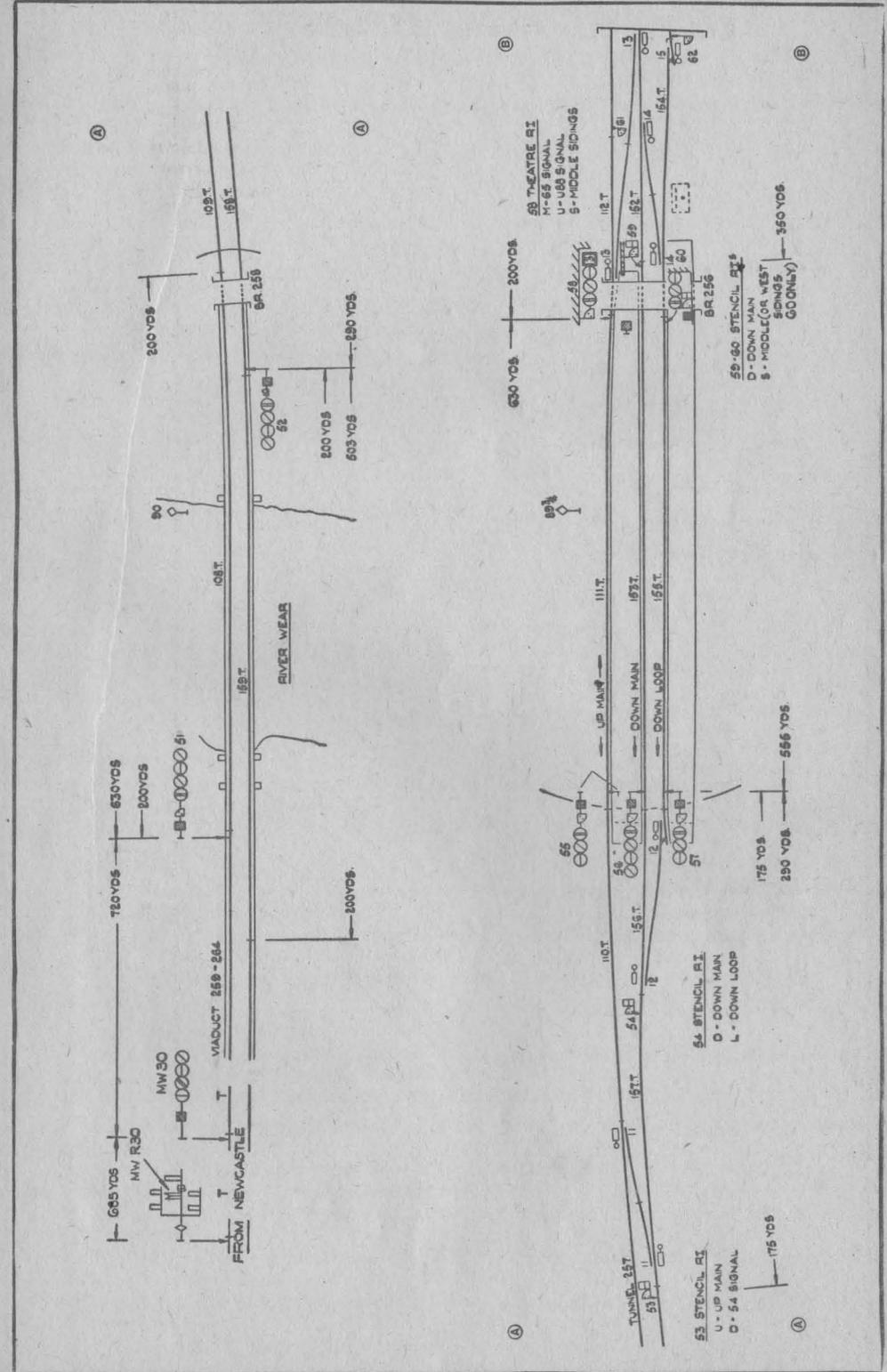
- 53 Down Main (Route D) or to Up Main (Route U)
- 54 Down Main (Route D) or to Down Loop (Route L)
- 59 Down Main (Route D) or to Middle Sidings (Route S)
- 61 Up Main
- 62 West Sidings to Down Loop
- 63 Down Main to Up Main
- 64 Middle Sidings to Up Main (Route U) or to Down Main (Route D) or to Down Loop (Route L)
- 66 Up Main to Up Main (Route M) or to Up Main via Down Main (Route U) or to Down Main (Route D) or to Down Loop (Route L)

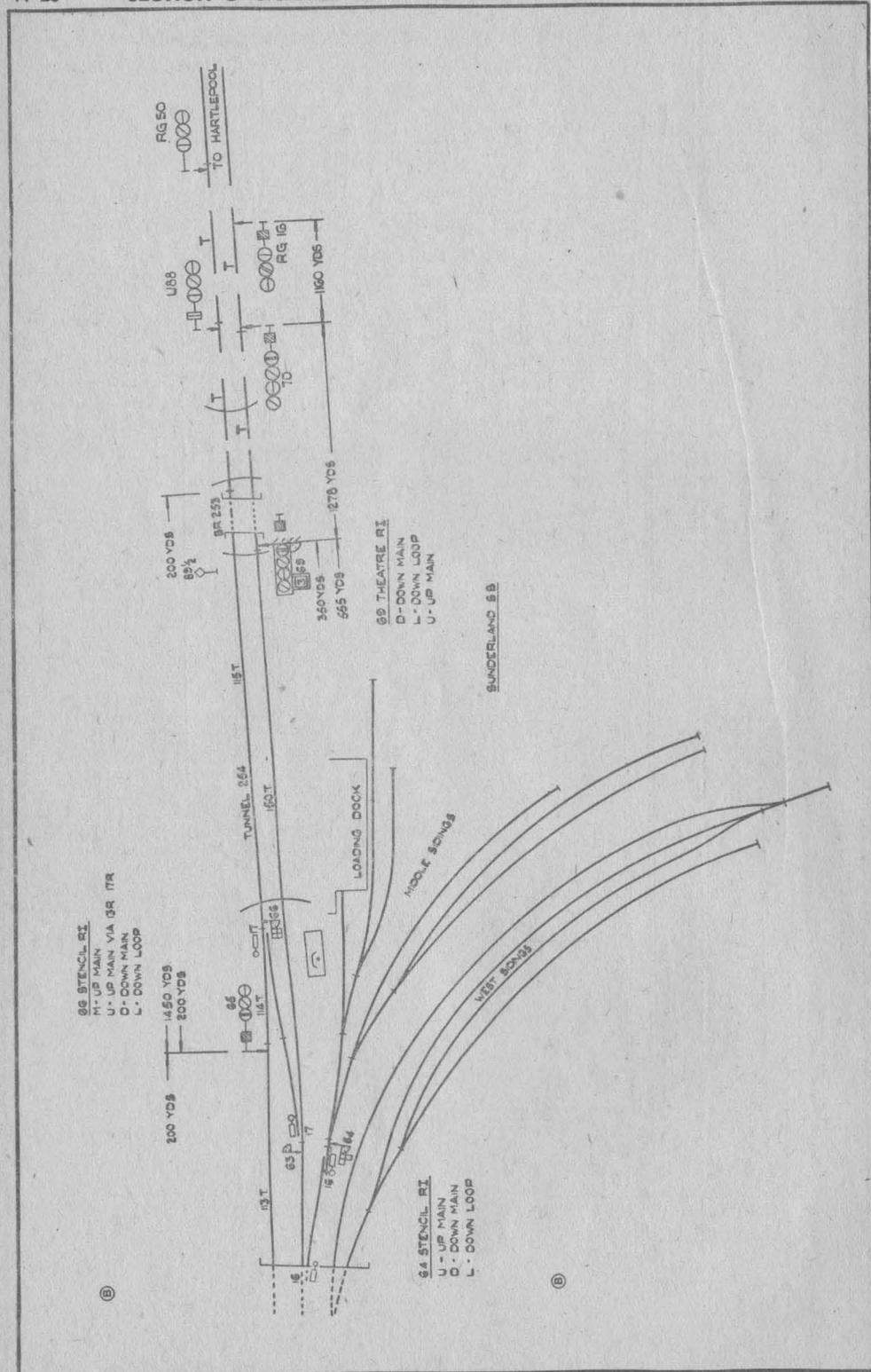
RYHOPE GRANGE.

Altered nomenclature.

U88 will become Up Main Auto.

(44)





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

## SUNDAY 10th OCTOBER.—BLUE 'HOUSE CROSSING GROUND FRAME.

Ground Frame dispensed with.  
Gates padlocked across roadway and keys supplied to authorised users. Wicket locks removed.  
Stop—Look—Listen Boards provided.

## Signals dispensed with:

- 4 Up Main Home.
- 5 Down Main Home.

(44)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*THIRSK.

North Ground Frame and all associated points and signals dispensed with.

Points spiked normal pending removal.

213 Cattle Sidings—Down Slow.

Points dispensed with.

217 Coal Depot to Up Sidings.

219 Up Sidings to Up Slow.

221 Up Reception Sidings to Up Slow.

226 Down Reception Lines No. 2 to Down Reception Line No. 3.

Signal dispensed with.

13/48 Shunting from Cattle Dock all routes.

33 Shunting Down Fast.

D22 Down Fast to D22B signal.

D22S Down Slow to D22BS signal.

U22B Up Fast to U21 signal.

U22BS Up Slow to U21S signal.

49/50 Shunting Down Slow or to Cattle Dock (all routes)

63/64 Shunting Up Fast or to Up Slow (all routes).

78/84 Shunting from Up Fast (all routes).

40/41 Shunting Up Slow or to Up Sidings (all routes)

89 Shunting Up Slow.

102/104 Shunting from Down Reception Siding No. 3 (all routes).

101 Shunting from Back Siding.

New points.

111 Up Slow to Up Reception or Up Sidings (opposite Signal Box).

116/117 Down Slow—Down Reception 3 (95 yards South of Signal Box).

Access to Up Sidings will be obtained through hand operated points situated 5 yards North of 111A points.

Altered signals.

D22B replaced by a multi-aspect C/L fitted with L.H. Junction Indicator and sub-signal and re-numbered to read:—

30 (Main aspect with Junction Indicator) Down Fast to Down Slow 9 signal or Main aspect only to D22 Down Fast.

30 Sub Down Fast to Down Reception No. 1 or 2.

D22BS signal replaced by a multi-aspect C/L fitted with R.H. Junction Indicator and sub-signal and re-numbered to read:—

31 (Main aspect with Junction Indicator) Down Slow to Down Fast D22 signal or Main aspect only to 9 signal Down Slow.

31 Sub Down Slow to Down Reception No. 1 or 2 or 3.

D22DS replaced by a multi-aspect C/L fitted with a L.H. off-set sub-signal and re-numbered to read:—

10 (Main aspect) Down Slow to 4 signal Down Slow.

10 Sub Down Slow to Shunting Neck.

U23 replaced by a multi-aspect C/L fitted with a L.H. Junction Indicator and re-numbered to read:—

2 (Main aspect with Junction Indicator) Up Fast to Up Slow 5 signal (with Junction Indicator) or to 6 signal (Main aspect only).

U23BS replaced by a multi-aspect C/L fitted with a L.H. offset sub-signal and re-numbered to read:—

5 Sub Up Slow to Up Reception Line No. 1 or 2.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

5 (Main aspect) Up Slow to 22 signal Up Slow.

D23S fitted with a R.H. Junction Indicator and re-numbered to read:—

4 (Main aspect with Junction Indicator) Down Slow to Down Fast D24 signal or or D24S signal (Main aspect only). Down Slow.

37 Shunting Down Slow to Down Goods will be moved 100 yards further from Signal Box and re-numbered 36 Down Slow to Thirsk Town Branch.

## Altered nomenclatures of signals.

Old	New
71/72 Shunting from Up Slow. All routes.	28 Shunting Up Slow to Up Sidings or Up Reception Lines, or Down Fast or Down Slow or Down Reception 1 or 2.
39 Shunting from Up Fast. All routes.	29 Shunting Up Fast to Up Sidings or Up Reception Lines or Up Slow or Up Fast or Down Fast or Down Slow or Down Reception No. 1 or 2.
53/58 Shunting from Cattle Dock. All routes.	27 Shunting Cattle Dock to Down Reception No. 3.
90/92 Shunting from Down Fast. All routes.	25 Shunting Down Fast or to Up Slow or Up Fast.
61 Shunting from Back Sidings. All routes.	26 Shunting Back Siding to Down Slow 36 signal or Cattle Sidings.
97/98 Shunting from Down Reception No. 1. All routes.	18 Shunting Down Reception No. 1 to Down Fast or Down Slow.
99/100 Shunting from Down Reception No. 2. All routes.	19 Shunting Down Reception No. 2 to Down Fast or Down Slow.
93/94 Shunting from Down Fast. All routes.	16 Shunting Down Fast or to Down Slow.
95/96 Shunting from Down Slow. All routes.	17 Shunting Down Slow to Down Fast.

## \*\*\*BROMPTON.

## Points spiked normal pending removal.

9 Mains Crossover.  
12 Up Main—Goods Yard.

## Signals dispensed with.

8 Shunting Down to Up Main.  
10 Shunting Up to Down Main.  
11 Goods Yard to Up Main.  
13 Shunting Up Main to Goods Yard.

## \*\*\*CEMETERY NORTH.

## Altered signals (fitted with miniature arms).

7 Down Goods to Castle Eden.  
9 Down Goods to Down Seaham.  
69/70/71/72 Up Main to Up Goods or to Up Sidings 1, 2 or 3.

## RYHOPE GRANGE.

## Signals dispensed with.

16 Down Main Starting.  
50 Up Main Distant.

## New colour light signals.

RG.16 Down Main Starting. Situated 566 yards North of Signal Box.  
RG.50 Up Main Outer Home. Situated 412 yards North of Signal Box.

Amended item (43)

## VILLETTE ROAD.

## Points spiked normal pending removal.

13 Up Main—Down Sidings.  
15 Down Main—Down Sidings.

## Signals dispensed with.

8 Down Sidings to Down Main.  
18 Up Main Starting.  
19 Down Sidings to Up Main.  
20 Down Main to Down Sidings.

(43)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## SUNDERLAND.

## Points dispensed with.

29 (B end) Down Main—Down Passenger Loop.  
41 Down Main—Up Branch.  
43 Up Branch—Middle Sidings.

## Points spiked normal pending removal.

29 (A end) Down Main—Down Passenger Loop.

## Signals dispensed with.

9 Down Main & Down Branch to Down Passenger Loop Inner Distant.  
31 Down Main to Down Passenger Loop.  
40 Shunting Down Passenger Loop to Middle Sidings or Up Branch.  
60 Down Branch to Down Passenger Loop Calling on.  
62 Down Main to Down Passenger Loop Calling on.  
64 Down Branch to Down Passenger Loop.  
67 Down Main to Down Passenger Loop.

## Altered nomenclature of signals.

Old	New
27 Shunting Down Passenger Loop to Up Branch or to Down Branch or to Wall Siding or to West Siding.	27 Shunting Down Passenger Loop to Wall Siding or West Siding.

## Altered nomenclature of lines.

Old	New
Bay No. 2.	Down Main. (43)

## \*\*\*SUNDERLAND.

A new Up Main line has been laid between 89 m. 44 chs. and 89 m. 55 chs., and a facing connection at 89 m. 55 chs. and a trailing connection at 89 m. 44 chs. has been installed and clamped, spiked and padded out of use. All Up traffic will henceforth travel over the new Up Main line via the Up Passenger Loop.

## Points dispensed with.

46 (A end only) Mains Crossover.

## Points clamped normal.

46 (B end) Mains—Crossover.  
21 (B end) Up Main—Up Passenger Loop.  
23 Mains Crossover.

## Signals dispensed with.

45 Shunting Down to Up Main.  
53 Up Main or to Down Main.

## Altered nomenclature of signals.

Old	New
1 Up Main Home 1 or Calling on or to Up Passenger Loop.	1 Up Main Home 1 or Calling on or to Bay No. 1.
2 Shunting Down Main or to Up Passenger Loop or to Up Main.	2 Shunting Down Main to Bay No. 1. or to Up Main.
3A Shunting Up Main or to Down Main	3A Shunting Bay No. 1 to Up Main or to Down Main.
3B Shunting Up Passenger Loop to Up Main or to Down Main.	3B Shunting Up Main or to Down Main.
16 Up Passenger Loop to East Sidings or to Up Main or to Middle Siding or to Up Branch.	16 Up Main to 18 signal.
17 Up Main Home 2 or to Middle Sidings or to Up Branch.	17 Bay No. 1 to Middle Sidings or to Up Branch.
22 Shunting Down Main or to Up Main or to Middle Sidings or to Up or Down Branch.	22 Shunting Down Main to Middle Sidings or to Up or Down Branch.

## Altered nomenclature of points.

Old	New
6 Up Main—Up Passenger Loop.	6 Bay No. 1—Up Main.
39 Up Main—Up Branch.	39 Bay No. 1—Up Branch.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

Altered nomenclature of lines.

Old	New	
Up Passenger Loop.	Up Main.	
Up Main.	Bay No. 1.	Amended item. (41)

**SUNDERLAND.**

Points dispensed with.

- 25 Down Main—Down Branch.
- 39 (A end only) Up Main—Up Branch.

Points spiked.

- 29 (B end) Down Main—Down Passenger Loop Reverse.
- 39 (B end) Up Main—Up Branch Normal.

Signals dispensed with.

- 10 Down Main and Branch Inner Distant.
- 24 Shunting Up Branch to Bay No. 1
- 54 Shunting Middle Sidings to Bay No. 1.
- 61 Down Branch to Down Main Calling on.
- 63 Down Main Calling on.
- 66 Down Branch to Down Main Home.
- 69 Down Main Home No. 2.

Altered nomenclature of signals.

Old	New	
7 Shunting Down Main or to Down Passenger Loop.	7 Shunting Down Main to Bay 2 or to Down Passenger Loop.	
14 Down Main Home No. 4.	14 Bay No. 2 to Down Main.	
15 Down Main Home No. 3.	15 Bay No. 2 to 14 signal.	(42)

**MONKWEARMOUTH.**

Signals dispensed with.

- 29 Up Main Starting.
- 30 Up Main Home.
- R30 Up Main Home Banner Repeater.

Altered nomenclature.

Old	New	
R28 Up Main Outer Distant.	R30 Up Main Distant.	
New signal.		
M30 Up Main Home—A colour light situated 260 yards North of Signal Box.		(43)

**WEARMOUTH.**

Signal dispensed with.

- 38 Up Main Starting with Monkwearmouth, 28 Up Main Inner Distant below. (43)

**DILSTON, CORBRIDGE G.F.**

Ground Frame/signals and all connections dispensed with. (42)

**HALTWHISTLE.**

Hadrian Paint Works G.F. and all associated points dispensed with. (42)

**\*\*BROADWATH GATE BOX**

Points spiked normal pending removal.

- 11 Up Main—Goods Siding.

Signals dispensed with.

- 5 Shunting Up Main to Goods Siding.
- 19 Goods Siding to Up Main. (41)

**WEST STANLEY.**

The Signal Box will be closed and all signals dispensed with. Point spiked clipped and padlocked normal pending removal. (42)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**FAWCETT STREET and MILLFIELD**

Points spiked reverse.

- 12 Down Main—Down Branch.
- 13 Up Main—Up Branch.
- 14 Traps in Up Branch.

Signals dispensed with.

- 2 Down Main Home with Sunderland Down Branch Outer Distant below.
- 3 Down Main Starting with Sunderland Down Branch Inner Distant below.
- 16 Shunting Down Branch to Down Main.
- 24 Up Main Home with Millfield Up Main Distant below. (43)

**MERRINGTON LANE.**

Points dispensed with.

- 15 Up Main—Goods Siding.

Signals dispensed with.

- 10 Goods Siding to Up Main.
- 20 Up Main to Goods Siding. (42)

**\*\*BISHOP MIDDLEHAM.**

1 Down Distant signal has been moved 80 yards further from Signal Box. (41)

*Chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J. **NE/N**  
WOOLSTENHOLMES  
No. 42



North Eastern Region

NORTHERN SECTION  
(including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 16th October, 1965  
to Friday, 22nd October, 1965 inclusive**

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

**Section C—**

N-25

**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, 17th OCTOBER.—PRESTON.**

The Main to Main crossover and the connections to the former Down Loop at the 52 m.p. will be removed and replaced with plain line.

**Points dispensed with.**

23 Mains Crossover.

**Signals dispensed with.**

22 Down to Up Main.

24 Up to Down Main.

(45)

**FRIDAY, 22nd OCTOBER.—HUNWICK.**

From 15 00 gates will be replaced by mechanical barriers controlled from Signal Box.

**DETAILS OF WORK ALREADY CARRIED OUT.**

**FERRYHILL No. 1 and 3.**

**FERRYHILL No. 1.**

Outlet points at present spiked have been connected to the signal box reading:

52 Down Loop—Down Fast.

**Signals dispensed with.**

46 Down Fast Home No. 1.

47 Down Fast Home No. 2.

51 Down Fast Starting.

**New signals.**

47 Main Aspect only—Down Fast 51 Signal.

47 Main Aspect with Junction Indicator—Down Fast to Down Loop 53 Signal.

Sub with Junction indicator to Down Fast to Down Loop.

Colour light with left-hand junction indicator above and subsidiary below. 225 yards south of Signal Box.

51 Down Fast Starting.

Colour light on right-hand bracket 1325 yards North of Signal Box.

53 Down Loop to Down Fast.

Colour light 1325 yards North of Signal Box.

**Altered signals and aspects.**

50/54/58/63 Down Slow ground level colour light with 4-way route indicator has a subsidiary below and the 'G' indication has been altered to 'L'.

50 (Indicator 'M') Down Slow to Down Fast will display 'Y' or 'G' aspects.

63 (Main Aspect with indicator 'L') Down Slow to Down Loop 53 signal.  
(Subsidiary with indicator 'L') Down Slow to Down Loop

**FERRYHILL NO. 3.**

Quarry Sidings Ground Frame now released by Ferryhill No. 3.

(44)

**RYHOPE GRANGE, VILLETTE ROAD, SUNDERLAND and MONKWEARMOUTH.**

All existing signals have been replaced by new multi-aspect or position light signals. The altered layout and signalling is as shown on the drawing included in this notice.

The present Sunderland Station signal box has been dispensed with and the control of signalling transferred to a new signal box situated 200 yards south of the existing box. Villette Road signal box and all remaining signals and points controlled by this box have been dispensed with. The Track Circuit Block Regulations now apply on the Down and Up Main lines between Ryhope Grange and Sunderland Station Signal Boxes.

DETAILS OF WORK ALREADY CARRIED OUT—continued

**RYHOPE GRANGE.**

Signals dispensed with.

- 16 Down Main Starting.
- 50 Up Main Distant.

New colour light signals.

- RG.16 Down Main Starting. Situated 566 yards North of Signal Box.
- RG.50 Up Main Outer Home. Situated 412 yards North of Signal Box.

(43)

**RYHOPE GRANGE.**

Signal alterations.

- U88 has become Up Main Auto.

(44)

**VILLETTE ROAD.**

Points spiked normal pending removal.

- 13 Up Main—Down Sidings.
- 15 Down Main—Down Sidings.

Signals dispensed with.

- 8 Down Sidings to Down Main.
- 18 Up Main Starting.
- 19 Down Sidings to Up Main.
- 20 Down Main to Down Sidings.

(43)

**SUNDERLAND.**

Points dispensed with.

- 29 (B end) Down Main—Down Passenger Loop.
- 41 Down Main—Up Branch.
- 43 Up Branch—Middle Sidings.

Points spiked normal pending removal.

- 29 (A end) Down Main—Down Passenger Loop.

Signals dispensed with.

- 9 Down Main & Down Branch to Down Passenger Loop Inner Distant.
- 31 Down Main to Down Passenger Loop.
- 40 Shunting Down Passenger Loop to Middle Sidings or Up Branch.
- 60 Down Branch to Down Passenger Loop Calling on.
- 62 Down Main to Down Passenger Loop Calling on.
- 64 Down Branch to Down Passenger Loop.
- 67 Down Main to Down Passenger Loop.

Amended item (43)

**SUNDERLAND.**

New signals.

Up Direction.

Signal No.	Location	Aspect M=Main S=Sub	Route or Junction Indicator where provided	Destination to line or signal number
S51	Up Main	M S	— —	Up Main S58 Up Main

DETAILS OF WORK ALREADY CARRIED OUT—continued.

S58	Up Main	M S M S	M M U S	Up Main S65 Up Main Up Main U88 Middle Sidings Up Main U88
S60	Down Loop	M S S	— D S	Down Main Middle or West Sidings U88
S65	Up Main	M	—	

Down Direction.

S70	Down Main	M	—	Down Main S69
S69	Down Main	M M S M S	U — — L L	Up Main S55 Down Main S56 Down Main Down Loop S57 Down Loop
S57	Down Loop	M S S	— — —	Down Main S52 Down Main
S56	Down Main	M S	— —	Down Main S52 Down Main
S55	Up Main	M S	— —	Down Main S52 Down Main
S52	Down Main	M	—	Down Main M13

Position Light Ground Signals.

- 53 Down Main (Route D)  
or to Up Main (Route U)
- 54 Down Main (Route D)  
or to Down Loop (Route L)
- 59 Down Main (Route D)  
or to Middle Sidings (Route S)
- 61 Up Main
- 62 West Sidings to Down Loop
- 63 Down Main to Up Main
- 64 Middle Sidings to Up Main (Route U)  
or to Down Main (Route D)  
or to Down Loop (Route L)
- 66 Up Main to Up Main (Route M)  
or to Up Main via Down Main (Route U)  
or to Down Main (Route D)  
or to Down Loop (Route L)

44

**\*\*SUNDERLAND.**

Points dispensed with.

- 25 Down Main—Down Branch.
- 39 (A end only) Up Main—Up Branch.

Points spiked.

- 29 (B end) Down Main—Down Passenger Loop Reverse.
- 39 (B end) Up Main—Up Branch Normal.

Signals dispensed with.

- 10 Down Main and Branch Inner Distant.
- 24 Shunting Up Branch to Bay No. 1
- 54 Shunting Middle Sidings to Bay No. 1.
- 61 Down Branch to Down Main Calling on.
- 63 Down Main Calling on.
- 66 Down Branch to Down Main Home.
- 69 Down Main Home—No. 2.

AMENDED ITEM (43)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MONKWEARMOUTH.

Signals dispensed with.  
 29 Up Main Starting.  
 30 Up Main Home  
 R30 Up Main Home Banner Repeater.

Altered nomenclature.

	Old	New
R28 Up Main Outer Distant.		R30 Up Main Distant.
New signal.		
M30 Up Main Home—A colour light situated 260 yards North of Signal Box.		

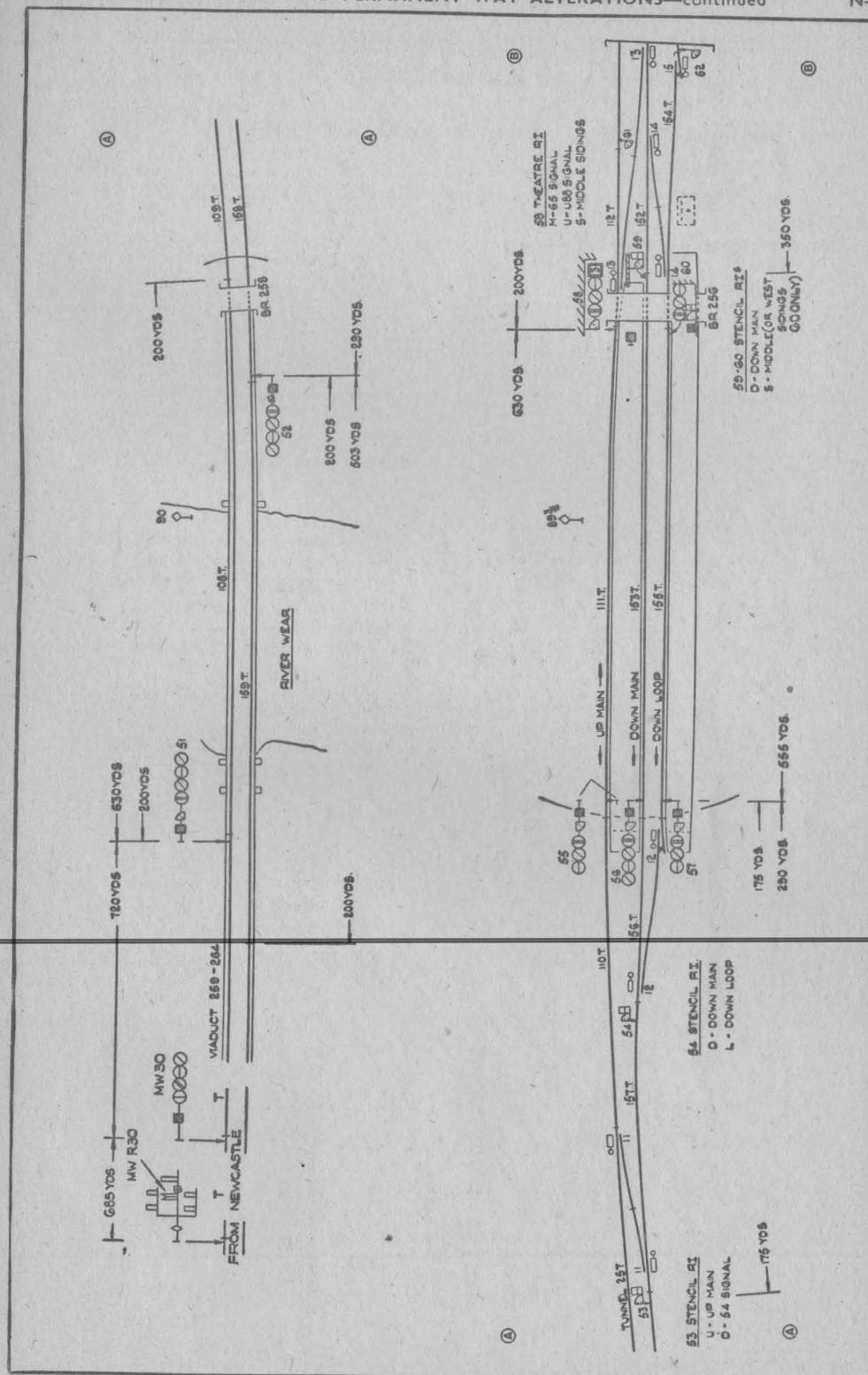
(43)

MONKWEARMOUTH.

Altered signal.

MW30 has become a four aspect colour light signal.

(44)





FOR THE INFORMATION OF RAILWAY STAFF ONLY

C N-Y  
WOOLSTENHOLMES

**NE/N**

No. 43



**British Rail**

North Eastern Region

**NORTHERN SECTION**

(Including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 23rd October, 1965  
to Friday, 29th October, 1965 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>DARLINGTON (SOUTH) to SALTBURN—continued.</b>		
<b>SUNDAY, 24th OCTOBER.</b>		
Grangetown.	All.	07 00 to 17 00, testing controls. Signal Box open.
<b>MONDAY to FRIDAY, 25th to 29th OCTOBER.</b>		
Grangetown.	All.	09 00 to 16 00 daily, testing controls.
<b>TUESDAY, 26th OCTOBER.</b>		
Longbeck.	Up Main.	07 30 to 16 00, altering signalling. (See Section C.)
<b>FIGHTING COCKS BRANCH.</b>		
<b>MONDAY to FRIDAY, 25th to 29th OCTOBER.</b>		
Lingfield Lane and S. & D. Crossing.	Up Goods.	08 15 to 16 00 daily, on track tamping machine in use between 0 m. 35 chs. and 1 m.p.
<b>WILTON WORKS BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Grangetown and Wilton Works.	Inover and Outover Lines.	Contractors erecting pipe bridge at 0 m. 50 chs. and 0 m. 70 chs.
<b>MIDDLESBROUGH (GUISBOROUGH JUNCTION) to NUNTHORPE EAST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	07 30 to 17 00, contractor constructing new footbridge at 2 m. 5 chs. Machinery in use. (See Section D.)
<b>NUNTHORPE EAST to BATTERSBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Great Ayton.	All.	Contractors removing redundant sidings.
<b>STOKESLEY to GROSMONT.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Stokesley and Gosmont.	All.	Contractors removing redundant sidings.
Battersby and Gosmont.	All.	07 00 to 18 00, contractors painting bridges lineside structures and signal installations Scaffolding and ladders in use.
<b>GROSMONT to WHITBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Sleights and Whitby.	All.	Contractors removing redundant sidings.

## 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.

## TUESDAY, 26th OCTOBER.—LONGBECK.

Signal dispensed with.

8 Up Main Inner Distant.

Altered nomenclature of signal.

Up Main Outer Distant.

Old	New
Up Main Distant.	Up Main Distant.

(46)

## DETAILS OF WORK ALREADY CARRIED OUT.

## PRESTON.

The Main to Main crossover and the connections to the former Down Loop at the 52 m.p. have been removed and replaced with plain line.

Points dispensed with.

23 Mains Crossover.

Signals dispensed with.

22 Down to Up Main.

24 Up to Down Main.

(45)

## FERRYHILL No. 1 and 3.

## FERRYHILL No. 1.

Outlet points formerly spiked have been connected to the signal box reading:

52 Down Loop—Down Fast.

Signals dispensed with.

46 Down Fast Home No. 1.

47 Down Fast Home No. 2.

51 Down Fast Starting.

New signals.

47 Main Aspect only—Down Fast 51 Signal.

47 Main Aspect with Junction Indicator—Down Fast to Down Loop 53 Signal.

Sub with Junction Indicator—Down Fast to Down Loop.

Colour light with left-hand junction indicator above and subsidiary below. 225 yards south of Signal Box.

51 Down Fast Starting.

Colour light on right-hand bracket 1325 yards North of Signal Box.

53 Down Loop to Down Fast.

Colour light 1325 yards North of Signal Box.

Altered signals and aspects.

50/54/58/63 Down Slow ground level colour light with 4-way route indicator has a subsidiary below and the 'G' indication has been altered to 'L'.

50 (Indicator 'M') Down Slow to Down Fast displays 'Y' or 'G' aspects.

63 (Main Aspect with indicator 'L') Down Slow to Down Loop 53 signal.

(Subsidiary with indicator 'L') Down Slow to Down Loop

## FERRYHILL No. 3.

Quarry Sidings Ground Frame now released by Ferryhill No. 3.

(44)

## FERRYHILL No. 1.

The new Down Loop between 57 m. 18 chs. and 58 m. 7 chs. has been brought into use.

New item (46)

## STAMFORD LEVEL CROSSING (BETWEEN LITTLE MILL AND CRISTON BANK).

The level crossing gates have been replaced by mechanical lifting barriers. New item (46)

DETAILS OF WORK ALREADY CARRIED OUT—continued

**RYHOPE GRANGE, VILLETTE ROAD, SUNDERLAND and MONKWEARMOUTH.**

All existing signals have been replaced by new multi-aspect or position light signals. The altered layout and signalling is as shown on the drawing included in this notice. The former Sunderland Station Signal Box has been dispensed with and the control of signalling transferred to a new Signal Box situated 200 yards south of the former box. Villette Road signal box and all remaining signals and points controlled by this box have been dispensed with. The Track Circuit Block Regulations now apply on the Down and Up Main lines between Ryhope Grange and Sunderland Station Signal Boxes.

**\*\*RYHOPE GRANGE.**

**Signals dispensed with.**

- 16 Down Main Starting.
- 50 Up Main Distant.

**New colour light signals.**

- RG.16 Down Main Starting. Situated 566 yards North of Signal Box.
- RG.50 Up Main Outer Home. Situated 412 yards North of Signal Box.

(43)

**RYHOPE GRANGE.**

**Signal alterations.**

- U88 has become Up Main Auto.

(44)

**\*\*VILLETTE ROAD.**

**Points spiked normal pending removal.**

- 13 Up Main—Down Sidings.
- 15 Down Main—Down Sidings.

**Signals dispensed with.**

- 8 Down Sidings to Down Main.
- 18 Up Main Starting.
- 19 Down Sidings to Up Main.
- 20 Down Main to Down Sidings.

(43)

**\*\*SUNDERLAND.**

**Points dispensed with.**

- 29 (B end) Down Main—Down Passenger Loop.
- 41 Down Main—Up Branch.
- 43 Up Branch—Middle Sidings.

**Points spiked normal pending removal.**

- 29 (A end) Down Main—Down Passenger Loop.

**Signals dispensed with.**

- 9 Down Main & Down Branch to Down Passenger Loop Inner Distant.
- 31 Down Main to Down Passenger Loop.
- 40 Shunting Down Passenger Loop to Middle Sidings or Up Branch.
- 60 Down Branch to Down Passenger Loop Calling on.
- 62 Down Main to Down Passenger Loop Calling on.
- 64 Down Branch to Down Passenger Loop.
- 67 Down Main to Down Passenger Loop.

(43)

**SUNDERLAND.**

**New signals.**

**Up Direction.**

Signal No.	Location	Aspect M=Main S=Sub	Route or Junction Indicator where provided	Destination to line or signal number
S51	Up Main	M S	— —	Up Main S58 Up Main

DETAILS OF WORK ALREADY CARRIED OUT—continued.

S58	Up Main	M S M S	M U S	Up Main S65 Up Main Up Main U88 Middle Sidings Up Main U88
S60	Down Loop	M S S	— D S	Down Main Middle or West Sidings U88
S65	Up Main	M	—	
<b>Down Direction.</b>				
S70	Down Main	M	—	Down Main S69
S69	Down Main	M S M S	U — — L L	Up Main S55 Down Main S56 Down Main Down Loop S57 Down Loop Down Main S52
S57	Down Loop	M S	— —	Down Main Down Main S52
S56	Down Main	M S	— —	Down Main S52 Down Main
S55	Up Main	M S	— —	Down Main S52 Down Main
S52	Down Main	M	—	Down Main M13

**Position Light Ground Signals.**

- 53 Down Main (Route D) or to Up Main (Route U)
- 54 Down Main (Route D) or to Down Loop (Route L)
- 59 Down Main (Route D) or to Middle Sidings (Route S)
- 61 Up Main
- 62 West Sidings to Down Loop
- 63 Down Main to Up Main
- 64 Middle Sidings to Up Main (Route U) or to Down Main (Route D) or to Down Loop (Route L)
- 66 Up Main to Up Main (Route M) or to Up Main via Down Main (Route U) or to Down Main (Route D) or to Down Loop (Route L)

44

**\*\*SUNDERLAND.**

**Points dispensed with.**

- 25 Down Main—Down Branch.
- 39 (A end only) Up Main—Up Branch.

**Points spiked.**

- 29 (B end) Down Main—Down Passenger Loop Reverse.
- 39 (B end) Up Main—Up Branch Normal.

**Signals dispensed with.**

- 10 Down Main and Branch Inner Distant.
- 24 Shunting Up Branch to Bay No. 1
- 54 Shunting Middle Sidings to Bay No. 1.
- 61 Down Branch to Down Main Calling on.
- 63 Down Main Calling on.
- 66 Down Branch to Down Main Home.
- 69 Down Main Home No. 2.

(43)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**\*\*MONKWEARMOUTH.**

Signals dispensed with.

29 Up Main Starting.

30 Up Main Home.

R30 Up Main Home Banner Repeater.

Altered nomenclature.

Old  
R28 Up Main Outer Distant.

New  
R30 Up Main Distant.

New signal.

M30 Up Main Home—A colour light situated 260 yards North of Signal Box.

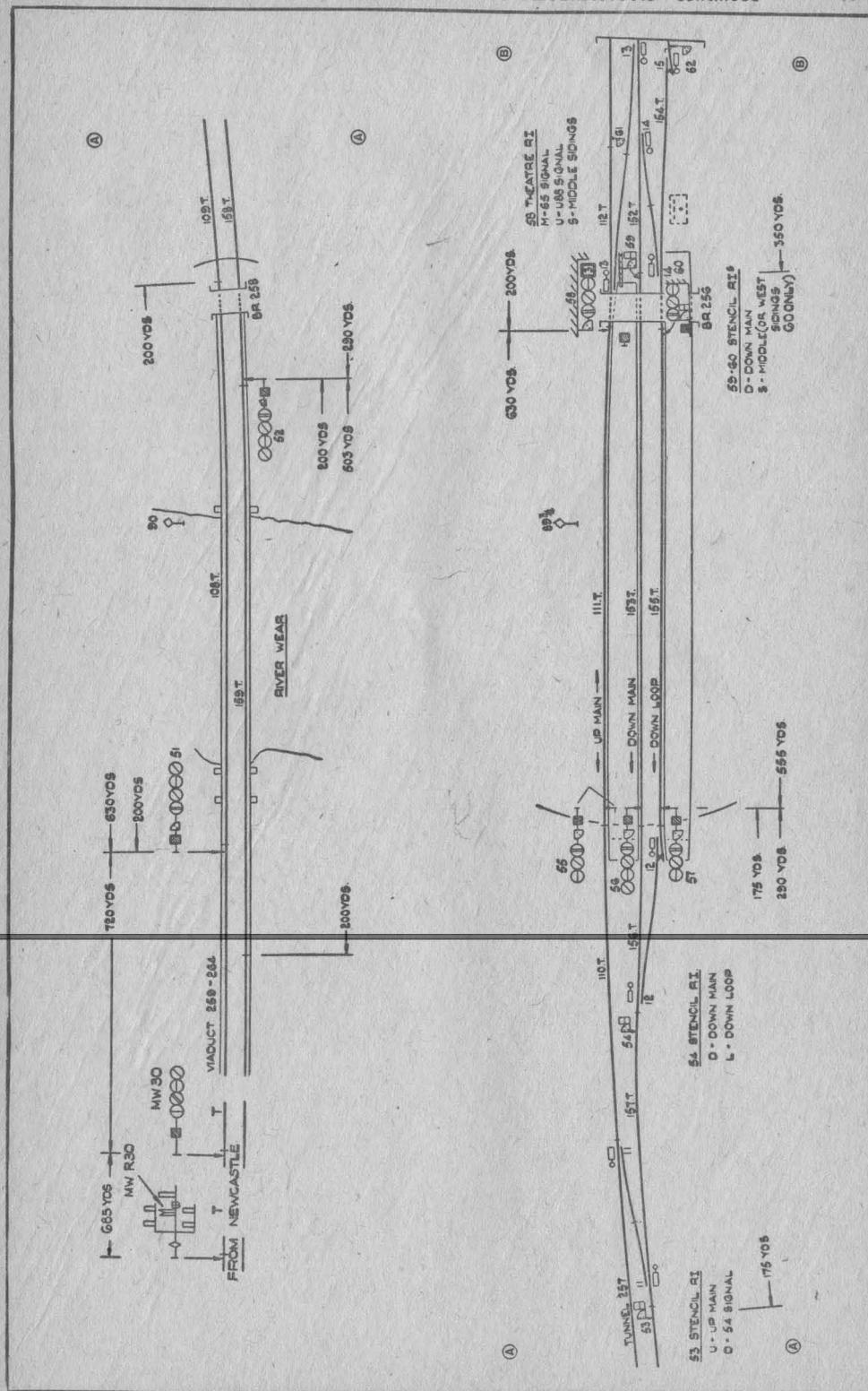
(43)

**MONKWEARMOUTH.**

Altered signal.

MW30 has become a four aspect colour light signal.

(44)





*chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1 C. J.

**NE/N**

WOOLSTENHOLMES No. 47



North Eastern Region

**NORTHERN SECTION**

(Including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 20th November, 1965  
to Friday, 26th November, 1965 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, 21st NOVEMBER.—CEMETERY NORTH.

## Points dispensed with.

- 23 Goods lines crossover and From 1 Up Sidings.
- 24 1 Up Sidings—Down Goods.

## Signal dispensed with.

- 5 Down Goods Distant.

## New colour light signals.

- 82 Up Castle Eden Distant 156 yards further from Signal Box.
- 85 Up Seaham Distant 156 yards further from Signal Box.

## Altered Signal.

- 13 Shunting Down Goods to 1 Siding or Up Goods or Down Siding 15 yards further from Signal Box reading 13 Shunting Down Goods to Down Siding.

## Altered Nomenclature of signals.

Old	New
22 Shunting Up Goods or to Down Goods.	22 Shunting Up Goods.
25 Shunting Up Goods or to 1 Siding or 1 Siding to Down or Up Goods.	25 Shunting Up Goods or to 1 Siding or 1 Siding to Up Goods.

(50)

## SUNDAY, 21st NOVEMBER.—BLAYDON MAIN.

## Signals dispensed with.

- 23 Down Main Starting with Scotswood Bridge Distant below
  - 3 Up Main Starting with Derwenthaugh Distant below will be repositioned 75 yards nearer Signal Box.
  - 22 Down Main to Blaydon East Branch Starting will be renewed at reduced height on same site.
- (50)

## TUESDAY, 23rd NOVEMBER.—CEMETERY WEST.

- From 10 00 Signal Box and all signals dispensed with. All points spiked normal pending removal.
- (50)

## WEDNESDAY, 24th NOVEMBER.—PRIMROSE HILL.

## Points dispensed with.

- 13 No. 1 Siding to Nos. 2 and 3 Sidings.
- 21 No. 2 Siding to No. 3 Siding.

## Signals dispensed with.

- 14 No. 3 Siding to Up Main.
- 15 No. 2 Siding to Up Main.

## Altered Nomenclature of Signals.

Old	New
12 Shunting Up Main to Sidings 3, 2 and 1.	12 Shunting Up Main to Siding.

(50)

## THURSDAY, 25th NOVEMBER.—WEAR VALLEY AND WOLSINGHAM—MARSHALL GREEN GROUND FRAME.

- Ground Frame and associated connections dispensed with.
- (50)

## DETAILS OF WORK ALREADY CARRIED OUT.

## CHESTER-LE-STREET.

A trailing main to main crossover between 71 m. 68 chs. and 72 m. 1 ch. and a trailing connection from Up Main to Chester-le-Street Goods Yard have been removed and replaced by plain line. Chester-le-Street Goods Yard has been abandoned. (49)

## COWPEN.

## Points dispensed with.

- 13 Down Main—Brickyard Siding.

## Signals dispensed with.

- 12 Brickyard Siding to Down Main.
- 14 Shunting Down Main to Brickyard Siding.

New item (50)

## WALLSEND.

The main to main crossover between 1 m. 62 chs. and 1 m. 64 chs. has been removed and replaced by plain line.

## WASHINGTON SOUTH AND STATION.

## WASHINGTON STATION.

Signal Box previously burnt out dispensed with. Certain signals are worked from Washington South, and points are worked from a new ground frame released by Washington South.

## WASHINGTON STATION GROUND FRAME.

New ground frame sited on left of Up Main and adjacent to Mains Crossover controlling former Washington Station points and Down Goods to Down Main signal.

## WASHINGTON SOUTH.

## Signals dispensed with.

- 2 Down Pontop Home No. 2.
- 45 Up Main Distant.

## Altered Signal.

R.45 Up Main Outer Distant has been moved 100 yards further from Signal Box and renamed 'B' Up Main Distant.

## Transferred Signals.

- C Down Main Distant, formerly 2 Washington Station Down Main Distant.
- 45 Up Main Home 1, formerly 28 Washington Station Up Main Starting.
- 1 Down Main Starting, formerly 7 Washington Station Down Main Starting with Banner signal 280 yards to the rear.
- 11 Down Main Home 2, formerly 3 Washington Station Down Main Home.

## Altered Nomenclature of Signals.

Old	New.
1 Down Pontop Home No. 1.	2 Down Pontop Home 1.
3 Down Pontop Starting.	3 Down Pontop Home 2.
7 Down Pontop to Down Independent No. 1.	7 Down Pontop to Down Goods No. 1 Home 2.
8 Down Pontop to Down Main Starting.	8 Down Pontop to Down Main Home 2.
9 Down Pontop to Goods Yard.	9 Down Pontop to Goods Yard Home 2.
10 Down Pontop to Down Independent No. 2 Starting.	10 Down Pontop to Down Goods No. 2 Home 2.
* 12 Down Main Home.	12 Down Main Home 1.
48 Up Main Home.	48 Up Main Home 2.

(48)

**DON'T**

**BE FOOLS**

---

**STICK TO**

**THE RULES**

*chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

WOOLSTENHOLMES

NE/N

No. 48



**British Rail**

North Eastern Region

NORTHERN SECTION

(Including Main line, York to Northallerton and York Yards  
also Gosmont to Whitby Town (incl.))

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

**Saturday, 27th November, 1965  
to Friday, 3rd December, 1965 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.

**SPECIAL NOTICE**

Supplementary Operating Instructions Booklet (BR31293) and No. 3 Supplements to the Northern and Southern Sectional Appendices, also Working Over Other Region Booklets will be published commencing 4th December, 1965. Signalling Programmes No. 48 should be retained until copies of these booklets have been received. A New Table has been inserted in the No. 3 Supplement to the Northern Sectional Appendix headed "Middlesbrough (Guisborough Junction) to Whitby" and ALL STAFF concerned must now be in possession of a Northern Sectional Appendix

## 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, 27th and 28th NOVEMBER.—NEWCASTLE (BRIDGE No. 9) PILGRIM STREET.**

**23 00 Saturday:**—Following signals to show Red aspect only.  
 42 Up North (Down Direction) to Down North, Down Tynemouth or Down B. & T.  
 44 Down North to Down Tynemouth or Down B. & T.

**Signal dispensed with**

36 Sub. Up North (Down Direction) to Down North or Down B. & T.

**Points spiked out of use pending removal.**

421 Up Tynemouth—Up North.  
 422 Up North (Down direction)—Down Tynemouth.  
 423 Down North—Down Tynemouth.

**05 00 Sunday:**—38 Down Tynemouth, Down Tynemouth to Down North or Down B. & T. to show Red aspect only.

**08 15 Sunday:**—New gantry erected 107 yards further north from Newcastle carrying the following signals illuminated at Red.

38 (Main and sub.) Down Tynemouth route ind. "T" or to Down Tynemouth North route ind. "M" or to Down B. & T. route ind. "B".

42 (Main and 36/42 sub.) Up North (Down direction) to Down North route indication "M" Up North to Down B. & T. route indication "B".

44 (Main and sub.) Down North route indication "M" or to Down B. & T. route indication "B".

Between 05 00 and 06 15 Sunday, handsignalling over Down Tynemouth at Manors Junction.

Between 08 15 and 22 00 Sunday, handsignalling over all lines at Manors Junction.

Testing taking place between above times and new gantry signals in operation by 22 00 Sunday. (51)

**MONDAY, 29th NOVEMBER.—NORTON-ON-TEES.**

From 08 00 gates will be replaced by mechanical lifting barriers. (51)

**DETAILS OF WORK ALREADY CARRIED OUT.****CHESTER-LE-STREET.**

A trailing main to main crossover between 71 m. 68 chs. and 72 m. 1 ch. and a trailing connection from Up Main to Chester-le-Street Goods Yard have been removed and replaced by plain line. Chester-le-Street Goods Yard has been abandoned. (49)

**PRIMROSE HILL.****Points dispensed with.**

13 No. 1 Siding to Nos. 2 and 3 Sidings.  
 21 No. 2 Siding to No. 3 Siding.

**Signals dispensed with.**

14 No. 3 Siding to Up Main.  
 15 No. 2 Siding to Up Main.

**Altered Nomenclature of Signals.**

Old	New
12 Shunting Up Main to Sidings 3, 2 and 1.	12 Shunting Up Main to Siding.

(50)

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## COWPEN.

## Points dispensed with.

13 Down Main—Brickyard Siding.

## Signals dispensed with.

12 Brickyard Siding to Down Main.  
14 Shunting Down Main to Brickyard Siding.

## CEMETERY WEST.

Signal Box and all signals dispensed with. All points spiked normal pending removal. (50)

## CEMETERY NORTH.

## Points dispensed with.

23 Goods lines crossover and From 1 Up Sidings.  
24 1 Up Sidings—Down Goods.

## Signal dispensed with.

5 Down Goods Distant.

## New colour light signals.

82 Up Castle Eden Distant 156 yards further from Signal Box.  
85 Up Seaham Distant 156 yards further from Signal Box.

## Altered Signal.

13 Shunting Down Goods to 1 Siding or Up Goods or Down Siding 15 yards further from Signal Box reading 13 Shunting Down Goods to Down Siding.

## Altered Nomenclature of signals.

Old	New
22 Shunting Up Goods or to Down Goods.	22 Shunting Up Goods.
25 Shunting Up Goods or to 1 Siding or 1 Siding to Down or Up Goods.	25 Shunting Up Goods or to 1 Siding or 1 Siding to Up Goods.

(50)

## BLAYDON MAIN.

## Signals dispensed with.

23 Down Main Starting with Scotswood Bridge Distant below  
3 Up Main Starting with Derwenthaugh Distant below has been repositioned 75 yards nearer Signal Box.  
22 Down Main to Blaydon East Branch Starting has been renewed at reduced height on same site. (50)

## WALLSEND.

The main to main crossover between 1 m. 62 chs. and 1 m. 64 chs. has been removed and replaced by plain line. New item (50)

## WASHINGTON SOUTH AND STATION.

## WASHINGTON STATION.

Signal Box previously burnt out dispensed with. Certain signals are worked from Washington South, and points are worked from a new ground frame released by Washington South.

## WASHINGTON STATION GROUND FRAME.

New ground frame sited on left of Up Main and adjacent to Mains Crossover controlling former Washington Station points and Down Goods to Down Main signal.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## WASHINGTON SOUTH.

## Signals dispensed with.

2 Down Pontop Home No. 2.  
45 Up Main Distant.

## Altered Signal.

R.45 Up Main Outer Distant has been moved 100 yards further from Signal Box and renamed 'B' Up Main Distant.

## Transferred Signals.

C Down Main Distant, formerly 2 Washington Station Down Main Distant.  
45 Up Main Home 1, formerly 28 Washington Station Up Main Starting.  
1 Down Main Starting, formerly 7 Washington Station Down Main Starting with Banner signal 280 yards to the rear.  
11 Down Main Home 2, formerly 3 Washington Station Down Main Home.

## Altered Nomenclature of Signals.

Old	New.
1 Down Pontop Home No. 1.	2 Down Pontop Home 1.
3 Down Pontop Starting.	3 Down Pontop Home 2.
7 Down Pontop to Down Independent No. 1.	7 Down Pontop to Down Goods No. 1 Home 2.
8 Down Pontop to Down Main Starting.	8 Down Pontop to Down Main Home 2.
9 Down Pontop to Goods Yard.	9 Down Pontop to Goods Yard Home 2.
10 Down Pontop to Down Independent No. 2 Starting.	10 Down Pontop to Down Goods No. 2 Home 2.
12 Down Main Home.	12 Down Main Home 1.
48 Up Main Home.	48 Up Main Home 2.

(48)

## WEAR VALLEY AND WOLSINGHAM—MARSHALL GREEN GROUND FRAME.

Ground Frame and associated connections dispensed with. (50)

Week commencing: Sat. 11 December, 1965.

CJW  
20-10-68.

No. 50.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

N-7

At or between	Lines affected	Remarks.
YORK CHALONERS WHIN to FRIDAY and SATURDAY, 10th Newcastle and Manors Junction.	TWEEDMOUTH— Down North (BLOCKED).	continued. 22 00 (Fri.) to 06 00 (Sat.), ballasting and changing rails, Bridge No. 9. All traffic to travel over the Down Tynemouth or Up North lines.
SUNDAY, 12th DECEMBER. York Chaloners Whin and Holgate Junction. York, Station.	Down Doncaster and Down Holgate Loop. 07 30 to 10 00 No. 9 Platform and Down Main (BLOCKED). Up Main (BETWEEN TRAINS). 10 00 to 16 30 Down and Up Main (BLOCKED). Nos. 8 and 9 Platform (BETWEEN TRAINS).	07 30 to 16 30, renewing route indicators. 07 30 to 16 30, changing switches and crossings. Points Nos. 497b, 498a, 498b, 499b affected. Crane in use. Trains to be replatformed as necessary.
York M.P.D. Sidings.	Loco Outlet Lines (BLOCKED by local arrangement.)	07 30 to 16 30, changing crossings.
Skelton Junction and Toller- ton.	04 00 to 16 00 Down Main/Fast (BLOCKED).	
Toller-ton and Skelton Bridge.	04 00 to 06 00 Up Fast (BETWEEN TRAINS). 06 00 to 10 00 Up Fast (BLOCKED). 10 00 to 16 00 Up Fast (BETWEEN TRAINS)	04 00 to 16 00, relaying track, tipping ballast, and loading spoil between 3 m. 11 chs. and 3½ m.p. Crane in use. 04 00 to 16 00, All Down traffic to travel over the Down Goods line between Skelton Junction and Skelton Bridge under Absolute Block Working Regulations and thence over the Down Slow line between Skelton Bridge and Toller-ton. 06 00 to 10 00, All Up traffic to travel over the Up Slow line between Toller-ton and Skelton Bridge.
Skelton Bridge and Skelton Junction.	04 00 to 16 00 Up Main (BETWEEN TRAINS).	
Skelton Bridge and Toller-ton.	All.	07 00 to 17 00, lifting Bridge No. 17 at 6 m. 37 chs.
Pilmoor and Thirsk.	Down and Up Fast (BLOCKED). Down and Up Slow (BETWEEN TRAINS).	04 00 to 16 00, rerailing and tamping track between 22 m. 27 chs. and 22 m. 58 chs. Crane and on track tamping machine in use. All traffic to travel over the Down and Up Slow lines.

**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, 13th DECEMBER.—THIRSK MANOR HOUSE GROUND FRAME.**

Ground Frame and associated points dispensed with.

(1)

**DETAILS OF WORK ALREADY CARRIED OUT****NEWCASTLE (BRIDGE No. 9).****PILGRIM STREET.****Signal dispensed with**

36 Sub. Up North (Down Direction) to Down North or Down B. & T.

**Points spiked out of use pending removal.**

421 Up Tynemouth—Up North.

422 Up North (Down direction)—Down Tynemouth.

423 Down North—Down Tynemouth.

Gantry carrying No. 38, No. 42 and No. 44 signals has been demolished and new gantry erected 107 yards further from Newcastle carrying the following signals.

38 (Main and sub.) Down Tynemouth route ind. "T" or to Down Tynemouth North route ind. "M" or to Down B. & T. route ind. "B".

42 (Main and 36/42 sub.) Up North (Down direction) to Down North route indication "M" Up North to Down B. & T. route indication "B".

44 (Main and sub.) Down North route indication "M" or to Down B. & T. route indication "B".

(51)

**\*\*PRIMROSE HILL.****Points dispensed with.**

13 No. 1 Siding to Nos. 2 and 3 Sidings.

21 No. 2 Siding to No. 3 Siding.

**Signals dispensed with.**

14 No. 3 Siding to Up Main.

15 No. 2 Siding to Up Main.

**Altered Nomenclature of Signals.****Old**

12 Shunting Up Main to Sidings 3, 2 and 1.

**New**

12 Shunting Up Main to Siding.

(50)

**NORTON-ON-TEES STATION.**

The gates have been replaced by mechanical lifting barriers.

(51)

**\*\*COWPEN.****Points dispensed with.**

13 Down Main—Brickyard Siding.

**Signals dispensed with.**

12 Brickyard Siding to Down Main.

14 Shunting Down Main to Brickyard Siding.

(50)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## NEWBURN (WEST HARTLEPOOL).

Wagon shops siding dispensed with.

## Altered signals.

Gantry carrying 58/59/66/84/87/90 signals has been renewed same distance from Signal Box as a right-hand bracket situated on left of East Shunting line and two ground discs reading:—

59 Down Goods Home 2—Right-hand doll.

66 Up Goods Starting with Cliff House Up Distant below—left-hand doll.

84 Shunting Down Goods to North Goods yard or Shunting line or Up Goods—elevated disc on left of 59 signal.

87 Up Goods to North Goods yard or to Shunting line elevated disc on left of 66 signals.

58 Shunting Up Goods or to Down Goods—Ground disc situated between Up and Down Goods.

90 Shunting East shunting line to North Goods yard or to Shunting line—Ground disc situated on left of east Shunting line. (52)

## \*\*\*CEMETERY WEST.

Signal Box and all signals dispensed with. All points clipped spiked and padlocked normal pending removal. (50)

## \*\*\*CEMETERY NORTH.

## Points dispensed with.

23 Goods lines crossover and from 1 Up Sidings.

24 1 Up Sidings—Down Goods.

## Signal dispensed with.

5 Down Goods Distant.

## New colour light signals.

82 Up Castle Eden Distant 156 yards further from Signal Box.

85 Up Seaham Distant 156 yards further from Signal Box.

## Altered Signal.

13 Shunting Down Goods to 1 Siding or Up Goods or Down Siding 15 yards further from Signal Box reading 13 Shunting Down Goods to Down Siding.

## Altered Nomenclature of signals.

Old	New
22 Shunting Up Goods or to Down Goods.	22 Shunting Up Goods.
25 Shunting Up Goods or to 1 Siding or 1 Siding to Down or Up Goods.	25 Shunting Up Goods or to 1 Siding or 1 Siding to Up Goods.

(50)

## \*\*\*WALLSEND.

The main to main crossover between 1 m. 62 chs. and 1 m. 64 chs. has been removed and replaced by plain line. (50)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*BLAYDON MAIN.

## Signals dispensed with.

23 Down Main Starting with Scotswood Bridge Distant below

3 Up Main Starting with Derwenthaugh Distant below has been repositioned 75 yards nearer Signal Box.

22 Down Main to Blaydon East Branch Starting has been renewed at reduced height on same site. (50)

## \*\*\*WEAR VALLEY AND WOLSINGHAM—MARSHALL GREEN GROUND FRAME.

Ground Frame and associated connections dispensed with.

(50)

## THORNABY STATION.

The Horse Dock, the connection Carriage Siding to Horse Dock and crossover road Carriage Sidings to Up Main has been dispensed with and made good with plain line where applicable. (52)

*chemical*

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1  
C. J.

**NE/N**

WOOLSTENHOLMES



**British Rail**

No. 51

North Eastern Region

**NORTHERN SECTION**

(Including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (Incl.))

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.  
Saturday, 18th December, 1965  
to Friday, 24th December, 1965 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
MIDDLESBROUGH (GUISBOROUGH JUNCTION) to WHITBY.		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main.	07 30 to 17 00, contractor constructing new footbridge at 2 m. 5 chs. Machinery in use. (See Section D.)
Great Ayton.	All.	Contractors removing redundant sidings.
Stokesley and Whitby.	All.	Contractors removing redundant sidings.
Battersby and Grosmont.	All.	07 00 to 18 00, contractors painting bridges lineside structures and signal installations Scaffolding and ladders in use.
<b>SUNDAY, 19th DECEMBER.</b>		
North Ormesby and Nunthorpe, Station.	Down and Up Main (BLOCKED).	07 30 to 16 30, renewing waybeams on Bridge No. 1 at 2 m. 54 chs.
Nunthorpe, East and Battersby.	Single (BLOCKED).	07 00 to 17 00, loading rails between 0 m. 43 chs. and 0 m. 14 chs. Both Signal Boxes open.
Nunthorpe, East and Battersby.	Single (BLOCKED).	07 00 to 17 00, removing switches and crossings and laying plain line between 2¼ and 2½ m.p.
<b>MONDAY to FRIDAY, 20th to Kildale, Station.</b>	<b>24th DECEMBER.</b> Single	08 00 to 17 00 daily, contractor removing East and West end of platform at 13 m. 63 chs. (See Section D.)

## 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, 19th DECEMBER:—FORTH.**

Points spiked normal pending removal.

52 Goods—Goods Sidings.

Signals dispensed with.

59 From Goods Sidings to Goods and From Goods to Goods Sidings. (3)

**TUESDAY, 21st DECEMBER:—GILSLAND.**

Signal Box and all signals dispensed with.

Points spiked normal pending removal. (3)

## DETAILS OF WORK ALREADY CARRIED OUT

**THIRSK MANOR HOUSE GROUND FRAME.**

The Ground Frame and associated points have been dispensed with. (2)

**\*\*NEWCASTLE (BRIDGE No. 9).****PILGRIM STREET.**

Signal dispensed with

36 Sub. Up North (Down Direction) to Down North or Down B. & T.

Points spiked out of use pending removal.

421 Up Tynemouth—Up North.

422 Up North (Down direction)—Down Tynemouth.

423 Down North—Down Tynemouth.

Gantry carrying No. 38, No. 42 and No. 44 signals has been demolished and new gantry erected 107 yards further from Newcastle carrying the following signals.

38 (Main and sub.) Down Tynemouth route ind. "T" or to Down Tynemouth North route ind. "M" or to Down B. & T. route ind. "B".

42 (Main and 36/42 sub.) Up North (Down direction) to Down North route indication "M" Up North to Down B. & T. route indication "B".

44 (Main and sub.) Down North route indication "M" or to Down B. & T. route indication "B". (51)

**\*\*NORTON-ON-TEES STATION.**

The gates have been replaced by mechanical lifting barriers. (51)

**NEWBURN (WEST HARTLEPOOL).**

Wagon shops siding dispensed with.

Altered signals.

Gantry carrying 58/59/66/84/87/90 signals has been renewed same distance from Signal Box as a right-hand bracket situated on left of East Shunting line and two ground discs reading:—

59 Down Goods Home 2—Right-hand doll.

66 Up Goods Starting with Cliff House Up Distant below—left-hand doll.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued.**

- 84 Shunting Down Goods to North Goods yard or Shunting line or Up Goods—elevated disc on left of 59 signal.
- 87 Up Goods to North Goods yard or to Shunting line elevated disc on left of 66 signals.
- 58 Shunting Up Goods or to Down Goods—Ground disc situated between Up and Down Goods.
- 90 Shunting East shunting line to North Goods yard or to Shunting line—Ground disc situated on left of east Shunting line. (52)

**GREENLAND.**

Bracket carrying 75 and 76 signals has been temporarily replaced by ground discs as follows:—

- 75 Shunting Stanley Sidings No. 2 to Reception 1 and 2 or Down and Up Goods—sited left of No. 2 Siding.
- 76 Shunting Stanley Sidings No. 3 to Reception 1 and 2 or Down and Up Goods—sited left of No. 3 Siding. **New item (3)**

**THORNABY STATION.**

The Horse Dock, the connection Carriage Siding to Horse Dock and crossover road Carriage Sidings to Up Main has been dispensed with and made good with plain line where applicable. (52)

**ACCIDENTS**

**DON'T JUST**

**HAPPEN—THEY**

**ARE CAUSED**

Chemical

**SPECIAL NOTICE**

This programme includes notices for the  
**TWO WEEKS** ending **FRIDAY, 7th January, 1966.**

FOR THE INFORMATION OF RAILWAY STAFF ONLY



**NORTHERN SECTION**

(Including Main line, York to Northallerton and York Yards  
also Grosmont to Whitby Town (incl.))

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

**Saturday, 25th December, 1965  
to Friday, 7th January, 1966 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 ALREADY CARRIED OUT

## THIRSK MANOR HOUSE GROUND FRAME.

The Ground Frame and associated points have been dispensed with. (2)

## \*\*NEWBURN (WEST HARTLEPOOL).

Wagon shops siding dispensed with.

## Altered signals.

Gantry carrying 58/59/66/84/87/90 signals has been renewed same distance from Signal Box as a right-hand bracket situated on left of East Shunting line and two ground discs reading:—

59 Down Goods Home 2—Right-hand doll.

66 Up Goods Starting with Cliff House Up Distant below—left-hand doll.

84 Shunting Down Goods to North Goods yard or Shunting line or Up Goods—elevated disc on left of 59 signal.

87 Up Goods to North Goods yard or to Shunting line elevated disc on left of 66 signals.

58 Shunting Up Goods or to Down Goods—Ground disc situated between Up and Down Goods.

90 Shunting East shunting line to North Goods yard or to Shunting line—Ground disc situated on left of east Shunting line. (52)

## GREENLAND.

Bracket carrying 75 and 76 signals has been temporarily replaced by ground discs as follows:—

75 Shunting Stanley Sidings No. 2 to Reception 1 and 2 or Down and Up Goods—sited left of No. 2 Siding.

76 Shunting Stanley Sidings No. 3 to Reception 1 and 2 or Down and Up Goods—sited left of No. 3 Siding. (3)

## FORTH.

Points spiked normal pending removal.

52 Goods—Goods Sidings.

Signals dispensed with.

59 From Goods Sidings to Goods and From Goods to Goods Sidings. (3)

## GILSLAND.

Signal Box and all signals dispensed with.

Points spiked normal pending removal. (3)

## \*\*THORNABY STATION.

The Horse Dock, the connection Carriage Siding to Horse Dock and crossover road Carriage Sidings to Up Main have been dispensed with and made good with plain line where applicable.

(52)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended item.

### MISCELLANEOUS NOTICES.

#### NOTICE TO STAFF LIMITING SPEED TO 50 M.P.H. OF ALL VEHICLES OF 10 FEET 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.

### VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

### REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connections with the 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
Greensfield M.P.D.	Contractor demolishing coal stage. Plant and vehicles using sleeper crossing over Shed Lines "A" and "B"	Until further notice	22-5-65

### 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	—
Bishopton Lane and Stockton Bank—Down Goods No. 2 (Back Road) Water Column	Until further notice	—
Grosmont Station No. 1 Platform Water Column	Until further notice	—

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

### MISCELLANEOUS NOTICES—continued

#### ★BENINGBROUGH GROUND FRAME

Commencing Monday, 3rd January, No. 1 points will be clamped normal pending the removal of the Up Sidings.

#### ERYHOLME.

The Main to Main Crossover at 37½ m.p., Cowton Station has been spiked normal pending removal.

#### PARKGATE TO AYCLIFFE.

One pair of catch points has been installed on the Down Main line at 48 m. 56 chs. and are clipped and padlocked out of use until further notice.

#### BETWEEN PARKGATE AND BRADBURY.

Catchpoints have been installed on the Down Main line at 45 m. 63 chs. and 54 m. 8 chs. and have been 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. (G.1/26)

#### NEWCASTLE—MANORS JUNCTION, PILGRIM STREET BRIDGE.

The existing Down and Up North lines (used in both directions) between 0 m. 19 chains and 0 m. 39 chs. have been sluiced on to the new temporary trestle bridge erected at the Down side of the line.

#### SOUTHWICK GOODS YARD.

Contractor is removing Goods Yard Sidings (Nos. 17 to 20, 23 and 24 WP.1032).

#### CAMBOIS POWER STATION.

##### CENTRAL ELECTRICITY GENERATING BOARD SIDINGS.

Both Arrival lines have been brought into use

Trains entering the sidings must be brought to a stand at the notice board situated near the fouling point at Power Station end of the lines and trainmen then act on the instructions of the C.E.G.B. Traffic Regulator who will wear a distinctive arm band.

Drivers of trains entering in to an Arrival line must be prepared to find the line already occupied.

Guards must contact the C.E.G.B. Traffic Regulator for instructions regarding movements in the sidings and must use the telephone outside the Regulators Office to contact Freemans Crossing Signal Box, Blyth trains Office, etc.

#### SOUTH GOSFORTH EAST.

The trailing connection from the Down Main line to the Down Sidings has been clipped, spiked and padlocked out of use pending removal.

Contractor is removing Down Sidings.

#### TYNEMOUTH.

The points to the Dock Lines Nos. 1, 2 and 3 have been clipped, spiked and padlocked out of use pending removal.

#### FORTH AND SCOTSWOOD.

Catch points have been installed in the Up Main at 2 m. 24 chs., 1 m. 70 chs., 1 m. 25 chs. and 0 m. 66 chs., and have been clipped, spiked and padlocked out of use until further notice.

#### PRUDHOE.

The trailing connection in the Down Main line to the Up Siding at 10 m. 57 chs., and the trailing connection in the Up Main at 10 m. 55 chs. have been clipped, padlocked and spiked out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

STOCKSFIELD.

The trailing points from the Down Main line to the Down Sidings at 13 m. 19 chs. and the connection to the Down Sidings at 13 m. 7 chs. and the Main to Main crossover at 13 m. 15 chs. have been clipped, padlocked and spiked out of use pending removal.

RIDING MILL.

The trailing connections from the Down Main line at 15 m. 41 chs. and 15 m. 43 chs. to the Down Sidings and the Main to Main Crossover at 15 m. 30 chs. have been clipped, padlocked and spiked out of use pending removal.

CORBRIDGE: FARNLEY HAUGH LEVEL CROSSING AT 16 m. 48 chs.

Until further notice there will be increased use of the above crossing in connections with the extraction of sand and gravel from the river bank.

During the periods when lorries are using the crossing, a lookout man will be provided and drivers must keep a sharp lookout, sound horns and whistles and be prepared to act on any hand signals which may be exhibited.

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 padlock out of use pending removal.

BRAMPTON JUNCTION.

The trailing connections on the Up Main line to the Up Sidings at 49 m. 2 chs. and the trailing crossover at 49 m. 17 chs. have been clipped, padlocked and spiked out of use pending removal.

CORBY GATES.

The trailing connection in the Down Main at 55 m. 63 chs. and the main to main crossover at 55 m. 63 chs. have been clipped, spiked and padlocked out of use pending removal.

\*\*DERWENTHAUGH—WEST DUNSTON SIDINGS

The points to the following sidings have been clipped, spiked and padlocked out of use pending removal. Weighbridge Road, Basin Sidings (Line Nos. 73, 119, 126, 130 and Dgm. N01112), Empty Road and lines adjacent (Line Nos. 97, 98, 95, 134, 135, 136, 137 and Dgm. N01112), East End connection from the Up Independent to Basin Sidings (Line No. 111 and Dgm. N01112). (52)

LONDONDERRY BRANCH.

The Up line has been closed to traffic between 1 m. 29 chs. and 1 m. 7 chs. due to an embankment slip. The commencement of the affected stretch of track is marked by a red lamp and red flag. Trains for the Up Londonderry are being diverted through the sidings between Londonderry Signal Box and White House Ground Frame.

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.

BISHOP MIDDLEHAM.

A temporary timber crossing at 9 m. 41 chs. has been brought into use by vehicles engaged on the construction of a new motorway bridge. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

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.

BETWEEN NORTH ORMESBY AND NUNTHORPE.

A temporary timber crossing at 2 m. 5 chs. has been brought into use by vehicles engaged on the construction of a new footbridge. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

KILDALE STATION.

The platform is being reduced in length to give a standage of 43 yards; 61 yards at the West end and 21 yards at the East end is being removed.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

N-23

STOKESLEY TO BATTERSBY.

This section of line has been deleted from the N.E.R. Northern Sectional Appendix. Should this line require to be worked over, the "One Engine in Steam" regulations will continue to apply and the level crossing gates at Ingleby will require to be worked by trainmen.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962).

RULE 189, (Page 12 Supp. No. 1) Clause 3.1.7.

AMEND to read:—

3.1.7. Arrange for an Emergency Crossing Keeper to operate any automatic half barrier level crossings on the single line, in accordance with the special instructions for emergency working applicable to them, and also arrange for any crossings equipped with miniature red/green warning lights, on the single line, to be manned.

ALTERATIONS TO GENERAL APPENDIX.

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES.

PAGE 44.

ADD to clause 5 (v):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

PAGE 46.

Add to clause 15 as second sentence:—

For movements within the area controlled from one signal box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line, or has passed beyond the overlap of a signal which can be controlled to Danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

INSTRUCTIONS REGARDING THE RUNNING OF SELF PROPELLED TRACK RECORDING MACHINES.

PAGE 47.

Add to clause 11 (iv) as second sentence:—

For movements within the area controlled from one signal box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line, or has passed beyond the overlap of a signal which can be controlled to Danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

Add to clause 11 (vi):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

PAGE 49.

Add to clause 11 (iv) as second sentence:—

For movements within the area controlled from one signal box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line or has passed beyond the overlap of a signal which can be controlled to Danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

Add to clause 11 (vi):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

PAGES 54/55.

**DELETE:—**

**PROTECTION OF SIDINGS, GOODS SHEDS AND OTHER BUILDINGS TEMPORARILY IN THE OCCUPATION OF THE ENGINEERING DEPARTMENT heading and item and SUBSTITUTE:—**

**PROTECTION OF SIDINGS TEMPORARILY IN THE POSSESSION OF THE ENGINEERING DEPARTMENT.**

Whenever an Engineering Department requires to take possession of the whole or any portion of a siding it must be closed to traffic in the following manner:—

1. Arrangements for possession must be agreed between the Engineering Department man-in-charge of the work and the local Traffic Supervisor and they must reach a clear understanding as to what is required and the time of the possession.
2. Where the whole siding can be closed to traffic, the points must be set to prevent the entry of vehicles, and clipped and padlocked in that position. If the points are worked from a Signal Box or ground frame, reminder appliances must also be used. Where only a portion of a siding requires to be closed to traffic, a suitable baulk of timber must be securely fastened across the rails and a red danger signal showing in the direction from which vehicles approach must be provided.
3. Where necessary, arrangements must be made to protect both ends of the siding.
4. In the case of mechanised hump shunting yards the local Traffic Supervisor must advise the Control Tower Operator or person in charge of the hump, and any other Inspectors or staff affected, where necessary, at both ends of the yard. The points must be set to prevent vehicles entering the affected siding and reminder appliances must be used. The points leading to the affected siding must also be clipped and padlocked and a red Danger signal exhibited. In the case of double-ended sidings, this must be done at both ends.
5. The times the possession is taken and withdrawn must be recorded.
6. In the case of sidings used for repairing vehicles or for loading or unloading traffic, or leading to a goods shed, should it not be possible to close the siding, in addition to observing the provisions of Rule 112, clause (a), a Handsignalman must be appointed who must place detonators on the rails at a sufficient distance from the men at work in the siding or goods shed, and also give effective warning of the approach of a vehicle or vehicles.

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

PAGE ii.

**Amend:—**Bedlington to Woodhorn (including Cambois Branch etc.)

PAGE ii (Page 1 Supp. No. 3).

Gateshead (Greensfield Junction, Dunston Lines) to Blaydon via Norwood etc. Page in Tab A.

**DELETE:—**from line heading "Blaydon Loop".

**DELETE:—**Blaydon South to Scotswood Bridge.

TABLE A.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots Indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes	Additional running lines	Loops and Refuge Sidings	Permanent Speed Restrictions miles per hour	Catch points, spring or unworked trailing points	Engine Whistles		
							L—long	S—short	C—crow
							Down	Up	For
<b>PAGE 24</b> <b>AMEND:—</b> sub-heading BILLINGHAM - ON - TEES	<b>NORTHALERTON (CORDIO JUNCTION)</b>	M.	Down	Description	Down	Position	Main or Fast	Main or Fast	Slow or Goods
<b>PAGE 25</b> <b>AMEND:—</b> sub-heading WEST HARTLEPOOL West Hartlepool Cemetery West <b>DELETE:—</b> Signal box, dot and speed restriction <b>AMEND:—</b>	<b>WEST HARTLEPOOL</b>	Yds.	Up	Stange Wagons E. & V.	25	Over junction towards C—Down line, 1103 yards before reaching Cemetery North Down Main Home Signal	Main or Fast	Main or Fast	Slow or Goods
<b>Page 37 (Page 24, Supp. No. 3)</b> <b>AMEND:—</b>	<b>Cemetery North</b> <b>AMEND:—</b> <b>Bedlington</b> <b>AMEND:—</b>	1	Down	Newbiggin Colliery	15	Hartle pool (Branch Speed Limit)	Main or Fast	Main or Fast	Slow or Goods
<b>PAGE 40 (Page 24, Supp. No. 3)</b> <b>AMEND:—</b> line heading to read <b>BEDLINGTON TO WOODHORN (including CAMBOIS COLLIERY BRANCH AND NORTH BLYTH STATIONS)</b> <b>AMEND:—</b> sub-heading to read <b>BEDLINGTON AND NORTH BLYTH AND WOODHORN</b>	<b>BEDLINGTON TO WOODHORN (including CAMBOIS BRANCH, WINNING TOWNSHIP AND WOODHORN STATIONS)</b>		Down	Woodhorn and	20	Over junction towards Woodhorn, 0 chains 0 miles 0 chains to 0 miles	Main or Fast	Main or Fast	Slow or Goods
<b>PAGE 41 (Page 25, Supp. No. 3)</b> <b>AMEND:—</b> <b>Bedlington</b> <b>AMEND:—</b> <b>Woodhorn</b> <b>DELETE:—</b> All of table between including speed restriction	<b>Bedlington</b> <b>AMEND:—</b> <b>Woodhorn</b> <b>DELETE:—</b> All of table between including speed restriction		Down	Newbiggin Colliery	15	Newbiggin Station to and from NCB lines	Main or Fast	Main or Fast	Slow or Goods

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Description of Block Signalling of Main Lines Absolute Block unless otherwise shown (Points Indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles	
		M.	Yds.	Up	Down	Description	Stagade Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) in	Down	Up
NEWCASTLE PAGE 52 (Page 31, Supp No 3) PAGE 54	TO CARLISLE (DURAN Blaydon Scotswood Bridge DELETED:—note and Gilsland Station DELETED:—all particulars Low Row Station AMEND:—5 m 1349 yds.		HILL EXCL)										
PAGE 58 (Page 32, Supp No 3)	BLAYDON SOUTH TO SCOTTSWOOD DELETED:—heading and table		SWOOD BRIDGE					20	Up	Over junction towards NORWOOD, ETC	From 21-12-65	Blaydon South (Branch Speed Limit)	Limit
PAGE 67 (Page 36, Supp No 3)	GATESHEAD (GREENSFIELD Junction) DELETED:—note and table		FIELD JUNCTION, DUNSTON LINES TO BLAYDON VIA NORWOOD, ETC					20	Down	Over junction towards Curve)		Blaydon South (Branch Speed Limit)	Limit, Blaydon SE
PAGE 71 (Page 37, Supp No 3)	BLAYDON LOOP DELETED:—heading and table		restri ctions					10	Up	Over junction and to Blaydon South			Speed Limit)
PAGES 128 to 133 REFER TO PAGES 54 AND 55 SUPPLEMENT (NOTE actual locations of speed restrictions are unaltered) ALSO NOT E—GROSSMONT AND WHITBY			NEW TABLE MIDDLESBROUGH (Guisborough Junction) but mileposts now read "Mid dlesbrough					25	Down	GUISBOROUGH JUNCTION) TO WHITBY			ON MAIN LINES

TABLE E

PAGE 142

AMEND:—line heading BEDLINGTON TO WOODHORN (including CAMBOIS BRANCH etc.)

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 159 (Page 61) AMEND:—line heading BRANCH etc.)	Supp. No. 3) heading BEDLINGTON TO WOODHORN (including CAMBOIS		
PAGE 160 (Page 61) DELETED:—heading	Supp. No. 3) and items		
PAGE 161 (Page 61) AMEND:—line heading LINES) TO BLAYDON WELLS COLLIERY CURVE JUNCTION DUNSTON EAST	Supp. No. 3) heading GATESHEAD (GREENSFIELD JUNCTION, DUNSTON DON VIA NORWOOD (including DUNSTON STAITHS, SWALFELL SIDINGS JUNCTION TO BENSHAM ON LOW FELL JUNCTION TO NORWOOD, NORWOOD TO T, REDHEUGH BRANCH AND TANFIELD BRANCH		
PAGE 166 (Page 62) AMEND:—Haverton Hill Station	Supp. No. 3) Haverton Hill South	Up	55 Freight Wagons or 12 Freight Wagons without brake van. Clear weather.

TABLE H I

From	To	Line	Number of Vehicles and Special Conditions
PAGE 172 AMEND:—line heading BRANCH etc.)	Supp. No. 3) heading BEDLINGTON TO WOODHORN (including CAMBOIS		
PAGE 173 (Page 65, Supp. No. 3) AMEND:—line heading LINES) TO BLAYDON WELLS COLLIERY CURVE JUNCTION TO DUNSTON EAST	Supp. No. 3) heading GATESHEAD (GREENSFIELD JUNCTION, DUNSTON DON VIA NORWOOD (including DUNSTON STAITHS, SWALFELL SIDINGS JUNCTION TO BENSHAM ON LOW FELL JUNCTION TO NORWOOD, NORWOOD TO T, REDHEUGH BRANCH AND TANFIELD BRANCH)		

TABLE J

From	To	Class of Train	Conditions	Remarks
PAGE 185 (Page 68 Supp. No. 3) *CONSETT NORTH DELETED:—Carr House West INSERT:—Carr House West	Supp. No. 3) NORTH TO OUSTON JUNCTION ETC. Consett East	F	—	—
AMEND:—line heading LINES) TO BLAYDON WELLS COLLIERY CURVE JUNCTION TO DUNSTON EAST	Supp. No. 3) heading GATESHEAD (GREENSFIELD JUNCTION, DUNSTON DON VIA NORWOOD (including DUNSTON STAITHS, SWALFELL SIDINGS JUNCTION TO BENSHAM ON LOW FELL JUNCTION TO NORWOOD, NORWOOD TO T, REDHEUGH BRANCH AND TANFIELD BRANCH	F	—	—

TABLE O

PAGE 195.

**DELETE:—BEDLINGTON TO NEWBIGGIN** etc. heading and items

PAGE 199.

**WEST HARTLEPOOL, CEMETERY WEST TO HARTLEPOOL ETC.****DELETE:—**Heading and entries.

TABLE U

Place	Line	Remarks
<b>PAGE 206 (Page 74 Supp. No. 3)</b>		
<b>AMEND:—</b> line heading <b>GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (including DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION, LOW FELL JUNCTION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH AND TANFIELD BRANCH)</b>		

## GENERAL INSTRUCTIONS.

PAGES 211-220 (Pages 76 to 83, Supp. No. 3).

## BREAKDOWN TRAIN ARRANGEMENTS.

PAGE 77.

GATESHEAD.

**AMEND:—**Backworth and Woodhorn.

PAGE 79.

NORTH BLYTH.

**AMEND:—**Backworth (exclusive) and Woodhorn.

PAGES 221/2.

## SNOW CLEARANCE ARRANGEMENTS.

**NOTE AMENDED ITEM RE SNOWPLOUGHS PRINTED ON PAGES 84/85 OF SUPPLEMENT No. 3.**

## SNOW PLOUGHS

PAGES 221/2 (Page 85, Supp. No. 3)

## 3. BUFFER BEAM PLOUGHS.

## 3 (a) (i) STEAM LOCOMOTIVES.

M.P. Depot	No. of Ploughs	For use on single or Double Lines	Class of Locomotive to which attached
<b>DELETE:—</b> Consett	1	Double	Q6
<b>INSERT:—</b> Sunderland	1	Double	Q6

## ENGINEERS RAIL MOTORS.

PAGE 229.

Signal Box

BETWEEN

Signal Box

**AMEND:—**

Earsdon ..... Woodhorn

**DELETE:—**

Seaton Carew ..... Cemetery West

Cemetery West ..... Easington

**ADD:—**

Cliff House ..... Easington

PAGE 238 (Page 90/91 Supp. No. 3)

## WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

Clause 5—(Tail Traffic)

1 Trains formed entirely or in part of Light Weight Units

Route	Train Formation	Minimum Horse-power	Maximum Tail-Load
<b>AMEND:—</b> Carlisle and Newcastle (both directions)	2 Cars 4 Cars	300 b.h.p. 600 b.h.p.	1 vehicle 17 tons gross 1 or 2 vehicles, 34 tons gross

PAGE 258 (Page 101, Supp. No. 3)

**AMEND:—**line heading **BEDLINGTON TO WOODHORN, etc.**LOCAL INSTRUCTIONS.  
RIVERSIDE BRANCH.

PAGE 259.

**INSERT:—**

## ST. PETERS.

**Glasshouse Street Level Crossing**, when it is necessary for a train to pass over Glasshouse Street Level Crossing, the staff in charge of the train must first close and padlock the gates across the pedestrian subways and then operate the twin red flashing road signals as follows to control road traffic:—

- (1) Turn master switch with key provided to energise road signal controls.
- (2) Press 'Start' plunger to cause road signals and warning bell to operate.

When the train has passed over the level crossing:—

- (3) Press 'Stop' plunger to terminate road signals and warning bell operation.
- (4) Restore Master switch.

(5) If the 'Stop' plunger fails to stop the operation of the road signals and bells—restore the master switch and report the failure to the Signaller or Station Master.

The gates across the pedestrian subways must be closed and padlocked across the railway when rail traffic has passed clear.

PAGE 266 (Page 103, Supp. No. 3)

**AMEND:—**line heading **GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (including DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION, LOW FELL JUNCTION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH AND TANFIELD BRANCH)**

PAGE 268 (Page 103, Supp. No. 3)

**DELETE:—BLAYDON—**Blaydon Main Signal Box. Warning Arrangements heading and item.

Lead Class of Locomotive				DIESEL					STEAM					See Notes	Remarks
From	To	Length Limit	Class of Train	D11/1 D11/1A	D12/1 D12/2 D12/6 D13/2	D17/3	D20/3	D25/1 D25/1A	D27/2	4	5	6	7		
Section A, Tees Yard	Page 31 York		7		Amend		76								
Section C, South Dock	Page 52 Ryhope		Insert	A 204 h.p. Drewry Shunting Locomotive may convey 36 BWUs.											
Section D, Amend: West Hartlepool	Page 19 West Hartlepool		Ferryhill	first entry to read:—											
INSERT: West Hartlepool	Trimdon via Wynyard														
INSERT: West Hartlepool	Hurworth	—	8												
INSERT: Hurworth	Burn	80	9												
INSERT: Burn	Haswell	60	8												
INSERT: Burn		—	9												
Page 21 Tees Yard	Tees Yard Ferryhill	Wellfield, etc		second entry to read:—											
AMEND: Tees Yard	Trimdon via Wynyard														
INSERT: Tees Yard	Hurworth	80	8												
INSERT: Hurworth	Burn	—	9												
INSERT: Burn	Haswell	60	8												
INSERT: Burn		—	9												
CLASS 4	AND 5 LOADS FOR DIESEL HAULED FREIGHT TRAINS														
	Class 4 and 5 loads for Diesel hauled trains may be conveyed as shown below:—														
Tyne Yard via Team Valley	Doncaster Bank	52	4			48	60	79	93						
Darlington and York	Ferne Park	60	and												
Tees Yard via York	King's Cross	50	5												
Dringhouses	Goods														
	Whitemoor	75	—												

\*ALTERATIONS TO WORKING OF ELECTRIC TRAINS ON TYNESIDE ELECTRIFIED LINES—WORKING INSTRUCTIONS (B.R. 30100) BOOKLET—DATED 1st OCTOBER, 1961).

PAGE 5 (Page 19, Supp. Oper. Instrs.)

AMEND:—Telephone Nos. to read:—

P.O. Wallsend 623471

Newcastle 6111234, Railway Automatic Extension 2340.

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

York, M.54/1382/NE/N No. 52/1

17th December, 1965

Receipt of this notice need not be acknowledged. If not received by the normal time advise your Superio Officer by telegram as follows:—

"NILE SIG. PROG. NE/N No. 52/1"

Herald Printers, York—R23637

BR31262

# VANDALISM

THE CULPRITS OFTEN USE FOR THEIR  
WANTON ACTS MATERIALS WHICH  
HAVE BEEN LEFT LYING ABOUT IN  
FULL VIEW AND UNSECURED

---

KEEP TRACK AREAS CLEAR OF SPARE  
AND UNWANTED ITEMS

---

GET RID OF SCRAP AND SEE THAT  
SPARES ARE KEPT OUT OF SIGHT