

Chemical



NE/N

EASTERN (NE) REGION

No. 1

C. J.

NORTHERN SECTION

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

WOOLSTENHOLME

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

SATURDAY 6 JANUARY

TO

FRIDAY 12 JANUARY 1968

INCLUSIVE

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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 7 JANUARY - HAWTHORN

The "T" bracket carrying the Down Main Home and Down Main to Down Branch Home signals renewed 3 yards further from the signal box as a right hand bracket signal with the arms at reduced heights of 25 feet and 22 feet respectively. (4)

SUNDAY 7 JANUARY - BETWEEN WELLFIELD, THORNLEY, SHOTTON COLLIERY, PESSPOOL AND HAWTHORN COLLIERY.

The Down Main line North of Wellfield becomes the Single line to Thornley Colliery and worked in accordance with the One Engine in Steam Regulations. The Down Main line North of Thornley closed.

The Up Main line North of Wellfield becomes the Single line to Hawthorn Colliery and worked in accordance with the Electric Token Block System with a Key Token. An intermediate instrument provided at the junction to Shotton Colliery. The Up Main line closed North of Pesspool signal box.

Wellfield**New Points**

A new facing connection provided in the Up Main line, on the South side of the signal box, leading to the Hawthorn Colliery line.

The following signals abolished:-

Up Main Home
 Up Main to Up Branch Home
 Shunting Down Main to Up Main or Up Branch
 Down Main Starting

New Signals:-

From Hawthorn Colliery Up Home signals (on the same post) provided 13 yards North of the signal box on the left hand side of the Hawthorn Colliery single line. The upper arm reads Single line to Up Main and the lower arm Single line to Up Branch. The distance between the From Hawthorn Colliery Up Distant and Home signals is 1017 yards.

A From Thornley Colliery Up Distant signal provided 1260 yards North of the signal box on the left hand side of the Thornley single line.

A From Thornley Colliery Up 1st. Home signal provided 615 yards North of the signal box on the right hand side of the Thornley single line. A telephone provided at this signal. The distance between the From Thornley Colliery Up Distant and 1st. Home signals is 645 yards.

From Thornley Colliery Up 2nd. Home signals (on the same post) provided 13 yards North of the signal box on the right hand side of the Thornley single line. The upper arm reads Single Line to Up Main and the lower arm Single line to Up Branch.

A Down Main to Down Hawthorn Colliery Home signal fitted on the same post as, and below, the existing Down Main Home signal which is renamed Down Main to Down Thornley Home.

A To Thornley Colliery Down Starting signal provided 315 yards North of the signal box on the left hand side of the Thornley single line.

Thornley

The signal box, together with all signals worked therefrom, abolished.

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The facing connection in the Down Main line and trap points in the branch line secured permanently for through running on the new single line between Wellfield and Thornley Colliery.

Shotton Colliery

The signal box, together with all signals worked therefrom, abolished.

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The connection leading to the Colliery or Brickworks is now operated from a 1-lever Ground Frame which is released by the Key Token. Shutting inside facilities are provided.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK REFERRED TO IN SECTION B - continued

Pesspool

The signal box, together with all signals worked therefrom, abolished.
 The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.
 The connection leading to Hawthorn Colliery signal box and the trap points in the Colliery line secured permanently for through running on the new single line between Wellfield and Hawthorn Colliery.

Hawthorn Colliery

An illuminated notice board worded "Movements must not be made past this point without the branch token" provided facing Up movements on the left hand side of the line opposite Hawthorn Colliery No. 2 Colour Light stop signal. (4)

DETAILS OF WORK ALREADY CARRIED OUT

THIRSK

The unworked (loose) trailing end of the Up Slow to Up Fast facing connection at 21m. 47chs. fitted with a spring lever switch. The trailing points lie for movements along the Up Fast line. (2)

BETWEEN ALNMOUTH AND CHEVINGTON

Warkworth level crossing and ground frames.

The gate box abolished.

Warkworth level crossing gates and wickets replaced by two Half Barriers worked automatically by approaching trains. Two Whistle Boards provided on each side of level crossing situated 274 and 156 yards from level crossing. A telephone to Alnmouth signal box provided at each barrier.

Both Ground Frames released by Alnmouth abolished, the points being secured out of use in the normal position pending removal.

Alnmouth

The loading Dock Ground Frame, released by Alnmouth abolished, the points being secured out of use in the normal position pending removal.

The following signals converted to automatic working:—

Old	New	
111 Up Main to 109 Signal	U32	
109 Up Main to 107 Signal	U31	
108 Down Main to 110 Signal	D31B	(2)

ALNMOUTH

The Petroleum Siding Ground Frame abolished, the points being secured permanently out of use, in the normal position, pending removal. (2)

GATESHEAD

Allhusens Branch

Down line dispensed with.

Former Up line becomes Single line worked under Regulations for working on Single lines by One Engine in steam except that no train staff is provided. The signals controlling movements to and from the Single line are electrically controlled to prevent more than one train or engine being on the Single line at the same time.

A new hand worked facing connection provided immediately on the works side of Albany Road level crossing.

Points dispensed with

317 Down Allhusens Branch—P. Way Yard.

Signal dispensed with

65 Down Allhusens Branch to 75 position light signal

Route dispensed with

76 Subsidiary signal no longer applies to Down Branch.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

Altered naming of subsidiary signals:—

Old

- 64 P. Way Yard to Down Branch
- 85 Down Pelaw Goods to Down Branch
- 86 (Route B) Up Pelaw Goods to Up Branch
- 87 Oakwellgate Yard to Down Branch
- 87 Oakwellgate Yard to Up Branch

New

- 64 P. Way Yard to 75 signal
- 85 Down Pelaw Goods to 76 signal
- 86 Up Pelaw Goods to Allhusens Branch
- 87 Oakwellgate Yard to 76 signal
- 87 Oakwellgate Yard to Allhusens Branch

BEDLINGTON NORTH

The facing connection from Up Branch to Dock Platform Line and the connection from No. 1 Goods Siding to the Warehouse line abolished.

The following signals abolished:—

- Shunting Up Branch to Dock Platform
- Dock Platform Starting
- Shunting No. 1 Goods Siding to Warehouse Line or Dock Platform
- From Dock Platform to No. 1 Goods Siding

ST. BEDES

Up Branch Home 2 Signal abolished

HIGH SHIELDS

Points secured out of use, in the normal position, pending removal:—

- No. 4 Reception Siding to No. 5 Reception Siding
- No. 3 Reception Siding to No. 4 Reception Siding
- No. 1 Reception Siding to No. 3 Reception Siding

Points to become hand operated:—

- No. 1 Reception Siding to Goods Yard
- No. 1 Reception Siding to No. 2 Reception Siding

The following signals abolished:—

- Miniature arm signal controlling movements from Goods Yard.
- Shunting signals controlling movements from Nos. 1 - 5 Reception Sidings.
- Miniature arm signal controlling movements from Down Main line to Nos. 3, 4 or 5 Reception Sidings.

LEEMING BAR

The trailing crossover between the Down and Up main lines abolished.

Signals abolished

- shunting up main to down main
- shunting down main to up main

BATTERSBY

The facing connection in the single line at the Stokesley end of Battersby Station replaced by plain line and the single line connected to the siding by means of the trailing end of this connection which converted to spring operation to lie normally for movements along the siding.

Signals dispensed with

- Down Main Home
- Stokesley Branch starting
- shunting siding up direction
- shunting main to siding
- shunting siding or to down main

Altered signals

The shunting signal controlling movements from siding to Middlesbrough Branch or Whitby Branch moved nearer to the siding trap points.

The shunting signal controlling movements from single line to siding or along single line fitted with a diamond sign.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
★ Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	08 00 Monday 8 January.
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice.	—

★ ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N 51D

PAGE N-D4

SPEEDS OF FREIGHT ROLLING STOCK

Description of wagon	Loaded wagons	Empty wagons
100 ton Shell-Mex and BP Bogie Rail Tanks	60 m.p.h.	45 m.p.h.
AMEND to read		
All 100 ton Bogie Rail Tanks	60 m.p.h.	45 m.p.h.

★ 100 TON SHELL MEX BOGIE RAIL TANKS

These vehicles are restricted to a speed of 5 m.p.h. when being PROPELLED empty.

AMEND heading to read:—

100 TON BOGIE RAIL TANKS

★ ALTERATION TO N.E.R. SECTIONAL APPENDIX NORTHERN SECTION

Description of Block Signaling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow		
		M	Yds	Up	Down	Description	Stand-age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		For
												Main or Fast	Slow or Goods	Main or Fast

PAGE 2 (Page 4 Supp. No.3)

YORK CHALONERS WHIN TO BERWICK (MARSHALL MEADOWS) ETC

Pilmoor

Pilmoor

AMEND

35 — Over connection Fast to Slow 15m. 44 chs. to 15m. 51chs.

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

York

MO.44/1382/NE/N No. 1

F. J. BURGE

22 December, 1967.

Movements 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. 1"

Chenwell



NE/N

EASTERN (NE) REGION

No. 2

C. J.

WOOLSTENHOLME

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, ETC.**

SATURDAY 13 JANUARY

TO

FRIDAY 19 JANUARY 1968

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

SUNDAY 14 JANUARY : SOUTH SHIELDS

The Middle line between the Down and Up Platform lines along with the Carriage Dock Siding, De Siding and Nos. 4, 5 and 6 sidings abolished.

Points abolished:-

Down Main - Middle line
 Down Platform line - No. 4 Siding.
 Up Platform line - Nos. 1, 2 and 4 Sidings.
 No. 4 Siding line - Nos. 1 and 2 Sidings.
 Trap Points on No. 5 siding.
 No. 5 and 6 Sidings, Crossover.

Altered points:-

No.2 Siding - Down or Up Platform line converted into "Wide of Gauge" trap points

Signals abolished:-

Shunting Middle line to Down Main
 Down Platform line (Stop signal)
 Down Platform line to No. 4 Siding.
 Shunting Middle line to Nos. 1, 2 and 4 Sidings.
 Shunting Up Platform to No. 4 Siding.
 Shunting No. 4 Siding to Up Platform
 Shunting No. 4 Siding to Middle line
 Shunting No. 4 Siding to Down Platform
 Shunting No. 1 and 2 Siding to Middle line
 Shunting from Depot Siding
 Shunting No. 1 Siding to Depot Siding
 Shunting No. 5 and 6 Sidings to Up Platform
 Shunting from No. 5 Siding
 Shunting Up Platform to No. 5 and 6 Siding
 Shunting No. 6 Siding to No. 5 Siding.
 Shunting Carriage Dock Siding to No. 6 Siding
 Shunting No. 6 Siding to Carriage Dock Siding.

SUNDAY 14 JANUARY-LEAMSIDE

The Down Main Outer Home signal abolished.

The Down Main Outer and Inner Distant signals replaced by a new Down Main Distant signal positioned on the left side of the Down Main line 1180 yards from the signal box. The distance between the Down Main Distant and Home signals is 1070 yards.

A diamond sign fitted to the post of the Down Main Home signal.

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 14 JANUARY : SOUTH SHIELDS

The Middle line between the Down and Up Platform lines along with the Carriage Dock Siding, Depot Siding and Nos. 4, 5 and 6 sidings abolished.

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Down Main - Middle line
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Signals abolished :-

Shunting Middle line to Down Main
Down Platform line (Stop signal)
Down Platform line to No. 4 Siding.
Shunting Middle line to Nos. 1, 2 and 4 Sidings.
Shunting Up Platform to No. 4 Siding.
Shunting No. 4 Siding to Up Platform
Shunting No. 4 Siding to Middle line
Shunting No. 4 Siding to Down Platform
Shunting No. 1 and 2 Siding to Middle line
Shunting from Depot Siding
Shunting No. 1 Siding to Depot Siding
Shunting No. 5 and 6 Sidings to Up Platform
Shunting from No. 5 Siding
Shunting Up Platform to No. 5 and 6 Siding
Shunting No. 6 Siding to No. 5 Siding.
Shunting Carriage Dock Siding to No. 6 Siding
Shunting No. 6 Siding to Carriage Dock Siding.

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The Down Main Outer and Inner Distant signals replaced by a new Down Main Distant signal positioned on the left side of the Down Main line 1180 yards from the signal box. The distance between the Down Main Distant and Home signals is 1070 yards.

A diamond sign fitted to the post of the Down Main Home signal.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT

*** THIRSK**

The unworked (loose) trailing end of the Up Slow to Up Fast facing connection at 21m. 47chs. fitted with a spring lever switch. The trailing points lie for movements along the Up Fast line.

(2)

*** BETWEEN ALNMOUTH AND CHEVINGTON**

**** Warkworth level crossing and ground frames.**

The gate box abolished.

Warkworth level crossing gates and wickets replaced by two Half Barriers worked automatically by approaching trains. Two Whistle Boards provided on each side of level crossing situated 274 and 156 yards from level crossing. A telephone to Alnmouth signal box provided at each barrier.

Both Ground Frames released by Alnmouth abolished, the points being secured out of use in the normal position pending removal.

Alnmouth

The loading Dock Ground Frame, released by Alnmouth abolished, the points being secured out of use in the normal position pending removal.

The following signals converted to automatic working:—

Old	New
111 Up Main to 109 Signal	U32
109 Up Main to 107 Signal	U31
108 Down Main to 110 Signal	D31B

(2)

*** ALNMOUTH**

The Petroleum Siding Ground Frame abolished, the points being secured permanently out of use, in the normal position, pending removal.

(2)

HAWTHORN

The "T" bracket carrying the Down Main Home and Down Main to Down Branch Home signals renewed 3 yards further from the signal box as a right hand bracket signal with the arms at reduced heights of 25 feet and 22 feet respectively.

(4)

GATESHEAD

Allhusens Branch

Down line dispensed with.

Former Up line becomes Single line worked under Regulations for working on Single lines by One Engine in steam except that no train staff is provided. The signals controlling movements to and from the Single line are electrically controlled to prevent more than one train or engine being on the Single line at the same time.

A new hand worked facing connection provided immediately on the works side of Albany Road level crossing.

Points dispensed with

317 Down Allhusens Branch—P. Way Yard.

Signal dispensed with

65 Down Allhusens Branch to 75 position light signal

Route dispensed with

76 Subsidiary signal no longer applies to Down Branch.

Altered naming of subsidiary signals:—

Old	New
64 P. Way Yard to Down Branch	64 P. Way Yard to 75 signal
85 Down Pelaw Goods to Down Branch	85 Down Pelaw Goods to 76 signal
86 (Route B) Up Pelaw Goods to Up Branch	86 Up Pelaw Goods to Allhusens Branch
87 Oakwellgate Yard to Down Branch	87 Oakwellgate Yard to 76 signal
87 Oakwellgate Yard to Up Branch	87 Oakwellgate Yard to Allhusens Branch (3)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** BEDLINGTON NORTH

The facing connection from Up Branch to Dock Platform Line and the connection from No. 1 Goods Siding to the Warehouse line abolished.

The following signals abolished:—

Shunting Up Branch to Dock Platform

Dock Platform Starting

Shunting No. 1 Goods Siding to Warehouse Line or Dock Platform

From Dock Platform to No. 1 Goods Siding

ST. BEDES

Up Branch Home 2 Signal abolished

** HIGH SHIELDS

Points secured out of use, in the normal position, pending removal:—

No. 4 Reception Siding to No. 5 Reception Siding

No. 3 Reception Siding to No. 4 Reception Siding

No. 1 Reception Siding to No. 3 Reception Siding

Points to become hand operated:—

No. 1 Reception Siding to Goods Yard

No. 1 Reception Siding to No. 2 Reception Siding

The following signals abolished:—

Miniature arm signal controlling movements from Goods Yard.

Shunting signals controlling movements from Nos. 1 - 5 Reception Sidings.

Miniature arm signal controlling movements from Down Main line to Nos. 3, 4 or 5 Reception Sidings.

** LEEMING BAR

The trailing crossover between the Down and Up main lines abolished.

Signals abolished

shunting up main to down main

shunting down main to up main

BATTERSBY

The facing connection in the single line at the Stokesley end of Battersby Station replaced by plain line and the single line connected to the siding by means of the trailing end of this connection which converted to spring operation to lie normally for movements along the siding.

Signals dispensed with

Down Main Home

Stokesley Branch starting

shunting siding up direction

shunting main to siding

shunting siding or to down main

Altered signals

The shunting signal controlling movements from siding to Middlesbrough Branch or Whitby Branch moved nearer to the siding trap points.

The shunting signal controlling movements from single line to siding or along single line fitted with a diamond sign.

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

★ KIMBLESWORTH SIDINGS

The trailing connection Down Main to Kimblesworth Down sidings at 69m. 39chs. has been clamped out of use pending removal. (5)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice.	—

ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N 51D

PAGE N-D4

SPEEDS OF FREIGHT ROLLING STOCK

Description of wagon	Loaded wagons	Empty wagons
100 ton Shell-Mex and BP Bogie Rail Tanks	60 m.p.h.	45 m.p.h.
AMEND to read		
All 100 ton Bogie Rail Tanks	60 m.p.h.	45 m.p.h.

100 TON SHELL MEX BOGIE RAIL TANKS

These vehicles are restricted to a speed of 5 m.p.h. when being PROPELLED empty.

AMEND heading to read:—

100 TON BOGIE RAIL TANKS

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

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ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N 51D

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AMEND heading to read:—

100 TON BOGIE RAIL TANKS

SECTION D

GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO N.E.R. SECTIONAL APPENDIX NORTHERN SECTION

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 Refuges Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points	Engine Whistles L-long S-short C-crow						
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 2 (Page 4 Supp. No.3)

YORK CHALONERS WHIN TO BERWICK (MARSHALL MEADOWS) ETC

Pilmoor
Pilmoor
AMEND

35 - Over connection Fast to Slow 15m. 44 chs. to 15m. 51chs

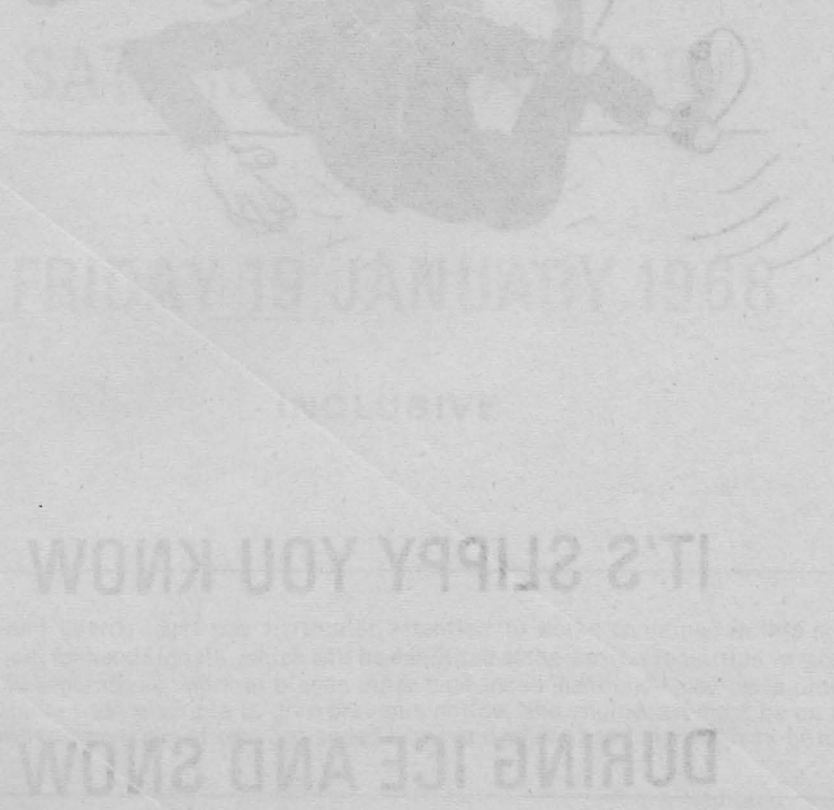
A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
3 January, 1968.

MO.44/1382/NE/N No. 2

F.J. BURGE
Movements 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. NOTICE NE/N No. 2"





ACCIDENT PREVENTION



IT'S SLIPPY YOU KNOW

DURING ICE AND SNOW



NE/N

EASTERN (NE) REGION

No. 3

C. J.

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

WOOLSTENHOLME

TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS
APPENDIX INSTRUCTIONS, ETC.

SATURDAY 20 JANUARY

TO

FRIDAY 26 JANUARY 1968

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 21 JANUARY - ESTON WEST

The signal box, together with all signals worked therefrom, will be abolished.
This signal box will no longer release Eston West Ground Frame. (6)

MONDAY 22 JANUARY - CARR HOUSE EAST

The trailing crossover in the Up Main line leading to the Consett Company's line will be secured out of use, in the normal position, pending removal and the signals applying Consett Co. line to Up Main line or Goods line or Down Siding will be abolished. (6)

TUESDAY 23 JANUARY - CHURCH PIT, WALKER GATE GROUND FRAME

The trailing connection in the Up Main line leading to the Depot and Goods Yard and operated from the 4-lever Ground Frame will be secured out of use, in the normal position, pending removal. (6)

DETAILS OF WORK ALREADY CARRIED OUT

HAWTHORN

The "T" bracket carrying the Down Main Home and Down Main to Down Branch Home signals renewed 3 yards further from the signal box as a right hand bracket signal with the arms at reduced heights of 25 feet and 22 feet respectively. (4)

** GATESHEAD

Allhusens Branch

Down line dispensed with.

Former Up line becomes Single line worked under Regulations for working on Single lines by One Engine in steam except that no train staff is provided. The signals controlling movements to and from the Single line are electrically controlled to prevent more than one train or engine being on the Single line at the same time.

A new hand worked facing connection provided immediately on the works side of Albany Road level crossing.

Points dispensed with

317 Down Allhusens Branch-P. Way Yard.

Signal dispensed with

65 Down Allhusens Branch to 75 position light signal

Route dispensed with

76 Subsidiary signal no longer applies to Down Branch.

Altered naming of subsidiary signals:-

Old

64 P. Way Yard to Down Branch
85 Down Pelaw Goods to Down Branch
86 (Route B) Up Pelaw Goods to Up Branch
87 Oakwellgate Yard to Down Branch
87 Oakwellgate Yard to Up Branch

New

64 P. Way Yard to 75 signal
85 Down Pelaw Goods to 76 signal
86 Up Pelaw Goods to Allhusens Branch
87 Oakwellgate Yard to 76 signal
87 Oakwellgate Yard to Allhusens Branch (3)

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

Up Branch Home 2 Signal abolished

(3)

SOUTH SHIELDS

The Middle line between the Down and Up Platform lines along with the Carriage Dock Siding, Depot Siding and Nos. 4, 5 and 6 sidings abolished.

Points abolished:—

Down Main - Middle line
Down Platform line - No. 4 Siding.
Up Platform line - Nos. 1, 2 and 4 Sidings.
No. 4 Siding line - Nos. 1 and 2 Sidings.
Trap Points on No. 5 siding.
No. 5 and 6 Sidings, Crossover.

Altered points:—

No. 2 Siding - Down or Up Platform line converted into "Wide of Gauge" trap points

Signals abolished:—

Shunting Middle line to Down Main
Down Platform line (Stop signal)
Down Platform line to No. 4 Siding.
Shunting Middle line to Nos. 1, 2 and 4 Sidings.
Shunting Up Platform to No. 4 Siding.
Shunting No. 4 Siding to Up Platform
Shunting No. 4 Siding to Middle line
Shunting No. 4 Siding to Down Platform
Shunting No. 1 and 2 Siding to Middle line
Shunting from Depot Siding
Shunting No. 1 Siding to Depot Siding
Shunting No. 5 and 6 Sidings to Up Platform
Shunting from No. 5 Siding
Shunting Up Platform to No. 5 and 6 Siding
Shunting No. 6 Siding to No. 5 Siding.
Shunting Carriage Dock Siding to No. 6 Siding
Shunting No. 6 Siding to Carriage Dock Siding.

(5)

LEAMSIDE

The Down Main Outer Home signal abolished.

The Down Main Outer and Inner Distant signals replaced by a new Down Main Distant signal positioned on the left side of the Down Main line 1180 yards from the signal box. The distance between the Down Main Distant and Home signals is 1070 yards.

A diamond sign fitted to the post of the Down Main Home signal.

(5)

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

The facing connection in the single line at the Stokesley end of Battersby Station replaced by plain line and the single line connected to the siding by means of the trailing end of this connection which is converted to spring operation to lie normally for movements along the siding.

Signals dispensed with

Down Main Home
Stokesley Branch starting
shunting siding up direction
shunting main to siding
shunting siding or to down main

Altered signals

The shunting signal controlling movements from siding to Middlesbrough Branch or Whitby Branch moved nearer to the siding trap points.

The shunting signal controlling movements from single line to siding or along single line fitted with a diamond sign. (3)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**** BATTERSBY**

The facing connection in the single line at the Stokesley end of Battersby Station replaced by plain line and the single line connected to the siding by means of the trailing end of this connection which converted to spring operation to lie normally for movements along the siding.

Signals dispensed with

- Down Main Home
- Stokesley Branch starting
- shunting siding up direction
- shunting main to siding
- shunting siding or to down main

Altered signals

The shunting signal controlling movements from siding to Middlesbrough Branch or Whitby Branch moved nearer to the siding trap points.

The shunting signal controlling movements from single line to siding or along single line fitted with a diamond sign. (3)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.*

KIMBLESWORTH SIDINGS

The trailing connection Down Main to Kimblesworth Down sidings at 69m. 39chs. has been clamped out of use pending removal. (5)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice.	—

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

York
10 January, 1968

MO.44/1382/NE/N No. 3

F.J. BURGE
Movements 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. NOTICE NE/N No. 3"

STOP ACCIDENTS



**MAKE SURE
THE SHEET'S SECURE**



NE/N

EASTERN (NE) REGION

No. 4

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, ETC.**

SATURDAY 27 JANUARY

TO

FRIDAY 2 FEBRUARY 1968

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.



NE/N

EASTERN (NE) REGION

No. 4

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, ETC.**

SATURDAY 27 JANUARY

TO

FRIDAY 2 FEBRUARY 1968

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 28 JANUARY—HEATON

The trailing connection in the Down Main line leading to W.D. & H.O. Wills Siding, together with the Ground Frame and the Sidings, will be abolished.

Position light shunt signal No.50, applying Set Back on Down Main or to W.D. & H.O. Wills Siding will be abolished.

The Catch Points in the Down Main line 730 yards before reaching signal D.3 will be converted to spring operation. (7)

TUESDAY 30 JANUARY—RYHOPE

The following points will be secured permanently out of use, in the normal position, pending removal.

- Trailing connection in Down Main line to No.2 Siding.
- Trailing connection between Down and Up Branch lines.
- Slip connection Down Branch to No.1 Siding.
- Connection between No.1 Siding and No.2 Siding.

The following shunting signals will be abolished:—

- Down Main to No.2 Siding.
- No.2 Siding to Down Main.
- Down Branch to Up Branch.
- Up Branch to Down Branch.
- No.1 Siding to Down Branch.
- No.2 Siding to Down Branch.

(7)

WEDNESDAY 31 JANUARY—HESLEDEN

The signal box, together with all signals worked therefrom, will be abolished. All points worked from the signal box will be secured permanently out of use, in the normal position, pending removal. The trailing spring points in the Up Main line at the exit from the Up Goods line will be secured permanently out of use, set for movements on the Up Main line, pending removal. (7)

TUESDAY 30 JANUARY—SEATON-ON-TEES BRANCH—GRAYS SHIPYARD GROUND FRAME

The points leading from the single line to Grays Shipyard will be secured permanently out of use, in the normal position, pending removal. The Ground Frame will be abolished. (7)

MONDAY 29 JANUARY—TEES MARSHALLING YARD

The Wagon Repair Depot Ground Frame will be abolished and all points operated therefrom will become hand operated. (7)

THURSDAY 1 FEBRUARY—BETWEEN SEDGEFIELD AND STILLINGTON STATION

The following signals will be abolished:—

- Down Main Automatic Distant.
- Down Main Automatic Home.
- Up Main Automatic Distant.
- Up Main Automatic Home.

(7)

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

The "T" bracket carrying the Down Main Home and Down Main to Down Branch Home signals renewed 3 yards further from the signal box as a right hand bracket signal with the arms at reduced heights of 25 feet and 22 feet respectively. (4)

CHURCH PIT, WALKER GATE GROUND FRAME

The trailing connection in the Up Main line leading to the Depot and Goods yard and operated from the 4 - lever Ground Frame has been secured out of use in the normal position pending removal. (6)

CARR HOUSE EAST

The trailing crossover in the Up Main line leading to the Consett Company's line has been secured out of use, in the normal position, pending removal and the signals applying Consett Co. line to Up Main line or Goods line or Down Siding have been abolished (6)

SOUTH SHIELDS

The Middle line between the Down and Up Platform lines along with the Carriage Dock Siding, Depot Siding and Nos. 4, 5 and 6 sidings abolished.

Points abolished:-

- Down Main - Middle line
- Down Platform line - No. 4 Siding.
- Up Platform line - Nos. 1, 2 and 4 Sidings.
- No. 4 Siding line - Nos. 1 and 2 Sidings.
- Trap Points on No. 5 siding.
- No. 5 and 6 Sidings, Crossover.

Altered points:-

- No.2 Siding - Down or Up Platform line converted into "Wide of Gauge" trap points

Signals abolished:-

- Shunting Middle line to Down Main
- Down Platform line (Stop signal)
- Down Platform line to No. 4 Siding.
- Shunting Middle line to Nos. 1, 2 and 4 Sidings.
- Shunting Up Platform to No. 4 Siding.
- Shunting No. 4 Siding to Up Platform
- Shunting No. 4 Siding to Middle line
- Shunting No. 4 Siding to Down Platform
- Shunting No. 1 and 2 Siding to Middle line
- Shunting from Depot Siding
- Shunting No. 1 Siding to Depot Siding
- Shunting No. 5 and 6 Sidings to Up Platform
- Shunting from No. 5 Siding
- Shunting Up Platform to No. 5 and 6 Siding
- Shunting No. 6 Siding to No. 5 Siding.
- Shunting Carriage Dock Siding to No. 6 Siding
- Shunting No. 6 Siding to Carriage Dock Siding.

(5)

MISCELLANEOUS 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.

KIMBLESWORTH SIDINGS

The trailing connection Down Main to Kimblesworth Down sidings at 69m. 39chs. has been clamped out of use pending removal. (5)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

SECTION D

GENERAL INSTRUCTIONS AND NOTICES -continued



ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N NO 3D
SATURDAY 20 JANUARY TO FRIDAY 16 FEBRUARY 1968

PAGE N-D 17

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962)

1. ONE RESTRICTION WITHIN ANOTHER (Inner more restrictive)

(b) Where normal position of second Warning Board falls on approach side of first Speed Indicator.

AMEND in diagram 1 ½ mile (minimum) to read:—
½ mile (minimum)



ALTERATION TO RULE 218

The alteration to Rule 218 shewn in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will not now take effect until **Thursday 29 February 1968.**

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

York
17 January, 1968

MO.44/1382/NE/N No. 4

F.J. BURGE
Movements 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. NOTICE NE/N No. 4"



Accident Prevention Service



Cherrill



NE/N

EASTERN (NE) REGION

No. 5

C. J.

WOOLSTENHOLM

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, ETC.**

SATURDAY 3 FEBRUARY

TO

FRIDAY 9 FEBRUARY 1968

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.

Cherrise



NE/N

EASTERN (NE) REGION

No. 5

C. J.

WOOLSTENHOLM

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, ETC.**

SATURDAY 3 FEBRUARY

TO

FRIDAY 9 FEBRUARY 1968

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.

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**HEATON**

The trailing connection in the Down Main line leading to W.D. & H.O. Wills Siding, together with the Ground Frame and the Sidings, have been abolished.

Position light shunt signal No.50, applying Set Back on Down Main or to W.D. & H.O. Wills Siding abolished.

The Catch Points in the Down Main line 730 yards before reaching signal D.3 converted to spring operation. (7)

RYHOPE STATION

The following points have been secured permanently out of use, in the normal position, pending removal.

- Trailing connection in Down Main line to No.2 Siding.
- Trailing connection between Down and Up Branch lines.
- Slip connection Down Branch to No.1 Siding.
- Connection between No.1 Siding and No.2 Siding.

The following shunting signals have been abolished:-

- Down Main to No.2 Siding.
- No.2 Siding to Down Main.
- Down Branch to Up Branch.
- Up Branch to Down Branch.
- No.1 Siding to Down Branch.
- No.2 Siding to Down Branch.

(7)

CHURCH PIT, WALKER GATE GROUND FRAME

The trailing connection in the Up Main line leading to the Depot and Goods yard and operated from the 4 - lever Ground Frame has been secured out of use in the normal position pending removal. (6)

CARR HOUSE EAST

The trailing crossover in the Up Main line leading to the Consett Company's line has been secured out of use, in the normal position, pending removal and the signals applying Consett Co. line to Up Main line or Goods line or Down Siding have been abolished (6)

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

The Middle line between the Down and Up Platform lines along with the Carriage Dock Siding, Depot Siding and Nos. 4, 5 and 6 sidings abolished.

Points abolished:—

Down Main - Middle line
Down Platform line - No. 4 Siding.
Up Platform line - Nos. 1, 2 and 4 Sidings.
No. 4 Siding line - Nos. 1 and 2 Sidings.
Trap Points on No. 5 siding.
No. 5 and 6 Sidings, Crossover.

Altered points:—

No. 2 Siding - Down or Up Platform line converted into "Wide of Gauge" trap points

Signals abolished:—

Shunting Middle line to Down Main
Down Platform line (Stop signal)
Down Platform line to No. 4 Siding.
Shunting Middle line to Nos. 1, 2 and 4 Sidings.
Shunting Up Platform to No. 4 Siding.
Shunting No. 4 Siding to Up Platform
Shunting No. 4 Siding to Middle line
Shunting No. 4 Siding to Down Platform
Shunting No. 1 and 2 Siding to Middle line
Shunting from Depot Siding
Shunting No. 1 Siding to Depot Siding
Shunting No. 5 and 6 Sidings to Up Platform
Shunting from No. 5 Siding
Shunting Up Platform to No. 5 and 6 Siding
Shunting No. 6 Siding to No. 5 Siding.
Shunting Carriage Dock Siding to No. 6 Siding
Shunting No. 6 Siding to Carriage Dock Siding.

(5)

*** LEAMSIDE**

The Down Main Outer Home signal abolished.

The Down Main Outer and Inner Distant signals replaced by a new Down Main Distant signal positioned on the left side of the Down Main line 1180 yards from the signal box. The distance between the Down Main Distant and Home signals is 1070 yards.

A diamond sign fitted to the post of the Down Main Home signal.

(5)

HESLEDEN

The signal box, together with all signals worked therefrom has been abolished. All points worked from the signal box have been secured permanently out of use, in the normal position pending removal. The trailing spring points in the Up Main line at the exit from the Up Goods line have been secured permanently out of use, set for movements on the Up Main line, pending removal.

(7)

BETWEEN SEDGEFIELD AND STILLINGTON STATION**The following signals have been abolished:—**

Down Main Automatic Distant.
Down Main Automatic Home.
Up Main Automatic Distant.
Up Main Automatic Home.

(7)

SEATON-ON-TEES BRANCH—GRAYS SHIPYARD GROUND FRAME

The points leading from the single line to Grays Shipyard have been secured permanently out of use in the normal position, pending removal. The Ground Frame has been abolished.

(7)

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****TEES MARSHALLING YARD**

The Wagon Repair Depot Ground Frame has been abolished and all points operated therefrom have become hand operated. (7)

ESTON WEST

The signal box, together with all signals worked therefrom has been abolished. This signal box does no longer release Eston West Ground Frame. (6)

BETWEEN GRANGETOWN AND WILTON WORKS

Wilton Works signal box has been abolished and the line between Grangetown and Wilton Works is worked in accordance with the one engine in steam regulations.

Trains from Grangetown to Wilton Works will travel via the Down line and trains from Wilton Works to Grangetown will travel via the Up line.

All points at Wilton Works have been converted to hand operation and all signal arms removed.

Notice boards have been provided as follows:—

- (1) On the cress side of the Down line immediately in advance of the junction at Grangetown worded:— ONE ENGINE IN STEAM WORKING AHEAD.
- (2) On the cress side of the Down line adjacent to the site of the former Wilton Works signal box worded:— END OF ONE ENGINE IN STEAM WORKING.
- (3) On the cress side of the Up line and adjacent to the site of the former Wilton Works signal box worded:— ONE ENGINE IN STEAM WORKING AHEAD — STOP AND TELEPHONE.

A telephone has been provided in the vicinity of this notice board. (7)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

** KIMBLESWORTH SIDINGS

The trailing connection Down Main to Kimblesworth Down sidings at 69m. 39chs. has been clamped out of use pending removal. (5)

★ SHILDON WAGON WORKS

The following hold up trap points have been installed at the locations shown and brought into use:—
In two sidings leading to and from Paint Shop, Tank Shop and Boiler Shop, about 20 yards on the Works side of Mason's Arms Level Crossing.

In the Up line of former Brusselton Branch, about 40 yards on the Works side of Mason's Arms Level Crossing. (8)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

SECTION D

GENERAL INSTRUCTIONS AND NOTICES -continued

ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N NO 3D
SATURDAY 20 JANUARY TO FRIDAY 16 FEBRUARY 1968

PAGE N-D 17

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962)

1. ONE RESTRICTION WITHIN ANOTHER (Inner more restrictive)

(b) Where normal position of second Warning Board falls on approach side of first Speed Indicator.

AMEND in diagram 1 1/2 mile (minimum) to read:-
1/2 mile (minimum);

ALTERATION TO RULE 218

The alteration to Rule 218 shewn in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will not now take effect until Thursday 29 February 1968.

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

York
24 January, 1968

MO.44/1382/NE/N No. 5

F.J. BURGE
Movements 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. NOTICE NE/N No. 5"

SECTION D

GENERAL INSTRUCTIONS AND NOTICES -continued

ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N NO 3D
SATURDAY 20 JANUARY TO FRIDAY 16 FEBRUARY 1968

PAGE N-D 17

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962)

1. ONE RESTRICTION WITHIN ANOTHER (Inner more restrictive)

(b) Where normal position of second Warning Board falls on approach side of first Speed Indicator.

AMEND in diagram 1 1/2 mile (minimum) to read:-
1/2 mile (minimum);

ALTERATION TO RULE 218

The alteration to Rule 218 shewn in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will not now take effect until Thursday 29 February 1968.

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

York
24 January, 1968

MO.44/1382/NE/N No. 5

F.J. BURGE
Movements 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. NOTICE NE/N No. 5"



NE/N

EASTERN (NE) REGION

No. 6

C. J.

WOOLSTENHOLME

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, ETC.**

SATURDAY 10 FEBRUARY

TO

FRIDAY 16 FEBRUARY 1968

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 11 FEBRUARY—TYNE

No.241 position light subsidiary signal applicable to movements from the Up Arrival Shunt Neck will be renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

No.242 position light subsidiary signal applicable to movements from the Down Arrival line will be renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

(9)

SUNDAY 11 FEBRUARY—NEWCASTLE (MANORS JUNCTION)

The following points, which were removed in connection with the reconstruction of Bridge No.9, will be reinstated on the same site:—

Up Tynemouth to Up North.

Up North (Down Direction) to Down Tynemouth.

Down North to Down Tynemouth

The following associated signals will be repositioned on a new signal gantry 80 yards nearer to Newcastle signal box and will apply as follows:—

No.38 Down Tynemouth to Down Tynemouth, Down Main or Down Branch.

No.42 Up North (Down Direction) to Down North, Down Tynemouth or Down Branch.

No.44 Down North to Down North, Down Tynemouth or Down Branch.

No.36 elevated subsidiary signal applying Up North to Down Branch or Down Main will become a ground subsidiary signal sited between the Down and Up North at the same distance from the signal box.

(9)

SUNDAY 11 FEBRUARY—ALNMOUTH—WARKWORTH GROUND FRAME

The facing crossover between the Down and Up Main lines operated from Warkworth Facing Crossover Ground Frame will be abolished.

(9)

SUNDAY 11 FEBRUARY—TYNE (LOW FELL SIDINGS)

No.109 position light subsidiary signal applicable to movements from Down Goods No.2 to Low Fell Down or Up Sidings will be renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

(9)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The trailing connection in the Down Main line leading to W.D. & H.O. Wills Siding, together with the Ground Frame and the Sidings, have been abolished.

Position light shunt signal No.50, applying Set Back on Down Main or to W.D. & H.O. Wills Siding abolished.

The Catch Points in the Down Main line 730 yards before reaching signal D.3 converted to spring operation.

(7)

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

The following points have been secured permanently out of use, in the normal position, pending removal.

- Trailing connection in Down Main line to No.2 Siding.
- Trailing connection between Down and Up Branch lines.
- Slip connection Down Branch to No.1 Siding.
- Connection between No.1 Siding and No.2 Siding.

The following shunting signals have been abolished:—

- Down Main to No.2 Siding.
- No.2 Siding to Down Main.
- Down Branch to Up Branch.
- Up Branch to Down Branch.
- No.1 Siding to Down Branch.
- No.2 Siding to Down Branch.

(7)

**** CHURCH PIT, WALKER GATE GROUND FRAME**

The trailing connection in the Up Main line leading to the Depot and Goods yard and operated from the 4 - lever Ground Frame has been secured out of use in the normal position pending removal. (6)

**** CARR HOUSE EAST**

The trailing crossover in the Up Main line leading to the Consett Company's line has been secured out of use, in the normal position, pending removal and the signals applying Consett Co. line to Up Main line or Goods line or Down Siding have been abolished (6)

HESLEDEN

The signal box, together with all signals worked therefrom has been abolished. All points worked from the signal box have been secured permanently out of use, in the normal position pending removal. The trailing spring points in the Up Main line at the exit from the Up Goods line have been secured permanently out of use, set for movements on the Up Main line, pending removal. (7)

BETWEEN SEDGEFIELD AND STILLINGTON STATION**The following signals have been abolished:—**

- Down Main Automatic Distant.
- Down Main Automatic Home.
- Up Main Automatic Distant.
- Up Main Automatic Home.

(7)

SEATON-ON-TEES BRANCH—GRAYS SHIPYARD GROUND FRAME

The points leading from the single line to Grays Shipyard have been secured permanently out of use in the normal position, pending removal. The Ground Frame has been abolished. (7)

TEES MARSHALLING YARD

The Wagon Repair Depot Ground Frame has been abolished and all points operated therefrom have become hand operated. (7)

SECTION C

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

** ESTON WEST

The signal box, together with all signals worked therefrom has been abolished. This signal box does no longer release Eston West Ground Frame. (6)

BETWEEN GRANGETOWN AND WILTON WORKS

Wilton Works signal box has been abolished and the line between Grangetown and Wilton Works is worked in accordance with the one engine in steam regulations.

Trains from Grangetown to Wilton Works will travel via the Down line and trains from Wilton Works to Grangetown will travel via the Up line.

All points at Wilton Works have been converted to hand operation and all signal arms removed.

Notice boards have been provided as follows:—

- (1) On the cress side of the Down line immediately in advance of the junction at Grangetown worded:— ONE ENGINE IN STEAM WORKING AHEAD.
 - (2) On the cress side of the Down line adjacent to the site of the former Wilton Works signal box worded:— END OF ONE ENGINE IN STEAM WORKING.
 - (3) On the cress side of the Up line and adjacent to the site of the former Wilton Works signal box worded:— ONE ENGINE IN STEAM WORKING AHEAD — STOP AND TELEPHONE.
- A telephone has been provided in the vicinity of this notice board. (7)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

★ FREIGHTLINER WAGONS

(3RD OR 4TH RAIL ELECTRIFIED LINES)

Staff are warned that when opening the spares locker (containing the emergency screw coupling, etc.) on the end wagons of a freightliner set, the door when lowered to its fullest extent will make contact with the conductor rail.

Spares lockers situated over a conductor rail should therefore not be used and the necessary equipment should be obtained from a locker on the other side of the train.

SHILDON WAGON WORKS

The following hold up trap points have been installed at the locations shown and brought into use:-
In two sidings leading to and from Paint Shop, Tank Shop and Boiler Shop, about 20 yards on the Works side of Mason's Arms Level Crossing.

In the Up line of former Brusselton Branch, about 40 yards on the Works side of Mason's Arms Level Crossing. (8)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—



NE/N

EASTERN (NE) REGION

No. 7

C. J.

NORTHERN SECTION **WOOLSTENHOLMES**
(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, ETC.**

SATURDAY 17 FEBRUARY

TO

FRIDAY 23 FEBRUARY 1968

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

SUNDAY 18 FEBRUARY - BETWEEN WINGATE SOUTH, WELLFIELD, THORNLEY, SHOTTON COLLIERY, PESSPOOL AND HAWTHORN COLLIERY

The Down and Up Branch lines to Wingate South will be closed.

The Down Main line North of Wellfield will become the Single line the Thornley Colliery and will be worked in accordance with the ONE ENGINE IN STEAM Regulations. The Down Main line North of Thornley will be closed.

The Up Main line North of Wellfield will become the Single line to Hawthorn Colliery and will be worked in accordance with the ELECTRIC TOKEN BLOCK SYSTEM with a Key Token. An intermediate instrument will be provided at the junction to Shotton Colliery. The Up Main line will be closed North of Pesspool signal box.

Wellfield**Points to be taken out of use:-**

The points leading to and from the Down and Up Branch lines will be secured permanently out of use, for through running on the Down and Up Main lines, pending removal.

New points:-

A new facing connection will be provided in the Down Main line, on the South side of the signal box, leading to the Hawthorn Colliery line.

The following signals will be abolished:-

Up Main Home	Down Branch Distant
Up Main to Up Branch Home	Down Branch Home
Down Main Starting	Shunting Down Main to Up Main or Up Branch.

New Signals:-

A From Hawthorn Colliery Up Home signal will be provided 13 yards North of the signal box, on the left hand side of the Hawthorn Colliery Single line. The distance between the From Hawthorn Colliery Up Distant and Home signals will be 1017 yards.

A From Thornley Colliery Up Distant signal will be provided 1,260 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

A From Thornley Colliery Up 1st Home signal will be provided 615 yards North of the signal box on the right hand side of the Thornley Colliery Single line. A telephone will be provided at this signal. The distance between the From Thornley Colliery Up Distant and 1st Home signals will be 645 yards.

A From Thornley Colliery Up 2nd Home signal will be provided 13 yards North of the signal box on the right hand side of the Thornley Colliery Single line.

A Down Main to Down Hawthorn Colliery Home signal will be fitted on the same post as, and below, the existing Down Main Home signal which will be renamed Down Main to Down Thornley Home.

A To Thornley Colliery Down Starting signal will be provided 315 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

Thornley

The signal box, together with all signals worked therefrom, will be abolished.

The trailing crossover between the Down and Up Main lines will be secured permanently out of use, in the normal position, pending removal.

The facing connection in the Down Main line and trap points in the branch line will be secured permanently for through running on the new Single line between Wellfield and Thornley Colliery.

Wheatley Hill Level Crossing Down Distant signal will be fixed to the same post as the new Wellfield From Thornley Colliery Up Distant signal.

Shotton Colliery

The signal box, together with all signals worked therefrom, will be abolished.

The trailing crossover between the Down and Up Main lines will be secured permanently out of use, in the normal position, pending removal.

The connection leading to the Colliery or Brickworks will be operated from a 1-lever Ground Frame released by the Key Token. Shutting inside facilities will be provided.

Pesspool

The signal box, together with all signals worked therefrom, will be abolished.

The trailing crossover between the Down and Up Main lines will be secured permanently out of use, in the normal position, pending removal.

The connection leading to Hawthorn Colliery signal box and the trap points in the Colliery line will be secured permanently for through running on the new Single line between Wellfield and Hawthorn Colliery.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

Hawthorn Colliery

An illuminated notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH TOKEN will be provided, facing Up Movements on the left hand side of the line opposite Hawthorn Colliery No. 2 Colour Light Stop signal. (10)

SUNDAY 18 FEBRUARY - SEDGEFIELD

3 The trailing crossover between the Down and Up Main lines with slip connection to the Goods Yard will be remodelled to form a trailing connection from Up Main line to Goods Yard.

6 The trailing connection from the Down Main line to the Goods Yard will be abolished.

1 The shunting signal at present applying to movements from Up Main to Goods Yard, Down Main or along Up Main will, in future, apply only from Up Main to Goods Yard.

The following signals will be abolished:-

12 Down Main Inner Distant (below Down Main Home No. 2)

11 Down Main Starting

R24 Up Main Outer Distant

24 Up Main Home No. 1

2 Shunting Goods Yard to Down Main

4 Shunting Down Main to Up Main

8 Shunting along Down Main or to Goods Yard.

The following signals will be renamed:-

Old Name	New Name
13 Down Main Outer Distant	Down Main Distant
9 Down Main Home No. 1	Down Main Home
10 Down Main Home No. 2	Down Main Starting
21 Up Main Inner Distant (below Up Main Home No. 1)	Up Main Distant
23 Up Main Home No. 2	Up Main Home

The distance between the new Up Main Distant and Home signals will be 1292 yards. (10)

SUNDAY 18 FEBRUARY - STILLINGTON NORTH

The signal box and all signals worked therefrom will be abolished. (10)

MONDAY 19 FEBRUARY - SOUTH SHIELDS

The 3-aspect colour light repeater signal (No. 20A) reading Down Platform to Down Main will be abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE

No.241 position light subsidiary signal applicable to movements from the Up Arrival Shunt Neck has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

No.242 position light subsidiary signal applicable to movements from the Down Arrival line has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.****DETAILS OF WORK ALREADY CARRIED OUT—continued.****NEWCASTLE (MANORS JUNCTION)**

The following points, which were removed in connection with the reconstruction of Bridge No.9 have been reinstated on the same site:—

- Up Tynemouth to Up North.
- Up North (Down Direction) to Down Tynemouth.
- Down North to Down Tynemouth

The following associated signals have been repositioned on a new signal gantry 80 yards nearer to Newcastle signal box and apply as follows:—

- No.38 Down Tynemouth to Down Tynemouth, Down Main or Down Branch.
- No.42 Up North (Down Direction) to Down North, Down Tynemouth or Down Branch.
- No.44 Down North to Down North, Down Tynemouth or Down Branch.

No.36 elevated subsidiary signal applying Up North to Down Branch or Down Main has become a ground subsidiary signal sited between the Down and Up North at the same distance from the signal box. (9)

**** HEATON**

The trailing connection in the Down Main line leading to W.D. & H.O. Wills Siding, together with the Ground Frame and the Sidings, have been abolished.

Position light shunt signal No.50, applying Set Back on Down Main or to W.D. & H.O. Wills Siding abolished.

The Catch Points in the Down Main line 730 yards before reaching signal D.3 converted to spring operation. (7)

ALNMOUTH—WARKWORTH GROUND FRAME

The facing crossover between the Down and Up Main lines operated from Warkworth Facing Crossover Ground Frame has been abolished. (9)

**** RYHOPE STATION**

The following points have been secured permanently out of use, in the normal position, pending removal.

- Trailing connection in Down Main line to No.2 Siding.
- Trailing connection between Down and Up Branch lines.
- Slip connection Down Branch to No.1 Siding.
- Connection between No.1 Siding and No.2 Siding.

The following shunting signals have been abolished:—

- Down Main to No.2 Siding.
- No.2 Siding to Down Main.
- Down Branch to Up Branch.
- Up Branch to Down Branch.
- No.1 Siding to Down Branch.
- No.2 Siding to Down Branch.

(7)

TYNE (LOW FELL SIDINGS)

No.109 position light subsidiary signal applicable to movements from Down Goods No.2 to Low Fell Down or Up Sidings has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level. (9)

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

The signal box, together with all signals worked therefrom has been abolished. All points worked from the signal box have been secured permanently out of use, in the normal position pending removal. The trailing spring points in the Up Main line at the exit from the Up Goods line have been secured permanently out of use, set for movements on the Up Main line, pending removal. (7)

*** * BETWEEN SEDGEFIELD AND STILLINGTON STATION**

The following signals have been abolished:—

- Down Main Automatic Distant.
- Down Main Automatic Home.
- Up Main Automatic Distant.
- Up Main Automatic Home.

(7)

*** * SEATON-ON-TEES BRANCH—GRAYS SHIPYARD GROUND FRAME**

The points leading from the single line to Grays Shipyards have been secured permanently out of use, in the normal position, pending removal. The Ground Frame has been abolished. (7)

*** * TEES MARSHALLING YARD**

The Wagon Repair Depot Ground Frame has been abolished and all points operated therefrom have become hand operated. (7)

*** * BETWEEN GRANGETOWN AND WILTON WORKS**

Wilton Works signal box has been abolished and the line between Grangetown and Wilton Works is worked in accordance with the one engine in steam regulations.

Trains from Grangetown to Wilton Works travel via the Down line and trains from Wilton Works to Grangetown travel via the Up line.

All points at Wilton Works have been converted to hand operation and all signal arms removed.

Notice boards have been provided as follows:—

- (1) On the cress side of the Down line immediately in advance of the junction at Grangetown worded:— ONE ENGINE IN STEAM WORKING AHEAD.
- (2) On the cress side of the Down line adjacent to the site of the former Wilton Works signal box worded:— END OF ONE ENGINE IN STEAM WORKING.
- (3) On the cress side of the Up line and adjacent to the site of the former Wilton Works signal box worded:— ONE ENGINE IN STEAM WORKING AHEAD — STOP AND TELEPHONE.

A telephone has been provided in the vicinity of this notice board.

(7)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

SHILDON WAGON WORKS

The following hold up trap points have been installed at the locations shown and brought into use:-
 In two sidings leading to and from Paint Shop, Tank Shop and Boiler Shop, about 20 yards on the Works side of Mason's Arms Level Crossing.

In the Up line of former Brusselton Branch, about 40 yards on the Works side of Mason's Arms Level Crossing. (8)

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	-

ALTERATION TO RULE 218

The alteration to Rule 218 shown in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will not now take effect until **Thursday 29 February 1968.**

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

York
7 February, 1968

MO.44/1382/NE/N No. 7

F.J. BURGE
Movements 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. NOTICE NE/N No. 7"

Chenical



NE/N

EASTERN (NE) REGION

No. 8

C. J.

NORTHERN SECTION WOOLSTENHOLMES
(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, ETC.**

SATURDAY 24 FEBRUARY

TO

FRIDAY 1 MARCH 1968

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

TUESDAY 27 FEBRUARY - MORPETH

No. R.42 subsidiary signal (repeating the subsidiary signal controlling northward movements from the Up Main platform line) will be elevated to a height of 12 feet above rail level, on the same site. (11)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

All routes West side of Station (Platform 14, Middle Road, Platforms 15 and 16, Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked. (New item) (11)

TYNE

No. 241 position light subsidiary signal applicable to movements from the Up Arrival Shunt Neck has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

No. 242 position light subsidiary signal applicable to movements from the Down Arrival line has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level. (9)

NEWCASTLE (MANORS JUNCTION)

The following points, which were removed in connection with the reconstruction of Bridge No. 9 have been reinstated on the same site:-

Up Tynemouth to Up North.

Up North (Down Direction) to Down Tynemouth.

Down North to Down Tynemouth

The following associated signals have been repositioned on a new signal gantry 80 yards nearer to Newcastle signal box and apply as follows:-

No. 38 Down Tynemouth to Down Tynemouth, Down Main or Down Branch.

No. 42 Up North (Down Direction) to Down North, Down Tynemouth or Down Branch.

No. 44 Down North to Down North, Down Tynemouth or Down Branch.

No. 36 elevated subsidiary signal applying Up North to Down Branch or Down Main has become a ground subsidiary signal sited between the Down and Up North at the same distance from the signal box. (9)

ALNMOUTH-WARKWORTH GROUND FRAME

The facing crossover between the Down and Up Main lines operated from Warkworth Facing Crossover Ground Frame has been abolished. (9)

TYNE (LOW FELL SIDINGS)

No. 109 position light subsidiary signal applicable to movements from Down Goods No. 2 to Low Fell Down or Up Sidings has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level. (9)

SOUTH SHIELDS

The 3-aspect colour light repeater signal (No. 20A) reading Down Platform to Down Main has been abolished. (10)

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.****DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN WINGATE SOUTH, WELLFIELD, THORNLEY, SHOTTON COLLIERY, PESSPOOL AND HAWTHORN COLLIERY.**

The Down and Up Branch lines to Wingate South have been closed.

The Down Main line North of Wellfield has become the Single line to Thornley Colliery and is worked in accordance with the ONE ENGINE IN STEAM Regulations. The Down Main line North of Thornley has been closed.

The Up Main line North of Wellfield has become the Single line to Hawthorn Colliery and is worked in accordance with the ELECTRIC TOKEN BLOCK SYSTEM with a Key Token. An intermediate instrument has been provided at the junction to Shotton Colliery. The Up Main line has been closed North of Pesspool signal box.

Wellfield**Points taken out of use:—**

The points leading to and from the Down and Up Branch lines have been secured permanently out of use, for through running on the Down and Up Main lines, pending removal.

New points:—

A new facing connection has been provided in the Down Main line, on the South side of the signal box, leading to the Hawthorn Colliery line.

The following signals have been abolished:—

Up Main Home	Down Branch Distant
Up Main to Up Branch Home	Down Branch Home
Down Main Starting	Shunting Down Main to Up Main or Up Branch.

New Signals:—

A From Hawthorn Colliery Up Home signal has been provided 13 yards North of the signal box, on the left hand side of the Hawthorn Colliery Single line. The distance between the From Hawthorn Colliery Up Distant and Home signals will be 1017 yards.

A From Thornley Colliery Up Distant signal has been provided 1,260 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

A From Thornley Colliery Up 1st Home signal has been provided 615 yards North of the signal box on the right hand side of the Thornley Colliery Single line. A telephone has been provided at this signal. The distance between the From Thornley Colliery Up Distant and 1st Home signals is 645 yards.

A From Thornley Colliery Up 2nd Home signal has been provided 13 yards North of the signal box on the right hand side of the Thornley Colliery Single line.

A Down Main to Down Hawthorn Colliery Home signal has been fitted on the same post as, and below, the existing Down Main Home signal which is renamed Down Main to Down Thornley Home.

A To Thornley Colliery Down Starting signal has been provided 315 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

Thornley

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use, in the normal position, pending removal.

The facing connection in the Down Main line and trap points in the branch line have been secured permanently for through running on the new Single line between Wellfield and Thornley Colliery.

Wheatley Hill Level Crossing Down Distant signal has been fixed to the same post as the new Wellfield From Thornley Colliery Up Distant signal.

Shotton Colliery

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position, pending removal.

The connection leading to the Colliery or Brickworks is operated from a 1-lever Ground Frame released by the Key Token. Shutting inside facilities are provided.

Pesspool

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use, in the normal position, pending removal.

The connection leading to Hawthorn Colliery signal box and the trap points in the Colliery line have been secured permanently for through running on the new Single line between Wellfield and Hawthorn Colliery.

Hawthorn Colliery

An illuminated notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH TOKEN has been provided, facing Up Movements on the left hand side of the line opposite Hawthorn Colliery No.2 Colour Light Stop signal.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SEDGEFIELD

The trailing crossover between the Down and Up Main lines with slip connection to the Goods Yard has been remodelled to form a trailing connection from Up Main line to Goods Yard.

The trailing connection from the Down Main line to the Goods Yard has been abolished.

The shunting signal which applied to movements from Up Main to Goods Yard, Down Main or along Up Main now applies only from Up Main to Goods Yard.

The following signals have been abolished :—

- Down Main Inner Distant (below Down Main Home No. 2)
- Down Main Starting
- Up Main Outer Distant
- Up Main Home No. 1
- Shunting Goods Yard to Down Main
- Shunting Down Main to Up Main
- Shunting along Down Main or to Goods Yard.

The following signals have been renamed :—

Old Name	New Name
Down Main Outer Distant	Down Main Distant
Down Main Home No. 1	Down Main Home
Down Main Home No. 2	Down Main Starting
Up Main Inner Distant (below Up Main Home No. 1)	Up Main Distant
Up Main Home No. 2	Up Main Home

The distance between the new Up Main Distant and Home signals is 1292 yards. (10)

STILLINGTON NORTH

The signal box and all signals worked therefrom have been abolished. (10)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

SHILDON WAGON WORKS

****** The following hold up trap points have been installed at the locations shown and brought into use:—
 In two sidings leading to and from Paint Shop, Tank Shop and Boiler Shop, about 20 yards on the Works side of Mason's Arms Level Crossing.

In the Up line of former Brusselton Branch, about 40 yards on the Works side of Mason's Arms Level Crossing.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES

Water will not be available as follows:—

Place	Duration
★ Wiske Moor Water Troughs	Commencing 08 00 Sunday 25 February until 15 30 Sunday, 25 February.

ALTERATION TO RULE 218

The alteration to Rule 218 shewn in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will not now take effect until **Thursday 29 February 1968.**

SPECIAL NOTICE

★ **204 H.P. OR LESS DIESEL LOCOMOTIVES**

Notwithstanding any previous instructions, all 204 h.p. diesel locomotives, whether four wheeled or six wheeled, must not travel over running lines unless working in multiple or with at least one vehicle attached. When working with one vehicle only, it must be of a suitable type with the vacuum brake in operation on the vehicle.

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

York
14 February, 1968

MO.44/1382/NE/N No. 8

F.J. BURGE
Movements 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. NOTICE NE/N No. 8"



NE/N

EASTERN (NE) REGION

No. 9

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, ETC.**

SATURDAY 2 MARCH

TO

FRIDAY 8 MARCH 1968

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 3 MARCH—TILE SHED AND EAST BOLDON

The following points at Tile Shed will be secured permanently out of use in the normal position pending removal:—

- Down Main to Down Branch line
- Trailing Crossover between Down and Up Branch lines
- Up Branch to Up Main line
- Trap points in the Up Goods line.

The following signals at Tile Shed will be abolished:—

- Down Main Home to Down Branch line
- Down Branch Starting signal
- Subsidiary signal Down Branch to Up Branch line
- Up Branch Distant signal
- Up Branch Outer Home signal
- Up Branch to Up Main Inner Home signal also East Boldon Up Main Distant signal carried on the same post.
- Subsidiary signal Up Branch to Up Goods line.
- Subsidiary signal Up Branch to Up Sidings.
- Shunting signal Up Branch to Down Branch line.
- Shunting signal situated approximately 295 yards East Boldon side of Tile Shed signal box applying set back along the Up Main line.

SUNDAY 3 MARCH—CHURCH PIT

The trailing crossover between the Down and Up Main lines will be abandoned and replaced by plain line. The relevant shunt signals will be abolished.

TUESDAY 5 MARCH—NEWBURN

The subsidiary signal applying set back along the Down Goods line, Down Goods to Up Goods line and Down Goods to Down Main line will be renewed as a ground level Disc signal at the same distance from the signal box.

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

All routes West side of Station (Platform 14, Middle Road, Platforms 15 and 16. Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked. (11)

**** TYNE**

No.241 position light subsidiary signal applicable to movements from the Up Arrival Shunt Neck has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

No.242 position light subsidiary signal applicable to movements from the Down Arrival line has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**** NEWCASTLE (MANORS JUNCTION)**

The following points, which were removed in connection with the reconstruction of Bridge No.9 have been reinstated on the same site:—

Up Tynemouth to Up North.

Up North (Down Direction) to Down Tynemouth.

Down North to Down Tynemouth

The following associated signals have been repositioned on a new signal gantry 80 yards nearer to Newcastle signal box and apply as follows:—

No.38 Down Tynemouth to Down Tynemouth, Down Main or Down Branch.

No.42 Up North (Down Direction) to Down North, Down Tynemouth or Down Branch.

No.44 Down North to Down North, Down Tynemouth or Down Branch.

No.36 elevated subsidiary signal applying Up North to Down Branch or Down Main has become a ground subsidiary signal sited between the Down and Up North at the same distance from the signal box. (9)

MORPETH

No. R.42 subsidiary signal (repeating the subsidiary signal controlling northward movements from the Up Main platform line) has been elevated to a height of 12 feet above rail level, on the same site. (11)

**** ALNMOUTH—WARKWORTH GROUND FRAME**

The facing crossover between the Down and Up Main lines operated from Warkworth Facing Crossover Ground Frame has been abolished. (9)

**** TYNE (LOW FELL SIDINGS)**

No.109 position light subsidiary signal applicable to movements from Down Goods No.2 to Low Fell Down or Up Sidings has been renewed on the same site as an elevated position light subsidiary signal at 12 feet above rail level. (9)

SOUTH SHIELDS

The 3—aspect colour light repeater signal (No. 20A) reading Down Platform to Down Main has been abolished. (10)

BETWEEN WINGATE SOUTH, WELLFIELD, THORNLEY, SHOTTON COLLIERY, PESSPOOL AND HAWTHORN COLLIERY.

The Down and Up Branch lines to Wingate South have been closed.

The Down Main line North of Wellfield has become the Single line to Thornley Colliery and is worked in accordance with the ONE ENGINE IN STEAM Regulations. The Down Main line North of Thornley has been closed.

The Up Main line North of Wellfield has become the Single line to Hawthorn Colliery and is worked in accordance with the ELECTRIC TOKEN BLOCK SYSTEM with a Key Token. An intermediate instrument has been provided at the junction to Shotton Colliery. The Up Main line has been closed North of Pesspool signal box.

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORKED ALREADY CARRIED OUT—continued****Wellfield**

The points leading to and from the Down and Up Branch lines have been clipped and padlocked for through running on the Down and Up Main line and the branch worked under Special Arrangements.

New points:—

A new facing connection has been provided in the Down Main line, on the South side of the signal box, leading to the Hawthorn Colliery line.

The following signals have been abolished:—

Up Main Home	Down Branch Distant
Up Main to Up Branch Home	Down Branch Home
Down Main Starting	Shunting Down Main to Up Main or Up Branch.

New Signals:—

A From Hawthorn Colliery Up Home signal has been provided 13 yards North of the signal box, on the left hand side of the Hawthorn Colliery Single line. The distance between the From Hawthorn Colliery Up Distant and Home signals will be 1017 yards.

A From Thornley Colliery Up Distant signal has been provided 1,260 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

A From Thornley Colliery Up 1st Home signal has been provided 615 yards North of the signal box on the right hand side of the Thornley Colliery Single line. A telephone has been provided at this signal. The distance between the From Thornley Colliery Up Distant and 1st Home signals is 645 yards.

A From Thornley Colliery Up 2nd Home signal has been provided 13 yards North of the signal box on the right hand side of the Thornley Colliery Single line.

A Down Main to Down Hawthorn Colliery Home signal has been fitted on the same post as, and below, the existing Down Main Home signal which is renamed Down Main to Down Thornley Home.

A To Thornley Colliery Down Starting signal has been provided 315 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

Thornley

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use, in the normal position, pending removal.

The facing connection in the Down Main line and trap points in the branch line have been secured permanently for through running on the new Single line between Wellfield and Thornley Colliery.

Wheatley Hill Level Crossing Down Distant signal has been fixed to the same post as the new Wellfield From Thornley Colliery Up Distant signal.

Shotton Colliery

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position, pending removal.

The connection leading to the Colliery or Brickworks is operated from a 1-lever Ground Frame released by the Key Token. Shutting inside facilities are provided.

Pesspool

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use, in the normal position, pending removal.

The connection leading to Hawthorn Colliery signal box and the trap points in the Colliery line have been secured permanently for through running on the new Single line between Wellfield and Hawthorn Colliery.

Hawthorn Colliery

An illuminated notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH TOKEN has been provided, facing Up Movements on the left hand side of the line opposite Hawthorn Colliery No.2 Colour Light Stop signal.

(Amended Item) (10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

SEDGEFIELD

The trailing crossover between the Down and Up Main lines with slip connection to the Goods Yard has been remodelled to form a trailing connection from Up Main line to Goods Yard.

The trailing connection from the Down Main line to the Goods Yard has been abolished.

The shunting signal which applied to movements from Up Main to Goods Yard, Down Main or along Up Main now applies only from Up Main to Goods Yard.

The following signals have been abolished :—

- Down Main Inner Distant (below Down Main Home No. 2)
- Down Main Starting
- Up Main Outer Distant
- Up Main Home No. 1
- Shunting Goods Yard to Down Main
- Shunting Down Main to Up Main
- Shunting along Down Main or to Goods Yard.

The following signals have been renamed :—

Old Name	New Name
Down Main Outer Distant	Down Main Distant
Down Main Home No. 1	Down Main Home
Down Main Home No. 2	Down Main Starting
Up Main Inner Distant	Up Main Distant
(below Up Main Home No. 1)	
Up Main Home No. 2	Up Main Home

The distance between the new Up Main Distant and Home signals is 1292 yards.

(10)

STILLINGTON NORTH

The signal box and all signals worked therefrom have been abolished.

(10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

SEDGEFIELD

The trailing crossover between the Down and Up Main lines with slip connection to the Goods Yard has been remodelled to form a trailing connection from Up Main line to Goods Yard.

The trailing connection from the Down Main line to the Goods Yard has been abolished.

The shunting signal which applied to movements from Up Main to Goods Yard, Down Main or along Up Main now applies only from Up Main to Goods Yard.

The following signals have been abolished :-

- Down Main Inner Distant (below Down Main Home No. 2)
- Down Main Starting
- Up Main Outer Distant
- Up Main Home No. 1
- Shunting Goods Yard to Down Main
- Shunting Down Main to Up Main
- Shunting along Down Main or to Goods Yard.

The following signals have been renamed :-

Old Name	New Name
Down Main Outer Distant	Down Main Distant
Down Main Home No. 1	Down Main Home
Down Main Home No. 2	Down Main Starting
Up Main Inner Distant (below Up Main Home No. 1)	Up Main Distant
Up Main Home No. 2	Up Main Home

The distance between the new Up Main Distant and Home signals is 1292 yards. (10)

STILLINGTON NORTH

The signal box and all signals worked therefrom have been abolished. (10)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

★ RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) shown on pages NEN-D17 and D18 of General Instructions and Notices booklet NEN No. 7D as applicable from 29 February, will not take effect until a further operative date is published.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

SPECIAL NOTICE

204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all 204 h.p. diesel locomotives, whether four wheeled or six wheeled, must not travel over running lines unless working in multiple or with at least one vehicle attached. When working with one vehicle only, it must be of a suitable type with the vacuum brake in operation on the vehicle.

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

York
21 February, 1968

MO.44/1382/NE/N No. 9

F.J. BURGE
Movements 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, NOTICE NE/N No. 9"

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

Chemical
C. J.

B.R. 31262

WOOLSTENHOLMES



NE/N

EASTERN (NE) REGION

No. 10

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, ETC.**

SATURDAY 9 MARCH

TO

FRIDAY 15 MARCH 1968

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 9 and 10 MARCH – BETWEEN CONSETT SOUTH AND CONSETT NORTH.

The Up line between Consett North and Consett South will become the Engine line and will be worked as a Siding.

The Down line between Consett South and Consett North will become the Single line and will form part of the Single line Consett North to Weatherill worked in accordance with the 'ONE ENGINE IN STEAM REGULATIONS'.

Consett South

The signal box, together with all signals worked therefrom, and the "Stop" board situated adjacent to the Single line 911 yards on the Weatherill side of the signal box, will be abolished.

With the exception of the following points, which will be converted to hand operation, all points will be secured permanently out of use, pending removal.

No.2 Departure to No.1 Departure.

Departure line to Engine Shed line.

Main line to Departure line (the main line end of this connection will become spring points, set normally for the Shed lines.).

Shunting Neck to C.I.C. Sidings, Marshalling Sidings and Reception Sidings.

The Single line from Consett South towards Durham will be closed and a scotch block will be placed on the line 50 yards on the Knitsley side of the new spring points leading to the Shed lines.

The existing 'Toton' signal controlling movements from the Shunting Neck will be retained.

Consett South Ground Frame

A new 3-lever Ground Frame will be provided approximately 600 yards North of the Plate Mill Ground Frame (near to Bridge 45) and will operate the release on the Plate Mill Ground Frame for movements toward the new Ground Frame and signals applicable to movements to or from the Plate Mill. These signals will be fitted onto a straight post sited adjacent to the New Ground Frame. A telephone will be provided to Plate Mill Ground Frame.

Consett North

An illuminated notice board worded 'MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF' will be provided adjacent to the Weatherill Single line immediately on the Weatherill side of the junction with the Down and Up Main lines to Consett East.

The existing Up Main to Up Branch Starting signal will be replaced by a miniature arm signal applying Up Main to Engine line.

A new signal applicable Up Main to Up Branch (Weatherill) line will be provided on the same post as, and below, the Up Main Second Home signal.

SATURDAY 9 and SUNDAY 10 MARCH—BETWEEN CONSETT EAST AND HOWNES GILL

The branch line between Consett East and Hownes Gill will be closed to through traffic and will form a siding at Consett East. Temporary stop blocks will be provided. The Up Main to branch starting signal will become a miniature arm signal.

Hownes Gill

The hand points will be secured permanently out of use for through running Consett North to Weatherill pending removal. The notice board indicating the commencement of the "ONE ENGINE IN STEAM WORKING" will be abolished.

(13)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

All routes West side of Station (Platform 14, Middle Road, Platforms 15 and 16. Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked.

(11)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MORPETH

No. R.42 subsidiary signal (repeating the subsidiary signal controlling northward movements from the Up Main platform line) has been elevated to a height of 12 feet above rail level, on the same site. (11)

TILE SHED AND EAST BOLDON

The following points at Tile Shed have been secured permanently out of use in the normal position pending removal :-

- Down Main to Down Branch line
- Trailing Crossover between Down and Up Branch lines
- Up Branch to Up Main line
- Trap points in the Up Goods line.

The following signals at Tile Shed have been abolished :-

- Down Main Home to Down Branch line
- Down Branch Starting signal
- Subsidiary signal Down Branch to Up Branch line
- Up Branch Distant signal
- Up Branch Outer Home signal
- Up Branch to Up Main Inner Home signal also East Boldon Up Main Distant signal carried on the same post.
- Subsidiary signal Up Branch to Up Goods line.
- Subsidiary signal Up Branch to Up Sidings.
- Shunting signal Up Branch to Down Branch line.
- Shunting signal situated approximately 295 yards East Boldon side of Tile Shed signal box applying set back along the Up Main line.

(12)

CHURCH PIT

The trailing crossover between the Down and Up Main lines has been abandoned and replaced by plain line. The relevant shunt signals have been abolished.

(12)

NEWBURN

The subsidiary signal applying set back along the Down Goods line, Down Goods to Up Goods line and Down Goods to Down Main line has been renewed as a ground level Disc signal at the same distance from the signal box.

(12)

**** SOUTH SHIELDS**

The 3-aspect colour light repeater signal (No. 20A) reading Down Platform to Down Main has been abolished. (10)

**** BETWEEN WINGATE SOUTH, WELLFIELD, THORNLEY, SHOTTON COLLIERY, PESSPOOL AND HAWTHORN COLLIERY.**

The Down and Up Branch lines to Wingate South have been closed.
 The Down Main line North of Wellfield has become the Single line to Thornley Colliery and is worked in accordance with the ONE ENGINE IN STEAM Regulations. The Down Main line North of Thornley has been closed.
 The Up Main line North of Wellfield has become the Single line to Hawthorn Colliery and is worked in accordance with the ELECTRIC TOKEN BLOCK SYSTEM with a Key Token. An intermediate instrument has been provided at the junction to Shotton Colliery. The Up Main line has been closed North of Pesspool signal box.

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORKED ALREADY CARRIED OUT—continued****Wellfield**

The points leading to and from the Down and Up Branch Lines have been clipped and padlocked for through running on the Down and Up Main line and the branch worked under Special Arrangements.

New points:—

A new facing connection has been provided in the Down Main line, on the South side of the signal box, leading to the Hawthorn Colliery line.

The following signals have been abolished:—

Up Main Home	Down Branch Distant
Up Main to Up Branch Home	Down Branch Home
Down Main Starting	Shunting Down Main to Up Main or Up Branch.

New Signals:—

A From Hawthorn Colliery Up Home signal has been provided 13 yards North of the signal box, on the left hand side of the Hawthorn Colliery Single line. The distance between the From Hawthorn Colliery Up Distant and Home signals will be 1017 yards.

A From Thornley Colliery Up Distant signal has been provided 1,260 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

A From Thornley Colliery Up 1st Home signal has been provided 615 yards North of the signal box on the right hand side of the Thornley Colliery Single line. A telephone has been provided at this signal. The distance between the From Thornley Colliery Up Distant and 1st Home signals is 645 yards.

A From Thornley Colliery Up 2nd Home signal has been provided 13 yards North of the signal box on the right hand side of the Thornley Colliery Single line.

A Down Main to Down Hawthorn Colliery Home signal has been fitted on the same post as, and below the existing Down Main Home signal which is renamed Down Main to Down Thornley Home.

A To Thornley Colliery Down Starting signal has been provided 315 yards North of the signal box on the left hand side of the Thornley Colliery Single line.

Thornley

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use, in the normal position, pending removal.

The facing connection in the Down Main line and trap points in the branch line have been secured permanently for through running on the new Single line between Wellfield and Thornley Colliery.

Wheatley Hill Level Crossing Down Distant signal has been fixed to the same post as the new Wellfield From Thornley Colliery Up Distant signal.

Shotton Colliery

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position, pending removal.

The connection leading to the Colliery or Brickworks is operated from a 1-lever Ground Frame released by the Key Token. Shutting inside facilities are provided.

Pesspool

The signal box, together with all signals worked therefrom, has been abolished.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position, pending removal.

The connection leading to Hawthorn Colliery signal box and the trap points in the Colliery line have been secured permanently for through running on the new Single line between Wellfield and Hawthorn Colliery.

Hawthorn Colliery

An illuminated notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH TOKEN has been provided, facing Up Movements on the left hand side of the line opposite Hawthorn Colliery No.2 Colour Light Stop signal.

(Amended Item) (10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

* ** SEDGEFIELD

The trailing crossover between the Down and Up Main lines with slip connection to the Goods Yard has been remodelled to form a trailing connection from Up Main line to Goods Yard.

The trailing connection from the Down Main line to the Goods Yard has been abolished.

The shunting signal which applied to movements from Up Main to Goods Yard, Down Main or along Up Main now applies only from Up Main to Goods Yard.

The following signals have been abolished :-

- Down Main Inner Distant (below Down Main Home No. 2)
- Down Main Starting
- Up Main Outer Distant
- Up Main Home No. 1
- Shunting Goods Yard to Down Main
- Shunting Down Main to Up Main
- Shunting along Down Main or to Goods Yard.

The following signals have been renamed :-

Old Name	New Name
Down Main Outer Distant	Down Main Distant
Down Main Home No. 1	Down Main Home
Down Main Home No. 2	Down Main Starting
Up Main Inner Distant (below Up Main Home No. 1)	Up Main Distant
Up Main Home No. 2	Up Main Home

The distance between the new Up Main Distant and Home signals is 1292 yards. (10)

* ** STILLINGTON NORTH

The signal box and all signals worked therefrom have been abolished. (10)

Location	Work
Donington Diesel	Contractor contract
Depot	lay new drainage
	system and light
	local staff room
	obtain
Donington Car sheds	Contractor contract
	lay diesel fueling
	facilities
	four plant in use

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) shown on pages NEN-D17 and D18 of General Instructions and Notices booklet NEN No. 7D as applicable from 29 February, will not take effect until a further operative date is published.

★ **EXPERIMENTAL ELECTRIC TRAIN HEATING**

Until the end of the present train heating season, experiments are in progress with electric heating on the following trains :-

07 55 King's Cross – Newcastle	}	These trains may convey an additional BG.
16 45 Newcastle – King's Cross		
18 00 King's Cross – Newcastle	}	These trains may convey an additional BSK.
07 25 Newcastle – King's Cross		

The additional BG or BSK will contain a generator and when in use, the normal steam heating arrangements need not be carried out. Technical staff will be in charge of the electrical equipment and in the event of failure will advise the trainmen who must then arrange for steam heating to be provided.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

★ 204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all diesel locomotives of 204 h.p. or less, whether 4 or 6 wheeled, must not travel over any running line unless working in multiple, in tandem or with at least one vehicle attached.

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low sided, open type, with 2 lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

When it is necessary to couple or uncouple the one vehicle to or from a locomotive this will be the duty of the Fireman or Secondman. If no Secondman is employed it will be the duty of the Guard or Shunter. The duty of coupling and uncoupling the locomotive/vehicle to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.

A diesel locomotive running with one vehicle only attached must, for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the Signaller in advance, by telephone, that one vehicle is attached.

When working with the one vehicle attached special care must be exercised in the carrying out of Rule 69.

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

York
28 February, 1968

MO.44/1382/NE/N No. 10

F.J. BURGE
Movements 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. NOTICE NE/N No. 10"

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

★ 204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all diesel locomotives of 204 h.p. or less, whether 4 or 6 wheeled, must not travel over any running line unless working in multiple, in tandem or with at least one vehicle attached.

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low sided, open type, with 2 lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

When it is necessary to couple or uncouple the one vehicle to or from a locomotive this will be the duty of the Fireman or Secondman. If no Secondman is employed it will be the duty of the Guard or Shunter. The duty of coupling and uncoupling the locomotive/vehicle to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.

A diesel locomotive running with one vehicle only attached must, for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the Signaller in advance, by telephone, that one vehicle is attached.

When working with the one vehicle attached special care must be exercised in the carrying out of Rule 69.

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

York
28 February, 1968

MO.44/1382/NE/N No. 10

F.J. BURGE
Movements 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. NOTICE NE/N No. 10"

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

Chemical
C.S.J.
WOOLSTENHOLMES

B.R. 31262



NE/N

EASTERN (NE) REGION

No. 11

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, ETC.**

SATURDAY 16 MARCH

TO

FRIDAY 22 MARCH 1968

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

SUNDAY 17 MARCH : BETWEEN DUDLEY AND STANNINGTON

The facing main to main crossover between 11m. 39chs. and 11m. 42chs. and the trailing main to main crossover between 11m. 43chs. and 11m. 46chs. worked by Plessey Ground Frame will be removed and replaced by plain line.

DETAILS OF WORK ALREADY CARRIED OUT

****YORK STATION**

All routes West side of Station (Platform 14, Middle Road, Platforms 15 and 16. Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked.

(11)

****MORPETH**

No. R.42 subsidiary signal (repeating the subsidiary signal controlling northward movements from the Up Main platform line) has been elevated to a height of 12 feet above rail level, on the same site.

(11)

TILE SHED AND EAST BOLDON

The following points at Tile Shed have been secured permanently out of use in the normal position pending removal :-

- Down Main to Down Branch line
- Trailing Crossover between Down and Up Branch lines
- Up Branch to Up Main line
- Trap points in the Up Goods line.

The following signals at Tile Shed have been abolished :-

- Down Main Home to Down Branch line
- Down Branch Starting signal
- Subsidiary signal Down Branch to Up Branch line
- Up Branch Distant signal
- Up Branch Outer Home signal
- Up Branch to Up Main Inner Home signal also East Boldon Up Main Distant signal carried on the same post.
- Subsidiary signal Up Branch to Up Goods line.
- Subsidiary signal Up Branch to Up Sidings.
- Shunting signal Up Branch to Down Branch line.
- Shunting signal situated approximately 295 yards East Boldon side of Tile Shed signal box applying set back along the Up Main line.

(12)

CHURCH PIT

The trailing crossover between the Down and Up Main lines has been abandoned and replaced by plain line. The relevant shunt signals have been abolished.

(12)

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

The subsidiary signal applying set back along the Down Goods line, Down Goods to Up Goods line and Down Goods to Down Main line has been renewed as a ground level Disc signal at the same distance from the signal box. (12)

BETWEEN CONSETT SOUTH AND CONSETT NORTH

The Up line between Consett North and Consett South has become the Engine line and is worked as a Siding and through movements may only be made in the direction Consett North to Consett South.

The Down line between Consett South and Consett North has become the Single line and is part of the Single line Consett North to Weatherhill worked in accordance with the 'ONE ENGINE IN STEAM REGULATIONS'.

Consett South

The signal box, together with all signals worked therefrom and the "Stop" board situated adjacent to the Single line 911 yards on the Weatherhill side of the signal box, have been abolished.

With the exception of the following points, which have been converted to hand operation, all points have been secured permanently out of use, pending removal.

No.2 Departure to No.1 Departure.

Departure line to Engine Shed line.

Main line to Departure line (the main line end of this connection has become spring points, set normally for the Shed lines.).

Shunting Neck to C.I.C. Sidings, Marshalling Sidings and Reception Sidings.

The Single line from Consett South towards Durham has been closed and a scotch block placed on the line 50 yards on the Knitsley side of the new spring points leading to the Shed lines.

The existing 'Toton' signal controlling movements from the Shunting Neck is retained.

Consett South Ground Frame

A new 3-lever Ground Frame has been provided approximately 600 yards North of the Plate Mill ground Frame (near to Bridge 45) and operates the release on the Plate Mill Ground Frame for movements toward the new ground Frame and signals applicable to movements to or from the Plate Mill. These signals have been fitted onto a straight post sited adjacent to the New Ground Frame. A telephone is provided to Plate Mill Ground Frame.

Consett North

An illuminated notice board worded 'MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF' has been provided adjacent to the Weatherhill Single line immediately on the Weatherhill side of the junction with the Down and Up Main lines to Consett East.

The existing Up Main to Up Branch Starting signal has been replaced by a miniature arm signal applying Up Main to Engine line.

A new signal applicable Up Main to Up Branch (Weatherhill) line is provided on the same post as, and below, the Up Main Second Home signal. (Amended Item) (13)

BETWEEN CONSETT EAST AND HOWNES GILL

The branch line between Consett East and Hownes Gill has been closed to through traffic and forms a siding at Consett East. Temporary stop blocks have been provided. The Up Main to branch starting signal has become a miniature arm signal.

Hownes Gill

The hand points have been secured permanently out of use for through running Consett North to Weatherhill pending removal. The notice board indicating the commencement of the "ONE ENGINE IN STEAM WORKING" has been abolished.

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 11D, will not take effect until a further operative date is published.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

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

York
6 March, 1968.

MO.44/1382/NE/N No. 11

F.J. BURGE
Movements 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. NOTICE NE/N No. 11"

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R. 31262



NE/N

EASTERN (NE) REGION

No.12

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 23 MARCH

TO

FRIDAY 29 MARCH 1968

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

TUESDAY 26 MARCH : CENTRAL MARINE

The signal box will be replaced by a 6 lever ground frame which will operate the following points and signals.

- Miniature arm – From Bridge Sidings Shunting
- Points – Down Main to Bridge Sidings
- Trailing Crossover between Down and Up Main lines.
- Facing Crossover between Down and Up Main lines.
- Down Home Signals.
- Up Starting Signal.

All other points which were formerly worked from the Signal Box will be secured permanently out of use, in the normal position, pending removal and all other signals will be abolished.

The Down Main Home signal will be repositioned 50 ft. further from the Ground Frame.

A notice board worded STOP – TELEPHONE will be provided applicable to movements from Stanley Sidings and a telephone will be provided communicating with the new ground frame.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DUDLEY AND STANNINGTON

The facing main to main crossover between 11m. 39chs. and 11m. 42chs. and the trailing main to main crossover between 11m. 43chs. and 11m. 46chs. worked by Plessey Ground Frame has been removed and replaced by plain line.

(14)

*** **TILE SHED AND EAST BOLDON**

The following points at Tile Shed have been secured permanently out of use in the normal position pending removal :-

- Down Main to Down Branch line
- Trailing Crossover between Down and Up Branch lines
- Up Branch to Up Main line
- Trap points in the Up Goods line.

The following signals at Tile Shed have been abolished :-

- Down Main Home to Down Branch line
- Down Branch Starting signal
- Subsidiary signal Down Branch to Up Branch line
- Up Branch Distant signal
- Up Branch Outer Home signal
- Up Branch to Up Main Inner Home signal also East Boldon Up Main Distant signal carried on the same post.
- Subsidiary signal Up Branch to Up Goods line.
- Subsidiary signal Up Branch to Up Sidings.
- Shunting signal Up Branch to Down Branch line.
- Shunting signal situated approximately 295 yards East Boldon side of Tile Shed signal box applying set back along the Up Main line.

(12)

*** **CHURCH PIT**

The trailing crossover between the Down and Up Main lines has been abandoned and replaced by plain line. The relevant shunt signals have been abolished.

(12)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**** NEWBURN**

The subsidiary signal applying set back along the Down Goods line, Down Goods to Up Goods line and Down Goods to Down Main line has been renewed as a ground level Disc signal at the same distance from the signal box. (12)

BETWEEN CONSETT SOUTH AND CONSETT NORTH

The Up line between Consett North and Consett South has become the Engine line and is worked as a Siding and through movements may only be made in the direction Consett North to Consett South.

The Down line between Consett South and Consett North has become the Single line and is part of the Single line Consett North to Weatherhill worked in accordance with the 'ONE ENGINE IN STEAM REGULATIONS'.

Consett South

The signal box, together with all signals worked therefrom and the "Stop" board situated adjacent to the Single line 911 yards on the Weatherhill side of the signal box, have been abolished.

With the exception of the following points, which have been converted to hand operation, all points have been secured permanently out of use, pending removal.

No.2 Departure to No.1 Departure.

Departure line to Engine Shed line.

Main line to Departure line (the main line end of this connection has become spring points, set normally for the Shed lines.).

Shunting Neck to C.I.C. Sidings, Marshalling Sidings and Reception Sidings.

The Single line from Consett South towards Durham has been closed and a scotch block placed on the line 50 yards on the Knitsley side of the new spring points leading to the Shed lines.

The existing 'Toton' signal controlling movements from the Shunting Neck is retained.

Consett South Ground Frame

A new 3-lever Ground Frame has been provided approximately 600 yards North of the Plate Mill ground Frame (near to Bridge 45) and operates the release on the Plate Mill Ground Frame for movements toward the new ground Frame and signals applicable to movements to or from the Plate Mill. These signals have been fitted onto a straight post sited adjacent to the New Ground Frame. A telephone is provided to Plate Mill Ground Frame.

Consett North

An illuminated notice board worded 'MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF' has been provided adjacent to the Weatherhill Single line immediately on the Weatherhill side of the junction with the Down and Up Main lines to Consett East.

The existing Up Main to Up Branch Starting signal has been replaced by a miniature arm signal applying Up Main to Engine line.

A new signal applicable Up Main to Up Branch (Weatherhill) line is provided on the same post as, and below, the Up Main Second Home signal. (Amended Item) (13)

BETWEEN CONSETT EAST AND HOWNES GILL

The branch line between Consett East and Hownes Gill has been closed to through traffic and forms a siding at Consett East. Temporary stop blocks have been provided. The Up Main to branch starting signal has become a miniature arm signal.

Hownes Gill

The hand points have been secured permanently out of use for through running Consett North to Weatherhill pending removal. The notice board indicating the commencement of the "ONE ENGINE IN STEAM WORKING" has been abolished. (13)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 11D, will not take effect until a further operative date is published.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—

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

York
13 March, 1968.

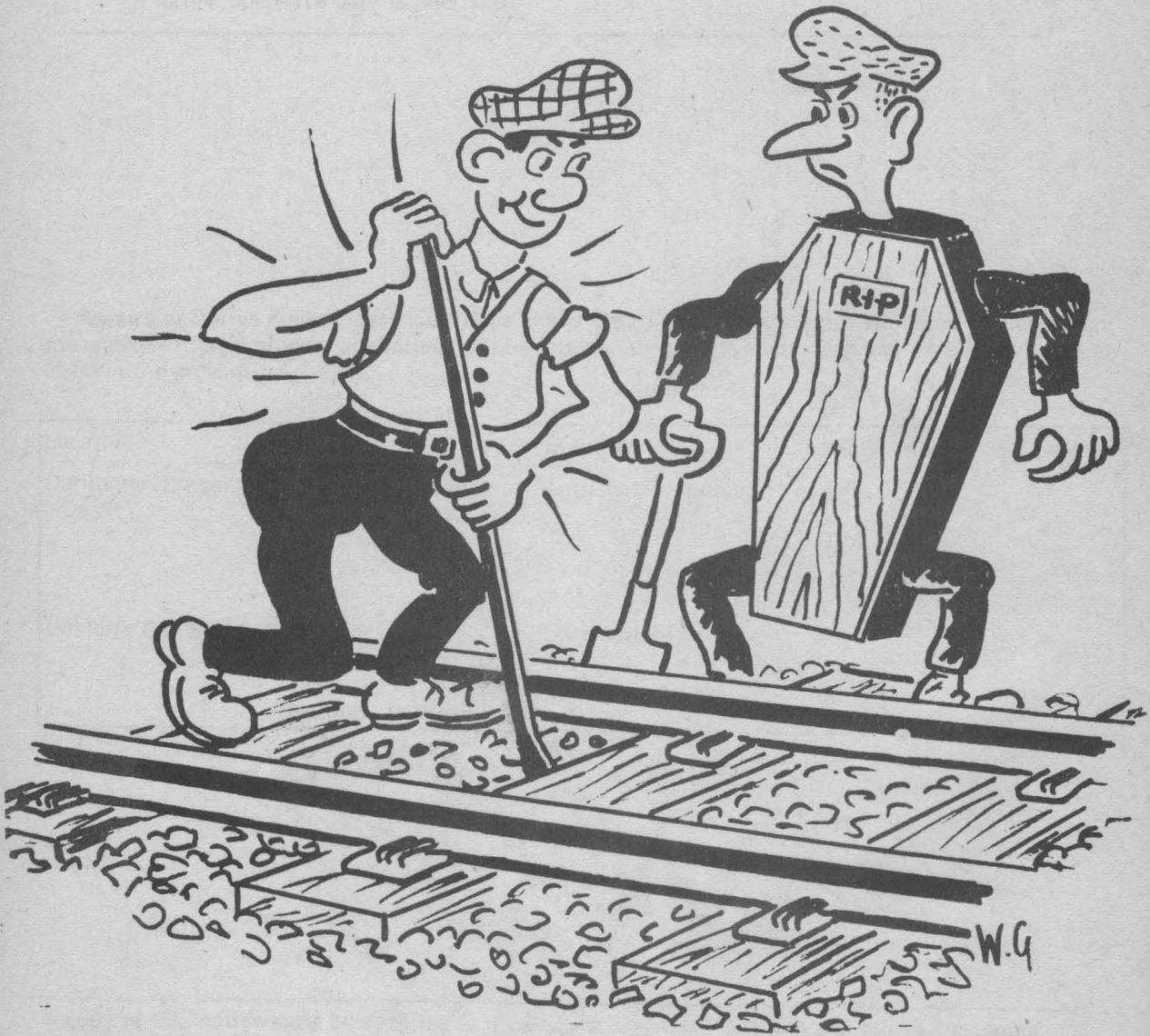
MO.44/1382/NE/N No. 12

F.J. BURGE
Movements 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. NOTICE NE/N No. 12"



Accident Prevention Service



A YELLOW WAISTCOAT IS BETTER THAN
A WOODEN OVERCOAT

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R. 31262



British Rail

NE/N

EASTERN (NE) REGION

No. 13

C. J.

NORTHERN SECTION

WOOLSTENHOLMES

(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, ETC.**

SATURDAY 30 MARCH

TO

FRIDAY 5 APRIL 1968

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 31 MARCH - TYNE YARD UP DEPARTURE CABIN

The following position light subsidiary signals will be renewed 20 yards further from the Departure Cabin elevated to a height of 12 feet above rail level :-

No. UD1, applying to movements shunting Up Primary Sorting Sidings 44 to 48 to Up Departure Sidings or to Crippled Siding. Positioned to the right of group 44.

No. UD2, applying to movements shunting Up Primary Sorting Sidings 33 to 43 to Up Departure Sidings or to Crippled Sidings. Positioned to the right of group 33.

(17)

SATURDAY and SUNDAY 30 and 31 MARCH - BETWEEN HARTON AND SOUTH SHIELDS

Revised signalling will be brought into use between Harton and South Shields. Full details are published in Supplementary Notice No.13A and all staff concerned must ensure that they receive a copy of this notice.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DUDLEY AND STANNINGTON

The facing main to main crossover between 11m. 39chs. and 11m. 42chs. and the trailing main to main crossover between 11m. 43chs. and 11m. 46chs. worked by Plessey Ground Frame has been removed and replaced by plain line.

(14)

CENTRAL MARINE

The signal box has been replaced by a 6 lever ground frame which operates the following points and signals.

Miniature arm - From Bridge Sidings Shunting
 Points - Down Main to Bridge Sidings
 Trailing Crossover between Down and Up Main lines.
 Facing Crossover between Down and Up Main lines.
 Down Home Signals.
 Up Starting Signal.

All other points which were formerly worked from the Signal Box have been secured permanently out of use, in the normal position, pending removal and all other signals have been abolished.

The Down Main Home signal has been repositioned 50 ft. further from the Ground Frame.

A notice board worded STOP - TELEPHONE has been provided applicable to movements from Stanley Sidings and a telephone has been provided communicating with the new ground frame.

(15)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**** BETWEEN CONSETT SOUTH AND CONSETT NORTH**

The Up line between Consett North and Consett South has become the Engine line and is worked as a Siding and through movements may only be made in the direction Consett North to Consett South.

The Down line between Consett South and Consett North has become the Single line and is part of the Single line Consett North to Weatherhill worked in accordance with the 'ONE ENGINE IN STEAM REGULATIONS'.

Consett South

The signal box, together with all signals worked therefrom and the "Stop" board situated adjacent to the Single line 911 yards on the Weatherhill side of the signal box, have been abolished.

With the exception of the following points, which have been converted to hand operation, all points have been secured permanently out of use, pending removal.

No.2 Departure to No.1 Departure.

Departure line to Engine Shed line.

Main line to Departure line (the main line end of this connection has become spring points, set normally for the Shed lines.).

Shunting Neck to C.I.C. Sidings, Marshalling Sidings and Reception Sidings.

The Single line from Consett South towards Durham has been closed and a scotch block placed on the line 50 yards on the Knitsley side of the new spring points leading to the Shed lines.

The existing 'Toton' signal controlling movements from the Shunting Neck is retained.

Consett South Ground Frame

A new 3-lever Ground Frame has been provided approximately 600 yards North of the Plate Mill ground Frame (near to Bridge 45) and operates the release on the Plate Mill Ground Frame for movements toward the new ground Frame and signals applicable to movements to or from the Plate Mill. These signals have been fitted onto a straight post sited adjacent to the New Ground Frame. A telephone is provided to Plate Mill Ground Frame.

Consett North

An illuminated notice board worded 'MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF' has been provided adjacent to the Weatherhill Single line immediately on the Weatherhill side of the junction with the Down and Up Main lines to Consett East.

The existing Up Main to Up Branch Starting signal has been replaced by a miniature arm signal applying Up Main to Engine line.

A new signal applicable Up Main to Up Branch (Weatherhill) line is provided on the same post as, and below, the Up Main Second Home signal. (Amended Item) (13)

**** BETWEEN CONSETT EAST AND HOWNES GILL**

The branch line between Consett East and Hownes Gill has been closed to through traffic and forms a siding at Consett East. Temporary stop blocks have been provided. The Up Main to branch starting signal has become a miniature arm signal.

Hownes Gill

The hand points have been secured permanently out of use for through running Consett North to Weatherhill pending removal. The notice board indicating the commencement of the "ONE ENGINE IN STEAM WORKING" has been abolished.

(13)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 11D, will not take effect until a further operative date is published.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	08 00 Monday 1 April

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX-NORTHERN SECTION
TABLE A

Description of Block Signalling on Main Lines, absolute Block unless otherwise shown (dots denote Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running times		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-Long S-short C-crow			
			M	Yds	Up	Down	Description	Standage Wagons E & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up	For
													Main or Fast	Slow or Goods	Main or Fast	

★ **PAGE 28** (Page 20 Supp. No.3, Page 239 Supp. Oper. Insts., Page NEN-D20 Gen. Insts. and Notices Booklet No. NE/N11D)

NORTHALLERTON TO GATESHEAD (JUNCTION) ETC.

East

Boldon

Tile Shed:- The two 60m.p.h. speed restrictions over Boldon Level Crossing are printed in Gen. Insts.

and Notices Booklet No. NE/N11D, page NEN-D20 with amended mileages but no ★ printed at the side of the two items. All concerned to note.

★ **PAGES 72-73** (Page 37 No.3 Supp.)

PELAW TO SOUTH SHIELDS ETC.

Tyne Dock

DELETE:-

Hilda Block post dot and mileage

— — 1S1L — Staiths for Green Lane
— — 1S2L — Staiths for Newcastle direction

High Shields

Station Block post dot and mileage

South Shields

Station Block post dot

X Derailer Up
Main Line 30
yards before
reaching Inter-
mediate Starting
Signal'

AMEND:-

South 2 34
Shields
Station

(Distance to end of Branch)

Description of signalling between Harton and South Shields Station to read "TCB"

(Applies from 31 March)

GENERAL INSTRUCTIONS

★ **PAGE 234** (Page 88 Supp. No.3)
TRACK CIRCUIT BLOCK REGULATIONS DEFINITION OF STATION LIMITS. (Rules 149 and 153)

Signal Box

Line

Station Limits

ADD:-

Harton

Up Main
Down Main

Between Signal No.6 and Signal No.755.
Between Signal No.40 and Signal No.39.

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

York
20 March, 1968

MO.44/1382/NE/N No. 13

F.J. BURGE
Movements 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. NOTICE NE/N No. 13"

Chemical



British Rail

NE/N

EASTERN (NE) REGION

No.14

C. J.

NORTHERN SECTION WOOLSTENHOLMES
(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, ETC.**

SATURDAY 6 APRIL

TO

FRIDAY 12 APRIL 1968

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 to MONDAY 6 to 8 APRIL - TWEEDMOUTH (BERWICK)

The facing connection Up Main to Berwick Goods Yard will be secured permanently out of use, in the normal position, pending removal.

The following signals will be abolished :-

Up Platform line Down Starting signal (T.27) together with the associated subsidiary signal reading to T.25 signal.

Shunting Up Main to Berwick Goods Yard (T.24A).

Shunting along Up Main (T.24B).

Shunting from Berwick Goods Yard (T.26).

(18)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

The facing connection from No.1 platform line to Up Fast has been secured permanently out of use pending removal.

The right hand Junction indicator on signal N111, applicable to the Cordio Loop, has been removed.

New Item (18)

TYNE YARD UP DEPARTURE CABIN

The following position light subsidiary signals have been renewed 20 yards further from the Departure Cabin elevated to a height of 12 feet above rail level :-

No. UD1, applying to movements shunting Up Primary Sorting Sidings 44 to 48 to Up Departure Sidings or to Crippled Siding. Positioned to the right of group 44.

No. UD2, applying to movements shunting Up Primary Sorting Sidings 33 to 43 to Up Departure Sidings or to Crippled Sidings. Positioned to the right of group 33.

(17)

BETWEEN HARTON AND SOUTH SHIELDS

Revised signalling has been brought into use between Harton and South Shields. Full details have been published in Supplementary Notice No.13A.

(17)

*** BETWEEN DUDLEY AND STANNINGTON**

The facing main to main crossover between 11m. 39chs. and 11m. 42chs. and the trailing main to main crossover between 11m. 43chs. and 11m. 46chs. worked by Plessey Ground Frame has been removed and replaced by plain line.

(14)

CENTRAL MARINE

The signal box has been replaced by a 6 lever ground frame which operates the following points and signals.

Miniature arm - From Bridge Sidings Shunting

Points - Down Main to Bridge Sidings

Trailing Crossover between Down and Up Main lines.

Facing Crossover between Down and Up Main lines.

Down Home Signals.

Up Starting Signal.

All other points which were formerly worked from the Signal Box have been secured permanently out of use, in the normal position, pending removal and all other signals have been abolished.

The Down Main Home signal has been repositioned 50 ft. further from the Ground Frame.

A notice board worded STOP - TELEPHONE has been provided applicable to movements from Stanley Sidings and a telephone has been provided communicating with the new ground frame.

(15)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 11D, will not take effect until a further operative date is published.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX-NORTHERN SECTION
TABLE A

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. Dot indicates Block Posts.	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow			
			M	Yds	Up	Down	Description	Standage Wagons E & V	Down	Up	Position	Gradient (Rising unless otherwise shown) in	Down		Up	For
													Main or Fast	Slow or Goods	Main or Fast	


PAGE 28 (Page 20 Supp. No.3, Page 229 Supp. Oper. Insts., Page NEN-D20 Gen.Insts. and Notices Booklet No. NE/N11D)

NORTHALLERTON TO GATESHEAD (JUNCTION) ETC.

East

Boldon

Tile Shed:- The two 60m.p.h. speed restrictions over Boldon Level Crossing are printed in Gen. Insts.

and Notices Booklet No. NE/N11D, page NEN-D20 with amended mileages but no  printed at the side of the two items. All concerned to note.

PAGES 72-73 (Page 37 No.3 Supp.)

PELAW TO SOUTH SHIELDS ETC.

Tyne Dock

DELETE:-

Hilda Block post dot and mileage

- - 1S1L - Staiths for Green Lane
- - 1S2L - Staiths for Newcastle direction

High Shields

Station Block post dot and mileage

South Shields

Station Block post dot

X Derailer Up
Main Line 30 yards before reaching Intermediate Starting Signal

AMEND:-

South 2 34

Shields

Station

(Distance to end of Branch)

Description of signalling between Harton and South Shields Station to read "TCB".

GENERAL INSTRUCTIONS

PAGE 234 (Page 88 Supp. No.3)

TRACK CIRCUIT BLOCK REGULATIONS DEFINITION OF STATION LIMITS. (Rules 149 and 153)

Signal Box Line Station Limits

ADD:-

Harton

Up Main
Down Main

Between Signal No.6 and Signal No.755.
Between Signal No.40 and Signal No.39.

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

York
27 March, 1968

MO.44/1382/NE/N No.14

F.J. BURGE
Movements 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. NOTICE NE/N No. 14";



British Rail

NE/N

EASTERN (NE) REGION

No. 15/16

C. J.

NORTHERN SECTION

WOOLSTENHOLMES

(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, ETC.**

This booklet contains notices for
TWO WEEKS ENDING FRIDAY 26 APRIL

SATURDAY 13 APRIL

TO

FRIDAY 26 APRIL 1968

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

SATURDAY and SUNDAY 13 and 14 APRIL – TYNE, KIMBLESWORTH AND CHESTER MOOR SIDINGS
Kimbleworth

The facing and trailing connections in the Down Main line leading to the Goods Loop and Sidings, together with the trailing crossover between the Down and Up Main lines will be secured permanently out of use, pending removal.

All associated running and subsidiary signals will be abolished.

Chester Moor

The facing and trailing connections in the Down Main line leading to the Down Sidings, together with the trailing crossover between the Down and Up Main lines will be secured permanently out of use, pending removal.

All associated running and subsidiary signals will be abolished.

(19)

TUESDAY 16 APRIL : CONSETT FELL

A new trailing crossover, between the Incoming line and the Outgoing line will be provided 70 yards east of the signal box.

The signals applying from the Outgoing line to Supply line or to Carr House West will be repositioned in rear of the new trailing crossover (mentioned above) 70 yards in advance of the signal box.

The connection from the Supply line to the Incoming line together with 560 yards of track from the Supply line, and the spring points situated therein will be abolished.

The signal controlling the exit from the Supply line will in future apply via the new crossover to the Incoming line.

(19)

WEDNESDAY 17 APRIL : CATTERICK BRIDGE

Commencing at 09 00 the existing brass train staff for the Section Catterick Bridge-Richmond will be withdrawn and replaced by a suitable inscribed tablet in a pouch.

(19)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

The facing connection from No. 1 platform line to Up Fast has been secured permanently out of use pending removal.

The right hand Junction indicator on signal N111, applicable to the Cordio Loop, has been removed.

New Item (18)

TYNE YARD UP DEPARTURE CABIN

The following position light subsidiary signals have been renewed 20 yards further from the Departure Cabin elevated to a height of 12 feet above rail level :—

No. UD1, applying to movements shunting Up Primary Sorting Sidings 44 to 48 to Up Departure Sidings or to Crippled Siding. Positioned to the right of group 44.

No. UD2, applying to movements shunting Up Primary Sorting Sidings 33 to 43 to Up Departure Sidings or to Crippled Sidings. Positioned to the right of group 33.

(17)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

TWEEDMOUTH (BERWICK)

The facing connection Up Main to Berwick Goods Yard has been secured permanently out of use, in the normal position, pending removal.

The following signals have been abolished :-

Up Platform line Down Starting signal (T.27) together with the associated subsidiary signal reading to T.25 signal.

Shunting Up Main to Berwick Goods Yard (T.24A).

Shunting along Up Main (T.24B).

Shunting from Berwick Goods Yard (T.26).

(18)

BETWEEN HARTON AND SOUTH SHIELDS

Revised signalling has been brought into use between Harton and South Shields. Full details have been published in Supplementary Notice No.13A.

(17)

****CENTRAL MARINE**

The signal box has been replaced by a 6 lever ground frame which operates the following points and signals.

Miniature arm — From Bridge Sidings Shunting
Points — Down Main to Bridge Sidings
Trailing Crossover between Down and Up Main lines.
Facing Crossover between Down and Up Main lines.
Down Home Signals.
Up Starting Signal.

All other points which were formerly worked from the Signal Box have been secured permanently out of use, in the normal position, pending removal and all other signals have been abolished.

The Down Main Home signal has been repositioned 50 ft. further from the Ground Frame.

A notice board worded STOP — TELEPHONE has been provided applicable to movements from Stanley Sidings and a telephone has been provided communicating with the new ground frame.

(15)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 15D, will not take effect until a further operative date is published.



Shutting Off of Locomotive Water Supplies

Water will not be available as follows:-

Place	Duration
Wiske Moor Water Troughs	06 45 to 16 00 Sunday, 21 April

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
3 April, 1968

MO.44/1382/NE/N No.15/16

F.J. BURGE
Movements 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. NOTICE NE/N No. 15/16"

West Chem



NE/N

EASTERN (NE) REGION

No.17

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 27 APRIL

TO

FRIDAY 3 MAY 1968

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

SATURDAY 27 and SUNDAY 28 APRIL - YORK YARD NORTH

The following signals will be abolished :-

- Up Main Goods Home 2
- Down Main Goods Starting
- Down Goods to Down Departure Line
- Down Departure line to Down Departure line 1
- Down Departure line to Down Departure lines 2 - 8
- Down Departure line to Down Sidings
- Up Arrival line 4 to Up Arrival line 1
- Up Arrival line 3 to Up Arrival line 1
- Up Arrival line 2 to Up Arrival line 1
- Along Up Arrival line 1
- Up Main Goods to Up Warehouse line
- Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

- M - to Up Main Goods
- G - to Up Goods
- W - to Up Warehouse.

A telephone will be provided at this signal.

Down Main Goods to Down Departure lines 1 - 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 - 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2 37 yards further from the signal box. This shunting signal now applies from Down Departure lines 2 - 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1. 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange sidings or Down Sidings.

Altered Application of Signals.

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 - 8.

The miniature arm signal on the extreme left of Down Main Goods home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8.

The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse.

SECTION C**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY 27 to MONDAY 29 APRIL. BETWEEN NEWSHAM NORTH AND BLYTH**

The up branch line between the branch crossover road at Newsham North and Isabella, together with the arrival and departure lines between Isabella and Blyth Station will be temporarily taken out of use.

The down branch line between the branch crossover road at Newsham North and Isabella Colliery will become a single line worked in accordance with the Regulations for working on single lines by one engine in steam or two or more coupled together.

Isabella box will cease to be a block post so far as the Isabella Colliery single line is concerned.

Newsham North

The shunt signal applying set back along down branch line will be abolished.

An illuminated notice board worded 'Movements must not be made past this point without the Isabella branch staff' will be provided positioned adjacent to the down branch starting signal.

Isabella

The following points will be secured permanently out of use in the normal position pending removal:—

Facing connection down goods to the down main line.

Trailing connection up Staiths to up main line and intermediate trap points.

Main line crossover road.

The facing connection from the down main line to the Isabella Colliery line together with the trap points in the Isabella Colliery line, will be secured permanently in the reverse position, pending removal.

The following signals will be abolished:—

Down main home 1.

Down main home 2 to Blyth together with diamond sign on post.

Down goods to down main.

Shunting up main to down main.

Down main starting to Blyth.

Shunting down main to up Staiths or up main.

Up main to up Staiths.

Isabella Colliery line to Up Staiths.

Isabella Colliery line to up main.

Up main distant from Blyth.

The Up main home signal (with lower distant signal for Newsham North box) will, in future, apply to the new single line in the up direction, and the diamond sign affixed the post will be removed.

The down main to Isabella Colliery signal will, in future, apply to the new single line in the down direction, and the diamond sign affixed to the post will be removed.

A distant signal will be provided positioned on the post formerly carrying the Isabella Colliery line to up Staiths and up main line signals and will apply to the single line in the up direction. The distance to the up stop signal at Isabella will be 187 yards. (20)

MONDAY 29 APRIL — BETWEEN NEWBURN AND WEST WYLAM

Stop blocks will be placed on the Down and Up lines between Newburn signal box and North Wylam Station at 2m. 72chs., and the track between this point and West Wylam will be abandoned.

West Wylam

The junction points leading to and from the branch to Newburn will be secured permanently out of use, set for through running on the Down and Up Main lines. (20)

DETAILS OF WORK ALREADY CARRIED OUT**NORTHALLERTON**

The facing connection from No.1 platform line to Up Fast has been secured permanently out of use pending removal.

The right hand Junction indicator on signal N111, applicable to the Cordio Loop, has been removed. (18)

**** TYNE YARD UP DEPARTURE CABIN**

The following position light subsidiary signals have been renewed 20 yards further from the Departure Cabin elevated to a height of 12 feet above rail level:—

No. UD1, applying to movements shunting Up Primary Sorting Sidings 44 to 48 to Up Departure Sidings or to Crippled Siding. Positioned to the right of group 44.

No. UD2, applying to movements shunting Up Primary Sorting Sidings 33 to 43 to Up Departure Sidings or to Crippled Sidings. Positioned to the right of group 33.

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****TYNE, KIMBLESWORTH AND CHESTER MOOR SIDINGS****Kimbleworth**

The facing and trailing connections in the Down Main line leading to the Goods Loop and Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

Chester Moor

The facing and trailing connections in the Down Main line leading to the Down Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

(19)

CONSETT FELL

A new trailing crossover, between the Incoming line and the Outgoing line has been provided 70 yards east of the signal box.

The signals applying from the Outgoing line to Supply line or to Carr House West have been repositioned in rear of the new trailing crossover (mentioned above) 70 yards in advance of the signal box.

The connection from the Supply line to the Incoming line together with 560 yards of track from the Supply line and the spring points situated therein have been abolished.

The signal controlling the exit from the Supply line now applies via the new crossover to the Incoming line.

(19)

CATTERICK BRIDGE

The brass train staff for the Section Catterick Bridge—Richmond has been withdrawn and replaced by a suitably inscribed tablet in a pouch.

(19)

TWEEDMOUTH (BERWICK)

The facing connection Up Main to Berwick Goods Yard has been secured permanently out of use, in the normal position, pending removal.

The following signals have been abolished :—

Up Platform line Down Starting signal (T.27) together with the associated subsidiary signal reading to T.25 signal.

Shunting Up Main to Berwick Goods Yard (T.24A).

Shunting along Up Main (T.24B).

Shunting from Berwick Goods Yard (T.26).

(18)

*** * BETWEEN HARTON AND SOUTH SHIELDS**

Revised signalling has been brought into use between Harton and South Shields. Full details have been published in Supplementary Notice No. 13A.

(17)

INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 15D, will not take effect until a further operative date is published.



Shutting Off of Locomotive Water Supplies

Water will not be available as follows:-

Place	Duration
Wiske Moor Water Troughs	05 45 to 15 00 Sunday, 28 April.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
17 April, 1968

MO.44/1382/NE/N No.17

F.J. BURGE
Movements Manager.

Receipt of this notice need not be acknowledged. If not received by the normal time advise your Superior Officer by telearam as follows:—"NILE SIG. NOTICE NE/N No. 17"



NE/N

EASTERN (NE) REGION

No.18

C. J.

NORTHERN SECTION

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

WOOLSTENHOLMES

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

SATURDAY 4 MAY

TO

FRIDAY 10 MAY 1968

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

SUNDAY 5 MAY—WEST SLEEKBURN

The following points will be secured permanently out of use, in the normal position, pending removal:—

- Facing connection Down Main to Bomarsund Colliery.
- Facing connection between Down and Up Branch lines.
- Trailing connection Up Main to West Sleekburn Colliery.

The following associated signals will be abolished:—

- Down Main to Bomarsund Colliery.
- Shunting Down Main to Down Branch.
- Bomarsund Colliery to Down Main.
- Up Branch to Down Branch.
- West Sleekburn Colliery to Up Main.
- Up Branch to Up Main First Home.

The set back signal on the Up Main line will no longer apply to movements to Bomarsund Colliery, Up Branch or West Sleekburn Colliery. (21)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH

The following signals have been abolished:—

- Up Main Goods Home 2
- Down Main Goods Starting
- Down Goods to Down Departure Line
- Down Departure line to Down Departure line 1
- Down Departure line to Down Departure lines 2 – 8
- Down Departure line to Down Sidings
- Up Arrival line 4 to Up Arrival line 1
- Up Arrival line 3 to Up Arrival line 1
- Up Arrival line 2 to Up Arrival line 1
- Along Up Arrival line 1
- Up Main Goods to Up Warehouse line
- Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

- M – to Up Main Goods
- G – to Up Goods
- W – to Up Warehouse.

A telephone is provided at this signal.

Down Main Goods to Down Departure lines 1 – 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 – 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 – 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2 37 yards further from the signal box. This shunting signal now applies from Down Departure lines 2 – 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1. 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange sidings or Down Sidings.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

YORK YARD NORTH—continued

Altered Application of Signals.

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 – 8.

The miniature arm signal on the extreme left of Down Main Goods home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 – 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 – 8.

The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse. (20)

*** * *NORTHALLERTON**

The facing connection from No.1 platform line to Up Fast has been secured permanently out of use pending removal.

The right hand Junction indicator on signal N111, applicable to the Cordio Loop, has been removed. (18)

BETWEEN NEWSHAM NORTH AND BLYTH

The Up branch line between the branch crossover road at Newsham North and Isabella, together with the arrival and departure lines between Isabella and Blyth Station have been temporarily taken out of use.

The down branch line between the branch crossover road at Newsham North and Isabella Colliery has become a single line worked in accordance with the Regulations for working on single lines by one engine in steam or two or more coupled together.

Isabella box ceases to be a block post so far as the Isabella Colliery single line is concerned.

Newsham North

The shunt signal applying set back along branch line has been abolished.

An illuminated notice board worded "Movements must not be made past this point without the Isabella branch staff" has been provided positioned adjacent to the down branch starting signal.

Isabella

The following points have been secured permanently out of use in the normal position pending removal:—

Facing connection down goods to the down main line.

Trailing connection up Staiths to up main line and intermediate trap points.

Main line crossover road.

The facing connection from the down main to the Isabella Colliery line together with the trap points in the Isabella Colliery line, have been secured permanently in the reverse position, pending removal.

The following signals have been abolished:—

Down main home 1.

Down main home 2 to Blyth together with diamond sign on post.

Down goods to down main.

Shunting up main to down main.

Down main starting to Blyth.

Shunting down main to up Staiths or up main.

Up main to up Staiths.

Isabella Colliery line to Up Staiths.

Isabella Colliery line to up main.

Up main distant from Blyth.

The Up main home signal (with lower distant signal for Newsham North box) now applies to the new single line in the up direction, and the diamond sign affixed to the post has been removed.

The down main to Isabella Colliery signal now applies to the new single line in the down direction, and the diamond sign affixed to the post has been removed.

A distant signal has been provided positioned on the post formerly carrying the Isabella Colliery line to up Staiths and up main line signals and now applies to the single line in the up direction. The distance to the up stop signal at Isabella is 187 yards. (20)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN NEWBURN AND WEST WYLAM**

Stop blocks have been placed on the Down and Up lines between Newburn signal box and North Wylam Station at 2m. 72chs., and the track between this point and West Wylam has been abandoned.

West Wylam

The junction points leading to and from the branch to Newburn have been secured permanently out of use, set for through running on the Down and Up Main lines. (20)

TYNE, KIMBLESWORTH AND CHESTER MOOR SIDINGS**Kimbleworth**

The facing and trailing connections in the Down Main line leading to the Goods Loop and Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

Chester Moor

The facing and trailing connections in the Down Main line leading to the Down Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

(19)

CONSETT FELL

A new trailing crossover, between the Incoming line and the Outgoing line has been provided 70 yards east of the signal box.

The signals applying from the Outgoing line to Supply line or to Carr House West have been repositioned in rear of the new trailing crossover (mentioned above) 70 yards in advance of the signal box.

The connection from the Supply line to the Incoming line together with 560 yards of track from the Supply line and the spring points situated therein have been abolished.

The signal controlling the exit from the Supply line now applies via the new crossover to the Incoming line.

(19)

CATTERICK BRIDGE

The brass train staff for the Section Catterick Bridge—Richmond has been withdrawn and replaced by a suitably inscribed tablet in a pouch.

(19)

**** TWEEDMOUTH (BERWICK)**

The facing connection Up Main to Berwick Goods Yard has been secured permanently out of use, in the normal position, pending removal.

The following signals have been abolished :-

Up Platform line Down Starting signal (T.27) together with the associated subsidiary signal reading to T.25 signal.

Shunting Up Main to Berwick Goods Yard (T.24A).

Shunting along Up Main (T.24B).

Shunting from Berwick Goods Yard (T.26).

(18)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alterations to Rule 218, clauses (e) and (g) together with new clause (h) printed in General Instructions and Notices booklet NEN No. 15D, will not take effect until a further operative date is published.



Shutting Off of Locomotive Water Supplies

Water will not be available as follows:-

Place	Duration
Wiske Moor	05 45 to 14 45
Water Troughs	Sunday, 5 May

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
24 April, 1968

MO.44/1382/NE/N No. 18

F.J. BURGE
Movements 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. NOTICE NE/N No. 18"



NE/N

EASTERN (NE) REGION

No. 19

C. J.

NORTHERN SECTION

WOOLSTENHOLMES

(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, ETC.**

SATURDAY 11 MAY

TO

FRIDAY 17 MAY 1968

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

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH

The following signals have been abolished:-

- Up Main Goods Home 2
- Down Main Goods Starting
- Down Goods to Down Departure Line
- Down Departure line to Down Departure line 1
- Down Departure line to Down Departure lines 2 - 8
- Down Departure line to Down Sidings
- Up Arrival line 4 to Up Arrival line 1
- Up Arrival line 3 to Up Arrival line 1
- Up Arrival line 2 to Up Arrival line 1
- Along Up Arrival line 1
- Up Main Goods to Up Warehouse line
- Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

- M - to Up Main Goods
- G - to Up Goods
- W - to Up Warehouse.

A telephone is provided at this signal.

Down Main Goods to Down Departure lines 1 - 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 - 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2 37 yards further from the signal box. This shunting signal now applies from Down Departure lines 2 - 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1. 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange sidings or Down Sidings.

Altered Application of Signals.

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 - 8.

The miniature arm signal on the extreme left of Down Main Goods home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8.

The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse.

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****WEST SLEEKBURN**

The following points have been secured permanently out of use, in the normal position, pending removal:—

- Facing connection Down Main to Bomarsund Colliery.
- Facing connection between Down and Up Branch lines.
- Trailing connection Up Main to West Sleekburn Colliery.

The following associated signals have been abolished:—

- Down Main to Bomarsund Colliery.
- Shunting Down Main to Down Branch.
- Bomarsund Colliery to Down Main.
- Up Branch to Down Branch.
- West Sleekburn Colliery to Up Main.
- Up Branch to Up Main First Home.

The set back signal on the Up Main line no longer applies to movements to Bomarsund Colliery, Up Branch or West Sleekburn Colliery.

(21)

BETWEEN NEWSHAM NORTH AND BLYTH

The Up branch line between the branch crossover road at Newsham North and Isabella, together with the arrival and departure lines between Isabella and Blyth Station have been temporarily taken out of use.

The down branch line between the branch crossover road at Newsham North and Isabella Colliery has become a single line worked in accordance with the Regulations for working on single lines by one engine in steam or two or more coupled together.

Isabella box ceases to be a block post so far as the Isabella Colliery single line is concerned.

Newsham North

The shunt signal applying set back along branch line has been abolished.

An illuminated notice board worded "Movements must not be made past this point without the Isabella branch staff" has been provided positioned adjacent to the down branch starting signal.

Isabella

The following points have been secured permanently out of use in the normal position pending removal:—

- Facing connection down goods to the down main line.
- Trailing connection up Staiths to up main line and intermediate trap points.
- Main line crossover road.

The facing connection from the down main to the Isabella Colliery line together with the trap points in the Isabella Colliery line, have been secured permanently in the reverse position, pending removal.

The following signals have been abolished:—

- Down main home 1.
- Down main home 2 to Blyth together with diamond sign on post.
- Down goods to down main.
- Shunting up main to down main.
- Down main starting to Blyth.
- Shunting down main to up Staiths or up main.
- Up main to up Staiths.
- Isabella Colliery line to Up Staiths.
- Isabella Colliery line to up main.
- Up main distant from Blyth.

The Up main home signal (with lower distant signal for Newsham North box) now applies to the new single line in the up direction, and the diamond sign affixed to the post has been removed.

The down main to Isabella Colliery signal now applies to the new single line in the down direction, and the diamond sign affixed to the post has been removed.

A distant signal has been provided positioned on the post formerly carrying the Isabella Colliery line to up Staiths and up main line signals and now applies to the single line in the up direction. The distance to the up stop signal at Isabella is 187 yards.

(20)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BETWEEN NEWBURN AND WEST WYLAM

Stop blocks have been placed on the Down and Up lines between Newburn signal box and North Wylam Station at 2m. 72chs., and the track between this point and West Wylam has been abandoned.

West Wylam

The junction points leading to and from the branch to Newburn have been secured permanently out of use, set for through running on the Down and Up Main lines. (20)

****TYNE, KIMBLESWORTH AND CHESTER MOOR SIDINGS**

Kimbleworth

The facing and trailing connections in the Down Main line leading to the Goods Loop and Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

Chester Moor

The facing and trailing connections in the Down Main line leading to the Down Sidings, together with the trailing crossover between the Down and Up Main lines have been secured permanently out of use, pending removal.

All associated running and subsidiary signals have been abolished.

(19)

****CONSETT FELL**

A new trailing crossover, between the Incoming line and the Outgoing line has been provided 70 yards east of the signal box.

The signals applying from the Outgoing line to Supply line or to Carr House West have been repositioned in rear of the new trailing crossover (mentioned above) 70 yards in advance of the signal box.

The connection from the Supply line to the Incoming line together with 560 yards of track from the Supply line and the spring points situated therein have been abolished.

The signal controlling the exit from the Supply line now applies via the new crossover to the Incoming line.

(19)

****CATTERICK BRIDGE**

The brass train staff for the Section Catterick Bridge—Richmond has been withdrawn and replaced by a suitably inscribed tablet in a pouch.

(19)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.



RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new clauses (h) and (i) printed in General Instructions and Notices booklet NE/NNo. 19D. will take effect from 16 May, 1968.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
1 May, 1968:

MO.44/1382/NE/N No.19

F.J. BURGE
Movements 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. NOTICE NE/N No. 19"

SECTION D

GENERAL INSTRUCTIONS AND NOTICES -continued

ALTERATIONS TO GENERAL INSTRUCTIONS AND NOTICES BOOKLET NE/N NO 3D
SATURDAY 20 JANUARY TO FRIDAY 16 FEBRUARY 1968

PAGE N-D 17

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962)

1. ONE RESTRICTION WITHIN ANOTHER (Inner more restrictive)

(b) Where normal position of second Warning Board falls on approach side of first Speed Indicator.
AMEND in diagram 1 ½ mile (minimum) to read:-

½ mile (minimum)

ALTERATION TO RULE 218

The alteration to Rule 218 shewn in the General Instructions and Notices booklets No.3D commencing on Saturday 20 January and becoming operative from Thursday 1 February will **not** now take effect until **Thursday 29 February 1968**.

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

York
31 January, 1968

MO.44/1382/NE/N No. 6

F.J. BURGE
Movements 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. NOTICE NE/N No. 6"

**British Rail****NE/N**

EASTERN (NE) REGION

No.20

C. J.

NORTHERN SECTION **WOOLSTENHOLMES**
(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, ETC.**

SATURDAY 18 MAY

TO

FRIDAY 24 MAY 1968**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 19 MAY—YORK STATION

The following points will be reconnected and brought back into use :-

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

The following signal routes will be brought back into use :-

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal No.14 Platform to 240 signal
- 155 Shunting signal No.15 Platform line to No.16 Platform
- 155 Shunting signal No.15 Platform line to 150 signal
- 155 Shunting signal No.15 Platform line to 153 signal
- 156 Shunting signal No.15 Platform line to Branches Yard
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 Up Scarborough to Up Scarborough Goods via 570 R.
- 244 Up Scarborough to No.16 Platform
- 244 Up Scarborough to No.15 Platform via 570 R.
- 244 Up Scarborough to No.14 Platform via 570 R.

(24)

SUNDAY 19 MAY—NORTH BLYTH

The signal box will cease to be a block post and will in future be operated only as a ground frame.

The Down and Up lines between Cambois and North Blyth signal boxes will be renamed Arrival and Departure lines respectively.

The following connections will be secured permanently out of use in the normal position pending removal :-

- Engine Shed line to East Pass Bye
- Facing connection Down Main to Engine Shed line
- Trailing crossover between Down and Up Main lines

The following connections will become hand worked :-

- Empty Roads to Bolckows Siding
- East Pass Bye/West Pass Bye/Full Roads inlet/outlet connection
- Up Main to East Pass Bye/Empty Road

All signals will be abolished with the following exceptions :-

- Up Main Starting redesignated Departure Line Starting signal.
- Down Main Home redesignated Arrival line Home

(24)

MONDAY 20 MAY – TILE SHED

The Branch boom gates will be disconnected and padlocked across the railway.

(24)

SECTION C**DETAILS OF WORK REFERRED TO IN SECTION B—continued****MONDAY 20 MAY—BETWEEN COX GREEN AND HYLTON**

The Down and Up lines between Cox Green and Hylton will be taken out of use.

COX GREEN

The signal box together with all signals worked therefrom will be abolished. All connections will be secured permanently out of use in the normal position pending removal.

HYLTON

The signal box together with all signals worked therefrom will be abolished. All connections will be secured permanently out of use in the normal position pending removal. The level crossing gates will be secured across the railway. (24)

TUESDAY 21 MAY—NEWCASTLE (ELSWICK EAST GROUND FRAME)

The above mentioned ground frame released from Newcastle signal box will be abolished. The connections worked therefrom will be secured permanently out of use pending removal (24)

TUESDAY 21 MAY — WHEATLEY HILL

The Ground Frame and all signals worked therefrom will be abolished. The gates will be padlocked against rail traffic and operated by trainmen. The key will be attached to Thornley Colliery Branch Staff. (24)

DETAILS OF WORK ALREADY CARRIED OUT**** YORK YARD NORTH****The following signals have been abolished:—**

- Up Main Goods Home 2
- Down Main Goods Starting
- Down Goods to Down Departure Line
- Down Departure line to Down Departure line 1
- Down Departure line to Down Departure lines 2 – 8
- Down Departure line to Down Sidings
- Up Arrival line 4 to Up Arrival line 1
- Up Arrival line 3 to Up Arrival line 1
- Up Arrival line 2 to Up Arrival line 1
- Along Up Arrival line 1
- Up Main Goods to Up Warehouse line
- Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

- M – to Up Main Goods
- G – to Up Goods
- W – to Up Warehouse.

A telephone is provided at this signal.

Down Main Goods to Down Departure lines 1 – 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 – 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 – 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

YORK YARD NORTH—continued

Altered Signals—continued

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2 37 yards further from the signal box. This shunting signal now applies from Down Departure lines 2 – 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1. 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange sidings or Down Sidings.

Altered Application of Signals.

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 – 8.

The miniature arm signal on the extreme left of Down Main Goods home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 – 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 – 8.

The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse. (20)

WEST SLEEKBURN

The following points have been secured permanently out of use, in the normal position, pending removal:—

Facing connection Down Main to Bomarsund Colliery.

Facing connection between Down and Up Branch lines.

Trailing connection Up Main to West Sleekburn Colliery.

The following associated signals have been abolished:—

Down Main to Bomarsund Colliery.

Shunting Down Main to Down Branch.

Bomarsund Colliery to Down Main.

Up Branch to Down Branch.

West Sleekburn Colliery to Up Main.

Up Branch to Up Main First Home.

The set back signal on the Up Main line no longer applies to movements to Bomarsund Colliery, Up Branch or West Sleekburn Colliery. (21)

* * BETWEEN NEWSHAM NORTH AND BLYTH

The Up branch line between the branch crossover road at Newsham North and Isabella, together with the arrival and departure lines between Isabella and Blyth Station have been temporarily taken out of use.

The down branch line between the branch crossover road at Newsham North and Isabella Colliery has become a single line worked in accordance with the Regulations for working on single lines by one engine in steam or two or more coupled together.

Isabella box ceases to be a block post so far as the Isabella Colliery single line is concerned.

Newsham North

The shunt signal applying set back along branch line has been abolished.

An illuminated notice board worded "Movements must not be made past this point without the Isabella branch staff" has been provided positioned adjacent to the down branch starting signal.

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN NEWSHAM NORTH AND BLYTH—continued****Isabella**

The following points have been secured permanently out of use in the normal position pending removal:—

Facing connection down goods to the down main line.

Trailing connection up Staiths to up main line and intermediate trap points.

Main line crossover road.

The facing connection from the down main to the Isabella Colliery line together with the trap points in the Isabella Colliery line, have been secured permanently in the reverse position, pending removal.

The following signals have been abolished:—

Down main home 1.

Down main home 2 to Blyth together with diamond sign on post.

Down goods to down main.

Shunting up main to down main.

Down main starting to Blyth.

Shunting down main to up Staiths or up main.

Up main to up Staiths.

Isabella Colliery line to Up Staiths.

Isabella Colliery line to up main.

Up main distant from Blyth.

The Up main home signal (with lower distant signal for Newsham North box) now applies to the new single line in the up direction, and the diamond sign affixed to the post has been removed.

The down main to Isabella Colliery signal now applies to the new single line in the down direction and the diamond sign affixed to the post has been removed.

A distant signal has been provided positioned on the post formerly carrying the Isabella Colliery line to up Staiths and up main line signals and now applies to the single line in the up direction. The distance to the up stop signal at Isabella is 187 yards. (20)

*** BETWEEN NEWBURN AND WEST WYLAM**

** Stop blocks have been placed on the Down and Up lines between Newburn signal box and North Wylam Station at 2m. 72chs., and the track between this point and West Wylam has been abandoned.

West Wylam

The junction points leading to and from the branch to Newburn have been secured permanently out of use, set for through running on the Down and Up Main lines. (20)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new clauses (h) and (i) printed in General Instructions and Notices booklet NE/NNo. 19D. is now in operation.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

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

PAGE 243

★ ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appedix (pages 35/36 of Supplement No.2); the following alterations apply on the Eastern Region.

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
ADD:— after seventh item.			
† Freight train with fitted braked head	35	7*	As for Class 7
AMEND:— Maximum speed of " † Through freight train not fitted with the automatic brake to read			
	25		
Maximum speed of " † Branch or Stopping freight train and Officers' Special train or ballast train requiring to stop in section " to read			
	25		

★ ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

MAXIMUM SPEEDS OF FREIGHT TRAINS

Referring to page 95 of the General Appedix (page 41 of Supplement No.2); the following alterations apply on the Eastern Region.

Classification	Maximum Speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:—		
7*	35	§
AMEND:—		
8	25	†
9	25	†
ADD:—		
NOTE:— § The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.		

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

York
8 May, 1968

MO.44/1382/NE/N No.20

F.J. BURGE
Movements 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. NOTICE NE/N No. 20"

**British Rail****NE/N**

EASTERN (NE) REGION

No. 21

C. J.

NORTHERN SECTION

WOOLSTENHOLMES

(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, ETC.**

SATURDAY 25 MAY

TO

FRIDAY 31 MAY 1968**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 26 MAY-TYNE YARD SIGNAL BOX (BIRTLEY)

The trailing crossover between the Down and Up Slow lines, situated at Birtley, will be secured permanently out of use in the normal position pending removal. The associated position light shunting signals will be abolished. (25)

TUESDAY 28 MAY-LONG BYRE LEVEL CROSSING, BLENKINSOP

Long Byre level crossing will, in future, be unmanned and Whistle Boards will be provided 171 yards on either side of the level crossing.

Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains. (25)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

The following points have been reconnected and brought back into use:-

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

The following signal routes have been brought back into use:-

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal No.14 Platform to 240 signal
- 155 Shunting signal No.15 Platform line to No.16 Platform
- 155 Shunting signal No.15 Platform line to 150 signal
- 155 Shunting signal No.15 Platform line to 153 signal
- 156 Shunting signal No.15 Platform line to Branches Yard
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 Up Scarborough to Up Scarborough Goods via 570 R.
- 244 Up Scarborough to No.16 Platform
- 244 Up Scarborough to No.15 Platform via 570 R.
- 244 Up Scarborough to No.14 Platform via 570 R.

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****NORTH BLYTH**

The signal box has ceased to be a block post and is now operated only as a ground frame.

The Down and Up lines between Cambois and North Blyth signal boxes have been renamed Arrival and Departure lines respectively.

The following connections have been secured permanently out of use in the normal position pending removal:—

Engine Shed line to East Pass Bye
Facing connection Down Main to Engine Shed line
Trailing crossover between Down and Up Main lines

The following connections have become hand worked:—

Empty Roads to Bolckows Siding
East Pass Bye/West Pass Bye/Full Roads inlet/outlet connection
Up Main to East Pass Bye/Empty Road

All signals have been abolished with the following exceptions:—

Up Main Starting redesignated Departure Line Starting signal.
Down Main Home redesignated Arrival line Home

(24)

TILE SHED

The Branch boom gates have been disconnected and padlocked across the railway.

(24)

BETWEEN COX GREEN, HYLTON AND FORD WORKS

The Down and Up Lines between Cox Green, Hylton and Ford Works signal boxes have been taken out of use. Temporary wheel stops have been provided approximately 100 yards on the Ford Works side of Hylton level crossing.

Cox Green

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal.

Hylton

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal. The level crossing gates have been secured across the railway.

Amended Item (24)

NEWCASTLE (ELSWICK EAST GROUND FRAME)

The above mentioned ground frame released from Newcastle signal box has been abolished. The connections worked therefrom have been secured permanently out of use pending removal.

(24)

WHEATLEY HILL

The Ground Frame and all signals worked therefrom have been abolished. The gates have been padlocked against rail traffic and are operated by trainmen. The key is attached to Thornley Colliery Branch Staff.

(24)

**** WEST SLEEKBURN**

The following points have been secured permanently out of use, in the normal position, pending removal:—

Facing connection Down Main to Bomarsund Colliery.
Facing connection between Down and Up Branch lines.
Trailing connection Up Main to West Sleekburn Colliery.

The following associated signals have been abolished:—

Down Main to Bomarsund Colliery.
Shunting Down Main to Down Branch.
Bomarsund Colliery to Down Main.
Up Branch to Down Branch.
West Sleekburn Colliery to Up Main.
Up Branch to Up Main First Home.

The set back signal on the Up Main line no longer applies to movements to Bomarsund Colliery, Up Branch or West Sleekburn Colliery.

(21)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new clauses (h) and (i) printed in General Instructions and Notices booklet NE/N No. 19D. is now in operation.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

GENERAL INSTRUCTIONS

PAGE 243

ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appendix (pages 35/36 of Supplement No. 2); the following alterations apply on the Eastern Region.

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
ADD:— after seventh item. † Freight train with fitted braked head	35	7*	As for Class 7

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

PAGE 243 – continued

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
AMEND:— Maximum speed of " + Through freight train not fitted with the automatic brake to read	25		
Maximum speed of " + Branch or Stopping freight train and Officers' Special train or ballast train requiring to stop in section " to read	25		

ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

MAXIMUM SPEEDS OF FREIGHT TRAINS

Referring to page 95 of the General Appedix (page 41 of Supplement No.2); the following alterations apply on the Eastern Region.

Classification	Maximum Speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:— 7*	35	§
AMEND:— 8	25	†
9	25	†

ADD:—

NOTE:— § The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

LOCAL INSTRUCTIONS

★ **PAGE 265**

**ADD:— HEDWORTH LANE TO TYNE DOCK BOTTOM (INCLUDING BOLDON COLLIERY TO GREEN LANE, GREEN LANE TO HARTON AND HARTON TO WHITBURN)
WORKING OF GREEN LANE SIDINGS BETWEEN GREEN LANE AND PONTOP CROSSING BOXES**

Trains must only enter the Sidings at the Green Lane end. Guards of trains requiring to enter Green Lane Sidings must ensure that the hand points have been correctly set for the movement to take place and advise the Signaller at Green Lane accordingly.

The Signaller must also be advised when the movement has arrived on the Siding clear of the running lines. When the work in the Sidings has been completed, full details of all traffic which has been attached or detached must be given to the Signaller at Green Lane box.

Trains must not leave the Sidings at the Green Lane end until the Signaller has been advised and No. 13 position light signal has been lowered.

During fog or falling snow the Signaller at Green Lane box will advise the person working the ground frame when this has been done. Guards must advise the Signaller at Pontop Crossing box when trains for Hedworth Lane direction are ready to leave the Sidings.

No. 4 Siding must be kept clear for locomotives requiring to run round.

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

York
15 May, 1968

MO.44/1382/NE/N No.21

F.J. BURGE
Movements 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. NOTICE NE/N No."21"



NE/N

EASTERN (NE) REGION

**No.
22/23**

C. J.

WOOLSTENHOLMES

NORTHERN SECTION

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

**THIS BOOKLET CONTAINS NOTICES FOR THE TWO WEEKS
ENDING FRIDAY 14 JUNE, 1968**

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

SATURDAY 1 JUNE

TO

FRIDAY 14 JUNE 1968

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

WEDNESDAY 5 JUNE—RISE CARR, CHARITY AND HOPETOWN

Rise Carr

The signal box together with all signals worked therefrom will be abolished.

The following connections will be converted to hand operation:—

Goods line to Sidings on the Charity side of the signal box.

The connection between Loco Works and Loco Stores lines.

The Charity end of the connection from the Goods line to the Sidings adjacent to the Loco Stores line and the West Yard.

Buffer stops will be positioned 10 yards from Whessoe Lane Crossing on the Loco Works line.

Notice Boards worded "STOP, TELEPHONE" will be provided as follows, on the sites of the former signals:—

1. At the exit from Rise Carr Sidings.
2. Starting signal to Charity.
3. At the exit from West Yard/Sidings.
4. At the exit from the Loco Stores line.

Telephones communicating with Hopetown and Charity signal boxes will be provided at STOP boards Nos.1 and 4/above and at a point approximately midway between STOP boards Nos.2 and 3.

Charity

The connection from Goods Line No.2 to Goods Line No.1 will be secured permanently out of use in the normal position pending removal. The Goods Line No.1 will be subsequently removed.

The following signals will be abolished:—

Down Home from Goods Line No.1

Up Starting Goods Line No.2 to Goods Line No.1

Hopetown

The Goods Line No.1 will be taken out of use and will be subsequently removed.

The miniature arm signal applying from Goods Line No.1 to Back Road also operated by Hopetown Ground Frame will be abolished. (26)

SUNDAY 9 JUNE—NEWSHAM NORTH

The connection from Down Branch to Up Branch will be secured permanently out of use in the normal position pending removal.

The following signals will be abolished:—

Down Branch to Up Branch

Up Branch to Down Branch (26)

THURSDAY 13 JUNE—NEWCASTLE S.B. (FORTH JN.)

An electrically illuminated "Shunt Back" Indicator applying to the Siding Line will be provided 350 yards in rear of 316 signal.

A plunger to operate the Shunt Back indicator will be provided and sited at 316 Signal. (26)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE YARD SIGNAL BOX (BIRTLEY)

The trailing crossover between the Down and Up Slow lines, situated at Birtley, has been secured permanently out of use in the normal position pending removal. The associated position light shunting signals have been abolished. (25)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****LONG BYRE LEVEL CROSSING, BLENKINSOP**

Long Byre level crossing is now unmanned and Whistle Boards are provided 171 yards on either side of the level crossing.

Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains. (25)

YORK STATION

The following points have been reconnected and brought back into use:—

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

The following signal routes have been brought back into use:—

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal No.14 Platform to 240 signal
- 155 Shunting signal No.15 Platform line to No.16 Platform
- 155 Shunting signal No.15 Platform line to 150 signal
- 155 Shunting signal No.15 Platform line to 153 signal
- 156 Shunting signal No.15 Platform line to Branches Yard
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 Up Scarborough to Up Scarborough Goods via 570 R.
- 244 Up Scarborough to No.16 Platform
- 244 Up Scarborough to No.15 Platform via 570 R.
- 244 Up Scarborough to No.14 Platform via 570 R. (24)

NORTH BLYTH

The signal box has ceased to be a block post and is now operated only as a ground frame.

The Down and Up lines between Cambois and North Blyth signal boxes have been renamed Arrival and Departure lines respectively.

The following connections have been secured permanently out of use in the normal position pending removal:—

- Engine Shed line to East Pass Bye
- Facing connection Down Main to Engine Shed line
- Trailing crossover between Down and Up Main lines

The following connections have become hand worked:—

- Empty Roads to Bolckows Siding
- East Pass Bye/West Pass Bye/Full Roads inlet/outlet connection
- Up Main to East Pass Bye/Empty Road

All signals have been abolished with the following exceptions:—

- Up Main Starting redesignated Departure Line Starting signal
- Down Main Home redesignated Arrival line Home (24)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****TILE SHED**

The Branch boom gates have been disconnected and padlocked across the railway. (24)

BETWEEN COX GREEN, HYLTON AND FORD WORKS

The Down and Up Lines between Cox Green, Hylton and Ford Works signal boxes have been taken out of use. Temporary wheel stops have been provided approximately 100 yards on the Ford Works side of Hylton level crossing.

Cox Green

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal.

Hylton

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal. The level crossing gates have been secured across the railway. (24)

NEWCASTLE (ELSWICK EAST GROUND FRAME)

The above mentioned ground frame released from Newcastle signal box has been abolished. The connections worked therefrom have been secured permanently out of use pending removal. (24)

WHEATLEY HILL

The Ground Frame and all signals worked therefrom have been abolished. The gates have been padlocked against rail traffic and are operated by trainmen. The key is attached to Thornley Colliery Branch Staff. (24)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.*

RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new clauses (h) and (i) printed in General Instructions and Notices booklet NE/NNo. 19D. is now in operation.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

GENERAL INSTRUCTIONS

PAGE 243

ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appendix (pages 35/36 of Supplement No. 2); the following alterations apply on the Eastern Region.

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white light or discs)
ADD:— after seventh item.			
† Freight train with fitted braked head	35	7*	As for Class

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

PAGE 243 – continued

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
AMEND:— Maximum speed of " + Through freight train not fitted with the automatic brake to read	25		
Maximum speed of " + Branch or Stopping freight train and Officers' Special train or ballast train requiring to stop in section " to read	25		

ADD:— (Supersedes item on page 282 Supp. Oper. Insts.)

MAXIMUM SPEEDS OF FREIGHT TRAINS

Referring to page 95 of the General Appedix (page 41 of Supplement No.2); the following alterations apply on the Eastern Region.

Classification	Maximum Speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:— 7*	35	§
AMEND:— 8	25	†
9	25	†

ADD:—

NOTE:— § The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

LOCAL INSTRUCTIONS

PAGE 266

ADD:— HEDWORTH LANE TO TYNE DOCK BOTTOM (INCLUDING BOLDON COLLIERY TO GREEN LANE, GREEN LANE TO HARTON AND HARTON TO WHITBURN) WORKING OF GREEN LANE SIDINGS BETWEEN GREEN LANE AND PONTOP CROSSING BOXES

Trains must only enter the Sidings at the Green Lane end. Guards of trains requiring to enter Green Lane Sidings must ensure that the hand points have been correctly set for the movement to take place and advise the Signalman at Green Lane accordingly.

The Signalman must also be advised when the movement has arrived on the Siding clear of the running lines. When the work in the Sidings has been completed, full details of all traffic which has been attached or detached must be given to the Signalman at Green Lane box.

Trains must not leave the Sidings at the Green Lane end until the Signalman has been advised and No. 13 position light signal has been lowered.

During fog or falling snow the Signalman at Green Lane box will advise the person working the ground frame when this has been done. Guards must advise the Signalman at Pontop Crossing box when trains for Hedworth Lane direction are ready to leave the Sidings.

No. 4 Siding must be kept clear for locomotives requiring to run round.

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

York
22 May, 1968

MO.44/1382/NE/N No.22/23

F.J. BURGE
Movements 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. NOTICE NE/N No."22/23"



NE/N

EASTERN (NE) REGION

No.24

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, ETC.**

SATURDAY 15 JUNE

TO

FRIDAY 21 JUNE 1968

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 16 JUNE--WEST SLEEKBURN

The trailing crossover, nearest to Bedlington, between the Down and Up Main lines will be secured permanently out of use in the normal position pending removal.

The associated signals applying Down Main to Up Main and shunting along the Up Main line or Up Main to Down Main will be abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT

RISE CARR, CHARITY AND HOPETOWN

Rise Carr

The signal box together with all signals worked therefrom has been abolished.

The following connections have been converted to hand operation:—

Goods line to Sidings on the Charity side of the signal box.

The connection between Loco Works and Loco Stores lines.

The Charity end of the connection from the Goods line to the

Sidings adjacent to the Loco Stores line and the West Yard.

Buffer stops have been positioned 10 yards from Whessoe Lane Crossing on the Loco Works line.

Notice Boards worded "STOP, TELEPHONE" have been provided as follows, on the sites of the former

signals:—

1. At the exit from Rise Carr Sidings.
2. Starting signal to Charity.
3. At the exit from West Yard/Sidings.
4. At the exit from the Loco Stores line.

Telephones communicating with the yard Inspector have been provided at STOP boards Nos. 1 and 4/above and at a point approximately midway between STOP boards Nos. 2 and 3.

Charity

The connection from Goods Line No. 2 to Goods Line No. 1 has been secured permanently out of use in the normal position pending removal. The Goods Line No. 1 will be subsequently removed.

The following signals have been abolished:—

Down Home from Goods Line No. 1

Up Starting Goods Line No. 2 to Goods Line No. 1

Hopetown

The Goods Line No. 1 has been taken out of use and will be subsequently removed.

The miniature arm signal applying from Goods Line No. 1 to Back Road also operated by Hopetown Ground Frame has been abolished. Amended Item (26)

NEWCASTLE S.B. (FORTH JN.)

An electrically illuminated "Shunt Back" Indicator applying to the Siding Line has been provided 350 yards in rear of 316 signal.

A plunger to operate the Shunt Back indicator has been provided and sited at 316 Signal. (2)

TYNE YARD SIGNAL BOX (BIRTLEY)

The trailing crossover between the Down and Up Slow lines, situated at Birtley, has been secured permanently out of use in the normal position pending removal. The associated position light shunting signals have been abolished. (2)

LONG BYRE LEVEL CROSSING, BLENKINSOP

Long Byre level crossing is now unmanned and Whistle Boards are provided 171 yards on either side of the level crossing.

Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains. (2)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

***YORK STATION

The following points have been reconnected and brought back into use:—

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

The following signal routes have been brought back into use:—

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal No.14 Platform to 240 signal
- 155 Shunting signal No.15 Platform line to No.16 Platform
- 155 Shunting signal No.15 Platform line to 150 signal
- 155 Shunting signal No.15 Platform line to 153 signal
- 156 Shunting signal No.15 Platform line to Branches Yard
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 Up Scarborough to Up Scarborough Goods via 570 R.
- 244 Up Scarborough to No.16 Platform
- 244 Up Scarborough to No.15 Platform via 570 R.
- 244 Up Scarborough to No.14 Platform via 570 R.

(24)

***NORTH BLYTH

The signal box has ceased to be a block post and is now operated only as a ground frame.

The Down and Up lines between Cambois and North Blyth signal boxes have been renamed Arrival and Departure lines respectively.

The following connections have been secured permanently out of use in the normal position pending removal:—

- Engine Shed line to East Pass Bye
- Facing connection Down Main to Engine Shed line
- Trailing crossover between Down and Up Main lines

The following connections have become hand worked:—

- Empty Roads to Bolckows Siding
- East Pass Bye/West Pass Bye/Full Roads inlet/outlet connection
- Up Main to East Pass Bye/Empty Road

All signals have been abolished with the following exceptions:—

- Up Main Starting redesignated Departure Line Starting signal.
- Down Main Home redesignated Arrival line Home

(24)

* TILE SHED

The Branch boom gates have been disconnected and padlocked across the railway.

(24)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

**** BETWEEN COX GREEN, HYLTON AND FORD WORKS**

The Down and Up Lines between Cox Green, Hylton and Ford Works signal boxes have been taken out of use. Temporary wheel stops have been provided approximately 100 yards on the Ford Works side of Hylton level crossing.

Cox Green

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal.

Hylton

The signal box together with all signals worked therefrom has been abolished. All connections have been secured permanently out of use in the normal position pending removal. The level crossing gates have been secured across the railway. (24)

**** NEWCASTLE (ELSWICK EAST GROUND FRAME)**

The above mentioned ground frame released from Newcastle signal box has been abolished. The connections worked therefrom have been secured permanently out of use pending removal. (24)

**** WHEATLEY HILL**

The Ground Frame and all signals worked therefrom have been abolished. The gates have been padlocked against rail traffic and are operated by trainmen. The key is attached to Thornley Colliery Branch Staff. (24)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

**** RULE 218**

The alteration to Rule 218 Clauses (e) and (g) together with new clauses (h) and (i) printed in General Instructions and Notices booklet NE/N No. 24D. is now in operation.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
5 June, 1968

MO.44/1382/NE/N No.24

F.J. BURGE
Movements 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. NOTICE NE/N No. 24".

**NE/N**

EASTERN (NE) REGION

No.25

C. J.

WOOLSTENHOLME

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, ETC.**

SATURDAY 22 JUNE

TO

FRIDAY 28 JUNE 1968**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

SUNDAY 23 JUNE – TURSDALE

The Down Main Distant signal will be abolished and the Down Main Distant indication will be incorporated in Ferryhill No. 1 Down Main Starting signal (No. 51) and Down Loop Starting signal (No. 53) which will become three aspect signals, exhibiting Red, Yellow or Green aspects. (28)

SUNDAY 23 JUNE – BETWEEN COWENS CROSSING, ADDISON AND PETH LANE**Addison**

The trailing crossover between the Down and Up Main Lines will be secured permanently out of use in the normal position pending removal.

The following signals will be abolished:--

- Down Main Starting signal.
- Up Main Starting signal.
- Up Main First Home.

Ground level disc signals applying Down Main to Up Main and Up Main to Down Main.

The existing Up Main Second Home will be renamed Up Main Home.

Cowens Crossing

The Up Main Inner Distant will be abolished.

Peth Lane

The Down Main Outer Distant will be abolished. (28)

MONDAY 24 JUNE – YORK YARD SOUTH

The Up Goods semaphore distant signal will be abolished. (28)

MONDAY 24 JUNE – REDMARSHALL SOUTH

The signal box, together with all signals worked therefrom, will be abolished. All points will be secured out of use, pending removal. (28)

DETAILS OF WORK ALREADY CARRIED OUT

WEST SLEEKBURN

The trailing crossover, nearest to Bedlington, between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal.

The associated signals applying Down Main to Up Main and shunting along the Up Main line or Up Main to Down Main have been abolished. (27)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****RISE CARR, CHARITY AND HOPETOWN****Rise Carr**

The signal box together with all signals worked therefrom has been abolished.

The following connections have been converted to hand operation:—

Goods line to Sidings on the Charity side of the signal box.

The connection between Loco Works and Loco Stores lines.

The Charity end of the connection from the Goods line to the

Sidings adjacent to the Loco Stores line and the West Yard.

Buffer stops have been positioned 10 yards from Whessoe Lane Crossing on the Loco Works line.

Notice Boards worded "STOP, TELEPHONE" have been provided as follows, on the sites of the former signals:—

1. At the exit from Rise Carr Sidings.
2. Starting signal to Charity.
3. At the exit from West Yard/Sidings.
4. At the exit from the Loco Stores line.

Telephones communicating with the yard Inspector have been provided at STOP boards Nos.1 and 4/ above and at a point approximately midway between STOP boards Nos. 2 and 3.

Charity

The connection from Goods Line No.2 to Goods Line No.1 has been secured permanently out of use in the normal position pending removal. The Goods Line No.1 will be subsequently removed.

The following signals have been abolished:—

Down Home from Goods Line No.1

Up Starting Goods Line No.2 to Goods Line No.1

Hopetown

The Goods Line No.1 has been taken out of use and will be subsequently removed.

The miniature arm signal applying from Goods Line No.1 to Back Road also operated by Hopetown Ground Frame has been abolished. (26)

NEWCASTLE S.B. (FORTH JN.)

An electrically illuminated "Shunt Back" Indicator applying to the Siding Line has been provided 350 yards in rear of 316 signal.

A plunger to operate the Shunt Back indicator has been provided and sited at 316 Signal. (26)

**** TYNE YARD SIGNAL BOX (BIRTLEY)**

The trailing crossover between the Down and Up Slow lines, situated at Birtley, has been secured permanently out of use in the normal position pending removal. The associated position light shunting signals have been abolished. (25)

*** LONG BYRE LEVEL CROSSING, BLENKINSOP**

Long Byre level crossing is now unmanned and Whistle Boards are provided 171 yards on either side of the level crossing.

Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains. (25)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
12 June, 1968

MO.44/1382/NE/N No.25

F.J. BURGE
Movements 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. NOTICE NE/N No."25".



British Rail

NE/N

EASTERN (NE) REGION

No. 26

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 29 JUNE

TO

FRIDAY 5 JULY 1968

INCLUSIVE

Urgent

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 30 JUNE--HAVERTON HILL

The following connections will be abolished:—

- Trailing crossover between Down and Up Main lines.
- Connection from Up Main to Down Sidings.
- Connection from Down Main to Down Sidings.

The following signals will be abolished:—

- Disc signal applying Up Main to Down Sidings or to Down Main.
- Disc signal applying Down Main to Up Main.
- Disc signal Down Sidings to Up Main.
- Miniature arm applying from Salt Works.
- Disc signal applying from Down Yard.
- Disc signal applying Down Sidings to Down Main.
- Miniature arm, applying to Shunting movements along Down Main or to Down Sidings. (29)

DETAILS OF WORK ALREADY CARRIED OUT

TURSDALE

The Down Main Distant signal has been abolished and the Down Main Distant indication is incorporated in Ferryhill No.1 Down Main Starting signal (No.51) and Down Loop Starting signal (No.53) which has become three aspect signals, exhibiting Red, Yellow or Green aspects. (28)

BETWEEN COWENS CROSSING, ADDISON AND PETH LANE

Addison

The trailing crossover between the Down and Up Main Lines has been secured permanently out of use in the normal position pending removal.

The following signals have been abolished:—

- Down Main Starting signal.
- Up Main Starting signal.
- Up Main First Home.
- Ground level disc signals applying Down Main to Up Main and Up Main to Down Main.
- The existing Up Main Second Home has been renamed Up Main Home.

Cowens Crossing

The Up Main Inner Distant has been abolished.

Peth Lane

The Down Main Outer Distant has been abolished. (28)

YORK YARD SOUTH

The Up Goods semaphore distant signal has been abolished. (28)

REDMARSHALL SOUTH

The signal box, together with all signals worked therefrom, has been abolished. All points have been secured out of use, pending removal. (28)

WEST SLEEKBURN

The trailing crossover, nearest to Bedlington, between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal.

The associated signals applying Down Main to Up Main and shunting along the Up Main line or Up Main to Down Main have been abolished. (27)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

** RISE CARR, CHARITY AND HOPETOWN

Rise Carr

The signal box together with all signals worked therefrom has been abolished.

The following connections have been converted to hand operation:—

Goods line to Sidings on the Charity side of the signal box.

The connection between Loco Works and Loco Stores lines.

The Charity end of the connection from the Goods line to the

Sidings adjacent to the Loco Stores line and the West Yard.

Buffer stops have been positioned 10 yards from Whessoe Lane Crossing on the Loco Works line.

Notice Boards worded "STOP, TELEPHONE" have been provided as follows, on the sites of the former signals:—

1. At the exit from Rise Carr Sidings.
2. Starting signal to Charity.
3. At the exit from West Yard/Sidings.
4. At the exit from the Loco Stores line.

Telephones communicating with the yard Inspector have been provided at STOP boards Nos. 1 and 4/ above and at a point approximately midway between STOP boards Nos. 2 and 3.

Charity

The connection from Goods Line No.2 to Goods Line No.1 has been secured permanently out of use in the normal position pending removal. The Goods Line No.1 will be subsequently removed.

The following signals have been abolished:—

Down Home from Goods Line No.1

Up Starting Goods Line No.2 to Goods Line No.1

Hopetown

The Goods Line No.1 has been taken out of use and will be subsequently removed.

The miniature arm signal applying from Goods Line No.1 to Back Road also operated by Hopetown Ground Frame has been abolished. (26)

** NEWCASTLE S.B. (FORTH JN.)

An electrically illuminated "Shunt Back" indicator applying to the Siding Line has been provided 350 yards in rear of 316 signal.

A plunger to operate the Shunt Back indicator has been provided and sited at 316 Signal. (26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
19 June, 1968

MO.44/1382/NE/N No.26

F.J. BURGE
Movements 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. NOTICE NE/N No."26".

Chemical



British Rail

C. J.

WOOLSTENHOLME

NE/N

EASTERN (NE) REGION

No.30

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, ETC.**

SATURDAY 27 JULY

TO

FRIDAY 2 AUGUST 1968

INCLUSIVE

SPECIAL NOTICE

All concerned to note that the "ES" General Instructions and Notices Booklet No.24D shewn to apply until Friday, 5 July will remain in operation until **Friday 2 August.**

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.

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 30 JULY – D'ARCY ST. DEPOT (HENDON BRANCH SUNDERLAND)

The Up Side single lever ground frame will be abolished.

(33)

THE FOLLOWING WORK WAS NOT CARRIED OUT

SUNDAY 30 JUNE – HAVERTON HILL

SUNDAY 7 JULY – GATESHEAD

(31)

DETAILS OF WORK ALREADY CARRIED OUT

COWENS CROSSING

The following connections have been secured permanently in the normal position pending removal:—

Trailing connection between Down and Up Main lines.

Slip connection Down Main to Dock Siding.

The following shunting signals have been abolished:—

Down Main to Dock Siding or to Up Main

Up Main to Down Main

Dock Siding to Down Main

(32)

CHATHILL

The following connections have been secured permanently out of use pending removal:—

Up Main to Up Sidings (Trailing connection on the Alnmouth side of the signal box).

Up Main to Loading Dock.

Coal Depot to Down Main.

Up Main to Up Sidings (Trailing connection on the Berwick side of the signal box).

Down Main to Up Sidings.

The following signals have been abolished:—

Double ground position light, (top signal of double assembly) applying from Goods Yard to

Relief Siding, (bottom signal of double assembly) applying from Goods Yard to Up Main.

Up Main to Loading Dock or shunting along Up Main.

Coal Depot to Down Main.

Down Main to Coal Depot or shunting along Down Main.

Up Main to Up Sidings (signal positioned on Berwick side of the signal box).

Up Sidings to Goods Yard or Up Main.

Up Siding to position light signal mentioned immediately above Double ground positioned

light, (top signal of double assembly) Goods Yard to Down Main, (bottom signal of

double assembly) applying from Goods Yard to Up Sidings.

Down Main to Up Siding or Shunting along Down Main.

The two lever Relief Siding Ground Frame will be abolished.

(31)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued****CLIFFE HOUSE, NEWBURN AND CHURCH STREET**

Newburn has ceased to signal trains on the Down and Up Goods lines.

Permissive block working on the Down and Up Goods line between Church Street and Newburn has been extended from Church Street to Cliffe House.

The weigh independent line between Church Street and Newburn has been taken out of use, the connections thereto at Church Street and Newburn have been secured permanently out of use pending removal.

Newburn

All connections have been secured permanently out of use pending removal with the exception of the connection from Shunting line to North Goods Yard, on the Cliffe House side of the signal box, which has been converted to hand points.

All associated running signals on the Down and Up Goods lines, together with the following, have been abolished:—

Shunting Down Main to North Goods Yard or shunting line or Up Goods or Up Main to Brick Sidings

Up Main to North Goods Yard or Shunting line

Shunting Down Goods to North Goods Yard or shunting line or Up Goods Shunting Up Goods to North Goods Yard or to Shunting lines

Shunting East Shunting line to North Goods Yard or to Shunting line

Shunting North Goods Yard to Up Main or Down Goods or Up Goods or East Shunting line.

(new item) (33)

WARDEN

The connection from Down Main to Mill Sidings has been secured out of use in the normal position pending removal.

The associated shunting signals have been abolished.

(31)

SILKWORTH

The following connections have been abolished:—

The trailing crossover between the Down and Up Ryhope Colliery line.

The trap points in the Down Ryhope Colliery line.

The following connections have been secured in the reverse position:—

Connection Down Main to Ryhope Colliery.

Connection Up Main to Ryhope Colliery.

The Trap points in the Down and Up Main lines will be replaced by plain line.

The following signals have been abolished:—

Up plain to Ryhope Colliery.

Up starting to Ryhope Colliery.

Down, First and Second Home signals from Ryhope Colliery.

(31)

BEDALE

The (Loop line) end of the connection from Main to Loop line has been replaced by plain line.

The trap points in the Loop line have been replaced by plain line.

The North Sidings line adjacent to the single line has been abolished.

(31)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
17 July, 1968.

MO.44/1382/NE/N No. 30

F. J. BURGE
Movements 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. NOTICE NE/N No. "30"

*Chemical
Box*



NE/N

EASTERN (NE) REGION

No. 31

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 3 AUGUST

TO

FRIDAY 9 AUGUST 1968

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

SUNDAY 4 AUGUST : HAVERTON HILL

The following connections will be abolished:—

Trailing crossover between Down and Up Main lines.

Connection from Up Main to Down Sidings

Connection from Down Main to Down Sidings.

The following signals will be abolished:—

Disc signal applying Up Main to Down Sidings or to Down Main.

Disc signal applying Down Main to Up Main

Disc signal Down Sidings to Up Main

Miniature arm applying from Salt Works

Disc signal applying from Down Yard

Disc signal applying Down Sidings to Down Main

Miniature arm, applying to Shunting movements along Down Main or to Down Sidings. (34)

D'ARCY ST. DEPOT (HENDON BRANCH SUNDERLAND)

The Up Side single lever ground frame has been abolished.

(33)

**

THE FOLLOWING WORK WAS NOT CARRIED OUT

SUNDAY 30 JUNE – HAVERTON HILL**SUNDAY 7 JULY – GATESHEAD****SATURDAY to SUNDAY 13 to 14 JULY – FERRYHILL NO. 2 and NO. 3**

DETAILS OF WORK ALREADY CARRIED OUT

COWENS CROSSING

The following connections have been secured permanently in the normal position pending removal:—

Trailing connection between Down and Up Main lines.

Slip connection Down Main to Dock Siding.

The following shunting signals have been abolished:—

Down Main to Dock Siding or to Up Main

Up Main to Down Main

Dock Siding to Down Main

(32)

**CHATHILL

The following connections have been secured permanently out of use pending removal:—

Up Main to Up Sidings (Trailing connection on the Alnmouth side of the signal box).

Up Main to Loading Dock.

Coal Depot to Down Main.

Up Main to Up Sidings (Trailing connection on the Berwick side of the signal box).

Down Main to Up Sidings.

The following signals have been abolished:—

Double ground position light, (top signal of double assembly) applying from Goods Yard to Relief Siding, (bottom signal of double assembly) applying from Goods Yard to Up Main.

Up Main to Loading Dock or shunting along Up Main.

Coal Depot to Down Main.

Down Main to Coal Depot or shunting along Down Main.

Up Main to Up Sidings (signal positioned on Berwick side of the signal box).

Up Sidings to Goods Yard or Up Main.

Up Siding to position light signal mentioned immediately above Double ground positioned light, (top signal of double assembly) Goods Yard to Down Main, (bottom signal of double assembly) applying from Goods Yard to Up Sidings.

Down Main to Up Siding or Shunting along Down Main.

The two lever Relief Siding Ground Frame will be abolished.

(31)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

CLIFFE HOUSE, NEWBURN AND CHURCH STREET

Newburn has ceased to signal trains on the Down and Up Goods lines.

Permissive block working on the Down and Up Goods line between Church Street and Newburn has been extended from Church Street to Cliffe House.

The weigh independent line between Church Street and Newburn has been taken out of use, the connections thereto at Church Street and Newburn have been secured permanently out of use pending removal.

Newburn

All connections have been secured permanently out of use pending removal with the exception of the connection from Shunting line to North Goods Yard, on the Cliffe House side of the signal box, which has been converted to hand points.

All associated running signals on the Down and Up Goods lines, together with the following, have been abolished:—

Shunting Down Main to North Goods Yard or shunting line or Up Goods or Up Main to Brick Sidings
Up Main to North Goods Yard or Shunting line

Shunting Down Goods to North Goods Yard or shunting line or Up Goods Shunting Up Goods to
North Goods Yard or to Shunting lines

Shunting East Shunting line to North Goods Yard or to Shunting line

Shunting North Goods Yard to Up Main or Down Goods or Up Goods or East Shunting line.

(new item) (33)

**** WARDEN**

The connection from Down Main to Mill Sidings has been secured out of use in the normal position pending removal.

The associated shunting signals have been abolished.

(31)

**** SILKWORTH**

The following connections have been abolished:—

The trailing crossover between the Down and Up Ryhope Colliery line.

The trap points in the Down Ryhope Colliery line.

The following connections have been secured in the reverse position:—

Connection Down Main to Ryhope Colliery.

Connection Up Main to Ryhope Colliery.

The Trap points in the Down and Up Main lines will be replaced by plain line.

The following signals have been abolished:—

Up plain to Ryhope Colliery.

Up starting to Ryhope Colliery.

Down, First and Second Home signals from Ryhope Colliery.

(31)

**** BEDALE**

The (Loop line) end of the connection from Main to Loop line has been replaced by plain line.

The trap points in the Loop line have been replaced by plain line.

The North Sidings line adjacent to the single line has been abolished.

(31)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	

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

York
24 July, 1968.

MO.44/1382/NE/N No. 31

F. J. BURGE
Movements 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. NOTICE NE/N No. 31"



NE/N

EASTERN (NE) REGION

No. 32

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 10 AUGUST

TO

FRIDAY 16 AUGUST 1968

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

SATURDAY and SUNDAY 10 and 11 AUGUST : BETWEEN FERRYHILL NO.1, NO.2 and NO.3.

Ferryhill No.1.

The No.4 Platform line and adjacent Up Slow line will be taken out of use.

The Up Slow line will be slewed into No.1 Platform line between Ferryhill No.1 and No.2 signal boxes. The Block Section on the Down and the Slow lines will be between Ferryhill No.1 and No.3 signal boxes.

The Up Goods No.2 will be shortened and buffer stops will be erected at Bridge No.2, south of the Lime Works Ground Frame.

The following connections will be secured out of use in the normal position pending removal:—

Down Slow – No.1 Platform.

Up Slow to No.4 Platform – Up Slow

The following signals will be abolished:—

Shunting No.4 Platform to Up Slow (Down Direction)

Shunting Along Up Slow (Down Direction)

Up Slow to Down Slow

No.1 Platform Down Slow Home

Down Platform Distant

The route indication 4 displayed with a yellow aspect on No.79 signal Up Fast to No.4 Platform and the route indication 4 displayed with a yellow aspect on No.88 signal Up Slow to No.4 Platform will be abolished.

Ferryhill No. 2

The above signal box will cease to be a Block post on the Down and Up Slow lines.

The following connection will be secured out of use in the reverse position pending removal:—

Up Slow-No.1 Platform

The following connections will be secured out of use in the normal position pending removal:—

Down Slow-No.1 Platform

No.4 Platform – No.5 Platform

No.4 Platform – From Up Slow

The following signals will be abolished:—

Shunting Up Slow to No.1 Platform

Shunting Up Slow to No.5 Platform

Down Slow Home

Down Slow Distant

Down Slow Warning Signal

Down Slow to No.1 Platform Home

Down Slow to No.1 Platform Warning. Up Slow Inner Distant

Up Slow starting with Ferryhill No.3. Up Slow Inner Distant Mounted beneath on the same post.

Up Slow Home

No.4 Platform to Up Slow Home

No.5 Platform to Up Slow

No.1 Platform to Up Slow

Shunting Mineral Sidings to Down Goods No.2

Shunting Goods Siding to Down Goods No.2

Ferryhill Goods Yard Ground Frame

The Up Goods No.2 line between Ferryhill Goods Yard Ground Frame and Ferryhill No.1 will be abolished.

The connection Up Goods No.1 to Up Goods No.2 (the point end nearest the ground frame) will be secured in the reverse position pending removal.

The Up Goods No.2 Home will be abolished.

Ferryhill No. 3

The following connections will be secured in the normal position pending removal:—

Down Branch Goods to Shunting line

Up Goods No.2 to No.1 Siding

The following signals will be abolished:—

Shunting line Down direction movements, shunting signal

Shunting Up Goods No.2 to No.1 or No.2 Sidings

Shunting Down Branch Goods to Shunting line

Shunting line to Down Branch Goods

Shunting No.1 or No.2 Sidings to Up Goods No.2 or Shunting line.

SECTION C

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 11 AUGUST – PERCY MAIN

The Up Main colour light signal will be repositioned 160 yards further from the signal box. (35)

SUNDAY 11 AUGUST—TEES YARD

The crossover between Outover Line (East End of Down Yard) and Z Fan will be removed and replaced by plain line. (35)

MONDAY 12 AUGUST—BOWESFIELD AND TEES/THORNABY

The trailing connection Up Main to North Yorkshire Siding at 11 miles 26 chains will be secured out of use. (35)

TUESDAY 13 AUGUST—FOURSTONES

The trailing crossover between the Down and Up Main lines will be secured permanently out of use in the normal position pending removal. The shunting signals applying Down Main to Up Main or Up Siding and Up Main to Down Main will be abolished. (35)

THURSDAY 15 AUGUST – LEAMSIDE

Adventure Pit Ground Frame will be abolished. The connections worked therefrom will be secured in the normal position pending removal. (35)

DETAILS OF WORK ALREADY CARRIED OUT

HARTLEPOOL

All points leading to No. 1, 2 and 3 Low Shed from Loco Yard and Stranton to Low Shed have been secured out of use pending removal. (new item) (35)

HAVERTON HILL**The following connections have been abolished:—**

- Trailing crossover between Down and Up Main lines
- Connection from Up Main to Down Sidings
- Connection from Down Main to Down Sidings

The following signals have been abolished:—

- Disc signal applying Up Main to Down Sidings or to Down Main
- Disc signal applying Down Main to Up Main
- Disc signal Down Sidings to Up Main
- Miniature arm applying from Salt Works
- Disc signal applying from Down Yard
- Disc signal applying Down Sidings to Down Main
- Miniature arm, applying to Shunting movements along Down Main or to Down Sidings. (34)

D'ARCY ST. DEPOT (HENDON BRANCH SUNDERLAND)

The Up Side single lever ground frame has been abolished. (33)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

CLIFFE HOUSE, NEWBURN AND CHURCH STREET

Newburn has ceased to signal trains on the Down and Up Goods lines.

Permissive block working on the Down and Up Goods line between Church Street and Newburn has been extended from Church Street to Cliffe House.

The weigh independent line between Church Street and Newburn has been taken out of use, the connections thereto at Church Street and Newburn have been secured permanently out of use pending removal.

Newburn

All connections have been secured permanently out of use pending removal with the exception of the connection from Shunting line to North Goods Yard, on the Cliffe House side of the signal box, which has been converted to hand points.

All associated running signals on the Down and Up Goods lines, together with the following, have been abolished:—

- Shunting Down Main to North Goods Yard or shunting line or Up Goods or Up Main to Brick Sidings
- Up Main to North Goods Yard or Shunting line
- Shunting Down Goods to North Goods Yard or shunting line or Up Goods Shunting Up Goods to North Goods Yard or to Shunting lines
- Shunting East Shunting line to North Goods Yard or to Shunting line
- Shunting North Goods Yard to Up Main or Down Goods or Up Goods or East Shunting line. (33)

COWENS CROSSING

The following connections have been secured permanently in the normal position pending removal:—

- Trailing connection between Down and Up Main lines.
- Slip connection Down Main to Dock Siding.

The following shunting signals have been abolished:—

- Down Main to Dock Siding or to Up Main
- Up Main to Down Main
- Dock Siding to Down Main

(32)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
★ Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	

★ SIX WHEEL MILK TANKS

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D.

DELETE present item and **SUBSTITUTE:—**

**TRAINS CONVEYING SIX WHEELED NON-PASSENGER
CARRYING COACHING STOCK**

Until further notice,

- (a) 6 wheeled non-passenger carrying Coaching Stock (except milk tanks) must be restricted to a maximum speed of **75m.p.h.**
- (b) 6 wheeled Milk Tanks must be restricted to a maximum speed of **60m.p.h.** when loaded and **50m.p.h.** when empty.

In each case where these vehicles are marshalled in the train the Guard must advise the Driver that the speed of the train must not exceed that applicable to the vehicle(s) being conveyed at any point on the journey.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

★ SPEEDS OF FREIGHT ROLLING STOCK

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D

Description of Wagon	Loaded Wagons	Empty Wagons
AMEND:—	m.p.h.	m.p.h.
56 Ton Iron Ore	25	25

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

York
31 July, 1968.

MO.44/1382/NE/N No. 32

F.J. BURGE
Movements 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. NOTICE NE/N No. "32"



NE/N

EASTERN (NE) REGION

No. 33

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 17 AUGUST

TO

FRIDAY 23 AUGUST 1968

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

SUNDAY 18 AUGUST – PERCY MAIN NORTH AND PERCY MAIN STATION SIGNAL BOX.

Percy Main North

The following connections will be secured permanently in the normal position pending removal:—

- Facing connection Up Main to Up Goods.
- Points, No.1 Reception to No.2 Reception line and Shed line.

The following signals will be abolished:—

- Up Main Second Home
- Up Main to Up Goods
- Shunting Up Goods to Up Main
- Shunting Shed to Down or Up Dock lines.

Percy Main Station Signal Box

The following connections will be secured permanently in the normal position pending removal:—

- Up B. & T. to Station siding
- Up B. & T. to Up Pass By

The following shunting signals will be abolished:—

- Station Sidings to Up Branch or Up Main
- Shunting from Up Pass By

The 3 way stencil type route indicator associated with No.30 position light shunting signal with the following applications will be abolished.

- 'L' Shunting Up Main to Up Pass By
- 'S' Shunting Up Main to Station Siding
- 'M' Shunting Up Main to Down Main

No.30 position light signal will in future only apply Up Main to Down Main.

(37)

SUNDAY 18 AUGUST – PERCY MAIN STATION, PRESTON COLLIERY AND TYNEMOUTH SOUTH

Preston Colliery

The signal box will be abolished and the trailing crossover between the Down and Up Main lines will be secured out of use in the normal position, pending removal. Certain signals will be controlled, in future, from Percy Main Station signal box (see below for details) and all other signals will be abolished. A new 2 lever Ground Frame will be provided to control the points from Up Main to Up Siding. This Ground Frame will be released by Percy Main Station signal box and telephone communication will be provided.

Percy Main Station

The following revised signalling will be brought into use:—

Down Main Line

The existing 3 aspect colour light signal (No.10) will become a 4 aspect automatic signal (No.D4).

A new 4 aspect colour light signal (No.10) will be brought into use 1050 yards in advance of No.D4. A telephone communicating with the signal box will be provided.

Tynemouth South 4 aspect colour light signal (No. TS70) will be abolished.

Tynemouth South 4 aspect colour light (No. TS69) will become an automatic signal (No. D5).

The distance between signal No.10 and automatic No. D5 will be 1015 yards.

Up Main Line

Tynemouth South 4 aspect colour light signal (No. TS.49) will be operated by Percy Main Station Signal Box (No. 42).

Tynemouth South Intermediate Block Home signal (No. TS.53) will become a 4 aspect signal and will be operated by Percy Main Station Signal Box (No.43) Percy Main Station Up Main Distant signal will become a 4 aspect signal (No.47).

North Shields Ground Frame will be released, in future by Percy Main Station Signal Box.

Between 00 01 and 20 00 Sunday all Down Trains will be stopped at Percy Main signal box and Up trains at Tynemouth South signal box and Drivers verbally instructed regarding the method of working which is in operation.

(37)

SECTION C

DETAILS OF WORK REFERRED TO IN SECTION B – continued

WEDNESDAY 21 AUGUST – GREATHAM

Cerebos Ground Frame will be abolished.
The Down and Up Sidings will be taken out of use pending removal.

The following connections will be secured out of use pending removal:–

Trailing crossover adjacent to the signal box between the Down and Up Main lines.
Down Main to Down Sidings.
Down Main to Up Sidings.

The following signals will be abolished:–

Up Sidings to Down Main.
Shunting Up to Down Main.
Down Sidings to Down Main.
Shunting Down Main to Up Sidings or Up Main or Down Sidings. (37)

WEDNESDAY 21 AUGUST – WEST BLYTH STAITHS

The Staiths 2-aspect colour light signal will be repositioned 313 yards in rear of the existing signal to the right of the Staiths line. (37)

THURSDAY 22 AUGUST – WALKER

The connection from Down Main to the Goods Yard will be secured permanently out of use in the normal position pending removal.

The following signals will be abolished:–

Shunting Down Main to Goods Yard.
Shunting Goods Yard or to Down Main. (37)

DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN FERRYHILL NO. 1, NO. 2 and No. 3:
Ferryhill No.1.**

The No. 4 Platform line and adjacent Up Slow line have been taken out of use.
The Up Slow line has been slewed into No. 1 Platform line between Ferryhill No. 1 and No. 2 signal boxes. The Block Section on the Down and the Slow lines is now between Ferryhill No. 1 and No. 3 signal boxes.

The Up Goods No. 2 has been shortened and buffer stops erected at Bridge No. 2 south of the Lime Works Ground Frame.

The following connections have been secured out of use in the normal position pending removal:–

Down Slow – No.1 Platform.
Up Slow to No.4 Platform – Up Slow

The following signals have been abolished:–

Shunting No.4 Platform to Up Slow (Down Direction)
Shunting Along Up Slow (Down Direction)
Up Slow to Down Slow
No.1 Platform Down Slow Home
Down Platform Distant

The route indication 4 displayed with a yellow aspect on No.79 signal Up Fast to No.4 Platform and the route indication 4 displayed with a yellow aspect on No.88 signal Up Slow to No.4 Platform will be abolished.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

BETWEEN FERRYHILL NO. 1, NO. 2 and NO.3.—continued

Ferryhill No. 2

The above signal box has ceased to be a Block post on the Down and Up Slow lines.

The following connection has been secured out of use in the reverse position pending removal:—
Up Slow-No.1 Platform

The following connections have been secured out of use in the normal position pending removal:—
Down Slow-No.1 Platform
No.4 Platform — No.5 Platform
No.4 Platform — From Up Slow

The following signals have been abolished:—

Shunting Up Slow to No.1 Platform
Shunting Up Slow to No.5 Platform
Down Slow Home
Down Slow Distant
Down Slow Warning Signal
Down Slow to No. 1 Platform Home
Down Slow to No.1 Platform Warning. Up Slow Inner Distant
Up Slow starting with Ferryhill No.3. Up Slow Inner Distant Mounted beneath on the same post.
Up Slow Home
No.4 Platform to Up Slow Home
No.5 Platform to Up Slow
No.1 Platform to Up Slow
Shunting Mineral Sidings to Down Goods No.2
Shunting Goods Siding to Down Goods No.2

Ferryhill Goods Yard Ground Frame

The Up Goods No. 2 line between Ferryhill Goods Yard Ground Frame and Ferryhill No. 1 has been abolished.

The connection Up Goods No. 1 to Up Goods No. 2 (the point end nearest the ground frame) has been secured in the reverse position pending removal.

The Up Goods No. 2 Home has been abolished.

Ferryhill No. 3

The following connections have been secured in the normal position pending removal:—

Down Branch Goods to Shunting line
Up Goods No.2 to No.1 Siding

The following signals have been abolished:—

Shunting line Down direction movements, shunting signal
Shunting Up Goods No.2 to No.1 or No.2 Sidings
Shunting Down Branch Goods to Shunting line
Shunting line to Down Branch Goods
Shunting No.1 or No.2 Sidings to Up Goods No.2 or Shunting line. (35)

PERCY MAIN

The Up Main colour light signal has been repositioned 160 yards further from the signal box. (35)

TEES YARD

The crossover between Outover Line (East End of Down Yard) and Z Fan has been removed and replaced by plain line. (35)

BOWSFIELD AND TEES/THORNABY

The trailing connection Up Main to North Yorkshire Siding at 11 miles 26 chains has been secured out of use. (35)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT - continued

FOURSTONES

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal. The shunting signals applying Down Main to Up Main or Up Siding and Up Main to Down Main have been abolished. (35)

LEAMSIDE

Adventure Pit Ground Frame has been abolished. The connections worked therefrom have been secured in the normal position pending removal. (35)

HARTLEPOOL

All points leading to No. 1, 2 and 3 Low Shed from Loco Yard and Stranton to Low Shed have been secured out of use pending removal. (35)

HAVERTON HILL**The following connections have been abolished:-**

- Trailing crossover between Down and Up Main lines
- Connection from Up Main to Down Sidings
- Connection from Down Main to Down Sidings

The following signals have been abolished:-

- Disc signal applying Up Main to Down Sidings or to Down Main
- Disc signal applying Down Main to Up Main
- Disc signal Down Sidings to Up Main
- Miniature arm applying from Salt Works
- Disc signal applying from Down Yard
- Disc signal applying Down Sidings to Down Main
- Miniature arm, applying to Shunting movements along Down Main or to Down Sidings. (34)

*** * D'ARCY ST. DEPOT (HENDON BRANCH SUNDERLAND)**

The Up Side single lever ground frame has been abolished. (33)

*** * CLIFFE HOUSE, NEWBURN AND CHURCH STREET**

Newburn has ceased to signal trains on the Down and Up Goods lines.

Permissive block working on the Down and Up Goods line between Church Street and Newburn has been extended from Church Street to Cliffe House.

The weigh independent line between Church Street and Newburn has been taken out of use, the connections thereto at Church Street and Newburn have been secured permanently out of use pending removal.

Newburn

All connections have been secured permanently out of use pending removal with the exception of the connection from Shunting line to North Goods Yard, on the Cliffe House side of the signal box, which has been converted to hand points.

All associated running signals on the Down and Up Goods lines, together with the following, have been abolished:-

- Shunting Down Main to North Goods Yard or shunting line or Up Goods or Up Main to Brick Sidings
- Up Main to North Goods Yard or Shunting line
- Shunting Down Goods to North Goods Yard or shunting line or Up Goods Shunting Up Goods to North Goods Yard or to Shunting lines
- Shunting East Shunting line to North Goods Yard or to Shunting line
- Shunting North Goods Yard to Up Main or Down Goods or Up Goods or East Shunting line. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	

SIX WHEEL MILK TANKS

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D.

DELETE present item and SUBSTITUTE:—

TRAINS CONVEYING SIX WHEELED NON-PASSENGER CARRYING COACHING STOCK

Until further notice,

- (a) 6 wheeled non-passenger carrying Coaching Stock (except milk tanks) must be restricted to a maximum speed of 75m.p.h.
- (b) 6 wheeled Milk Tanks must be restricted to a maximum speed of 60m.p.h. when loaded and 50m.p.h. when empty.

In each case where these vehicles are marshalled in the train the Guard must advise the Driver that the speed of the train must not exceed that applicable to the vehicle(s) being conveyed at any point on the journey.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

SPEEDS OF FREIGHT ROLLING STOCK

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D

Description of Wagon	Loaded Wagons	Empty Wagons
AMEND:—		
	m.p.h.	m.p.h.
56 Ton Iron Ore	25	25

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

York
7 August, 1968.

MO.44/1382/NE/N No.33

F.J. BURGE
Movements 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. NOTICE NE/N No.33".



NE/N

EASTERN (NE) REGION

No. 34
C.J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 24 AUGUST

TO

FRIDAY 30 AUGUST 1968

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

SUNDAY 25 AUGUST – BENTON

Benton Down B. & T. 4 – aspect colour light signal No. B.6 will be repositioned 65 yards West of the existing signal. (38)

SUNDAY 25 AUGUST – WEST WYLAM

West Wylam signal box, together with all signals worked therefrom, will be abolished. All points will be secured permanently out of use, in the normal position, pending removal. (38)

WEDNESDAY 28 AUGUST – STANHOPE TO WESTGATE

The tablet working between Stanhope and Westgate will be withdrawn, Westgate signal box will be closed, and one engine in steam working introduced between Stanhope signal box and Eastgate Cement Works.

The staff for the section will take the form of tablet engraved ONE ENGINE IN STEAM – STANHOPE EASTGATE and will be kept at Stanhope signal box.

A 2 – lever Ground Frame will be brought into use East of Eastgate station, operating a new connection giving access from the single line to the yard.

A buffer stop will be erected West of Eastgate Cement Works Ground Frame, on the single line.

All ground frames in the section will be released by the train staff. (38)

DETAILS OF WORK ALREADY CARRIED OUT

PERCY MAIN NORTH AND PERCY MAIN STATION SIGNAL BOX.**Percy Main North**

The following connections have been secured permanently in the normal position pending removal:–

Facing connection Up Main to Up Goods.

Points, No.1 Reception to No.2 Reception line and Shed line.

The following signals have been abolished:–

Up Main Second Home

Up Main to Up Goods

Shunting Up Goods to Up Main

Shunting Shed to Down or Up Dock lines.

Percy Main Station Signal Box

The following connections have been secured permanently in the normal position pending removal:–

Up B. & T. to Station siding

Up B. & T. to Up Pass By

The following shunting signals have been abolished:–

Station Sidings to Up Branch or Up Main

Shunting from Up Pass By

The 3 way stencil type route indicator associated with No.30 position light shunting signal with the following applications has been abolished.

'L' Shunting Up Main to Up Pass By

'S' Shunting Up Main to Station Siding

'M' Shunting Up Main to Down Main

No. 30 position light signal now only applies Up Main to Down Main

(37)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

PERCY MAIN STATION, PRESTON COLLIERY AND TYNEMOUTH SOUTH

Preston Colliery

The signal box has been abolished and the trailing crossover between the Down and Up Main lines has been secured out of use in the normal position, pending removal. Certain signals are now controlled from Percy Main Station signal box (see below for details). All other signals have been abolished.

A new 2 lever Ground Frame has been provided to control the points from Up Main to Up Siding. This Ground Frame is released by Percy Main Station signal box and telephone communication is provided.

Percy Main Station

The following revised signalling has been brought into use:—

Down Main Line

The existing 3 aspect colour light signal (No.10) has become a 4 aspect automatic signal (No.D4).

A new 4 aspect colour light signal (No.10) has been brought into use 1050 yards in advance of No.D4. A telephone communicating with the signal box has been provided.

Tynemouth South 4 aspect colour light signal (No.TS70) has been abolished.

Tynemouth South 4 aspect colour light (No. TS69) has become an automatic signal (No. D5).

The distance between signal No.10 and automatic No. D5 is 1015 yards.

Up Main Line

Tynemouth South 4 aspect colour light signal (No.TS.49) is operated by Percy Main Station Signal Box (No. 42).

Tynemouth South Intermediate Block Home signal (No. TS.53) has become a 4 aspect signal (No.43) and is operated by Percy Main Station Signal Box Percy Main Station Up Main Distant signal has become a 4 aspect signal (No.47).

North Shields Ground Frame is now released by Percy Main Station Signal Box.

Absolute Block Working has been dispensed with between these signal boxes and T.C.B. introduced between Percy Main Station and Tynemouth South signal boxes. (Amended Item) (37)

GREATHAM

Cerebos Ground Frame has been abolished.

The Down and Up Sidings have been taken out of use pending removal.

The following connections have been secured out of use pending removal:—

Trailing crossover adjacent to the signal box between the Down and Up Main lines.

Down Main to Down Sidings.

Down Main to Up Sidings.

The following signals have been abolished:—

Up Sidings to Down Main.

Shunting Up to Down Main.

Down Sidings to Down Main.

Shunting Down Main to Up Sidings or Up Main or Down Sidings. (37)

WEST BLYTH STAITHS

The Staiths 2-aspect colour light signal has been repositioned 313 yards in rear of the existing signal to the right of the Staiths line. (37)

WALKER

The connection from Down Main to the Goods Yard has been secured permanently out of use in the normal position pending removal.

The following signals have been abolished:—

Shunting Down Main to Goods Yard.

Shunting Goods Yard or to Down Main. (37)

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SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

**BETWEEN FERRYHILL No. 1, No. 2 AND No. 3
Ferryhill No. 1.**

The No. 4 Platform line and adjacent Up Slow line have been taken out of use.

The Up Slow line has been slewed into No. 1 Platform line between Ferryhill No. 1 and No. 2 signal boxes. The Block Section on the Down and the Slow lines is now between Ferryhill No. 1 and No. 3 signal boxes.

The Up Goods No. 2 has been shortened and buffer stops erected at Bridge No. 2 south of the Lime Works Ground Frame.

The following connections have been secured out of use in the normal position pending removal:—

Down Slow — No.1 Platform.

Up Slow to No.4 Platform — Up Slow

The following signals have been abolished:—

Shunting No.4 Platform to Up Slow (Down Direction)

Shunting Along Up Slow (Down Direction)

Up Slow to Down Slow

No.1 Platform Down Slow Home

Down Platform Distant

The route indication 4 displayed with a yellow aspect on No.79 signal Up Fast to No.4 Platform and the route indication 4 displayed with a yellow aspect on No.88 signal Up Slow to No.4 Platform has been abolished.

Ferryhill No. 2

The above signal box has ceased to be a Block post on the Down and Up Slow lines.

The following connection has been secured out of use in the reverse position pending removal:—

Up Slow-No.1 Platform

The following connections have been secured out of use in the normal position pending removal:—

Down Slow-No.1 Platform

No.4 Platform — No.5 Platform

No.4 Platform — From Up Slow

The following signals have been abolished:—

Shunting Up Slow to No.1 Platform

Shunting Up Slow to No.5 Platform

Down Slow Home

Down Slow Distant

Down Slow Warning Signal

Down Slow to No. 1 Platform Home

Down Slow to No.1 Platform Warning. Up Slow Inner Distant

Up Slow starting with Ferryhill No.3. Up Slow Inner Distant Mounted beneath on the same post.

Up Slow Home

No.4 Platform to Up Slow Home

No.5 Platform to Up Slow

No.1 Platform to Up Slow

Shunting Mineral Sidings to Down Goods No.2

Shunting Goods Siding to Down Goods No.2

Ferryhill Goods Yard Ground Frame

The Up Goods No. 2 line between Ferryhill Goods Yard Ground Frame and Ferryhill No. 1 has been abolished.

The connection Up Goods No. 1 to Up Goods No. 2 (the point end nearest the ground frame) has been secured in the reverse position pending removal.

The Up Goods No. 2 Home has been abolished.

Ferryhill No. 3

The following connections have been secured in the normal position pending removal:—

Down Branch Goods to Shunting line

Up Goods No.2 to No.1 Siding

The following signals have been abolished:—

Shunting line Down direction movements, shunting signal

Shunting Up Goods No.2 to No.1 or No.2 Sidings

Shunting Down Branch Goods to Shunting line

Shunting line to Down Branch Goods

Shunting No.1 or No.2 Sidings to Up Goods No.2 or Shunting line.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT - continued

PERCY MAIN

The Up Main colour light signal has been repositioned 160 yards further from the signal box. (35)

TEES YARD

The crossover between Outover Line (East End of Down Yard) and Z Fan has been removed and replaced by plain line. (35)

BOWESFIELD AND TEES/THORNABY

The trailing connection Up Main to North Yorkshire Siding at 11 miles 26 chains has been secured out of use. (35)

FOURSTONES

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal. The shunting signals applying Down Main to Up Main or Up Siding and Up Main to Down Main have been abolished. (35)

LEAMSIDE

Adventure Pit Ground Frame has been abolished. The connections worked therefrom have been secured in the normal position pending removal. (35)

HARTLEPOOL

All points leading to No. 1, 2 and 3 Low Shed from Loco Yard and Stranton to Low Shed have been secured out of use pending removal. (35)

*** HAVERTON HILL****The following connections have been abolished:-**

- Trailing crossover between Down and Up Main lines
- Connection from Up Main to Down Sidings
- Connection from Down Main to Down Sidings

The following signals have been abolished:-

- Disc signal applying Up Main to Down Sidings or to Down Main
- Disc signal applying Down Main to Up Main
- Disc signal Down Sidings to Up Main
- Miniature arm applying from Salt Works
- Disc signal applying from Down Yard
- Disc signal applying Down Sidings to Down Main
- Miniature arm, applying to Shunting movements along Down Main or to Down Sidings. (34)

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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	

SIX WHEEL MILK TANKS

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D.

DELETE present item and SUBSTITUTE:—

TRAINS CONVEYING SIX WHEELED NON-PASSENGER CARRYING COACHING STOCK

Until further notice.

- (a) 6 wheeled non-passenger carrying Coaching Stock (except milk tanks) must be restricted to a maximum speed of 75m.p.h.
- (b) 6 wheeled Milk Tanks must be restricted to a maximum speed of 60m.p.h. when loaded and 50m.p.h. when empty.

In each case where these vehicles are marshalled in the train the Guard must advise the Driver that the speed of the train must not exceed that applicable to the vehicle(s) being conveyed at any point on the journey.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued.

SPEEDS OF FREIGHT ROLLING STOCK

PAGE NEN-D3 Gen. Insts. & Notices Booklet NE/N 31D

Description of Wagon	Loaded Wagons	Empty Wagons
AMEND:—		
	m.p.h.	m.p.h.
56 Ton Iron Ore	25	25

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

York
14 August, 1968.

MO.44/1382/NE/N No. 34

F.J. BURGE
Movements 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. NOTICE NE/N No. 34".



NE/N

EASTERN (NE) REGION

**No.
35/36**

C. J.

WOOLSTENHOLMES

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, ETC.**

This booklet contains notices for the **TWO WEEKS ENDING FRIDAY 13
SEPTEMBER 1968.**

SATURDAY 31 AUGUST

TO

FRIDAY 13 SEPTEMBER 1968

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

WEDNESDAY 4 SEPTEMBER - UPLEATHAM

The signal box together with all associated signals will be abolished. All connections worked therefrom will be secured permanently out of use in the normal position pending removal. (39)

SUNDAY 8 SEPTEMBER - GATESHEAD

No. D99B, four aspect colour light signal, at present a right hand cantilever bracket will be renewed as a straight post, on the same site to the left of the Down Main line. (39)

SUNDAY 8 SEPTEMBER - SCOTSWOOD

D3 Automatic signal banner repeater RD3, will be abolished. (39)

DETAILS OF WORK ALREADY CARRIED OUT

CHATHILL

The facing crossover between the Down and Up Main lines has been abolished.
 The trailing crossover between the Down and Up Main lines is being worked from a ground frame, released by Annetts Key.
 The trailing connection (nearest the signal box) from Up Main to Loading Dock has been abolished.
 The associated shunting signals have been abolished. (New item) (39)

HYLTON COLLIERY AND WEARMOUTH COLLIERY

The connection from the single line to Messrs. Aiton & Co. Siding at 2 miles 20 chains has been abolished. (39)

BENTON

Benton Down B & T 4 - aspect colour light signal No. B.6 has been repositioned 65 yards West of the existing signal. (38)

WEST WYLAM

West Wylam signal box, together with all signals worked therefrom, has been abolished. All points have been secured permanently out of use, in the normal position, pending removal. (38)

STANHOPE TO WESTGATE

The tablet working between Stanhope and Westgate has been withdrawn, Westgate signal box has been closed, and one engine in steam working introduced between Stanhope signal box and Eastgate Cement Works.

The staff for the section takes the form of tablet engraved ONE ENGINE IN STEAM - STANHOPE EASTGATE and is kept at Stanhope signal box.

A2 - lever Ground Frame has been brought into use East of Eastgate station, operating a new connection giving access from the single line to the yard.

A buffer stop has been erected West of Eastgate Cement Works Ground Frame, on the single line.

All ground frames in the section are released by the train staff. (38)

PERCY MAIN NORTH AND PERCY MAIN STATION SIGNAL BOX.**Percy Main North**

The following connections have been secured permanently in the normal position pending removal:-

Facing connection Up Main to Up Goods.

Points, No.1 Reception to No.2 Reception line and Shed line.

The following signals have been abolished:-

Up Main Second Home

Up Main to Up Goods

Shunting Up Goods to Up Main

Shunting Shed to Down or Up Dock lines.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

PERCY MAIN NORTH AND PERCY MAIN STATION SIGNAL BOX — continued**Percy Main Station Signal Box**

The following connections have been secured permanently in the normal position pending removal:—

Up B. & T. to Station siding

Up B. & T. to Up Pass By

The following shunting signals have been abolished:—

Station Sidings to Up Branch or Up Main

Shunting from Up Pass By

The 3 way stencil type route indicator associated with No.30 position light shunting signal with the following applications has been abolished.

'L' Shunting Up Main to Up Pass By

'S' Shunting Up Main to Station Siding

'M' Shunting Up Main to Down Main

No. 30 position light signal now only applies Up Main to Down Main

(37)

PERCY MAIN STATION, PRESTON COLLIERY AND TYNEMOUTH SOUTH**Preston Colliery**

The signal box has been abolished and the trailing crossover between the Down and Up Main lines has been secured out of use in the normal position, pending removal. Certain signals are now controlled from Percy Main Station signal box (see below for details). All other signals have been abolished.

A new 2 lever Ground Frame has been provided to control the points from Up Main to Up Siding. This Ground Frame is released by Percy Main Station signal box and telephone communication is provided.

Percy Main Station

The following revised signalling has been brought into use:—

Down Main Line

The existing 3 aspect colour light signal (No.10) has become a 4 aspect automatic signal (No.D4).

A new 4 aspect colour light signal (No.10) has been brought into use 1050 yards in advance of No.D4. A telephone communicating with the signal box has been provided.

Tynemouth South 4 aspect colour light signal (No.TS70) has been abolished.

Tynemouth South 4 aspect colour light (No. TS69) has become an automatic signal (No. D5).

The distance between signal No.10 and automatic No. D5 is 1015 yards.

Up Main Line

Tynemouth South 4 aspect colour light signal (No.TS.49) is operated by Percy Main Station Signal Box (No. 42).

Tynemouth South Intermediate Block Home signal (No. TS.53) has become a 4 aspect signal (No.43) and is operated by Percy Main Station Signal Box Percy Main Station Up Main Distant signal has become a 4 aspect signal (No.47).

North Shields Ground Frame is now released by Percy Main Station Signal Box.

Absolute Block Working has been dispensed with between these signal boxes and T.C.B. introduced between Percy Main Station and Tynemouth South signal boxes.

(37)

GREATHAM

Cerebos Ground Frame has been abolished.

The Down and Up Sidings have been taken out of use pending removal.

The following connections have been secured out of use pending removal:—

Trailing crossover adjacent to the signal box between the Down and Up Main lines.

Down Main to Down Sidings.

Down Main to Up Sidings.

The following signals have been abolished:—

Up Sidings to Down Main.

Shunting Up to Down Main.

Down Sidings to Down Main.

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

(37)

WALKER

The connection from Down Main to the Goods Yard has been secured permanently out of use in the normal position pending removal.

The following signals have been abolished:—

Shunting Down Main to Goods Yard.

Shunting Goods Yard or to Down Main.

(37)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued

**** BETWEEN FERRYHILL No. 1, No. 2 AND No. 3
Ferryhill No. 1.**

The No. 4 Platform line and adjacent Up Slow line have been taken out of use.

The Up Slow line has been slewed into No. 1 Platform line between Ferryhill No. 1 and No. 2 signal boxes. The Block Section on the Down and the Slow lines is now between Ferryhill No. 1 and No. 3 signal boxes.

The Up Goods No. 2 has been shortened and buffer stops erected at Bridge No. 2 south of the Lime Works Ground Frame.

The following connections have been secured out of use in the normal position pending removal:—

Down Slow — No.1 Platform.

Up Slow to No.4 Platform — Up Slow

The following signals have been abolished:—

Shunting No.4 Platform to Up Slow (Down Direction)

Shunting Along Up Slow (Down Direction)

Up Slow to Down Slow

No.1 Platform Down Slow Home

Down Platform Distant

The route indication 4 displayed with a yellow aspect on No.79 signal Up Fast to No.4 Platform and the route indication 4 displayed with a yellow aspect on No.88 signal Up Slow to No.4 Platform has been abolished.

Ferryhill No. 2

The above signal box has ceased to be a Block post on the Down and Up Slow lines.

The following connection has been secured out of use in the reverse position pending removal:—

Up Slow-No.1 Platform

The following connections have been secured out of use in the normal position pending removal:—

Down Slow-No.1 Platform

No.4 Platform — No.5 Platform

No.4 Platform — From Up Slow

The following signals have been abolished:—

Shunting Up Slow to No.1 Platform

Shunting Up Slow to No.5 Platform

Down Slow Home

Down Slow Distant

Down Slow Warning Signal

Down Slow to No. 1 Platform Home

Down Slow to No.1 Platform Warning. Up Slow Inner Distant

Up Slow starting with Ferryhill No.3. Up Slow Inner Distant Mounted beneath on the same post.

Up Slow Home

No.4 Platform to Up Slow Home

No.5 Platform to Up Slow

No.1 Platform to Up Slow

Shunting Mineral Sidings to Down Goods No.2

Shunting Goods Siding to Down Goods No.2

Ferryhill Goods Yard Ground Frame

The Up Goods No. 2 line between Ferryhill Goods Yard Ground Frame and Ferryhill No. 1 has been abolished.

The connection Up Goods No. 1 to Up Goods No. 2 (the point end nearest the ground frame) has been secured in the reverse position pending removal.

The Up Goods No. 2 Home has been abolished.

Ferryhill No. 3

The following connections have been secured in the normal position pending removal:—

Down Branch Goods to Shunting line

Up Goods No.2 to No.1 Siding

The following signals have been abolished:—

Shunting line Down direction movements, shunting signal

Shunting Up Goods No.2 to No.1 or No.2 Sidings

Shunting Down Branch Goods to Shunting line

Shunting line to Down Branch Goods

Shunting No.1 or No.2 Sidings to Up Goods No.2 or Shunting line.

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT - continued

* PERCY MAIN

The Up Main colour light signal has been repositioned 160 yards further from the signal box. (35)

** TEES YARD

The crossover between Outover Line (East End of Down Yard) and Z Fan has been removed and replaced by plain line. (35)

** BOWESFIELD AND TEES/THORNABY

The trailing connection Up Main to North Yorkshire Siding at 11 miles 26 chains has been secured out of use. (35)

** FOURSTONES

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal. The shunting signals applying Down Main to Up Main or Up Siding and Up Main to Down Main have been abolished. (35)

** LEAMSIDE

Adventure Pit Ground Frame has been abolished. The connections worked therefrom have been secured in the normal position pending removal. (35)

** HARTLEPOOL

All points leading to No. 1, 2 and 3 Low Shed from Loco Yard and Stranton to Low Shed have been secured out of use pending removal. (35)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	
★ Heaton Carriage Sheds Shed Road 5,6 and 7 (BLOCKED)	Constructing new washing bench	08 00 to 17 00 daily until further notice	—

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

York
21 August, 1968.

MO.44/1382/NE/N No. 35/36

F.J. BURGE
Movements 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. NOTICE NE/N No. 35/36"



NE/N

EASTERN (NE) REGION

No. 38

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 21 SEPTEMBER

TO

FRIDAY 27 SEPTEMBER 1968

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 a reduced speed when and where hand signals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 23 SEPTEMBER—PALLION

The following connections will be secured permanently out of use in the normal position pending removal:—

- The connection to Shipyard Siding.
- The connection Down Branch to Branch Siding.

The following signals will be abolished:—

- Down Main to Branch Siding.
- Shipyard to Branch Siding.
- Shipyard Siding to Down Branch.
- Branch Siding to Down Branch.
- Down Branch to Shipyard Siding.

(41)

DETAILS OF WORK ALREADY CARRIED OUT

MARCHEYS HOUSE

A new trailing crossover has been provided between the Down and Up Main lines on the West Sleekburn side of the signal box. The crossover is operated by a one lever ground frame, released by Annetts Key. (40)

NORTH SEATON

The trailing crossover together with the associated disc signals has been abolished. (40)

PRUDHOE

The Down and Up Goods lines have been re-named Down and Up Refuge Sidings respectively.

Buffer stops have been erected on the Down and Up Refuge Sidings (former Goods Lines) approximately 600 yards from the connections at the Prudhoe end.

The Up Main Home to Up Goods Signal has been altered to a miniature arm signal and now applies Up Main to Up Refuge Siding.

A 'Limit of Shunt' board has been provided adjacent to the Up Main line 550 yards in rear of the Down Main Third Home signal.

The Down Goods 'Limit of Shunt' has been abolished. (40)

GATESHEAD

No. D99B, four aspect colour light signal, formerly a right hand cantilever bracket has been renewed as a straight post, on the same site to the left of the Down Main line. (39)

CHATHILL

The facing crossover between the Down and Up Main lines has been abolished.

The trailing crossover between the Down and Up Main lines is being worked from a ground frame, released by Annetts Key.

The trailing connection (nearest the signal box) from Up Main to Loading Dock has been abolished. The associated shunting signals have been abolished. (39)

CHATHILL LEVEL CROSSING

The level crossing gates have been replaced by lifting barriers. (40)

SECTION B

TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
NORMANBY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Cargo Fleet	Up Main	Contractors removing lineside material between 0m. 20chs. and 0m. 56chs.
SALTBURN WEST TO CRAG HALL		
DAILY UNTIL FURTHER NOTICE		
Saltburn West and Crag Hall	Brotton Goods Yard	08 00 to 17 00. Contractors removing redundant sidings. Machinery in use.
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY		
DAILY UNTIL FURTHER NOTICE		
North Ormesby and Nunthorpe	Down and Up Main	Contractor pipe jacking at 2m. 30chs. Machinery in use.
Battersby	Down Main	07 00 to 17 00. Contractors removing lineside material.
Battersby and Castleton Moor	Single	08 00 to 16 30. Lineside drainage between 13m. 12chs. and 13m. 21chs.
Castleton Moor	All	08 00 to 16 00. Preparing for signalling alterations.
Castleton Moor and Glaisdale	Single	Contractors renewing superstructure of bridges Nos. 63 and 70 at 22m. 59chs. and 24m. 51chs. Crane and machinery in use.
Grosmont	Down and Up Main	Contractors laying sewer alongside former Grosmont to Malton line between 23 and 24¼m.p. Machinery in use.
Ruswarp and Bog Hall	Down Main	08 00 to 18 00. Contractors laying gas main adjacent to track at 30m. 5chs.
SATURDAY and SUNDAY 21 and 22 SEPTEMBER		
Battersby	Single	22 00 (Sat.) to 06 00 (Sun.). Changing isolated switches and crossings. Signal box open.
SUNDAY 22 SEPTEMBER		
Castleton Moor and Glaisdale	Single (BLOCKED)	08 00 to 17 00. Placing beams on Bridges Nos. 63 and 70 at 22m. 59chs. and 24m. 51chs. Crane in use. Both signal boxes open.
TUESDAY 24 SEPTEMBER		
Glaisdale	All	07 30 to 16 30. Cleaning and overhauling interlocking.

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 23 SEPTEMBER—PALLION

The following connections will be secured permanently out of use in the normal position pending removal:—

- The connection to Shipyard Siding.
- The connection Down Branch to Branch Siding.

The following signals will be abolished:—

- Down Main to Branch Siding.
- Shipyard to Branch Siding.
- Shipyard Siding to Down Branch.
- Branch Siding to Down Branch.
- Down Branch to Shipyard Siding.

(41)

DETAILS OF WORK ALREADY CARRIED OUT

MARCHEYS HOUSE

A new trailing crossover has been provided between the Down and Up Main lines on the West Sleekburn side of the signal box. The crossover is operated by a one lever ground frame, released by Annetts Key. (40)

NORTH SEATON

The trailing crossover together with the associated disc signals has been abolished. (40)

PRUDHOE

The Down and Up Goods lines have been re-named Down and Up Refuge Sidings respectively.

Buffer stops have been erected on the Down and Up Refuge Sidings (former Goods Lines) approximately 600 yards from the connections at the Prudhoe end.

The Up Main Home to Up Goods Signal has been altered to a miniature arm signal and now applies Up Main to Up Refuge Siding.

A 'Limit of Shunt' board has been provided adjacent to the Up Main line 550 yards in rear of the Down Main Third Home signal.

The Down Goods 'Limit of Shunt' has been abolished. (40)

GATESHEAD

No. D99B, four aspect colour light signal, formerly a right hand cantilever bracket has been renewed as a straight post, on the same site to the left of the Down Main line. (39)

CHATHILL

The facing crossover between the Down and Up Main lines has been abolished.

The trailing crossover between the Down and Up Main lines is being worked from a ground frame, released by Annetts Key.

The trailing connection (nearest the signal box) from Up Main to Loading Dock has been abolished. The associated shunting signals have been abolished. (39)

CHATHILL LEVEL CROSSING

The level crossing gates have been replaced by lifting barriers. (40)

SECTION C**DETAILS OF WORK ALREADY CARRIED OUT—continued.****CHATHILL**

A new trailing connection Up Main to Up Siding has been installed in the Up Main at 45 miles 50 chains and is secured out of use except when required for Main Line diversions necessitated by Engineering Operations.

The diamond crossing in the Up Main at 46 miles 11 chains has been reinstated to connect the Down Main to Up Siding. (New Item) (41)

SCOTSWOOD

D3 Automatic signal banner repeater RD3, has been abolished. (39)

HYLTON COLLIERY AND WEARMOUTH COLLIERY

The connection from the single line to Messrs. Aiton & Co. Siding at 2 miles 20 chains has been abolished. (39)

UPLEATHAM

The signal box together with all associated signals has been abolished. All connections worked therefrom have been secured permanently out of use in the normal position pending removal. (39)

*** BENTON**

** Benton Down B & T 4 – aspect colour light signal No. B.6 has been repositioned 65 yards West of the existing signal. (38)

**** WEST WYLAM**

West Wylam signal box, together with all signals worked therefrom, has been abolished. All points have been secured permanently out of use, in the normal position, pending removal. (38)

**** STANHOPE TO WESTGATE**

The tablet working between Stanhope and Westgate has been withdrawn, Westgate signal box has been closed, and one engine in steam working introduced between Stanhope signal box and Eastgate Cement Works.

The staff for the section takes the form of tablet engraved ONE ENGINE IN STEAM – STANHOPE EASTGATE and is kept at Stanhope signal box.

A2 – lever Ground Frame has been brought into use East of Eastgate station, operating a new connection giving access from the single line to the yard.

A buffer stop has been erected West of Eastgate Cement Works Ground Frame, on the single line.

All ground frames in the section are released by the train staff. (38)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	
Heaton Carriage Sheds Shed Road 5,6 and 7 (BLOCKED)	Constructing new washing bench	08 00 to 17 00 daily until further notice	—

★ ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (BR.87109) and will be operative from 28 September.

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

York
11 September, 1968

MO.44/1382/NE/N No. 38

F.J. BURGE
Movements 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. NOTICE NE/N No. 38"

**British Rail****NE/N**

EASTERN (NE) REGION

No. 39

C. J.

WOOLSTENHOLMES

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, ETC.****SATURDAY 28 SEPTEMBER****TO****FRIDAY 4 OCTOBER 1968****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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

GRANGETOWN

Telephones have been provided at the Down Goods First Home signal and at a point approximately 330 yards in rear of that signal on the cess side of the Down Goods line to enable the provisions of Rule 147 to be carried out. (New Item) (42)

PALLION

The following connections have been secured permanently out of use in the normal position pending removal:—

- The connection to Shipyard Siding. |
- The connection Down Branch to Branch Siding .

The following signals have been abolished:—

- Down Main to Branch Siding.
- Shipyard to Branch Siding.
- Shipyard Siding to Down Branch.
- Branch Siding to Down Branch. |
- Down Branch to Shipyard Siding. |

(41)

MARCHEYS HOUSE

A new trailing crossover has been provided between the Down and Up Main lines on the West Sleekburn side of the signal box. The crossover is operated by a one lever ground frame, released by Annetts Key. (40)

NORTH SEATON

The trailing crossover together with the associated disc signals has been abolished. | (40)

PRUDHOE

The Down and Up Goods lines have been re-named Down and Up Refuge Sidings respectively. |
 Buffer stops have been erected on the Down and Up Refuge Sidings (former Goods Lines) approximately 600 yards from the connections at the Prudhoe end. |

The Up Main Home to Up Goods Signal has been altered to a miniature arm signal and now applies Up Main to Up Refuge Siding. |

A 'Limit of Shunt' board has been provided adjacent to the Up Main line 550 yards in rear of the Down Main Third Home signal. |

The Down Goods 'Limit of Shunt' has been abolished. (40)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

*** GATESHEAD**

- **** No. D99B, four aspect colour light signal, formerly a right hand cantilever bracket has been renewed as a straight post, on the same site to the left of the Down Main line. (39)

*** CHATHILL**

- **** The facing crossover between the Down and Up Main lines has been abolished.
The trailing crossover between the Down and Up Main lines is being worked from a ground frame, released by Annetts Key.
The trailing connection (nearest the signal box) from Up Main to Loading Dock has been abolished.
The associated shunting signals have been abolished. (39)

CHATHILL LEVEL CROSSING

- The level crossing gates have been replaced by lifting barriers. (40)

CHATHILL

A new trailing connection Up Main to Up Siding has been installed in the Up Main at 45 miles 50 chains and is secured out of use except when required for Main Line diversions necessitated by Engineering Operations.

The diamond crossing in the Up Main at 46 miles 11 chains has been reinstated to connect the Down Main to Up Siding. (41)

*** SCOTSWOOD**

- **** D3 Automatic signal banner repeater RD3, has been abolished. (39)

*** HYLTON COLLIERY AND WEARMOUTH COLLIERY**

The connection from the single line to Messrs. Aiton & Co. Siding at 2 miles 20 chains has been abolished. (39)

*** UPLEATHAM**

****** The signal box together with all associated signals has been abolished. All connections worked therefrom have been secured permanently out of use in the normal position pending removal. (39)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	
Heaton Carriage Sheds Shed Road 5,6 and 7 (BLOCKED)	Constructing new washing bench	08 00 to 17 00 daily until further notice	—

SECTION D

MISCELLANEOUS NOTICES – continued

★ EAGLESLIFFE NORTH AND SOUTH

08 00 to 20 00 daily. Contractors vehicles are using a temporary level crossing at North end of Eaglescliffe station. Drivers to keep a sharp lookout and sound engine whistles or horn when approaching the crossing. Lookout man in attendance.

★ ACCOMMODATION CROSSING BETWEEN OAKTREE AND URLAY NOOK AT 7m. 75chs.

Contractors plant are using an accommodation crossing at 7m. 75chs. Drivers to keep a sharp lookout and sound engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (BR.87109) and will be operative from 28 September.

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

York
18 September, 1968

MO.44/1382/NE/N No.39

F.J. BURGE
Movements 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. NOTICE NE/N No. 39"

Chemical



NE/N

EASTERN (NE) REGION

No. 40

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 5 OCTOBER

TO

FRIDAY 11 OCTOBER 1968

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**GRANGETOWN**

Telephones have been provided at the Down Goods First Home signal and at a point approximately 330 yards in rear of that signal on the cess side of the Down Goods line to enable the provisions of Rule 147 to be carried out. (42)

PALLION

The following connections have been secured permanently out of use in the normal position pending removal:—

- The connection to Shipyard Siding.
- The connection Down Branch to Branch Siding.

The following signals have been abolished:—

- Down Main to Branch Siding.
- Shipyard to Branch Siding.
- Shipyard Siding to Down Branch.
- Branch Siding to Down Branch.
- Down Branch to Shipyard Siding.

(41)

*** MARCHEYS HOUSE**

A new trailing crossover has been provided between the Down and Up Main lines on the West Sleekburn side of the signal box. The crossover is operated by a one lever ground frame, released by Annetts Key. (40)

**** NORTH SEATON**

The trailing crossover together with the associated disc signals has been abolished. (40)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

* PRUDHOE

**

The Down and Up Goods lines have been re-named Down and Up Refuge Sidings respectively. Buffer stops have been erected on the Down and Up Refuge Sidings (former Goods Lines) approximately 600 yards from the connections at the Prudhoe end.

The Up Main Home to Up Goods Signal has been altered to a miniature arm signal and now applies Up Main to Up Refuge Siding.

A 'Limit of Shunt' board has been provided adjacent to the Up Main line 550 yards in rear of the Down Main Third Home signal.

The Down Goods 'Limit of Shunt' has been abolished. (40)

CHATHILL LEVEL CROSSING

The level crossing gates have been replaced by lifting barriers. (40)

CHATHILL

A new trailing connection Up Main to Up Siding has been installed in the Up Main at 45 miles 50 chains and is secured out of use except when required for Main Line diversions necessitated by Engineering Operations.

The diamond crossing in the Up Main at 46 miles 11 chains has been reinstated to connect the Down Main to Up Siding. (41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

★ B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities mechanical plant in use.	Until further notice	
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton MPD	Contractor altering Roof and Cleaning Pits Machinery in use	Until further notice	
Heaton Carriage Sheds Shed Road 5,6 and 7 (BLOCKED)	Constructing new washing bench	08 00 to 17 00 daily until further notice	

SECTION D

MISCELLANEOUS NOTICES - continued

EAGLESLIFFE NORTH AND SOUTH

08 00 to 20 00 daily. Contractors vehicles are using a temporary level crossing at North end of Eaglescliffe station. Drivers to keep a sharp lookout and sound engine whistles or horn when approaching the crossing. Lookout man in attendance.

ACCOMMODATION CROSSING BETWEEN OAKTREE AND URLAY NOOK AT 7m. 75chs.

Contractors plant are using an accommodation crossing at 7m. 75chs. Drivers to keep a sharp lookout and sound engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

B.R. RULE BOOK 1950 (Reprint)

A Supplement No.3 has been issued to the B.R. Rule Book (BR. 87109) which is operative from 28 September.

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

LOCAL INSTRUCTIONS

PAGE 286 (Page 108 Supp. No.3 Page 59 Gen. Insts. and Notices 39D)

DARLINGTON SOUTH TO SALTBURN ETC.,

RE-INSTATE:- REDCAR-TOP POINT heading and entry.

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

York
25 September, 1968

MO.44/1382/NE/N No.40

F.J. BURGE
Movements 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. NOTICE NE/N No.40."

Chemical



NE/N

EASTERN (NE) REGION

No.41

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 12 OCTOBER

TO

FRIDAY 18 OCTOBER 1968

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

SATURDAY 12 OCTOBER – BLUEBELL

The Down Main Home signal will be abolished.

(44)

SUNDAY 13 OCTOBER – DAWDON

The facing connection Up Main to Wagon Works and the miniature arm signal Up Main to Wagon Works, will be abolished.

The Goods Yard, Granary and Depot Sidings outlet signals will be abolished.

(44)

TUESDAY 15 OCTOBER – DERWENTHAUGH

The signal applying from and the signal applying to No. 2 Siding will be abolished. No. 2 Siding will be taken out of use.

(44)

TUESDAY 15 OCTOBER – WARDLEY

A 15 vehicle Marker Board will be provided 130 yards in advance of the existing 10 vehicle Marker Board, to the left of Down Main line. An associated illuminated Notice Board worded "Shunt Back" will also be provided 40 yards on the approach side of the 15 vehicle Marker Board to the left of the Down Main line.

(44)

DETAILS OF WORK ALREADY CARRIED OUT

GRANGETOWN

Telephones have been provided at the Down Goods First Home signal and at a point approximately 330 yards in rear of that signal on the cess side of the Down Goods line to enable the provisions of Rule 147 to be carried out.

(42)

* **PALLION

The following connections have been secured permanently out of use in the normal position pending removal:—

- The connection to Shipyard Siding.
- The connection Down Branch to Branch Siding.

The following signals have been abolished:—

- Down Main to Branch Siding.
- Shipyard to Branch Siding.
- Shipyard Siding to Down Branch.
- Branch Siding to Down Branch.
- Down Branch to Shipyard Siding.

(41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

SECTION D

MISCELLANEOUS NOTICES - continued

**HARRATON HALL OCCUPATION LEVEL CROSSING BETWEEN WASHINGTON SOUTH AND SOUTH PELAW**

There is increased user of the above crossing in connection with the erection of a factory on the Down side of the railway.

During the periods when road vehicles are using the crossing a lookout man will be in attendance.

Drivers must keep a sharp lookout when approaching the crossing, sounding horns or whistles, and be prepared to act on any hand signals which may be exhibited.

EAGLESLIFFE NORTH AND SOUTH

08 00 to 20 00 daily. Contractors vehicles are using a temporary level crossing at North end of Eaglescliffe station. Drivers to keep a sharp lookout and sound engine whistles or horn when approaching the crossing. Lookout man in attendance.

ACCOMMODATION CROSSING BETWEEN OAKTREE AND URLAY NOOK AT 7m. 75chs.

Contractors plant are using an accommodation crossing at 7m. 75chs. Drivers to keep a sharp lookout and sound engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)**B.R. RULE BOOK 1950 (Reprint)**

A Supplement No.3 has been issued to the B.R. Rule Book (BR. 87109) which is operative from 28 September.

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX (NORTHERN SECTION)**LOCAL INSTRUCTIONS**

PAGE 286 (Page 108 Supp. No.3 Page 59 Gen. Insts. and Notices 39D)

DARLINGTON SOUTH TO SALTBURN ETC.,

RE-INSTATE:- REDCAR-TOP POINT heading and entry.

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

York
2 October, 1968

MO.44/1382/NE/N No.41

F.J. BURGE
Movements 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. NOTICE NE/N No.41.

Chenueal



NE/N

EASTERN (NE) REGION

No. 42

C. J.

WOOLSTENHOLMES

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, ETC.**

16 Oct 1968

SATURDAY 19 OCTOBER

TO

FRIDAY 25 OCTOBER 1968

INCLUSIVE

073217

241928

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BLUEBELL

The Down Main Home signal has been abolished.

DAWDON

The facing connection Up Main to Wagon Works and the miniature arm signal Up Main to Wagon Works have been abolished.

The Goods Yard, Granary and Depot Sidings outlet signals have been abolished. (44)

DERWENTHAUGH

The signal applying from and the signal applying to No. 2 Siding has been abolished. No. 2 Siding has been taken out of use. (44)

WARDLEY

A 15 vehicle Marker Board has been provided 130 yards in advance of the existing 10 vehicle Marker Board, to the left of Down Main line. An associated illuminated Notice Board worded "Shunt Back" has also been provided 40 yards on the approach side of the 15 vehicle Marker Board to the left of the Down Main line. (44)

*** GRANGETOWN**

Telephones have been provided at the Down Goods First Home signal and at a point approximately 330 yards in rear of that signal on the cess side of the Down Goods line to enable the provisions of Rule 147 to be carried out. (42)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

SECTION D

MISCELLANEOUS NOTICES – continued

HARRATON HALL OCCUPATION LEVEL CROSSING BETWEEN WASHINGTON SOUTH AND SOUTH PELAW

There is increased user of the above crossing in connection with the erection of a factory on the Down side of the railway.

During the periods when road vehicles are using the crossing a lookout man will be in attendance. Drivers must keep a sharp lookout when approaching the crossing, sounding horns or whistles, and be prepared to act on any hand signals which may be exhibited.

EAGLESLIFFE NORTH AND SOUTH

08 00 to 20 00 daily. Contractors vehicles are using a temporary level crossing at North end of Eaglescliffe station. Drivers to keep a sharp lookout and sound engine whistles or horn when approaching the crossing. Lookout man in attendance.

ACCOMMODATION CROSSING BETWEEN OAKTREE AND URLAY NOOK AT 7m. 75chs.

Contractors plant are using an accommodation crossing at 7m. 75chs. Drivers to keep a sharp lookout and sound engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)**B.R. RULE BOOK 1950 (Reprint)**

A Supplement No.3 has been issued to the B.R. Rule Book (BR. 87109) which is operative from 28 September.

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX (NORTHERN SECTION)**LOCAL INSTRUCTIONS**

PAGE 286 (Page 108 Supp. No.3 Page 59 Gen. Insts. and Notices 39D)

DARLINGTON SOUTH TO SALTBURN ETC.,

RE-INSTATE:– REDCAR–TOP POINT heading and entry.

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

MO.44/1382/NE/N No.42

York

F.J. BURGE
Movements Manager

9 October, 1968

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. NOTICE NE/N No.42"

Chemical



NE/N

EASTERN (NE) REGION

No. 43

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 26 OCTOBER

TO

FRIDAY 1 NOVEMBER 1968

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

SATURDAY and SUNDAY 26 and 27 OCTOBER—BOWSFIELD

The following connections will be secured out of use in the normal position pending removal and the route indications associated with signals reading over these points will be abolished:—

- 27 Up Loop to Up Castle Eden.
- 28 No.1 Down Goods from Down Castle Eden.
Down Goods to Shunting Line.
Down Goods to Down Stockton Goods.
Shunting Line and Down Stockton Goods—No.2 Down Loop.
Up Goods—from Up Stockton Goods.
Stockton Goods lines Crossover

The following signals will be abolished:—

- 1 Down Castle Eden to Shunting Line.
- 2 Down Castle Eden to Down Goods Calling on.
- 3 Down Castle Eden to Down Goods Home.
Down Castle Eden to Stockton Goods.
No.1 Down Goods to Down Stockton Goods.
Down Castle Eden to Down Main Home.
- 9 No.1 Down Goods to Shunting Line.
- 13 No.1 Down Goods to Down Main.
Down Stockton to Shunting Line.
Down Stockton to Down Stockton Goods.
- 64 Up Castle Eden Starting.
- 65 Up Castle Eden Calling on.
Shunting Signal applying Along Shunting Line.
Up Stockton Goods to Up Loop or Up Castle Eden or Up Stockton or Shunt Spur or Down Goods or Shunting Line.

Route 'S' (Associated with the Shunt Line signal, applying to movements along the Shunt Line will be abolished.

The Slip Line into the Goods Yard will be renamed Yard Line.

The hand points approximately 75 yards in advance of the Shunting Line signal will be converted to hand spring points and will lie normally to the Yard Line.

A notice board worded "STOP FOR ORDERS" will be erected 40 yards on the Goods Yard side of the spring points on the left of the Shunting Line applying to movements from this line. (46)

SUNDAY 27 OCTOBER—MORPETH

The four aspect colour light signal No.D.17 situated 16 yards north of 17½ mile post will be repositioned 134 yards further north, to the left of the Down Main line. (46)

TUESDAY 29 OCTOBER—TYNE DRY DOCKS

The connection from Up line to Gas Works will be secured in the normal position pending removal. The signal applying Gas Works to Up line will be abolished.

The signal applying Up line to Siding or Gas Works will, in future, apply Up line to Siding only. (46)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT

BLUEBELL

The Down Main Home signal has been abolished.

DAWDON

The facing connection Up Main to Wagon Works and the miniature arm signal Up Main to Wagon Works have been abolished.

The Goods Yard, Granary and Depot Sidings outlet signals have been abolished. (44)

DERWENTHAUGH

The signal applying from and the signal applying to No. 2 Siding has been abolished. No.2 Siding has been taken out of use. (44)

WARDLEY

A 15 vehicle Marker Board has been provided 130 yards in advance of the existing 10 vehicle Marker Board, to the left of Down Main line. An associated illuminated Notice Board worded "Shunt Back" has also been provided 40 yards on the approach side of the 15 vehicle Marker Board to the left of the Down Main line. (44)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

★ MEDFITS NUMBERS 470938 AND 473321

These vehicles are urgently required for examination in connection with a fatal accident at Radcliffe Black Lane. A careful watch should be maintained for these vehicles and their whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone number PO.53022 Ext. 2458 quoting reference MO13/009. If empty they should be held for further instructions, but in the event of them being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

SECTION D

MISCELLANEOUS NOTICES - continued

★ ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R.87109) and is now in operation. Owing to printing difficulties, distribution of this supplement was delayed. Supplies have however, now been despatched to all concerned and any member of the staff in possession of a Rule Book, not having received a copy, must advise their superior officer immediately.

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets affecting the Eastern Region may be dispensed with.

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

MO.44/1382/NE/N No.43.

York

F.J. BURGE
Movements Manager

16 October, 1968.

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. NOTICE NE/N No. 43".

Chewear



NE/N

EASTERN (NE) REGION

No.44

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 2 NOVEMBER

TO

FRIDAY 8 NOVEMBER 1968

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

SUNDAY 3 NOVEMBER—CULLERCOATES (WHITLEY BAY)

Whitley Bay Up bracket signal situated 169 yards north of 7¼ mile post will be dispensed with and replaced by a straight post 46 yards south of 7¼ mile post to the left of the Up Main line, 215 yards further from the signal box. The distance from the Up Distant signal to Whitley Bay Up Main Home signal will be 891 yards. (47)

SUNDAY 3 NOVEMBER—PERCY MAIN ENGINE SHED

The following connections will be secured out of use pending removal:—

- Shed or Sidings to No.2 Reception Line.
- No.2 Reception line, Shed or Sidings to Down Main.

The following signals will be abolished:—

- Shunting Shed or Sidings to Down Main.
- No.2 Reception Line to Down Main.

(47)

TUESDAY 5 NOVEMBER—HEIGHINGTON

The East Ground Frame will be abolished. The associated connections will be secured out of use in the normal position pending removal. A buffer stop will be provided on the East Siding 437 yards from the signal box. (47)

WEDNESDAY 6 NOVEMBER—NORTH ORMESBY

The two connections from Down Main to Down Sidings will be secured out of use in the normal position pending removal. The associated shunting signals will be abolished.

The shunting signal at present applying from Down Main to Up Main or setback on Down Main will apply, in future, only from Down Main to Up Main. (47)

DETAILS OF WORK ALREADY CARRIED OUT

CHATHILL

The trailing connection Up Main to Up Siding at 45 miles 50 chains has been removed and replaced by plain line.

The trailing connection Down Main to Up Siding and diamond crossing in Up Main at 46 miles 11 chains has been removed and replaced by plain line. (New Item) (47)

BOWESFIELD

The following connections have been secured out of use in the normal position pending removal and the route indications associated with signals reading over these points have been abolished:—

- Up Loop to Up Castle Eden.
- No.1 Down Goods from Down Castle Eden.
- Down Goods to Shunting Line.
- Down Goods to Down Stockton Goods.
- Shunting Line and Down Stockton Goods—No.2 Down Loop.
- Up Goods—from Up Stockton Goods.
- Stockton Goods lines Crossover

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BOWESFIELD—continued.

The following signals have been abolished:—

- Down Castle Eden to Shunting Line.
- Down Castle Eden to Down Goods Calling on.
- Down Castle Eden to Down Goods Home.
- Down Castle Eden to Stockton Goods.
- No.1 Down Goods to Down Stockton Goods.
- Down Castle Eden to Down Main Home.
- No.1 Down Goods to Shunting Line.
- No.1 Down Goods to Down Main.
- Down Stockton to Shunting Line.
- Down Stockton to Down Stockton Goods.
- Up Castle Eden Starting.
- Up Castle Eden Calling on.
- Shunting Signal applying Along Shunting Line.
- Up Stockton Goods to Up Loop or Up Castle Eden or Up Stockton or Shunt Spur or Down Goods or Shunting Line.

Route 'S' (Associated with the Shunt Line signal), applying to movements along the Shunt Line has been abolished.

The Slip Line into the Goods Yard is renamed Yard Line.

The hand points approximately 75 yards in advance of the Shunting Line signal have been converted to hand spring points and now lie normally to the Yard Line.

A notice board worded "STOP FOR ORDERS" has been erected 40 yards on the Goods Yard side of the spring points on the left of the Shunting Line applying to movements from this line. (46)

MORPETH

The four aspect colour light signal No.D.17 situated 16 yards north of 17½ mile post has been repositioned 134 yards further north, to the left of the Down Main line. (46)

TYNE DRY DOCKS

The connection from Up line to Gas Works has been secured in the normal position pending removal.

The signal applying Gas Works to Up line has been abolished.

The signal applying Up line to Siding or Gas Works now applies Up line to Siding only. (46)

*** BLUEBELL**

The Down Main Home signal has been abolished. (44)

*** * DAWDON**

The facing connection Up Main to Wagon Works and the miniature arm signal Up Main to Wagon Works have been abolished.

The Goods Yard, Granary and Depot Sidings outlet signals have been abolished. (44)

*** * DERWENTHAUGH**

The signal applying from and the signal applying to No. 2 Siding has been abolished. No.2 Siding has been taken out of use. (44)

*** * WARDLEY**

A 15 vehicle Marker Board has been provided 130 yards in advance of the existing 10 vehicle Marker Board, to the left of Down Main line. An associated illuminated Notice Board worded "Shunt Back" has also been provided 40 yards on the approach side of the 15 vehicle Marker Board to the left of the Down Main line. (44)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

MEDFITS NUMBERS 470938 AND 473321

These vehicles are urgently required for examination in connection with a fatal accident at Radcliffe Black Lane. A careful watch should be maintained for these vehicles and their whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone number PO.53022 Ext. 2458 quoting reference MO13/009. If empty they should be held for further instructions, but in the event of them being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

SECTION D

MISCELLANEOUS NOTICES – continued

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now in operation. Owing to printing difficulties, distribution of this supplement was delayed. Supplies have however, now been despatched to all concerned and any member of the staff in possession of a Rule Book, not having received a copy, must advise their superior officer immediately.

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets affecting the Eastern Region may be dispensed with.

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

York

MO.44/1382/NE/N No.44.

F.J. BURGE
Movements Manager

23 October, 1968.

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. NOTICE NE/N No.44".

WAGONS

are your bread and butter.

Treat them with respect

and use them wisely.

THEY WILL REPAY YOU.



NE/N

EASTERN (NE) REGION

No. 46

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 16 NOVEMBER

TO

FRIDAY 22 NOVEMBER 1968

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

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GOSWICK AND BEAL

U 60 B Four Aspect Automatic Signal which was a right hand cantilever bracket has been replaced by a straight post signal, on the same site, to the left of the Up Main. (48)

CHATHILL

The trailing connection Up Main to Up Siding at 45 miles 50 chains has been removed and replaced by plain line.

The trailing connection Down Main to Up Siding and diamond crossing in Up Main at 46 miles 11 chains has been removed and replaced by plain line. (47)

CULLERCOATES (WHITLEY BAY)

Whitley Bay Up bracket signal situated 169 yards north of 7¼ mile post has been dispensed with and replaced by a straight post 46 yards south of 7¼ mile post to the left of the Up Main line, 215 yards further from the signal box. The distance from the Up Distant signal to Whitley Bay Up Main Home signal is now 891 yards. (47)

PERCY MAIN ENGINE SHED

The following connections have been secured out of use pending removal:—

Shed or Sidings to No.2 Reception Line.

No.2 Reception line, Shed or Sidings to Down Main.

The following signals have been abolished:—

Shunting Shed or Sidings to Down Main.

No.2 Reception Line to Down Main. (47)

HEIGHINGTON

The East Ground Frame has been abolished. The associated connections have been secured out of use in the normal position pending removal. A buffer stop has been provided on the East Siding 437 yards from the signal box. (47)

NORTH ORMESBY

The two connections from Down Main to Down Sidings have been secured out of use in the normal position pending removal. The associated shunting signals have been abolished.

The shunting signal formerly applying from Down Main to Up Main or setback on Down Main applies only from Down Main to Up Main. (47)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

*
** BOWESFIELD

The following connections have been secured out of use in the normal position pending removal and the route indications associated with signals reading over these points have been abolished:—

Up Loop to Up Castle Eden.
 No.1 Down Goods from Down Castle Eden.
 Down Goods to Shunting Line.
 Down Goods to Down Stockton Goods.
 Shunting Line and Down Stockton Goods—No.2 Down Loop.
 Up Goods—from Up Stockton Goods.
 Stockton Goods lines Crossover

The following signals have been abolished:—

Down Castle Eden to Shunting Line.
 Down Castle Eden to Down Goods Calling on.
 Down Castle Eden to Down Goods Home.
 Down Castle Eden to Stockton Goods.
 No.1 Down Goods to Down Stockton Goods.
 Down Castle Eden to Down Main Home.
 No.1 Down Goods to Shunting Line.
 No.1 Down Goods to Down Main.
 Down Stockton to Shunting Line.
 Down Stockton to Down Stockton Goods.
 Up Castle Eden Starting.
 Up Castle Eden Calling on.
 Shunting Signal applying Along Shunting Line.
 Up Stockton Goods to Up Loop or Up Castle Eden or Up Stockton or Shunt Spur or Down Goods or Shunting Line.

Route 'S' (Associated with the Shunt Line signal), applying to movements along the Shunt Line has been abolished.

The Slip Line into the Goods Yard is renamed Yard Line.

The hand points approximately 75 yards in advance of the Shunting Line signal have been converted to hand spring points and now lie normally to the Yard Line.

A notice board worded "STOP FOR ORDERS" has been erected 40 yards on the Goods Yard side of the spring points on the left of the Shunting Line applying to movements from this line. (46)

*
** MORPETH

The four aspect colour light signal No.D.17 situated 16 yards north of 17½ mile post has been repositioned 134 yards further north, to the left of the Down Main line. (46)

*
** TYNE DRY DOCKS

The connection from Up line to Gas Works has been secured in the normal position pending removal.

The signal applying Gas Works to Up line has been abolished.

The signal applying Up line to Siding or Gas Works now applies Up line to Siding only. (46)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

B.R. VANFIT NO. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries.

A careful watch should be maintained for the vehicle, and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone PO 53022 extension 2458, quoting reference MO. 13. 009. If found empty it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

MEDFITS NUMBERS 470938 AND 473321

These vehicles are urgently required for examination in connection with a fatal accident at Radcliffe Black Lane. A careful watch should be maintained for these vehicles and their whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone number PO.53022 Ext. 2458 quoting reference MO13/009. If empty they should be held for further instructions, but in the event of them being en route loaded, the destination and consignee should be noted and advised to the above office.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Road 5, 6 and 7 (LOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

WAGONS HAVE WHEELS -

NOT STILTS

KEEP THEM MOVING

AND EARNING



NE/N

EASTERN (NE) REGION

No. 47

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 23 NOVEMBER

TO

FRIDAY 29 NOVEMBER 1968

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

SUNDAY 24 NOVEMBER – TYNE YARD

The following signals will be converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Up Main	278	U.72
.. ..	283	U.70
.. ..	295	U.69

Automatic signal No. U.70 will be renumbered U.70B.

(50)

SUNDAY 24 NOVEMBER – MORPETH

A new connection Down Goods Loop to Down Main situated 612 yards in advance of signal No. M105. The Down Main end of this connection will be spring points.

The following new signals will be provided:—

Mill Down Goods Loop to Down Main, three aspect signal, capable of displaying a Red, Yellow or Green aspect. This signal is mounted on a short post situated to the left of the Down Goods Loop, 610 yards in advance of M105 signal. A telephone will be provided at this signal.

M84 (position light signal) Shunting Relief Siding to M95 ground position light signal. M84 will be situated between Wansbeck Siding and the Relief Siding 37 yards South of the $\frac{3}{4}$ mile post.

Signal alterations

M105 will, in future, apply along Down Goods Loop to M111. A new right hand junction indicator will be provided (associated with M105 signal) applying Down Goods Loop to Down Main.

M89 (position light signal) which has a 3-way Stencil Type route indicator, applying from the Down Goods Loop, will be altered as follows:—

The W route to Wansbeck line will be abolished.

A new R route to Relief Siding will be provided.

The following signals will be abolished:—

M84, two aspect signal, applying Wansbeck Line to Down Goods Loop or to M82 Down Main Line four aspect colour light signal. M84 is mounted on the left of "T" bracket situated between Wansbeck Line and Down Main Line 430 yards in rear of signal M105.

M104 (position light signal) Shunting (former) Down Siding to Down Goods Loop, situated between Down Goods Loop and Down Main 10 yards North of Morpeth North Level Crossing.

Left Hand Offset Subsidiary Signal associated with M105 applying Down Goods Loop to (former) Down Siding. (50)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GOSWICK AND BEAL

U 60 B Four Aspect Automatic Signal which was a right hand cantilever bracket has been replaced by a straight post signal, on the same site, to the left of the Up Main. (48)

*
** CHATHILL

The trailing connection Up Main to Up Siding at 45 miles 50 chains has been removed and replaced by plain line.

The trailing connection Down Main to Up Siding and diamond crossing in Up Main at 46 miles 11 chains has been removed and replaced by plain line. (47)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

* CULLERCOATES (WHITLEY BAY)

Whitley Bay Up Distant bracket signal situated 169 yards north of 7¼ mile post has been dispensed with and replaced by a straight post 46 yards south of 7¼ mile post to the left of the Up Main line, 215 yards further from the signal box. The distance from the Up Distant signal to Whitley Bay Up Main Home signal is now 891 yards. (47)

** PERCY MAIN ENGINE SHED

The following connections have been secured out of use pending removal:—

- Shed or Sidings to No.2 Reception Line.
- No.2 Reception line, Shed or Sidings to Down Main.

The following signals have been abolished:—

- Shunting Shed or Sidings to Down Main.
- No.2 Reception Line to Down Main.

(47)

** HEIGHINGTON

The East Ground Frame has been abolished. The associated connections have been secured out of use in the normal position pending removal. A buffer stop has been provided on the East Siding 437 yards from the signal box. (47)

** NORTH ORMESBY

The two connections from Down Main to Down Sidings have been secured out of use in the normal position pending removal. The associated shunting signals have been abolished.

The shunting signal formerly applying from Down Main to Up Main or setback on Down Main applies only from Down Main to Up Main. (47)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

* * * ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R.87109) and is now in operation. Owing to printing difficulties, distribution of this supplement was delayed. Supplies have however, now been despatched to all concerned and any member of the staff in possession of a Rule Book, not having received a copy, must advise their superior officer immediately.

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets affecting the Eastern Region may be dispensed with.

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

MO.44/1382/NE/N No. 47.

York

F.J. BURGE
Movements Manager

13 November, 1968.

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. NOTICE NE/N No. 47".

Chemical



NE/N

EASTERN (NE) REGION

No.48

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 30 NOVEMBER

TO

FRIDAY 6 DECEMBER 1968

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.

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 1 DECEMBER – TYNE YARD

The following signals, applying along the Down Main line, will be converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Down Main	299	D.69
“ “	289	D.70
“ “	279	D.71

Automatic signal No. D.69 will be renumbered D.69B. (51)

SUNDAY 1 DECEMBER – CHURCH STREET

No. 2 Dock Siding will be abolished.

The following connections will be abolished:—

- Dock Platform line – No. 2 Dock Siding
- The connections Dock Sidings – Nos. 2, 3 and 4 Dock Sidings

The following signals will be abolished:—

- Down Main to Dock Sidings
- Dock Platform line Up Home (51)

DETAILS OF WORK ALREADY CARRIED OUT

YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever ground frame between the Down and Up Doncaster Main lines situated on the York side of the Leeds/Doncaster Junction has been secured out of use pending removal. (New item) (51)

DUDLEY

The Down and Up Passenger Loops have been taken out of use pending removal. (New item) (51)

TYNE YARD

The following signals have been converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Up Main	278	U.72
“ “	283	U.70
“ “	295	U.69

Automatic signal No. U.70 has been renumbered U.70B. (50)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MORPETH

A new connection Down Goods Loop to Down Main situated 612 yards in advance of signal No.M105. The Down Main end of this connection consists of spring points.

The following new signals have been provided:—

M111 Down Goods Loop to Down Main, three aspect signal, capable of displaying a Red, Yellow or Green aspect. This signal is mounted on a short post situated to the left of the Down Goods Loop, 610 yards in advance of M105 signal. A telephone has been provided at this signal.

M84 (position light signal) Shunting Relief Siding to M95 ground position light signal. M84 is situated between Wansbeck Siding and the Relief Siding 37 yards South of the $\frac{3}{4}$ mile post.

Signal alterations

M105 now applies along Down Goods Loop to M111. A new right hand junction indicator has been provided (associated with M105 signal) applying Down Goods Loop to Down Main.

M89 (position light signal) which has a 3-way Stencil Type route indicator, applying from the Down Goods Loop, has been altered as follows:—

The 'W' route to Wansbeck line has been abolished.

A new 'R' route to Relief Siding has been provided.

The following signals have been abolished:—

M84, two aspect signal, applying Wansbeck Line to Down Goods Loop or to M82 Down Main Line four aspect colour light signal. M84 is mounted on the left of 'T' bracket situated between Wansbeck Line and Down Main Line 430 yards in rear of signal M105.

M104 (position light signal) Shunting (former) Down Siding to Down Goods Loop, situated between Down Goods Loop and Down Main 10 yards North of Morpeth North Level Crossing.

Left Hand Offset Subsidiary Signal associated with M105 applying Down Goods Loop to (former) Down Siding.

The four lever Relief Siding Ground Frame has been dispensed with and the associated connection has been secured out of use in the reverse position pending removal. Wansbeck Branch Down Starting signal has been abolished.

The facing crossover between the Down and Up Main lines controlled by a two lever ground frame has been abolished.

(Amended Item) (50)

**** BETWEEN GOSWICK AND BEAL**

U 60 B Four Aspect Automatic Signal which was a right hand cantilever bracket has been replaced by a straight post signal, on the same site, to the left of the Up Main. (48)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.

★ FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8 JULY, 1967

A supplement to the Freight Train Loads Book dated 8 July, 1967 is in print and will come into operation on 16 December, 1968.

This supplement will include all additions and amendments shown in the Supplementary Operating Instructions dated 25 November 1967 and the General Instructions and Notices No. 39D (NE/N and NE/S) for the period 28 September - 25 October, 1968. (52)

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	-
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	-

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

MO.44/1382/NE/N No.48.

York

F.J. BURGE
Movements Manager

20 November, 1968.

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. NOTICE NE/N No.48".

HAVE NO TRUCK WITH DELAY

Chemical



NE/N

EASTERN (NE) REGION

No. 49

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 7 DECEMBER

TO

FRIDAY 13 DECEMBER 1968

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

SUNDAY 8 DECEMBER—WALKERGATE STATION

The trailing main to main crossover between 0m. 64chs. and 0m. 68chs. will be removed and replaced by plain line. (1)

DETAILS OF WORK ALREADY CARRIED OUT

REDHEUGH BANK FOOT AND TEAMS LEVEL CROSSING

The Up Main has been abandoned between 0m. 47chs. and a connection Up Main to Down Main at 0m. 47chs. has been provided. (New item) (1)

TYNE YARD

The following signals, applying along the Down Main line, has been converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Down Main	299	D.69
" "	289	D.70
" "	279	D.71

Automatic signal No. D.69 will be renumbered D.69B. (51)

CHURCH STREET

No.2 Dock Siding has been abolished.

The following connections have been abolished:—

Dock Platform line — No. 2 Dock Siding

The connections Dock Sidings — Nos. 2, 3 and 4 Dock Sidings

The following signals have been abolished:—

Down Main to Dock Sidings

Dock Platform line Up Home (51)

YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever ground frame between the Down and Up Doncaster Main lines situated on the York side of the Leeds/Doncaster Junction has been secured out of use pending removal. (51)

DUDLEY

The Down and Up Passenger Loops have been taken out of use pending removal. (51)

TYNE YARD

The following signals have been converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Up Main	278	U.72
" "	283	U.70
" "	295	U.69

Automatic signal No. U.70 has been renumbered U.70B. (50)

SECTION C

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MORPETH

A new connection Down Goods Loop to Down Main situated 612 yards in advance of signal No.M105. The Down Main end of this connection consists of spring points.

The following new signals have been provided:—

M111 Down Goods Loop to Down Main, three aspect signal, capable of displaying a Red, Yellow or Green aspect. This signal is mounted on a short post situated to the left of the Down Goods Loop, 610 yards in advance of M105 signal. A telephone has been provided at this signal.

M84 (position light signal) Shunting Relief Siding to M95 ground position light signal. M84 is situated between Wansbeck Siding and the Relief Siding 37 yards South of the ¼ mile post.

Signal alterations

M105 now applies along Down Goods Loop to M111. A new right hand junction indicator has been provided (associated with-M105 signal) applying Down Goods Loop to Down Main.

M89 (position light signal) which had a 3-way Stencil Type route indicator, applying from the Down Goods Loop, has been altered as follows:—

The 'W' route to Wansbeck line has been abolished.

A new 'R' route to Relief Siding has been provided.

The following signals have been abolished :—

M84, two aspect signal, applying Wansbeck Line to Down Goods Loop or to M82 Down Main Line four aspect colour light signal. M84 was mounted on the left of "T" bracket situated between Wansbeck Line and Down Main Line 430 yards in rear of signal M105.

M104 (position light signal) Shunting (former) Down Siding to Down Goods Loop, situated between Down Goods Loop and Down Main 10 yards North of Morpeth North Level Crossing.

Left Hand Offset Subsidiary Signal associated with M105 applying Down Goods Loop to (former) Down Siding.

The four lever Relief Siding Ground Frame has been dispensed with and the associated connection has been secured out of use in the reverse position pending removal. Wansbeck Branch Down Starting signal has been abolished.

The facing crossover between the Down and Up Main lines controlled by a two lever ground frame has been abolished.

(50)

The facing crossover worked by a 2 lever ground frame between the Down and Up Down Goods Loop has been situated on the York side of the Leeds Junction has been secured out of use pending removal.

The Down and Up Passenger Loops have been taken out of use pending removal.

The following signals have been converted to automatic working, fitted with automatic and return levers as follows:—

U.75	218
U.70	281
U.68	282

Automatic signal No. U.70 has been replaced U.708

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS 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.*

FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8 JULY, 1967

A supplement to the Freight Train Loads Book dated 8 July, 1967 is in print and will come into operation on 16 December, 1968.

This supplement will include all additions and amendments shown in the Supplementary Operating Instructions dated 25 November 1967 and the General Instructions and Notices No. 39D (NE/N and NE/S) for the period 28 September – 25 October, 1968. (52)

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

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

MO.44/1382/NE/N No. 49

York

F.J. BURGE
Movements Manager

27 November, 1968.

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. NOTICE NE/N No. 49"

HAVE NO TRUCK WITH DELAY

The following information is for the use of the driver and the public. It is intended to provide information regarding the operation of the truck and the driver's responsibilities. The driver is responsible for the safe operation of the truck and for the safety of the public. The driver should always use common sense and follow the rules of the road. The driver should also be aware of the limitations of the truck and the driver's own abilities. The driver should never drink and drive, and should always wear their seat belt. The driver should also be aware of the weight and distribution of the load on the truck. The driver should always use proper tie-down techniques to secure the load. The driver should also be aware of the weather conditions and the road conditions. The driver should always use caution when driving in adverse conditions. The driver should also be aware of the location of the truck and the driver's own position on the road. The driver should always use proper lane discipline and avoid weaving in and out of lanes. The driver should also be aware of the location of the truck and the driver's own position on the road. The driver should always use proper lane discipline and avoid weaving in and out of lanes.

**NE/N**

EASTERN (NE) REGION

No. 50

C. J.

WOOLSTENHOLMES

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, ETC.**

SATURDAY 14 DECEMBER

TO

FRIDAY 20 DECEMBER 1968**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

SUNDAY 15 DECEMBER—DUDLEY

The Down and Up Passenger Loops have been taken out of use pending removal.
The associated signals will be abolished.

(2)

DETAILS OF WORK ALREADY CARRIED OUT

WALKERGATE STATION

The trailing main to main crossover between 0m. 64chs. and 0m. 68chs. has been removed and replaced by plain line.

(1)

REDHEUGH BANK FOOT AND TEAMS LEVEL CROSSING

The Up Main has been abandoned between 0m. 47chs. and a connection Up Main to Down Main at 0m. 47chs. has been provided.

(1)

TYNE YARD

The following signals, applying along the Down Main line, have been converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Down Main	299	D.69
" "	289	D.70
" "	279	D.71

Automatic signal No. D.69 will be renumbered D.69B.

(51)

CHURCH STREET

No.2 Dock Siding has been abolished.

The following connections have been abolished:—

Dock Platform line — No. 2 Dock Siding

The connections Dock Sidings — Nos. 2, 3 and 4 Dock Sidings

The following signals have been abolished:—

Down Main to Dock Sidings

Dock Platform line Up Home

(51)

YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever ground frame between the Down and Up Doncaster Main lines situated on the York side of the Leeds/Doncaster Junction has been secured out of use pending removal.

(51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

**** TYNE YARD**

The following signals have been converted to automatic working, fitted with auto signs and renumbered as follows:—

	Old	New
Up Main	278	U.72
“ “	283	U.70
“ “	295	U.69

Automatic signal No. U.70 has been renumbered U.70B.

(50)

**** MORPETH**

A new connection Down Goods Loop to Down Main situated 612 yards in advance of signal No.M105. The Down Main end of this connection consists of spring points.

The following new signals have been provided:—

M111 Down Goods Loop to Down Main, three aspect signal, capable of displaying a Red, Yellow or Green aspect. This signal is mounted on a short post situated to the left of the Down Goods Loop, 610 yards in advance of M105 signal. A telephone has been provided at this signal.

M84 (position light signal) Shunting Relief Siding to M95 ground position light signal. M84 is situated between Wansbeck Siding and the Relief Siding 37 yards South of the ¾ mile post.

Signal alterations

M105 now applies along Down Goods Loop to M111. A new right hand junction indicator has been provided (associated with M105 signal) applying Down Goods Loop to Down Main.

M89 (position light signal) which had a 3-way Stencil Type route indicator, applying from the Down Goods Loop, has been altered as follows:—

The 'W' route to Wansbeck line has been abolished.

A new 'R' route to Relief Siding has been provided.

The following signals have been abolished :—

M84, two aspect signal, applying Wansbeck Line to Down Goods Loop or to M82 Down Main Line four aspect colour light signal. M84 was mounted on the left of 'T' bracket situated between Wansbeck Line and Down Main Line 430 yards in rear of signal M105.

M104 (position light signal) Shunting (former) Down Siding to Down Goods Loop, situated between Down Goods Loop and Down Main 10 yards North of Morpeth North Level Crossing.

Left Hand Offset Subsidiary Signal associated with M105 applying Down Goods Loop to (former) Down Siding.

The four lever Relief Siding Ground Frame has been dispensed with and the associated connection has been secured out of use in the reverse position pending removal. Wansbeck Branch Down Starting signal has been abolished.

The facing crossover between the Down and Up Main lines controlled by a two lever ground frame has been abolished.

(50)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

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★ Denotes new or amended item.

FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8 JULY, 1967

A supplement to the Freight Train Loads Book dated 8 July, 1967 is in print and will come into operation on 16 December, 1968.

This supplement will include all additions and amendments shown in the Supplementary Operating Instructions dated 25 November 1967 and the General Instructions and Notices No. 39D (NE/N and NE/S) for the period 28 September - 25 October, 1968. (52)

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Contractor constructing new drainage system and additional staff accommodation.	Until further notice	—
Gosforth Car Sheds	Contractor constructing diesel fuelling facilities. Mechanical plant in use.	Until further notice	—
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and constructing walking route between Gateshead West Station and M.P.D.	Until further notice	—
Heaton M.P.D.	Contractor altering Roof and Cleaning Pits. Machinery in use.	Until further notice	—
Heaton Carriage Sheds Shed Road 5, 6 and 7 (BLOCKED)	Constructing new washing bench.	08 00 to 17 00 daily until further notice	—

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

MO.44/1382/NE/N No.50

York

F.J. BURGE
Movements Manager

4 December, 1968.

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. NOTICE NE/N No.50".

IDLE WAGONS - BANKRUPTCY

BUSY WAGONS - PROSPERITY