

Chemica



British Rail

NE/N

EASTERN (NE) REGION

No. 1

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 4 JANUARY

TO

FRIDAY 10 JANUARY 1969

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

WEST SLEEBURN, MARCHEYS HOUSE AND WINNING

The Up Branch line from Winning to West Sleekburn is now worked in accordance with the Absolute Block Regulations.

West Sleekburn

The following signals have been abolished:-

Down Main First Home.

Down Main Second Home to Winning.

Down Main Second Home to Marcheys House.

A three aspect colour light Down Main Home signal displaying a Red, Yellow or Green aspect has been provided 365 yards in rear of the Signal Box. A right hand junction indicator has been provided on this signal applying to movements proceeding towards Winning. A telephone communicating with West Sleekburn Signal Box is provided at this signal.

The distance between the Down Main Distant and Home signals is 964 yards.

Marcheys House

The semaphore Down Main Distant signal has been abolished. The Down Main Distant is now incorporated in the three aspect colour light signal described in the last paragraph above and the distance to the Down Main Home signal is 1,049 yards.

Winning

The semaphore Down Main Distant signal has been abolished. The Down Distant from West Sleekburn to Winning has been incorporated in the three aspect colour signal described under West Sleekburn and the distance to the Down Main Home signal is 972 yards. (3)

KIRKLEATHAM, REDCAR AND TOD POINT**Kirkleatham**

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

Redcar

The yellow aspects (Kirkleatham Up Distant Signals) on the following signals have been abolished:-

Up Main Starting Signal

Up Goods Loop to Up Main Starting Signal

Tod Point

The yellow aspect on the Down Main Starting Signal (Kirkleatham Down Distant Signal) has been abolished. (3)

DUDLEY

The Down and Up Passenger Loops have been taken out of use pending removal.

The associated signals have been abolished. (2)

**** 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)

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.

★ BETWEEN BILLINGHAM-ON-TEES AND GREATHAM COWPEN BRICKYARD OCCUPATION LEVEL CROSSING
AT 66m. 28ch.

There is increased user of the above crossing by contractors vehicles in connection with work at Bridge 175 at 66m. 42chs. During the periods when road vehicles are using the crossing a lookoutman is in attendance. Drivers to keep a sharp lookout when approaching the crossing. (3)

★ BETWEEN PERCY MAIN STATION AND PERCY MAIN NORTH:-

Commencing 6 January 1969 A temporary level crossing has been provided approximately 15 yards from Percy Main Station signal box, and will be used by contractors' vehicles removing redundant equipment from the former Electricity Sub-Station between 09 00 and 16 00 each day. Lookoutman in attendance.

Drivers to keep a sharp lookout and sound the locomotive horn when approaching the crossing. (3)

*
** 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)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8 JULY, 1967 — 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	—
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.45/NE/N.

York

F.J. BURGE
Movements Manager

23 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.1"

The Holiday is over.

Winter's still with us.

Don't relax.

Keep those wagons working.



NE/N

EASTERN (NE) REGION

No. 2

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 11 JANUARY

TO

FRIDAY 17 JANUARY 1969

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 11 JANUARY—EAGLESCLIFFE NORTH

The trailing connection Down Stockton Main to Down Goods Loop at 57m. 25chs. will be removed and replaced by plain line. (5)

SATURDAY to WEDNESDAY 11 to 15 JANUARY—WYLAM

The level crossing gates will be replaced by lifting barriers controlled from the signal box.

The following signals will be abolished:—

- Down Distant
- Down Home
- Up Outer Distant
- Up Inner Distant
- Up First Home
- Up Second Home
- Up Starting Signal

The following new two aspect colour light signals will be provided:—

W.1 Down Distant Signal, capable of displaying a Yellow or Green aspect, situated 1032 yards on the Addiston side of Wylam signal box. The distance from this signal to W.2 Down Home signal is 984 yards.

W.2 Down Home Signal, mounted on a right hand bracket, capable of displaying a Red or Green aspect situated 48 yards on the Addison side of Wylam signal box, with the Red aspect at 12 feet above rail level.

W.7 Up Distant signal, capable of displaying a Yellow or Green aspect, situated 809 yards on the Prudhoe side of Wylam signal box. The distance from this signal to W.6 Up Home signal is 795 yards.

W.6 Up Home signal, capable of displaying a Red or Green aspect, situated 14 yards on the Prudhoe side of Wylam signal box, with the Red aspect as 12 feet above rail level. (5)

SUNDAY 12 JANUARY—JARROW, SHELL MEX SIDING

A double sided Special Position Light Signal will be provided adjacent to the siding leading to the Oil Depot 190 yards on the Main line side of the hand points giving access to the Oil Depot Sidings.

The aspects exhibited by this signal will be as follows:—



STOP IMMEDIATELY



SET BACK SLOWLY TOWARDS OIL DEPOT

R = Red. W = White.

The new signal will exhibit no aspect normally and will be switched into operation by the person in charge of the propelling movement towards the Oil Depot Sidings. The controls for the signal together with a telephone to Pelaw Signal Box will be situated adjacent to the hand points which gives access to the Oil Depot Sidings 190 yards from the Oil Depot side of the new signal.

When the new signal is operated to the proceed aspect the Driver is authorised to propel the train towards the Oil Depot. In the event of it being necessary to stop the train during the propelling movement the person will operate the new signal to "STOP IMMEDIATELY" and the Driver must be prepared to act accordingly. (5)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

WEST SLEEKBURN, MARCHEYS HOUSE AND WINNING

The Up Branch line from Winning to West Sleekburn is now worked in accordance with the Absolute Block Regulations.

West Sleekburn

The following signals have been abolished:-

Down Main First Home.

Down Main Second Home to Winning.

Down Main Second Home to Marcheys House.

A three aspect colour light Down Main Home signal displaying a Red, Yellow or Green aspect has been provided 365 yards in rear of the Signal Box. A right hand junction indicator has been provided on this signal applying to movements proceeding towards Winning. A telephone communicating with West Sleekburn Signal Box is provided at this signal.

The distance between the Down Main Distant and Home signals is 964 yards.

Marcheys House

The semaphore Down Main Distant signal has been abolished. The Down Main Distant is now incorporated in the three aspect colour light signal described in the last paragraph above and the distance to the Down Main Home signal is 1,049 yards.

Winning

The semaphore Down Main Distant signal has been abolished. The Down Distant from West Sleekburn to Winning has been incorporated in the three aspect colour signal described under West Sleekburn and the distance to the Down Main Home signal is 972 yards.

(3)

KIRKLEATHAM, REDCAR AND TOD POINT**Kirkleatham**

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

Redcar

The yellow aspects (Kirkleatham Up Distant Signals) on the following signals have been abolished:-

Up Main Starting Signal

Up Goods Loop to Up Main Starting Signal

Tod Point

The yellow aspect on the Down Main Starting Signal (Kirkleatham Down Distant Signal) has been abolished.

(3)

*** * DUDLEY**

The Down and Up Passenger Loops have been taken out of use pending removal.

The associated signals have been abolished.

(2)

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.

**BETWEEN BILLINGHAM-ON-TEES AND GREATHAM COWPEN BRICKYARD OCCUPATION LEVEL CROSSING
AT 66m. 28ch.**

There is increased user of the above crossing by contractors vehicles in connection with work at Bridge 175 at 66m. 42chs. During the periods when road vehicles are using the crossing a lookoutman is in attendance. Drivers to keep a sharp lookout when approaching the crossing. (3)

BETWEEN PERCY MAIN STATION AND PERCY MAIN NORTH:-

A temporary level crossing has been provided approximately 15 yards from Percy Main Station signal box, and will be used by contractors' vehicles removing redundant equipment from the former Electricity Sub-Station between 09 00 and 16 00 each day. Lookoutman in attendance.

Drivers to keep a sharp lookout and sound the locomotive horn when approaching the crossing. (3)

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

30 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. 2

WORKING WAGONS

WIN WEALTH



British Rail

NE/N

EASTERN (NE) REGION

No. 3

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 18 JANUARY

TO

FRIDAY 24 JANUARY 1969

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 SUNDAY 18 to 19 JANUARY—DURHAM NORTH

The signal applying from No.4 Platform to Down Main and the shunting signal from No.4 Platform to Engine Siding will be renewed 20 yards nearer the signal box on the existing gantry as follows:—

No. 9, three aspect colour light displaying a Red, Yellow or Green aspect with two-way route indicator mounted above, applying No.4 Platform to Down Slow or to Down Main.

With route indications "S" to Down Slow

"M" to Down Main

No.1 position light subsidiary signal, shunting No.4 Platform to Engine Siding, fitted to the left of No.9 three aspect colour light signal. (6)

SUNDAY 19 JANUARY—EAGLESCLIFFE NORTH AND SOUTH

Eaglescliffe North

The following connections will be abolished:—

Down Stockton—Down Middlesbrough

Up Stockton—Down Middlesbrough

Up Middlesbrough—Down Middlesbrough

Up Middlesbrough—No.1 Up Goods

No.1 Up Goods—No.2 Up Goods

No.2 Up Goods— No.3 Up Goods

The following signals will be abolished:—

Down Middlesbrough to Up Stockton

Disc signal, Down Middlesbrough to Up Main or Up Goods

Disc signal, Up Middlesbrough to Down Middlesbrough

The disc signals and associated route indicators, offset to the left of No.54 Up Stockton and No.64 Up Middlesbrough Home signals, will be abolished.

The left hand junction indicator mounted above the Up Stockton Home signal will be abolished.

Handsignalmen will be in attendance until further notice.

A new double junction has been provided between the Down and Up Middlesbrough and Down and Up Stockton lines. The point ends of the Up Middlesbrough to Down Middlesbrough part of this new junction will be clipped in the reverse position until further notice. The switch diamonds in the Down Stockton line and the wide to gauge trap points in the Up Stockton line will be hand-worked as required.

The Down Stockton to Down Middlesbrough line part of the new double junction will be hand-worked as required. The trailing end of the new double junction in the Down Middlesbrough line are spring points.

Eaglescliffe South

The following connections will be abolished:—

Darlington Up Main—No.1 Up Goods

No.2 Up Goods—No.1 Up Goods

The associated signals will be abolished. (6)

TUESDAY 21 JANUARY—FISHERMAN'S AND TOD POINT

The connection to Warrenby Depots will be abolished.

The associated signals will be abolished.

The point end of the connection nearer to Tod Point signal box, leading to the Down Main/Warrenby Depots, will, in future, act as trap points. (6)

DETAILS OF WORK ALREADY CARRIED OUT

CHARITY

The following points and signals have been reconnected and brought into use:—

The connection from No.2 Goods line to No.1 Goods line

No.1 Goods line Home Signal

Signal applying No.2 Goods line to No.1 Goods line. (6)

(New item)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

EAGLESLIFFE NORTH

The trailing connection Down Stockton Main to Down Goods Loop at 57m. 25chs. has been removed and replaced by plain line. (5)

WYLAM

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

The following signals have been abolished:—

Down Distant
Down Home
Up Outer Distant
Up Inner Distant
Up First Home
Up Second Home
Up Starting Signal

The following new two aspect colour light signals have been provided:—

W.1 Down Distant Signal, capable of displaying a Yellow or Green aspect, situated 1032 yards on the Addiston side of Wylam signal box. The distance from this signal to W.2 Down Home signal is 984 yards.

W.2 Down Home Signal, mounted on a right hand bracket, capable of displaying a Red or Green aspect situated 48 yards on the Addison side of Wylam signal box, with the Red aspect at 12 feet above rail level.

W.7 Up Distant signal, capable of displaying a Yellow or Green aspect, situated 809 yards on the Prudhoe side of Wylam signal box. The distance from this signal to W.6 Up Home signal is 795 yards.

W.6 Up Home signal, capable of displaying a Red or Green aspect, situated 14 yards on the Prudhoe side of Wylam signal box, with the Red aspect as 12 feet above rail level. (5)

*** * WEST SLEEKBURN, MARCHEYS HOUSE AND WINNING**

The Up Branch line from Winning to West Sleekburn is now worked in accordance with the Absolute Block Regulations.

West Sleekburn**The following signals have been abolished:—**

Down Main First Home.
Down Main Second Home to Winning.
Down Main Second Home to Marcheys House.

A three aspect colour light Down Main Home signal displaying a Red, Yellow or Green aspect has been provided 365 yards in rear of the Signal Box. A right hand junction indicator has been provided on this signal applying to movements proceeding towards Winning. A telephone communicating with West Sleekburn Signal Box is provided at this signal.

The distance between the Down Main Distant and Home signals is 964 yards.

Marcheys House

The semaphore Down Main Distant signal has been abolished. The Down Main Distant is now incorporated in the three aspect colour light signal described in the last paragraph above and the distance to the Down Main Home signal is 1,049 yards.

Winning

The semaphore Down Main Distant signal has been abolished. The Down Distant from West Sleekburn to Winning has been incorporated in the three aspect colour signal described under West Sleekburn and the distance to the Down Main Home signal is 972 yards. (3)

*** * KIRKLEATHAM, REDCAR AND TOD POINT****Kirkleatham**

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

Redcar

The yellow aspects (Kirkleatham Up Distant Signals) on the following signals have been abolished:—

Up Main Starting Signal
Up Goods Loop to Up Main Starting Signal

Tod Point

The yellow aspect on the Down Main Starting Signal (Kirkleatham Down Distant Signal) has been abolished. (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.*

★ N.E.R. SECTIONAL APPENDIX – NORTHERN SECTION

The Northern and Southern sections of the North Eastern Region Sectional Appendix have been re-issued as a new single publication operative on and from 18 January, 1969.

Amendments which have become applicable since the book went to press appear in the appropriate No.3D NE/S and NE/N four weekly General Instructions and Notices booklets dated 18 January, 1969, and in subsequent issues.

★ BRAKEVAN EQUIPMENT

During recent months it has been necessary to replace brakevan side and trail lamps on an extensive scale. The extent to which it has been necessary to draw on new stock indicates considerable misuse. Staff should ensure that defective lamps are handed in for repair.

(5)

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

6 JANUARY, 1969

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"



EASTERN (NE) REGION

No. 4

C. J.

Chem

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 25 JANUARY

TO

FRIDAY 31 JANUARY 1969

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 JANUARY—DUDLEY

The ground position light signal applying from Down Main to Up Main will be repositioned 73 yards nearer the signal box, between the Down and Up Main lines. (7)

SUNDAY 26 JANUARY—LITTLE MILL AND STAMFORD GATE CROSSING**Little Mill**

The facing connection Down Main to Down Passenger Loop will be secured out of use pending removal.

Stamford Gate Crossing

The trailing main to main crossover at 40 miles 38 chains and the trailing connection Down Passenger Loop to Down Main at 40 miles 32 chains will be removed and replaced by plain line. (7)

DETAILS OF WORK ALREADY CARRIED OUT

BOWSFIELD, TEES BRIDGE SIDINGS

The connections to Nos.2 and 4 Tees Bridge Sidings have been secured out of use pending removal. (New Item) (7)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. (U.F.N.)

DURHAM NORTH

The signal applying from No.4 Platform to Down Main and the shunting signal from No.4 Platform to Engine Siding have been renewed 20 yards nearer the signal box on the existing gantry as follows :—

No. 9, three aspect colour light displaying a Red, Yellow or Green aspect with two-way route indicator mounted above, applying No.4 Platform to Down Slow or to Down Main.

With route indications "S" to Down Slow
"M" to Down Main

No.1 position light subsidiary signal, shunting No.4 Platform to Engine Siding, fitted to the left of No.9 three aspect colour light signal. (6)

EAGLESLIFFE NORTH AND SOUTH**Eaglescliffe North**

The following connections have been abolished :—

- Down Stockton—Down Middlesbrough
- Up Stockton—Down Middlesbrough
- Up Middlesbrough—Down Middlesbrough
- Up Middlesbrough—No.1 Up Goods
- No.1 Up Goods—No.2 Up Goods
- No.2 Up Goods—No.3 Up Goods

The following signals have been abolished :—

- Down Middlesbrough to Up Stockton
- Disc signal, Down Middlesbrough to Up Main or Up Goods
- Disc signal, Up Middlesbrough to Down Middlesbrough
- The disc signals and associated route indicators, offset to the left of No.54 Up Stockton and No.64 Up Middlesbrough Home signals, have been abolished.
- The left hand junction indicator mounted above the Up Stockton Home signal has been abolished.
- Handsignalmen are in attendance until further notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

EAGLESCLIFFE NORTH AND SOUTH - continued.**The following signals have been abolished :- continued**

A new double junction has been provided between the Down and Up Middlesbrough and Down and Up Stockton lines. The point ends of the Up Middlesbrough to Down Middlesbrough part of this new junction have been clipped in the reverse position until further notice. The switch diamonds in the Down Stockton line and the wide to gauge trap points in the Up Stockton line will be hand-worked as required.

The Down Stockton to Down Middlesbrough line part of the new double junction will be hand-worked as required. The trailing end of the new double junction in the Down Middlesbrough line are spring points.

Eaglescliffe South**The following connections have been abolished :-**

Darlington Up Main-No.1 Up Goods

No.2 Up Goods-No.1 Up Goods

The associated signals have been abolished.

(6)

FISHERMAN'S AND TOD POINT

The connection to Warrenby Depots has been abolished.

The associated signals have been abolished.

The point end of the connection nearer to Tod Point signal box, leading to the Down Main/Warrenby Depots, now act as trap points.

(6)

CHARITY

The following points and signals have been reconnected and brought into use:-

The connection from No.2 Goods line to No.1 Goods line

No.1 Goods line Home Signal

Signal applying No.2 Goods line to No.1 Goods line.

(6)

EAGLESCLIFFE NORTH

The trailing connection Down Stockton Main to Down Goods Loop at 57m. 25chs. has been removed and replaced by plain line.

(5)

WYLAM

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

The following signals have been abolished:-

Down Distant

Down Home

Up Outer Distant

Up Inner Distant

Up First Home

Up Second Home

Up Starting Signal

The following new two aspect colour light signals have been provided:-

W.1 Down Distant Signal, capable of displaying a Yellow or Green aspect, situated 1032 yards on the Addiston side of Wylam signal box. The distance from this signal to W.2 Down Home signal is 984 yards.

W.2 Down Home Signal, mounted on a right hand bracket, capable of displaying a Red or Green aspect situated 48 yards on the Addison side of Wylam signal box, with the Red aspect at 12 feet above rail level.

W.7 Up Distant signal, capable of displaying a Yellow or Green aspect, situated 809 yards on the Prudhoe side of Wylam signal box. The distance from this signal to W.6 Up Home signal is 795 yards.

W.6 Up Home signal, capable of displaying a Red or Green aspect, situated 14 yards on the Prudhoe side of Wylam signal box, with the Red aspect as 12 feet above rail level.

(5)

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.

BRAKEVAN EQUIPMENT

During recent months it has been necessary to replace brakevan side and tail lamps on an extensive scale. The extent to which it has been necessary to draw on new stock indicates considerable misuse. Staff should ensure that defective lamps are handed in for repair. (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	—
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.45/NE/N.

York

F.J. BURGE
Movements Manager

15 JANUARY, 1969.

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"

**SOMEONE,
SOMEWHERE
WANTS THAT WAGON.**

GET IT MOVING!

Chern Wks



British Rail

NE/N

EASTERN (NE) REGION

No. 5

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 1 FEBRUARY

TO

FRIDAY 7 FEBRUARY 1969

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 2 FEBRUARY—DARLINGTON SOUTH AND DARLINGTON NORTH

Darlington South

The following connections will be secured out of use pending removal :-

- Down Main from Down Independent
- Passenger Siding—Turn-table
- Down Duplicate—Passenger Siding
- Down Independent No.1—Down Independent No.2
- Up Independent—No.1 Siding

The hand points into the Up Siding will be secured out of use in the normal position.

The following signals will be abolished :-

- Shunting, Down Independent to Passenger Siding
- Shunting, Down Independent to Ground Position light signal next in advance (applying Down Independent to Down Main) or to Down Main
- Shunting, Passenger Siding to Position light signal controlling outlet from Passenger Siding to Down Duplicate or to Turn-table
- Shunting, Passenger Siding to Down Duplicate
- Setting back along Down Duplicate, signal situated adjacent to connection from Passenger Siding to Down Duplicate
- Shunting, along Up Independent or to No.1 Siding
- Shunting along Up Independent or to Up Main

Darlington North

The connection, No.2 Down Goods to Down Main will be secured out of use in the normal position pending removal. (8)

SUNDAY 2 FEBRUARY—LITTLE MILL

The facing crossover at 39m. 27chs. and the facing connection Down Main to Down Passenger Loop at 39m. 40chs. will be removed and replaced by plain line. (8)

SUNDAY 2 FEBRUARY—RELLY MILL

The facing connection Up Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 18chs. will be removed and replaced by plain line. The trailing connection Down Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 18chs. will be secured out of use pending removal.

The following signals will be abolished:-

- Up Main Home to Branch
- Up Branch Starting signal

Altered signalling

The shunting signal applying Down Main to Up Main or Branch, will, in future, apply Down Main to Up Main only. (8)

SUNDAY 2 FEBRUARY—EAGLESLIFFE NORTH

The trailing end of the connection Up Stockton to Up Darlington will be abolished. (8)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

TYNE COMMISSIONERS NO.2

The miniature arm signal applying Shunting No.2 Line or to No.2 Crossing, has been replaced as a disc signal 193 yards nearer the Signal Box and now applies Shunting No.2 Line only. **(New item) (8)**

DUDLEY

The ground position light signal applying from Down Main to Up Main has been repositioned 73 yards nearer the signal box, between the Down and Up Main Lines. **(7)**

LITTLE MILL AND STAMFORD GATE CROSSING

Little Mill

The facing connection Down Main to Down Passenger Loop has been secured out of use pending removal.

Stamford Gate Crossing

The trailing main to main crossover at 40 miles 38 chains and the trailing connection Down Passenger Loop to Down Main at 40 miles 32 chains have been removed and replaced by plain line. **(7)**

BOWESFIELD, TEES BRIDGE SIDINGS

The connections to Nos.2 and 4 Tees Bridge Sidings have been secured out of use pending removal. **(7)**

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. **(U.F.N.)**

DURHAM NORTH

The signal applying from No.4 Platform to Down Main and the shunting signal from No.4 Platform to Engine Siding have been renewed 20 yards nearer the signal box on the existing gantry as follows :—

No. 9, three aspect colour light displaying a Red, Yellow or Green aspect with two-way route indicator mounted above, applying No.4 Platform to Down Slow or to Down Main.

With route indications "S" to Down Slow
"M" to Down Main

No.1 position light subsidiary signal, shunting No.4 Platform to Engine Siding, fitted to the left of No.9 three aspect colour light signal. **(6)**

EAGLESCLIFFE NORTH AND SOUTH

Eaglescliffe North

The following connections have been abolished :—

Down Stockton—Down Middlesbrough

Up Stockton—Down Middlesbrough

Up Middlesbrough—Down Middlesbrough

Up Middlesbrough—No.1 Up Goods

No.1 Up Goods—No.2 Up Goods

No.2 Up Goods—No.3 Up Goods

The following signals have been abolished :—

Down Middlesbrough to Up Stockton

Disc signal, Down Middlesbrough to Up Main or Up Goods

Disc signal, Up Middlesbrough to Down Middlesbrough

The disc signals and associated route indicators, offset to the left of No.54 Up Stockton and No.64 Up Middlesbrough Home signals, have been abolished.

The left hand junction indicator mounted above the Up Stockton Home signal has been abolished. Handsignalmen are in attendance until further notice.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

EAGLESCLIFFE NORTH AND SOUTH – continued.

The following signals have been abolished :- continued

A new double junction has been provided between the Down and Up Middlesbrough and Down and Up Stockton lines. The point ends of the Up Middlesbrough to Down Middlesbrough part of this new junction have been clipped in the reverse position until further notice. The switch diamonds in the Down Stockton line and the wide to gauge trap points in the Up Stockton line will be hand-worked as required.

The Down Stockton to Down Middlesbrough line part of the new double junction will be hand-worked as required. The trailing end of the new double junction in the Down Middlesbrough line are spring points.

Eaglescliffe South

The following connections have been abolished :-

Darlington Up Main—No.1 Up Goods

No.2 Up Goods—No.1 Up Goods

The associated signals have been abolished.

(6)

FISHERMAN'S AND TOD POINT

The connection to Warrenby Depots has been abolished.

The associated signals have been abolished.

The point end of the connection nearer to Tod Point signal box, leading to the Down Main/Warrenby Depots, now act as trap points.

(6)

CHARITY

The following points and signals have been reconnected and brought into use:-

The connection from No.2 Goods line to No.1 Goods line

No.1 Goods line Home Signal

Signal applying No.2 Goods line to No.1 Goods line.

(6)

*** * EAGLESCLIFFE NORTH**

The trailing connection Down Stockton Main to Down Goods Loop at 57m. 25chs. has been removed and replaced by plain line.

(5)

*** * WYLAM**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

The following signals have been abolished:-

Down Distant

Down Home

Up Outer Distant

Up Inner Distant

Up First Home

Up Second Home

Up Starting Signal

The following new two aspect colour light signals have been provided:-

W.1 Down Distant Signal, capable of displaying a Yellow or Green aspect, situated 1032 yards on the Addison side of Wylam signal box. The distance from this signal to W.2 Down Home signal is 984 yards.

W.2 Down Home Signal, mounted on a right hand bracket, capable of displaying a Red or Green aspect situated 48 yards on the Addison side of Wylam signal box, with the Red aspect at 12 feet above rail level.

W.7 Up Distant signal, capable of displaying a Yellow or Green aspect, situated 809 yards on the Prudhoe side of Wylam signal box. The distance from this signal to W.6 Up Home signal is 795 yards.

W.6 Up Home signal, capable of displaying a Red or Green aspect, situated 14 yards on the Prudhoe side of Wylam signal box, with the Red aspect as 12 feet above rail level.

(5)

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.

★ **ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX -NORTHERN AREA**

TABLE A

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

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COWTON (ERYHOLME TO RICHMOND)

CATTERICK BRIDGE (6m. 0chs.) AND RICHMOND

Catterick

Bridge

Station

ADD:—

15 8m. 72chs. to 8m. 74chs. Over Earby Level Crossing.
(Both directions)

* * **BRAKEVAN EQUIPMENT**

During recent months it has been necessary to replace brakevan side and tail lamps on an extensive scale. The extent to which it has been necessary to draw on new stock indicates considerable misuse. Staff should ensure that defective lamps are handed in for repair. (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	—
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.

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

22 JANUARY, 1969.

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 REGION

No. 6

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 8 FEBRUARY

TO

FRIDAY 14 FEBRUARY 1969

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 9 FEBRUARY—SKELTON

Skelton Bridge Ground Frame and associated connections will be abolished. The facing connection from Up Main to the Up Goods will be replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods.

**SUNDAY 9 FEBRUARY—EAGLESCLIFFE NORTH AND SOUTH
Eaglescliffe North**

From 16 00 hours Eaglescliffe North will be closed, all connections and associated signals will be abolished.

Absolute Block Working will be brought into use between a temporary Block Post in the vicinity of the new double junction and Bowesfield, Eaglescliffe South and Hartburn.

Eaglescliffe South

The connection Up Goods to Up Main, together with the associated signal will be abolished.

New connections Down and Up Middlesbrough Main to Down and Up Stockton Main between 56 miles and 62 chains and 56 miles 67 chains will be installed and brought into use. (9)

SUNDAY 9 FEBRUARY—STRANTON AND CHURCH STREET

The Down and Up Goods lines between Stranton and Church Street will be dispensed with and all points will be secured out of use pending removal.

Stranton

The connections in the Down and Up Main between 71m. 21chs. and 71m. 29chs. will be removed. (9)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON SOUTH AND DARLINGTON NORTH**Darlington South**

The following connections have been secured out of use pending removal:—

- Down Main from Down Independent
- Passenger Siding—Turn-table
- Down Duplicate—Passenger Siding
- Down Independent No.1—Down Independent No.2
- Up Independent—No.1 Siding

The hand points into the Up Siding have been secured out of use in the normal position.

The following signals have been abolished:—

- Shunting, Down Independent to Passenger Siding
- Shunting, Down Independent to Ground Position light signal next in advance (applying Down Independent to Down Main) or to Down Main
- Shunting, Passenger Siding to Position light signal controlling outlet from Passenger Siding to Down Duplicate or to Turn-table
- Shunting, Passenger Siding to Down Duplicate
- Setting back along Down Duplicate, signal situated adjacent to connection from Passenger Siding to Down Duplicate
- Shunting, along Up Independent or to No.1 Siding
- Shunting along Up Independent or to Up Main

Darlington North

The connection, No.2 Down Goods to Down Main has been secured out of use in the normal position pending removal. (8)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

LITTLE MILL

The facing crossover at 39m. 27chs. and the facing connection Down Main to Down Passenger Loop at 39m. 40chs. have been removed and replaced by plain line. (8)

RELLY MILL

The facing connection Up Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 18chs. has been removed and replaced by plain line. The trailing connection Down Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 18chs. has been secured out of use pending removal.

The following signals have been abolished:—

- Up Main Home to Branch
- Up Branch Starting signal

Altered signalling

The shunting signal applying Down Main to Up Main or Branch, now applies Down Main to Up Main only. (8)

EAGLESCLIFFE NORTH

The trailing end of the connection Up Stockton to Up Darlington has been abolished. (8)

TYNE COMMISSIONERS NO.2

The miniature arm signal applying Shunting No.2 Line or to No.2 Crossing, has been replaced as a disc signal 193 yards nearer the Signal Box and now applies Shunting No.2 Line only. (8)

DUDLEY

The ground position light signal applying from Down Main to Up Main has been repositioned 73 yards nearer the signal box, between the Down and Up Main lines. (7)

LITTLE MILL AND STAMFORD GATE CROSSING

Little Mill

The facing connection Down Main to Down Passenger Loop has been secured out of use pending removal.

Stamford Gate Crossing

The trailing main to main crossover at 40 miles 38 chains and the trailing connection Down Passenger Loop to Down Main at 40 miles 32 chains have been removed and replaced by plain line. (7)

BOWSFIELD, TEES BRIDGE SIDINGS

The connections to Nos.2 and 4 Tees Bridge Sidings have been secured out of use pending removal. (7)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. (U.F.N.)

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

**** DURHAM NORTH**

The signal applying from No.4 Platform to Down Main and the shunting signal from No.4 Platform to Engine Siding have been renewed 20 yards nearer the signal box on the existing gantry as follows:—

No. 9, three aspect colour light displaying a Red, Yellow or Green aspect with two-way route indicator mounted above, applying No.4 Platform to Down Slow or to Down Main.

With route indications "S" to Down Slow
 "M" to Down Main

No.1 position light subsidiary signal, shunting No.4 Platform to Engine Siding, fitted to the left of No.9 three aspect colour light signal. (6)

**** EAGLESCLIFFE NORTH AND SOUTH**
Eaglescliffe North

The following connections have been abolished:—

- Down Stockton—Down Middlesbrough
- Up Stockton—Down Middlesbrough
- Up Middlesbrough—Down Middlesbrough
- Up Middlesbrough—No.1 Up Goods
- No.1 Up Goods—No.2 Up Goods
- No.2 Up Goods— No.3 Up Goods

The following signals have been abolished:—

- Down Middlesbrough to Up Stockton
- Disc signal, Down Middlesbrough to Up Main or Up Goods
- Disc signal, Up Middlesbrough to Down Middlesbrough

The disc signals and associated route indicators, offset to the left of No.54 Up Stockton and No.64 Up Middlesbrough Home signals, have been abolished.

The left hand junction indicator mounted above the Up Stockton Home signal has been abolished. Handsignalmen are in attendance until further notice.

A new double junction has been provided between the Down and Up Middlesbrough and Down and Up Stockton lines. The point ends of the Up Middlesbrough to Down Middlesbrough part of this new junction have been clipped in the reverse position until further notice. The switch diamonds in the Down Stockton line and the wide to gauge trap points in the Up Stockton line will be hand-worked as required.

The Down Stockton to Down Middlesbrough line part of the new double junction will be hand-worked as required. The trailing end of the new double junction in the Down Middlesbrough line are spring points.

Eaglescliffe South

The following connections have been abolished:—

- Darlington Up Main—No.1 Up Goods
 - No.2 Up Goods—No.1 Up Goods
- The associated signals have been abolished. (6)

**** FISHERMAN'S AND TOD POINT**

The connection to Warrenby Depots has been abolished.
 The associated signals have been abolished.

The point end of the connection nearer to Tod Point signal box, leading to the Down Main/Warrenby Depots, now act as trap points. (6)

**** CHARITY**

The following points and signals have been reconnected and brought into use:—

- The connection from No.2 Goods line to No.1 Goods line
 - No.1 Goods line Home Signal
 - Signal applying No.2 Goods line to No.1 Goods line.
- (6)

**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.

★ **GENERAL APPENDIX**

**REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS
CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO-PIPE SYSTEM**

Page 4 (Page 10 Supplement No.2) - 4. Testing Brake -

(A) "Simple" Brake Test - Add new Clause (iv) -

(iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA
TABLE A**

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

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COWTON (ERYHOLME TO RICHMOND)

CATTERICK BRIDGE (6m. 0chs.) AND RICHMOND

Catterick

Bridge

Station

ADD:-

15 8m. 72chs. to 8m. 74chs. Over Earby Level Crossing.
(Both directions)

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	-
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

29 JANUARY, 1969.

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"

Chemical



18 FEB 1969

19 FEB 1969

NE/N

EASTERN REGION

No. 8

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 22 FEBRUARY

TO

FRIDAY 28 FEBRUARY 1969

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 23 FEBRUARY – EAGLESCLIFFE

In consequence of track remodelling the names of the lines will be as follows:—

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction will become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction will become Down and Up Stockton Main.

Traffic will be routed as follows:—

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

All Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, will be abolished.

(11)

SUNDAY 23 FEBRUARY : THORNABY M.P. DEPOT

The connection to No. 4 Outlet Siding has been abolished. No. 4 Outlet Siding has been slued to give access to Nos. 1, 2 and 3 Wagon Repair Sidings.

Nos. 1 and 2 Wagon Repair Sidings have been shortened approximately 70 feet at the east end.

(11)

TUESDAY 25 FEBRUARY : STOCKSFIELD

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

All connections will be secured out of use in the normal position pending removal.

(11)

WEDNESDAY 26 FEBRUARY : RIDING MILL

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

All connections will be secured out of use in the normal position pending removal.

(11)

DETAILS OF WORK ALREADY CARRIED OUT

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

24 Down Pontop to Down Main

34 B Whitburn Branch end of the points Down Whitburn to Up Main

36 A Up Main end of the points Up Main to Up Whitburn

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

HARTON-continued

The following signals have been abolished:-

- 15 Shunting Down to Up Pontop
- 47 Up Pontop Second Home
- 39 Route from Up Main to Up Pontop

The following signals have been fixed at danger:-

- 2 Down Pontop Home
- 5 Down Pontop Home to Down Main
- 13 Shunting Up Pontop to Down Main or Down Pontop
- 35 Shunting Down Whitburn to Down Pontop or to Up Main
- 49 Up Whitburn Home or to Up Main
- 33 Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

RELLY MILL

The trailing connection Down Branch to Down Main has been removed.

The following signals have been abolished:-

- Down Branch Inner Home
- Down Branch Outer Home
- Down Branch Distant

(10)

SKELTON

Skelton Bridge Ground Frame and associated connections have been abolished. The facing connection from Up Main to the Up Goods has been replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods.

(9)

EAGLESCLIFFE NORTH AND SOUTH**Eaglescliffe North**

Eaglescliffe North has been closed, all connections and associated signals have been abolished.

Absolute Block Working has been brought into use between a temporary Block Post in the vicinity of the new double junction and Bowesfield, Eaglescliffe South and Hartburn.

Eaglescliffe South

The connection Up Goods to Up Main, together with the associated signal has been abolished.

New connections Down and Up Middlesbrough Main to Down and Up Stockton Main between 56miles and 62 chains and 56 miles 67 chains have been installed and brought into use.

(9)

STRANTON AND CHURCH STREET

The Down and Up Goods lines between Stranton and Church Street have been dispensed with and all points have been secured out of use pending removal.

Stranton

The connections in the Down and Up Main between 71m. 21chs. and 71m. 29chs. have been removed.

(9)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

* * DARLINGTON SOUTH AND DARLINGTON NORTH

Darlington South

The following connections have been secured out of use pending removal:—

- Down Main from Down Independent
- Passenger Siding—Turn-table
- Down Duplicate—Passenger Siding
- Down Independent No. 1—Down Independent No. 2
- Up Independent—No. 1 Siding

The hand points into the Up Siding have been secured out of use in the normal position.

The following signals have been abolished:—

- Shunting, Down Independent to Passenger Siding
- Shunting, Down Independent to Ground Position light signal next in advance (applying Down Independent to Down Main) or to Down Main
- Shunting, Passenger Siding to Position light signal controlling outlet from Passenger Siding to Down Duplicate or to Turn-table
- Shunting, Passenger Siding to Down Duplicate
- Setting back along Down Duplicate, signal situated adjacent to connection from Passenger Siding to Down Duplicate
- Shunting, along Up Independent or to No. 1 Siding
- Shunting along Up Independent or to Up Main

Darlington North

The connection, No. 2 Down Goods to Down Main has been secured out of use in the normal position pending removal. (8)

* * LITTLE MILL

The facing crossover at 39m. 27chs. and the facing connection Down Main to Down Passenger Loop at 39m. 40chs. have been removed and replaced by plain line. (8)

* * RELLY MILL

The facing connection Up Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 13chs. has been removed and replaced by plain line. The trailing connection Down Main to the former Bishop Auckland East to Relly Mill Branch at 65m. 18chs. has been secured out of use pending removal.

The following signals have been abolished:—

- Up Main Home to Branch
- Up Branch Starting signal

Altered signalling

The shunting signal applying Down Main to Up Main or Branch, now applies Down Main to Up Main only. (8)

* * EAGLESCLIFFE NORTH

The trailing end of the connection Up Stockton to Up Darlington has been abolished. (8)

* * TYNE COMMISSIONERS NO. 2

The miniature arm signal applying Shunting No. 2 Line or to No. 2 Crossing, has been replaced as a disc signal 193 yards nearer the Signal Box and now applies Shunting No. 2 Line only. (8)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. (U.F.N.)

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	—
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.

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

12 FEBRUARY, 1969.

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"

**SOMEONE,
SOMEWHERE
WANTS THAT WAGON.**

GET IT MOVING!

Chemical
NE/N



EASTERN REGION

No. 9

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 1 MARCH

TO

FRIDAY 7 MARCH 1969

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 2 MARCH – EAGLESCLIFFE SOUTH

The connections No. 2 Platform to Leeds Up Main and No. 1 Platform to Darlington Up Main will be abolished. (12)

SUNDAY 2 MARCH – HARTON

A trailing connection will be installed in the Up Main at 5 miles 32 chains and will be secured out of use until further notice. (12)

MONDAY 3 MARCH – BETWEEN ERYHOLME AND RICHMOND

The line between Catterick Bridge and Richmond will be closed.

Scorton signal box will be abolished as a block post, together with the Down and Up Main line starting signals worked therefrom. The signal box will remain as a crossing box and the Down and Up Home and Distant signals will be worked by the crossing keeper.

The block section will be, in future, between Eryholme and Catterick Bridge.

Catterick Bridge

The following signals will be abolished:--

- Up Home No. 1 and banner repeater
- Disc, shunting Camp Spur to Down Main
- Disc shunting Up Main to Camp Spur
- Down Main Starting

The facing main line crossover will be secured out of use, in the normal position, pending removal.

The notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF applying to the single line towards Richmond will be resited at the west end of the Down platform and will apply to the Camp Spur and Camp Railways.

Stop blocks will be erected on the Up Main line at the Richmond end of the platform.

Catterick Camp Railway

The line between Catterick Bridge and Catterick Camp will be worked under the One Engine in Steam Regulations. Ground frames will be chained and padlocked and used to operate points only. The keys will be kept at Catterick Bridge signal box. A train staff will be provided and the signal man at Catterick Bridge will travel with every train, operating the ground frame points as necessary.

All signals worked by Yard Ground Frame and Camp Junction applying to the Camp Railway will be abolished. (12)

TUESDAY 4 MARCH – LEEMING BAR

The Up Main Starting signal will be renewed as a straight post on the same site, at a reduced height of 16 feet above rail level. (12)

TUESDAY to THURSDAY 4 to 6 MARCH – WALBOTTLE

The signal box, together with all signals worked therefrom, will be abolished. All points will be secured out of use in the normal position pending removal. (12)

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

STRANTON AND CHURCH STREET

Church Street

The Down and Up Goods No.1 lines between Church Street and Stranton have been abolished.

The following connections have been abolished:-

- No.2 Down Goods to No.1 Down Goods
- Up Independent to Up Goods No.1

The following signals have been abolished:-

- Down Goods No.1 Home
- Down Main to Down Goods Distant
- Setting back Up Goods No.1 to Up Goods No.2
- Goods Starting signal

Stranton

The Down and Up Goods lines between Stranton and Church Street, together with Fenwicks Siding, have been abolished.

The following connections have been abolished:-

- Up Goods to Fenwick Sidings
- Up Main to Up Goods
- The points from Up Goods leading to Down Main via the Down Main to Down Goods connection.
- Down Main to Down Goods

The following signals have been abolished:-

- Up Goods Home
- Up Goods to Up Main Starting
- Shunting Fenwicks Sidings to Up Goods
- Shunt Ahead Signal Up Goods to Up Main
- Up Goods to Down Main
- Down Main to Down Goods Starting
- Up Goods Fixed distant

(New Item) (12)

EAGLESCLIFFE

In consequence of track remodelling the names of the lines are now as follows:-

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:-

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

Commencing Monday 10 March all Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished.

(11)

THORNABY M.P. DEPOT

The connection to No. 4 Outlet Siding has been abolished. No. 4 Outlet Siding has been slued to give access to Nos. 1, 2 and 3 Wagon Repair Sidings.

Nos. 1 and 2 Wagon Repair Sidings have been shortened approximately 70 feet at the east end.

(11)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

STOCKSFIELD

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

All connections have been secured out of use in the normal position pending removal. (11)

RIDING MILL

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

All connections have been secured out of use in the normal position pending removal. (11)

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

Down Pontop to Down Main

Whitburn Branch end of the points Down Whitburn to Up Main

Up Main end of the points Up Main to Up Whitburn

The following signals have been abolished:—

Shunting Down to Up Pontop

Up Pontop Second Home

Route from Up Main to Up Pontop

The following signals have been fixed at danger:—

Down Pontop Home

Down Pontop Home to Down Main

Shunting Up Pontop to Down Main or Down Pontop

Shunting Down Whitburn to Down Pontop or to Up Main

Up Whitburn Home or to Up Main

Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

RELLY MILL

The trailing connection Down Branch to Down Main has been removed.

The following signals have been abolished:—

Down Branch Inner Home

Down Branch Outer Home

Down Branch Distant

(10)

*** SKELTON**

Skelton Bridge Ground Frame and associated connections have been abolished. The facing connection from Up Main to the Up Goods has been replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods.

(9)

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

* * **EAGLESCLIFFE NORTH AND SOUTH**

Eaglescliffe North

Eaglescliffe North has been closed, all connections and associated signals have been abolished. Absolute Block Working has been brought into use between a temporary Block Post in the vicinity of the new double junction and Bowesfield, Eaglescliffe South and Hartburn.

Eaglescliffe South

The connection Up Goods to Up Main, together with the associated signal has been abolished. New connections Down and Up Middlesbrough Main to Down and Up Stockton Main between 56 miles and 62 chains and 56 miles 67 chains have been installed and brought into use. (9)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. (U.F.N.)

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 SERVICES – CONVEYANCE OF 8' 6" HIGH CONTAINERS

Booklet No. 3 (B.R.20426) – Instructions and Diagrams for Loading and Securing Long, Projecting and otherwise Exceptional Loads, also procedure regarding Acceptance and Conveyance of out-of-gauge and otherwise Exceptional Loads.

Page 10. Add new sections as follows:–

Freightliner Services.

59. The following containers are suitable for conveyance on all freightliner services:–
 - (a) Freightliner containers, painted grey, with red band and the inscription FREIGHTLINER or FREIGHTLINERS LTD. on the band.
 - (b) Privately-owned containers bearing a label 120mm. square with B.R. symbol and a code consisting of a letter and a figure in white on a red background. (Diagram A). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.
60. The following containers are only suitable for conveyance on Freightliner services indicated on the Working Timetables by the symbol (Z) :–

Privately-owned containers 8 ft. 6 ins. high bearing a label 160 mm. high by 120 mm. wide with B.R. symbol and the indication "8½ ft." in black on a yellow background (Diagram B). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.
61. Privately-owned containers which are unlabelled must not be accepted for conveyance.

PRIVATELY-OWNED CONTAINERS NOT MORE THAN 8FT. HIGH
White lettering, symbol and border on Flame Red.

DIAGRAM A

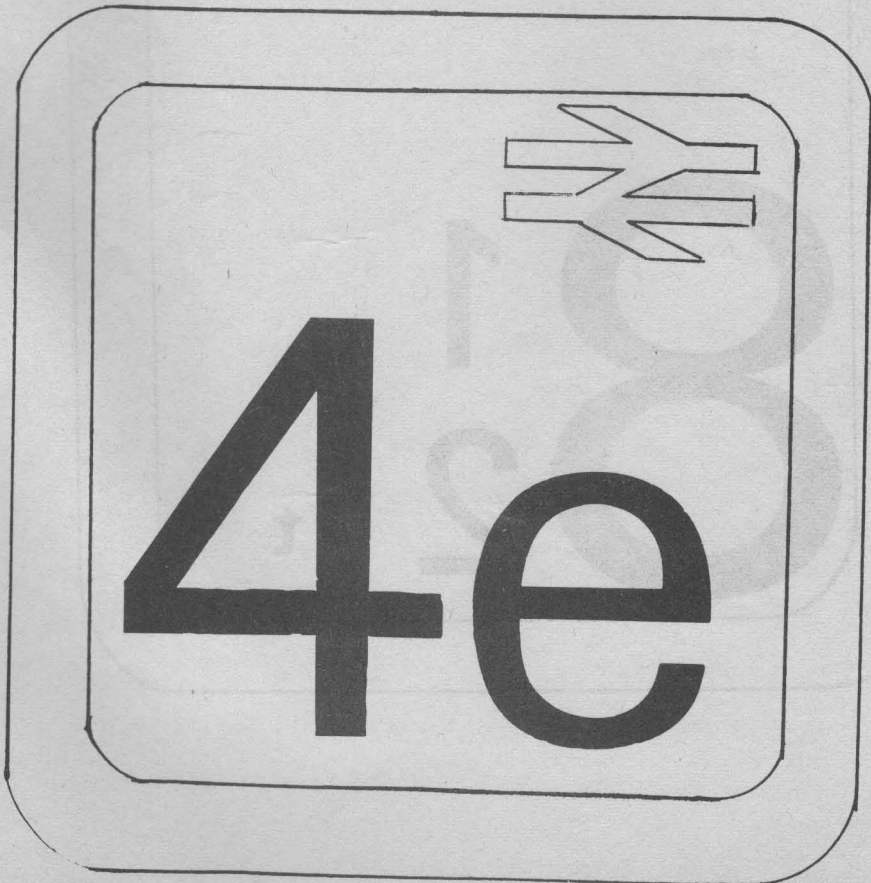
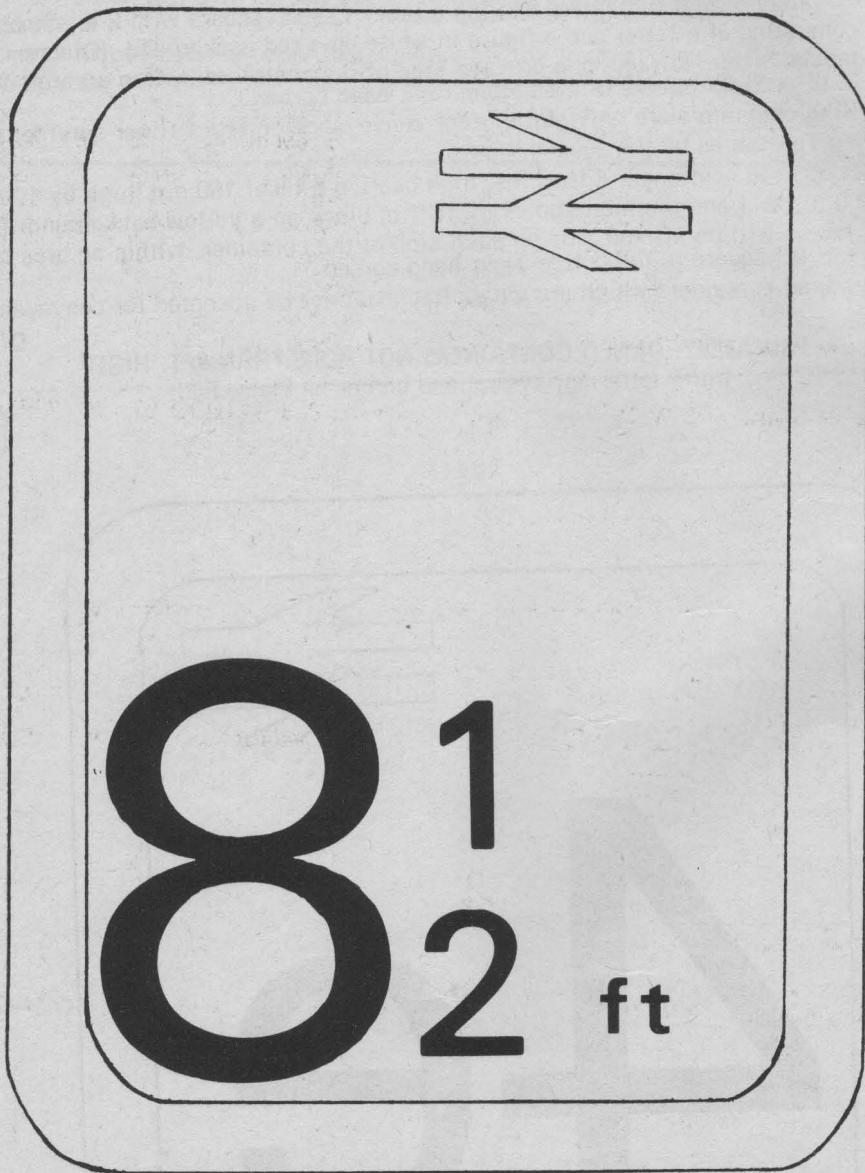


DIAGRAM B

PRIVATELY-OWNED CONTAINERS OVER 8FT. HIGH AND NOT MORE THAN 8FT. 6INS. HIGH

Black lettering, symbol and border on Yellow.



SECTION D

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	—
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

MO.45/NE/N.

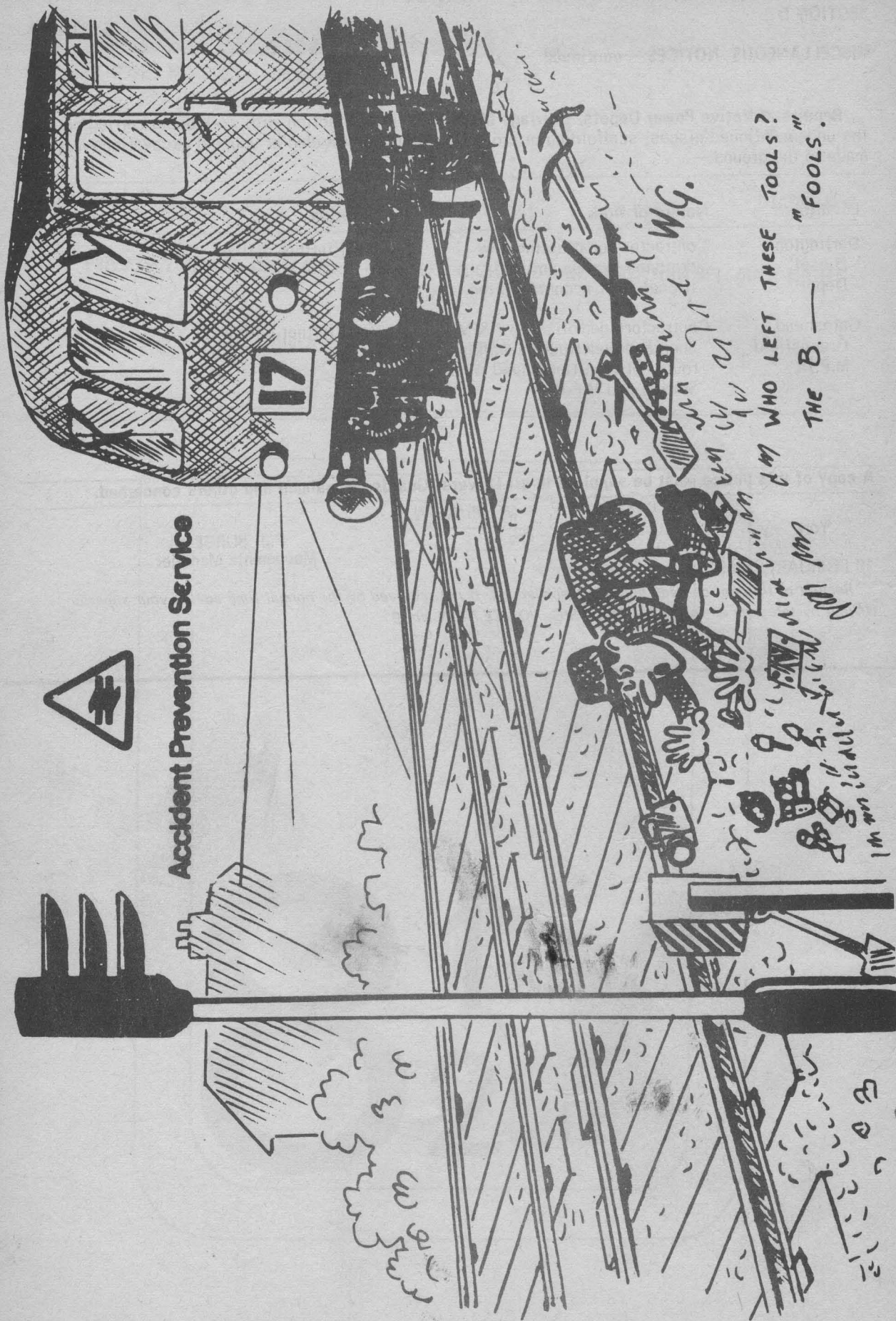
F.J. BURGE
Movements Manager

19 FEBRUARY, 1969.

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"



Accident Prevention Service



WHO LEFT THESE TOOLS?
THE B. — "FOOLS."

W.G.

Chemical

NE/N



EASTERN REGION

No. 10

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 8 MARCH

TO

FRIDAY 14 MARCH 1969

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 9 MARCH – YORK

The Down Shunt Spur will be dispensed with and the connection from Down Reception lines to Shunt Spur will become trap points.

The connection Down Reception Lines to Down Leeds will be secured out of use pending removal.

The signal at the exit from the Down Reception Lines will now apply only to the Down Holgate Loop.

The following Ground positioned light signals will be abolished:—

Down Leeds Main to Dringhouses Down Reception Lines.

Shunt Spur to Dringhouses Down Reception Lines. (13)

Down Doncaster Main to Up Leeds.

SUNDAY 9 MARCH – NORTHALLERTON

The connection No.1 Platform to Up Fast will be abolished.

The following signals will be abolished:—

N.117 with route indicator S (Slow) M (Main) L (Loop).

N.129 – 130 Shunting Up Slow to Up Fast or No.1 Platform.

N.126 Shunting Up Fast to No.1 Platform. (13)

WEDNESDAY 12 MARCH – LEYBURN

The following will be abolished:—

The Up Siding.

“C” two-lever Ground Frame and the associated connection.

“A” three-lever Ground Frame, together with the associated trailing crossover between the Down and Up Main immediately on the Northallerton side of the Station.

The left hand line of the Goods Yard (the line further of the two from the Down Main Line).

The Express Dairy Co. Sidings.

No.2 Siding.

The Auxiliary Key Token Machine situated at the Down Main Second Home.

The following connections will be abolished

Trailing connection from Down Main to No. 2 Siding.

The spring points in the Down Main on the Wensley side of the Station will be disconnected and secured in the reverse position pending replacement by plain line.

The following signals will be abolished:—

Down Main Starting signal.

Down Siding No. 2 to Down Main.

Down Main to Down Siding No. 2 setting back along Down Main. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

EAGLESLIFFE SOUTH

The connections No.2 Platform to Leeds Up Main and No.1 Platform to Darlington Up Main have been abolished. (12)

HARTON

A trailing connection has been installed in the Up Main at 5 miles 32 chains and is secured out of use until further notice. (12)

BETWEEN ERYHOLME AND RICHMOND

The line between Catterick Bridge and Richmond has been closed.

Scorton signal box has been abolished as a block post, together with the Down and Up Main line starting signals worked therefrom. The signal box remains as a crossing box and the Down and Up Home and Distant signals are worked by the crossing keeper.

The block section is now between Eryholme and Catterick Bridge.

Catterick Bridge

The following signals have been abolished:—

Up Home No. 1 and banner repeater
Disc, shunting Camp Spur to Down Main
Disc shunting Up Main to Camp Spur
Down Main Starting

The facing main line crossover has been secured out of use, in the normal position, pending removal.

The notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF applying to the single line towards Richmond has been resited at the west end of the Down platform and applies to the Camp Spur and Camp Railways.

Stop blocks have been erected on the Up Main line at the Richmond end of the platform.

Catterick Camp Railway

The line between Catterick Bridge and Catterick Camp is now worked under the One Engine in Steam Regulations. Ground frames are chained and padlocked and used to operate points only. The Keys are kept at Catterick Bridge signal box. A train staff is provided and the signal man at Catterick Bridge travels with every train, operating the ground frame points as necessary.

All signals worked by Yard Ground Frame and Camp Junction applying to the Camp Railway have been abolished. (12)

LEEMING BAR

The Up Main Starting signal has been renewed as a straight post on the same site, at a reduced height of 16 feet above rail level. (12)

WALBOTTLE

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

All points have been secured out of use in the normal position pending removal. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****STRANTON AND CHURCH STREET****Church Street**

The Down and Up Goods No.1 lines between Church Street and Stranton have been abolished.

The following connections have been abolished:–

No.2 Down Goods to No.1 Down Goods
Up Goods No. 1 to Up Goods No. 2

The following signals have been abolished:–

Down Goods No.1 Home
Down Main to Down Goods Distant
Setting back Up Goods No.1 to Up Goods No.2
Goods Starting signal

Stranton

The Down and Up Goods lines between Stranton and Church Street, together with Fenwicks Sidings, have been abolished.

The following connections have been abolished:–

Up Goods to Fenwicks Sidings
Up Goods to Up Main
The points from Up Goods leading to Down Main via the Down Main to Down Goods connection.
Down Main to Down Goods

The following signals have been abolished:–

Up Goods Home
Up Goods to Up Main Starting
Shunting Fenwicks Sidings to Up Goods
Shunt Ahead Signal Up Goods to Up Main
Up Goods to Down Main
Down Main to Down Goods Starting
Up Goods Fixed distant
Up Goods to Down Sidings
Up Main to Fenwicks Sidings

Amended Item (12)

EAGLESCLIFFE

In consequence of track remodelling the names of the lines are now as follows:–

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:–

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

Commencing Monday 10 March all Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****THORNABY M.P. DEPOT**

The connection to No. 4 Outlet Siding has been abolished. No. 4 Outlet Siding has been slued to give access to Nos. 1, 2 and 3 Wagon Repair Sidings.

Nos. 1 and 2 Wagon Repair Sidings have been shortened approximately 70 feet at the east end. (11)

STOCKSFIELD

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

All connections have been secured out of use in the normal position pending removal. (11)

RIDING MILL

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

All connections have been secured out of use in the normal position pending removal. (11)

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

Down Pontop to Down Main
Whitburn Branch end of the points Down Whitburn to Up Main
Up Main end of the points Up Main to Up Whitburn

The following signals have been abolished:—

Shunting Down to Up Pontop
Up Pontop Second Home
Route from Up Main to Up Pontop

The following signals have been fixed at danger:—

Down Pontop Home
Down Pontop Home to Down Main
Shunting Up Pontop to Down Main or Down Pontop
Shunting Down Whitburn to Down Pontop or to Up Main
Up Whitburn Home or to Up Main
Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

** RELLY MILL**

The trailing connection Down Branch to Down Main has been removed.

The following signals have been abolished:—

Down Branch Inner Home
Down Branch Outer Home
Down Branch Distant

(10)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw. (U.F.N.)

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 SERVICES – CONVEYANCE OF 8' 6" HIGH CONTAINERS

Booklet No. 3 (B.R.20426) – Instructions and Diagrams for Loading and Securing Long, Projecting and otherwise Exceptional Loads, also procedure regarding Acceptance and Conveyance of out-of-gauge and otherwise Exceptional Loads.

Page 10. Add new sections as follows:—

Freightliner Services.

59. The following containers are suitable for conveyance on **all** freightliner services:—
- (a) Freightliner containers, painted grey, with red band and the inscription **FREIGHTLINER** or **FREIGHTLINERS LTD.** on the band.
 - (b) Privately-owned containers bearing a label 120mm. square with B.R. symbol and a code consisting of a letter and a figure in white on a red background. (Diagram A). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.
60. The following containers are only suitable for conveyance on Freightliner services indicated on the Working Timetables by the symbol (Z) :—
- Privately-owned containers 8 ft. 6 ins. high bearing a label 160 mm. high by 120 mm. wide with B.R. symbol and the indication "8½ ft." in black on a yellow background (Diagram B). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.
61. Privately-owned containers which are unlabelled must not be accepted for conveyance.

PRIVATELY-OWNED CONTAINERS NOT MORE THAN 8FT. HIGH
White lettering, symbol and border on Flame Red.

DIAGRAM A



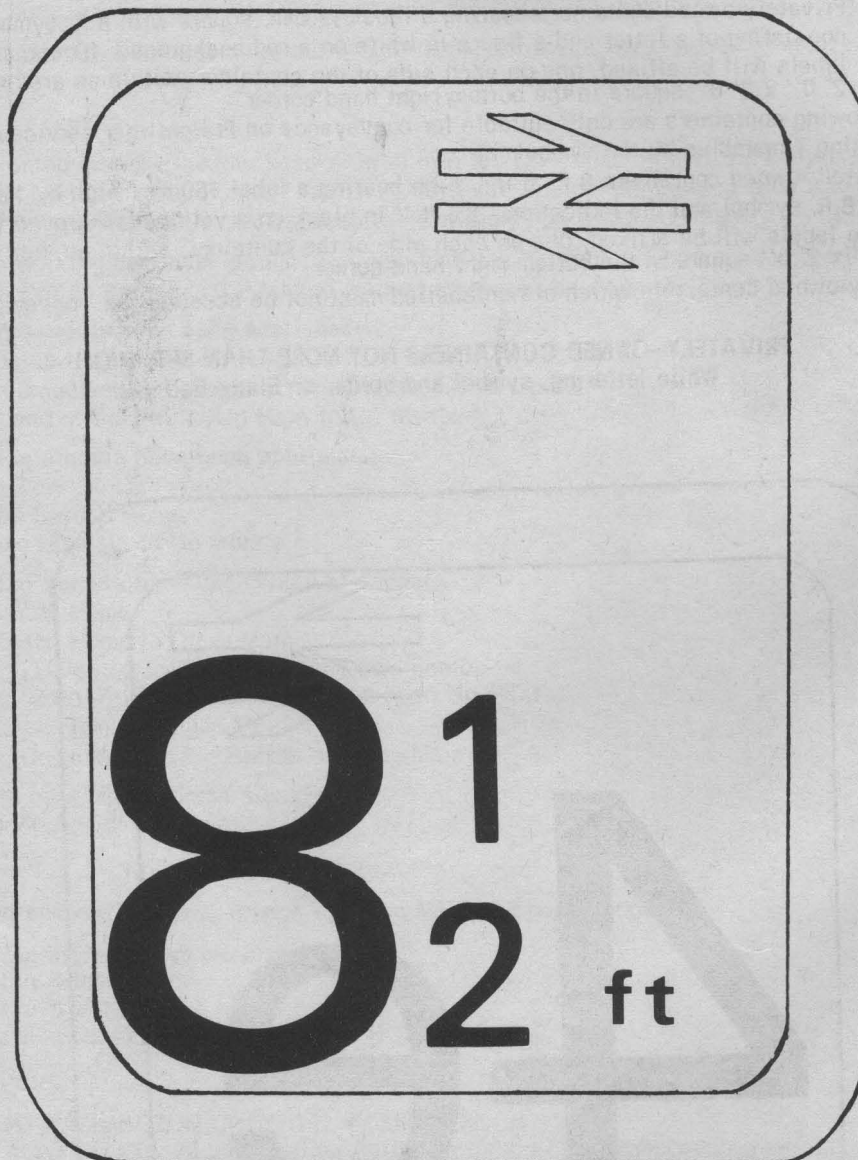
SECTION D

MISCELLANEOUS NOTICES - continued

DIAGRAM B

PRIVATELY-OWNED CONTAINERS OVER 8FT. HIGH AND NOT MORE THAN 8FT. 6INS. HIGH

Black lettering, symbol and border on Yellow.



SECTION D

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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

26 FEBRUARY, 1969.

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".



NE/N

EASTERN REGION

No. 11
C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 15 MARCH

TO

FRIDAY 21 MARCH 1969

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 16 MARCH—LITTLE MILL

The Up Passenger Loop will be abolished and the Down and Up Fast lines will become Down and Up Main.

The following connections will be abolished:—

Up Main to Up Passenger Loop
 Up Passenger Loop to Up Main

The following signals will be abolished:—

No.10 Shunting Down Main to No.5 Subsidiary Signal.
 No.12 Down Main to Down Passenger Loop Calling-on.
 No.16 Shunting Down Passenger Loop to No.10 Subsidiary Signal.
 No.19 Down Passenger Loop Subsidiary Signal.
 No.38 Shunting Up Main to Up Passenger Loop.

The following colour light signals will be abolished:—

LM. 20 Down Passenger Loop
 LM. 21 Controlling the exit from Down Passenger Loop
 LM. 31 Controlling the exit from the Up Passenger Loop
 LM. 32/33 Up Passenger Loop together with the Subsidiary Signal.

The left hand junction indicators associated with LM.13/LM.37 applying Down Main/Up Main to Down/Up Passenger Loops will be abolished.

The two-lever ground frame formerly controlling the facing crossover will be abolished.

The following signals will be re-numbered and will become automatic:—

OLD	NEW
LM.17	D.40
LM.35	U.40

(14)

DETAILS OF WORK ALREADY CARRIED OUT

YORK (DRINGHOUSES)

The Down Shunt Spur has been dispensed with and the connection from Down Reception lines to Shunt Spur has become trap points.

The connection Down Reception Lines to Down Leeds has been secured out of use pending removal.

The signal at the exit from the Down Reception Lines now applies only to the Down Holgate Loop.

The following Ground position light signals have been abolished:—

Down Leeds Main to Dringhouses Down Reception Lines.
 Shunt Spur to Dringhouses Down Reception Lines.
 Down Doncaster Main to Up Leeds.

(13)

NORTHALLERTON

The connection No.1 Platform to Up Fast has been abolished:—

The following signals have been abolished:—

N.117 with route indicator S (Slow) M (Main) L (Loop).
 N.129 – 130 Shunting Up Slow to Up Fast or No.1 Platform.
 N.126 Shunting Up Fast to No.1 Platform.

(13)

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

LEYBURN

The following have been abolished:—

The Up Siding.

“C” two-lever Ground Frame and the associated connection.

“A” three-lever Ground Frame, together with the associated trailing crossover between the Down and Up Main immediately on the Northallerton side of the Station.

The left hand line of the Goods Yard (the line further of the two from the Down Main Line).

The Express Dairy Co. Sidings.

No.2 Siding.

The Auxiliary Key Token Machine situated at the Down Main Second Home.

The following connections have been abolished

Trailing connection from Down Main to No. 2 Siding.

The spring points in the Down Main on the Wensley side of the Station have been disconnected and secured in the reverse position pending replacement by plain line.

The following signals have been abolished:—

Down Main Starting signal.

Down Siding No. 2 to Down Main.

Down Main to Down Siding No. 2 setting back along Down Main.

(13)

EAGLESCLIFFE SOUTH

The connections No.2 Platform to Leeds Up Main and No.1 Platform to Darlington Up Main have been abolished.

(12)

HARTON

A trailing connection has been installed in the Up Main at 5 miles 32 chains and is secured out of use until further notice.

(12)

BETWEEN ERYHOLME AND RICHMOND

The line between Catterick Bridge and Richmond has been closed.

Scorton signal box has been abolished as a block post, together with the Down and Up Main line starting signals worked therefrom. The signal box remains as a crossing box and the Down and Up Home and Distant signals are worked by the crossing keeper.

The block section is now between Eryholme and Catterick Bridge.

Catterick Bridge

The following signals have been abolished:—

Up Home No. 1 and banner repeater
 Disc, shunting Camp Spur to Down Main
 Disc shunting Up Main to Camp Spur
 Down Main Starting

The facing main line crossover has been secured out of use, in the normal position, pending removal.

The notice board worded MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF applying to the single line towards Richmond has been resited at the west end of the Down platform and applies to the Camp Spur and Camp Railways.

Stop blocks have been erected on the Up Main line at the Richmond end of the platform.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN ERYHOLME AND RICHMOND - continued****Catterick Camp Railway**

The line between Catterick Bridge and Catterick Camp is now worked under the One Engine in Steam regulations. Ground frames are chained and padlocked and used to operate points only. The Keys are kept at Catterick Bridge signal box. A train staff is provided and the signal man at Catterick Bridge travels with every train, operating the ground frame points as necessary.

All signals worked by Yard Ground Frame and Camp Junction applying to the Camp Railway have been abolished. (12)

LEEMING BAR

The Up Main Starting signal has been renewed as a straight post on the same site, at a reduced height of 16 feet above rail level. (12)

WALBOTTLE

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

All points have been secured out of use in the normal position pending removal. (12)

STRANTON AND CHURCH STREET**Church Street**

The Down and Up Goods No.1 lines between Church Street and Stranton have been abolished.

The following connections have been abolished:-

- No.2 Down Goods to No.1 Down Goods
- Up Goods No. 1 to Up Goods No. 2

The following signals have been abolished:-

- Down Goods No.1 Home
- Down Main to Down Goods Distant
- Setting back Up Goods No.1 to Up Goods No.2
- Goods Starting signal

Stranton

The Down and Up Goods lines between Stranton and Church Street, together with Fenwicks Siding, have been abolished.

The following connections have been abolished:-

- Up Goods to Fenwicks Sidings
- Up Goods to Up Main
- The points from Up Goods leading to Down Main via the Down Main to Down Goods connection.
- Down Main to Down Goods

The following signals have been abolished:-

- Up Goods Home
- Up Goods to Up Main Starting
- Shunting Fenwicks Sidings to Up Goods
- Shunt Ahead Signal Up Goods to Up Main
- Up Goods to Down Main
- Down Main to Down Goods Starting
- Up Goods Fixed distant
- Up Goods to Down Sidings
- Up Main to Fenwicks Sidings

(12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EAGLESCLIFFE

In consequence of track remodelling the names of the lines are now as follows:—
Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:—

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

Commencing Saturday 22 March all Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished. (14)

*** * THORNABY M.P. DEPOT**

The connection to No. 4 Outlet Siding has been abolished. No. 4 Outlet Siding has been slued to give access to Nos. 1, 2 and 3 Wagon Repair Sidings.

Nos. 1 and 2 Wagon Repair Sidings have been shortened approximately 70 feet at the east end. (11)

*** * STOCKSFIELD**

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

All connections have been secured out of use in the normal position pending removal. (11)

*** * RIDING MILL**

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

All connections have been secured out of use in the normal position pending removal. (11)

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

Down Pontop to Down Main

Whitburn Branch end of the points Down Whitburn to Up Main

Up Main end of the points Up Main to Up Whitburn

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****HARTON -continued****The following signals have been abolished:-**

- Shunting Down to Up Pontop
- Up Pontop Second Home
- Route from Up Main to Up Pontop

The following signals have been fixed at danger:-

- Down Pontop Home
- Down Pontop Home to Down Main
- Shunting Up Pontop to Down Main or Down Pontop
- Shunting Down Whitburn to Down Pontop or to Up Main
- Up Whitburn Home or to Up Main
- Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw.

(U.F.N.)

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.*

EXPERIMENTAL BLUE FLASHING LIGHTS ON TAMPING MACHINES

Referring to the work shown in Section B on Thursday 20 March, from 04 00 to 09 00 on the Down Fast line between Skelton Bridge and Tollerton.

The tamping machine will be fitted, experimentally, with a blue flashing light on the side nearest to the Up Fast line, The light is a reminder to staff on site of the close proximity of trains passing on that line.

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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

5 MARCH, 1969.

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".



NE/N

EASTERN REGION

No. 12
C.J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 22 MARCH

TO

FRIDAY 28 MARCH 1969

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

MONDAY 24 MARCH – WILLINGTON QUAY

The Goods Siding, together with the associated signals, will be abolished. The trailing connection in the Up Main leading to the Goods Siding will be secured in the normal position pending removal.

(15)

TUESDAY 25 MARCH – BOWBURN

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

All connections except those mentioned below will be secured out of use in the normal position pending removal. The connections to and from the colliery site will remain and will be secured out of use.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

LITTLE MILL

The Up Passenger Loop has been abolished and the Down and Up Fast lines have become the Down and Up Main.

The following connections have been abolished:-

- Up Main to Up Passenger Loop
- Up Passenger Loop to Up Main

The following signals have been abolished:-

- No.10 Shunting Down Main to No.5 Subsidiary Signal.
- No.12 Down Main to Down Passenger Loop Calling-on.
- No.16 Shunting Down Passenger Loop to No.10 Subsidiary Signal.
- No.19 Down Passenger Loop Subsidiary Signal.
- No.38 Shunting Up Main to Up Passenger Loop.

The following colour light signals have been abolished:-

- LM. 20 Down Passenger Loop
- LM. 21 Controlling the exit from Down Passenger Loop
- LM. 31 Controlling the exit from the Up Passenger Loop
- LM. 32/33 Up Passenger Loop together with the Subsidiary Signal.

The left hand junction indicators associated with LM. 13/LM.37 applying Down Main/Up Main to Down/Up Passenger Loops have been abolished:-

The two-lever ground frame formerly controlling the facing crossover has been abolished:-

The following signals have been re-numbered and become automatic:-

OLD	NEW
LM.17	D.40
LM.35	U.40

(14)

YORK (DRINGHOUSES)

The Down Shunt Spur has been dispensed with and the connection from Down Reception lines to Shunt Spur has become trap points.

The connection Down Reception Lines to Down Leeds has been secured out of use pending removal.

The signal at the exit from the Down Reception Lines now applies only to the Down Holgate Loop.

The following Ground position light signals have been abolished:-

- Down Leeds Main to Dringhouses Down Reception Lines.
- Shunt Spur to Dringhouses Down Reception Lines.
- Down Doncaster Main to Up Leeds.

(13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NORTHALLERTON

The connection No.1 Platform to Up Fast has been abolished:–

The following signals have been abolished:–

N.117 with route indicator S (Slow) M (Main) L (Loop).

N.126 Shunting Up Fast to No.1 Platform.

(Amended item) (13)

LEYBURN

The following have been abolished:–

The Up Siding.

“C” two-lever Ground Frame and the associated connection.

“A” three-lever Ground Frame, together with the associated trailing crossover between the Down and Up Main immediately on the Northallerton side of the Station.

The left hand line of the Goods Yard (the line further of the two from the Down Main Line).

The Express Dairy Co. Sidings.

No.2 Siding.

The Auxiliary Key Token Machine situated at the Down Main Second Home.

The following connections have been abolished

Trailing connection from Down Main to No. 2 Siding.

The spring points in the Down Main on the Wensley side of the Station have been disconnected and secured in the reverse position pending replacement by plain line.

The following signals have been abolished:–

Down Main Starting signal.

Down Siding No. 2 to Down Main.

Down Main to Down Siding No. 2 setting back along Down Main.

(13)

*** EAGLESCLIFFE SOUTH**

The connections No.2 Platform to Leeds Up Main and No.1 Platform to Darlington Up Main have been abolished.

(12)

*** HARTON**

A trailing connection has been installed in the Up Main at 5 miles 32 chains and is secured out of use until further notice.

(12)

*** BETWEEN ERYHOLME AND RICHMOND**

The line between Catterick Bridge and Richmond has been closed.

Scorton signal box has been abolished as a block post, together with the Down and Up Main line starting signals worked therefrom. The signal box remains as a crossing box and the Down and Up Home and Distant signals are worked by the crossing keeper.

The block section is now between Eryholme and Catterick Bridge.

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

**** BETWEEN ERYHOLME AND RICHMOND – continued**

Catterick Bridge

The following signals have been abolished:—

- Up Home No. 1 and banner repeater
- Disc, shunting Camp Spur to Down Main
- Disc shunting Up Main to Camp Spur
- Down Main Starting

The facing main line crossover has been secured out of use, in the normal position, pending removal.

The notice board worded **MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF** applying to the single line towards Richmond has been resited at the west end of the Down platform and applies to the Camp Spur and Camp Railways.

Stop blocks have been erected on the Up Main line at the Richmond end of the platform.

Catterick Camp Railway

The line between Catterick Bridge and Catterick Camp is now worked under the One Engine in Steam Regulations. Ground frames are chained and padlocked and used to operate points only. The Keys are kept at Catterick Bridge signal box. A train staff is provided and the signal man at Catterick Bridge travels with every train, operating the ground frame points as necessary.

All signals worked by Yard Ground Frame and Camp Junction applying to the Camp Railway have been abolished.

(12)

**** LEEMING BAR**

The Up Main Starting signal has been renewed as a straight post on the same site, at a reduced height of 16 feet above rail level.

(12)

**** WALBOTTLE**

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

All points have been secured out of use in the normal position pending removal.

(12)

**** STRANTON AND CHURCH STREET**

Church Street

The Down and Up Goods No.1 lines between Church Street and Stranton have been abolished.

The following connections have been abolished:—

- No.2 Down Goods to No.1 Down Goods
- Up Goods No. 1 to Up Goods No. 2

The following signals have been abolished:—

- Down Goods No.1 Home
- Down Main to Down Goods Distant
- Setting back Up Goods No.1 to Up Goods No.2
- Goods Starting signal

Stranton

The Down and Up Goods lines between Stranton and Church Street, together with Fenwicks Siding, have been abolished.

The following connections have been abolished:—

- Up Goods to Fenwicks Sidings
- Up Goods to Up Main

The points from Up Goods leading to Down Main via the Down Main to Down Goods connection.
 Down Main to Down Goods

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** STRANTON AND CHURCH STREET—continued****The following signals have been abolished:—**

- Up Goods Home
- Up Goods to Up Main Starting
- Shunting Fenwicks Sidings to Up Goods
- Shunt Ahead Signal Up Goods to Up Main
- Up Goods to Down Main
- Down Main to Down Goods Starting
- Up Goods Fixed distant
- Up Goods to Down Sidings
- Up Main to Fenwicks Sidings

(12)

EAGLESCLIFFE

In consequence of track remodelling the names of the lines are now as follows:—

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:—

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

Commencing Saturday 22 March all Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished.

(14)

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

- Down Pontop to Down Main
- Whitburn Branch end of the points Down Whitburn to Up Main
- Up Main end of the points Up Main to Up Whitburn

The following signals have been abolished:—

- Shunting Down to Up Pontop
- Up Pontop Second Home
- Route from Up Main to Up Pontop

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HARTON –continued

The following signals have been fixed at danger:–

- Down Pontop Home
- Down Pontop Home to Down Main
- Shunting Up Pontop to Down Main or Down Pontop
- Shunting Down Whitburn to Down Pontop or to Up Main
- Up Whitburn Home or to Up Main
- Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is closed until further notice to through traffic between Washington South and South Pelaw.

A rail has been removed and a sleeper fastened across the track at 8 miles 4 chains on the Up Main at Washington South and at 11 miles 41 chains on the Down Main at South Pelaw.

(U.F.N.)

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
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.

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

12 MARCH, 1969.

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"



NE/N

EASTERN REGION

No. 13

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 29 MARCH

TO

FRIDAY 4 APRIL 1969

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 31 MARCH—STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH.

The above branch will be open for traffic as from Monday 31 March.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

BANK TOP

The following signals have been abolished:—

Signal applying from Coal Stage.

Signal applying from Coal Stage Siding.

(New item)

(17)

WILLINGTON QUAY

The Goods Siding, together with the associated signals, has been abolished. The trailing connection in the Up Main leading to the Goods Siding has been secured in the normal position pending removal.

(16)

BOWBURN

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

All connections except those mentioned below have been secured out of use in the normal position pending removal. The connections to and from the colliery site remain and have been secured out of use.

(16)

LITTLE MILL

The Up Passenger Loop has been abolished and the Down and Up Fast lines have become the Down and Up Main.

The following connections have been abolished:—

Up Main to Up Passenger Loop

Up Passenger Loop to Up Main

The following signals have been abolished:—

No.10 Shunting Down Main to No.5 Subsidiary Signal.

No.12 Down Main to Down Passenger Loop Calling-on.

No.16 Shunting Down Passenger Loop to No.10 Subsidiary Signal.

No.19 Down Passenger Loop Subsidiary Signal.

No.38 Shunting Up Main to Up Passenger Loop.

The following colour light signals have been abolished:—

LM. 20 Down Passenger Loop

LM. 21 Controlling the exit from Down Passenger Loop

LM. 31 Controlling the exit from the Up Passenger Loop

LM. 32/33 Up Passenger Loop together with the Subsidiary Signal.

The left hand junction indicators associated with LM. 13/LM. 37 applying Down Main/Up Main to Down/Up Passenger Loops have been abolished:—

The two-lever ground frame formerly controlling the facing crossover has been abolished:—

The following signals have been re-numbered and become automatic:—

OLD

LM.17

LM.35

NEW

D.40

U.40

(14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****YORK (DRINGHOUSES)**

The Down Shunt Spur has been dispensed with and the connection from Down Reception lines to Shunt Spur has become trap points.

The connection Down Reception Lines to Down Leeds has been secured out of use pending removal.

The signal at the exit from the Down Reception Lines now applies only to the Down Holgate Loop.

The following Ground position light signals have been abolished:–

Down Leeds Main to Dringhouses Down Reception Lines.

Shunt Spur to Dringhouses Down Reception Lines.

Down Doncaster Main to Up Leeds.

(13)

****NORTHALLERTON**

The connection No.1 Platform to Up Fast has been abolished:–

The following signals have been abolished:–

N.117 with route indicator S (Slow) M (Main) L (Loop).

N.126 Shunting Up Fast to No.1 Platform.

(13)

****LEYBURN**

The following have been abolished:–

The Up Siding.

“C” two-lever Ground Frame and the associated connection.

“A” three-lever Ground Frame, together with the associated trailing crossover between the Down and Up Main immediately on the Northallerton side of the Station.

The left hand line of the Goods Yard (the line further of the two from the Down Main Line).

The Express Dairy Co. Sidings.

No.2 Siding.

The Auxiliary Key Token Machine situated at the Down Main Second Home.

The following connections have been abolished

Trailing connection from Down Main to No. 2 Siding.

The spring points in the Down Main on the Wensley side of the Station have been disconnected and secured in the reverse position pending replacement by plain line.

The following signals have been abolished:–

Down Main Starting signal.

Down Siding No. 2 to Down Main.

Down Main to Down Siding No. 2 setting back along Down Main.

(13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****EAGLESCLIFFE**

In consequence of track remodelling the names of the lines are now as follows:—

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:—

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

All Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished.

(14)

HARTON

The Down Pontop Branch line has been slewed into the Up Pontop line at the Pontop Branch end of the connection from Up Main to Up Pontop. The Down Whitburn Branch has been slewed into the Up Whitburn Branch at the hand worked crossover between the Down and Up Whitburn lines.

Single Line Working has been brought into use over the Up Pontop line between the trailing crossover situated in the Pontop Branch and the hand worked crossover between the Down and Up Whitburn Branch.

The following points have been abolished:—

Down Pontop to Down Main

Whitburn Branch end of the points Down Whitburn to Up Main

Up Main end of the points Up Main to Up Whitburn

The following signals have been abolished:—

Shunting Down to Up Pontop

Up Pontop Second Home

Route from Up Main to Up Pontop

The following signals have been fixed at danger:—

Down Pontop Home

Down Pontop Home to Down Main

Shunting Up Pontop to Down Main or Down Pontop

Shunting Down Whitburn to Down Pontop or to Up Main

Up Whitburn Home or to Up Main

Shunting Down Main to Up Pontop or to Up Main

Handsignalling is in use at these signals.

(U.F.N.)

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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

19 MARCH, 1969.

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"



NE/N

EASTERN REGION

No. 14/15

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

This booklet contains notices for the
TWO WEEKS ENDING FRIDAY 18 APRIL 1969

SATURDAY 5 APRIL

TO

FRIDAY 18 APRIL 1969

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 TUESDAY 5 to 8 APRIL - HARTON

The following connections will be abolished:-

- 23 } Trailing connection in Up Pontop from Up Main
- 34A } Facing connection from Up Main to Up Pontop
- 36B } Trailing connection from Whitburn to Up Main
- 14 } Facing connection from Whitburn to Up Main
- 14 } Trailing crossover between Down and Up Pontop

The following signals will be abolished:-

- 2 Down Pontop Home
- 5 Down Pontop to Down Main
- 13 Shunting Up Pontop to Down Main or Down Pontop
- 35 Shunting along Down Whitburn or to Up Main
- 49 Up Whitburn First Home or Up Whitburn to Up Main
- 33 Shunting Down Main to Up Pontop or to Up Main

Altered signals

No. 39 Up Main to 728 signal will be renumbered 742 and the elevated subsidiary signal will be offset to the left.

No. 40 Up Main to No. 39 (renumbered 742) will be renumbered 750.

No. 6 Down Main to 755 will be renumbered 733.

The following new connections will be provided:-

- 4050 Pontop Line to Up Main
- old 14A Spring points will be provided in the Down Pontop Line set for the Up Pontop
- 4053 Whitburn line to Up Main

The following new signals will be provided:-

No. 736 Whitburn to Up Main or to Up Pontop ground position light signal, situated on approach side of the whitburn to Up Main connection, to the left of Whitburn Line with a two-way stencil type route indicator reading M (main) B (branch).

No. 737 Pontop to Down Main or to Down Whitburn ground position light signal, situated on approach side of Pontop line to Up Main connection, to left of Pontop line with a two-way stencil type route indicator reading M (main) B (branch).

No. 745 Down Main to Up Main or to Up Pontop ground position light signal, situated on approach side of the trailing crossover between Down and Up main lines, with a two-way stencil type route indicator reading M (main) B (branch).

The hand worked crossover between Down and Up Whitburn lines will be dispensed with and new spring facing points will be installed in Down Whitburn line, set for this line.

The Down and Up Pontop lines between Harton and Green Lane will be worked in accordance with the "No Block" regulations.

Notice boards worded "Stop telephone" will be erected at the Harton end of the Down Pontop and Up Whitburn lines.

(18)

WEDNESDAY 9 APRIL - BETWEEN CEMETERY NORTH AND HAWTHORN COLLIERY

Electric Token working between Wellfield and Hawthorn Colliery will be dispensed with and "One Train Working" brought into use. A staff will be provided worded "One Train Working", "Wellfield to Hawthorn Colliery" and attached to the staff will be a token for the release for Shotton Colliery Ground Frame.

Notice boards will be erected at Wellfield Home signal from Hawthorn and Hawthorn Colliery No.2 signal and will read on the one side "Start of One Train Working" and on the other side "End of One Train Working".

(18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

THURSDAY 10 APRIL—HOPETOWN

Stooperdale Ground Frame and connections will be abolished.

A new ground frame for Shellstar Depot Siding will be brought into use, released by Annetts Key attached to the Train staff.

The Up Branch First Home signal from Nickstream will also apply in future, to movements from Shellstar Depot Siding. (18)

DETAILS OF WORK ALREADY CARRIED OUT

EAGLESCLIFFE SOUTH AND NORTH (BOWESFIELD)

Revised signalling has been brought into use at Eaglescliffe South and North (controlled by Bowesfield).

Full details are published in Supplementary Notice No.12A and all staff concerned must ensure that they have a copy. (18)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is open for traffic. (17)

BANK TOP

The following signals have been abolished:—

Signal applying from Coal Stage.

Signal applying from Coal Stage Siding. (17)

WILLINGTON QUAY

The Goods Siding, together with the associated signals, has been abolished. The trailing connection in the Up Main leading to the Goods Siding has been secured in the normal position pending removal. (16)

BOWBURN

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

All connections except those mentioned below have been secured out of use in the normal position pending removal. The connections to and from the colliery site remain and have been secured out of use. (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * LITTLE MILL**

The Up Passenger Loop has been abolished and the Down and Up Fast lines have become the Down and Up Main.

The following connections have been abolished:–

- Up Main to Up Passenger Loop
- Up Passenger Loop to Up Main

The following signals have been abolished:–

- No.10 Shunting Down Main to No.5 Subsidiary Signal.
- No.12 Down Main to Down Passenger Loop Calling-on.
- No.16 Shunting Down Passenger Loop to No.10 Subsidiary Signal.
- No.19 Down Passenger Loop Subsidiary Signal.
- No.38 Shunting Up Main to Up Passenger Loop.

The following colour light signals have been abolished:–

- LM. 20 Down Passenger Loop
- LM. 21 Controlling the exit from Down Passenger Loop
- LM. 31 Controlling the exit from the Up Passenger Loop
- LM. 32/33 Up Passenger Loop together with the Subsidiary Signal.

The left hand junction indicators associated with LM. 13/LM.37 applying Down Main/Up Main to Down/Up Passenger Loops have been abolished:–

The two-lever ground frame formerly controlling the facing crossover has been abolished:–

The following signals have been re-numbered and become automatic:–

OLD	NEW
LM.17	D.40
LM.35	U.40

(14)

*** * EAGLESCLIFFE**

In consequence of track remodelling the names of the lines are now as follows:–

Former Down and Up Main between Bowesfield and Eaglescliffe South Junction has become Down and Up Middlesbrough Main.

Former Down and Up Main between Hartburn and Eaglescliffe South Junction has become Down and Up Stockton Main.

Traffic is routed as follows:–

All Down traffic for Stockton and beyond to travel via No. 2 Platform (Down Stockton Main).

All Down traffic between Darlington and Middlesbrough to travel via No. 2 Platform.

All Down traffic Northallerton to Tees and beyond to travel via Down Stockton Main and new double line junction.

All Up traffic from Stockton to Darlington and Northallerton to travel via Up Stockton Main and No. 1 Platform.

All Up traffic from Tees to Darlington to travel via Up Stockton Main and No. 1 Platform.

All Up through traffic Tees to Northallerton and beyond to travel via Up Middlesbrough Main.

Eaglescliffe South

The signal box end of the trailing connection Leeds Down Main to Leeds Up Main, has been abolished.

(14)

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.

★ BEDALE COAL CELL SIDINGS

Locomotives are prohibited from travelling over the Coal Cells until further notice due to the condition of the track.

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
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

MO. 45/NE/N.

F.J. BURGE
Movements Manager

26 MARCH, 1969.

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. 14/15"



NE/N

EASTERN REGION

No. 16

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 19 APRIL

TO

FRIDAY 25 APRIL 1969

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 20 APRIL - WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover between B.R. Single line and N.C.B. Single line will be installed at 4 m.p. The crossover will be secured out of use until further notice. (19)

DETAILS OF WORK ALREADY CARRIED OUT

HARTON

The following connections have been abolished:-

Trailing connection in Up Pontop from Up Main
Facing connection from Up Main to Up Pontop
Trailing connection from Whitburn to Up Main
Facing connection from Whitburn to Up Main
Trailing crossover between Down and Up Pontop

The following signals have been abolished:-

Down Pontop Home
Down Pontop to Down Main
Shunting Up Pontop to Down Main or Down Pontop
Shunting along Down Whitburn or to Up Main
Up Whitburn First Home or Up Whitburn to Up Main
Shunting Down Main to Up Pontop or to Up Main

Altered signals

No.39 Up Main to 728 signal has been renumbered 742 and the elevated subsidiary signal has been offset to the left.

No.40 Up Main to No.39 (renumbered 742) has been renumbered 750.

No.6 Down Main to 755 has been renumbered 733.

The following new connections have been provided:-

Pontop Line to Up Main
Spring points have been provided in the Down Pontop Line set for the Up Pontop
Whitburn line to Up Main

The following new signals have been provided:-

No. 736 Whitburn to Up Main or to Up Pontop ground position light signal, situated on approach side of the whitburn to Up Main connection, to the left of Whitburn Line with a two-way stencil type route indicator reading M (main) B (branch).

No. 737 Pontop to Down Main or to Down Whitburn ground position light signal, situated on approach side of Pontop line to Up Main connection, to left of Pontop line with a two-way stencil type route indicator reading M (main) B (branch).

No. 745 Down Main to Up Main or to Up Pontop ground position light signal, situated on approach side of the trailing crossover between Down and Up main lines, with a two-way stencil type route indicator reading M (main) B (branch).

The hand worked crossover between Down and Up Whitburn lines has been dispensed with and new spring facing points have been installed in Down Whitburn line, set for this line.

The Down and Up Pontop lines between Harton and Green Lane are now worked in accordance with the "No Block" regulations.

Notice boards worded "Stop telephone" have been erected at the Harton end of the Down Pontop and Up Whitburn lines. (18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN CEMETERY NORTH AND HAWTHORN COLLIERY

Electric Token working between Wellfield and Hawthorn Colliery has been dispensed with and "One Train Working" brought into use. A staff is provided worded "One Train Working", "Wellfield to Hawthorn Colliery" and attached to the staff is a token for the release of Shotton Colliery Ground Frame.

Notice boards have been erected at Wellfield Home signal from Hawthorn and Hawthorn Colliery No.2 signal which read on the one side "Start of One Train Working" and on the other side "End of One Train Working". (18)

HOPETOWN

Stooperdale Ground Frame and connections have been abolished.

A new ground frame for Shellstar Depot Siding has been brought into use, released by Annetts Key attached to the Train staff.

The Up Branch First Home signal from Nickstream now also applies to movements from Shellstar Depot Siding.

EAGLESCLIFFE SOUTH AND NORTH (BOWESFIELD)

Revised signalling has been brought into use at Eaglescliffe South and North (controlled by Bowesfield).

Full details are published in Supplementary Notice No.12A and all staff concerned must ensure that they have a copy. (18)

STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH

The above branch is open for traffic.

(17)

BANK TOP

The following signals have been abolished:—

Signal applying from Coal Stage.

Signal applying from Coal Stage Siding.

(17)

*** * * WILLINGTON QUAY**

The Goods Siding, together with the associated signals, has been abolished. The trailing connection in the Up Main leading to the Goods Siding has been secured in the normal position pending removal.

(16)

*** * * BOWBURN**

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

All connections except those mentioned below have been secured out of use in the normal position pending removal. The connections to and from the colliery site remain and have been secured out of use.

(16)

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
Gateshead Mensfield 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.

MO. 45/NE/N.

York

F. J. BURGE
Movements Manager

15th, 1969

A copy of this notice need not be acknowledged. If not received by the normal time advise your superior by telegram as follows:— "NILE SIG. NOTICE NE/N No. 16"

CHAINS!! CHAINS!!

Rule 157 reads:-

"Guards and Shunters must see that no vehicle provided with chains or other appliances is allowed to leave the station or siding without the chains and appliances being first carefully examined to ensure that they are properly stowed or otherwise secured or loaded in accordance with the loading instructions for the safe passage of the vehicles. Guards must also see that they are so kept during the journey."

**A CHAIN in PROPER USE secures the
Load — Avoids Accidents**

**Spare Chains on Wagon Floors,
Loose Chains on Loads
Can become a TRAILING MENACE
to Safety**

REMEMBER Rule 157

"Check the Chains"

Chemical



British Rail

NE/N

EASTERN REGION

No. 17

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 26 APRIL

TO

FRIDAY 2 MAY 1969

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 27 APRIL – WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover B.R. Single Line to N.C.B. Single Line will be installed at 4 miles 10 chains and will be secured out of use until further notice. (20)

DETAILS OF WORK ALREADY CARRIED OUT

HARTON**The following connections have been abolished:—**

Trailing connection in Up Pontop from Up Main
 Facing connection from Up Main to Up Pontop
 Trailing connection from Whitburn to Up Main
 Facing connection from Whitburn to Up Main
 Trailing crossover between Down and Up Pontop

The following signals have been abolished:—

Down Pontop Home
 Down Pontop to Down Main
 Shunting Up Pontop to Down Main or Down Pontop
 Shunting along Down Whitburn or to Up Main
 Up Whitburn First Home or Up Whitburn to Up Main
 Shunting Down Main to Up Pontop or to Up Main

Altered signals

No.39 Up Main to 728 signal has been renumbered 742 and the elevated subsidiary signal has been offset to the left.

No.40 Up Main to No.39 (renumbered 742) has been renumbered 750.

No.6 Down Main to 755 has been renumbered 733.

The following new connections have been provided:—

Pontop Line to Up Main
 Spring points have been provided in the Down Pontop Line set for the Up Pontop
 Whitburn line to Up Main

The following new signals have been provided:—

No. 736 Whitburn to Up Main or to Up Pontop ground position light signal, situated on approach side of the whitburn to Up Main connection, to the left of Whitburn Line with a two-way stencil type route indicator reading M (main) B (branch).

No. 737 Pontop to Down Main or to Down Whitburn ground position light signal, situated on approach side of Pontop line to Up Main connection, to left of Pontop line with a two – way stencil type route indicator reading M (main) B (branch).

No. 745 Down Main to Up Main or to Up Pontop ground position light signal, situated on approach side of the trailing crossover between Down and Up main lines, with a two – way stencil type route indicator reading M (main) B (branch).

The hand worked crossover between Down and Up Whitburn lines has been dispensed with and new spring facing points have been installed in Down Whitburn line, set for this line.

The Down and Up Pontop lines between Harton and Green Lane are now worked in accordance with the "No Block" regulations.

Notice boards worded "Stop telephone" have been erected at the Harton end of the Down Pontop and Up Whitburn lines. (18)

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

BETWEEN CEMETERY NORTH AND HAWTHORN COLLIERY

Electric Token working between Wellfield and Hawthorn Colliery has been dispensed with and "One Train Working" brought into use. A staff is provided worded "One Train Working", "Wellfield to Hawthorn Colliery" and attached to the staff is a token for the release of Shotton Colliery Ground Frame. Notice boards have been erected at Wellfield Home signal from Hawthorn and Hawthorn Colliery No.2 signal which read on the one side "Start of One Train Working" and on the other side "End of One Train Working".

(18)

HOPETOWN

Stooperdale Ground Frame and connections have been abolished. A new ground frame for Shellstar Depot Siding has been brought into use, released by Annetts Key attached to the Train staff. The Up Branch First Home signal from Nickstream now also applies to movements from Shellstar Depot Siding.

(18)

EAGLESCLIFFE SOUTH AND NORTH (BOWESFIELD)

Revised signalling has been brought into use at Eaglescliffe South and North (controlled by Bowesfield). Full details are published in Supplementary Notice No.12A and all staff concerned must ensure that they have a copy.

(18)

*** STELLA GILL TO WASHINGTON CHEMICAL WORKS BRANCH**

The above branch is open for traffic.

(17)

*** BANK TOP**

The following signals have been abolished:-
Signal applying from Coal Stage.
Signal applying from Coal Stage Siding.

(17)

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.

★ **BETWEEN LONDONDERRY AND RYHOPE JUNCTION**

Commencing forthwith contractors vehicles will be using a temporary crossing at 1m. 11chs. over the Up and Down Hendon lines and two adjacent sidings. **Drivers to keep a sharp lookout and sound the engine whistle or horn when approaching the crossing.**

★ **ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA, TABLE A**
PAGE 212 (Page ND 29 General Instructions and Notices No. 15D)

HARTBURN CURVE

AMEND:— Description of signalling between **Stockton** Hartburn and **Thornaby** Bowesfield to read "Absolute Block".

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

(Page 11 General Instructions and Notices No. 15D)

RULE 153 (Supplement No. 3) Clause (c)

AMEND last sentence to read:—

In these circumstances the provisions of Clause (b) need not be observed except that a tail signal must always be provided on the last vehicles.

★ **AIR-BRAKED CARTIC 4 VEHICLES**

Damage has occurred on several occasions because these vehicles have been moved without the air brake being released on the centre bogie.

All concerned should note that there are three brake release cords on each Cartic 4 set, the cords at either end each operate the brakes on the two bogies at the end nearest to them whilst a cord towards the centre of the set operates the centre bogie.

Care must be taken to ensure that all three cords are pulled before the vehicles are moved without the air brakes being operative.

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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

16 APRIL, 1969

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. 17".



NE/N

EASTERN REGION

No. 18

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 3 MAY

TO

FRIDAY 9 MAY 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 3 MAY—FACTORY FOREMANS GROUND FRAME (HENDON BRANCH)

The following connections will be secured out of use in the normal position pending removal:—
 Crossover road, between Down and Up lines.

The following signal will be abolished:—

Up Home

(22)

MONDAY 5 MAY—MASON'S ARMS LEVEL CROSSING

The level crossing gates will be replaced by boom gates.

(22)

TUESDAY 6 MAY—HOPETOWN

The Coach Shops' Sidings, (West of the connection Coach Shops' Siding to Branch—on the Nickstream side of Hopetown signal box) will be abolished.

The associated yellow faced disc signal will be replaced by a red faced disc and will now apply from Coach Shops' Siding to Nickstream Branch only.

The disc signal applying shunting Coach Shops' Siding (Up Direction) will be abolished. (22)

WEDNESDAY 7 MAY—PICTON

The Down Siding will be abolished. The trailing connection Down Main to Down Siding will be secured out of use in the normal position pending removal. The associated signals will be abolished. (22)

DETAILS OF WORK ALREADY CARRIED OUT

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice. (20)

** HARTON

The following connections have been abolished:—

Trailing connection in Up Pontop from Up Main

Facing connection from Up Main to Up Pontop

Trailing connection from Whitburn to Up Main

Facing connection from Whitburn to Up Main

Trailing crossover between Down and Up Pontop

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** HARTON – continued

The following signals have been abolished:–

Down Pontop Home
 Down Pontop to Down Main
 Shunting Up Pontop to Down Main or Down Pontop
 Shunting along Down Whitburn or to Up Main
 Up Whitburn First Home or Up Whitburn to Up Main
 Shunting Down Main to Up Pontop or to Up Main

Altered signals

No.39 Up Main to 728 signal has been renumbered 742 and the elevated subsidiary signal has been offset to the left.
 No.40 Up Main to No.39 (renumbered 742) has been renumbered 750.
 No.6 Down Main to 755 has been renumbered 733.

The following new connections have been provided:–

Pontop Line to Up Main
 Spring points have been provided in the Down Pontop Line set for the Up Pontop
 Whitburn line to Up Main

The following new signals have been provided:–

No. 736 Whitburn to Up Main or to Up Pontop ground position light signal, situated on approach side of the whitburn to Up Main connection, to the left of Whitburn Line with a two-way stencil type route indicator reading M (main) B (branch).

No. 737 Pontop to Down Main or to Down Whitburn ground position light signal, situated on approach side of Pontop line to Up Main connection, to left of Pontop line with a two – way stencil type route indicator reading M (main) B (branch).

No. 745 Down Main to Up Main or to Up Pontop ground position light signal, situated on approach side of the trailing crossover between Down and Up main lines, with a two – way stencil type route indicator reading M (main) B (branch).

The hand worked crossover between Down and Up Whitburn lines has been dispensed with and new spring facing points have been installed in Down Whitburn line, set for this line.

The Down and Up Pontop lines between Harton and Green Lane are now worked in accordance with the "No Block" regulations.

Notice boards worded "Stop telephone" have been erected at the Harton end of the Down Pontop and Up Whitburn lines.

(18)

** BETWEEN CEMETERY NORTH AND HAWTHORN COLLIERY

Electric Token working between Wellfield and Hawthorn Colliery has been dispensed with and "One Train Working" brought into use. A staff is provided worded "One Train Working", "Wellfield to Hawthorn Colliery" and attached to the staff is a token for the release of Shotton Colliery Ground Frame.

Notice boards have been erected at Wellfield Home signal from Hawthorn and Hawthorn Colliery No.2 signal which read on the one side "Start of One Train Working" and on the other side "End of One Train Working".

(18)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

*** * HOPETOWN**

Stooperdale Ground Frame and connections have been abolished.

A new ground frame for Shellstar Depot Siding has been brought into use, released by Annetts Key attached to the Train staff.

The Up Branch First Home signal from Nickstream now also applies to movements from Shellstar Depot Siding. (18)

*** * EAGLESLIFFE SOUTH AND NORTH (BOWESFIELD)**

Revised signalling has been brought into use at Eaglescliffe South and North (controlled by Bowesfield).

Full details are published in Supplementary Notice No.12A and all staff concerned must ensure that they have a copy. (18)

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.

★ **NEW FREIGHT TRAIN LOADS ASSESSMENT SCHEME
ROUTE AVAILABILITY NUMBERS**

From the introduction of this scheme on the 5th May, 1969, and until further notice, Route availability Numbers shown in the Loads Book and on Panels, apply only to wagons as far as the Southern Region is concerned. The New Route Availability Numbers do not relate to locomotives working on the Southern Region and all existing restrictions and prohibitions will continue to apply; attention is specially drawn to Locomotive Coupling Restriction and Route Availability Booklet B.R.3124.

★ **MAXIMUM SPEED OF FREIGHT ROLLING STOCK**

Until such time as all freight vehicles bear the appropriate panel, which includes the Maximum Speed of the Vehicle, in addition to the instructions shown in the **Working Manual for Rail Staff, Part 6, Preparation and Working of Freight Trains, Section C**, the speeds of the vehicles enumerated below, when not bearing panels, will be as follows:—

Carflats and Cartics — Maximum Speed is 75m.p.h. subject to any lower restrictions which may be imposed in particular cases on account of load being conveyed.

Description of Vehicles	Maximum Speed	
	Loaded m.p.h.	Empty m.p.h.
A.P.C.M. Cemflos	35	50
Fly Ash	50	50
56 Ton Iron Ore	25	25
Prestwin	55	55
100 Ton Bogie rail Tanks	60	45
Merry-go-round Wagons	45	55

When any of these vehicles are marshalled in a train and are of a lesser maximum speed than any other marshalled in that train the maximum speed of the train will be the lowest speed of any of these vehicles being conveyed.

BETWEEN LONDONDERRY AND RYHOPE JUNCTION

Commencing forthwith contractors vehicles will be using a temporary crossing at 1m. 11chs. over the Up and Down Hendon lines and two adjacent sidings. **Drivers to keep a sharp lookout and sound the engine whistle or horn when approaching the crossing.**

SECTION D

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA, TABLE A
PAGE 212 (Page ND 29 General Instructions and Notices No. 15D)

HARTBURN CURVE

AMEND:— Description of signalling between **Stockton** Hartburn and **Thornaby** Bowesfield to read "Absolute Block".

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

(Page 11 General Instructions and Notices No. 15D)

RULE 153 (Supplement No. 3) Clause (c)

AMEND last sentence to read:—

In these circumstances the provisions of Clause (b) need not be observed except that a tail signal must always be provided on the last vehicles.

AIR-BRAKED CARTIC 4 VEHICLES

Damage has occurred on several occasions because these vehicles have been moved without the air brake being released on the centre bogie.

All concerned should note that there are three brake release cords on each Cartic 4 set, the cords at either end each operate the brakes on the two bogies at the end nearest to them whilst a cord towards the centre of the set operates the centre bogie.

Care must be taken to ensure that all three cords are pulled before the vehicles are moved without the air brakes being operative.

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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

23 APRIL, 1969

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 REGION

No. 19

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 10 MAY

TO

FRIDAY 16 MAY 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 10 AND 11 MAY:- TILE SHED

The following signals will be abolished:-

Shunting Up Goods to Up Branch
Shunting Up Main or to Up Branch

A new disc signal will be provided, situated 340 yards east of the signal box applying Shunt Spur to Up Sidings. (23)

SUNDAY AND MONDAY 11 AND 12 MAY:- HEATON

A new connection will be provided from the Shunting Line to the Engine Shed.

No.106 Ground Position Light will be repositioned 22 yards nearer the signal box situated between the Shunting Line and the Down Tynemouth and will be renumbered No. 106A.

A new Ground Position Light; No.106B, will be provided 39 yards from the new point ends situated between the Shunting Line and the new connection. The new signal will apply Engine Shed to Shunting line (23)

DETAILS OF WORK ALREADY CARRIED OUT

FACTORY FOREMANS GROUND FRAME (HENDON BRANCH)

The following connections have been secured out of use in the normal position pending removal:-

Crossover road, between Down and Up lines.

The following signal has been abolished:-

Up Home

(22)

MASON'S ARMS LEVEL CROSSING

The level crossing gates have been replaced by boom gates.

(22)

HOPETOWN

The Coach Shops' Sidings, (West of the connection Coach Shops' Siding to Branch—on the Nickstream side of Hopetown signal box) have been abolished.

The associated yellow faced disc signal has been replaced by a red faced disc and now applies from Coach Shops' Siding to Nickstream Branch only.

The disc signal applying shunting Coach Shops' Siding (Up Direction) has been abolished. (22)

PICTON

The Down Siding has been abolished. The trailing connection Down Main to Down Siding has been secured out of use in the normal position pending removal. The associated signals have been abolished.

(22)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice. (20)

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 AND BRAKE POWER WORKING MANUAL BR. 30054/6

Table 'G' Classification of Locomotives.

Class 24. **INSERT** note (a) after RA. No. 6.

Class 26. **INSERT** note (b) after RA. No. 6.

INSERT at foot of page:—

(a) Locomotive Nos. 5050 – 5150 = RA.5.

(b) Locomotive Nos. 5320 – 5346 = RA.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
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

MO.45/NE/N.

F.J. BURGE
Movements Manager

30 APRIL, 1969

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".

Chenwick B.R. 3262



NE/N

EASTERN REGION

No. 20

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 17 MAY

TO

FRIDAY 23 MAY 1969

INCLUSIVE

Trainmen 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 drivers 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 18 MAY:- HEATON

The trailing crossover, (controlled by Walkergate Ground Frame) between the Down and Up Tynemouth lines, will be secured permanently out of use, in the normal position pending removal.

No. H72 four aspect colour light signal, applying to Up Tynemouth, situated in rear of the above mentioned crossover, will be renumbered UO and will become an Automatic Signal.

No. H73 three aspect colour light signal, applying to Down Tynemouth, situated in rear of the above mentioned crossover, will be renumbered DO and will become an Automatic Signal.

No. 75 ground position light signal, applying Down Tynemouth to Down Loop, situated on the cess side of the Down Tynemouth, will be fitted with a Stencil Type Route indicator, mounted above the signal, with the following indications:-

"L" applying Down Tynemouth to Down Loop.

"X" applying to Setting Back Movements along Down Tynemouth to No. 96 position light signal.

(24)

SUNDAY 18 MAY:- BETWEEN ETHERLEY AND WEAR VALLEY

The Down Main line between Etherley and Wear Valley will be dispensed with, and the Up Main line will become the Down and Up Single line. The Electric Token section will be from Etherley to Wolsingham.

Etherley

The following connection will be abolished:-

Trailing crossover between the Down and Up Main.

The point ends of the facing crossover, between the Down and Up Main lines will become trap points.

The following signals will be abolished:-

Down Starting signal

Down Main to Up Main

Disc signal, Up Main to Down Main or Sidings

Up Main Home to Down Main.

Wear Valley

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

The trailing crossover, between the Down and Up Main and the facing connection Down Main to Branch and trap points from Branch, will be disconnected and secured permanently out of use, in the reverse position pending removal.

The trailing connection, from the Up Main to Up Sidings, will be secured permanently out of use, in the normal position pending removal.

(24)

MONDAY 19 MAY:- BETWEEN WOLSINGHAM AND STANHOPE

Parson Byers Ground Frame will be dispensed with, and associated points disconnected, and secured permanently out of use in the normal position pending removal.

(24)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B — continued

WEDNESDAY 21 MAY:— SIMPASTURE AND HEIGHINGTON

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

All points at Simpasture will be disconnected and secured permanently out of use, in the normal position, pending removal, except the trailing connection from Down Main to Quarry, which will remain and will, in future, be controlled by a two lever ground frame. The Ground Frame will be released by Heighington. Telephone communications will be provided from the new Ground Frame to Heighington Signal box. (24)

WEDNESDAY 21 MAY: SHILDON.

The Up Goods Line, the seven Up Reception lines and the Randolph Colliery Branch line will be abolished.

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

- Up Goods to Nos. 1 and 2 Reception lines.
- Up Main to Up Goods
- The connections from Up Goods to the Nos. 3, 4 and 5 Reception lines
- Up Main to Up Goods
- Down Main to Randolph Colliery Branch

The following signals will be abolished:—

- Up Goods to Nos. 1 and 2 Receptions
- No. 33 Left Hand Offset position light signal Up Main to Up Goods
- No. 46 Left Hand Offset Position light signal Down & Up Single line to Randolph Colliery Branch
- Up Works Branch to Up Goods
- Miniature Arm on Left Hand bracket signal adjacent to signal box
- Up Main to Up Goods
- Up Goods to Up Receptions Nos. 1 and 2
- Up Goods to Up Receptions Nos. 3 to 7
- Down & Up Randolph Branch to Down and Up Main

(24)

DETAILS OF WORK ALREADY CARRIED OUT

TILE SHED

The following signals have been abolished:—

- Shunting Up Goods to Up Branch
- Shunting Up Main or to Up Branch

A new disc signal has been provided, situated 340 yards east of the signal box applying Shunt Spur to Up Sidings. (23)

HEATON

A new connection has been provided from the Shunting Line to the Engine Shed.

No.106 Ground Position Light has been repositioned 22 yards nearer the signal box situated between the Shunting Line and the Down Tynemouth and renumbered No. 106A.

A new Ground Position Light; No.106B, has been provided 39 yards from the new point ends situated between the Shunting Line and the new connection. The new signal applies Engine Shed to Shunting line. (22)

SECTION C--SIGNALLING AND PERMANENT WAY ALTERATIONS--continued

DETAILS OF WORK ALREADY CARRIED OUT--continued

FACTORY FOREMANS GROUND FRAME (HENDON BRANCH)

The following connections have been secured out of use in the normal position pending removal:--

Crossover road, between Down and Up lines.

The following signal has been abolished:--

Up Home (22)

MASON'S ARMS LEVEL CROSSING

The level crossing gates have been replaced by boom gates. (22)

HOPETOWN

The Coach Shops' Sidings, (West of the connection Coach Shops' Siding to Branch--on the Nick-stream side of Hopetown signal box) have been abolished.

The associated yellow faced disc signal has been replaced by a red faced disc and now applies from Coach Shops' Siding to Nickstream Branch only.

The disc signal applying shunting Coach Shops' Siding (Up Direction) has been abolished. (22)

PICTON

The Down Siding has been abolished. The trailing connection Down Main to Down Siding has been secured out of use in the normal position pending removal. The associated signals have been abolished. (22)

** WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice. (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.

★ **ALTERATIONS TO B.R. GENERAL APPENDIX**
COUPLING AND UNCOUPLING OF VEHICLES

PAGE 76 (Pages 46/47 Supplement No. 3)

Clause 2 Screw Couplings

Paragraph 2 - 1

AMEND:- The word "second" in fifth line to read "first".

★ **EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)**

PAGE 336 (Page 56 General Instructions and Notices N.19D)

WORKING OF WEED-KILLING TRAIN

AMEND Clause (6) Propelling to read:-

The train may be propelled in accordance with the provisions of Rule 149 clauses (i) and (vii) and the instructions contained in the preamble to Table 'F' of the Sectional Appendix provided the vacuum brake is connected throughout.

FREIGHT TRAIN LOADS AND BRAKE POWER WORKING MANUAL BR. 30054/6

Table 'G' Classification of Locomotives.

Class 24. INSERT note (a) after RA. No. 6.

Class 26. INSERT note (b) after RA. No. 6.

INSERT at foot of page:-

(a) Locomotive Nos. 5050 - 5150 = RA.5.

(b) Locomotive Nos. 5320 - 5346 = RA.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
Gateshead Greensfield M.P.D.	Contractors demolishing P & V Shop and construction walking route between Gateshead West Station and M.P.D.	Until further notice	-
★ Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	-

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

7 MAY, 1969

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"



NE/N

EASTERN REGION

No. 21/22

C. J.

WOOLSTENHOLMES

★ THIS NOTICE APPLIES FOR TWO WEEKS

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 24 MAY

TO

FRIDAY 6 JUNE 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 25 MAY – NEWCASTLE EAST END

The following connections will be secured out of use pending removal:—

Platform No. 3 to High Level Bridge

Platform No. 4 to High Level Bridge (via No. 62 signal) (25)

SUNDAY 25 MAY – GUISBOROUGH JUNCTION

The following connections will be secured out of use pending removal:—

Up Goods No. 1 to Up Goods No. 2

Down Goods No. 2 to Down Goods No. 1

Down Goods to Middlesbrough Dock Sidings

Middlesbrough Dock Sidings to Up Goods (25)

SUNDAY 1 JUNE – ST. PETERS

The undermentioned signals will be renewed as follows:—

Down Main Starting signal, with the arm at a reduced height of 12 feet above rail level.

The tee bracket carrying the two miniature arm signals, applying from Up Main to Up Siding and Up Main to Down Main, will be replaced by two ground disc signals side by side, on the same site. Diamond signs will be provided.

Miniature arm signal Down Sidings to Down Main will be replaced by a ground disc signal on the same site.

Miniature arm signal Down Main to Up Main will be replaced by an elevated disc signal on the same site. A diamond sign will be provided.

Miniature arm signal Up Siding to Up or Down Main will be replaced by a ground disc signal on the same site and will, in future, apply from Up Siding to Down Main only. (25)

SUNDAY 1 JUNE – URLAY NOOK

A banner repeater R23 will be provided 134 yards on the approach side of UN23 signal. A whistle board (for Allens West Auto Half Barriers) will be re-sited immediately in front of the above mentioned banner repeater. (25)

TUESDAY 3 JUNE – STRANTON

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

Connection leading towards Down Sidings and Engine Shed.

Down Sidings to Goods Shed

Slip connection from Up Main to Down Sidings

The following signals will be abolished:—

Shunting Engine Shed, or Saw Mill Siding to Down Sidings

Shunting Goods Shed to Down Sidings or Engine Shed

Shunting Down Sidings or to Up Main

Shunting Engine Shed to Goods Shed

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

STRANTON—continued

Altered Signals

The shunting signal applying to movements along the Down Sidings or to Engine Shed will, in future, apply to movements along the Down Sidings only.

The shunting signal applying to movements along the Down Sidings or Goods Shed will, in future, apply to movements along the Down Sidings only.

The shunting signal applying from Up Main to Down Main or Wagon Shop Siding or Down Sidings will cease to apply to Down Sidings. (25)

DETAILS OF WORK ALREADY CARRIED OUT**WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME.**

N.C.B. have installed a new connection from N.C.B. Single line to the Colliery at 4 miles 10 chains which is secured out of use until further notice. (New Item) (25)

RYHOPE GRANGE TO HENDON (BRAIN MILLS PARCELS DEPOT)

The Down and Up Hendon lines have been slewed 10 yards to the east between 1m. 15chs. and 0m. 73chs.

The trailing main to main crossover between 0m. 76chs. and 0m. 73chs. has been abolished.

The existing connection Down Main to Gasworks Siding at 0m. 73chs. has been repositioned at 0m. 75chs. (New Item) (25)

HEATON

The trailing crossover, (controlled by Walkergate Ground Frame) between the Down and Up Tynemouth lines has been secured permanently out of use, in the normal position pending removal.

No. H72 four aspect colour light signal, applying to Up Tynemouth, situated in rear of the above mentioned crossover has been renumbered UO and has become an Automatic Signal.

No. H73 three aspect colour light signal, applying to Down Tynemouth, situated in rear of the above mentioned crossover has been renumbered DO and has become an Automatic Signal.

No. 75 ground position light signal applying Down Tynemouth to Down Loop, situated on the cess side of the Down Tynemouth, has been fitted with a Stencil Type Route indicator, mounted above the signal, with the following indications:—

"L" applying Down Tynemouth to Down Loop.

"X" applying to Setting Back Movements along Down Tynemouth to No. 96 position light signal. (24)

BETWEEN ETHERLEY AND WEAR VALLEY

The Down Main line between Etherley and Wear Valley has been dispensed with, and the Up Main line becomes the Down and Up Single line. The Electric Token section is from Etherley to Wolsingham.

Etherley

The following connection has been abolished:—

Trailing crossover between the Down and Up Main.

The point ends of the facing crossover, between the Down and Up Main lines have become trap points.

The following signals have been abolished:—

Down Starting signal

Down Main to Up Main

Disc signal, Up Main to Down Main or Sidings

Up Main Home to Down Main.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN ETHERLEY AND WEAR VALLEY—continued****Wear Valley**

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

The trailing crossover, between the Down and Up Main and the facing connection Down Main to Branch and trap points from Branch, have been disconnected and secured permanently out of use, in the reverse position pending removal.

The trailing connection, from the Up Main to Up Sidings, has been secured permanently out of use, in the normal position pending removal.

The facing connection Branch to Up Main has been disconnected and secured in the reverse position pending removal. **(Amended item) (24)**

BETWEEN WOLSINGHAM AND STANHOPE

Parson Byers Ground Frame has been dispensed with, and associated points disconnected, and secured permanently out of use in the normal position pending removal. **(24)**

SIMPASTURE AND HEIGHINGTON

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

All points at Simpasture have been disconnected and secured permanently out of use, in the normal position, pending removal, except the trailing connection from Down Main to Quarry, which remains and is now controlled by a two lever ground frame. The Ground Frame is released by Heighington. Telephone communications have been provided from the new Ground Frame to Heighington Signal box. **(24)**

SHILDON.

The Up Goods Line, the seven Up Reception lines and the Randolph Colliery Branch line have been abolished.

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

- Up Goods to Nos. 1 and 2 Reception lines.
- Up Main to Up Goods
- The connections from Up Goods to the Nos. 3, 4 and 5 Reception lines
- Up Main to Up Goods
- Down Main to Randolph Colliery Branch

The following signals have been abolished:—

- Up Goods to Nos. 1 and 2 Receptions
- No. 33 Left Hand Offset position light signal Up Main to Up Goods
- No. 46 Left Hand Offset Position light signal Down & Up Single line to Randolph Colliery Branch
- Up Works Branch to Up Goods
- Miniature Arm on Left Hand bracket signal adjacent to signal box
- Up Main to Up Goods
- Up Goods to Up Receptions Nos. 1 and 2
- Up Goods to Up Receptions Nos. 3 to 7
- Down & Up Randolph Branch to Down and Up Main **(24)**

TILE SHED

The following signals have been abolished:—

- Shunting Up Goods to Up Branch
- Shunting Up Main or to Up Branch

A new disc signal has been provided, situated 340 yards east of the signal box applying Shunt Spur to Up Sidings. **(23)**

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

A new connection has been provided from the Shunting Line to the Engine Shed.

No.106 Ground Position Light has been repositioned 22 yards nearer the signal box situated between the Shunting Line and the Down Tynemouth and renumbered No. 106A.

A new Ground Position Light; No.106B, has been provided 39 yards from the new point ends situated between the Shunting Line and the new connection. The new signal applies Engine Shed to Shunting line. (23)

*** * FACTORY FOREMANS GROUND FRAME (HENDON BRANCH)**

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

Crossover road, between Down and Up lines.

The following signal has been abolished:—

Up Home (22)

*** * MASON'S ARMS LEVEL CROSSING**

The level crossing gates have been replaced by boom gates. (22)

*** * HOPETOWN**

The Coach Shops' Sidings, (West of the connection Coach Shops' Siding to Branch—on the Nickstream side of Hopetown signal box) have been abolished.

The associated yellow faced disc signal has been replaced by a red faced disc and now applies from Coach Shops' Siding to Nickstream Branch only.

The disc signal applying shunting Coach Shops' Siding (Up Direction) has been abolished. (22)

*** * PICTON**

The Down Siding has been abolished. The trailing connection Down Main to Down Siding has been secured out of use in the normal position pending removal. The associated signals have been abolished. (22)

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.

★ REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

The phrase '(Where specially authorised)' which follows the description of a Class 9 Unfitted freight train in the amended 'Bell Signals' operative from 5.5.69 applies only to the classification of the train as laid down in the General Appendix.

The Is Line Clear/Train Description bell signal 1-4 may be used without special authority.

ALTERATIONS TO B.R. GENERAL APPENDIX
COUPLING AND UNCOUPLING OF VEHICLES

PAGE 76 (Pages 46/47 Supplement No. 3)

Clause 2 Screw Couplings

Paragraph 2 - 1

AMEND:- The word "second" in fifth line to read "first".

★ EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

PAGE 301 (Page 43 General Instructions and Notices N.19D)

WORKING OF WEED-KILLING TRAIN

AMEND Clause (6) Propelling to read:-

The train may be propelled in accordance with the provisions of Rule 149 clauses (i) and (vii) and the instructions contained in the preamble to Table 'F' of the Sectional Appendix provided the vacuum brake is connected throughout.

FREIGHT TRAIN LOADS AND BRAKE POWER WORKING MANUAL BR. 30054/6

Table 'G' Classification of Locomotives.

Class 24. INSERT note (a) after RA. No. 6.

Class 26. INSERT note (b) after RA. No. 6.

INSERT at foot of page:-

(a) Locomotive Nos. 5050 - 5150 = RA.5.

(b) Locomotive Nos. 5320 - 5346 = RA.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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	-

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

14 MAY, 1969

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.21/22"



NE/N

EASTERN REGION

No. 23

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 7 JUNE

TO

FRIDAY 13 JUNE 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals may be exhibited.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

URLAY NOOK

A banner repeater R23 has been provided 134 yards on the approach side of UN23 signal. A whistle board (for Allens West Auto Half Barriers) has been re-sited immediately in front of the above mentioned banner repeater. (25)

STRANTON

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

Connection leading towards Down Sidings and Engine Shed.

Down Sidings to Goods Shed

Slip connection from Up Main to Down Sidings

The following signals have been abolished:—

Shunting Engine Shed, or Saw Mill Siding to Down Sidings

Shunting Goods Shed to Down Sidings or Engine Shed

Shunting Down Sidings or to Up Main

Shunting Engine Shed to Goods Shed

Altered Signals

The shunting signal applying to movements along the Down Sidings or to Engine Shed now applies to movements along the Down Sidings only.

The shunting signal applying to movements along the Down Sidings or Goods Shed now applies to movements along the Down Sidings only.

The shunting signal applying from Up Main to Down Main or Wagon Shop Siding or Down Sidings has ceased to apply to Down Sidings. (25)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME.

N.C.B. have installed a new connection from N.C.B. Single line to the Colliery at 4 miles 10 chains which is secured out of use until further notice. (25)

RYHOPE GRANGE TO HENDON (BRAIN MILLS PARCELS DEPOT)

The Down and Up Hendon lines have been slewed 10 yards to the east between 1m. 15chs. and 0m. 73chs.

The trailing main to main crossover between 0m. 76chs. and 0m. 73chs. has been abolished.

The existing connection Down Main to Gasworks Siding at 0m. 73chs. has been repositioned at 0m. 75chs. (25)

HEATON

The trailing crossover, (controlled by Walkergate Ground Frame) between the Down and Up Tynemouth lines has been secured permanently out of use, in the normal position pending removal.

No. H72 four aspect colour light signal, applying to Up Tynemouth, situated in rear of the above mentioned crossover has been renumbered UO and has become an Automatic Signal.

No. H73 three aspect colour light signal, applying to Down Tynemouth, situated in rear of the above mentioned crossover has been renumbered DO and has become an Automatic Signal.

No. 75 ground position light signal applying Down Tynemouth to Down Loop, situated on the cess side of the Down Tynemouth, has been fitted with a Stencil Type Route indicator, mounted above the signal, with the following indications:—

"L" applying Down Tynemouth to Down Loop.

"X" applying to Setting Back Movements along Down Tynemouth to No. 96 position light signal. (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

URLAY NOOK

A banner repeater R23 has been provided 134 yards on the approach side of UN23 signal. A whistle board (for Allens West Auto Half Barriers) has been re-sited immediately in front of the above mentioned banner repeater. (25)

STRANTON

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

Connection leading towards Down Sidings and Engine Shed.

Down Sidings to Goods Shed

Slip connection from Up Main to Down Sidings

The following signals have been abolished:—

Shunting Engine Shed, or Saw Mill Siding to Down Sidings

Shunting Goods Shed to Down Sidings or Engine Shed

Shunting Down Sidings or to Up Main

Shunting Engine Shed to Goods Shed

Altered Signals

The shunting signal applying to movements along the Down Sidings or to Engine Shed now applies to movements along the Down Sidings only.

The shunting signal applying to movements along the Down Sidings or Goods Shed now applies to movements along the Down Sidings only.

The shunting signal applying from Up Main to Down Main or Wagon Shop Siding or Down Sidings has ceased to apply to Down Sidings. (25)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME.

N.C.B. have installed a new connection from N.C.B. Single line to the Colliery at 4 miles 10 chains which is secured out of use until further notice. (25)

RYHOPE GRANGE TO HENDON (BRAIN MILLS PARCELS DEPOT)

The Down and Up Hendon lines have been slewed 10 yards to the east between 1m. 15chs. and 0m. 73chs.

The trailing main to main crossover between 0m. 76chs. and 0m. 73chs. has been abolished.

The existing connection Down Main to Gasworks Siding at 0m. 73chs. has been repositioned at 0m. 75chs. (25)

HEATON

The trailing crossover, (controlled by Walkergate Ground Frame) between the Down and Up Tynemouth lines has been secured permanently out of use, in the normal position pending removal.

No. H72 four aspect colour light signal, applying to Up Tynemouth, situated in rear of the above mentioned crossover has been renumbered UO and has become an Automatic Signal.

No. H73 three aspect colour light signal, applying to Down Tynemouth, situated in rear of the above mentioned crossover has been renumbered DO and has become an Automatic Signal.

No. 75 ground position light signal applying Down Tynemouth to Down Loop, situated on the cess side of the Down Tynemouth, has been fitted with a Stencil Type Route indicator, mounted above the signal, with the following indications:—

"L" applying Down Tynemouth to Down Loop.

"X" applying to Setting Back Movements along Down Tynemouth to No. 96 position light signal. (24)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN ETHERLEY AND WEAR VALLEY**

The Down Main line between Etherley and Wear Valley has been dispensed with, and the Up Main line becomes the Down and Up Single line. The Electric Token section is from Etherley to Wolsingham.

Etherley**The following connection has been abolished:—**

Trailing crossover between the Down and Up Main.

The point ends of the facing crossover, between the Down and Up Main lines have become trap points.

The following signals have been abolished:—

Down Starting signal
Down Main to Up Main
Disc signal, Up Main to Down Main or Sidings
Up Main Home to Down Main

Wear Valley

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

The trailing crossover, between the Down and Up Main and the facing connection Down Main to Branch and trap points from Branch, have been disconnected and secured permanently out of use, in the reverse position pending removal.

The trailing connection, from the Up Main to Up Sidings, has been secured permanently out of use, in the normal position pending removal.

The facing connection Branch to Up Main has been disconnected and secured in the reverse position pending removal. (24)

BETWEEN WOLSINGHAM AND STANHOPE

Parson Byers Ground Frame has been dispensed with, and associated points disconnected, and secured permanently out of use in the normal position pending removal. (24)

SIMPASTURE AND HEIGHINGTON

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

All points at Simpasture have been disconnected and secured permanently out of use, in the normal position, pending removal, except the trailing connection from Down Main to Quarry, which remains and is now controlled by a two lever ground frame. The Ground Frame is released by Heighington. Telephone communications have been provided from the new Ground Frame to Heighington Signal box. (24)

SHILDON.

The Up Goods Line, the seven Up Reception lines and the Randolph Colliery Branch line have been abolished.

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

Up Goods to Nos. 1 and 2 Reception lines.
Up Main to Up Goods
The connections from Up Goods to the Nos. 3, 4 and 5 Reception lines
Up Main to Up Goods
Down Main to Randolph Colliery Branch

The following signals have been abolished:—

Up Goods to Nos. 1 and 2 Receptions
No. 33 Left Hand Offset position light signal Up Main to Up Goods
No. 46 Left Hand Offset Position light signal Down & Up Single line to Randolph Colliery Branch
Up Works Branch to Up Goods
Miniature Arm on Left Hand bracket signal adjacent to signal box
Up Main to Up Goods
Up Goods to Up Receptions Nos. 1 and 2
Up Goods to Up Receptions Nos. 3 to 7
Down & Up Randolph Branch to Down and Up Main (24)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* TILE SHED

The following signals have been abolished:—

- Shunting Up Goods to Up Branch
- Shunting Up Main or to Up Branch

A new disc signal has been provided, situated 340 yards east of the signal box applying Shunt Spur to Up Sidings. (23)

* HEATON

A new connection has been provided from the Shunting Line to the Engine Shed.

No.106 Ground Position Light has been repositioned 22 yards nearer the signal box situated between the Shunting Line and the Down Tynemouth and renumbered No. 106A.

A new Ground Position Light; No.106B, has been provided 39 yards from the new point ends situated between the Shunting Line and the new connection. The new signal applies Engine Shed to Shunting line. (23)

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

28 MAY 1969

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. 23"

Chemical



NE/N

EASTERN REGION

No. 24

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 14 JUNE

TO

FRIDAY 20 JUNE 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 14 and 15 JUNE – HALTWHISTLE

The following connections will be abolished:—

No.2 Goods Siding to No.1 Goods Siding
 Up Main to No.1 Goods Siding
 Up Main to Up Relief Siding
 Branch to Down Relief Siding
 Down Main to Down Relief Siding

The following signals will be abolished:—

Up Main to Up Relief Siding
 Shunting No.1 Goods to Down Main
 Shunting No.1 Goods Siding to Up Main
 Shunting Up Main or to No.1 Goods Siding
 Up Relief Siding to Up Main
 Down Relief Siding to Branch
 Relief Siding to Down Main

Altered Signals

Old	New	
Signal Branch Platform to Up Main	Branch Platform to Up Main	
Home No. 2		
Shunting Down Main to Up Main or	Shunting Down Main to Up Main	
Down Relief Siding.		(27)

SUNDAY 15 JUNE—GREATHAM

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (27)

TUESDAY 17 JUNE – YORK (CHALONERS WHIN)

The two 2 lever ground frames situated near to Overbridge No.43, controlling the trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines will be abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL NO.1

Down Slow Home signal has been renewed on the same site at a reduced height of 18ft. above rail level.

The coacting arm which was 45ft. above rail level has been abolished. (New item) (27)

MANORS

The trailing connection at 0m. 45chs. from the Up Tynemouth to the Granary Sidings has been abolished. (New item) (27)

ACKLINGTON

The facing crossover between the Down and Up Main lines situated at 28m. 35chs. – 28m. 37chs. has been secured permanently out of use pending removal. (New item) (27)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

ALNMOUTH

The trailing crossover between the Down and Up Main lines and associated slip connection Up Main to Alnwick Branch Platform at 34m. 61 chs. — 34m. 63chs. has been temporarily removed.

(New item) (27)

CHRISTON BANK

The facing crossover between the Down and Up Main lines at 42m. 76chs. and 42m. 78chs. has been secured temporarily out of use pending repairs.

(New item) (27)

GROSMONT

The following connections have been secured in the reverse position:—

Up Main to Down and Up Branch (the Up Main end of the points)

Down Main to Branch Siding

(New item) (27)

CARGO FLEET

The Down Branch from Inner Ground Frame to Cargo Fleet has become a single line worked under the "One Train Working" Regulations with the train staff kept in Cargo Fleet signal box.

The Up Branch has become a Siding from the signal box to Cargo Fleet Ironworks (Hot Metal Line).

The Up Branch First Home signal has been abolished.

The signals applying from Up Branch, carried on the gantry approaching the signal box will, until further notice, apply to Up Direction Movements from the Single Line.

A double sided notice board has been provided, at the Cargo Fleet signal box end of the branch, adjacent to the points leading from the new Single Line to the Shunting lines on the right hand side of the line (facing movements proceeding towards Cargo Fleet).

The side of the notice board facing traffic entering the single line is worded "START OF ONE TRAIN WORKING" and the side leaving the Single line "END OF ONE TRAIN WORKING".

(26)

NEWCASTLE EAST END

The following connections have been secured out of use pending removal:—

Platform No. 3 to High Level Bridge

Platform No. 4 to High Level Bridge (via No. 62 signal)

(25)

GUISBOROUGH JUNCTION

The following connections have been secured out of use pending removal:—

Up Goods No. 1 to Up Goods No. 2

Down Goods No. 2 to Down Goods No. 1

Down Goods to Middlesbrough Dock Sidings

Middlesbrough Dock Sidings to Up Goods

(25)

ST. PETERS

The undermentioned signals have been renewed as follows:—

Down Main Starting signal, with the arm at a reduced height of 12 feet above rail level.

The tee bracket carrying the two miniature arm signals, applying from Up Main to Up Siding and Up Main to Down Main has been replaced by two ground disc signals side by side, on the same site. Diamond signs are provided.

Miniature arm signal Down Sidings to Down Main has been replaced by a ground disc signal on the same site.

Miniature arm signal Down Main to Up Main has been replaced by an elevated disc signal on the same site. A diamond sign is provided.

Miniature arm signal Up Siding to Up or Down Main has been replaced by a ground disc signal on the same site and now applies from Up Siding to Down Main only.

(25)

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

A banner repeater R23 has been provided 134 yards on the approach side of UN23 signal. A whistle board (for Allens West Auto Half Barriers) has been re-sited immediately in front of the above mentioned banner repeater. (25)

STRANTON

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

Connection leading towards Down Sidings and Engine Shed.

Down Sidings to Goods Shed

Slip connection from Up Main to Down Sidings

The following signals have been abolished:—

Shunting Engine Shed, or Saw Mill Siding to Down Sidings

Shunting Goods Shed to Down Sidings or Engine Shed

Shunting Down Sidings or to Up Main

Shunting Engine Shed to Goods Shed

Altered Signals

The shunting signal applying to movements along the Down Sidings or to Engine Shed now applies to movements along the Down Sidings only.

The shunting signal applying to movements along the Down Sidings or Goods Shed now applies to movements along the Down Sidings only.

The shunting signal applying from Up Main to Down Main or Wagon Shop Siding or Down Sidings has ceased to apply to Down Sidings. (25)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME.

N.C.B. have installed a new connection from N.C.B. Single line to the Colliery at 4 miles 10 chains which is secured out of use until further notice. (25)

RYHOPE GRANGE TO HENDON (BRAIN MILLS PARCELS DEPOT)

The Down and Up Hendon lines have been slewed 10 yards to the east between 1m. 15chs. and 0m. 73chs.

The trailing main to main crossover between 0m. 76chs. and 0m. 73chs. has been abolished.

The existing connection Down Main to Gasworks Siding at 0m. 73chs. has been repositioned at 0m. 75chs. (25)

** HEATON**

The trailing crossover, (controlled by Walkergate Ground Frame) between the Down and Up Tynemouth lines has been secured permanently out of use, in the normal position pending removal.

No. H72 four aspect colour light signal, applying to Up Tynemouth, situated in rear of the above mentioned crossover has been renumbered UO and has become an Automatic Signal.

No. H73 three aspect colour light signal, applying to Down Tynemouth, situated in rear of the above mentioned crossover has been renumbered DO and has become an Automatic Signal.

No. 75 ground position light signal applying Down Tynemouth to Down Loop, situated on the cess side of the Down Tynemouth, has been fitted with a Stencil Type Route indicator, mounted above the signal, with the following indications:—

"L" applying Down Tynemouth to Down Loop. |

"X" applying to Setting Back Movements along Down Tynemouth to No. 96 position light signal. (24)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued***** * BETWEEN ETHERLEY AND WEAR VALLEY**

The Down Main line between Etherley and Wear Valley has been dispensed with, and the Up Main line becomes the Down and Up Single line. The Electric Token section is from Etherley to Wolsingham.

Etherley**The following connection has been abolished:—**

Trailing crossover between the Down and Up Main.

The point ends of the facing crossover, between the Down and Up Main lines have become trap points.

The following signals have been abolished:—

Down Starting signal
Down Main to Up Main
Disc signal, Up Main to Down Main or Sidings
Up Main Home to Down Main

Wear Valley

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

The trailing crossover, between the Down and Up Main and the facing connection Down Main to Branch and trap points from Branch, have been disconnected and secured permanently out of use, in the reverse position pending removal.

The trailing connection, from the Up Main to Up Sidings, has been secured permanently out of use, in the normal position pending removal.

The facing connection Branch to Up Main has been disconnected and secured in the reverse position pending removal. (24)

*** * BETWEEN WOLSINGHAM AND STANHOPE**

Parson Byers Ground Frame has been dispensed with, and associated points disconnected, and secured permanently out of use in the normal position pending removal. (24)

*** * SIMPASTURE AND HEIGHINGTON**

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

All points at Simpasture have been disconnected and secured permanently out of use, in the normal position, pending removal, except the trailing connection from Down Main to Quarry, which remains and is now controlled by a two lever ground frame. The Ground Frame is released by Heighington. Telephone communications have been provided from the new Ground Frame to Heighington Signal box. (24)

*** * SHILDON.**

The Up Goods Line, the seven Up Reception lines and the Randolph Colliery Branch line have been abolished.

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

Up Goods to Nos. 1 and 2 Reception lines.
Up Main to Up Goods
The connections from Up Goods to the Nos. 3, 4 and 5 Reception lines
Up Main to Up Goods
Down Main to Randolph Colliery Branch

The following signals have been abolished:—

Up Goods to Nos. 1 and 2 Receptions
No. 33 Left Hand Offset position light signal Up Main to Up Goods
No. 46 Left Hand Offset Position light signal Down & Up Single line to Randolph Colliery Branch
Up Works Branch to Up Goods
Miniature Arm on Left Hand bracket signal adjacent to signal box
Up Main to Up Goods
Up Goods to Up Receptions Nos. 1 and 2
Up Goods to Up Receptions Nos. 3 to 7
Down & Up Randolph Branch to Down and Up Main (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.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	
★ Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	

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

MO. 45/NE/N.

York

F.J. BURGE
Movements Manager

4 JUNE, 1969

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"

Chemical



NE/N

EASTERN REGION

No. 25

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 21 JUNE

TO

FRIDAY 27 JUNE 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 24 JUNE – NORWOOD

The following connections will be secured out of use in the normal position pending removal:—
No.2 Empty Line to No.1 Empty Line.

The following signal will be abolished:—
Outlet signal from No.1 Empty Line.

The single lever ground frame together with the associated signal 'A' will be abolished. (28)

DETAILS OF WORK ALREADY CARRIED OUT

HALTWHISTLE

The following connections have been abolished:—
No.2 Goods Siding to No.1 Goods Siding
Up Main to No.1 Goods Siding
Up Main to Up Relief Siding
Branch to Down Relief Siding
Down Main to Down Relief Siding

The following signals have been abolished:—
Up Main to Up Relief Siding
Shunting No.1 Goods to Down Main
Shunting No.1 Goods Siding to Up Main
Shunting Up Main or to No.1 Goods Siding
Up Relief Siding to Up Main
Down Relief Siding to Branch
Relief Siding to Down Main

Altered Signals

Old	New
Signal Branch Platform to Up Main	Branch Platform to Up Main
Home No. 2	
Shunting Down Main to Up Main or Down Relief Siding.	Shunting Down Main to Up Main

(27)

GREATHAM

The level crossing gates have been replaced by lifting barriers controlled from the signal box.(27)

YORK (CHALONERS WHIN)

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished.
(Amended item) (27)

FERRYHILL NO.1

Down Slow Home signal has been renewed on the same site at a reduced height of 18ft. above rail level.

The co-acting arm which was 45ft. above rail level has been abolished. (27)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

MANORS

The trailing connection at 0m. 45chs. from the Up Tynemouth to the Granary Sidings has been abolished. (27)

ACKLINGTON

The facing crossover between the Down and Up Main lines situated at 28m. 35chs. – 28m. 37chs. has been secured permanently out of use pending removal. (27)

ALNMOUTH

The trailing crossover between the Down and Up Main lines and associated slip connection Up Main to Alnwick Branch Platform at 34m. 61chs. – 34m. 63chs. has been temporarily removed. (27)

CHRISTON BANK

The facing crossover between the Down and Up Main lines at 42m. 76chs. and 42m. 78chs. has been secured temporarily out of use pending repairs. (27)

GROSMONT

The following connections have been secured in the reverse position:—

- Up Main to Down and Up Branch (the Up Main end of the points)
 - Down Main to Branch Siding
- (27)

CARGO FLEET

The Down Branch from Inner Ground Frame to Cargo Fleet has become a single line worked under the "One Train Working" Regulations with the train staff kept in Cargo Fleet signal box.

The Up Branch has become a Siding from the signal box to Cargo Fleet Ironworks (Hot Metal Line).

The Up Branch First Home signal has been abolished.

The miniature arm signal carried on the gantry which applied to setting back movements from Down Branch now applies from Single line to Shunting lines Nos. 1 or 2, Up Main or Up Sidings.

A double sided notice board has been provided, at the Cargo Fleet signal box end of the branch, adjacent to the points leading from the new Single Line to the Shunting lines on the right hand side of the line (facing movements proceeding towards Cargo Fleet).

The side of the notice board facing traffic entering the single line is worded "START OF ONE TRAIN WORKING" and the side leaving the Single line "END OF ONE TRAIN WORKING". (Amended item) (26)

*** **NEWCASTLE EAST END**

The following connections have been secured out of use pending removal:—

- Platform No. 3 to High Level Bridge
 - Platform No. 4 to High Level Bridge (via No. 62 signal)
- (25)

*** **GUISBOROUGH JUNCTION**

The following connections have been secured out of use pending removal:—

- Up Goods No. 1 to Up Goods No. 2
 - Down Goods No. 2 to Down Goods No. 1
 - Down Goods to Middlesbrough Dock Sidings
 - Middlesbrough Dock Sidings to Up Goods
- (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * ST. PETERS

The undermentioned signals have been renewed as follows:—

Down Main Starting signal, with the arm at a reduced height of 12 feet above rail level.

The tee bracket carrying the two miniature arm signals, applying from Up Main to Up Siding and Up Main to Down Main has been replaced by two ground disc signals side by side, on the same site. Diamond signs are provided.

Miniature arm signal Down Sidings to Down Main has been replaced by a ground disc signal on the same site.

Miniature arm signal Down Main to Up Main has been replaced by an elevated disc signal on the same site. A diamond sign is provided.

Miniature arm signal Up Siding to Up or Down Main has been replaced by a ground disc signal on the same site and now applies from Up Siding to Down Main only. (25)

* * URLAY NOOK

A banner repeater R23 has been provided 134 yards on the approach side of UN23 signal. A whistle board (for Allens West Auto Half Barriers) has been re-sited immediately in front of the above mentioned banner repeater. (25)

* * STRANTON

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

Connection leading towards Down Sidings and Engine Shed.

Down Sidings to Goods Shed

Slip connection from Up Main to Down Sidings

The following signals have been abolished:—

Shunting Engine Shed, or Saw Mill Siding to Down Sidings

Shunting Goods Shed to Down Sidings or Engine Shed

Shunting Down Sidings or to Up Main

Shunting Engine Shed to Goods Shed

Altered Signals

The shunting signal applying to movements along the Down Sidings or to Engine Shed now applies to movements along the Down Sidings only.

The shunting signal applying to movements along the Down Sidings or Goods Shed now applies to movements along the Down Sidings only.

The shunting signal applying from Up Main to Down Main or Wagon Shop Siding or Down Sidings has ceased to apply to Down Sidings. (25)

* * WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME.

N.C.B. have installed a new connection from N.C.B. Single line to the Colliery at 4 miles 10 chains which is secured out of use until further notice. (25)

* * RYHOPE GRANGE TO HENDON (BRAIN MILLS PARCELS DEPOT)

The Down and Up Hendon lines have been slewed 10 yards to the east between 1m. 15chs. and 0m. 73chs.

The trailing main to main crossover between 0m. 76chs. and 0m. 73chs. has been abolished.

The existing connection Down Main to Gasworks Siding at 0m. 73chs. has been repositioned at 0m. 75chs. (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 items.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

11 JUNE, 1969

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".



NE/N

EASTERN REGION

No. 26

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 28 JUNE

TO

FRIDAY 4 JULY 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 29 JUNE - SKELTON BRIDGE TO TOLLERTON

The following signals will be abolished:-

Down Fast, Nos. D6, D7, D7B, D8
Down Slow, Nos. D6S, D7S, D7BS, D8S,

The following signals will be provided:-

Down Fast

No. D6B 2145 yards after passing Signal No. D5B
No. D7 1452 yards after passing Signal No. D6B
No. D8 1452 yards after passing Signal No. D7

Down Slow

No. D6BS 2145 yards after passing signal No. D5BS
No. D7S 1452 yards after passing signal No. D6BS
No. D8S 1452 yards after passing signal No. D7S

(29)

SUNDAY 29 JUNE - CARGO FLEET

The Down Main to the former Down Branch crossover will be abolished.

The signal gantry carrying signals from the new single line, Hot Metal Line and Iron Works Siding will be abolished and replaced by the following ground position light signals each with route indicators applying S - Shunting Lines and G - Up Goods:-

Applying from, and on the left (signal box side) of, the new Single Line, 122 yards from the signal box.

Applying from, and on the left of, the Hot Metal Line 122 yards from the signal box.

Applying from, and on the left of the Iron Works Siding, 85 yards from the signal box.

The Down Branch Starting signal; Down Main to Down Branch Distant and Down Goods to Down Branch Distant signals will be abolished.

The connection, Iron Works etc. to Up Main will be secured out of use pending removal.

The connection, Iron Works etc. to Up Main or Up Goods will, in future, lead to Up Goods only.

(29)

DETAILS OF WORK ALREADY CARRIED OUT

NORWOOD

The following connections have been secured out of use in the normal position pending removal:-
No.2 Empty Line to No.1 Empty Line.

The following signal has been abolished:-
Outlet signal from No.1 Empty Line.

The single lever ground frame together with the associated signal 'A' has been abolished.

(28)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

HALTWHISTLE

The following connections have been abolished:—

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

The following signals have been abolished:—

- Up Main to Up Relief Siding
- Shunting No.1 Goods to Down Main
- Shunting No.1 Goods Siding to Up Main
- Shunting Up Main or to No.1 Goods Siding
- Up Relief Siding to Up Main
- Down Relief Siding to Branch
- Relief Siding to Down Main

Altered Signals

Old

Signal Branch Platform to Up Main
Home No. 2
Shunting Down Main to Up Main or
Down Relief Siding.

New

Branch Platform to Up Main

Shunting Down Main to Up Main

(27)

GREATHAM

The level crossing gates have been replaced by lifting barriers controlled from the signal box.(27)

YORK (CHALONERS WHIN)

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished. (27)

FERRYHILL NO.1

Down Slow Home signal has been renewed on the same site at a reduced height of 18ft. above rail level.

The co-acting arm which was 45ft. above rail level has been abolished. (27)

MANORS

The trailing connection at 0m. 45chs. from the Up Tynemouth to the Granary Sidings has been abolished. (27)

ACKLINGTON

The facing crossover between the Down and Up Main lines situated at 28m. 35chs. — 28m. 37chs. has been secured permanently out of use pending removal. (27)

ALNMOUTH

The trailing crossover between the Down and Up Main lines and associated slip connection Up Main to Alnwick Branch Platform at 34m. 61 chs. — 34m. 63chs. has been temporarily removed. (27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

CHRISTON BANK

The facing crossover between the Down and Up Main lines at 42m. 76chs. and 42m. 78chs. has been secured temporarily out of use pending repairs. (27)

GROSMONT

The following connections have been secured in the reverse position:-

Up Main to Down and Up Branch (the Up Main end of the points)

Down Main to Branch Siding (27)

* * CARGO FLEET

The Down Branch from Inner Ground Frame to Cargo Fleet has become a single line worked under the "One Train Working" Regulations with the train staff kept in Cargo Fleet signal box.

The Up Branch has become a Siding from the signal box to Cargo Fleet Ironworks (Hot Metal Line).

The Up Branch First Home signal has been abolished.

The miniature arm signal carried on the gantry which applied to setting back movements from Down Branch now applies from Single line to Shunting lines Nos. 1 or 2, Up Main or Up Sidings.

A double sided notice board has been provided, at the Cargo Fleet signal box end of the branch, adjacent to the points leading from the new Single Line to the Shunting lines on the right hand side of the line (facing movements proceeding towards Cargo Fleet).

The side of the notice board facing traffic entering the single line is worded "START OF ONE TRAIN WORKING" and the side leaving the Single line "END OF ONE TRAIN WORKING". (26)

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

18 JUNE, 1969

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. —".

chemical



NE/N

EASTERN REGION

No. 27

C. J.

WOOLSTENHOLME

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 5 JULY

TO

FRIDAY 11 JULY 1969

INCLUSIVE

Trainmen 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 drivers 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 5 JULY – ST. BEDES

The trailing connection Up Main to S.P.D. Siding at 4¼ mile post, will be abolished. (30)

SUNDAY 6 JULY – TOLLERTON TO SKELTON BRIDGE

The under mentioned signals will be resited as follows :-

Up Fast

U8 1558 yards after passing Signal No. T5.

U7 1562 yards after passing Signal No. U8.

U7B 1562 yards after passing Signal No. U7.

Up Slow

U8S 1558 yards after passing Signal No. T4.

U7S 1562 yards after passing Signal No. U8S.

U7BS 1562 yards after passing Signal No. U7S. (30)

SUNDAY 6 JULY – SEGHILL

The trailing main to main crossover between 9 miles 5 chains and 9 miles 6 chains, will be abolished. (30)

SUNDAY 6 JULY – WALKER

The Down Main Home signal, will be renewed with the arm at a reduced height of 20 feet above rail level and repositioned to the left of the Down Main, 86 yards from the signal box. (30)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON BRIDGE TO TOLLERTON

The following signals have been abolished:-

Down Fast, Nos. D6, D7, D7B, D8

Down Slow, Nos. D6S, D7S, D7BS, D8S,

The following signals have been provided:-

Down Fast

No. D6B 2145 yards after passing Signal No. D5B

No. D7 1452 yards after passing Signal No. D6B

No. D8 1452 yards after passing Signal No. D7

Down Slow

No. D6BS 2145 yards after passing signal No. D5BS

No. D7S 1452 yards after passing signal No. D6BS

No. D8S 1452 yards after passing signal No. D7S (29)

NORWOOD

The following connections have been secured out of use in the normal position pending removal:-
No.2 Empty Line to No.1 Empty Line.

The following signal has been abolished:-
Outlet signal from No.1 Empty Line.

The single lever ground frame together with the associated signal 'A' has been abolished. (28)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * HALTWHISTLE

The following connections have been abolished:—

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

The following signals have been abolished:—

- Up Main to Up Relief Siding
- Shunting No.1 Goods to Down Main
- Shunting No.1 Goods Siding to Up Main
- Shunting Up Main or to No.1 Goods Siding
- Up Relief Siding to Up Main
- Down Relief Siding to Branch
- Relief Siding to Down Main

Altered Signals

Old

- Signal Branch Platform to Up Main
- Home No. 2
- Shunting Down Main to Up Main or
- Down Relief Siding.

New

- Branch Platform to Up Main
- Shunting Down Main to Up Main

(27)

* * GREATHAM

The level crossing gates have been replaced by lifting barriers controlled from the signal box.(27)

* * YORK (CHALONERS WHIN)

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished. (27)

* * FERRYHILL NO.1

Down Slow Home signal has been renewed on the same site at a reduced height of 18ft. above rail level.

The co-acting arm which was 45ft. above rail level has been abolished.

(27)

* * MANORS

The trailing connection at 0m. 45chs. from the Up Tynemouth to the Granary Sidings has been abolished.

(27)

* * ACKLINGTON

The facing crossover between the Down and Up Main lines situated at 28m. 35chs. — 28m. 37chs. has been secured permanently out of use pending removal.

(27)

* * ALNMOUTH

The trailing crossover between the Down and Up Main lines and associated slip connection Up Main to Alnwick Branch Platform at 34m. 61 chs. — 34m. 63chs. has been temporarily removed.

(27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

*
** CHRISTON BANK

The facing crossover between the Down and Up Main lines at 42m. 76chs. and 42m. 78chs. has been secured temporarily out of use pending repairs. (27)

*
** GROSMONT

The following connections have been secured in the reverse position:—
Up Main to Down and Up Branch (the Up Main end of the points)
Down Main to Branch Siding

(27)

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

25 JUNE, 1969

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. —".

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262



NE/N

EASTERN REGION

No. 28

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 12 JULY

TO

FRIDAY 18 JULY 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 13 JULY – MORPETH

The facing crossover between the Down and Up Main lines, situated at 16m. 58chs. together with the associated ground frame, will be abolished. (31)

SUNDAY 13 JULY – CARGO FLEET

The Down Main to the former Down Branch crossover will be abolished.

The signal gantry carrying signals from the new Single Line, Hot Metal Line and Iron Works Siding will be abolished and replaced by the following ground position light signals, each with route indicators, applying "S" – Shunting Lines and "G" – Up Goods:—

Applying from, and on the left (signal box side) of, the new Single Line, 122 yards from the signal box.

Applying from, and on the left of, the Hot Metal Line 122 yards from the signal box.

Applying from, and on the left of, the Iron Works Siding, 85yards from the signal box.

The Down Branch Starting, Down Main to Down Branch Distant and Down Goods to Down Branch Distant signals will be abolished.

The connection from Iron Works etc., to Up Main will be secured out of use pending removal.

The connection from Iron Works etc., to Up Main or Up Goods will, in future, lead to Up Goods only.

DETAILS OF WORK ALREADY CARRIED OUT

MONKWEARMOUTH TO HYLTON COLLIERY

A new connection from the B.R. Single Line to the Colliery line has been installed at 3 miles 62chains which is secured out of use until further notice. (New item) (31)

ST. BEDES

The trailing connection Up Main to S.P.D. Siding at 4¼ mile post, has been abolished. (30)

TOLLERTON TO SKELTON BRIDGE

The under mentioned signals have been resited as follows :—

Up Fast

U8 1558 yards after passing Signal No. T5.

U7 1562 yards after passing Signal No. U8.

U7B 1562 yards after passing Signal No. U7.

Up Slow

U8S 1558 yards after passing Signal No. T4.

U7S 1562 yards after passing Signal No. U8S.

U7BS 1562 yards after passing Signal No. U7S. (30)

SEGHILL

The trailing main to main crossover between 9 miles 5 chains and 9 miles 6 chains, has been abolished. (30)

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

The Down Main Home signal, has been renewed with the arm at a reduced height of 20 feet above rail level and repositioned to the left of the Down Main, 86 yards from the signal box. (30)

SKELTON BRIDGE TO TOLLERTON**The following signals have been abolished:—**

Down Fast, Nos. D6, D7, D7B, D8
Down Slow, Nos. D6S, D7S, D7BS, D8S,

The following signals have been provided:—**Down Fast**

No. D6B 2145 yards after passing Signal No. D5B
No. D7 1452 yards after passing Signal No. D6B
No. D8 1452 yards after passing Signal No. D7

Down Slow

No. D6BS 2145 yards after passing signal No. D5BS
No. D7S 1452 yards after passing signal No. D6BS
No. D8S 1452 yards after passing signal No. D7S

(29)

*** NORWOOD**********The following connections have been secured out of use in the normal position pending removal:—**

No.2 Empty Line to No.1 Empty Line.

The following signal has been abolished:—

Outlet signal from No.1 Empty Line.

The single lever ground frame together with the associated signal 'A' has been abolished.

(28)

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.

★ ALTERATION TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
			M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	L-Long		Fm.	
													Down	Up		

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BACKWORTH JUNCTION TO MORPETH VIA SEGHELL ETC.

- Seaton
- Delaval
- Seghill
- North

AMEND second speed restriction :- 30 30 10m. 55chs. to 11m. 45chs.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

Mon 2-10 Raily will not have a lot
Monday 6/7/11 etc

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

2 JULY, 1969

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. —".

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262



NE/N

EASTERN REGION

No. 29

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 19 JULY

TO

FRIDAY 25 JULY 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 20 JULY—BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains will be removed. (32)

DETAILS OF WORK ALREADY CARRIED OUT

MORPETH

The facing crossover between the Down and Up Main lines, situated at 16m. 58chs. together with the associated ground frame, have been abolished. (31)

CARGO FLEET

The Down Main to the former Down Branch crossover has been abolished.

The signal gantry carrying signals from the new Single Line, Hot Metal Line and Iron Works Siding has been abolished and replaced by the following ground position light signals, each with route indicators, applying "S" — Shunting Lines and "G" — Up Goods:—

Applying from, and on the left (signal box side) of, the new Single Line, 122 yards from the signal box.

Applying from, and on the left of, the Hot Metal Line 122 yards from the signal box.

Applying from, and on the left of, the Iron Works Siding, 85yards from the signal box.

The Down Branch Starting, Down Main to Down Branch Distant and Down Goods to Down Branch Distant signals have been abolished.

The connection from Iron Works etc., to Up Main has been secured out of use pending removal.

The connection from Iron Works etc., to Up Main or Up Goods now leads to Up Goods only. (31)

MONKWEARMOUTH TO HYLTON COLLIERY

A new connection from the B.R. Single Line to the Colliery line has been installed at 3 miles 62chains which is secured out of use until further notice. (31)

ST. BEDES

The trailing connection Up Main to S.P.D. Siding at 4¼ mile post, has been abolished. (30)

TOLLERTON TO SKELTON BRIDGE

The under mentioned signals have been resited as follows :—

Up Fast

U8 1558 yards after passing Signal No. T5.

U7 1562 yards after passing Signal No. U8.

U7B 1562 yards after passing Signal No. U7.

Up Slow

U8S 1558 yards after passing Signal No. T4.

U7S 1562 yards after passing Signal No. U8S.

U7BS 1562 yards after passing Signal No. U7S. (30)

SEGHILL

The trailing main to main crossover between 9 miles 5 chains and 9 miles 6 chains, has been abolished. (30)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued**DETAILS OF WORK ALREADY CARRIED OUT-continued****WALKER**

The Down Main Home signal, has been renewed with the arm at a reduced height of 20 feet above rail level and repositioned to the left of the Down Main, 86 yards from the signal box. (30)

*** SKELTON BRIDGE TO TOLLERTON****The following signals have been abolished:-**

Down Fast, Nos. D6, D7, D7B, D8
Down Slow, Nos. D6S, D7S, D7BS, D8S,

The following signals have been provided:-**Down Fast**

No. D6B 2145 yards after passing Signal No. D5B
No. D7 1452 yards after passing Signal No. D6B
No. D8 1452 yards after passing Signal No. D7

Down Slow

No. D6BS 2145 yards after passing signal No. D5BS
No. D7S 1452 yards after passing signal No. D6BS
No. D8S 1452 yards after passing signal No. D7S

(29)

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.

ALTERATION TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Date indicate Block Portal)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles					
			M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient Rising unless otherwise shown 1 in	L-Long		S-Short		C-Call	For
													Down	Up	Main or Fast	Slow or Goods		

PAGE 151

BACKWORTH JUNCTION TO MORPETH VIA SEGHILL ETC.

Seaton

Delaval

Seghill

North

AMEND second speed restriction :- 30 30 10m. 55chs. to 11m. 45chs.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

9 JULY, 1969.

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. —".



NE/N

EASTERN REGION

No. 30

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 26 JULY

TO

FRIDAY 1 AUGUST 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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

FRIDAY 1 AUGUST – SALTBURN WEST

The Down Siding Line will be abolished.

The connection Down Sidings to Down Main and the Down Siding line trap points will be disconnected and secured in the normal position pending removal.

The following signals will be abolished:—

Down Siding to Engine Shed Line

Down Siding to Down Main

Down Sidings to Nos. 1, 2 and 3 Sidings.

The signal applying from Nos. 1, 2 and 3 Sidings to Down Siding, will be disconnected. (33)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed. (32)

MORPETH

The facing crossover between the Down and Up Main lines, situated at 16m. 58chs. together with the associated ground frame, have been abolished. (31)

CARGO FLEET

The Down Main to the former Down Branch crossover has been abolished.

The signal gantry carrying signals from the new Single Line, Hot Metal Line and Iron Works Siding has been abolished and replaced by the following ground position light signals, each with route indicators, applying "S" – Shunting Lines and "G" – Up Goods:—

Applying from, and on the left (signal box side) of, the new Single Line, 122 yards from the signal box.

Applying from, and on the left of, the Hot Metal Line 122 yards from the signal box.

Applying from, and on the left of, the Iron Works Siding, 85yards from the signal box.

The Down Branch Starting, Down Main to Down Branch Distant and Down Goods to Down Branch Distant signals have been abolished.

The connection from Iron Works etc., to Up Main has been secured out of use pending removal.

The connection from Iron Works etc., to Up Main or Up Goods now leads to Up Goods only. (31)

MONKWEARMOUTH TO HYLTON COLLIERY

The Wearmouth Colliery ground frame has been dispensed with.

Points worked from the ground frame have been spiked out of use in the normal position and all signals removed.

The new connection situated 100 yards West of the ground frame at 3m. 62chs. has been connected to the new Colliery Sidings and brought into use.

A swing stop block has been placed across the sidings clear of the fouling point with the B.R. Single Line. (Amended Item) (33)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** ST. BEDES**

The trailing connection Up Main to S.P.D. Siding at 4¼ mile post, has been abolished. (30)

** TOLLERTON TO SKELTON BRIDGE**

The under mentioned signals have been resited as follows :—

Up Fast

U8 1558 yards after passing Signal No. T5.

U7 1562 yards after passing Signal No. U8.

U7B 1562 yards after passing Signal No. U7.

Up Slow

U8S 1558 yards after passing Signal No. T4.

U7S 1562 yards after passing Signal No. U8S.

U7BS 1562 yards after passing Signal No. U7S. (30)

** SEGHILL**

The trailing main to main crossover between 9 miles 5 chains and 9 miles 6 chains, has been abolished. (30)

** WALKER**

The Down Main Home signal, has been renewed with the arm at a reduced height of 20 feet above rail level and repositioned to the left of the Down Main, 86 yards from the signal box. (30)

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:

★ WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

On Sunday 27 July, a new crossover, B.R. Single Line to N.C.B. Single Line will be installed at 4 miles 10 chains and will be secured out of use until further notice.

ALTERATION TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles				
			M	Yds	Up	Down	Description	Standeage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	L-Long		S-Short	C. Crew	
													Down	Up	For		

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BACKWORTH JUNCTION TO MORPETH VIA SEGHELL ETC.

- Seaton
- Delaval
- Seghill
- North

AMEND second speed restriction :- 30 30 10m. 55chs. to 11m. 45chs.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

16 JULY, 1969.

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. —".

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262



NE/N

EASTERN REGION

No. 31

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 2 AUGUST

TO

FRIDAY 8 AUGUST 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 AUGUST : HOLYWELL

A new trailing connection Down Main to N.C.B. Sidings at 7 miles 40 chains will be installed and secured out of use until further notice. (34)

TUESDAY 5 AUGUST : OXHILL

The Down Main Home signal will be resited same distance from signal box at a reduced height of 20 feet above rail level and 10 feet (23 feet nearer) the branch line. (34)

DETAILS OF WORK ALREADY CARRIED OUT

SALTBURN WEST

The Down Siding Line has been abolished.

The connection Down Sidings to Down Main and the Down Siding line trap points have been disconnected and secured in the normal position pending removal.

The following signals have been abolished:-

Down Siding to Engine Shed Line

Down Siding to Down Main

Down Sidings to Nos. 1, 2 and 3 Sidings.

The signal applying from Nos. 1, 2 and 3 Sidings to Down Siding, has been disconnected. (33)

BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed. (32)

*** MORPETH**

The facing crossover between the Down and Up Main lines, situated at 16m. 58chs. together with the associated ground frame, have been abolished. (31)

BELFORD

The Trailing Main to Main crossover at 51m. 42chs. has been secured temporarily out of use. (New item) (34)

*** * CARGO FLEET**

The Down Main to the former Down Branch crossover has been abolished.

The signal gantry carrying signals from the new Single Line, Hot Metal Line and Iron Works Siding has been abolished and replaced by the following ground position light signals, each with route indicators, applying "S" - Shunting Lines and "G" - Up Goods:-

Applying from, and on the left (signal box side) of, the new Single Line, 122 yards from the signal box.

Applying from, and on the left of, the Hot Metal Line 122 yards from the signal box.

Applying from, and on the left of, the Iron Works Siding, 85yards from the signal box.

The Down Branch Starting, Down Main to Down Branch Distant and Down Goods to Down Branch Distant signals have been abolished.

The connection from Iron Works etc., to Up Main has been secured out of use pending removal. (31)

The connection from Iron Works etc., to Up Main or Up Goods now leads to Up Goods only.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

MONKWEARMOUTH TO HYLTON COLLIERY

The Wearmouth Colliery ground frame has been dispensed with.

Points worked from the ground frame have been spiked out of use in the normal position and all signals removed.

The new connection situated 100 yards West of the ground frame at 3m. 62chs. has been connected to the new Colliery Sidings and brought into use.

A swing stop block has been placed across the sidings clear of the fouling point with the B.R. Single Line.

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.

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice. (33)

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

23 JULY, 1969.

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. —”.

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

Greenland S.B.
C. J.

B.R.31262

WOOLSTENHOLMES



NE/N

EASTERN REGION

No. 32

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 9 AUGUST

TO

FRIDAY 15 AUGUST 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 10 AUGUST – PEGSWOOD

The trailing connection in the Up Main line leading to the Colliery Sidings will be secured permanently out of use, pending removal. The associated shunting signals will be abolished. (35/36)

SUNDAY 10 AUGUST – SEGHILL

The following connections will be secured out of use pending removal:—

Down Main to Colliery Sidings or Goods Yard.
Up Main to Up Sidings.

The following signals will be abolished:—

Down (direction) Home applying Up Main to Down Main.
Up Main to Colliery Sidings or Goods Yard.
Down Main to Colliery Sidings or Goods Yard.
Shunting Down Main or to Up Main.
Shunting Colliery Sidings to Up or Down Main.
Shunting Goods Yard to Up or Down Main.
Shunting from Up Sidings to Up Main.

(35/36)

TUESDAY 12 AUGUST – WOLSINGHAM

The Up Main Distant and Up Main Home signals will be renewed, in the same positions, at reduced heights of 12 feet above rail level. (35/36)

THURSDAY 14 AUGUST – WOLSINGHAM

The Down Main Starting signal will be renewed 8 yards further from the signal box, at a reduced height of 12 feet above rail level. (35/36)

DETAILS OF WORK ALREADY CARRIED OUT

HOLYWELL

A new trailing connection Down Main to N.C.B. Sidings at 7 miles 40 chains has been installed and secured out of use until further notice. (34)

OXHILL

The Down Main Home signal has been resited same distance from signal box at a reduced height of 20 feet above rail level and 10 feet (23 feet nearer) the branch line. (34)

SALTBURN WEST

The Down Siding Line has been abolished.

The connection Down Sidings to Down Main and the Down Siding line trap points have been disconnected and secured in the normal position pending removal.

The following signals have been abolished:—

Down Siding to Engine Shed Line
Down Siding to Down Main
Down Sidings to Nos. 1, 2 and 3 Sidings.

The signal applying from Nos. 1, 2 and 3 Sidings to Down Siding, has been disconnected. (33)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT—continued
BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed and the ground frame abolished. (AMENDED) (35/36)

BELFORD

The facing main to main crossover at 51m. 42chs. has been secured temporarily out of use. (AMENDED) (35/36)

MONKWEARMOUTH TO HYLTON COLLIERY

The Wearmouth Colliery ground frame has been dispensed with.

Points worked from the ground frame have been spiked out of use in the normal position and all signals removed.

The new connection situated 100 yards West of the ground frame at 3m. 62chs. has been connected to the new Colliery Sidings and brought into use.

A swing stop block has been placed across the sidings clear of the fouling point with the B.R. Single Line. (33)

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.*

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice. (33)

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

30 JULY, 1969.

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. —".

Chemica

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 33
C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 16 AUGUST

TO

FRIDAY 22 AUGUST 1969

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 16 AUGUST – LONDONDERRY

The existing Down Hendon Home and Down Hendon to No.1 loop or No.2 Loop signals which are situated on a right hand bracket post 328 yards from the signal box will be replaced on a left hand bracket post 311 yards from the signal box. The new post will be situated to the right of the Up Hendon line. (37)

SUNDAY 17 AUGUST – RELLY MILL

The trailing crossover between the Down and Up Main lines will be secured out of use, in the normal position, pending removal. The associated shunting signals will be abolished. (37)

SUNDAY 17 AUGUST – WARDLEY

Two new banner repeater signals will be provided, one on the Down Main line 200 yards before reaching the Down Main Starting signal and the other on the Freightliner Depot line, 151 yards before reaching the Down Main Starting signal. (37)

MONDAY 18 AUGUST – BETWEEN PONTOP CROSSING AND HEDWORTH LANE

Hedworth Lane signal box will be closed and the former Up and Down lines between Pontop crossing and Hedworth Lane will be renamed Arrival Line and Departure Line respectively.

The new Arrival and Departure lines will be slued into a new Shunt Neck at Hedworth Lane which runs parallel to and to the west of the former Main lines and stops short of the road which leads over the former level crossing.

A notice board worded STOP, WAIT INSTRUCTIONS is provided 30 yards in rear of the connection leading from the Arrival Line to the Departure Line and movements beyond this board must be made only under the authority of the responsible N.C.B. official.

All the points in the Hedworth Lane area will be hand operated.

All movements to or from the Arrival and Departure lines at the pontop crossing end will be controlled by Pontop crossing signal box. (37)

WEDNESDAY 20 AUGUST – LOW GATES

The trailing connection in the Down Main line leading to the Down Sidings will be secured permanently out of use, in the normal position, pending removal. The associated outlet shunting signal will be abolished. (37)

DETAILS OF WORK ALREADY CARRIED OUT

PEGSWOOD

The trailing connection in the Up Main line leading to the Colliery Sidings has been secured permanently out of use, pending removal and the associated shunting signals abolished. (35/36)

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

SEGHILL

The following connections will be secured out of use pending removal:—

Down Main to Colliery Sidings or Goods Yard.
 Up Main to Up Sidings.

The following signals will be abolished:—

Down (direction) Home applying Up Main to Down Main.
 Up Main to Colliery Sidings or Goods Yard.
 Down Main to Colliery Sidings or Goods Yard.
 Shunting Down Main or to Up Main.
 Shunting Colliery Sidings to Up or Down Main.
 Shunting Goods Yard to Up or Down Main.
 Shunting from Up Sidings to Up Main.

(35/36)

WOLSINGHAM

The Up Main Distant and Up Main Home signals have been renewed, in the same positions, at reduced heights of 12 feet above rail level. (35/36)

WOLSINGHAM

The Down Main Starting signal has been renewed 8 yards further from the signal box, at a reduced height of 12 feet above rail level. (35/36)

HOLYWELL

A new trailing connection Down Main to N.C.B. Sidings at 7 miles 40 chains has been installed and secured out of use until further notice. (34)

OXHILL

The Down Main Home signal has been resited same distance from signal box at a reduced height of 20 feet above rail level and 10 feet (23 feet nearer) the branch line. (34)

* * * SALT BURN WEST

The Down Siding Line has been abolished.

The connection Down Sidings to Down Main and the Down Siding line trap points have been disconnected and secured in the normal position pending removal.

The following signals have been abolished:—

Down Siding to Engine Shed Line
 Down Siding to Down Main
 Down Sidings to Nos. 1, 2 and 3 Sidings.

The signal applying from Nos. 1, 2 and 3 Sidings to Down Siding, has been disconnected. (33)

BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed and the ground frame abolished. (35/36)

BELFORD

The facing main to main crossover at 51m. 42chs. has been secured temporarily out of use. (35/36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* * MONKWEARMOUTH TO HYLTON COLLIERY

The Wearmouth Colliery ground frame has been dispensed with.

Points worked from the ground frame have been spiked out of use in the normal position and all signals removed.

The new connection situated 100 yards West of the ground frame at 3m. 62chs. has been connected to the new Colliery Sidings and brought into use.

A swing stop block has been placed across the sidings clear of the fouling point with the B.R. Single Line.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice.

SHUTTING OFF LOCO WATER SUPPLIES

Water will be unobtainable as follows:-

Place	Duration	Commencing Date
★ Lucker Water Troughs	Permanently	Commencing Monday, 18 August.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	-
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	-

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

York

MQ.45/NE/N.

F.J. BURGE
Movements Manager

6 AUGUST, 1969

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. -".

Chemical



NE/N

EASTERN REGION

No. 34

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 23 AUGUST

TO

FRIDAY 29 AUGUST 1969

INCLUSIVE

Trainmen 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 drivers 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 23 AND 24 AUGUST-HOLYWELL

The following connections will be secured out of use in the normal position pending removal:-

- Trailing connection Up Burradon to Up Main.
- Trailing crossover Down and Up Hartley lines.
- Facing connection Down Hartley to Down Burradon.

The following signals will be abolished:-

- Down Hartley Home.
- Subsidiary Down Hartley to Down Burradon (miniature arm).
- Up Hartley Home.
- Disc Up Hartley to Down Hartley or Down Burradon.
- Subsidiary Up Burradon to Up Hartley (miniature arm).

A new connection between the Down Main and Hartley lines will be brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 35 yards south of the signal box.

The following signals will be provided:-

- Disc Down Main to Exchange Sidings, operated by the ground frame.
- Disc Exchange Sidings to Down Main, operated from the signal box and ground frame.

The left hand bracket signal which carries the Down Main Home and Down Main to Down Burradon signals, will be re-positioned 38 yards further from the signal box.

The Up Burradon Home to Up Main signal will be dispensed with, and replaced by a miniature arm signal applying Up Burradon to Down Main line.

The disc shunting signal applying Down Main to Up Main will in future apply to Down Main only. A new disc shunting signal will be provided above and behind this signal and will apply Down Main to Up Main. (38)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed and the ground frame abolished. (35/36)

RELLY MILL

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position, pending removal and the associated shunting signals abolished. (37)

PEGSWOOD

The trailing connection in the Up Main line leading to the Colliery Sidings has been secured permanently out of use, pending removal and the associated shunting signals abolished. (35/36)

BELFORD

The facing main to main crossover at 51m. 2chs. has been secured temporarily out of use. (35/36)

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

The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal and the associated outlet shunting signal abolished. (37)

*** * HOLYWELL**

A new trailing connection Down Main to N.C.B. Sidings at 7 miles 40 chains has been installed and secured out of use until further notice. (34)

SEGHILL**The following connections will be secured out of use pending removal:—**

Down Main to Colliery Sidings or Goods Yard.
Up Main to Up Sidings.

The following signals will be abolished:—

Down (direction) Home applying Up Main to Down Main.
Up Main to Colliery Sidings or Goods Yard.
Down Main to Colliery Sidings or Goods Yard.
Shunting Down Main or to Up Main.
Shunting Colliery Sidings to Up or Down Main.
Shunting Goods Yard to Up or Down Main.
Shunting from Up Sidings to Up Main.

(35/36)

BETWEEN PONTOP CROSSING AND HEDWORTH LANE

Hedworth Lane signal box has been closed and the former Up and Down lines between Pontop crossing and Hedworth Lane renamed Arrival Line and Departure Line respectively.

The new Arrival and Departure lines have been slued into a new Shunt Neck at Hedworth Lane which runs parallel to and to the west of the former Main lines and stops short of the road which leads over the former level crossing.

A notice board worded "STOP, WAIT INSTRUCTIONS" is provided 30 yards in rear of the connection leading from the Arrival Line to the Departure Line and movements beyond this board must be made only under the authority of the responsible N.C.B. official.

All the points in the Hedworth Lane area have become hand operated.

All movements to or from the Arrival and Departure lines at the Pontop Crossing end are controlled by Pontop Crossing signal box. (37)

WARDLEY

Two new banner repeater signals have been provided, one on the Down Main line 200 yards before reaching the Down Main Starting signal and the other on the Freightliner Depot line, 151 yards before reaching the Down Main Starting signal. (37)

LONDONDERRY

The Down Hendon Home and Down Hendon No.1 loop or No.2 Loop signals formerly situated on a right hand bracket post 328 yards from the signal box have been replaced on a left hand bracket post 311 yards from the signal box. The new post is situated to the right of the Up Hendon line. (37)

WOLSINGHAM

The Up Main Distant and Up Main Home signals have been renewed, in the same positions, at reduced heights of 12 feet above rail level. (35/36)

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

WOLSINGHAM

The Down Main Starting signal has been renewed 8 yards further from the signal box, at a reduced height of 12 feet above rail level. (35/36)

*
****OXHILL**

The Down Main Home signal has been resited same distance from signal box at a reduced height of 20 feet above rail level and 10 feet (23 feet nearer) the branch line. (34)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

★ ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

LOCAL INSTRUCTIONS

PAGE 396

MONKWEARMOUTH TO HYLTON COLLIERY

MONKWEARMOUTH SOUTHWICK AND HYLTON COLLIERY BRANCH

BETWEEN WEARMOUTH COLLIERY AND HYLTON COLLIERY

Second and Third Paragraphs

The following temporary instructions apply.

The B.R. shunter will be responsible for seeing that the swing chock provided on the Wearmouth Colliery Sidings is in the proper position, also that the clip securing the new points is removed before movements are made to or from the Colliery Sidings.

When trains arrive the N.C.B. locomotive will dispose of the inward load and also assist in the marshalling of outward traffic on the B.R. single line.

On the departure of a train the B.R. shunter will be responsible for seeing that the swing chock has been restored and the points clipped and padlocked in the running position.

During the period of these temporary instructions no N.C.B. trains will operate between Wearmouth and Hylton Collieries. (34)

★ STILLINGTON

On Sunday 24 August The Down Main will be realigned about 15 ft to the north between 3m. 66chs, and 4m. 3chs. making the curve into straight track. (38)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice.

SHUTTING OFF LOCO WATER SUPPLIES

Water will be unobtainable as follows:-

Place	Duration	Commencing Date
Lucker Water Troughs	Permanently	Monday 18 August.

(37)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

LOCAL INSTRUCTIONS—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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

13 AUGUST, 1969

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. —".

Chemical



NE/N

EASTERN REGION

No.

35/36

C. J.

NORTHERN AREA

WOOLSTENHOLMES

(NORTHERN SECTION)

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

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

**THIS BOOKLET CONTAINS NOTICES FOR TWO
WEEKS ENDING FRIDAY 12 SEPTEMBER, 1969**

SATURDAY 30 AUGUST

TO

FRIDAY 12 SEPTEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 30 AND 31 AUGUST-LONDONDERRY

A new trailing connection from the Down Hendon line to Brian Mills Depot will be brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 340 yards South of the signal box. The ground frame will be known as Brian Mills Depot Ground Frame No.2, and a telephone will be provided communicating with the signal box.

The following signals will be provided:-

A new Down Hendon Home No.1 signal, situated 412 yards from the signal box on the Up Hendon side of the line, with the arm at 20 ft. above rail level. A ground post telephone communicating with the signal box will be provided, situated opposite the signal on the cess side of the Down Hendon line. The distance between Down Hendon Home No.1 and No.2 signals will be 101 yards.

A ground disc signal, applying Brian Mills Depot to Down Hendon line, operated by the ground frame.

The existing 'Limit of Shunt' indicator, situated on the cess side of the Down Hendon line, will be repositioned at a distance of 412 yards from the signal box (84 yards further). (39)

SUNDAY 7 SEPTEMBER-COXHOE JUNCTION

The Down Slow Starting signal, situated 550 yards north of the signal box, will be abolished. (39)

SUNDAY 7 SEPTEMBER-TURSDALE

The Down Slow Distant will be repositioned on the signal post which carries Coxhoe Junction Down Slow Home signal, 655 yards further from the signal box. The distance between the Down Slow Distant and Home signals will be 1590 yards. (39)

SUNDAY 7 SEPTEMBER-RELLY MILL

The Down Main line between 64m. 27chs. and 65m. 32chs. will be sluèd and repositioned 4 yards to the West. (39)

SUNDAY 7 SEPTEMBER-TEES

A new ground position light signal will be brought into use to the left of No.12 Down Reception line, situated 26 yards from the connection to the Engine Spur, applying No.12 Down Reception to Engine Spur. A telephone will be provided communicating with the signal box.

The 'Stop Await Instructions' Notice Board applying to No.12 Down Reception line will be dispensed with. (39)

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN NORTHALLERTON AND ERYHOLME

The trailing main to main crossover at 32 miles 18 chains has been removed and the ground frame abolished. (35/36)

RELLY MILL

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position, pending removal and the associated shunting signals abolished. (37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

*
** PEGSWOOD

The trailing connection in the Up Main line leading to the Colliery Sidings has been secured permanently out of use, pending removal and the associated shunting signals abolished. (35/36)

*
** BELFORD

The facing main to main crossover at 51m. 42chs. has been secured temporarily out of use. (35/36)

LOW GATES

The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal and the associated outlet shunting signal abolished. (37)

HOLYWELL

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

- Trailing connection Up Burradon to Up Main.
- Trailing crossover Down and Up Hartley lines.
- Facing connection Down Hartley to Down Burradon.

The following signals have been abolished:—

- Down Hartley Home.
- Subsidiary Down Hartley to Down Burradon (miniature arm).
- Up Hartley Home.
- Disc Up Hartley to Down Hartley or Down Burradon.
- Subsidiary Up Burradon to Up Hartley (miniature arm).

A new connection between the Down Main and Hartley lines has been brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 35 yards south of the signal box.

The following signal have been provided:—

- Disc Down Main to Exchange Sidings, operated by the ground frame.
- Disc Exchange Sidings to Down Main, operated from the signal box and ground frame.

The left hand bracket signal which carries the Down Main Home and Down Main to Down Burradon signals, has been re-positioned 38 yards further from the signal box.

The Up Burradon Home to Up Main signal has been dispensed with, and replaced by a miniature arm signal applying Up Burradon to Down Main line.

The disc shunting signal applying Down Main to Up Main now applies to Down Main only. A new disc shunting signal has been provided above and behind this signal and applies Down Main to Up Main. (38)

*
** SEG HILL**The following connections have been secured out of use pending removal:—**

- Down Main to Colliery Sidings or Goods Yard.
- Up Main to Up Sidings.

The following signals have been abolished:—

- Down (direction) Home applying Up Main to Down Main.
- Up Main to Colliery Sidings or Goods Yard.
- Down Main to Colliery Sidings or Goods Yard.
- Shunting Down Main or to Up Main.
- Shunting Colliery Sidings to Up or Down Main.
- Shunting Goods Yard to Up or Down Main.
- Shunting from Up Sidings to Up Main.

(35/36)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN PONTOP CROSSING AND HEDWORTH LANE**

Hedworth Lane signal box has been closed and the former Up and Down lines between Pontop crossing and Hedworth Lane renamed Arrival Line and Departure Line respectively.

The new Arrival and Departure lines have been slued into a new Shunt Neck at Hedworth Lane which runs parallel to and to the west of the former Main lines and stops short of the road which leads over the former level crossing.

A notice board worded "STOP, WAIT INSTRUCTIONS" is provided 30 yards in rear of the connection leading from the Arrival Line to the Departure Line and movements beyond this board must be made only under the authority of the responsible N.C.B. official.

All the points in the Hedworth Lane area have become hand operated.

All movements to or from the Arrival and Departure lines at the Pontop Crossing end are controlled by Pontop Crossing signal box. (37)

WARDLEY

Two new banner repeater signals have been provided, one on the Down Main line 200 yards before reaching the Down Main Starting signal and the other on the Freightliner Depot line, 151 yards before reaching the Down Main Starting signal. (37)

LONDONDERRY

The Down Hendon Home and Down Hendon No.1 loop or No.2 Loop signals formerly situated on a right hand bracket post 328 yards from the signal box have been replaced on a left hand bracket post 311 yards from the signal box. The new post is situated to the right of the Up Hendon line. (37)

** WOLSINGHAM**

The Up Main Distant and Up Main Home signals have been renewed, in the same positions, at reduced heights of 12 feet above rail level.

The Down Main Starting signal has been renewed 8 yards further from the signal box, at a reduced height of 12 feet above rail level. (35/36)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

LOCAL INSTRUCTIONS

PAGE 396

MONKWEARMOUTH TO HYLTON COLLIERY

MONKWEARMOUTH SOUTHWICK AND HYLTON COLLIERY BRANCH

BETWEEN WEARMOUTH COLLIERY AND HYLTON COLLIERY

Second and Third Paragraphs

The following temporary instructions apply.

The B.R. shunter will be responsible for seeing that the swing chock provided on the Wearmouth Colliery Sidings is in the proper position, also that the clip securing the new points is removed before movements are made to or from the Colliery Sidings.

When trains arrive the N.C.B. locomotive will dispose of the inward load and also assist in the marshalling of outward traffic on the B.R. single line.

On the departure of a train the B.R. shunter will be responsible for seeing that the swing chock has been restored and the points clipped and padlocked in the running position.

During the period of these temporary instructions no N.C.B. trains will operate between Wearmouth and Hylton Collieries. (34)

STILLINGTON

The Down Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (38)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice.

SHUTTING OFF LOCO WATER SUPPLIES

Water will be unobtainable as follows:-

Place	Duration	Commencing Date
Lucker Water Troughs	Permanently	

(37)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

LOCAL INSTRUCTIONS—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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—
★Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	Monday 8 September.

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

20 AUGUST, 1969

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. —".

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 37

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 13 SEPTEMBER

TO

FRIDAY 19 SEPTEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 14 SEPTEMBER—RELLY MILL

The Up Main Starting signal will be repositioned 6 feet 6 inches to the left of the Up Main line, at the same distance from the signal box (300 yards south), with the arm at 22 feet 6 inches above rail level. (40)

SUNDAY 14 SEPTEMBER—NEWCASTLE

The slip connections Trafalgar South Yard to Manors Curve, together with trailing connection Down Tynemouth to Up North, will be secured out of use in the normal position pending removal.

The two ground position light signals, applying Down Tynemouth to Up North, and Up North to Down Tynemouth, will be abolished. (40)

SUNDAY 14 SEPTEMBER—PERCY MAIN ENGINE SHED

The signal gantry carrying the following signals will be replaced by a right-hand bracket signal 2 yards further from the signal box:—

Miniature arm, applying along Reception Line, at 20 feet 6 inches above rail level.

Miniature arm, applying Reception Line to Coal Stage, at 20 feet 6 inches above rail level.

Full arm, Down Main Starting signal, at 25 feet above rail level.

Miniature arm, applying Down Main to Coal Stage, at 20 feet 6 inches above rail level. (40)

DETAILS OF WORK ALREADY CARRIED OUT

COXHOE JUNCTION

The Down Slow Starting signal, situated 550 yards north of the signal box, has been abolished. (39)

TURSDALE

The Down Slow Distant has been repositioned on the signal post which carries Coxhoe Junction Down Slow Home signal, 655 yards further from the signal box. The distance between the Down Slow Distant and Home signals will be 1590 yards. (39)

RELLY MILL

The Down Main line between 64m. 27chs. and 65m. 32chs. has been slued and repositioned 4 yards to the West. (39)

* * RELLY MILL

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position, pending removal and the associated shunting signals abolished. (39)

ARGYLE STREET JUNCTION

Nos.404B, 405A, 405B and 406A points have been spiked out of use until further notice. (40)

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

**** LOW GATES**

The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal and the associated outlet shunting signal abolished. (37)

**** BETWEEN PONTOP CROSSING AND HEDWORTH LANE**

Hedworth Lane signal box has been closed and the former Up and Down lines between Pontop crossing and Hedworth Lane renamed Arrival Line and Departure Line respectively.

The new Arrival and Departure lines have been slued into a new Shunt Neck at Hedworth Lane which runs parallel to and to the west of the former Main lines and stops short of the road which leads over the former level crossing.

A notice board worded "STOP, WAIT INSTRUCTIONS" is provided 30 yards in rear of the connection leading from the Arrival Line to the Departure Line and movements beyond this board must be made only under the authority of the responsible N.C.B. official.

All the points in the Hedworth Lane area have become hand operated.

All movements to or from the Arrival and Departure lines at the Pontop Crossing end are controlled by Pontop Crossing signal box. (37)

**** WARDLEY**

Two new banner repeater signals have been provided, one on the Down Main line 200 yards before reaching the Down Main Starting signal and the other on the Freightliner Depot line, 151 yards before reaching the Down Main Starting signal. (37)

**** LONDONDERRY**

The Down Hendon Home and Down Hendon No.1 loop or No.2 Loop signals formerly situated on a right hand bracket post 328 yards from the signal box have been replaced on a left hand bracket post 311 yards from the signal box. The new post is situated to the right of the Up Hendon line. (37)

LONDONDERRY

A new trailing connection from the Down Hendon line to Brian Mills Depot has been brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 340 yards South of the signal box. The ground frame will be known as Brian Mills Depot Ground Frame No.2, and a telephone will be provided communicating with the signal box.

The following signals will be provided:—

A new Down Hendon Home No.1 signal, situated 412 yards from the signal box on the Up Hendon side of the line, with the arm at 20 ft. above rail level. A ground post telephone communicating with the signal box will be provided, situated opposite the signal on the cess side of the Down Hendon line. The distance between Down Hendon Home No.1 and No.2 signals will be 101 yards.

A ground disc signal, applying Brian Mills Depot to Down Hendon line, operated by the ground frame.

The existing 'Limit of Shunt' indicator, situated on the cess side of the Down Hendon line, will be repositioned at a distance of 412 yards from the signal box (84 yards further). (39)

WOLSINGHAM

The trailing connection Down Main to Up Sidings has been secured out of use in the normal position pending removal.

The disc shunting signal which applied Down Main to Up Sidings has been abolished.

The disc shunting signal which formerly applied Up Sidings to Down Main now applies Up Sidings to Up Main.

A "Limit Of Shunt" indicator has been provided opposite the signal box, applying to the Up Main line. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

STANHOPE

The connection leading from the Single Line to Goods Siding has been removed and replaced by plain line.

The associated signal which applied Goods Siding to Single Line has been abolished. (40)

TEES

A new ground position light signal will be brought into use to the left of No.12 Down Reception line, situated 26 yards from the connection to the Engine Spur, applying No.12 Down Reception to Engine Spur. A telephone will be provided communicating with the signal box.

The 'Stop Await Instructions' Notice Board applying to No.12 Down Reception line will be dispensed with. (39)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

★ OPERATION OF HAND BRAKES ON FREIGHTLINER WAGONS

Delay and damage to wheels and brake gear is occurring by Freightliner trains running with hand brakes on or not fully released. These are disc brakes with the "On" and "Off" directions indicated by arrows on the operating wheel. The number of turns required to release varies so it is essential to turn the wheel until it comes up against the stop and check that the brake blocks are free. In the majority of cases the wheels on both sides require to be turned anti-clockwise for release but on the first 100 vehicles built this varies, so it is essential to observe the direction indicated on the wheel rim.

Guards must check the position of hand brakes particularly when locomotives are changed at intermediate points en route.

★ MONDAY 15 SEPTEMBER – WARRANBY HALT

The Down and Up platforms will be shortened by 100 yards at the west end. Drivers must bring their trains to a stand clear of this section.

LOCAL INSTRUCTIONS

STILLINGTON

The Down Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (38)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice.

*** SHUTTING OFF LOCO WATER SUPPLIES**

**

Water will be unobtainable as follows:-

Place	Duration	Commencing Date
Lucker Water Troughs	Permanently	(37)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

LOCAL INSTRUCTIONS—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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	Monday 8 September.
★ Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	Saturday 13 September

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

3 SEPTEMBER, 1969

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. ”.

Chemical



NE/N

EASTERN REGION

No. 38

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 20 SEPTEMBER

TO

FRIDAY 26 SEPTEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 20 SEPTEMBER—DURHAM NORTH

The connection Up Slow to Up Bay Platform No.5 will be secured out of use in the normal position pending removal.

The following associated signals will be abolished:—

Starting, Up Bay Platform No.5 to Down Slow or Down Main.

Disc, Shunting Up Bay Platform No.5 to Up Slow. (41)

SUNDAY 21 SEPTEMBER—NEWCASTLE

The trailing connection between Manors No.3 and No.4 Platform lines will be secured out of use in the normal position pending removal.

The following signals will be abolished:—

B38 applying Manors No.4 Platform line to B32 signal.

B42 applying Manors No.3 Platform line to B32 signal. (41)

SUNDAY 21 SEPTEMBER—PARKGATE

The facing connection Up Branch Goods to Up Branch will be reinstated and brought into use.

The following signals will be brought into use:—

No.25 Up Branch Goods Home 2 aspect colour light signal applying to Up Goods or Up Main lines, together with the associated subsidiary signal applying to Up Goods or Up Main lines occupied.

The present Albert Hill Up Main Home No.2 signal will in future be worked from Parkgate Signal Box and will become the Up Branch Outer Home signal. The distance to the Up Branch Inner Home signal will be 637 yards.

The present Up Branch Distant signal will be abolished, and the present Albert Hill Up Main Distant signal will become the Up Branch Distant signal. The distance to the Up Branch Outer Home signal will be 1135 yards.

The Down Branch Goods line between Parkgate and Albert Hill will cease to be a through line, and will in future be known as the Down Siding.

A permanent A.W.S. magnet will be provided 200 yards on the approach side of the Up Branch Distant signal. (41)

SUNDAY 21 SEPTEMBER — ALBERT HILL

Albert Hill signal box will be abolished.

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

Trailing, Shunt Spur and No.1 Line

Facing, Up Goods to No.3 Line

Cross-over, No.1 and No.2 Lines

Cross-over, No.2 and No.3 Lines

Slip, No.1 and No.3 Lines

Facing, Down Parkgate Goods to Down Main

Slip, Down Parkgate Goods to No.3 Line

Facing, No.3 Line to Up Main

Facing, Down Main to Down Goods

Facing, Up Goods to Down Main

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

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

SUNDAY 21 SEPTEMBER — ALBERT HILL — continued

The following connections will be secured out of use in the reverse position pending removal:—
 Facing, No.2 Line to Down Goods
 Facing, Down Goods to Up Parkgate Goods

The Down Goods line between Albert Hill and Hopetown will be taken out of use.

The trailing connection Up Goods and Up Siding will be retained in use, the points being worked by hand lever. A notice board worded "Stop — Telephone" will be provided at the exit from the Up Siding, together with a telephone communicating with Hopetown signal box.

All signals previously worked from Albert Hill signal box will be abolished except as follows:—
 The Down Parkgate Goods to Down Main Home signal will be retained and will be fixed at Danger.

The Up Main Home No.2 signal will in future be worked from Parkgate signal box and will become Parkgate Up Branch Outer Home signal.

The Up Main Distant signal will become Parkgate Up Branch Distant signal. (41)

SUNDAY 21 SEPTEMBER — HOPETOWN

The points from Shunting Road to Down Goods line will be secured out of use in the reverse position. (41)

MONDAY 22 SEPTEMBER — COWPEN

The signal box, together with all signals worked therefrom, will be abolished. (41)

MONDAY 22 SEPTEMBER — COWPEN LANE GATEBOX

The Up Main Inner Distant signal will be abolished. (41)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL — MAINSFORTH

The trailing crossover between Down and Up Main lines and the trailing connection Down Main to Mainsforth Colliery have been removed and replaced by plain line. (New item) (41)

RELLY MILL

The Up Main Starting signal has been repositioned 6 feet 6 inches to the left of the Up Main line, at the same distance from the signal box (300 yards south), with the arm at 22 feet 6 inches above rail level. (40)

NEWCASTLE

The slip connections Trafalgar South Yard to Manors Curve, together with trailing connection Down Tynemouth to Up North have been abandoned and replaced by plain line.

The two ground position light signals, applying Down Tynemouth to Up North, and Up North to Down Tynemouth have been abolished. (Amended Item) (40)

PERCY MAIN ENGINE SHED

The signal gantry carrying the following signals has been replaced by a right-hand bracket signal 2 yards further from the signal box.

Miniature arm, applying along Reception Line, at 20 feet 6 inches above rail level.

Miniature arm, applying Reception Line to Coal Stage, at 20 feet 6 inches above rail level.

Full arm, Down Main Starting signal, at 25 feet above rail level.

Miniature arm, applying Down Main to Coal Stage, at 20 feet 6 inches above rail level. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

1262

DETAILS OF WORK ALREADY CARRIED OUT-continued

COXHOE JUNCTION

The Down Slow Starting signal, situated 550 yards north of the signal box, has been abolished. (39)

TURSDALE

The Down Slow Distant has been repositioned on the signal post which carries Coxhoe Junction Down Slow Home signal, 655 yards further from the signal box. The distance between the Down Slow Distant and Home signals will be 1590 yards. (39)

RELLY MILL

The Down Main line between 64m. 27chs. and 65m. 32chs. has been slued and repositioned 4 yards to the West. (39)

ARGYLE STREET JUNCTION

Nos.404B, 405A, 405B and 406A points have been spiked out of use until further notice. (40)

LONDONDERRY

A new trailing connection from the Down Hendon line to Brian Mills Depot has been brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 340 yards South of the signal box. The ground frame will be known as Brian Mills Depot Ground Frame No.2, and a telephone will be provided communicating with the signal box.

The following signals will be provided:-

A new Down Hendon Home No.1 signal, situated 412 yards from the signal box on the Up Hendon side of the line, with the arm at 20 ft. above rail level. A ground post telephone communicating with the signal box will be provided, situated opposite the signal on the cess side of the Down Hendon line. The distance between Down Hendon Home No.1 and No.2 signals will be 101 yards.

A ground disc signal, applying Brian Mills Depot to Down Hendon line, operated by the ground frame.

The existing 'Limit of Shunt' indicator, situated on the cess side of the Down Hendon line, will be repositioned at a distance of 412 yards from the signal box (84 yards further). (39)

WOLSINGHAM

The trailing connection Down Main to Up Sidings has been secured out of use in the normal position pending removal.

The disc shunting signal which applied Down Main to Up Sidings has been abolished.

The disc shunting signal which formerly applied Up Sidings to Down Main now applies Up Sidings to Up Main.

A "Limit Of Shunt" indicator has been provided opposite the signal box, applying to the Up Main line. (40)

STANHOPE

The connection leading from the Single Line to Goods Siding has been removed and replaced by plain line.

The associated signal which applied Goods Siding to Single Line has been abolished. (40)

TEFS

A new ground position light signal will be brought into use to the left of No.12 Down Reception line, situated 26 yards from the connection to the Engine Spur, applying No.12 Down Reception to Engine Spur. A telephone will be provided communicating with the signal box.

The 'Stop Await Instructions' Notice Board applying to No.12 Down Reception line will be dispensed with. (39)

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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

OPERATION OF HAND BRAKES ON FREIGHTLINER WAGONS

Delay and damage to wheels and brake gear is occurring by Freightliner trains running with hand brakes on or not fully released. These are disc brakes with the "On" and "Off" directions indicated by arrows on the operating wheel. The number of turns required to release varies so it is essential to turn the wheel until it comes up against the stop and check that the brake blocks are free. In the majority of cases the wheels on both sides require to be turned anti-clockwise for release but on the first 100 vehicles built this varies, so it is essential to observe the direction indicated on the wheel rim.

Guards must check the position of hand brakes particularly when locomotives are changed at intermediate points en route.

★ DURHAM STATION, UP PLATFORM

Commencing Monday 22 September, the temporary extension of one coach length at the north end will be brought into use.

It will be necessary to restrict the use of the existing platform, one coach length at a time as the raising of the platform proceeds.

WARRANBY HALT

The Down and Up platforms have been shortened by 100 yards at the west end. Drivers must bring their trains to a stand clear of this section.

*
** STILLINGTON

The Down Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (38)

WEARMOUTH COLLIERY GROUND FRAME TO HYLTON COLLIERY GROUND FRAME

A new crossover, B.R. Single Line to N.C.B. Single Line has been installed at 4 miles 10 chains and secured out of use until further notice.

SECTION D—GENERAL INSTRUCTIONS AND 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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

10 SEPTEMBER, 1969.

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. —".

chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 39

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 27 SEPTEMBER

TO

FRIDAY 3 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 SEPTEMBER—NEWCASTLE

The right hand bracket N.23, applying Up Tynemouth to N.37 signal Manors No.9 Platform, will be renewed as a straight post signal 2 yards nearer to the signal box. (42)

MONDAY 29 SEPTEMBER—SALTBURN WEST AND STATION

All connections Jubilee sidings to Up Main and Jubilee sidings to Passenger siding will be disconnected and spiked and clamped in the normal position pending removal. Jubilee sidings Nos. 1, 2, 3 and 4 will be abandoned. (42)

DETAILS OF WORK ALREADY CARRIED OUT

STILLINGTON

The Up Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (New item) (42)

DURHAM NORTH

The connection Up Slow to Up Bay Platform No.5 has been secured out of use in the normal position pending removal.

The following associated signals have been abolished:—

Starting, Up Bay Platform No.5 to Down Slow or Down Main.

Disc, Shunting Up Bay Platform No.5 to Up Slow. (41)

NEWCASTLE

The trailing connection between Manors No.3 and No.4 Platform lines has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

B38 applying Manors No.4 Platform line to B32 signal.

B42 applying Manors No.3 Platform line to B32 signal. (41)

PARKGATE

The facing connection Up Branch Goods to Up Branch has been reinstated and brought into use.

The following signals have been brought into use.

No.25 Up Branch Goods Home 2 aspect colour light signal applying to Up Goods or Up Main lines, together with the associated subsidiary signal applying to Up Goods or Up Main lines occupied.

The Albert Hill Up Main Home No.2 signal is now worked from Parkgate Signal Box and has become the Up Branch Outer Home signal. The distance to the Up Branch Inner Home signal is 637 yards.

The Up Branch Distant signal has been abolished, and the Albert Hill Up Main Distant signal has become the Up Branch Distant signal. The distance to the Up Branch Outer Home signal is 1135 yards.

The Down Branch Goods line between Parkgate and Albert Hill has ceased to be a through line, and is now known as the Down Siding.

A permanent A.W.S. magnet has been provided 200 yards on the approach side of the Up Branch Distant signal. (41)

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

Albert Hill signal box has been abolished.

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

Trailing, Shunt Spur and No.1 Line
Facing, Up Goods to No.3 Line
Cross-over, No.1 and No.2 Lines
Cross-over, No.2 and No.3 Lines
Slip, No.1 and No.3 Lines
Facing, Down Parkgate Goods to Down Main
Slip, Down Parkgate Goods to No.3 Line
Facing, No.3 Line to Up Main
Facing, Down Main to Down Goods
Facing, Up Goods to Down Main

The following connections have been secured out of use in the reverse position pending removal:—

Facing, No.2 Line to Down Goods
Facing, Down Goods to Up Parkgate Goods

The Down Goods line between Albert Hill and Hopetown has been taken out of use.

The trailing connection Up Goods and Up Siding is retained in use, the points being worked by hand lever. A notice board worded "Stop — Telephone" has been provided at the exit from the Up Siding, together with a telephone communicating with Hopetown signal box.

All signals previously worked from Albert Hill signal box have been abolished except as follows:—

The Down Parkgate Goods to Down Main Home signal has been retained and fixed at Danger.

The Up Main Home No.2 signal is now worked from Parkgate signal box and has become Parkgate Up Branch Outer Home signal.

The Up Main Distant signal has become Parkgate Up Branch Distant signal. (41)

HOPETOWN

The points from Shunting Road to Down Goods line have been secured out of use in the reverse position. (41)

COWPEN

The signal box, together with all signals worked therefrom, has been abolished. (41)

COWPEN LANE GATEBOX

The Up Main Inner Distant signal has been abolished. (41)

FERRYHILL — MAINSFORTH

The trailing crossover between Down and Up Main lines and the trailing connection Down Main to Mainsforth Colliery have been removed and replaced by plain line. (41)

RELLY MILL

The Up Main Starting signal has been repositioned 6 feet 6 inches to the left of the Up Main line, at the same distance from the signal box (300 yards south), with the arm at 22 feet 6 inches above rail level. (40)

NEWCASTLE

The slip connections Trafalgar South Yard to Manors Curve, together with trailing connection Down Tynemouth to Up North have been abandoned and replaced by plain line.

The two ground position light signals, applying Down Tynemouth to Up North, and Up North to Down Tynemouth have been abolished. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****PERCY MAIN ENGINE SHED**

The signal gantry carrying the following signals has been replaced by a right-hand bracket signal 2 yards further from the signal box.

Miniature arm, applying along Reception Line, at 20 feet 6 inches above rail level.

Miniature arm, applying Reception Line to Coal Stage, at 20 feet 6 inches above rail level.

Full arm, Down Main Starting signal, at 25 feet above rail level.

Miniature arm, applying Down Main to Coal Stage, at 20 feet 6 inches above rail level. (40)

*** ** COXHOE JUNCTION**

The Down Slow Starting signal, situated 550 yards north of the signal box, has been abolished.

(39)

*** ** TURSDALE**

The Down Slow Distant has been repositioned on the signal post which carries Coxhoe Junction Down Slow Home signal, 655 yards further from the signal box. The distance between the Down Slow Distant and Home signals will be 1590 yards.

(39)

*** ** RELLY MILL**

The Down Main line between 64m. 27chs. and 65m. 32chs. has been slued and repositioned 4 yards to the West.

(39)

ARGYLE STREET JUNCTION

Nos.404B, 405A, 405B and 406A points have been spiked out of use until further notice. (40)

*** ** LONDONDERRY**

A new trailing connection from the Down Hendon line to Brian Mills Depot has been brought into use, operated by a new 3 lever ground frame released from the signal box, and situated 340 yards South of the signal box. The ground frame will be known as Brian Mills Depot Ground Frame No.2, and a telephone will be provided communicating with the signal box.

The following signals will be provided:—

A new Down Hendon Home No.1 signal, situated 412 yards from the signal box on the Up Hendon side of the line, with the arm at 20 ft. above rail level. A ground post telephone communicating with the signal box will be provided, situated opposite the signal on the cess side of the Down Hendon line. The distance between Down Hendon Home No.1 and No.2 signals will be 101 yards.

A ground disc signal, applying Brian Mills Depot to Down Hendon line, operated by the ground frame.

The existing 'Limit of Shunt' indicator, situated on the cess side of the Down Hendon line, will be repositioned at a distance of 412 yards from the signal box (84 yards further). (39)

WOLSINGHAM

The trailing connection Down Main to Up Sidings has been secured out of use in the normal position pending removal.

The disc shunting signal which applied Down Main to Up Sidings has been abolished.

The disc shunting signal which formerly applied Up Sidings to Down Main now applies Up Sidings to Up Main.

A "Limit Of Shunt" indicator has been provided opposite the signal box, applying to the Up Main line. (40)

STANHOPE

The connection leading from the Single Line to Goods Siding has been removed and replaced by plain line.

The associated signal which applied Goods Siding to Single Line has been abolished. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*
* *
TEFS

A new ground position light signal has been brought into use to the left of No.12 Down Reception line, situated 26 yards from the connection to the Engine Spur, applying No.12 Down Reception to Engine Spur. A telephone has been provided communicating with the signal box.

The 'Stop Await Instructions' Notice Board applying to No.12 Down Reception line has been dispensed with. (39)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

York

MO.45/NE/N.

F.J. BURGE
Movements Manager

17 SEPTEMBER, 1969.

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. —".

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 40

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 4 OCTOBER

TO

FRIDAY 10 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals may be exhibited.

chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 40

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 4 OCTOBER

TO

FRIDAY 10 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 5 OCTOBER—WIDDRINGTON

The two trailing crossovers between Down and Up Main Lines, situated at 23m. 17chs. 23m. 32chs. will be removed and replaced by plain line.

No.36 ground position light signal, which at present applies Up Main to Down Main or Depot, will in future apply Up Main to Depot only.

All other associated ground position light signals will be abolished. (43)

SUNDAY 5 OCTOBER—ACKLINGTON

The facing crossover between Down and Up Main lines, and the trailing connection Down Main to Down Siding, will be removed and replaced by plain line. The associated Down Siding Ground Frame will be abolished.

The trailing crossover between Down and Up Main lines, and the trailing connection Down Main to Goods Yard, will be removed and replaced by plain line. The associated Goods Yard Ground Frame will be abolished. (43)

SUNDAY 5 OCTOBER—BOWESFIELD

The trailing crossover between No.1 Down Goods and Up Loop lines (controlled by a two lever ground frame) will be secured out of use pending removal and the ground frame abolished.

The two lever ground frame giving access from No.1 Down Goods to the Foundry Siding will be abolished and the trailing end of the Down Main to No.1 Down Goods connection will become spring trap points. (43)

MONDAY 6 OCTOBER—SOUTH GOSFORTH

The Up branch Distant Colour light signal will be dispensed with and will be replaced by a semaphore Distant signal situated below Coxlodge Up Branch Starting signal.

The distance between the Up Branch Distant and Home signals will be 1120 yds. (43)

TUESDAY 7 OCTOBER—WHITEHOUSE

The connection between South Sidings and Whitehouse Siding will be abandoned.

The points at each end of the connection will become trap points for the South Sidings and Whitehouse Siding respectively.

The following signals will be abolished:—

Miniature Arm, South Sidings to Whitehouse Siding.

Miniature Arm, Whitehouse Siding to South Sidings.

Miniature Arm, Whitehouse Siding to Down Goods.

A new ground position light subsidiary signal will be provided at the outlet from Whitehouse Siding adjacent to the trap points, and will apply Whitehouse Siding to Down Goods. (43)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The right hand bracket N.23, applying Up Tynemouth to N.37 signal Manors No.9 Platform, has been renewed as a straight post signal 2 yards nearer to the signal box. (42)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SALTBURN WEST AND STATION

All connections Jubilee sidings to Up Main and Jubilee sidings to Passenger siding have been disconnected and spiked and clamped in the normal position pending removal. Jubilee sidings Nos.1, 2, 3 and 4 have been abandoned. (42)

STILLINGTON

The Up Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (42)

DURHAM NORTH

The connection Up Slow to Up Bay Platform No.5 has been secured out of use in the normal position pending removal.

The following associated signals have been abolished:—

Starting, Up Bay Platform No.5 to Down Slow or Down Main.

Disc, Shunting Up Bay Platform No.5 to Up Slow. (41)

NEWCASTLE

The trailing connection between Manors No.3 and No.4 Platform lines has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

B38 applying Manors No.4 Platform line to B32 signal.

B42 applying Manors No.3 Platform line to B32 signal. (41)

PARKGATE

The facing connection Up Branch Goods to Up Branch has been reinstated and brought into use.

The following signals have been brought into use.

No.25 Up Branch Goods Home 2 aspect colour light signal applying to Up Goods or Up Main lines, together with the associated subsidiary signal applying to Up Goods or Up Main lines occupied.

The Albert Hill Up Main Home No.2 signal is now worked from Parkgate Signal Box and has become the Up Branch Outer Home signal. The distance to the Up Branch Inner Home signal is 637 yards.

The Up Branch Distant signal has been abolished, and the Albert Hill Up Main Distant signal has become the Up Branch Distant signal. The distance to the Up Branch Outer Home signal is 1135 yards.

The Down Branch Goods line between Parkgate and Albert Hill has ceased to be a through line, and is now known as the Down Siding.

A permanent A.W.S. magnet has been provided 200 yards on the approach side of the Up Branch Distant signal. (41)

ALBERT HILL

Albert Hill signal box has been abolished.

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

Trailing, Shunt Spur and No.1 Line

Facing, Up Goods to No.3 Line

Cross-over, No.1 and No.2 Lines

Cross-over, No.2 and No.3 Lines

Slip, No.1 and No.3 Lines

Facing, Down Parkgate Goods to Down Main

Slip, Down Parkgate Goods to No.3 Line

Facing, No.3 Line to Up Main

Facing, Down Main to Down Goods

Facing, Up Goods to Down Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

ALBERT HILL – continued

The following connections have been secured out of use in the reverse position pending removal:—
Facing, No.2 Line to Down Goods
Facing, Down Goods to Up Parkgate Goods

The Down Goods line between Albert Hill and Hopetown has been taken out of use.

The trailing connection Up Goods and Up Siding is retained in use, the points being worked by hand lever. A notice board worded "Stop – Telephone" has been provided at the exit from the Up Siding, together with a telephone communicating with Hopetown signal box.

All signals previously worked from Albert Hill signal box have been abolished except as follows:—

The Down Parkgate Goods to Down Main Home signal has been retained and fixed at Danger.

The Up Main Home No.2 signal is now worked from Parkgate signal box and has become Parkgate Up Branch Outer Home signal.

The Up Main Distant signal has become Parkgate Up Branch Distant signal. (41)

HOPETOWN

The points from Shunting Road to Down Goods line have been secured out of use in the reverse position. (41)

COWPEN

The signal box, together with all signals worked therefrom, has been abolished. (41)

COWPEN LANE GATEBOX

The Up Main Inner Distant signal has been abolished. (41)

FERRYHILL – MAINSFORTH

The trailing crossover between Down and Up Main lines and the trailing connection Down Main to Mainsforth Colliery have been removed and replaced by plain line. (41)

* RELLY MILL

The Up Main Starting signal has been repositioned 6 feet 6 inches to the left of the Up Main line, at the same distance from the signal box (300 yards south), with the arm at 22 feet 6 inches above rail level. (40)

* * NEWCASTLE

The slip connections Trafalgar South Yard to Manors Curve, together with trailing connection Down Tynemouth to Up North have been abandoned and replaced by plain line.

The two ground position light signals, applying Down Tynemouth to Up North, and Up North to Down Tynemouth have been abolished. (40)

* * PERCY MAIN ENGINE SHED

The signal gantry carrying the following signals has been replaced by a right-hand bracket signal 2 yards further from the signal box.

Miniature arm, applying along Reception Line, at 20 feet 6 inches above rail level.

Miniature arm, applying Reception Line to Coal Stage, at 20 feet 6 inches above rail level.

Full arm, Down Main Starting signal, at 25 feet above rail level.

Miniature arm, applying Down Main to Coal Stage, at 20 feet 6 inches above rail level. (40)

* * ARGYLE STREET JUNCTION

Nos.404B, 405A, 405B and 406A points have been spiked out of use until further notice. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*
** WOLSINGHAM

The trailing connection Down Main to Up Sidings has been secured out of use in the normal position pending removal.

The disc shunting signal which applied Down Main to Up Sidings has been abolished.

The disc shunting signal which formerly applied Up Sidings to Down Main now applies Up Sidings to Up Main.

A "Limit Of Shunt" indicator has been provided opposite the signal box, applying to the Up Main line. (40)

*
** STANHOPE

The connection leading from the Single Line to Goods Siding has been removed and replaced by plain line.

The associated signal which applied Goods Siding to Single Line has been abolished. (40)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

GENERAL APPENDIX

PAGE 43 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES.

Clause 1 – DELETE third and fourth paragraphs and SUBSTITUTE:—

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:—

- | | | |
|-------|--|--|
| (i) | When working in a section which is under Engineers' absolute possession. | No Conductor required. |
| (ii) | For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. The man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector, When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) | For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX – continued

PAGE 48 – INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

Clause 3 – DELETE and SUBSTITUTE:–

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man.
 - (i) When working in a section which is under Engineers' absolute possession. No Conductor required.
 - (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey. The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. The services of a Motive Power Conductor to be obtained.
 - (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey.

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
★ Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor breaking out and renewing Ex Mover concrete apron, Washing Machine Area	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

24 SEPTEMBER, 1969.

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. —"



NE/N

EASTERN REGION

No. 41

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 11 OCTOBER

TO

FRIDAY 17 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers 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 12 OCTOBER - TYNE

The facing connection Up Fast to Up Slow at 76m. 55chs. will be abandoned. The points in the Up Fast line will be removed and replaced by plain line. The points in the Up Slow line will be secured out of use in the normal position pending removal. (44)

SUNDAY 12 OCTOBER-WARDEN

The following connections will be secured out of use in the normal position pending removal:-
Trailing, Down Main to Down Refuge Siding.
Trailing, Up Main to Up Refuge Siding.

The following signals will be abolished:-
Miniature arm, Down Refuge Siding to Down Main.
Disc, Down Main to Down Refuge Siding.
Miniature arm, Up Refuge Siding to Up Main.

The miniature arm signal which at present applies Up Main to Down Main or Up Refuge Siding, will in future apply Up Main to Down Main only. (44)

DETAILS OF WORK ALREADY CARRIED OUT

GENEVA LOOP

All associated connections at Geneva signal box and Croft ground frame have been disconnected, spiked and clamped out of use pending removal. (New item) (44)

WIDDRINGTON

The two trailing crossovers between Down and Up Main Lines, situated at 23m. 17chs. and 23m. 32chs. have been removed and replaced by plain line.

No.36 ground position light signal, which applied Up Main to Down Main or Depot, now applies Up Main to Depot only.

All other associated ground position light signals have been abolished. (43)

ACKLINGTON

The facing crossover between Down and Up Main lines, and the trailing connection Down Main to Down Siding, have been removed and replaced by plain line. The associated Down Siding Ground Frame has been abolished.

The trailing crossover between Down and Up Main lines, and the trailing connection Down Main to Goods Yard have been removed and replaced by plain line. The associated Goods Yard Ground Frame has been abolished. (43)

BOWESFIELD

The trailing crossover between No.1 Down Goods and Up Loop lines (controlled by a two lever ground frame) has been secured out of use pending removal and the ground frame abolished.

The two lever ground frame giving access from No.1 Down Goods to the Foundry Siding has been abolished and the trailing end of the Down Main to No.1 Down Goods connection has become spring trap points. (43)

SOUTH GOSFORTH

The Up branch Distant Colour light signal has been dispensed with and replaced by a semaphore Distant signal situated below Coxlodge Up Branch Starting signal.

The distance between the Up Branch Distant and Home signals is 1120 yds. (43)

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

The connection between South Sidings and Whitehouse Siding has been abandoned.

The points at each end of the connection have become trap points for the South Sidings and Whitehouse Siding respectively.

The following signals have been abolished:—

Miniature Arm, South Sidings to Whitehouse Siding.

Miniature Arm, Whitehouse Siding to South Sidings.

Miniature Arm, Whitehouse Siding to Down Goods.

A new ground position light subsidiary signal has been provided at the outlet from Whitehouse Siding adjacent to the trap points, which applies Whitehouse Siding to Down Goods. (43)

NEWCASTLE

The right hand bracket N.23, applying Up Tynemouth to N.37 signal Manors No.9 Platform, has been renewed as a straight post signal 2 yards nearer to the signal box. (42)

SALTBURN WEST AND STATION

All connections Jubilee sidings to Up Main and Jubilee sidings to Passenger siding have been disconnected and spiked and clamped in the normal position pending removal. Jubilee sidings Nos.1, 2, 3 and 4 have been abandoned. (42)

STILLINGTON

The Up Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (42)

*** * DURHAM NORTH**

The connection Up Slow to Up Bay Platform No.5 has been secured out of use in the normal position pending removal.

The following associated signals have been abolished:—

Starting, Up Bay Platform No.5 to Down Slow or Down Main.

Disc, Shunting Up Bay Platform No.5 to Up Slow. (41)

*** * NEWCASTLE**

The trailing connection between Manors No.3 and No.4 Platform lines has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

B38 applying Manors No.4 Platform line to B32 signal.

B42 applying Manors No.3 Platform line to B32 signal. (41)

*** * PARKGATE**

The facing connection Up Branch Goods to Up Branch has been reinstated and brought into use.

The following signals have been brought into use.

No.25 Up Branch Goods Home 2 aspect colour light signal applying to Up Goods or Up Main lines, together with the associated subsidiary signal applying to Up Goods or Up Main lines occupied.

The Albert Hill Up Main Home No.2 signal is now worked from Parkgate Signal Box and has become the Up Branch Outer Home signal. The distance to the Up Branch Inner Home signal is 637 yards.

The Up Branch Distant signal has been abolished, and the Albert Hill Up Main Distant signal has become the Up Branch Distant signal. The distance to the Up Branch Outer Home signal is 1135 yards.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

*
** **PARKGATE—continued**

The Down Branch Goods line between Parkgate and Albert Hill has ceased to be a through line, and is now known as the Down Siding.

A permanent A.W.S. magnet has been provided 200 yards on the approach side of the Up Branch Distant signal. (41)

*
** **ALBERT HILL**

Albert Hill signal box has been abolished.

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

Trailing, Shunt Spur and No.1 Line
Facing, Up Goods to No.3 Line
Cross-over, No.1 and No.2 Lines
Cross-over, No.2 and No.3 Lines
Slip, No.1 and No.3 Lines
Facing, Down Parkgate Goods to Down Main
Slip, Down Parkgate Goods to No.3 Line
Facing, No.3 Line to Up Main
Facing, Down Main to Down Goods
Facing, Up Goods to Down Main

The following connections have been secured out of use in the reverse position pending removal:—

Facing, No.2 Line to Down Goods
Facing, Down Goods to Up Parkgate Goods

The Down Goods line between Albert Hill and Hopetown has been taken out of use.

The trailing connection Up Goods and Up Siding is retained in use, the points being worked by hand lever. A notice board worded "Stop — Telephone" has been provided at the exit from the Up Siding, together with a telephone communicating with Hopetown signal box.

All signals previously worked from Albert Hill signal box have been abolished except as follows:—

The Down Parkgate Goods to Down Main Home signal has been retained and fixed at Danger.

The Up Main Home No.2 signal is now worked from Parkgate signal box and has become Parkgate Up Branch Outer Home signal.

The Up Main Distant signal has become Parkgate Up Branch Distant signal. (41)

*
** **HOPETOWN**

The points from Shunting Road to Down Goods line have been secured out of use in the reverse position. (41)

*
** **COWPEN**

The signal box, together with all signals worked therefrom, has been abolished. (41)

*
** **COWPEN LANE GATEBOX**

The Up Main Inner Distant signal has been abolished. (41)

*
** **FERRYHILL — MAINSFORTH**

The trailing crossover between Down and Up Main lines and the trailing connection Down Main to Mainsforth Colliery have been removed and replaced by plain line. (41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

GENERAL APPENDIX

PAGE 43 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES.

Clause 1 – DELETE third and fourth paragraphs and SUBSTITUTE:—

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:—

- | | | |
|-------|--|--|
| (i) | When working in a section which is under Engineers' absolute possession. | No Conductor required. |
| (ii) | For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. The man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) | For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

PAGE 48 – INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

Clause 3 – DELETE and SUBSTITUTE:—

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man.
- | | | |
|------|--|---|
| (i) | When working in a section which is under Engineers' absolute possession. | No Conductor required. |
| (ii) | For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX – continued

PAGE 48 – INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES – continued

- (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. The services of a Motive Power Conductor to be obtained.

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable).
The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

★ MAXIMUM SPEED OF FREIGHT ROLLING STOCK

IRONSTONE HOPPER WAGONS with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (LOADED OR EMPTY) are limited to a maximum speed of 35m.p.h.

★ NEWSHAM NORTH AND BEDLINGTON SOUTH

Contractors vehicles are using a temporary level crossing at 14m. 35chs.
Drivers to keep a sharp lookout and sound horns/whistles when approaching the crossing.

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
* Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

1 OCTOBER, 1969.

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. —”.

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 42

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 18 OCTOBER

TO

FRIDAY 24 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 18 and 19 OCTOBER – HOLYWELL

The following connections will be abolished:—

Trailing crossover, Down and Up Hartley lines.

Facing connection, Down Hartley to Down Burradon.

Trailing connection, Up Main and Up Burradon, except the facing points at the Burradon end will be retained as trap points.

The following signals will be abolished:—

Down Hartley Home

Miniature arm, Down Hartley to Down Burradon

Up Hartley Home

Disc, Up Hartley to Down Hartley

Miniature arm, Up Burradon to Up Hartley.

The miniature arm signal which applies Down Main to Down Burradon will be replaced by a full size arm signal.

A new trailing connection between the Down Main and Exchange Sidings will be brought into use 35 yards on the Earsdon side of the signal box, operated by a new 2 lever ground frame released from the signal box.

A new Down Main Home No. 1 signal will be provided 130 yards from the signal box, with the arm at 23 feet above rail level. The distance between the Down Distant signals from Blue Bell and Backworth directions and the Down Home No. 1 signal will be 750 yards and 695 yards respectively.

The disc shunting signal which applies Down Main to Up Main will be renewed as a double disc signal in the same position and will apply as follows:—

Top arm – Down Main to Up Main

Bottom arm – Setting back along Down Main

A "Limit of Shunt" indicator applying to the Down Main line will be provided 130 yards on the Earsdon side of the signal box. (45)

SUNDAY 19 OCTOBER – FERRYHILL NO. 3

The Down Branch Goods line will be severed and a buffer stop erected at a distance of 440 yards from the signal box, and will be re-named the Spur.

The Up Branch Inner Distant signal will be abolished.

The Up Branch Outer Distant will become the Up Branch Distant signal, the distance to the Up Branch Home signal will be 1186 yards. (45)

SUNDAY 19 OCTOBER – MAINSFORTH

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

All connections will be secured out of use in the normal position pending removal. (45)

TUESDAY 21 OCTOBER—HAVERTON HILL SOUTH

The miniature arm signal, which applies Inward Sidings to No.3 Outward Sidings, will be re-positioned on the same post with the arm at 14 ft. 6 ins. above rail level. (45)

WEDNESDAY 22 OCTOBER—BETWEEN WOLSINGHAM AND STANHOPE

Frosterley Ground Frame will be abolished, the points worked therefrom will be secured out of use in the normal position pending removal. (45)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The trailing connection between Up Tynemouth and Shunting Line Trafalgar South Yard has been secured out of use in the normal position and the associated subsidiary signals abolished.

Argyle Street Ground Frame has been disconnected, the associated points secured out of use, and the subsidiary signals abolished. (New item) (45)

TYNE

The facing connection Up Fast to Up Slow at 76m. 55chs. has been abandoned. The points in the Up Fast line have been removed and replaced by plain line. The points in the Up Slow line have been secured out of use in the normal position pending removal. (44)

WARDEN

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

- Trailing, Down Main to Down Refuge Siding.
- Trailing, Up Main to Up Refuge Siding.

The following signals have been abolished:—

- Miniature arm, Down Refuge Siding to Down Main.
- Disc, Down Main to Down Refuge Siding.
- Miniature arm, Up Refuge Siding to Up Main.

The miniature arm signal which applied Up Main to Down Main or Up Refuge Siding, now applies Up Main to Down Main only. (44)

GENEVA LOOP

All associated connections at Geneva signal box and Croft ground frame have been disconnected, spiked and clamped out of use pending removal. (44)

WIDDRINGTON

The two trailing crossovers between Down and Up Main Lines, situated at 23m. 17chs. and 23m. 32chs. have been removed and replaced by plain line.

No.36 ground position light signal, which applied Up Main to Down Main or Depot, now applies Up Main to Depot only.

All other associated ground position light signals have been abolished. (43)

ACKLINGTON

The facing crossover between Down and Up Main lines, and the trailing connection Down Main to Down Siding, have been removed and replaced by plain line. The associated Down Siding Ground Frame has been abolished.

The trailing crossover between Down and Up Main lines, and the trailing connection Down Main to Goods Yard have been removed and replaced by plain line. The associated Goods Yard Ground Frame has been abolished. (43)

BOWESFIELD

The trailing crossover between No.1 Down Goods and Up Loop lines (controlled by a two lever ground frame) has been secured out of use pending removal and the ground frame abolished.

The two lever ground frame giving access from No.1 Down Goods to the Foundry Siding has been abolished and the trailing end of the Down Main to No.1 Down Goods connection has become spring trap points. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

SOUTH GOSFORTH

The Up branch Distant Colour light signal has been dispensed with and replaced by a semaphore Distant signal situated below Coxlodge Up Branch Starting signal.

The distance between the Up Branch Distant and Home signals is 1120 yds. (43)

WHITEHOUSE

The connection between South Sidings and Whitehouse Siding has been abandoned.

The points at each end of the connection have become trap points for the South Sidings and Whitehouse Siding respectively.

The following signals have been abolished:-

Miniature Arm, South Sidings to Whitehouse Siding.

Miniature Arm, Whitehouse Siding to South Sidings.

Miniature Arm, Whitehouse Siding to Down Goods.

A new ground position light subsidiary signal has been provided at the outlet from Whitehouse Siding adjacent to the trap points, which applies Whitehouse Siding to Down Goods. (43)

* * * NEWCASTLE

The right hand bracket N.23, applying Up Tynemouth to N.37 signal Manors No.9 Platform, has been renewed as a straight post signal 2 yards nearer to the signal box. (42)

* * * SALTBURN WEST AND STATION

All connections Jubilee sidings to Up Main and Jubilee sidings to Passenger siding have been disconnected and spiked and clamped in the normal position pending removal. Jubilee sidings Nos.1, 2, 3 and 4 have been abandoned. (42)

* * * STILLINGTON

The Up Main has been realigned about 15 ft. to the north between 3m. 66chs. and 4m. 3chs. making the curve into straight track. (42)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

GENERAL APPENDIX

PAGE 43 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES.

Clause 1 – **DELETE** third and fourth paragraphs and **SUBSTITUTE**:-

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:-

- | | | |
|-------|--|--|
| (i) | When working in a section which is under Engineers' absolute possession. | No Conductor required. |
| (ii) | For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. The man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector, When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) | For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

PAGE 48 – INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

Clause 3 – **DELETE** and **SUBSTITUTE**:-

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man.

- | | | |
|-----|--|------------------------|
| (i) | When working in a section which is under Engineers' absolute possession. | No Conductor required. |
|-----|--|------------------------|

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

GENERAL APPENDIX - continued

PAGE 48 - INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES - continued

- | | | |
|-------|--|---|
| (ii) | For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) | For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

IRONSTONE HOPPER WAGONS with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (LOADED OR EMPTY) are limited to a maximum speed of 35m.p.h.

★ BETWEEN BILLINGHAM-ON-TEES AND GREATHAM

Commencing 07 00 Sunday 19 October contractors will be using temporary level crossing across Down and Up Main lines at 65m. 73chs. **Drivers to keep sharp lookout and sound engine horn when approaching the crossing.**

NEWSHAM NORTH AND BEDLINGTON SOUTH

Contractors vehicles are using a temporary level crossing at 14m. 35chs.

Drivers to keep a sharp lookout and sound horns when approaching the crossing.

★ BETWEEN CEMETERY NORTH AND WELLFIELD

Commencing 08 00 Monday 20 October contractors will be using temporary level crossing across Down and Up Main lines at 5m. 36chs. **Drivers to keep a sharp lookout and sound engine horn when approaching the crossing.**

SECTION D—GENERAL INSTRUCTIONS AND 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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

8 OCTOBER, 1969.

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. —”.

Chemical



NE/N

EASTERN REGION

No. 43

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 25 OCTOBER

TO

FRIDAY 31 OCTOBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 25 and 26 OCTOBER - ASHINGTON

The Down Main second home to branch and Down Main second home signals, mounted on a straight post and right hand bracket therefrom, respectively, situated 38 yards before reaching the signal box, will be abolished.

The Down Main first home right hand bracket signal will be renamed Down Main home. A new Down Main home to branch signal will be fitted to the left of the Down Main home, on a straight post. The above mentioned signals will be situated 338 yards before reaching the signal box. (46)

SATURDAY and SUNDAY 25 and 26 OCTOBER - SCOTSWOOD AND NEWBURN

The Up Branch lines between Scotswood and Newburn will be abandoned. The Down Branch line will become the Branch Single line worked in both directions in accordance with the 'One Train Working' regulations without train staff.

Scotswood

The worked catch points in the Down Branch line 55 yards from the signal box will be removed and replaced by plain line.

The points in the Down Branch line, which form one end of the trailing crossover between Down and Up Branch lines will become facing points from the Branch Single line and will lay normal towards the crossover.

The points in the Up Branch line, which form the opposite end of the trailing crossover between Down and Up Branch lines, will be removed and replaced by plain line.

The unworked catch points situated 46 yards and 485 yards after passing the Down Branch Starting signal will be abolished.

The Down Branch Starting and Up Branch Home No. 1 signals will be abolished.

The Up Branch Home No. 2 signal will become the Up Branch Home signal, and a fireman's call plunger will be provided at this signal. The distance between the Up Branch Distant and Home signals will be 673 yards.

Newburn

The signal box and all signals worked therefrom will be abolished, with the exception of the Down Distant signal, which will be retained in the same position.

The following points will in future be hand-worked:-

- Single line to Goods Sidings
- Goods Sidings to Loop No. 1 and 2
- Loop No. 1 to Loop No. 2
- Loop No. 1 and 2 to B.E.A. Sidings.

The remaining connections at present worked from the signal box will be dispensed with.

Illuminated Notice Boards worded 'Stop For Orders' will be provided as follows:-

To the left of the Single line 61 yards on the Scotswood side of the signal box.

To the left of the connection Goods Sidings to Single line, 61 yards from the signal box.

Newburn Level Crossing

The level crossing gates will be operated by the Number Taker, sympathetic working being retained. The gates will be padlocked and the normal position will be across the railway. A control panel for the road traffic lights will be provided, housed in a cabinet adjacent to the level crossing. (46)

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

DETAILS OF WORK ALREADY CARRIED OUT

HOLYWELL

The following connections have been abolished:—

Trailing crossover, Down and Up Hartley lines.

Facing connection, Down Hartley to Down Burradon.

Trailing connection, Up Main and Up Burradon, except the facing points at the Burradon end have been retained as trap points.

The following signals have been abolished:—

Down Hartley Home

Miniature arm, Down Hartley to Down Burradon

Up Hartley Home

Disc, Up Hartley to Down Hartley

Miniature arm, Up Burradon to Up Hartley.

The miniature arm signal which applied Down Main to Down Burradon has been replaced by a full size arm signal.

A new trailing connection between the Down Main and Exchange Sidings has been brought into use 35 yards on the Earsdon side of the signal box, operated by a new 2 lever ground frame released from the signal box.

A new Down Main Home No.1 signal has been provided 130 yards from the signal box, with the arm at 23 feet above rail level. The distance between the Down Distant signals from Blue Bell and Backworth directions and the Down Home No.1 signal is 750 yards and 695 yards respectively.

The disc shunting signal which applied Down Main to Up Main has been renewed as a double disc signal in the same position and applies as follows:—

Top arm — Down Main to Up Main

Bottom arm — Setting back along Down Main

A "Limit of Shunt" indicator applying to the Down Main line has been provided 130 yards on the Earsdon side of the signal box. (45)

FERRYHILL NO.3

The Down Branch Goods line has been severed and a buffer stop erected at a distance of 440 yards from the signal box, and re-named the Spur.

The Up Branch Inner Distant signal has been abolished.

The Up Branch Outer Distant has become the Up Branch Distant signal, the distance to the Up Branch Home signal is 1186 yards. (45)

MAINSFORTH

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

All connections have been secured out of use in the normal position pending removal. (45)

HAVERTON HILL SOUTH

The miniature arm signal, which applied Inward Sidings to No.3 Outward Sidings, has been re-positioned on the same post with the arm at 14ft. 6ins. above rail level. (45)

BETWEEN WOLSINGHAM AND STANHOPE

Frosterley Ground Frame has been abolished, the points worked therefrom have been secured out of use in the normal position pending removal. (45)

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

NEWCASTLE

The trailing connection between Up Tynemouth and Shunting Line Trafalgar South Yard has been secured out of use in the normal position and the associated subsidiary signals abolished.

Argyle Street Ground Frame has been disconnected, the associated points secured out of use, and the subsidiary signals abolished. (45)

TYNE

The facing connection Up Fast to Up Slow at 76m. 55chs. has been abandoned. The points in the Up Fast line have been removed and replaced by plain line. The points in the Up Slow line have been secured out of use in the normal position pending removal. (44)

WARDEN

The following connections have been secured out of use in the normal position pending removal:-
 Trailing, Down Main to Down Refuge Siding.
 Trailing, Up Main to Up Refuge Siding.

The following signals have been abolished:-
 Miniature arm, Down Refuge Siding to Down Main.
 Disc, Down Main to Down Refuge Siding.
 Miniature arm, Up Refuge Siding to Up Main.

The miniature arm signal which applied Up Main to Down Main or Up Refuge Siding, now applies Up Main to Down Main only. (44)

GENEVA LOOP

All associated connections at Geneva signal box and Croft ground frame have been disconnected, spiked and clamped out of use pending removal. (44)

WIDDRINGTON

The two trailing crossovers between Down and Up Main Lines, situated at 23m. 17chs. and 23m. 32chs. have been removed and replaced by plain line.

No.36 ground position light signal, which applied Up Main to Down Main or Depot, now applies Up Main to Depot only.

All other associated ground position light signals have been abolished. (43)

CKLINGTON

The facing crossover between Down and Up Main lines, and the trailing connection Down Main to Down Siding, have been removed and replaced by plain line. The associated Down Siding Ground Frame has been abolished.

The trailing crossover between Down and Up Main lines, and the trailing connection Down Main to Goods Yard have been removed and replaced by plain line. The associated Goods Yard Ground Frame has been abolished. (43)

MES

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** BOWESFIELD**

The trailing crossover between No.1 Down Goods and Up Loop lines (controlled by a two lever ground frame) has been secured out of use pending removal and the ground frame abolished.

The two lever ground frame giving access from No.1 Down Goods to the Foundry Siding has been abolished and the trailing end of the Down Main to No.1 Down Goods connection has become spring trap points. (43)

** SOUTH GOSFORTH**

The Up branch Distant Colour light signal has been dispensed with and replaced by a semaphore Distant signal situated below Coxlodge Up Branch Starting signal.

The distance between the Up Branch Distant and Home signals is 1120 yds. (43)

** WHITEHOUSE**

The connection between South Sidings and Whitehouse Siding has been abandoned.

The points at each end of the connection have become trap points for the South Sidings and Whitehouse Siding respectively.

The following signals have been abolished:—

Miniature Arm, South Sidings to Whitehouse Siding.

Miniature Arm, Whitehouse Siding to South Sidings.

Miniature Arm, Whitehouse Siding to Down Goods.

A new ground position light subsidiary signal has been provided at the outlet from Whitehouse Siding adjacent to the trap points, which applies Whitehouse Siding to Down Goods. (43)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

MES

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
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

15 OCTOBER, 1969.

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. —".

chemical

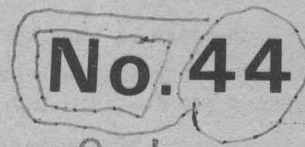
FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R. 31262



NE/N

EASTERN REGION



WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 1 NOVEMBER

TO

FRIDAY 7 NOVEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 1 NOVEMBER—MONKSEATON

The facing end of the connection, Down Platform to No. 1 and 2 Standage Sidings, together with the associated signals, will be secured temporarily out of use. (47)

SUNDAY 2 NOVEMBER—MANORS JUNCTION AND HEATON SOUTH JUNCTION

Red Barns ground frame and connections worked therefrom will be abolished.

The following connections will be dispensed with:—

- Trailing connection Down North to Argyle Street Down Siding
- Slip connection (the end of the points nearest the signal box)
- Trafalgar South Yard to Manors Curve (the other end of this connection has already been removed)
- Trailing connection Down North to Manors Curve

The following ground subsidiary signals will be dispensed with:—

- Down North to Down Siding
- Down Siding to Down North
- Down Siding to Manors Curve
- Manors Curve to Down Siding or Down North or Down Tyne or Trafalgar South Yard
- Trafalgar South Yard to Up Tyne or Up North or Manors Curve
- Shunting Line to Quay Side Branch
- Granary Sidings to Up Tyne
- Up Tyne to Granary Sidings
- Up Tyne to Trafalgar South Yard

(47)

SUNDAY 2 NOVEMBER—ALNMOUTH

The trailing crossover between the Down and Up Main Lines and associated slip connection Up Main to Alnwick Branch Platform between 34 miles 61 chains and 34 miles 63 chains will be re-instated and brought into use. (47)

THURSDAY 6 NOVEMBER—MORPETH

Repeater signal R42 will be repositioned 7 yards further from the signal box at a height of 12 feet above rail level. (47)

DETAILS OF WORK ALREADY CARRIED OUT

BELFORD

The facing main to main crossover at 51m. 42chs. has been reinstated and brought into use.

New item (47)

MIDDLESBROUGH EAST

The connection Bay Sidings to Bay Platform has been secured out of use pending removal.

(New item) (47)

ASHINGTON

The Down Main second home to branch and Down Main second home signals, mounted on a straight post and right hand bracket therefrom, respectively, situated 38 yards before reaching the signal box, have been abolished.

The Down Main first home right hand bracket signal has been renamed Down Main home. A new Down Main home to branch signal has been fitted to the left of the Down Main home, on a straight post. The above mentioned signals are situated 338 yards before reaching the signal box. (46)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SCOTSWOOD AND NEWBURN

The Up Branch lines between Scotswood and Newburn have been abandoned. The Down Branch line has become the Branch Single line working in both directions in accordance with the 'One Train Working' regulations without train staff.

Scotswood

The worked catch points in the Down Branch line 55 yards from the signal box have been removed and replaced by plain line.

The points in the Down Branch line, which formed one end of the trailing crossover between Down and Up Branch lines have become facing points from the Branch Single line and lay normal towards the crossover.

The points in the Up Branch line, which formed the opposite end of the trailing crossover between Down and Up Branch lines have been removed and replaced by plain line.

The unworked catch points situated 46 yards and 485 yards after passing the Down Branch Starting signal have been abolished.

The Down Branch Starting and Up Branch Home No. 1 signals have been abolished.

The Up Branch Home No. 2 signal has become the Up Branch Home signal, and a fireman's call plunger is provided at this signal. The distance between the Up Branch Distant and Home signals is 673 yards.

Newburn

The signal box and all signals worked therefrom have been abolished, with the exception of the Down Distant signal, which has been retained in the same position.

The following points are now hand-worked:—

- Single line to Goods Sidings
- Goods Sidings to Loop No. 1 and 2
- Loop No. 1 to Loop No. 2
- Loop No. 1 and 2 to B.E.A. Sidings.

The remaining connections formerly worked from the signal box have been dispensed with.

Illuminated Notice Boards worded 'Stop For Orders' have been provided as follows:—

To the left of the Single line 61 yards on the Scotswood side of the signal box.

To the left of the connection Goods Sidings to Single line, 61 yards from the signal box.

Newburn Level Crossing

The level crossing gates are operated by the Number Taker, sympathetic working being retained. The gates are padlocked and the normal position will be across the railway. A control panel for the road traffic lights is provided, housed in a cabinet adjacent to the level crossing. (46)

HOLYWELL

The following connections have been abolished:—

- Trailing crossover, Down and Up Hartley lines.
- Facing connection, Down Hartley to Down Burradon.
- Trailing connection, Up Main and Up Burradon, except the facing points at the Burradon end have been retained as trap points.

The following signals have been abolished:—

- Down Hartley Home
- Miniature arm, Down Hartley to Down Burradon
- Up Hartley Home
- Disc, Up Hartley to Down Hartley
- Miniature arm, Up Burradon to Up Hartley.

The miniature arm signal which applied Down Main to Down Burradon has been replaced by a full size arm signal.

A new trailing connection between the Down Main and Exchange Sidings has been brought into use 35 yards on the Earsdon side of the signal box, operated by a new 2 lever ground frame released from the signal box.

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

A new Down Main Home No.1 signal has been provided 130 yards from the signal box, with the arm at 23 feet above rail level. The distance between the Down Distant signals from Blue Bell and Backworth directions and the Down Home No.1 signal is 750 yards and 695 yards respectively.

The disc shunting signal which applied Down Main to Up Main has been renewed as a double disc signal in the same position and applies as follows:—

Top arm — Down Main to Up Main

Bottom arm — Setting back along Down Main

A "Limit of Shunt" indicator applying to the Down Main line has been provided 130 yards on the Earsdon side of the signal box. (45)

FERRYHILL NO.3

The Down Branch Goods line has been severed and a buffer stop erected at a distance of 440 yards from the signal box, and re-named the Spur.

The Up Branch Inner Distant signal has been abolished.

The Up Branch Outer Distant has become the Up Branch Distant signal, the distance to the Up Branch Home signal is 1186 yards. (45)

MAINSFORTH

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

All connections have been secured out of use in the normal position pending removal. (45)

HAVERTON HILL SOUTH

The miniature arm signal, which applied Inward Sidings to No.3 Outward Sidings, has been re-positioned on the same post with the arm at 14ft. 6ins. above rail level. (45)

BETWEEN WOLSINGHAM AND STANHOPE

Frosterley Ground Frame has been abolished, the points worked therefrom have been secured out of use in the normal position pending removal. (45)

NEWCASTLE

The trailing connection between Up Tynemouth and Shunting Line Trafalgar South Yard has been secured out of use in the normal position and the associated subsidiary signals abolished.

Argyle Street Ground Frame has been disconnected, the associated points secured out of use, and the subsidiary signals abolished. (45)

*** TYNE**

The facing connection Up Fast to Up Slow at 76m. 55chs. has been abandoned. The points in the Up Fast line have been removed and replaced by plain line. The points in the Up Slow line have been secured out of use in the normal position pending removal. (44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

*
** WARDEN

The following connections have been secured out of use in the normal position pending removal:—
Trailing, Down Main to Down Refuge Siding.
Trailing, Up Main to Up Refuge Siding.

The following signals have been abolished:—
Miniature arm, Down Refuge Siding to Down Main.
Disc, Down Main to Down Refuge Siding.
Miniature arm, Up Refuge Siding to Up Main.

The miniature arm signal which applied Up Main to Down Main or Up Refuge Siding, now applies Up Main to Down Main only. (44)

*
** GENEVA LOOP

All associated connections at Geneva signal box and Croft ground frame have been disconnected, spiked and clamped out of use pending removal. (44)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
★ Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	Monday 3 November.
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York

F.J. BURGE
Movements Manager

22 OCTOBER, 1969

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. —"

CHEMICAL

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 45
C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals may be exhibited.

CHEMICAL



NE/N

EASTERN REGION

No. 45

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 8 NOVEMBER – BENTON

Colour light signal B40 Up Blyth and Tyne will become automatic U4X Up Blyth and Tyne. (48)

SUNDAY 9 NOVEMBER – DURHAM SOUTH

The trailing connection from Up Main to No.3 Platform, will be secured out of use in the normal position pending removal. The associated signals will be abolished. (48)

SUNDAY 9 NOVEMBER – MIDDLESBROUGH WEST, DOCK HILL, MIDDLESBROUGH EAST AND GUISBOROUGH JUNCTION

Middlesbrough West

The Middle Road will be renamed Middle Siding and will be buffer stopped at the East end (Guisborough Junction end).

Dock Hill

Nos. 2 and 3 Down Goods and No. 2 Up Goods lines will be closed to traffic.

The following connections will be secured out of use in the normal position:—

No. 2 Up Goods to No. 1 Up Goods.

No. 1 Down Goods to Nos. 2 or 3 Down Goods

Down Goods to No. 2 Down Goods or No. 2 Up Goods (the end of the points furthest from the signal box).

The associated signals will be removed.

Middlesbrough East

The signal box together with all points and signals worked therefrom (with the exception of those mentioned under Guisborough Jn.) will be abolished.

Guisborough Junction

All connections associated with Nos. 2 and 3 Down Goods and No. 2 Up Goods will be abolished.

The connections associated with No. 1 Down Goods and No. 1 Up Goods will be abolished with exception of the following:—

Trailing Crossover between No.1 Down Goods and No. 1 Up Goods.

No.1 Down Goods to Down Whitby line.

Up Whitby line to No.1 Up Goods

Connections from No.1 Down Goods / No.1 Up Goods to Down and Up Main.

The signals associated with the above mentioned redundant connections will be abolished.

The Down Main Starting signal formerly controlled by Middlesbrough East will become Guisborough Junction Down Main First Home. The Up Main Home and Up Main Calling-On signals formerly controlled by Middlesbrough East will become Guisborough Junction Up Main Starting and Up Main Calling-On signals.

A 2 lever ground frame electrically released from Guisborough Junction, controlling the trailing connection from Down Main to Platform Siding will be installed 465 yards from the signal box. A telephone communicating with Guisborough Junction signal box will be provided. (48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

TUESDAY 11 NOVEMBER — SALT BURN WEST AND SALT BURN

Saltburn West

The connections from Up Main to Jubilee Sidings will be secured in the normal position pending removal. The associated signals, together with the signal from Jubilee Sidings to Down Siding, will be abolished.

Saltburn

Nos. 1 and 2 Platforms will be taken out of use.

The following connections will be secured normal, pending removal:—

- Up Main to Down Main crossover
- Down Main to Passenger Siding
- Passenger Siding to No. 1 Platform
- Up Main to No. 2 Platform
- No. 1 Platform to Up Main

The following connections will be secured reverse, pending removal:—

- Down Main to Up Main (the end of the points furthest from the signal box)
- Trap points Jubilee Sidings to Passenger Sidings
- Trap points situated at outlets from Passenger Sidings
- Up Main to No. 2 Platform line (the end of the points furthest from the signal box)
- No. 2 Platform line to No. 3 and 4 Platforms.

The following signals will be dispensed with:—

- Top disc of double assembly applying from Jubilee Siding
- Shunting Jubilee Sidings to Passenger Siding
- Shunting Passenger Siding to No. 1 Platform
- Shunting Passenger Siding to Up Main
- Shunting Passenger Siding to Jubilee Siding
- Shunting No. 1 Platform to Jubilee Siding
- No. 1 Platform to Down Main
- No. 1 Platform to Engine line
- No. 2 Platform to Engine line
- No. 1 Platform to Up Main
- No. 2 Platform to Up Main.

(48)

THURSDAY 13 NOVEMBER—LEYBURN TO REDMIRE

The Key Token working between Leyburn and Wensley will be withdrawn and the line between Leyburn and Redmire will become 'One Train Working' by Staff and Annetts Key. Wensley signal box together with all associated points and signals will be abolished. The Up Platform line at Wensley will be renamed Loop.

Wensley Lime Coal Sidings ground frame at present released by Tablet will be released by Annetts Key. Two lever ground frames released by Annetts Key will be brought into use as follows:—

- Wensley No. 1 ground frame situated at the east end (Leyburn end) of Loop controlling the connection from Loop to Single line and associated facing point lock.
- Wensley No. 2 ground frame situated at the west end (Redmire end) of Loop controlling the connection from Loop to Single line and associated facing point lock.

The points to and from the loading dock at Wensley will become hand worked.

Wensley level crossing gates will be disconnected and become hand worked and secured by padlock and chain against the railway. The keys being kept at Leyburn.

A notice board worded "Wensley Level Crossing 300 yards" will be installed 300 yards on the Leyburn side of Wensley level crossing for Down direction traffic.

A notice board worded "Wensley Level Crossing 400 yards" will be installed 400 yards on the Redmire side of Wensley Level Crossing for traffic in the Up direction.

(48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

MONKSEATON

A connection from temporary Up sidings to the crossover situated at 8m. 67chs. has been provided and secured out of use. This connection to be used only during engineering operations. (New Item) (48)

MONKSEATON

The facing end of the connection, Down Platform to No. 1 and 2 Standage Sidings, together with the associated signals, have been secured temporarily out of use. (47)

MANORS JUNCTION AND HEATON SOUTH JUNCTION

Red Barns ground frame and connections worked therefrom have been abolished.

The following connections have been dispensed with:—

- Trailing connection Down North to Argyle Street Down Siding
- Slip connection (the end of the points nearest the signal box)
- Trafalgar South Yard to Manors Curve (the other end of this connection has already been removed)
- Trailing connection Down North to Manors Curve

The following ground subsidiary signals have been dispensed with:—

- Down North to Down Siding
- Down Siding to Down North
- Down Siding to Manors Curve
- Manors Curve to Down Siding or Down North or Down Tyne or Trafalgar South Yard
- Trafalgar South Yard to Up Tyne or Up North or Manors Curve
- Shunting Line to Quay Side Branch
- Granary Sidings to Up Tyne
- Up Tyne to Granary Sidings
- Up Tyne to Trafalgar South Yard (47)

ALNMOUTH

The trailing crossover between the Down and Up Main Lines and associated slip connection Up Main to Alnwick Branch Platform between 34 miles 61 chains and 34 miles 63 chains has been re-instated and brought into use. (47)

MORPETH

Repeater signal R42 has been repositioned 7 yards further from the signal box at a height of 12 feet above rail level. (47)

BELFORD

The facing main to main crossover at 51m. 42chs. has been reinstated and brought into use. (47)

MIDDLESBROUGH EAST

The connection Bay Sidings to Bay Platform has been secured out of use pending removal. (47)

ASHINGTON

The Down Main second home to branch and Down Main second home signals, mounted on a straight post and right hand bracket therefrom, respectively, situated 38 yards before reaching the signal box, have been abolished.

The Down Main first home right hand bracket signal has been renamed Down Main home. A new Down Main home to branch signal has been fitted to the left of the Down Main home, on a straight post. The above mentioned signals are situated 338 yards before reaching the signal box. (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

*
** HOLYWELL - continued

A new Down Main Home No.1 signal has been provided 130 yards from the signal box, with the arm at 23 feet above rail level. The distance between the Down Distant signals from Blue Bell and Backworth directions and the Down Home No.1 signal is 750 yards and 695 yards respectively.

The disc shunting signal which applied Down Main to Up Main has been renewed as a double disc signal in the same position and applies as follows:-

Top arm - Down Main to Up Main

Bottom arm - Setting back along Down Main

A "Limit of Shunt" indicator applying to the Down Main line has been provided 130 yards on the Earsdon side of the signal box. (45)

*
** FERRYHILL NO.3

The Down Branch Goods line has been severed and a buffer stop erected at a distance of 440 yards from the signal box, and re-named the Spur.

The Up Branch Inner Distant signal has been abolished.

The Up Branch Outer Distant has become the Up Branch Distant signal, the distance to the Up Branch Home signal is 1186 yards. (45)

*
** MAINSFORTH

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

All connections have been secured out of use in the normal position pending removal. (45)

*
** HAVERTON HILL SOUTH

The miniature arm signal, which applied Inward Sidings to No.3 Outward Sidings, has been re-positioned on the same post with the arm at 14ft. 6ins. above rail level. (45)

*
** BETWEEN WOLSINGHAM AND STANHOPE

Frosterley Ground Frame has been abolished, the points worked therefrom have been secured out of use in the normal position pending removal. (45)

*
** NEWCASTLE

The trailing connection between Up Tynemouth and Shunting Line Trafalgar South Yard has been secured out of use in the normal position and the associated subsidiary signals abolished.

Argyle Street Ground Frame has been disconnected, the associated points secured out of use, and the subsidiary signals abolished. (45)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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★ ALTERATIONS TO EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA) (B.R. 31293)

PAGE 5

LINESIDE HOT AXLE BOX DETECTORS

Site of Apparatus		Action	
Line	Between	Freight Trains	Passenger Trains
ADD Down Main	Chevington and Alnmouth	Diverted to Down Passenger Loop and stopped at signal AH.123, or worked direct via Down Fast line under restrictive aspects to Alnmouth Station	Diverted to Down Passenger Loop and stopped at signal AH. 123, or worked direct via Down Fast line under restrictive aspects to Alnmouth Station.
Up Main	Little Mill and Alnmouth	Stopped at signal No. 129.	Stopped at signal No. 129.

★ BEDLINGTON SOUTH AND NEWSHAM NORTH

Commencing Monday 10 November the Up main will be diverted about 120 feet to the east between 14½ and 14¼m.p. on to temporary tracks.

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York
29 October, 1969.

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. —".

Chemical



NE/N

EASTERN REGION

No. 46

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 15 NOVEMBER

TO

FRIDAY 21 NOVEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 NOVEMBER—BETWEEN RELLY MILL, DURHAM SOUTH AND DURHAM NORTH

Relly Mill

The following signals will be abolished:—

- Up Main Home
- Up Main Starting
- Down Main Home
- Down Main Starting
- Down Main Distant

The following new colour light signals will be provided:—

- RM2 Up Main Home (displaying a Red or Green aspect)
- RM3 Down Main Home (this signal will temporarily act as Durham South Down Main Distant signal.)
- RM4 Down Main Distant (displaying a Yellow, Double Yellow or Green aspect)

Durham South

The following signals will be abolished:—

- Down Main Distant signal
- Shunting Down Fast to Up Main
- Shunting Down Slow to Up Main

The routes on ground position shunt signal applying from Up Main to Down Fast or Down Platform will be abolished.

The trailing crossover between Down and Up Main will be abolished.

Durham North

The trailing crossover between the Down and Up Fast lines will be renewed and secured in the normal position and will be hand operated as required until 23 November (49)

SUNDAY 16 NOVEMBER—HARTBURN

The trailing crossover between Down and Up Main lines together with associated shunt signals will be abolished. (49)

SUNDAY 16 NOVEMBER — LANE HEAD CROSSING GATE BOX AND LOW ROW

Lane Head Gate Box Down Main Home semaphore signal will be dispensed with and replaced by a 3 aspect colour light signal, capable of showing a Red, Yellow or Green aspect sited to the left of Down Main line 260 yards East (Newcastle side) of Lane Head level crossing. This signal will act as Low Row Distant signal.

A new signal, Lane Head Gate Box Down Main Distant 2 aspect colour light signal, capable of showing a Yellow or Green aspect will be sited to the left of Down Main. The distance between this signal and Lane Head Down Main Home will be 950 yards. (49)

DETAILS OF WORK ALREADY CARRIED OUT

BENTON

Colour light signal B40 Up Blyth and Tyne has become automatic U4X Up Blyth and Tyne. (48)

DURHAM SOUTH

The trailing connection from Up Main to No.3 Platform has been secured out of use in the normal position pending removal. The associated signals have been abolished.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****MIDDLESBROUGH WEST, DOCK HILL, MIDDLESBROUGH EAST AND GUISBOROUGH JUNCTION****Middlesbrough West**

The Middle Road has been renamed Middle Siding and buffer stopped at the East end (Guisborough Junction end).

Dock Hill

Nos. 2 and 3 Down Goods and No. 2 Up Goods lines have been closed to traffic.

The following connections have been secured out of use in the normal position:—

No. 2 Up Goods to No. 1 Up Goods.

No. 1 Down Goods to Nos. 2 or 3 Down Goods

Down Goods to No. 2 Down Goods or No. 2 Up Goods (the end of the points furthest from the signal box).

The associated signals have been removed.

Middlesbrough East

The signal box together with all points and signals worked therefrom (with the exception of those mentioned under Guisborough Jn.) has been abolished.

Guisborough Junction

All connections associated with Nos. 2 and 3 Down Goods and No. 2 Up Goods have been abolished.

The connections associated with No. 1 Down Goods and No. 1 Up Goods have been abolished with exception of the following:—

Trailing Crossover between No.1 Down Goods and No. 1 Up Goods.

No.1 Down Goods to Down Whitby line.

Up Whitby line to No.1 Up Goods

Connections from No.1 Down Goods / No.1 Up Goods to Down and Up Main.

The signals associated with the above mentioned redundant connections have been abolished.

The Down Main Starting signal formerly controlled by Middlesbrough East has become Guisborough Junction Down Main First Home. The Up Main Home and Up Main Calling-On signals formerly controlled by Middlesbrough East have become Guisborough Junction Up Main Starting and Up Main Calling-On signals.

A 2 lever ground frame electrically released from Guisborough Junction, controlling the trailing connection from Down Main to Platform Siding has been installed 465 yards from the signal box. A telephone communicating with Guisborough Junction signal box is provided. (48)

SALTBURN WEST AND SALTBURN**Saltburn West**

The connection from Up Main to Jubilee Sidings have been secured in the normal position pending removal. The associated signals, together with the signal from Jubilee Sidings to Down Siding, have been abolished.

Saltburn

Nos.1 and 2 Platforms have been taken out of use.

The following connections have been secured normal, pending removal:—

Up Main to Down Main crossover

Down Main to Passenger Siding

Passenger Siding to No. 1 Platform

Up Main to No. 2 Platform

No. 1 Platform to Up Main

The following connections have been secured reverse, pending removal:—

Down Main to Up Main (the end of the points furthest from the signal box)

Trap points Jubilee Sidings to Passenger Sidings

Trap points situated at outlets from Passenger Sidings

Up Main to No. 2 Platform line (the end of the points furthest from the signal box)

No. 2 Platform line to No. 3 and 4 Platforms.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SALTBURN WEST AND SALTBURN — continued

Saltburn — continued

The following signals have been dispensed with:—

- Top disc of double assembly applying from Jubilee Siding
- Shunting Jubilee Sidings to Passenger Siding
- Shunting Passenger Siding to No. 1 Platform
- Shunting Passenger Siding to Up Main
- Shunting Passenger Siding to Jubilee Siding
- Shunting No. 1 Platform to Jubilee Siding
- No. 1 Platform to Down Main
- No. 1 Platform to Engine line
- No. 2 Platform to Engine line
- No. 1 Platform to Up Main
- No. 2 Platform to Up Main.

(48)

LEYBURN TO REDMIRE

The Key Token working between Leyburn and Wensley has been withdrawn and the line between Leyburn and Redmire has become 'One Train Working' by Staff and Annetts Key. Wensley signal box together with all associated points and signals has been abolished. The Up Platform line at Wensley has been renamed Loop.

Wensley Lime Coal Sidings ground frame formerly released by Tablet will now be released by Annetts Key. Two lever ground frames released by Annetts Key have been brought into use as follows:—

- Wensley No. 1 ground frame situated at the east end (Leyburn end) of Loop controlling the connection from Loop to Single line and associated facing point lock.
- Wensley No. 2 ground frame situated at the west end (Redmire end) of Loop controlling the connection from Loop to Single line and associated facing point lock.

The points to and from the loading dock at Wensley have become hand worked.

Wensley level crossing gates have been disconnected and become hand worked and secured by pad-lock and chain against the railway. The keys being kept at Leyburn.

A notice board worded "Wensley Level Crossing 300 yards" has been installed 300 yards on the Leyburn side of Wensley level crossing for Down direction traffic.

A notice board worded "Wensley Level Crossing 400 yards" has been installed 400 yards on the Redmire side of Wensley Level Crossing for traffic in the Up direction.

(48)

MONKSEATON

A connection from temporary Up sidings to the crossover situated at 8m. 67chs. has been provided and secured out of use. This connection to be used only during engineering operations.

(48)

MONKSEATON

The facing end of the connection, Down Platform to No. 1 and 2 Standage Sidings, together with the associated signals, have been secured temporarily out of use.

(47)

MANORS JUNCTION AND HEATON SOUTH JUNCTION

Red Barns ground frame and connections worked therefrom have been abolished.

The following connections have been dispensed with:—

- Trailing connection Down North to Argyle Street Down Siding
- Slip connection (the end of the points nearest the signal box)
- Trafalgar South Yard to Manors Curve (the other end of this connection has already been removed)
- Trailing connection Down North to Manors Curve

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****MANORS JUNCTION AND HEATON SOUTH JUNCTION — continued**

The following ground subsidiary signals have been dispensed with:—

Down North to Down Siding

Down Siding to Down North

Down Siding to Manors Curve

Manors Curve to Down Siding or Down North or Down Tyne or Trafalgar South Yard

Trafalgar South Yard to Up Tyne or Up North or Manors Curve

Shunting Line to Quay Side Branch

Granary Sidings to Up Tyne

Up Tyne to Granary Sidings

Up Tyne to Trafalgar South Yard

(47)

ALNMOUTH

The trailing crossover between the Down and Up Main Lines and associated slip connection Up Main to Alnwick Branch Platform between 34 miles 61 chains and 34 miles 63 chains has been re-instated and brought into use. (47)

MORPETH

Repeater signal R42 has been repositioned 7 yards further from the signal box at a height of 12 feet above rail level. (47)

BELFORD

The facing main to main crossover at 51m. 42chs. has been reinstated and brought into use. (47)

MIDDLESBROUGH EAST

The connection Bay Sidings to Bay Platform has been secured out of use pending removal. (47)

*** * ASHINGTON**

The Down Main second home to branch and Down Main second home signals, mounted on a straight post and right hand bracket therefrom, respectively, situated 38 yards before reaching the signal box, have been abolished.

The Down Main first home right hand bracket signal has been renamed Down Main home. A new Down Main home to branch signal has been fitted to the left of the Down Main home, on a straight post. The above mentioned signals are situated 338 yards before reaching the signal box. (46)

*** * SCOTSWOOD AND NEWBURN**

The Up Branch lines between Scotswood and Newburn have been abandoned. The Down Branch line has become the Branch Single line working in both directions in accordance with the 'One Train Working' regulations without train staff.

Scotswood

The worked catch points in the Down Branch line 55 yards from the signal box have been removed and replaced by plain line.

The points in the Down Branch line, which formed one end of the trailing crossover between Down and Up Branch lines have become facing points from the Branch Single line and lay normal towards the crossover.

The points in the Up Branch line, which formed the opposite end of the trailing crossover between Down and Up Branch lines have been removed and replaced by plain line.

The unworked catch points situated 46 yards and 485 yards after passing the Down Branch Starting signal have been abolished.

The Down Branch Starting and Up Branch Home No. 1 signals have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SCOTSWOOD AND NEWBURN—continued.

Scotswood— continued

The Up Branch Home No. 2 signal has become the Up Branch Home signal, and a fireman's call plunger is provided at this signal. The distance between the Up Branch Distant and Home signals is 673 yards.

Newburn

The signal box and all signals worked therefrom have been abolished, with the exception of the Down Distant signal, which has been retained in the same position.

The following points are now hand-worked:—

- Single line to Goods Sidings
- Goods Sidings to Loop No. 1 and 2
- Loop No. 1 to Loop No. 2
- Loop No. 1 and 2 to B.E.A. Sidings.

The remaining connections formerly worked from the signal box have been dispensed with.

Illuminated Notice Boards worded 'Stop For Orders' have been provided as follows:—

To the left of the Single line 61 yards on the Scotswood side of the signal box.

To the left of the connection Goods Sidings to Single line, 61 yards from the signal box.

Newburn Level Crossing

The level crossing gates are operated by the Number Taker, sympathetic working being retained. The gates are padlocked and the normal position will be across the railway. A control panel for the road traffic lights is provided, housed in a cabinet adjacent to the level crossing. (46)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

ALTERATIONS TO EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA) (B.R. 31293)

LINESIDE HOT AXLE BOX DETECTORS

Site of Apparatus		Action	
Line	Between	Freight Trains	Passenger Trains
ADD Down Main	Chevington and Alnmouth	Diverted to Down Passenger Loop and stopped at signal AH.123, or worked direct via Down Fast line under restrictive aspects to Alnmouth Station	Diverted to Down Passenger Loop and stopped at signal AH. 123, or worked direct via Down Fast line under restrictive aspects to Alnmouth Station.
Up Main	Little Mill and Alnmouth	Stopped at signal No. 129.	Stopped at signal No. 129.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ NEWSHAM NORTH AND BEDLINGTON SOUTH

Commencing Monday 17 November, the Down Main will be diverted about 120 feet to east between 14¼ and 14½ m.p. onto temporary tracks.

BEDLINGTON SOUTH AND NEWSHAM NORTH

The Up main has been diverted about 120 feet to the east between 14½ and 14¼ m.p. on to temporary tracks.

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York
5 November, 1969.

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. —".

Yard 81 2/1



NE/N

EASTERN REGION

No. 47

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 22 NOVEMBER

TO

FRIDAY 28 NOVEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 22 NOVEMBER – BETWEEN DURHAM SOUTH AND RELLY MILL

Revised signalling will be brought into use between Durham South and Relly Mill. Full details are published in Supplementary Notice No.47A and all staff concerned must ensure that they receive a copy of this Notice. (50)

SUNDAY 23 NOVEMBER – ALNMOUTH

A temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains will be installed and secured out of use. The connection will only be used during engineering operations. (50)

MONDAY 24 NOVEMBER – RUSWARP

The signal box will cease to be a block post and will, in future operate as a gate box only. (50)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding together with the associated signalling have been taken out of use.

Trap points have been provided at the Branches Yard end of the connection Down Scarborough Goods to Van Siding/Up Through Siding/Weigh line and at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (New Item) (50)

BETWEEN RELLY MILL, DURHAM SOUTH AND DURHAM NORTH

Relly Mill

The following signals have been abolished:—

- Up Main Home
- Up Main Starting
- Down Main Home
- Down Main Starting
- Down Main Distant

The following new colour light signals have been provided:—

- RM2 Up Main Home (displaying a Red or Green aspect)
- RM3 Down Main Home (this signal will temporarily act as Durham South Down Main Distant signal.)
- RM4 Down Main Distant (displaying a Yellow, Double Yellow or Green aspect)

Durham South

The following signals have been abolished:—

- Down Main Distant signal
- Shunting Down Fast to Up Main
- Shunting Down Slow to Up Main

The routes on ground position shunt signal applying from Up Main to Down Fast or Down Platform have been abolished.

The trailing crossover between Down and Up Main has been abolished.

Durham North

The trailing crossover between the Down and Up Fast lines has been renewed and secured in the normal position and will be hand operated as required until 23 November. (49)

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 22 NOVEMBER – BETWEEN DURHAM SOUTH AND RELLY MILL

Revised signalling will be brought into use between Durham South and Relly Mill. Full details are published in Supplementary Notice No.47A and all staff concerned must ensure that they receive a copy of this Notice. (50)

SUNDAY 23 NOVEMBER – ALNMOUTH

A temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains will be installed and secured out of use. The connection will only be used during engineering operations. (50)

MONDAY 24 NOVEMBER – RUSWARP

The signal box will cease to be a block post and will, in future operate as a gate box only. (50)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding together with the associated signalling have been taken out of use.

Trap points have been provided at the Branches Yard end of the connection Down Scarborough Goods to Van Siding/Up Through Siding/Weigh line and at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (New Item) (50)

BETWEEN RELLY MILL, DURHAM SOUTH AND DURHAM NORTH

Relly Mill

The following signals have been abolished:—

- Up Main Home
- Up Main Starting
- Down Main Home
- Down Main Starting
- Down Main Distant

The following new colour light signals have been provided:—

- RM2 Up Main Home (displaying a Red or Green aspect)
- RM3 Down Main Home (this signal will temporarily act as Durham South Down Main Distant signal.)
- RM4 Down Main Distant (displaying a Yellow, Double Yellow or Green aspect)

Durham South

The following signals have been abolished:—

- Down Main Distant signal
- Shunting Down Fast to Up Main
- Shunting Down Slow to Up Main

The routes on ground position shunt signal applying from Up Main to Down Fast or Down Platform have been abolished.

The trailing crossover between Down and Up Main has been abolished.

Durham North

The trailing crossover between the Down and Up Fast Lines has been renewed and secured in the normal position and will be hand operated as required until 23 November. (49)

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

The trailing crossover between Down and Up Main lines together with associated shunt signals have been abolished. (49)

LANE HEAD CROSSING GATE BOX AND LOW ROW

Lane Head Gate Box Down Main Home semaphore signal has been dispensed with and replaced by a 3 aspect colour light signal, capable of showing a Red, Yellow or Green aspect sited to the left of Down Main line 260 yards East (Newcastle side) of Lane Head level crossing. This signal acts as Low Row Distant signal.

A new signal, Lane Head Gate Box Down Main Distant 2 aspect colour light signal, capable of showing a Yellow or Green aspect has been sited to the left of Down Main. The distance between this signal and Lane Head Down Main Home is 950 yards. (49)

BENTON

Colour light signal B40 Up Blyth and Tyne has become automatic U4X Up Blyth and Tyne. (48)

DURHAM SOUTH

The trailing connection from Up Main to No.3 Platform has been secured out of use in the normal position pending removal. The associated signals have been abolished. (48)

MIDDLESBROUGH WEST, DOCK HILL, MIDDLESBROUGH EAST AND GUISBOROUGH JUNCTION**Middlesbrough West**

The Middle Road has been renamed Middle Siding and buffer stopped at the East end (Guisborough Junction end).

Dock Hill

Nos. 2 and 3 Down Goods and No. 2 Up Goods lines have been closed to traffic.

The following connections have been secured out of use in the normal position:—

No. 2 Up Goods to No. 1 Up Goods.

No. 1 Down Goods to Nos. 2 or 3 Down Goods

Down Goods to No. 2 Down Goods or No. 2 Up Goods (the end of the points furthest from the signal box).

The associated signals have been removed.

Middlesbrough East

The signal box together with all points and signals worked therefrom (with the exception of those mentioned under Guisborough Jn.) has been abolished.

Guisborough Junction

All connections associated with Nos. 2 and 3 Down Goods and No. 2 Up Goods have been abolished.

The connections associated with No. 1 Down Goods and No. 1 Up Goods have been abolished with exception of the following:—

Trailing Crossover between No.1 Down Goods and No. 1 Up Goods.

No.1 Down Goods to Down Whitby line.

Up Whitby line to No.1 Up Goods

Connections from No.1 Down Goods / No.1 Up Goods to Down and Up Main.

The signals associated with the above mentioned redundant connections have been abolished.

The Down Main Starting signal formerly controlled by Middlesbrough East has become Guisborough Junction Down Main First Home. The Up Main Home and Up Main Calling-On signals formerly controlled by Middlesbrough East have become Guisborough Junction Up Main Starting and Up Main Calling-On signals.

A 2 lever ground frame electrically released from Guisborough Junction, controlling the trailing connection from Down Main to Platform Siding has been installed 465 yards from the signal box. A telephone communicating with Guisborough Junction signal box is provided. (48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****SALTBURN WEST AND SALTBURN****Saltburn West**

The connection from Up Main to Jubilee Sidings have been secured in the normal position pending removal. The associated signals, together with the signal from Jubilee Sidings to Down Siding, have been abolished.

Saltburn

Nos.1 and 2 Platforms have been taken out of use.

The following connections have been secured normal, pending removal:—

- Up Main to Down Main crossover
- Down Main to Passenger Siding
- Passenger Siding to No. 1 Platform
- Up Main to No. 2 Platform
- No. 1 Platform to Up Main

The following connections have been secured reverse, pending removal:—

- Down Main to Up Main (the end of the points furthest from the signal box)
- Trap points Jubilee Sidings to Passenger Sidings
- Trap points situated at outlets from Passenger Sidings
- Up Main to No. 2 Platform line (the end of the points furthest from the signal box)
- No. 2 Platform line to No. 3 and 4 Platforms.

The following signals have been dispensed with:—

- Top disc of double assembly applying from Jubilee Siding
- Shunting Jubilee Sidings to Passenger Siding
- Shunting Passenger Siding to No. 1 Platform
- Shunting Passenger Siding to Up Main
- Shunting Passenger Siding to Jubilee Siding
- Shunting No. 1 Platform to Jubilee Siding
- No. 1 Platform to Down Main
- No. 1 Platform to Engine line
- No. 2 Platform to Engine line
- No. 1 Platform to Up Main
- No. 2 Platform to Up Main.

(48)

LEYBURN TO REDMIRE

The Key Token working between Leyburn and Wensley has been withdrawn and the line between Leyburn and Redmire has become 'One Train Working' by Staff and Annetts Key. Wensley signal box together with all associated points and signals has been abolished. The Up Platform line at Wensley has been renamed Loop.

Wensley Lime Coal Sidings ground frame formerly released by Tablet will now be released by Annetts Key. Two lever ground frames released by Annetts Key have been brought into use as follows:—

- Wensley No. 1 ground frame situated at the east end (Leyburn end) of Loop controlling the connection from Loop to Single line and associated facing point lock.
- Wensley No. 2 ground frame situated at the west end (Redmire end) of Loop controlling the connection from Loop to Single line and associated facing point lock.

The points to and from the loading dock at Wensley have become hand worked.

Wensley level crossing gates have been disconnected and become hand worked and secured by pad-lock and chain against the railway. The keys being kept at Leyburn.

A notice board worded "Wensley Level Crossing 300 yards" has been installed 300 yards on the Leyburn side of Wensley level crossing for Down direction traffic.

A notice board worded "Wensley Level Crossing 400 yards" has been installed 400 yards on the Redmire side of Wensley Level Crossing for traffic in the Up direction.

(48)

MONKSEATON

A connection from temporary Up sidings to the crossover situated at 8m. 67chs. has been provided and secured out of use. This connection to be used only during engineering operations.

(48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

*
*
* MONKSEATON

The facing end of the connection, Down Platform to No. 1 and 2 Standage Sidings, together with the associated signals, have been secured temporarily out of use. (47)

*
*
* MANORS JUNCTION AND HEATON SOUTH JUNCTION

Red Barns ground frame and connections worked therefrom have been abolished.

The following connections have been dispensed with:—

- Trailing connection Down North to Argyle Street Down Siding
- Slip connection (the end of the points nearest the signal box)
- Trafalgar South Yard to Manors Curve (the other end of this connection has already been removed)
- Trailing connection Down North to Manors Curve

The following ground subsidiary signals have been dispensed with:—

- Down North to Down Siding
- Down Siding to Down North
- Down Siding to Manors Curve
- Manors Curve to Down Siding or Down North or Down Tyne or Trafalgar South Yard
- Trafalgar South Yard to Up Tyne or Up North or Manors Curve
- Shunting Line to Quay Side Branch
- Granary Sidings to Up Tyne
- Up Tyne to Granary Sidings
- Up Tyne to Trafalgar South Yard

(47)

*
*
* ALNMOUTH

The trailing crossover between the Down and Up Main Lines and associated slip connection Up Main to Alnwick Branch Platform between 34 miles 61 chains and 34 miles 63 chains has been re-instated and brought into use. (47)

*
*
* MORPETH

Repeater signal R42 has been repositioned 7 yards further from the signal box at a height of 12 feet above rail level. (47)

*
*
* BELFORD

The facing main to main crossover at 51m. 42chs. has been reinstated and brought into use. (47)

*
*
* MIDDLESBROUGH EAST

The connection Bay Sidings to Bay Platform has been secured out of use pending removal. (47)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

MO.45/NE/N.

York
12 November, 1969.

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. —”.

VACUUM BRAKED COAL WAGONS

These are in heavy demand for the formation of fitted-heads to permit bigger and faster diesel-hauled coal trains.

Segregate them regularly for redistribution and reloading over the appropriate routes.

USE THEM SENSIBLY AT ALL TIMES

Cherwell

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



NE/N

EASTERN REGION

No. 48

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 29 NOVEMBER

TO

FRIDAY 5 DECEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 29 NOVEMBER—DARLINGTON SOUTH

The following connections will be secured out of use in a normal position pending removal:—

- Down Main to Down Shunting Neck No.1
- Down Goods to Black Banks Reception Sidings
- Down Goods to Down Main (connection furthest from the signal box)

The following signals will be abolished:—

- DS.4 Down Goods First Home
- DS.5 Down Goods. Second Home and associated route indicator to Down Main.
- Down Main to Down Goods Draw ahead.
- Down Goods Draw ahead associated with DS.4.
- Down Goods to Black Banks Reception Sidings (ground position shunt signal)
- Down Goods Draw ahead associated with DS.5.

All the connections in Croft Yard worked from Croft Ground Frame will be disconnected and secured out of use in the normal position pending removal. All the signals in Croft Yard worked from Croft Ground Frame will be abolished.

All the connections to Black Banks Ground Frame will be disconnected and secured out of use in the normal position pending removal. All signals worked from Black Banks Ground Frame will be abolished.
(51)

SATURDAY AND SUNDAY 29 AND 30 NOVEMBER—ALNMOUTH

All signalling onto and off the Alnwick Branch will be abolished.

The connection Alnwick Branch to Shunt Spur will be disconnected; the branch end of this connection will be secured in the reverse position pending replacement with plain line. The Shunt Spur end of this connection will be converted to hand operation and all associated signals will be abolished.

The Shunt signal, applying from Branch to Branch Platform, Down Main or Up Main will be repositioned adjacent to the end of the Down Main to Branch connection.

The Shunt signal, Branch Platform to Shunt Spur, will, in future, be at ground level, repositioned at the clearance point of the Down Main to Branch connection.

The three aspect colour light signal, together with the associated subsidiary signal applying from Branch Platform to Up Fast or Up Passenger Loop and the Shunt signal from No.3 or No.4 Sidings to Up Fast or Up Passenger Loop will be abolished.
(51)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DURHAM SOUTH AND RELLY MILL

Revised signalling has been brought into use between Durham South and Relly Mill. Full details are published in Supplementary Notice No.47A and all staff concerned must ensure that they receive a copy of this Notice.
(50)

ALNMOUTH

A temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains has been installed and secured out of use. The connection will only be used during engineering operations.
(50)

RUSWARP

The signal box has ceased to be a block post and now operates as a gate box only.
(50)

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

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (Amended Item) (50)

BETWEEN RELLY MILL, DURHAM SOUTH AND DURHAM NORTH**Relly Mill**

The following signals have been abolished:—

Up Main Home
Up Main Starting
Down Main Home
Down Main Starting
Down Main Distant

The following new colour light signals have been provided:—

RM2 Up Main Home (displaying a Red or Green aspect)
RM3 Down Main Home (this signal will temporarily act as Durham South Down Main Distant signal.)
RM4 Down Main Distant (displaying a Yellow, Double Yellow or Green aspect)

Durham South

The following signals have been abolished:—

Down Main Distant signal
Shunting Down Fast to Up Main
Shunting Down Slow to Up Main

The routes on ground position shunt signal applying from Up Main to Down Fast or Down Platform have been abolished.

The trailing crossover between Down and Up Main has been abolished.

Durham North

The trailing crossover between the Down and Up Fast lines has been renewed and secured in the normal position and will be hand operated as required until 23 November. (49)

HARTBURN

The trailing crossover between Down and Up Main lines together with associated shunt signals have been abolished. (49)

LANE HEAD CROSSING GATE BOX AND LOW ROW

Lane Head Gate Box Down Main Home semaphore signal has been dispensed with and replaced by a 3 aspect colour light signal, capable of showing a Red, Yellow or Green aspect sited to the left of Down Main line 260 yards East (Newcastle side) of Lane Head level crossing. This signal acts as Low Row Distant signal.

A new signal, Lane Head Gate Box Down Main Distant 2 aspect colour light signal, capable of showing a Yellow or Green aspect has been sited to the left of Down Main. The distance between this signal and Lane Head Down Main Home is 950 yards. (49)

**** BENTON**

Colour light signal B40 Up Blyth and Tyne has become automatic U4X Up Blyth and Tyne. (48)

**** DURHAM SOUTH**

The trailing connection from Up Main to No.3 Platform has been secured out of use in the normal position pending removal. The associated signals have been abolished. (48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** MIDDLESBROUGH WEST, DOCK HILL, MIDDLESBROUGH EAST AND GUISBOROUGH JUNCTION

Middlesbrough West

The Middle Road has been renamed Middle Siding and buffer stopped at the East end (Guisborough Junction end).

Dock Hill

Nos. 2 and 3 Down Goods and No. 2 Up Goods lines have been closed to traffic.

The following connections have been secured out of use in the normal position:—

No. 2 Up Goods to No. 1 Up Goods.

No. 1 Down Goods to Nos. 2 or 3 Down Goods

Down Goods to No. 2 Down Goods or No. 2 Up Goods (the end of the points furthest from the signal box).

The associated signals have been removed.

Middlesbrough East

The signal box together with all points and signals worked therefrom (with the exception of those mentioned under Guisborough Jn.) has been abolished.

Guisborough Junction

All connections associated with Nos. 2 and 3 Down Goods and No. 2 Up Goods have been abolished.

The connections associated with No. 1 Down Goods and No. 1 Up Goods have been abolished with exception of the following:—

Trailing Crossover between No.1 Down Goods and No. 1 Up Goods.

No.1 Down Goods to Down Whitby line.

Up Whitby line to No.1 Up Goods

Connections from No.1 Down Goods / No.1 Up Goods to Down and Up Main.

The signals associated with the above mentioned redundant connections have been abolished.

The Down Main Starting signal formerly controlled by Middlesbrough East has become Guisborough Junction Down Main First Home. The Up Main Home and Up Main Calling-On signals formerly controlled by Middlesbrough East have become Guisborough Junction Up Main Starting and Up Main Calling-On signals.

A 2 lever ground frame electrically released from Guisborough Junction, controlling the trailing connection from Down Main to Platform Siding has been installed 465 yards from the signal box. A telephone communicating with Guisborough Junction signal box is provided. (48)

** SALTburn WEST AND SALTburn

Saltburn West

The connection from Up Main to Jubilee Sidings have been secured in the normal position pending removal. The associated signals, together with the signal from Jubilee Sidings to Down Siding, have been abolished.

Saltburn

Nos.1 and 2 Platforms have been taken out of use.

The following connections have been secured normal, pending removal:—

Up Main to Down Main crossover

Down Main to Passenger Siding

Passenger Siding to No. 1 Platform

Up Main to No. 2 Platform

No. 1 Platform to Up Main

The following connections have been secured reverse, pending removal:—

Down Main to Up Main (the end of the points furthest from the signal box)

Trap points Jubilee Sidings to Passenger Sidings

Trap points situated at outlets from Passenger Sidings

Up Main to No. 2 Platform line (the end of the points furthest from the signal box)

No. 2 Platform line to No. 3 and 4 Platforms.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

* * SALT BURN WEST AND SALT BURN — continued

Saltburn — continued

The following signals have been dispensed with:—

- Top disc of double assembly applying from Jubilee Siding
- Shunting Jubilee Sidings to Passenger Siding
- Shunting Passenger Siding to No. 1 Platform
- Shunting Passenger Siding to Up Main
- Shunting Passenger Siding to Jubilee Siding
- Shunting No. 1 Platform to Jubilee Siding
- No. 1 Platform to Down Main
- No. 1 Platform to Engine line
- No. 2 Platform to Engine line
- No. 1 Platform to Up Main
- No. 2 Platform to Up Main.

(48)

* LEYBURN TO REDMIRE

The Key Token working between Leyburn and Wensley has been withdrawn and the line between Leyburn and Redmire has become 'One Train Working' by Staff and Annetts Key. Wensley signal box together with all associated points and signals has been abolished. The Up Platform line at Wensley has been renamed Loop.

Wensley Lime Coal Sidings ground frame formerly released by Tablet will now be released by Annetts Key. Two lever ground frames released by Annetts Key have been brought into use as follows:—

- Wensley No. 1 ground frame situated at the east end (Leyburn end) of Loop controlling the connection from Loop to Single line and associated facing point lock.
- Wensley No. 2 ground frame situated at the west end (Redmire end) of Loop controlling the connection from Loop to Single line and associated facing point lock.

The points to and from the loading dock at Wensley have become hand worked.

Wensley level crossing gates have been disconnected and become hand worked and secured by pad-lock and chain against the railway. The keys being kept at Leyburn.

A notice board worded "Wensley Level Crossing 300 yards" has been installed 300 yards on the Leyburn side of Wensley level crossing for Down direction traffic.

A notice board worded "Wensley Level Crossing 400 yards" has been installed 400 yards on the Redmire side of Wensley Level Crossing for traffic in the Up direction. (48)

* * MONKSEATON

A connection from temporary Up sidings to the crossover situated at 8m. 67chs. has been provided and secured out of use. This connection to be used only during engineering operations. (48)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

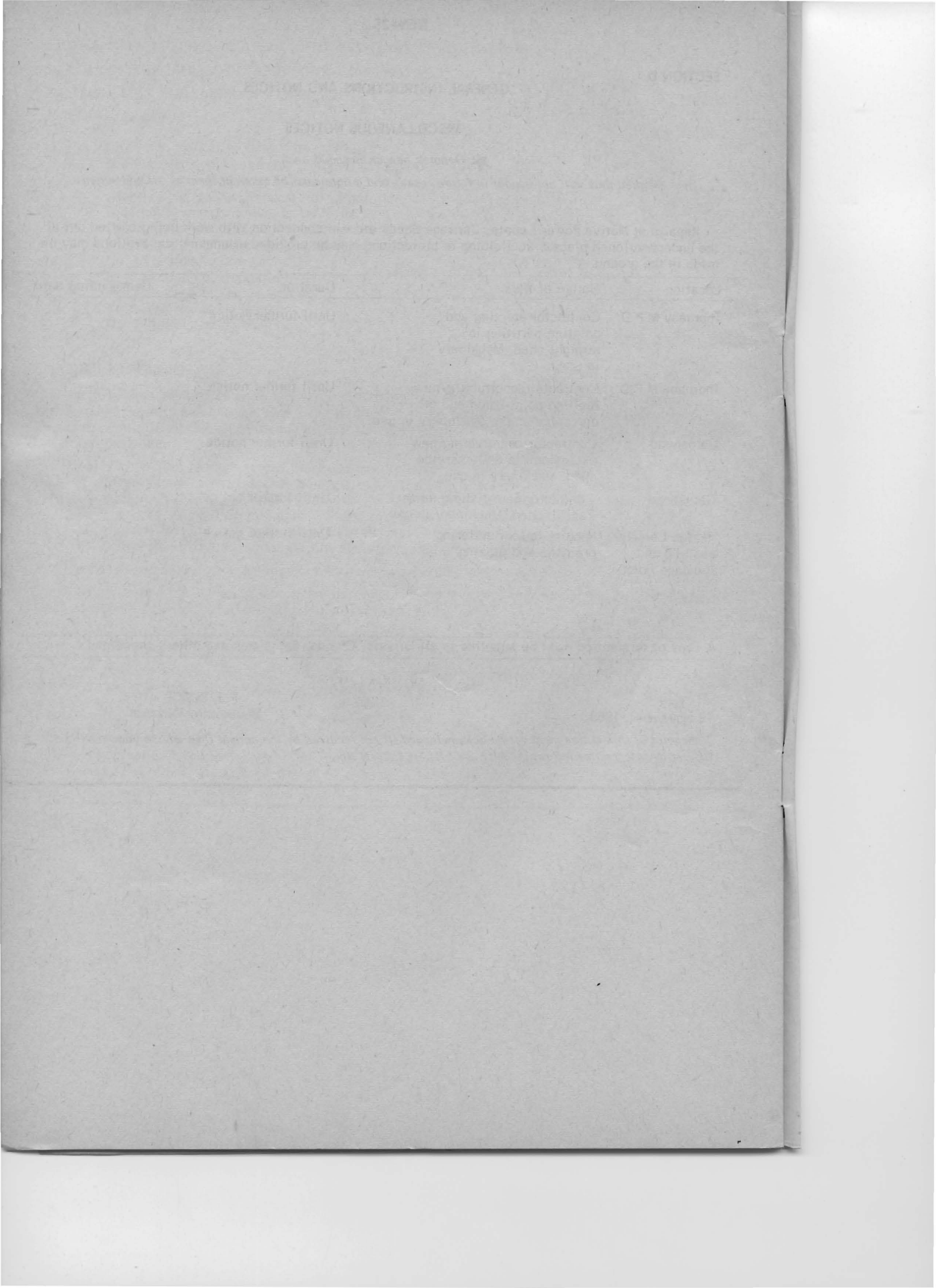
A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

MO.45/NE/N.

York
19 November, 1969.

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. —".





NE/N

EASTERN REGION

No. 49

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 6 DECEMBER

TO

FRIDAY 12 DECEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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

FRIDAY to MONDAY 5 to 8 DECEMBER – DARLINGTON SOUTH

The following signals will be abolished:—

DS44 Up Branch Second Home to Down Main.

DS47 Down Main or to Down Independent (Goods) Nos. 1 or 2 or Platforms 2,3 and 4 or Down Duplicate.

Position light signal, Down Independent (Goods) to Passenger Siding (siding adjacent to Down Goods).

Position light signal, shunting along Down Independent (Goods) or to Down Main.

Position light signal, shunting along Passenger Siding or to Turntable Siding.

Position light signal, shunting along Up Independent (Goods) or to Up Main.

Position light signal, shunting along Up Independent (Goods) or to No.1 Siding.

DS144 Up Main Second Home and associated route indicator to Down Branch.

Up Main to Up Independent (Goods) Draw Ahead signal associated with Up Main First Home signal No. DS151.

DS151 Up Main First Home and associated route indicator to Up Independent (Goods).

Up Independent (Goods) Draw Ahead signal or Up Independent (Goods) to Down Branch Siding.

DS154 Up Independent (Goods) Second Home to Up Independent (Goods) No.1

DN80 signal, at present acting as Darlington North Up Main Starting signal will be renumbered DS151 and will be controlled by Darlington South. An associated route indicator will be provided displaying the following indications:—

B – Down Branch.

1 – Up Goods No.1

A new subsidiary signal will be provided associated with DS151 with theatre type route indications as follows:—

S – Down Branch Siding

4 – Up Goods No.4

3 – Up Goods No.3

2 – Up Goods No.2

1 – Up Goods No.1

The subsidiary signal situated immediately before the connections Up Goods No.1 to Up Goods Nos. 2,3 and 4 lines will be repositioned 185 yards further north.

The subsidiary signal situated at the signal box end of the outlet from the Passenger Siding and at the outlet from the adjacent siding will be repositioned 59 yards further south.

The subsidiary signal, mounted in the gantry, left of Down Main signal No. DS47, opposite the signal box will be positioned on the ground below its existing elevated position.

The subsidiary signal applying to facing movements No.1 Siding to Up Main or Shunting along No.1 Siding, will be repositioned 92 yards further north on No.1 siding.

DS46 Down Main signal will be fitted with a theatre type route indicator and the following indications will be exhibited:—

D – Down Duplicate.

4 – Platform 4.

3 – Platform 3.

2 – Platform 2.

G – Down Goods.

A new Down Main subsidiary signal will be provided associated with DS46 signal, theatre type route indications will be displayed as follows:—

D – Down Duplicate.

4 – Platform 4.

3 – Platform 3.

2 – Platform 2.

G – Down Goods.

When the subsidiary signal associated with DS46 is operated without a route indication, movements may proceed towards the next ground position light signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B — continued

FRIDAY to MONDAY 5 to 8 DECEMBER — DARLINGTON SOUTH — continued

DS45 Down Goods signal will be renumbered DS52. A theatre type route indicator will be provided and the following indications will be exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

The subsidiary signal associated with DS52 (existing No.DS45) will operate in conjunction with a theatre type route indicator displaying the following indications:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- G — Down Goods.

When the subsidiary signal associated with DS52 is operated without a route indication movements may proceed towards the next ground position light signal.

DS43 Up Branch will be fitted with a theatre type route indicator and the following indications will be exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

A new Up Branch subsidiary signal will be provided associated with DS43, theatre type route indications will be displayed as follows:—

- G — Down Goods
- D — Down Duplicate
- 4 — Platform 4
- 3 — Platform 3
- 2 — Platform 2

When the subsidiary signal associated with DS43, is operated without a route indication movements may proceed towards the next ground position light signal.

DS145 (No.4 Platform), DS146 (No.3 Platform), DS147 (No.2 Platform), DS148 (No.1 Platform) and DS149 (Up Duplicate) will be provided with a theatre type route indicator and the following indications will be exhibited:—

- B — Down Branch
- M — Up Main

DS155 Up Independent (Goods) signal will be renumbered DS154. A theatre type route indicator will be provided and the following indications will be exhibited:—

- B — Down Branch
- 1 — Up Goods No.1
- M — Up Main

The Up Independent (Goods) subsidiary signal associated with DS154 (existing No.DS155) will work in conjunction with a theatre type route indicator displaying the following indications:—

- S — Down Branch Siding
- 4 — Up Goods 4
- 3 — Up Goods 3
- 2 — Up Goods 2
- 1 — Up Goods 1

When the subsidiary signal associated with DS154 (existing No.DS155) is operated without a route indication, movements may proceed towards the next ground position light signal. (1)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SATURDAY 6 DECEMBER — CLARENCE ROAD AND CEMETERY NORTH**

The catch points in the Down Main at 72m. 73chs. will be brought into use. (1)

WEDNESDAY 10 DECEMBER—PELAW TO SOUTH SHIELDS

All the colour light signals between Pelaw and South Shields at present prefixed with the letter 'N' for Newcastle, will be changed to 'P.W.' for Pelaw and 'H' for Harton indicating the controlling signal box. (1)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN BISHOP AUCKLAND WEST AND BISHOP AUCKLAND NORTH**

No.4 Platform line has been severed at the West End and stop blocks have been provided. The following connections have been secured in the normal position pending removal. (New Item) (1)

FERRYHILL NO.3

The Down Branch Starting signal has been renewed at a reduced height as a straight post signal, 40 yards further from the signal box. (New Item) (1)

DARLINGTON SOUTH

The following connections have been secured out of use in the normal position pending removal.

- Down Main to Down Shunting Neck No.1
- Down Goods to Black Banks Reception Sidings
- Down Goods to Down Main (connection furthest from the signal box)

The following signals have been abolished:—

- DS.4 Down Goods First Home
- DS.5 Down Goods. Second Home and associated route indicator to Down Main.
- Down Main to Down Goods Draw ahead.
- Down Goods Draw ahead associated with DS.4.
- Down Goods to Black Banks Reception Sidings (ground position shunt signal)
- Down Goods Draw ahead associated with DS.5.

All the connections in Croft Yard worked from Croft Ground Frame have been disconnected and secured out of use in the normal position pending removal. All the signals in Croft Yard worked from Croft Ground Frame have been abolished.

All the connections to Black Banks Ground Frame have been disconnected and secured out of use in the normal position pending removal. All signals worked from Black Banks Ground Frame have been abolished. (51)

ALNMOUTH

All signalling onto and off the Alnwick Branch has been abolished.

The connection Alnwick Branch to Shunt Spur has been disconnected; the branch end of this connection has been secured in the reverse position pending replacement with plain line. The Shunt Spur end of this connection has been converted to handoperation and all associated signals have been abolished.

The Shunt signal, applying from Branch to Branch Platform, Down Main or Up Main has been repositioned adjacent to the end of the Down Main to Branch connection.

The Shunt signal, Branch Platform to Shunt Spur, is now at ground level, repositioned at the clearance point of the Down Main to Branch connection.

The three aspect colour light signal, together with the associated subsidiary signal applying from Branch Platform to Up Fast or Up Passenger Loop and the Shunt signal from No.3 or No.4 Sidings to Up Fast or Up Passenger Loop have been abolished. (51)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN DURHAM SOUTH AND RELLY MILL**

Revised signalling has been brought into use between Durham South and Relly Mill. Full details are published in Supplementary Notice No.47A and all staff concerned must ensure that they receive a copy of this Notice. (50)

ALNMOUTH

A temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains has been installed and secured out of use. The connection will only be used during engineering operations. (50)

RUSWARP

The signal box has ceased to be a block post and now operates as a gate box only. (50)

YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (50)

*** * BETWEEN RELLY MILL, DURHAM SOUTH AND DURHAM NORTH****Relly Mill**

The following signals have been abolished:—

- Up Main Home
- Up Main Starting
- Down Main Home
- Down Main Starting
- Down Main Distant

The following new colour light signals have been provided:—

- RM2 Up Main Home (displaying a Red or Green aspect)
- RM3 Down Main Home (this signal will temporarily act as Durham South Down Main Distant signal.)
- RM4 Down Main Distant (displaying a Yellow, Double Yellow or Green aspect)

Durham South

The following signals have been abolished:—

- Down Main Distant signal
- Shunting Down Fast to Up Main
- Shunting Down Slow to Up Main

The routes on ground position shunt signal applying from Up Main to Down Fast or Down Platform have been abolished.

The trailing crossover between Down and Up Main has been abolished.

Durham North

The trailing crossover between the Down and Up Fast lines has been renewed and secured in the normal position and will be hand operated as required until 23 November. (49)

*** * HARTBURN**

The trailing crossover between Down and Up Main lines together with associated shunt signals have been abolished. (49)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** LANE HEAD CROSSING GATE BOX AND LOW ROW

Lane Head Gate Box Down Main Home semaphore signal has been dispensed with and replaced by a 3 aspect colour light signal, capable of showing a Red, Yellow or Green aspect sited to the left of Down Main line 260 yards East (Newcastle side) of Lane Head level crossing. This signal acts as Low Row Distant signal.

A new signal, Lane Head Gate Box Down Main Distant 2 aspect colour light signal, capable of showing a Yellow or Green aspect has been sited to the left of Down Main. The distance between this signal and Lane Head Down Main Home is 950 yards.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

★ THIRSK

Between Tuesday 9 December and Thursday 11 December—the spur at the south end of the Down Sidings will be extended by 277 yds. towards Thirsk, alongside the existing dock and will provide facilities for the Military Authorities.

A cripple siding, giving 30yds. standage, will also be provided off No.2 Down Siding.

★ AMENDMENTS TO SECTIONAL APPENDIX – NORTHERN AREA

PAGES 278–279

TABLE P – 2 AUTOMATIC HALF BARRIERS

Referring to the item on page ND –27 of ND47D.

CANCEL:— entry and list of crossings headed:—

“DELETE:— asterisks shown against the following”

(ie. asterisks previously shown against Warkworth, Fallodon, Snaith and Pontefract Highway, Welbury Station, Rounton Gates, Boldon and Upper Denton, still apply).

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

MO.45/NE/N.

York
26 November, 1969.

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. —”.

Revised



NE/N

EASTERN REGION

No. 50

C. J.

WOOLSTENHOLMES

NORTHERN AREA

(NORTHERN SECTION)

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

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

SATURDAY 13 DECEMBER

TO

FRIDAY 19 DECEMBER 1969

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 13 DECEMBER – MONKSEATON

The connection Down Platform to Nos. 1 and 2 Standage Sidings will be abolished.

The following signals will be abolished:—

- Down Platform to Nos. 1 or 2 Standage Sidings
- No.2 Standage Sidings to Down Main (2)

SUNDAY 14 DECEMBER—ALNMOUTH

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

- Trailing crossover between Down and Up Main lines.
- Slip connection, from above mentioned crossover, Up Main to Branch Platform.

The associated signals will be abolished. (2)

SUNDAY 14 DECEMBER—BETWEEN NORMANBY AND SOUTH BANK

No.3 Down Goods line will be re-designated Normanby Down Siding.

The associated signals and connections at Normanby and South Bank will be re-designated accordingly. (2)

DETAILS OF WORK ALREADY CARRIED OUT

CLARENCE ROAD TO CEMETERY NORTH

Catch points have been brought into use in the Down Main line at 72 miles 73 chains. (new item) (2)

DARLINGTON SOUTH

The following signals have been abolished:—

- DS44 Up Branch Second Home to Down Main.
- DS47 Down Main or to Down Independent (Goods) Nos. 1 or 2 or Platforms 2,3 and 4 or Down Duplicate.
- Position light signal, Down Independent (Goods) to Passenger Siding (siding adjacent to Down Goods).
- Position light signal, shunting along Down Independent (Goods) or to Down Main.
- Position light signal, shunting along Passenger Siding or to Turntable Siding.
- Position light signal, shunting along Up Independent (Goods) or to Up Main.
- Position light signal, shunting along Up Independent (Goods) or to No.1 Siding.
- DS144 Up Main Second Home and associated route indicator to Down Branch.
- Up Main to Up Independent (Goods) Draw Ahead signal associated with Up Main First Home signal No. DS151.
- DS151 Up Main First Home and associated route indicator to Up Independent (Goods).
- Up Independent (Goods) Draw Ahead signal or Up Independent (Goods) to Down Branch Siding.
- DS154 Up Independent (Goods) Second Home to Up Independent (Goods) No.1

DN80 signal formerly acting as Darlington North Up Main Starting signal has been renumbered DS151 and is controlled by Darlington South. An associated route indicator has been provided displaying the following indications:—

- B – Down Branch.
- 1 – Up Goods No.1

A new subsidiary signal has been provided associated with DS151 with theatre type route indications as follows:—

- S – Down Branch Siding
- 4 – Up Goods No.4
- 3 – Up Goods No.3
- 2 – Up Goods No.2
- 1 – Up Goods No.1

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued.

DARLINGTON SOUTH — continued.

The subsidiary signal situated immediately before the connections Up Goods No.1 to Up Goods Nos. 2,3 and 4 lines has been repositioned 185 yards further north.

The subsidiary signal situated at the signal box end of the outlet from the Passenger Siding and at the outlet from the adjacent siding has been repositioned 59 yards further south.

The subsidiary signal, mounted in the gantry, left of Down Main signal No. DS47, opposite the signal box has been positioned on the ground below its existing elevated position.

The subsidiary signal applying to facing movements No.1 Siding to Up Main or Shunting along No.1 Siding, has been repositioned 92 yards further north on No.1 siding.

DS46 Down Main signal has been fitted with a theatre type route indicator and the following indications are exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- G — Down Goods.

A new Down Main subsidiary signal has been provided associated with DS46 signal, theatre type route indications are displayed as follows:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- G — Down Goods.

When the subsidiary signal associated with DS46 is operated without a route indication, movements may proceed towards the next ground position light signal.

DS45 Down Goods signal has been renumbered DS52. A theatre type route indicator has been provided and the following indications are exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

The subsidiary signal associated with DS52 (existing No. DS45) operates in conjunction with a theatre type route indicator displaying the following indications:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- G — Down Goods.

When the subsidiary signal associated with DS52 is operated without a route indication movements may proceed towards the next ground position light signal.

DS43 Up Branch has been fitted with a theatre type route indicator and the following indications are exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

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

A new Up Branch subsidiary signal has been provided associated with DS43, theatre type route indications are displayed as follows:—

- G — Down Goods
- D — Down Duplicate
- 4 — Platform 4
- 3 — Platform 3
- 2 — Platform 2

When the subsidiary signal associated with DS43, is operated without a route indication movements may proceed towards the next ground position light signal.

DS145 (No. 4 Platform), DS146 (No. 3 Platform), DS147 (No. 2 Platform), DS148 (No. 1 Platform) and DS149 (Up Duplicate) have been provided with a theatre type route indicator and the following indications are exhibited:—

- B — Down Branch
- M — Up Main

DS155 Up Independent (Goods) signal has been renumbered DS154. A theatre type route indicator has been provided and the following indications are exhibited:—

- B — Down Branch
- 1 — Up Goods No.1
- M — Up Main

The Up Independent (Goods) subsidiary signal associated with DS154 (existing No. DS155) works in conjunction with a theatre type route indicator displaying the following indications:—

- S — Down Branch Siding
- 4 — Up Goods 4
- 3 — Up Goods 3
- 2 — Up Goods 2
- 1 — Up Goods 1

When the subsidiary signal associated with DS154 (existing No. DS155) is operated without a route indication, movements may proceed towards the next ground position light signal. (1)

CLARENCE ROAD AND CEMETERY NORTH

The catch points in the Down Main at 72m. 73chs. have been brought into use. (1)

PELAW TO SOUTH SHIELDS

All the colour light signals between Pelaw and South Shields formerly prefixed with the letter 'N' for Newcastle, have been changed to 'P.W.' for Pelaw and 'H' for Harton indicating the controlling signal box. (1)

BETWEEN BISHOP AUCKLAND WEST AND BISHOP AUCKLAND NORTH

No.4 Platform line has been severed at the West End and stop blocks have been provided. The following connections have been secured in the normal position pending removal. (1)

- No.4 Platform to Down Main.
- Up Main to No.4 Platform.
- No.4 Platform to Horse Dock.

FERRYHILL NO.3

The Down Branch Starting signal has been renewed at a reduced height as a straight post signal, 40 yards further from the signal box. (1)

DARLINGTON SOUTH

The following connections have been secured out of use in the normal position pending removal.

- Down Main to Down Shunting Neck No.1
- Down Goods to Black Banks Reception Sidings
- Down Goods to Down Main (connection furthest from the signal box)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

DARLINGTON SOUTH — continued

The following signals have been abolished:—

- DS.4 Down Goods First Home
- DS.5 Down Goods. Second Home and associated route indicator to Down Main.
Down Main to Down Goods Draw ahead.
- Down Goods Draw ahead associated with DS.4.
- Down Goods to Black Banks Reception Sidings (ground position shunt signal)
- Down Goods Draw ahead associated with DS.5.

All the connections in Croft Yard worked from Croft Ground Frame have been disconnected and secured out of use in the normal position pending removal. All the signals in Croft Yard worked from Croft Ground Frame have been abolished.

All the connections to Black Banks Ground Frame have been disconnected and secured out of use in the normal position pending removal. All signals worked from Black Banks Ground Frame have been abolished. (51)

ALNMOUTH

All signalling onto and off the Alnwick Branch has been abolished.

The connection Alnwick Branch to Shunt Spur has been disconnected; the branch end of this connection has been secured in the reverse position pending replacement with plain line. The Shunt Spur end of this connection has been converted to handoperation and all associated signals have been abolished.

The Shunt signal, applying from Branch to Branch Platform, Down Main or Up Main has been repositioned adjacent to the end of the Down Main to Branch connection.

The Shunt signal, Branch Platform to Shunt Spur, is now at ground level, repositioned at the clearance point of the Down Main to Branch connection.

The three aspect colour light signal, together with the associated subsidiary signal applying from Branch Platform to Up Fast or Up Passenger Loop and the Shunt signal from No.3 or No.4 Sidings to Up Fast or Up Passenger Loop have been abolished. (51)

*
** BETWEEN DURHAM SOUTH AND RELLY MILL

Revised signalling has been brought into use between Durham South and Relly Mill. Full details are published in Supplementary Notice No.47A and all staff concerned must ensure that they receive a copy of this Notice. (50)

*
** ALNMOUTH

A temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains has been installed and secured out of use. The connection will only be used during engineering operations. (50)

*
** RUSWARP

The signal box has ceased to be a block post and now operates as a gate box only. (50)

*
** YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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

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
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

THIRSK

The spur at the south end of the Down Sidings has been extended by 277 yds. towards Thirsk, alongside the existing dock and provides facilities for the Military Authorities.

A cripplé siding, giving 30 yds. standage has also been provided off No.2 Down Siding.

AMENDMENTS TO SECTIONAL APPENDIX – NORTHERN AREA

PAGES 278–279

TABLE P – 2 AUTOMATIC HALF BARRIERS

Referring to the item on page ND –27 of ND47D.

CANCEL:— entry and list of crossings headed:—

“DELETE:— asterisks shown against the following”

(ie. asterisks previously shown against Warkworth, Fallodon, Snaith and Pontefract Highway, Welbury Station, Rounton Gates, Boldon and Upper Denton, still apply).

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

MO.45/NE/N.

York
3 December, 1969.

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. —”.

Gruntland S.B.
C. J.

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262

WOOLSTENHOLMES



NE/N

EASTERN REGION

No.51/52

NORTHERN AREA

(NORTHERN SECTION)

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

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

**This booklet contains notices for the TWO WEEKS ENDING
FRIDAY 2 JANUARY, 1970.**

SATURDAY 20 DECEMBER 1969

TO

FRIDAY 2 JANUARY 1970

INCLUSIVE

Trainmen 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 drivers must be on the look-out and be prepared to stop or run at reduced speed when and where handsignals 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 20 TO 22 DECEMBER – ALNMOUTH**

The facing crossover and controlling ground frame will be abolished.

A new trailing crossover will be installed in the same position and worked from the Signal Box. The shunt signal, Down Main to Down Passenger Loop will be re-positioned adjacent to the trailing end of the outlet points from the Down Passenger Loop and will apply Down Main to Up Passenger Loop, Up Fast or Down Passenger Loop. A new shunt signal will be provided between the Down and Up Fast lines adjacent to the end of the crossover from Up Fast applying Up Fast to Down Main and set back along Up Main. (3)

SUNDAY 21 DECEMBER – ALNMOUTH

The temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains will be removed and replaced by plain line. (3)

TUESDAY 23 DECEMBER – BISHOPTON LANE

The Down Reception Line and No. 2 Down Goods Line (adjacent line to Down Reception) will be abolished.

The connection, No. 2 Down Goods to Repair Siding, will be secured in the reverse position pending removal.

The connection, No. 2 Down Goods to Down Reception Line, will be secured in the normal position pending removal.

The miniature arm, Down Reception Line to No. 2 Down Goods, will be abolished.

The routes on the signal applying to No. 2 Down Goods and Down Reception line will be abolished. (3)

DETAILS OF WORK ALREADY CARRIED OUT**MONKSEATON**

The connection Down Platform to Nos. 1 and 2 Standage Sidings has been abolished.

The following signals have been abolished:—

Down Platform to Nos. 1 or 2 Standage Sidings
No.2 Standage Sidings to Down Main (2)

ALNMOUTH

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

Trailing crossover between Down and Up Main lines.
Slip connection, from above mentioned crossover, Up Main to Branch Platform.

The associated signals have been abolished. (2)

BETWEEN NORMANBY AND SOUTH BANK

No. 3 Down Goods line has been re-designated Normanby Down Siding.

The associated signals and connections at Normanby and South Bank have been re-designated accordingly. (2)

CLARENCE ROAD TO CEMETERY NORTH

Catch points have been brought into use in the Down Main line at 72 miles 73 chains. (2)

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

DARLINGTON SOUTH

The following signals have been abolished:—

DS44 Up Branch Second Home to Down Main.

DS47 Down Main or to Down Independent (Goods) Nos. 1 or 2 or Platforms 2,3 and 4 or Down Duplicate.

Position light signal, Down Independent (Goods) to Passenger Siding (siding adjacent to Down Goods).

Position light signal, shunting along Down Independent (Goods) or to Down Main.

Position light signal, shunting along Passenger Siding or to Turntable Siding.

Position light signal, shunting along Up Independent (Goods) or to Up Main.

Position light signal, shunting along Up Independent (Goods) or to No.1 Siding.

DS144 Up Main Second Home and associated route indicator to Down Branch.

Up Main to Up Independent (Goods) Draw Ahead signal associated with Up Main First Home signal No. DS151.

DS151 Up Main First Home and associated route indicator to Up Independent (Goods).

Up Independent (Goods) Draw Ahead signal or Up Independent (Goods) to Down Branch Siding.

DS154 Up Independent (Goods) Second Home to Up Independent (Goods) No.1

DN80 signal formerly acting as Darlington North Up Main Starting signal has been renumbered DS151 and is controlled by Darlington South. An associated route indicator has been provided displaying the following indications:—

B – Down Branch.

1 – Up Goods No.1

A new subsidiary signal has been provided associated with DS151 with theatre type route indications as follows:—

S – Down Branch Siding

4 – Up Goods No.4

3 – Up Goods No.3

2 – Up Goods No.2

1 – Up Goods No.1

The subsidiary signal situated immediately before the connections Up Goods No.1 to Up Goods Nos. 2,3 and 4 lines has been repositioned 185 yards further north.

The subsidiary signal situated at the signal box end of the outlet from the Passenger Siding and at the outlet from the adjacent siding has been repositioned 59 yards further south.

The subsidiary signal, mounted in the gantry, left of Down Main signal No. DS47, opposite the signal box has been positioned on the ground below its existing elevated position.

The subsidiary signal applying to facing movements No.1 Siding to Up Main or Shunting along No.1 Siding, has been repositioned 92 yards further north on No.1 siding.

DS46 Down Main signal has been fitted with a theatre type route indicator and the following indications are exhibited:—

D – Down Duplicate.

4 – Platform 4.

3 – Platform 3.

2 – Platform 2.

G – Down Goods.

A new Down Main subsidiary signal has been provided associated with DS46 signal, theatre type route indications are displayed as follows:—

D – Down Duplicate.

4 – Platform 4.

3 – Platform 3.

2 – Platform 2.

G – Down Goods.

When the subsidiary signal associated with DS46 is operated without a route indication, movements may proceed towards the next ground position light signal.

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

DS45 Down Goods signal has been renumbered DS52. A theatre type route indicator has been provided and the following indications are exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

The subsidiary signal associated with DS52 (existing No. DS45) operates in conjunction with a theatre type route indicator displaying the following indications:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- G — Down Goods.

When the subsidiary signal associated with DS52 is operated without a route indication movements may proceed towards the next ground position light signal.

DS43 Up Branch has been fitted with a theatre type route indicator and the following indications are exhibited:—

- D — Down Duplicate.
- 4 — Platform 4.
- 3 — Platform 3.
- 2 — Platform 2.
- M — Down Main.
- G — Down Goods.

A new Up Branch subsidiary signal has been provided associated with DS43, theatre type route indications are displayed as follows:—

- G — Down Goods
- D — Down Duplicate
- 4 — Platform 4
- 3 — Platform 3
- 2 — Platform 2

When the subsidiary signal associated with DS43, is operated without a route indication movements may proceed towards the next ground position light signal.

DS145 (No. 4 Platform), DS146 (No. 3 Platform), DS147 (No. 2 Platform), DS148 (No. 1 Platform) and DS149 (Up Duplicate) have been provided with a theatre type route indicator and the following indications are exhibited:—

- B — Down Branch
- M — Up Main

DS155 Up Independent (Goods) signal has been renumbered DS154. A theatre type route indicator has been provided and the following indications are exhibited:—

- B — Down Branch
- 1 — Up Goods No.1
- M — Up Main

The Up Independent (Goods) subsidiary signal associated with DS154 (existing No. DS155) works in conjunction with a theatre type route indicator displaying the following indications:—

- S — Down Branch Siding
- 4 — Up Goods 4
- 3 — Up Goods 3
- 2 — Up Goods 2
- 1 — Up Goods 1

When the subsidiary signal associated with DS154 (existing No. DS155) is operated without a route indication, movements may proceed towards the next ground position light signal. (1)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****CLARENCE ROAD AND CEMETERY NORTH**

The catch points in the Down Main at 72m. 73chs. have been brought into use. (1)

PELAW TO SOUTH SHIELDS

All the colour light signals between Pelaw and South Shields formerly prefixed with the letter 'N' for Newcastle, have been changed to 'P.W.' for Pelaw and 'H' for Harton indicating the controlling signal box. (1)

BETWEEN BISHOP AUCKLAND WEST AND BISHOP AUCKLAND NORTH

No.4 Platform line has been severed at the West End and stop blocks have been provided. The following connections have been secured in the normal position pending removal. (1)

No.4 Platform to Down Main.
Up Main to No.4 Platform.
No.4 Platform to Horse Dock.

FERRYHILL NO.3

The Down Branch Starting signal has been renewed at a reduced height as a straight post signal, 40 yards further from the signal box. (1)

**** DARLINGTON SOUTH**

The following connections have been secured out of use in the normal position pending removal.

Down Main to Down Shunting Neck No.1
Down Goods to Black Banks Reception Sidings
Down Goods to Down Main (connection furthest from the signal box)

The following signals have been abolished:—

DS.4 Down Goods First Home
DS.5 Down Goods. Second Home and associated route indicator to Down Main.
Down Main to Down Goods Draw ahead.
Down Goods Draw ahead associated with DS.4.
Down Goods to Black Banks Reception Sidings (ground position shunt signal)
Down Goods Draw ahead associated with DS.5.

All the connections in Croft Yard worked from Croft Ground Frame have been disconnected and secured out of use in the normal position pending removal. All the signals in Croft Yard worked from Croft Ground Frame have been abolished.

All the connections to Black Banks Ground Frame have been disconnected and secured out of use in the normal position pending removal. All signals worked from Black Banks Ground Frame have been abolished. (51)

**** ALNMOUTH**

All signalling onto and off the Alnwick Branch has been abolished.

The connection Alnwick Branch to Shunt Spur has been disconnected; the branch end of this connection has been secured in the reverse position pending replacement with plain line. The Shunt Spur end of this connection has been converted to handoperation and all associated signals have been abolished.

The Shunt signal, applying from Branch to Branch Platform, Down Main or Up Main has been repositioned adjacent to the end of the Down Main to Branch connection.

The Shunt signal, Branch Platform to Shunt Spur, is now at ground level, repositioned at the clearance point of the Down Main to Branch connection.

The three aspect colour light signal, together with the associated subsidiary signal applying from Branch Platform to Up Fast or Up Passenger Loop and the Shunt signal from No.3 or No.4 Sidings to Up Fast or Up Passenger Loop have been abolished. (51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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Location	Nature of Work	Duration	Commencing date
Thornaby M.P.D.	Contractor erecting and painting partition in straight shed. Machinery in use.	Until further notice	—
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—
Gateshead	Contractor demolishing former Pacific Shed. Machinery in use.	Until further notice	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

THIRSK

The spur at the south end of the Down Sidings has been extended by 277 yds. towards Thirsk, alongside the existing dock and provides facilities for the Military Authorities.

A cripple siding, giving 30 yds. standage has also been provided off No.2 Down Siding.

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

MO.45/NE/N.

York
10 December, 1969.

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. —".