

C. J.

WOOLSTENHOLMES

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

B.R.31262



**British Rail**

**NE/N**

**EASTERN REGION**

**No. 1**

**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 JANUARY**

**TO**

**FRIDAY 9 JANUARY 1970**

**INCLUSIVE**

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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.

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# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## ALNMOUTH

The facing crossover and controlling ground frame have been abolished.

A new trailing crossover has been installed in the same position and worked from the Signal Box. The shunt signal, Down Main to Down Passenger Loop has been re-positioned adjacent to the trailing end of the outlet points from the Down Passenger Loop and applies Down Main to Up Passenger Loop, Up Fast or Down Passenger Loop. A new shunt signal has been 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)

## ALNMOUTH

The temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains has been removed and replaced by plain line. (3)

## BISHOPTON LANE

The Down Reception Line and No. 2 Down Goods Line (adjacent line to Down Reception) have been abolished.

The connection, No.2 Down Goods to Repair Siding, has been secured in the reverse position pending removal.

The connection, No.2 Down Goods to Down Reception Line, has been secured in the normal position pending removal.

The miniature arm, Down Reception Line to No. 2 Down Goods, has been abolished.

The routes on the signal applying to No. 2 Down Goods and Down Reception line have been abolished. (3)

## 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)

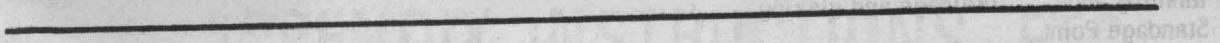
**\*\* BETWEEN BISHOP AUCKLAND WEST AND BISHOP AUCKLAND NORTH**

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)



The spot at the south end of the Down Sidings has been extended by 27' 6" towards Thrusk, signal side the existing dock and provides facilities for the Military Authorities. A chute along, within 30 yds, sidings has also been provided for Down Sidings.

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

NO. 10 (REVISED)  
23 December 1963  
York  
Receipt of this notice need not be acknowledged. If not received by the signal box advise your signaller.  
Direct by telegram as follows: "NEN 23/23/63".

Y



## 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 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.

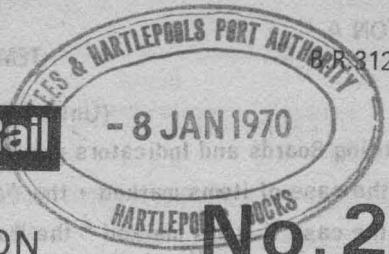
York  
22 December, 1969.

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. —".*

FOR THE INFORMATION OF RAILWAY STAFF ONLY.

*Green and Sp*



**NE/N**

**EASTERN REGION**

**No. 2**

**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 JANUARY**

**TO**

**FRIDAY 16 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 hand signals may be exhibited.

NORTHALLERTON (GORDON JUNCTION) TO GATEHEAD (JUNCTION) VIA HOLLIER  
Blackhall Rocks and  
Country Loch



## 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

## ALNMOUTH

The facing crossover and controlling ground frame have been abolished.

A new trailing crossover has been installed in the same position and worked from the Signal Box. The shunt signal, Down Main to Down Passenger Loop has been re-positioned adjacent to the trailing end of the outlet points from the Down Passenger Loop and applies Down Main to Up Passenger Loop, Up Fast or Down Passenger Loop. A new shunt signal has been 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)

## ALNMOUTH

The temporary connection, Down Main to Alnwick Branch line at 35 miles 6 chains has been removed and replaced by plain line. (3)

## BISHOPTON LANE

The Down Reception Line and No. 2 Down Goods Line (adjacent line to Down Reception) have been abolished.

The connection, No.2 Down Goods to Repair Siding, has been secured in the reverse position pending removal.

The connection, No.2 Down Goods to Down Reception Line, has been secured in the normal position pending removal.

The miniature arm, Down Reception Line to No. 2 Down Goods, has been abolished.

The routes on the signal applying to No. 2 Down Goods and Down Reception line have been abolished. (3)

## \* 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 D

## GENERAL INSTRUCTIONS AND NOTICES

## MISCELLANEOUS NOTICES

★ Denotes new or amended item.

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## ★ SAVED BY HIS SAFETY HELMET

A fitter was trapped when he straightened up after securing lifting chains during an emergency call out of the breakdown train.

His head was caught in the narrow gap between the wagon being re-railed and the locomotive, causing a lacerated wound, but his safety helmet took most of the impact which would probably have killed him if he had not been wearing it.

All breakdown gangs have been issued with heavy duty safety helmets and this incident illustrates the wisdom of always wearing a safety helmet when on breakdown work or exposed to similar risks.

(4)

**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.**

York  
30 December, 1969.

MO.45/NE/N.

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. —".





**British Rail**

C. J.

WOOLSTENHOLMES

**NE/N**

**EASTERN REGION**

**No. 3**

**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 JANUARY**

**TO**

**FRIDAY 23 JANUARY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY and SUNDAY 17 and 18 JANUARY—BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD

Pallion, Ford Works, Ogdens Lane and Deptford signal boxes will be abolished. The section of line immediately in the vicinity of the junction at Pallion will become a Shunting Area and the sections of line between Pallion and Ford Works and between Pallion and Deptford will become two separate single lines worked in accordance with the One Train Working Regulations.

The following signalling and permanent way alterations will take place:—

**Ford Works**

All signals will be abolished.

The Up line from Pallion will be used as the single line to a point 400 yards Pallion side of Ford Works signal box where it will be slewed into the Down line.

The Down Goods Loop and Short End Siding will be designated Reception line and the connection from the new single line to the Reception line will be worked from a single lever Ground Frame released by Annetts Key attached to the train staff.

An illuminated notice board worded STOP FOR ORDERS will be provided 15 yards on the Pallion side of the Ground Frame points.

The Down line on the signal box side of the Ground Frame points will be designated Pass Bye.

The trailing crossover and the Reception line end of the Reception to Pass Bye (former Up line) connection will be secured in the reverse position pending replacement by plain line. The connections from the Reception into No.1 and No.2 Paper Mills, the Quarry Siding connections and the Pass Bye end of the Reception line to Pass Bye connection will be converted to hand operation. Buffer stops will be erected 300 yards beyond the last mentioned points.

**Pallion**

All signals will be abolished with the exception of those protecting Diamond Hall Ground Frame points which will be controlled, in future, by the Ground Frame.

The Down Branch to Deptford will become a Single line and the connections to and from the Up Branch will be abolished.

The Up line to Ford Works will become a Single line.

The Pallion signal box end of the trailing Main to Main crossover and the trap points in the Deptford single line will be secured in the reverse position pending replacement by plain line.

The Ford Works end of the trailing Main to Main crossover, the connection giving access to the Deptford Single line and the connection to the Goods Yard will be converted to hand operation.

The following illuminated notice boards will be provided:—

On the Ford Works Single line 200 yards beyond the hand points and on the Deptford Single line adjacent to the former Trap points worded START OF ONE TRAIN WORKING facing movements from Pallion and STOP FOR ORDERS, END OF ONE TRAIN WORKING facing movements from Ford Works or Deptford.

On the Up line from Hendon and at the exit from the Goods Yard worded STOP FOR ORDERS.

The Double line to Hendon will continue to be worked in accordance with the No Block Regulations and a telephone, communicating with Hendon signal box, will be provided in Pallion Yard Office.

**Ogdens Lane**

A new two lever Ground Frame will be provided on the Pallion side of the level crossing and will control the protecting signals for the level crossing which were formerly worked from the signal box. All other signals will be abolished.

The connection into Droxfords Siding will be converted to hand operation.

The level crossing gates will be padlocked across the railway and worked by the train crew, the key will be attached to the train staff.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY and SUNDAY 17 and 18 JANUARY—BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD – continued****Deptford**

All the signals will be abolished and the Down line from Pallion will be used as the Single line to a point immediately on the signal box side of National Galvanisers Ground Frame where it will be slewed into the Up line. The buffer stops end of the trailing Main to Main crossover and the connections to the Coal Depot will be secured in the reverse position pending replacement by plain line. The Pallion end of the trailing Main to Main crossover will be converted to hand operation.

National Galvanisers Ground Frame will be released by the Annetts Key attached to the train staff.

The crossover in the Coal Depot will be retained and converted to hand operation and buffer stops will be provided approximately 70 yards beyond this point. (6)

**SUNDAY 18 JANUARY—CAMBOIS**

The connections to and from Cambois Colliery lines together with the associated signals will be abolished.

The Down Main Calling-On signal (mounted below the Down Main Second Home signal), situated 136 yards before reaching the signal box, will be abolished. (6)

**MONDAY 19 JANUARY: YORK YARD SOUTH AND NORTH**

The hand worked connections to No.4 Down Independent line between the former Down Yard signal box and York Yard North will be spiked out of use pending removal. (6)

**DETAILS OF WORK ALREADY CARRIED OUT****ALNMOUTH**

The facing crossover and controlling ground frame have been abolished.

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**ALNMOUTH**

The temporary connection, Down Main to Alwick Branch line at 35 miles 6 chains has been removed and replaced by plain line. (3)

**BISHOPTON LANE**

The Down Reception Line and No. 2 Down Goods Line (adjacent line to Down Reception) have been abolished.

The connection, No.2 Down Goods to Repair Siding, has been secured in the reverse position pending removal.

The connection, No.2 Down Goods to Down Reception Line, has been secured in the normal position pending removal.

The miniature arm, Down Reception Line to No. 2 Down Goods, has been abolished.

The routes on the signal applying to No. 2 Down Goods and Down Reception line have been abolished. (3)

## GENERAL INSTRUCTIONS AND NOTICES

## MISCELLANEOUS NOTICES

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## SAVED BY HIS SAFETY HELMET

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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  
7 January, 1970.

F.J. BURGE  
Movements Manager.

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FOR THE INFORMATION OF RAILWAY STAFF ONLY.

*Greenland 13.*  
C. J.  
WOOLSTENHOLMES

B.R.31262



**British Rail**

**NE/N**

EASTERN REGION

**No. 4**

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 JANUARY**

TO

**FRIDAY 30 JANUARY 1970**

INCLUSIVE

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

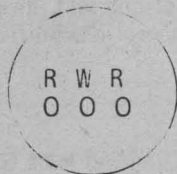
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## DETAILS OF WORK REFERRED TO IN SECTION B

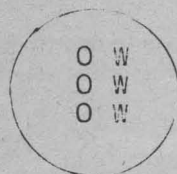
## SUNDAY 25 JANUARY : PELAW (JARROW, SHELL MEX SIDINGS)

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 in charge will operate the new signal to "STOP IMMEDIATELY" and the Driver must be prepared to act accordingly. (7)

## DETAILS OF WORK ALREADY CARRIED OUT

## SALTBURN WEST

The trailing main to main crossover between 27m. 11chs. and 27m. 13chs. has been abolished and replaced by a new facing main to main crossover between 27m. 11chs. and 27m. 13chs. which is being hand-worked until further notice.

The Engine line connected to Saltburn West, has been cut and stop blocked, 30 yards from the branch connection. (New item) (6)

## BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD

Pallion, Ford Works, Ogdens Lane and Deptford signal boxes have been abolished. The section of line immediately in the vicinity of the junction at Pallion has become a Shunting Area and the sections of line between Pallion and Ford Works and between Pallion and Deptford have become two separate single lines worked in accordance with the One Train Working Regulations.

The following signalling and permanent way alterations have taken place:—

## Ford Works

All signals have been abolished.

The Up line from Pallion is now used as the single line to a point 400 yards Pallion side of Ford Works signal box where it is slewed into the Down line.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD—continued****Ford Works—continued**

The Down Goods Loop and Short End Siding have been designated Reception line and the connection from the new single line to the Reception line is worked from a single lever Ground Frame released by Annetts Key attached to the train staff.

An illuminated notice board worded STOP FOR ORDERS has been provided 15 yards on the Pallion side of the Ground Frame points.

The Down line on the signal box side of the Ground Frame points has been designated Pass Bye.

The trailing crossover and the Reception line end of the Reception to Pass Bye (former Up line) connection have been secured in the reverse position pending replacement by plain line. The connections from the Reception into No.1 and No.2 Paper Mills, the Quarry Siding connections and the Pass Bye end of the Reception line to Pass Bye connection have been converted to hand operation. Buffer stops have been erected 300 yards beyond the last mentioned points.

**Pallion**

All signals have been abolished with the exception of those protecting Diamond Hall Ground Frame points which is now controlled, by the Ground Frame.

The Down Branch to Deptford has become a Single line and the connections to and from the Up Branch have been abolished.

The Up line to Ford Works, has become a Single line.

The Pallion signal box end of the trailing Main to Main crossover and the trap points in the Deptford single line have been secured in the reverse position pending replacement by plain line.

The Ford Works end of the trailing Main to Main crossover, the connection giving access to the Deptford Single line and the connection to the Goods Yard have been converted to hand operation.

The following illuminated notice boards have been provided:—

On the Ford Works Single line 200 yards beyond the hand points and on the Deptford Single line adjacent to the former Trap points worded START OF ONE TRAIN WORKING facing movements from Pallion and STOP FOR ORDERS, END OF ONE TRAIN WORKING facing movements from Ford Works or Deptford.

On the Up line from Hendon and at the exit from the Goods Yard worded STOP FOR ORDERS.

The double line to Hendon will continue to be worked in accordance with the No Block Regulations and a telephone, communicating with Hendon signal box, has been provided in Pallion Yard Office.

**Ogdens Lane**

A new two lever Ground Frame has been provided on the Pallion side of the level crossing and controls the protecting signals for the level crossing which were formerly worked from the signal box. All other signals have been abolished.

The connection into Droxfords Siding has been converted to hand operation.

The level crossing gates are now padlocked across the railway and worked by the train crew, the key is attached to the train staff.

**Deptford**

All the signals have been abolished and the Down line from Pallion is now used as the Single line to a point immediately on the signal box side of National Galvanisers Ground Frame where it is slewed into the Up line. The buffer stops end of the trailing Main to Main crossover and the connections to the Coal Depot have been secured in the reverse position pending replacement by plain line. The Pallion end of the trailing Main to Main crossover has been converted to hand operation.

National Galvanisers Ground Frame is released by the Annetts Key attached to the train staff.

The crossover in the Coal Depot is retained and converted to hand operation and buffer stops have been provided approximately 70 yards beyond this point.

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

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

**CAMBOIS**

The connections to and from Cambois Colliery lines together with the associated signals have been abolished.

The Down Main Calling-On signal (mounted below the Down Main Second Home signal), situated 136 yards before reaching the signal box, has been abolished. (6)

**YORK YARD SOUTH AND NORTH**

The hand worked connections to No.4 Down Independent line between the former Down Yard signal box and York Yard North have been spiked out of use pending removal. (6)

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## 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.

\*\*\* SAVED BY HIS SAFETY HELMET

A fitter was trapped when he straightened up after securing lifting chains during an emergency call out of the breakdown train.

His head was caught in the narrow gap between the wagon being re-railed and the locomotive, causing a lacerated wound, but his safety helmet took most of the impact which would probably have killed him if he had not been wearing it.

All breakdown gangs have been issued with heavy duty safety helmets and this incident illustrates the wisdom of always wearing a safety helmet when on breakdown work or exposed to similar risks.

(4)

**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	—
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  
14 January, 1970

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. —"*

*Passo Guards*  
FOR THE INFORMATION OF RAILWAY STAFF ONLY.

C. J.

B.R.31262

WOOLSTENHOLMES



**British Rail**

**NE/N**

**EASTERN REGION**

**No. 5**

**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 31 JANUARY**

**TO**

**FRIDAY 6 FEBRUARY 1970**

**INCLUSIVE**

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 FEBRUARY – WOODHORN COLLIERY

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

- Trailing crossover between Down and Up lines.
- Facing connection Down line to Up line.

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

- Colliery trap points.
- Colliery Siding.

The following signals will be abolished:—

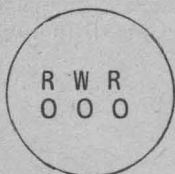
- Setting back Up to Down line or Colliery.
- Down line to Colliery Siding.
- Down line or to Colliery Siding.
- Outlet signal for Woodhorn Colliery to Up line.
- Up Home.
- Up Distant.

(8)

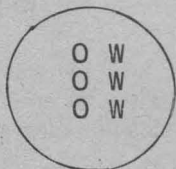
DETAILS OF WORK ALREADY CARRIED OUT

PELAW (JARROW, SHELL MEX SIDINGS)

A double-sided Special Position Light signal has been 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 are as follows:—



STOP IMMEDIATELY



SET BACK SLOWLY TOWARDS OIL DEPOT  
R = Red. W = White

The new signal exhibits no aspect normally and is 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 are situated adjacent to the hand points which give 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 in charge will operate the new signal to "STOP IMMEDIATELY" and the Driver must be prepared to act accordingly.

(7)



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

**SALTBURN WEST**

The trailing main to main crossover between 27m. 11chs. and 27m. 13chs. has been abolished and replaced by a new facing main to main crossover between 27m. 11chs. and 27m. 13chs. which is being hand-worked until further notice.

The Engine line connected to Saltburn West, has been cut and stop blocked, 30 yards from the branch connection. (6)

**BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD**

Pallion, Ford Works, Ogdens Lane and Deptford signal boxes have been abolished. The section of line immediately in the vicinity of the junction at Pallion has become a Shunting Area and the sections of line between Pallion and Ford Works and between Pallion and Deptford have become two separate single lines worked in accordance with the One Train Working Regulations.

The following signalling and permanent way alterations have taken place:—

**Ford Works**

All signals have been abolished.

The Up line from Pallion is now used as the single line to a point 400 yards Pallion side of Ford Works signal box where it is slewed into the Down line.

The Down Goods Loop and Short End Siding have been designated Reception line and the connection from the new single line to the Reception line is worked from a single lever Ground Frame released by Annetts Key attached to the train staff.

An illuminated notice board worded STOP FOR ORDERS has been provided 15 yards on the Pallion side of the Ground Frame points.

The Down line on the signal box side of the Ground Frame points has been designated Pass Bye.

The trailing crossover and the Reception line end of the Reception to Pass Bye (former Up line) connection have been secured in the reverse position pending replacement by plain line. The connections from the Reception into No.1 and No.2 Paper Mills, the Quarry Siding connections and the Pass Bye end of the Reception line to Pass Bye connection have been converted to hand operation. Buffer stops have been erected 300 yards beyond the last mentioned points.

**Pallion**

All signals have been abolished with the exception of those protecting Diamond Hall Ground Frame points which is now controlled, by the Ground Frame.

The Down Branch to Deptford has become a Single line and the connections to and from the Up Branch have been abolished.

The Up line to Ford Works has become a Single line.

The Pallion signal box end of the trailing Main to Main crossover and the trap points in the Deptford single line have been secured in the reverse position pending replacement by plain line.

The Ford Works end of the trailing Main to Main crossover, the connection giving access to the Deptford Single line and the connection to the Goods Yard have been converted to hand operation.

The following illuminated notice boards have been provided:—

On the Ford Works Single line 200 yards beyond the hand points and on the Deptford Single line adjacent to the former Trap points worded START OF ONE TRAIN WORKING facing movements from Pallion and STOP FOR ORDERS, END OF ONE TRAIN WORKING facing movements from Ford Works or Deptford.

On the Up line from Hendon and at the exit from the Goods Yard worded STOP FOR ORDERS.

The double line to Hendon will continue to be worked in accordance with the No Block Regulations and a telephone, communicating with Hendon signal box, has been provided in Pallion Yard Office.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD—continued****Ogdens Lane**

A new two lever Ground Frame has been provided on the Pallion side of the level crossing and controls the protecting signals for the level crossing which were formerly worked from the signal box. All other signals have been abolished.

The connection into Droxfords Siding has been converted to hand operation.

The level crossing gates are now padlocked across the railway and worked by the train crew, the key is attached to the train staff.

**Deptford**

All the signals have been abolished and the Down line from Pallion is now used as the Single line to a point immediately on the signal box side of National Galvanisers Ground Frame where it is slewed into the Up line. The buffer stops end of the trailing Main to Main crossover and the connections to the Coal Depot have been secured in the reverse position pending replacement by plain line. The Pallion end of the trailing Main to Main crossover has been converted to hand operation.

National Galvanisers Ground Frame is released by the Annetts Key attached to the train staff.

The crossover in the Coal Depot is retained and converted to hand operation and buffer stops have been provided approximately 70 yards beyond this point. (6)

**CAMBOIS**

The connections to and from Cambois Colliery lines together with the associated signals have been abolished.

The Down Main Calling-On signal (mounted below the Down Main Second Home signal), situated 136 yards before reaching the signal box, has been abolished. (6)

**YORK YARD SOUTH AND NORTH**

The hand worked connections to No.4 Down Independent line between the former Down Yard signal box and York Yard North have been spiked out of use pending removal. (6)

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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.

**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	—
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  
21 January, 1970

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. —".*





**British Rail**

**NE/N**

**EASTERN REGION**

**No. 6**

**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 FEBRUARY**

**TO**

**FRIDAY 13 FEBRUARY 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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY 7 FEBRUARY – CLIFF HOUSE AND STRANTON

Stranton Down Main Distant will be renewed as a two aspect colour light signal, 640 yards further from the signal box. The distance between Stranton Down Main Distant and the Down Main Home will be 1,100 yards.

No. 1 Down West Siding line will be abolished.

All signals between Cliff House and Stranton formerly worked from Newburn signal box will be abolished. (9)

## SUNDAY 8 FEBRUARY – BETWEEN LONGBECK, SALTBURN AND CRAG HALL.

During the period of this work, the signal boxes at Saltburn West, Saltburn Station and Crag Hall will be abolished. Following upon extensive track remodelling, the majority of the existing semaphore signals will be replaced by colour light signals, with full track circuiting between Longbeck and Saltburn Station. The new signalling will be controlled from Longbeck signal box.

The Up Main line between Saltburn West and Saltburn Station will in future be worked in both directions.

The Branch Single line between Saltburn West and Crag Hall will in future be worked in accordance with the 'One Train Working' regulations without train staff.

## PERMANENT WAY ALTERATIONS

## Saltburn West

A new facing crossover between Down and Up Main lines will be brought into use.

The Down Main line between Saltburn West and Saltburn Station will cease to be a running line, and will become part of the Down sidings known as No. 2 siding. Trap points will be provided on No. 2 Siding clear of the new facing crossover at Saltburn West.

## Saltburn Station

A new connection between Down Sidings and Main Single line will be brought into use.

The lines and connections to Platform Nos. 1 and 2 will be abandoned. Platform Nos. 3 and 4 will be retained in use, and will in future be known as Platform Nos. 1 and 2 respectively.

## Goods Yard

A new connection between Goods Yard and Main Single line will be brought into use.

## GROUND FRAMES

## Down Siding Ground Frame No. 1

A new 1 lever ground frame will be brought into use, released by Longbeck signal box, controlling the facing trap points in No. 2 Down Siding for movements towards the Down Main line. A telephone communicating with Longbeck signal box will be provided.

## Down Siding Ground Frame No. 2

A new 2 lever ground frame will be brought into use, released by Longbeck signal box, controlling the new connection between the Down Sidings and the Main Single line. A telephone will be provided communicating with Longbeck signal box.

## Goods Yard Ground Frame

A new 2 lever ground frame will be brought into use, released by Longbeck signal box, controlling the new connection between Goods Yard and Main Single line. A telephone will be provided communicating with Longbeck signal box.

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

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

**SUNDAY 8 FEBRUARY—BETWEEN LONGBECK, SALTBURN AND CRAG HALL—continued**

**CATCH POINTS**

Catch points will be provided as follows:—

Line	Position	Gradient Rising
Down Main	800 yds. before reaching L6 signal	1 in 95
Down Main	840 yds. before reaching L216 signal	1 in 95

**SHUNTING LIMITS**

A 'Limit of Shunt' indicator will be provided for setting back movements to the Down Main line, at a distance of 440 yards from L215 signal.

**DESCRIPTION OF RUNNING SIGNALS**

No.	Location and/or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction</b>				
—	Down Main Distant	Semaphore	—	L6
L6	Down Main Home 1 (Longbeck)	M	—	L216
L216	Down Main Home 2 (Marske)	M	—	L215
L215	Down Main Home 3 (Saltburn West)	M	'1'	Platform No.1 Saltburn
		M	'2'	Platform No.2 Saltburn
		M	'B'	Branch Single Line to Crag Hall
		S	'1'	Platform No.1 occupied
		S	'2'	Platform No.2 occupied
S	'S'	No.2 Down Siding		
<b>Up Direction</b>				
L211	Platform No.1 Starting (Saltburn)	M	—	L213
L212	Platform No.2 Starting (Saltburn)	M	—	L213
L213	Up Main Starting (Saltburn West)	M	—	Up Main Home (Longbeck)
—	Up Main Distant	Semaphore	—	Up Main Home (Longbeck)
—	Up Main Home (Longbeck)	Semaphore	—	Redcar Station
<b>Branch Single Line</b>				
—	Up Fixed Distant	Semaphore	—	L214
L214	Up Branch Starting (Saltburn West)	M	—	Up Main Home (Longbeck)

**TUESDAY 10 FEBRUARY—CHURCH STREET**

The Down Main Calling-on signal to Down Platform will be abolished.



SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

**WOODHORN COLLIERY**

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

- Trailing crossover between Down and Up lines.
- Facing connection Down line to Up line.

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

- Colliery trap points.
- Colliery Siding.

The following signals have been abolished:—

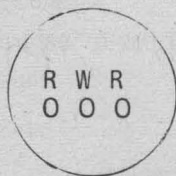
- Setting back Up to Down line or Colliery.
- Down line to Colliery Siding.
- Down line or to Colliery Siding.
- Outlet signal for Woodhorn Colliery to Up line.
- Up Home.
- Up Distant.

(8)

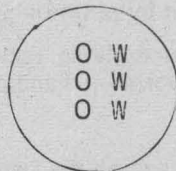
**PELAW (JARROW, SHELL MEX SIDINGS)**

A double-sided Special Position Light signal has been 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 are as follows:—



STOP IMMEDIATELY



SET BACK SLOWLY TOWARDS OIL DEPOT

R = Red. W = White

The new signal exhibits no aspect normally and is 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 are situated adjacent to the hand points which give 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 in charge will operate the new signal to "STOP IMMEDIATELY" and the Driver must be prepared to act accordingly.

(7)

**\* \* SALT BURN WEST**

The trailing main to main crossover between 27m. 11chs. and 27m. 13chs. has been abolished and replaced by a new facing main to main crossover between 27m. 11chs. and 27m. 13chs. which is being hand-worked until further notice.

The Engine line connected to Saltburn West, has been cut and stop blocked, 30 yards from the branch connection.

(6)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## \* \* BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD

Pallion, Ford Works, Ogdens Lane and Deptford signal boxes have been abolished. The section of line immediately in the vicinity of the junction at Pallion has become a Shunting Area and the sections of line between Pallion and Ford Works and between Pallion and Deptford have become two separate single lines worked in accordance with the One Train Working Regulations.

The following signalling and permanent way alterations have taken place:—

**Ford Works**

All signals have been abolished.

The Up line from Pallion is now used as the single line to a point 400 yards Pallion side of Ford Works signal box where it is slewed into the Down line.

The Down Goods Loop and Short End Siding have been designated Reception line and the connection from the new single line to the Reception line is worked from a single lever Ground Frame released by Annetts Key attached to the train staff.

An illuminated notice board worded STOP FOR ORDERS has been provided 15 yards on the Pallion side of the Ground Frame points.

The Down line on the signal box side of the Ground Frame points has been designated Pass Bye.

The trailing crossover and the Reception line end of the Reception to Pass Bye (former Up line) connection have been secured in the reverse position pending replacement by plain line. The connections from the Reception into No.1 and No.2 Paper Mills, the Quarry Siding connections and the Pass Bye end of the Reception line to Pass Bye connection have been converted to hand operation. Buffer stops have been erected 300 yards beyond the last mentioned points.

**Pallion**

All signals have been abolished with the exception of those protecting Diamond Hall Ground Frame points which is now controlled, by the Ground Frame.

The Down Branch to Deptford has become a Single line and the connections to and from the Up Branch have been abolished.

The Up line to Ford Works has become a Single line.

The Pallion signal box end of the trailing Main to Main crossover and the trap points in the Deptford single line have been secured in the reverse position pending replacement by plain line.

The Ford Works end of the trailing Main to Main crossover, the connection giving access to the Deptford Single line and the connection to the Goods Yard have been converted to hand operation.

The following illuminated notice boards have been provided:—

On the Ford Works Single line 200 yards beyond the hand points and on the Deptford Single line adjacent to the former Trap points worded START OF ONE TRAIN WORKING facing movements from Pallion and STOP FOR ORDERS, END OF ONE TRAIN WORKING facing movements from Ford Works or Deptford.

On the Up line from Hendon and at the exit from the Goods Yard worded STOP FOR ORDERS.

The double line to Hendon will continue to be worked in accordance with the No Block Regulations and a telephone, communicating with Hendon signal box, has been provided in Pallion Yard Office.

**Ogdens Lane**

A new two lever Ground Frame has been provided on the Pallion side of the level crossing and controls the protecting signals for the level crossing which were formerly worked from the signal box. All other signals have been abolished.

The connection into Droxfords Siding has been converted to hand operation.

The level crossing gates are now padlocked across the railway and worked by the train crew, the key is attached to the train staff.

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

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

**BETWEEN PALLION AND FORD WORKS AND BETWEEN PALLION AND DEPTFORD—continued**

**Deptford**

All the signals have been abolished and the Down line from Pallion is now used as the Single line to a point immediately on the signal box side of National Galvanisers Ground Frame where it is slewed into the Up line. The buffer stops end of the trailing Main to Main crossover and the connections to the Coal Depot have been secured in the reverse position pending replacement by plain line. The Pallion end of the trailing Main to Main crossover has been converted to hand operation.

National Galvanisers Ground Frame is released by the Annetts Key attached to the train staff.

The crossover in the Coal Depot is retained and converted to hand operation and buffer stops have been provided approximately 70 yards beyond this point. (6)

**\*  
\*\* CAMBOIS**

The connections to and from Cambois Colliery lines together with the associated signals have been abolished.

The Down Main Calling-On signal (mounted below the Down Main Second Home signal), situated 136 yards before reaching the signal box, has been abolished. (6)

**\*  
\*\* YORK YARD SOUTH AND NORTH**

The hand worked connections to No.4 Down Independent line between the former Down Yard signal box and York Yard North have been spiked out of use pending removal. (6)

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## 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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

## ★ALTERATIONS TO GENERAL APPENDIX

**PAGE 89** (Page 49, Supplement No.3) — Conveyance of 4 or 6-wheeled vehicles in Passenger, Empty Coaching Stock and Parcels Trains.

Clause (2) — amend to read:—

- (2) Passenger, Empty Coaching Stock or Parcels Trains conveying 4-wheeled or 6-wheeled vehicles must be restricted to the maximum speed shown below:—

	Train Conveying	Max. Speed
(a)	4-wheeled coaching vehicles with a wheelbase of over 18ft. 6-wheeled coaching vehicles (except milk tanks)	75 m.p.h.
(b)	4-wheeled coaching vehicles with a wheelbase of 18ft. or less	60 m.p.h.
(c)	6-wheeled milk tanks — Loaded	60 m.p.h.
	6-wheeled milk tanks — Empty	50 m.p.h.
(d)	Freight vehicles	Appropriate speed on wagon panel.

Guards must in all cases advise the Driver before starting the maximum speed at which the train may run. This speed must be the lowest maximum speed applicable to any vehicle on the train.

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

MO.45/NE/N.

York  
28 January, 1970

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. —".

FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

B.R.31262

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No. 7**

**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 FEBRUARY**

**TO**

**FRIDAY 20 FEBRUARY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## RYHOPE TO SILKSWORTH COLLIERY

Silksworth Colliery 6 lever ground frame has been replaced by 5 lever ground frame situated adjacent to points, 60 yards nearer to Ryhope. The nomenclature of the new ground frame is as follows:-

- No.1 signal – from Ryhope to Colliery line.
- No.2 signal – from Ryhope to Colliery sidings.
- No.4 signal – from Colliery Sidings to Ryhope
- No.5 signal – from Colliery line to Ryhope
- No.3 point – Colliery line or Colliery Sidings

(New Item) (10)

## CLIFF HOUSE AND STRANTON

Stranton Down Main Distant signal has been repositioned on the post carrying the existing Newburn Down Main Outer Home signal.

The distance between Stranton Down Main Distant and Home signals is 900 yards.

All signals between Cliff House and Stranton, formerly worked from Newburn signal box have been abolished.

(Amended Item) (9)

## BETWEEN LONGBECK, SALTBURN AND CRAG HALL.

The signal boxes at Saltburn West, Saltburn Station and Crag Hall have been abolished. Following upon extensive track remodelling, the majority of the semaphore signals have been replaced by colour light signals, with full track circuiting between Longbeck and Saltburn Station. The new signalling is controlled from Longbeck signal box.

The Up Main line between Saltburn West and Saltburn Station is now worked in both directions.

The Branch Single line between Saltburn West and Crag Hall is now worked in accordance with the 'One Train Working' regulations without train staff.

Crag Hall signal box has become a manned ground frame and continues to operate the points and signals at Crag Hall.

## PERMANENT WAY ALTERATIONS

## Saltburn West

A new facing crossover between Down and Up Main lines has been brought into use.

The Down Main line between Saltburn West and Saltburn Station has ceased to be a running line, and has become part of the Down sidings known as No. 2 siding. Trap points have been provided on No. 2 Siding clear of the new facing crossover at Saltburn West.

## Saltburn Station

A new connection between Down Sidings and Main Single line has been brought into use.

The lines and connections to Platform Nos. 1 and 2 have been abandoned. Platform Nos. 3 and 4 are retained in use, and are now known as Platform Nos. 1 and 2 respectively.

## Goods Yard

A new connection between Goods Yard and Main Single line has been brought into use.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**

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

**BETWEEN LONGBECK, SALTBURN AND CRAG HALL—continued**

**GROUND FRAMES**

**Down Siding Ground Frame No. 1**

A new 1 lever ground frame has been brought into use, released by Longbeck signal box, controlling the facing trap points in No. 2 Down Siding for movements towards the Down Main line. A telephone communicating with longbeck signal box is provided.

**Down Siding Ground Frame No. 2**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between the Down Sidings and the Main Single line. A telephone is provided communicating with Longbeck signal box.

**Goods Yard Ground Frame**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between Goods Yard and Main Single line. A telephone is provided communicating with Longbeck signal box.

**CATCH POINTS**

Catch points have been provided as follows:—

Line	Position	Gradient Rising
Down Main	800 yds. before reaching L6 signal	1 in 95
Down Main	840 yds. before reaching L216 signal	1 in 95

**SHUNTING LIMITS**

A 'Limit of Shunt' indicator has been provided for setting back movements to the Down Main line, at a distance of 440 yards from L215 signal.

**DESCRIPTION OF RUNNING SIGNALS**

No.	Location and/or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction</b>				
—	Down Main Distant	Semaphore	—	L6
L6	Down Main Home 1 (Longbeck)	M	—	L216
L216	Down Main Home 2 (Marske)	M	—	L215
L215	Down Main Home 3 (Saltburn West)	M	'1'	Platform No.1 Saltburn
		M	'2'	Platform No.2 Saltburn
		M	'B'	Branch Single Line to Crag Hall
		S	'1'	Platform No.1 occupied
		S	'2'	Platform No.2 occupied
		S	'S'	No.2 Down Siding
<b>Up Direction</b>				
L211	Platform No.1 Starting (Saltburn)	M	—	L213
L212	Platform No.2 Starting (Saltburn)	M	—	L213
L213	Up Main Starting (Saltburn West)	M	—	Up Main Home (Longbeck)
—	Up Main Distant	Semaphore	—	Up Main Home (Longbeck)
—	Up Main Home (Longbeck)	Semaphore	—	Redcar Station

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

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

**BETWEEN LONGBECK, SALTBURN AND CRAG HALL—continued**

**DESCRIPTION OF RUNNING SIGNALS—continued**

No.	Location and/or Description	Aspect M= Main S= Sub	Route or Junction Indication	Application to or towards
<b>Branch Single Line</b>				
—	Up Fixed Distant	Semaphore	—	L214
L214	Up Branch Starting (Saltburn West)	M	—	Up Main Home (Longbeck) (9)

**CHURCH STREET**

The Down Main Calling-on signal to Down Platform has been abolished. (9)

**WOODHORN COLLIERY**

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

- Trailing crossover between Down and Up lines.
- Facing connection Down line to Up line.

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

- Colliery trap points.
- Colliery Siding.

The following signals have been abolished:—

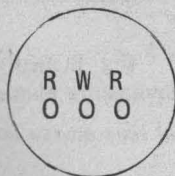
- Setting back Up to Down line or Colliery.
- Down line to Colliery Siding.
- Down line or to Colliery Siding.
- Outlet signal for Woodhorn Colliery to Up line.
- Up Home.
- Up Distant.

(8)

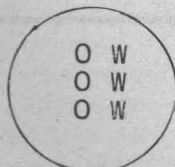
**\*\* PELAW (JARROW, SHELL MEX SIDINGS)**

A double-sided Special Position Light signal has been 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 are as follows:—



STOP IMMEDIATELY



SET BACK SLOWLY TOWARDS OIL DEPOT

R = Red. W = White

The new signal exhibits no aspect normally and is 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 are situated adjacent to the hand points which give 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 in charge will operate the new signal to "STOP IMMEDIATELY" and the Driver must be prepared to act accordingly. (7)



## 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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

★ 12 TON INSULATED FISH VANS

**Commencing forthwith**, the maximum speed of 12-ton Insulated Fish Vans must not exceed **60 miles per hour** in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to the possible use of these vehicles in Fish or Parcels Train working.

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

MO.45/NE/N.

York  
4 February, 1970

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. —"*



*Consett North*



**NE/N**

**EASTERN REGION**

**No. 8**

**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 FEBRUARY**

**TO**

**FRIDAY 27 FEBRUARY 1970**

**INCLUSIVE**

*IR BACK ✓ AN*

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 22 FEBRUARY—FOURSTONES

The signal box together with all signals and connections worked therefrom, will be abolished. (11)

## TUESDAY 24 FEBRUARY—CLIFF HOUSE—SEATON ON TEES BRANCH

A double sided notice board worded in the Up direction "Start Of One Train Working" and in the Down direction "End Of One Train Working" will be provided at the commencement of the branch single line, on the opposite side of the line to the train staff machine. (11)

## WEDNESDAY 25 FEBRUARY—REDCAR

The Up Goods Loop will be taken out of use.

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

- Up Main to Up Goods Loop
- Slip Up Main to Reception
- Down Main to Excursion Platform
- Trailing crossover between Up Main and Down Main
- Down Main to Dock

The following signals will be abolished:-

- Up Main to Up Goods Loop
- Shunting Reception to Up Main or Down Main
- Shunting, setting back along Down Main or Down Main to Up Main
- Shunting along Up Goods Loop (setting back movements)
- Shunting Dock to Down Main
- Excursion Platform to Down Main
- Down Main to Excursion Platform
- Calling-on to Up Goods Loop
- Shunting Up Main to Down Main or Reception
- Shunting Up Main
- Shunting Down Main to Dock
- Shunting Up Main to Excursion Platform

The Excursion Platform will be used in the Up direction only. (11)

## DETAILS OF WORK ALREADY CARRIED OUT

## CRAG HALL

Crag Hall signal box has been closed, the associated signals abolished, and certain points formerly controlled from the signal box have been converted to hand points.

A notice board worded "Stop-Telephone" has been provided on the Saltburn side of the connection to Reception Lines or Exchange Sidings. A telephone has been provided at the notice board communicating with the Chargemans Office. (New item) (11)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****RYHOPE TO SILKSWORTH COLLIERY**

Silksworth Colliery 6 level ground frame has been replaced by 5 lever ground frame situated adjacent to points, 60 yards nearer to Ryhope. The nomenclature of the new ground frame is as follows:—

- No. 1 signal — from Ryhope to Colliery line.
- No. 2 signal — from Ryhope to Colliery sidings.
- No. 4 signal — from Colliery Sidings to Ryhope.
- No. 5 signal — from Colliery line to Ryhope.
- No. 3 point — Colliery line or Colliery Sidings.

(10)

**CLIFF HOUSE AND STRANTON**

Stranton Down Main Distant signal has been repositioned on the post carrying the existing Newburn Down Main Outer Home signal.

The distance between Stranton Down Main Distant and Home signals is 900 yards.

All signals between Cliff House and Stranton, formerly worked from Newburn signal box have been abolished. (9)

**BETWEEN LONGBECK, SALTBURN AND CRAG HALL**

The signal boxes at Saltburn West, Saltburn Station and Crag Hall have been abolished. Following upon extensive track remodelling, the majority of the semaphore signals have been replaced by colour light signals, with full track circuiting between Longbeck and Saltburn Station. The new signalling is controlled from Longbeck signal box.

The Up Main line between Saltburn West and Saltburn Station is now worked in both directions.

The Branch Single line between Saltburn West and Crag Hall is now worked in accordance with the 'One Train Working' regulations without train staff.

Crag Hall signal box has become a manned ground frame and continues to operate the points and signals at Crag Hall.

**PERMANENT WAY ALTERATIONS****Saltburn West**

A new facing crossover between Down and Up Main lines has been brought into use.

The Down Main line between Saltburn West and Saltburn Station has ceased to be a running line, and has become part of the Down sidings known as No. 2 siding. Trap points have been provided on No. 2 Siding clear of the new facing crossover at Saltburn West.

**Saltburn Station**

A new connection between Down Sidings and Main Single line has been brought into use.

The lines and connections to Platform Nos. 1 and 2 have been abandoned. Platform Nos. 3 and 4 are retained in use, and are now known as Platform Nos. 1 and 2 respectively.

**Goods Yard**

A new connection between Goods Yard and Main Single line has been brought into use.

**GROUND FRAMES****Down Siding Ground Frame No. 1**

A new 1 lever ground frame has been brought into use, released by Longbeck signal box, controlling the facing trap points in No. 2 Down Siding for movements towards the Down Main line. A telephone communicating with Longbeck signal box is provided.

**Down Siding Ground Frame No. 2**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between the Down Sidings and the Main Single line. A telephone is provided communicating with Longbeck signal box.

**Goods Yard Ground Frame**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between Goods Yard and Main Single line. A telephone is provided communicating with Longbeck signal box.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN LONGBECK, SALTBURN AND CRAG HALL—continued****CATCH POINTS**

Catch points have been provided as follows:—

Line	Position	Gradient Rising
Down Main	800 yds. before reaching L6 signal	1 in 95
Down Main	840 yds. before reaching L216 signal	1 in 95

**SHUNTING LIMITS**

A 'Limit of Shunt' indicator has been provided for setting back movements to the Down Main line, at a distance of 440 yards from L215 signal.

**DESCRIPTION OF RUNNING SIGNALS**

No.	Location and/or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction</b>				
—	Down Main Distant	Semaphore	—	L6
L6	Down Main Home 1 (Longbeck)	M	—	L216
L216	Down Main Home 2 (Marske)	M	—	L215
L215	Down Main Home 3 (Saltburn West)	M	'1'	Platform No.1 Saltburn
		M	'2'	Platform No.2 Saltburn
		M	'B'	Branch Single Line to Crag Hall
		S	'1'	Platform No.1 occupied
		S	'2'	Platform No.2 occupied
		S	'S'	No.2 Down Siding
<b>Up Direction</b>				
L211	Platform No.1 Starting (Saltburn)	M	—	L213
L212	Platform No.2 Starting (Saltburn)	M	—	L213
L213	Up Main Starting (Saltburn West)	M	—	Up Main Home (Longbeck)
—	Up Main Distant	Semaphore	—	Up Main Home (Longbeck)
—	Up Main Home (Longbeck)	Semaphore	—	Redcar Station
<b>Branch Single Line</b>				
—	Up Fixed Distant	Semaphore	—	L214
L214	Up Branch Starting (Saltburn West)	M	—	Up Main Home (Longbeck)

(9)

**CHURCH STREET**

The Down Main Calling-on signal to Down Platform has been abolished.

(9)

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

**\* WOODHORN COLLIERY**

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

- Trailing crossover between Down and Up lines.
- Facing connection Down line to Up line.

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

- Colliery trap points.
- Colliery Siding.

The following signals have been abolished:—

- Setting back Up to Down line or Colliery.
- Down line to Colliery Siding.
- Down line or to Colliery Siding.
- Outlet signal for Woodhorn Colliery to Up line.
- Up Home.
- Up Distant.

(8)

**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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

**12 TON INSULATED FISH VANS**

**Commencing forthwith**, the maximum speed of 12-ton Insulated Fish Vans must not exceed **60 miles per hour** in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to the possible use of these vehicles in Fish or Parcels Train working.

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

York  
11 February

MO.45/NE/N

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.—".



**British Rail**

**NE/N**

**EASTERN REGION**

**No. 9**

**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 FEBRUARY**

**TO**

**FRIDAY 6 MARCH 1970**

**INCLUSIVE**

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 1 MARCH – TYNE (BIRTLEY)**

A new trailing crossover Down Fast to Up Fast will be provided between 74m. 23chs. and 74m. 27chs. (12)

**SUNDAY 1 MARCH – TYNE (OUSTON JUNCTION & LOW FELL JUNCTION)**

The trailing connection Down Fast to Birtley Up Sidings between 74m. 54chs. and 74m. 58chs. will be abolished. (12)

**SUNDAY 1 MARCH – NORTH SHIELDS, NILE STREET GOODS YARD**

Ground frame points No.15 leading to line No.71 will be secured out of use pending removal. (12)

**THURSDAY 5 MARCH – CEMETERY NORTH**

The connection Shunting line to Back Road together with the associated signalling, will be abolished. (12)

DETAILS OF WORK ALREADY CARRIED OUT

**FOURSTONES**

The signal box together with all signals and connections worked therefrom, has been abolished. (11)

**CLIFF HOUSE – SEATON ON TEES BRANCH**

A double sided notice board worded in the Up direction "Start Of One Train Working" and in the Down direction "End Of One Train Working" has been provided at the commencement of the branch single line, on the opposite side of the line to the train staff machine. (11)

**REDCAR**

The Up Goods Loop has been taken out of use.

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

- Up Main to Up Goods Loop
- Slip Up Main to Reception
- Down Main to Excursion Platform
- Trailing crossover between Up Main and Down Main
- Down Main to Dock

The following signals have been abolished:—

- Up Main to Up Goods Loop
- Shunting Reception to Up Main or Down Main
- Shunting, setting back along Down Main or Down Main to Up Main
- Shunting along Up Goods Loop (setting back movements)
- Shunting Dock to Down Main
- Excursion Platform to Down Main
- Down Main to Excursion Platform
- Calling-on to Up Goods Loop
- Shunting Up Main to Down Main or Reception
- Shunting Up Main
- Shunting Down Main to Dock
- Shunting Up Main to Excursion Platform

The Excursion Platform is being used in the Up direction only.

(11)

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

Crag Hall signal box has been closed, the associated signals abolished, and certain points formerly controlled from the signal box have been converted to hand points.

A notice board worded "Stop-Telephone" has been provided on the Saltburn side of the connection to Reception Lines or Exchange Sidings. A telephone has been provided at the notice board communicating with the Chargemans Office. (11)

**Ryhope to Silkworth Colliery**

Silkworth Colliery 6 level ground frame has been replaced by 5 lever ground frame situated adjacent to points, 60 yards nearer to Ryhope. The nomenclature of the new ground frame is as follows:—

No. 1 signal — from Ryhope to Colliery line.

No. 2 signal — from Ryhope to Colliery sidings.

No. 4 signal — from Colliery Sidings to Ryhope.

No. 5 signal — from Colliery line to Ryhope.

No. 3 point — Colliery line or Colliery Sidings. (19)

**\*\* CLIFF HOUSE AND STRANTON**

Stranton Down Main Distant signal has been repositioned on the post carrying the existing Newburn Down Main Outer Home signal.

The distance between Stranton Down Main Distant and Home signals is 900 yards.

All signals between Cliff House and Stranton, formerly worked from Newburn signal box have been abolished. (9)

**\*\* BETWEEN LONGBECK, SALTBURN AND CRAG HALL**

The signal boxes at Saltburn West, Saltburn Station and Crag Hall have been abolished. Following upon extensive track remodelling, the majority of the semaphore signals have been replaced by colour light signals, with full track circuiting between Longbeck and Saltburn Station. The new signalling is controlled from Longbeck signal box.

The Up Main line between Saltburn West and Saltburn Station is now worked in both directions.

The Branch Single line between Saltburn West and Crag Hall is now worked in accordance with the 'One Train Working' regulations without train staff.

Crag Hall signal box has become a manned ground frame and continues to operate the points and signals at Crag Hall.

**PERMANENT WAY ALTERATIONS****Saltburn West**

A new facing crossover between Down and Up Main lines has been brought into use.

The Down Main line between Saltburn West and Saltburn Station has ceased to be a running line, and has become part of the Down sidings known as No. 2 siding. Trap points have been provided on No. 2 Siding clear of the new facing crossover at Saltburn West.

**Saltburn Station**

A new connection between Down Sidings and Main Single line has been brought into use.

The lines and connections to Platform Nos. 1 and 2 have been abandoned. Platform Nos. 3 and 4 are retained in use, and are now known as Platform Nos. 1 and 2 respectively.

**Goods Yard**

A new connection between Goods Yard and Main Single line has been brought into use.

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

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

**\*\* BETWEEN LONGBECK, SALTBURN AND CRAG HALL—continued**

**GROUND FRAMES**

**Down Siding Ground Frame No. 1**

A new 1 lever ground frame has been brought into use, released by Longbeck signal box, controlling the facing trap points in No.2 Down Siding for movements towards the Down Main line. A telephone communicating with Longbeck signal box is provided.

**Down Siding Ground Frame No.2**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between the Down Sidings and the Main Single line. A telephone is provided communicating with Longbeck signal box.

**Goods Yard Ground Frame**

A new 2 lever ground frame has been brought into use, released by Longbeck signal box, controlling the new connection between Goods Yard and Main Single line. A telephone is provided communicating with Longbeck signal box.

**CATCH POINTS**

Catch points have been provided as follows:—

Line	Position	Gradient Rising
Down Main	800 yds. before reaching L6 signal	1 in 95
Down Main	840 yds. before reaching L216 signal	1 in 95

**SHUNTING LIMITS**

A 'Limit of Shunt' indicator has been provided for setting back movements to the Down Main line, at a distance of 440 yards from L215 signal.

**DESCRIPTION OF RUNNING SIGNALS**

No.	Location and/or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction</b>				
—	Down Main Distant	Semaphore	—	L6
L6	Down Main Home 1 (Longbeck)	M	—	L216
L216	Down Main Home 2 (Marske)	M	—	L215
L215	Down Main Home 3 (Saltburn West)	M	'1'	Platform No.1 Saltburn
		M	'2'	Platform No.2 Saltburn
		M	'B'	Branch Single Line to Crag Hall
		S	'1'	Platform No.1 occupied
		S	'2'	Platform No.2 occupied
S	'S'	No.2 Down Siding		
<b>Up Direction</b>				
L211	Platform No.1 Starting (Saltburn)	M	—	L213
L212	Platform No.2 Starting (Saltburn)	M	—	L213
L213	Up Main Starting (Saltburn West)	M	—	Up Main Home (Longbeck)
—	Up Main Distant	Semaphore	—	Up Main Home (Longbeck)
—	Up Main Home (Longbeck)	Semaphore	—	Redcar Station



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

**\*\* BETWEEN LONGBECK, SALTBURN AND CRAG HALL — continued**

**DESCRIPTION OF RUNNING SIGNALS—continued**

No.	Location and/or Description	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards	
<b>Branch Single Line</b>					
—	Up Fixed Distant	Semaphore	—	L214	
L214	Up Branch Starting (Saltburn West)	M	—	Up Main Home (Longbeck)	(9)

**\*\* CHURCH STREET**

The Down Main Calling-on signal to Down Platform has been abolished. (9)

GENERAL INSTRUCTIONS AND 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 GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND NO.7  
EASTERN REGION SECTIONAL APPENDIX:-NORTHERN AREA

LOCAL INSTRUCTIONS

PAGE 410 (Page ND57 ND No.7)

CRAG HALL BRANCH

ADD:-

**BROTTON GROUND FRAME**-The Ground Frame is released by an Annetts key which is kept in Longbeck Signal box. Drivers of trains which require to use the Ground Frame must bring their trains to a stand at Longbeck Signal box in order that the Annetts key may be obtained. After use the Annetts key must be returned to the Signalman at Longbeck.

MISCELLANEOUS NOTICES

★ **SUNDAY 1 MARCH-BEAL**-The Down and Up platforms of the former Beal Station have been removed. (12)

**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	-
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	-

12 TON INSULATED FISH VANS

**Commencing forthwith**, the maximum speed of 12-ton Insulated Fish Vans must not exceed **60 miles per hour** in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to the possible use of these vehicles in Fish or Parcels Train working.

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

York  
18 February 1970

MO.45/NE/N

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.10**

**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 MARCH**

**TO**

**FRIDAY 13 MARCH 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

**TYNE YARD (BIRTLEY)**

Birtley No.1 Ground Frame together with the associated signal, and connection (Down Fast to Birtley Up Sidings) have been abolished.

A new two-lever ground frame, Birtley No.1 has been provided (200 yards before reaching Up Fast signal No. 265), released from Tyne signal box. The new ground frame controls a trailing crossover between the Down and Up Fast lines.

The following route indications, formerly on Tyne Up Fast four aspect colour light signal No.145 and associated subsidiary signal, have been abolished.

Towards signal No. TY.204 Up Slow  
Towards signal No. TY.202 Up Arrival line  
Up Staging Sidings Nos. 1 to 4  
Up Departure Sidings Nos 5 and 6  
Towards Ground Position light signal TY.162 Engine line W.

TY. 145 has become an Automatic signal.

(Amended item) (12)

**NORTH SHIELDS, NILE STREET GOODS YARD**

Ground frame points No.15 leading to line No.71 have been secured out of use pending removal.

(12)

**CEMETERY NORTH**

The connection Shunting line to Back Road together with the associated signalling, has been abolished.

(12)

**FOURSTONES**

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

(11)

**CLIFF HOUSE – SEATON ON TEES BRANCH**

A double sided notice board worded in the Up direction "Start Of One Train Working" and in the Down direction "End Of One Train Working" has been provided at the commencement of the branch single line, on the opposite side of the line to the train staff machine.

(11)

**REDCAR**

The Up Goods Loop has been taken out of use.

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

Up Main to Up Goods Loop  
Slip Up Main to Reception  
Down Main to Excursion Platform  
Trailing crossover between Up Main and Down Main  
Down Main to Dock

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## REDCAR—continued

The following signals have been abolished:—

- Up Main to Up Goods Loop
- Shunting Reception to Up Main or Down Main
- Shunting, setting back along Down Main or Down Main to Up Main
- Shunting along Up Goods Loop (setting back movements)
- Shunting Dock to Down Main
- Excursion Platform to Down Main
- Down Main to Excursion Platform
- Calling-on to Up Goods Loop
- Shunting Up Main to Down Main or Reception
- Shunting Up Main
- Shunting Down Main to Dock
- Shunting Up Main to Excursion Platform

The Excursion Platform is being used in the Up direction only.

(11)

## CRAG HALL

Crag Hall signal box has been closed, the associated signals abolished, and certain points formerly controlled from the signal box have been converted to hand points.

A notice board worded "Stop-Telephone" has been provided on the Saltburn side of the connection to Reception Lines or Exchange Sidings. A telephone has been provided at the notice board communicating with the Chargemans Office.

(11)

\*  
\*\* RYHOPE TO SILKWORTH COLLIERY

Silkworth Colliery 6 level ground frame has been replaced by 5 lever ground frame situated adjacent to points, 60 yards nearer to Ryhope. The nomenclature of the new ground frame is as follows:—

- No. 1 signal — from Ryhope to Colliery line.
- No. 2 signal — from Ryhope to Colliery sidings.
- No. 4 signal — from Colliery Sidings to Ryhope.
- No. 5 signal — from Colliery line to Ryhope.
- No. 3 point — Colliery line or Colliery Sidings.

(10)



## GENERAL INSTRUCTIONS AND 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 GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND NO.7  
EASTERN REGION SECTIONAL APPENDIX:—NORTHERN AREA

## LOCAL INSTRUCTIONS

PAGE 410 (Page ND57 ND No.7)

## CRAG HALL BRANCH

## ADD:—

**BROTTON GROUND FRAME**—The Ground Frame is released by an Annetts key which is kept in Longbeck Signal box. Drivers of trains which require to use the Ground Frame must bring their trains to a stand at Longbeck Signal box in order that the Annetts key may be obtained. After use the Annetts key must be returned to the Signaller at Longbeck.

## MISCELLANEOUS NOTICES

**BEAL**—The Down and Up platforms of the former Beal Station have been removed. (12)

**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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

## 12 TON INSULATED FISH VANS

**Commencing forthwith**, the maximum speed of 12-ton Insulated Fish Vans must not exceed **60 miles per hour** in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to the possible use of these vehicles in Fish or Parcels Train working.

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

York  
25 February 1970

MO.45/NE/N

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.—".



FOR THE INFORMATION OF RAILWAY STAFF ONLY

*C. J. Woolstenholmes*

C. J.

B.R. 31262

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.11**

**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 MARCH**

**TO**

**FRIDAY 20 MARCH 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 hand signals may be exhibited.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 18 MARCH – RUSWARP

The following signals will be dispensed with:—

Down Main Starting  
Up Main Starting

(15)

## DETAILS OF WORK ALREADY CARRIED OUT

## SALTBURN STATION

The catch points in the Down Main line shown positioned 840 yards before reaching L216 signal have been positioned **900 yards** before reaching this signal. (New item) (15)

## TYNE YARD (BIRTLEY)

Birtley No.1 Ground Frame together with the associated signal, and connection (Down Fast to Birtley Up Sidings) have been abolished.

A new two-lever ground frame, Birtley No.1 has been provided (200 yards before reaching Up Fast signal No. 265), released from Tyne signal box. The new ground frame controls a trailing crossover between the Down and Up Fast lines.

The following route indications, formerly on Tyne Up Fast four aspect colour light signal No.145 and associated subsidiary signal, have been abolished.

Towards signal No.TY.204 Up Slow  
Towards signal No. TY.202 Up Arrival line  
Up Staging Sidings Nos. 1 to 4  
Up Departure Sidings Nos 5 and 6  
Towards Ground Position light signal TY.162 Engine line W.

TY. 145 has become an Automatic signal.

(12)

## NORTH SHIELDS, NILE STREET GOODS YARD

Ground frame points No.15 leading to line No.71 have been secured out of use pending removal.

(12)

## CEMETERY NORTH

The connection Shunting line to Back Road together with the associated signalling, has been abolished.

(12)

## \* \* \* FOURSTONES

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

(11)

## \* \* \* CLIFF HOUSE – SEATON ON TEES BRANCH

A double sided notice board worded in the Up direction "Start Of One Train Working" and in the Down direction "End Of One Train Working" has been provided at the commencement of the branch single line, on the opposite side of the line to the train staff machine.

(11)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

\*  
\*\* REDCAR

The Up Goods Loop has been taken out of use.

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

- Up Main to Up Goods Loop
- Slip Up Main to Reception
- Down Main to Excursion Platform
- Trailing crossover between Up Main and Down Main
- Down Main to Dock

The following signals have been abolished:—

- Up Main to Up Goods Loop
- Shunting Reception to Up Main or Down Main
- Shunting, setting back along Down Main or Down Main to Up Main
- Shunting along Up Goods Loop (setting back movements)
- Shunting Dock to Down Main
- Excursion Platform to Down Main
- Down Main to Excursion Platform
- Calling-on to Up Goods Loop
- Shunting Up Main to Down Main or Reception
- Shunting Up Main
- Shunting Down Main to Dock
- Shunting Up Main to Excursion Platform

The Excursion Platform is being used in the Up direction only.

(11)

\*  
\*\* CRAG HALL

Crag Hall signal box has been closed, the associated signals abolished, and certain points formerly controlled from the signal box have been converted to hand points.

A notice board worded "Stop-Telephone" has been provided on the Saltburn side of the connection to Reception Lines or Exchange Sidings. A telephone has been provided at the notice board communicating with the Chargemans Office.

(11)



## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

**BEAL**—The Down and Up platforms of the former Beal Station have been removed. (12)**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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

## GENERAL APPENDIX

## ★ PAGE 76 — COUPLING AND UNCOUPLING OF VEHICLES

## 3. Instanter Couplings

## 3.3 Amplified to read:—

Vehicles with Instanter Couplings can be conveyed in fitted freight trains in the same way as screw coupled vehicles, but when used in the fitted portion, the Instanter Coupling must be in the short position.

When an Instanter Coupling is opposed to a three link coupling, the Instanter Coupling must be used. When conveyed in class 7 and 8 trains, the Instanter Coupling must be placed in the short position.

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

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York  
4 March 1970

MO.45/NE/N

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.—".

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C. J.

WOOLSTENHOLMES

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262



**NE/N**

**EASTERN REGION**

**No.12**

**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 MARCH**

**TO**

**FRIDAY 27 MARCH 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 22 MARCH: FERRYHILL No.3 and No.1.**

N.E.E. Co. Siding (Line No. 126) will be reduced in length to 70 yards and a buffer stop will be erected. (16)

**TUESDAY 24 MARCH: THRISLINGTON COLLIERY BRANCH**

The two lever ground frame will be dispensed with and the points leading into the Colliery will be secured out of use pending removal. (16)

**TUESDAY 24 MARCH: HEIGHINGTON**

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

Down Main to West Siding  
Up Main to West Siding  
Up Main to East Siding

The following signals will be abolished:—

Shunting West Siding to Up Main  
Shunting Up Main to West Siding  
Up Main to East Siding  
Shunting East Siding to West Siding  
Down Main to West Siding

Nos. 1 and 2 Sidings will be abolished.

The West Ground Frame and associated points will be abolished (16)

## DETAILS OF WORK ALREADY CARRIED OUT

**RUSWARP**

The following signals have been dispensed with:—

Down Main Starting  
Up Main Starting

(15)

**SALTBURN STATION**

The catch points in the Down Main line shown positioned 840 yards before reaching L216 signal have been positioned **900 yards** before reaching this signal. (15)

**\*\* TYNE YARD (BIRTLEY)**

Birtley No.1 Ground Frame together with the associated signal, and connection (Down Fast to Birtley Up Sidings) have been abolished.

A new two-lever ground frame, Birtley No.1 has been provided (200 yards before reaching Up Fast signal No. 265), released from Tyne signal box. The new ground frame controls a trailing crossover between the Down and Up Fast lines.

The following route indications, formerly on Tyne Up Fast four aspect colour light signal No.145 and associated subsidiary signal, have been abolished.

Towards signal No. TY.204 Up Slow  
Towards signal No. TY.202 Up Arrival line  
Up Staging Sidings Nos. 1 to 4  
Up Departure Sidings Nos 5 and 6  
Towards Ground Position light signal TY.162 Engine line W.

TY. 145 has become an Automatic signal.

(12)



SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

\*\* NORTH SHIELDS, NILE STREET GOODS YARD

Ground frame points No.15 leading to line No.71 have been secured out of use pending removal.

(12)

\*\* CEMETERY NORTH

The connection Shunting line to Back Road together with the associated signalling, has been abolished.

(12)



## GENERAL INSTRUCTIONS AND 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 76 – COUPLING AND UNCOUPLING OF VEHICLES

## 3. Instanter Couplings

## 3.3 Amplified to read:—

Vehicles with Instanter Couplings can be conveyed in fitted freight trains in the same way as screw coupled vehicles, but when used in the fitted portion, the Instanter Coupling must be in the short position.

When an Instanter Coupling is opposed to a three link coupling, the Instanter Coupling must be used. When conveyed in class 7 and 8 trains, the Instanter Coupling must be placed in the short position.

## MISCELLANEOUS NOTICES

\* \* BEAL—The Down and Up platforms of the former Beal Station have been removed. (12)

**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	—
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  
11 March 1970

MO.45/NE/N

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.—".

C. J.

WOOLSTENHOLMES

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262



**NE/N**

**EASTERN REGION**

**No.  
13/14**

**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 TWO WEEKS**

**SATURDAY 28 MARCH**

**TO**

**FRIDAY 10 APRIL 1970**

**INCLUSIVE**

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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.

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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****SATURDAY 4 APRIL—REDCAR**

The connections Down Main to Excursion Platform and Excursion Platform to Up Main will be secured permanently out of use in the normal position pending removal. (17)

**SUNDAY 5 APRIL—WARDLEY**

The Down Main Starting signal will be renewed in the same position as a four aspect colour light signal. The right hand bracket signal applying Down Main to Up Main or Sidings, will be replaced by a right hand offset subsidiary signal (mounted on the new four aspect Down Main Starting signal). (17)

**SUNDAY 5 APRIL—SEDFIELD**

The signal box, together with all points and signals worked therefrom will be abolished. (17)

**WEDNESDAY 8 APRIL—GRANGETOWN**

The Down I.C.I. line between the facing I.C.I. lines crossover and Wilton Works, will be slewed into the Up I.C.I. line, which will become the Down and Up I.C.I. Single line. This line will be worked by "staff" in accordance with the "One Train Working" regulations.

The following signals will be abolished:—

- Up I.C.I. to Up Goods Distant.
- Up I.C.I. to Up Goods Calling-on
- Up I.C.I. to Up Goods Home

A new signal, will be brought into use, 150 yards further from Grangetown Signal Box, and will apply Up I.C.I. to Up Goods Home. A telephone will be provided at this signal.

A double sided notice board will be installed at the approach to the I.C.I. line and will be worded as follows:—

- "Start of One Train Working Section"
- and
- "End of One Train Working Section"

(17)

**DETAILS OF WORK ALREADY CARRIED OUT****FERRYHILL No.3 and No.1**

N.E.E. Co. Siding (Line No.126) has been reduced in length to 70 yards and a buffer stop has been erected. (16)

**THRISLINGTON COLLIERY BRANCH**

The two lever ground frame has been dispensed with and the points leading into the Colliery have been secured out of use pending removal. (16)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## HEIGHINGTON

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

Down Main to West Siding  
Up Main to West Siding  
Up Main to East Siding

The following signals have been abolished:—

Shunting West Siding to Up Main  
Shunting Up Main to West Siding  
Up Main to East Siding  
Shunting East Siding to West Siding  
Down Main to West Siding

Nos. 1 and 2 Sidings have been abolished.

The West Ground Frame and associated points have been abolished.

(16)

## RUSWARP

The following signals have been dispensed with:—

Down Main Starting  
Up Main Starting

(15)

## SALTBURN STATION

The catch points in the Down Main line shown positioned 840 yards before reaching L216 signal have been positioned **900 yards** before reaching this signal.

(15)

## SECTION D

## GENERAL INSTRUCTIONS AND 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 76 – COUPLING AND UNCOUPLING OF VEHICLES

## 3. Instanter Couplings

## 3.3 Amplified to read:—

Vehicles with Instanter Couplings can be conveyed in fitted freight trains in the same way as screw coupled vehicles, but when used in the fitted portion, the Instanter Coupling must be in the short position.

When an Instanter Coupling is opposed to a three link coupling, the Instanter Coupling must be used. When conveyed in class 7 and 8 trains, the Instanter Coupling must be placed in the short position.

## MISCELLANEOUS NOTICES

## ★ WORKING OF EMPTY 26/32 TON AIR-BRAKED HOPPER WAGONS FROM STELLA AND NORTH TEES POWER STATIONS

**Until further notice**, trains composed wholly of empty 26/32 ton Air-Braked Hopper Wagons from the above named Power Stations may be worked with the bottom doors in the 'open' position to Ferrybridge Power Station for the purpose of running the train through the mechanical lineside equipment to close the bottom doors.

The provisions of Rule 115 (a) are modified accordingly in respect of such trains.

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

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	—
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  
18 March 1970

MO.45/NE/N

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.—".



C. J.

WOOLSTENHOLMES

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262



**British Rail**

**NE/N**

**EASTERN REGION**

**No.15**

**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 APRIL**

**TO**

**FRIDAY 17 APRIL 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SATURDAY and SUNDAY 11 AND 12 APRIL—TYNE (DURHAM, NEWTON HALL)**

The Down Line between 67¼ m.p. and 68¼ m.p. will be slewed to a new alignment.

D.68 4 aspect colour light signal will be renewed 1,319 yards North of D.67 signal at the same height above rail level and same distance from running line. (18)

**SATURDAY and SUNDAY 11 and 12 APRIL—REDCAR**

The trailing connection Excursion Platform to Down Main at 22 miles 57 chains will be removed and replaced by plain line.

The existing trailing connection from the former Up Goods Loop to Up Main at 22 miles 38 chains will be converted into a trailing main to main crossover and secured out of use until Sunday 19 April.

The Down Main will be slewed between 22 miles 38 chains and 22 miles 57 chains a maximum distance of 10 feet to the south (towards the Up Main). (18)

**TUESDAY 14 APRIL—BOWESFIELD**

The connection Shunting Line to Down Main or Up Siding will be secured permanently out of use in the normal position pending removal. (18)

**MONDAY 13 APRIL—BISHOP AUCKLAND WEST**

The signal box together with all signals (with the exception of the Up Distant) worked therefrom, will be abolished. All connections will be disconnected and secured permanently out of use in the normal position pending removal. (18)

**WEDNESDAY 15 APRIL—BISHOP AUCKLAND EAST AND NORTH****Bishop Auckland East**

The Up Branch line will cease to be used pending future developments.

The connection, Up Branch to Up Main, will be secured normal.

The Down Branch line will become the Down and Up Branch.

A new set of trap points will be brought into use on the Down and Up Branch situated beyond the disc (shunt signal applying from Down and Up Branch) i.e. situated on the main lineside of the disc signal.

A notice board worded 'ONE TRAIN WORKING. NO MOVEMENTS PAST THIS BOARD WITHOUT STAFF' will be brought into use on the East End (the end nearest the main line) of No.2 platform.

A branch staff will be provided for one train working at Bishop Auckland East, worded 'Bishop Auckland East—Goods Yard'. The existing Up Distant will be abolished and Bishop Auckland West Up Distant will in future act as Bishop Auckland East Up Distant.

**Bishop Auckland North**

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

The following connections will be secured normal:—

- Up Main to No.4 Platform line.
- Up Main to Goods Siding.

The following connections will become Hand worked:—

- Down Main to No.4 Platform line.
- Both Mains crossovers.
- Down Main to Goods Siding.

A chock will be provided at the North End of No.3 Platform on the Up Main. (18)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**REDCAR**

The connections Down Main to Excursion Platform and Excursion Platform to Up Main have been secured permanently out of use in the normal position pending removal. (17)

**WARDLEY**

The Down Main Starting signal has been renewed in the same position as a four aspect colour light signal. The right hand bracket signal applying Down Main to Up Main or Sidings, has been replaced by a right hand offset subsidiary signal (mounted on the new four aspect Down Main Starting signal). (17)

**SEDGEFIELD**

The signal box, together with all points and signals worked therefrom has been abolished. (17)

**GRANGETOWN**

The Down I.C.I. line between the facing I.C.I. lines crossover and Wilton Works, has been slewed into the Up I.C.I. line, which has become the Down and Up I.C.I. Single line. This line is worked by "staff" in accordance with the "One Train Working" regulations.

The following signals have been abolished:—

- Up I.C.I. to Up Goods Distant.
- Up I.C.I. to Up Goods Calling-on
- Up I.C.I. to Up Goods Home

A new signal, has been brought into use, 150 yards further from Grangetown Signal Box, and Applies Up I.C.I. to Up Goods Home. A telephone is provided at this signal.

A double sided notice board has been installed at the approach to the I.C.I. line and is worded as follows:—

- "Start of One Train Working Section"
- and
- "End of One Train Working Section"

(17)

**FERRYHILL No.3 and No.1**

N.E.E. Co. Siding (Line No.126) has been reduced in length to 70 yards and a buffer stop has been erected. (16)

**THRISLINGTON COLLIERY BRANCH**

The two lever ground frame has been dispensed with and the points leading into the Colliery have been secured out of use pending removal. (16)

**\* \* RUSWARP**

The following signals have been dispensed with:—

- Down Main Starting
- Up Main Starting

(15)

**\* \* SALT BURN STATION**

The catch points in the Down Main line shown positioned 840 yards before reaching L216 signal have been positioned **900** yards before reaching this signal. (15)



SECTION D

GENERAL INSTRUCTIONS AND 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.

MISCELLANEOUS NOTICES

**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	—
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  
1 April 1970

MO.45/NE/N

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.16**

**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 APRIL**

**TO**

**FRIDAY 24 APRIL 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SATURDAY and SUNDAY 18 and 19 APRIL—TYNE (DURHAM, NEWTON HALL)**

The Up line between 68 miles 30 chains and 67 miles 30 chains will be slewed to a new alignment.

U67 four aspect colour light signal will be renewed 1152 yards South of U68 signal at the same height and distance from the Up line. (19)

**SATURDAY and SUNDAY 18 and 19 APRIL—REDCAR**

The connection Down Main to Reception line, will be abolished.

The following signals will be dispensed with:—

Ground Disc, Shunting Reception to Down Main

Down Main to Reception

Ground Disc, Shunting Down Main (applying to Setting back movements)

A new trailing main to main crossover together with a new signal, applying Down Main to Up Main, will be brought into use.

The Excursion Platform line will be dispensed with and the semaphore signal situated at the Tod Point end of the Down Main Platform, applying to Up Direction movements from Down Main Platform, will, in future, apply Up Direction movements from Down Main Platform to the new signal mentioned in the above paragraph. (19)

**SUNDAY 19 APRIL—CHURCH LANE GATE BOX (BETWEEN REDCAR STATION AND LONGBECK)**

A new ground disc signal applying Shunting Down Main to Reception, will be brought into use, situated between the Down and Up Main lines to the East (Longbeck) side of Church Lane Level Crossing. (19)

**MONDAY 20 APRIL—ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's No.9 signal box will be closed with all points previously worked from the box converted to hand operated and the signals dispensed with.

The lines between the Port of Tyne Authority's No.6 box and Whitehill Point will be designated as "Sidings" area, and movements in the Whitehill Point area will be under the jurisdiction of the Port of Tyne Authority's "Conductor" who will issue the necessary instructions to trainmen.

Illuminated notice boards "Stop for Instructions" have been provided to control movements from the arrival lines, the loaded sidings and the empty lines.

Telephones are also available at points adjacent to the notice boards to enable trainmen to speak to the "Conductor's" office as necessary to obtain instructions. (19)

## DETAILS OF WORK ALREADY CARRIED OUT

**BIRTLEY (TYNE).**

The trailing connection Up Fast to A.E.I. Sidings has been secured out of use pending removal. (New Item) (19)

**TYNE (DURHAM, NEWTON HALL)**

The Down Line between 67¼ m.p. and 68¼ m.p. has been slewed to a new alignment.

D.68 4 aspect colour light signal has been renewed 1,319 yards North of D.67 signal at the same height above rail level and same distance from running line. (18)



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

The trailing connection Excursion Platform to Down Main at 22 miles 57 chains has been removed and replaced by plain line.

The trailing connection from the former Up Goods Loop to Up Main at 22 miles 38 chains has been converted into a trailing main to main crossover and secured out of use until Sunday 19 April.

The Down Main has been slewed between 22 miles 38 chains and 22 miles 57 chains a maximum distance of 10 feet to the south (towards the Up Main). (18)

**BOWESFIELD**

The connection Shunting Line to Down Main or Up Siding has been secured permanently out of use in the normal position pending removal. (18)

**BISHOP AUCKLAND WEST**

The signal box together with all signals (with the exception of the Up Distant) worked therefrom, has been abolished. All connections have been disconnected and secured permanently out of use in the normal position pending removal. (18)

**BISHOP AUCKLAND EAST AND NORTH****Bishop Auckland East**

The Up Branch line has ceased to be used pending future developments.

The connection, Up Branch to Up Main, has been secured normal.

The Down Branch line has become the Down and Up Branch.

A new set of trap points have been brought into use on the Down and Up Branch situated beyond the disc (shunt signal applying from Down and Up Branch) i.e. situated on the main lineside of the disc signal.

A notice board worded 'ONE TRAIN WORKING. NO MOVEMENTS PAST THIS BOARD WITHOUT STAFF' has been brought into use on the East End (the end nearest the main line) of No. 2 platform.

A branch staff has been provided for one train working at Bishop Auckland East, worded 'Bishop Auckland East—Goods Yard'. The Up Distant has been abolished and Bishop Auckland West Up Distant now acts as Bishop Auckland East Up Distant.

**Bishop Auckland North**

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

The following connections have been secured normal:—

Up Main to No.4 Platform line.

Up Main to Goods Siding.

The following connections have become Hand worked:—

Down Main to No.4 Platform line.

Both Mains crossovers.

Down Main to Goods Siding.

A chock has been provided at the North End of No. 3 Platform on the Up Main (18)

**REDCAR**

The connections Down Main to Excursion Platform and Excursion Platform to Up Main have been secured permanently out of use in the normal position pending removal. (17)

**WARDLEY**

The Down Main Starting signal has been renewed in the same position as a four aspect colour light signal. The right hand bracket signal applying Down Main to Up Main or Sidings, has been replaced by a right hand offset subsidiary signal (mounted on the new four aspect Down Main Starting signal). (17)

**SEDGEFIELD**

The signal box, together with all points and signals worked therefrom has been abolished. (17)

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

The Down I.C.I. line between the facing I.C.I. lines crossover and Wilton Works, has been slewed into the Up I.C.I. line, which has become the Down and Up I.C.I. Single line. This line is worked by "staff" in accordance with the "One Train Working" regulations.

The following signals have been abolished:—

- Up I.C.I. to Up Goods Distant.
- Up I.C.I. to Up Goods Calling-on
- Up I.C.I. to Up Goods Home

A new signal, has been brought into use, 150 yards further from Grangetown Signal Box, and Applies Up I.C.I. to Up Goods Home. A telephone is provided at this signal.

A double sided notice board has been installed at the approach to the I.C.I. line and is worded as follows:—

- "Start of One Train Working Section"
- and
- "End of One Train Working Section"

(17)

**\*\* FERRYHILL No. 3 and No. 1**

N.E.E. Co. Siding (Line No. 126) has been reduced in length to 70 yards and a buffer stop has been erected. (16)

**\*\* THRISLINGTON COLLIERY BRANCH**

The two lever ground frame has been dispensed with and the points leading into the Colliery have been secured out of use pending removal. (16)

## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

**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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

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York  
8 April 1970

MO.45/NE/N

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.—".*

---



C.T.J.

WOOLSTENHOLMES

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262



**NE/N**

**EASTERN REGION**

**No.17**

**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 APRIL**

**TO**

**FRIDAY 1 MAY 1970**

**INCLUSIVE**

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 APRIL – WIDDRINGTON

The trailing connection Up Main to Coal Depot will be abolished. (20)

SUNDAY 26 APRIL – WOLSINGHAM

The Steel Works ground frame will be released by Key Token. The tablet instrument in the signal box will be replaced by a Key Token Instrument. (20)

SUNDAY 26 APRIL – BISHOP AUCKLAND EAST AND ETHERLEY

The Up Main line between Bishop Auckland East and Etherley will be abolished.

The Down Main line will become a Single line worked in both directions by Key Token in accordance with the Electric Token Block System.

The Single line will extend from Bishop Auckland East to Wolsingham. An Intermediate Token Instrument will be provided at Etherley groundframe.

**Bishop Auckland East**

A new connection Down and Up Main (Single) to Up Main, will be provided, situated 390 yards west (Wolsingham) side of the signal box.

The following new signals will be provided:—

Down Main Starting situated 330 yards from the signal box on the lefthand side of the Down Main.

Up Main Outer Home situated on existing bracket 392 yards west of the signal box.

The Up Distant has been renewed 1,440 yards from the Up Outer Home on the lefthand side of the Down and Up Main.

The Down Main Home together with the associated route indicator will be altered and the following will be displayed:—

Aspect	Route Indication	Application to or towards
Yellow or Green		Main
Yellow or Subsidiary	1	Platform 1
Subsidiary	G	Goods Yard (20)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE (DURHAM, NEWTON HALL)

The Up line between 68miles 30 chains and 67miles 30chains has been slewed to a new alignment.

U67 four aspect colour light signal has been renewed 1152 yards South of U68 signal at the same height and distance from the Up line. (19)

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

The connection Down Main to Reception line, has been abolished.

The following signals have been dispensed with :—

Ground Disc, Shunting Reception to Down Main

Down Main to Reception

Ground Disc, Shunting Down Main (applying to Setting back movements)

A new trailing main to main crossover together with a new signal, applying Down Main to Up Main, have been brought into use.

The Excursion Platform line has been dispensed with and the semaphore signal situated at the Tod Point end of the Down Main Platform, applying to Up Direction movements from Down Main Platform, now applies Up Direction movements from Down Main platform to the new signal mentioned in the above paragraph. (19)

**CHURCH LANE GATE BOX (BETWEEN REDCAR STATION AND LONGBECK)**

A new ground disc signal applying Shunting Down Main to Reception, has been brought into use, situated between the Down and Up Main lines to the East (Longbeck) side of Church Lane Level crossing. (19)

**ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's No.9 signal box has been closed with all points previously worked from the box converted to hand operated and the signals dispensed with.

The lines between the port of Tyne Authority's No.6 box and Whitehill Point have been designated as "Sidings" area, and movements in the Whitehill Point area will be under the jurisdiction of the Port of Tyne Authority's "Conductor" who will issue the necessary instructions to trainmen.

Illuminated notice boards "Stop for Instructions" have been provided to control movements from the arrival lines, the loaded sidings and the empty lines.

Telephones are also available at points adjacent to the notice boards to enable trainmen to speak to the "Conductor's" office as necessary to obtain instructions. (19)

**BIRTLEY (TYNE).**

The trailing connection Up Fast to A.E.I. Sidings has been secured out of use pending removal. (19)

**TYNE (DURHAM, NEWTON HALL)**

The Down Line between 67¼ m.p. and 68¼ m.p. has been slewed to a new alignment.

D.68 4 aspect colour light signal has been renewed 1,319 yards North of D.67 signal at the same height above rail level and same distance from running line. (18)

**REDCAR**

The trailing connection Excursion Platform to Down Main at 22 miles 57 chains has been removed and replaced by plain line.

The trailing connection from the former Up Goods Loop to Up Main at 22 miles 38 chains has been converted into a trailing main to main crossover.

The Down Main has been slewed between 22 miles 38 chains and 22 miles 57 chains a maximum distance of 10 feet to the south (towards the Up Main). (18)

**BOWSFIELD**

The connection Shunting Line to Down Main or Up Siding has been secured permanently out of use in the normal position pending removal. (18)



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

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BISHOP AUCKLAND WEST

The signal box together with all signals (with the exception of the Up Distant) worked therefrom, has been abolished. All connections have been disconnected and secured permanently out of use in the normal position pending removal. (18)

## BISHOP AUCKLAND EAST AND NORTH

**Bishop Auckland East**

The Up Branch line has ceased to be used pending future developments.

The connection, Up Branch to Up Main, has been secured normal.

The Down Branch line has become the Down and Up Branch.

A new set of trap points have been brought into use on the Down and Up Branch situated beyond the disc (shunt signal applying from Down and Up Branch) i.e. situated on the main lineside of the disc signal.

A notice board worded 'ONE TRAIN WORKING. NO MOVEMENTS PAST THIS BOARD WITHOUT STAFF' has been brought into use on the East End (the end nearest the main line) of No. 2 platform.

A branch staff has been provided for one train working at Bishop Auckland East, worded 'Bishop Auckland East—Goods Yard'. The Up Distant has been abolished and Bishop Auckland West Up Distant now acts as Bishop Auckland East Up Distant.

**Bishop Auckland North**

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

The following connections have been secured normal:—

Up Main to No. 4 Platform line.

Up Main to Goods Siding.

The following connections have become Hand worked:—

Down Main to No. 4 Platform line.

Both Mains crossovers.

Down Main to Goods Siding.

A chock has been provided at the North End of No. 3 Platform on the Up Main (18)

\*  
\*\* REDCAR

The connections Down Main to Excursion Platform and Excursion Platform to Up Main have been secured permanently out of use in the normal position pending removal. (17)

\*  
\*\* WARDLEY

The Down Main Starting signal has been renewed in the same position as a four aspect colour light signal. The right hand bracket signal applying Down Main to Up Main or Sidings, has been replaced by a right hand offset subsidiary signal (mounted on the new four aspect Down Main Starting signal). (17)

\*  
\*\* SEDGFIELD

The signal box, together with all points and signals worked therefrom has been abolished. (17)

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

## DETAILS OF WORK ALREADY CARRIED OUT — continued

## \*\* GRANGETOWN

The Down I.C.I. line between the facing I.C.I. lines crossover and Wilton Works, has been slewed into the Up I.C.I. line, which has become the Down and Up I.C.I. Single line. This line is worked by "staff" in accordance with the "One Train Working" regulations.

The following signals have been abolished:—

- Up I.C.I. to Up Goods Distant.
- Up I.C.I. to Up Goods Calling-on
- Up I.C.I. to Up Goods Home

A new signal, has been brought into use, 150 yards further from Grangetown Signal Box, and Applies Up I.C.I. to Up Goods Home. A telephone is provided at this signal.

A double sided notice board has been installed at the approach to the I.C.I. line and is worded as follows:—

- "Start of One Train Working Section"
- and
- "End of One Train Working Section"

(17)

## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

**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	—
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  
15 April 1970

MO.45/NE/N

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.18**

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 MAY**

**TO**

**FRIDAY 8 MAY 1970**

**INCLUSIVE**

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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.

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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****SATURDAY 2 MAY—BETWEEN FERRYHILL NO.3 AND FERRYHILL NO.2**

The Down Goods No.2 line between Ferryhill Nos.3 and 2 signal boxes will cease to be a running line.

The Ferryhill No.3 end of the points leading from Down Goods No.2 to Down Goods No.3 will be secured for through running to the Down Goods No.3 line. The following signals will be dispensed with at Ferryhill No.3 signal box:—

Down Goods to Down Goods No.2 starting.  
Shunting — Down Goods No.2 to Down Goods.

A buffer stop will be erected on the Down Goods No.2 line, 260 yards south of the bracket signal carrying Ferryhill No.2 Down Goods No.1 and No.2 home signals. (21)

**MONDAY 4 MAY—BOROUGHBRIDGE ROAD**

The trailing connection Up Main to Bibby's Siding will be secured permanently out of use pending removal. (21)

**TUESDAY 5 MAY—NEWCASTLE (MANORS JUNCTION)**

The following connections will be secured permanently out of use pending removal and the associated signals will be abolished:—

Up Reception line to Up B & T main (connections nearer to Manors Stn.)  
Down B & T Main to Down Reception line (connections nearer to Manors Station)  
Down Reception to Up Reception or Bay Platform lines.  
Up Reception to Down Reception line.  
Up B & T Main to Bay Platform lines.  
Down Reception line to Up B & T Main.  
Bay Platform lines to Down B & T Main. (21)

**DETAILS OF WORK ALREADY CARRIED OUT****WIDDRINGTON**

The trailing connection Up Main to Coal Depot has been abolished. (20)

**WOLSINGHAM**

The Steel Works ground frame is released by Key Token. The tablet instrument in the signal box has been replaced by a Key Token Instrument. (20)

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

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

**BISHOP AUCKLAND EAST AND ETHERLEY**

The Up Main line between Bishop Auchland East and Etherley has been abolished.

The Down Main line has become a Single line worked in both directions by Key Token in accordance with the Electric Token Block System.

The Single line extends from Bishop Auckland East to Wolsingham. An Intermediate Token Instrument has been provided at Etherley groundframe.

**Bishop Auckland East**

A new connection Down and Up Main (Single) to Up Main, has been provided, situated 390 yards West (Wolsingham) side of the signal box.

The following new signals have been provided:—

Down Main Starting situated 330 yards from the signal box on the lefthand side of the Down Main.

Up Main Outer Home situated on existing bracket 392 yards west of the signal box.

The Up Distant has been renewed 1,440 yards from the Up Outer Home on the lefthand side of the Down and Up Main.

The Down Main Home together with the associated route indicator have been altered and the following is displayed:—

Aspect	Route Indication	Application to or towards
Yellow or Green		Main
Yellow or Subsidiary	1	Platform 1
Subsidiary	G	Goods Yard (20)

**TYNE (DURHAM, NEWTON HALL)**

The Up line between 68miles 30 chains and 67miles 30chains has been slewed to a new alignment.

U67 four aspect colour light signal has been renewed 1152 yards South of U68 signal at the same height and distance from the Up line. (19)

**REDCAR**

The connection Down Main to Reception line, has been abolished.

The following signals have been dispensed with :—

Ground Disc, Shunting Reception to Down Main

Down Main to Reception

Ground Disc, Shunting Down Main (applying to Setting back movements)

A new trailing main to main crossover together with a new signal, applying Down Main to Up Main, have been brought into use.

The Excursion Platform line has been dispensed with and the semaphore signal situated at the Tod Point end of the Down Main Platform, applying to Up Direction movements from Down Main Platform, now applies Up Direction movements from Down Main platform to the new signal mentioned in the above paragraph. (19)

**CHURCH LANE GATE BOX (BETWEEN REDCAR STATION AND LONGBECK)**

A new ground disc signal applying Shunting Down Main to Reception, has been brought into use, situated between the Down and Up Main lines to the East (Longbeck) side of Church Lane Level crossing. (19)



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

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's No.9 signal box has been closed with all points previously worked from the box converted to hand operated and the signals dispensed with.

The lines between the port of Tyne Authority's No.6 box and Whitehill Point have been designated as "Sidings" area, and movements in the Whitehill Point area will be under the jurisdiction of the Port of Tyne Authority's "Conductor" who will issue the necessary instructions to trainmen.

Illuminated notice boards "Stop for Instructions" have been provided to control movements from the arrival lines, the loaded sidings and the empty lines.

Telephones are also available at points adjacent to the notice boards to enable trainmen to speak to the "Conductor's" office as necessary to obtain instructions. (19)

**BIRTLEY (TYNE).**

The trailing connection Up Fast to A.E.I. Sidings has been secured out of use pending removal. (19)

**\*\* TYNE (DURHAM, NEWTON HALL)**

The Down Line between 67¼ m.p. and 68¼ m.p. has been slewed to a new alignment.

D.68 4 aspect colour light signal has been renewed 1,319 yards North of D.67 signal at the same height above rail level and same distance from running line. (18)

**\*\* REDCAR**

The trailing connection Excursion Platform to Down Main at 22 miles 57 chains has been removed and replaced by plain line.

The trailing connection from the former Up Goods Loop to Up Main at 22 miles 38 chains has been converted into a trailing main to main crossover

The Down Main has been slewed between 22 miles 38 chains and 22 miles 57 chains a maximum distance of 10 feet to the south (towards the Up Main). (18)

**\*\* BOWESFIELD**

The connection Shunting Line to Down Main or Up Siding has been secured permanently out of use in the normal position pending removal. (18)

**\*\* BISHOP AUCKLAND WEST**

The signal box together with all signals (with the exception of the Up Distant) worked therefrom, has been abolished. All connections have been disconnected and secured permanently out of use in the normal position pending removal. (18)

**\*\* BISHOP AUCKLAND EAST AND NORTH****Bishop Auckland East**

The Up Branch line has ceased to be used pending future developments.

The connection, Up Branch to Up Main, has been secured normal.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****\* \* BISHOP AUCKLAND EAST AND NORTH — continued****Bishop Auckland East — continued**

The Down Branch line has become the Down and Up Branch.

A new set of trap points have been brought into use on the Down and Up Branch situated beyond the disc (shunt signal applying from Down and Up Branch) i.e. situated on the main lineside of the disc signal.

A notice board worded 'ONE TRAIN WORKING. NO MOVEMENTS PAST THIS BOARD WITHOUT STAFF' has been brought into use on the East End (the end nearest the main line) of No. 2 platform.

A branch staff has been provided for one train working at Bishop Auckland East, worded 'Bishop Auckland East—Goods Yard'. The Up Distant has been abolished and Bishop Auckland West Up Distant now acts as Bishop Auckland East Up Distant.

**Bishop Auckland North**

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

The following connections have been secured normal:—

Up Main to No.4 Platform line.

Up Main to Goods Siding.

The following connections have become Hand worked:—

Down Main to No.4 Platform line.

Both Mains crossovers.

Down Main to Goods Siding.

A chock has been provided at the North End of No. 3 Platform on the Up Main

(18)

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## SECTION D

## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

**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	—
Heaton Carriage Washing and Standage Point	Repairs to roof guttering drainage and glazing	Until further notice	—

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

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York  
22 April 1970

MO.45/NE/N

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.—".*

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**NE/N**

**EASTERN REGION**

**No.19**

**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 MAY**

**TO**

**FRIDAY 15 MAY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 10 MAY – NEWCASTLE (MANORS NORTH)**

The route indicator on Up B. & T. Main B19 signal will be abolished. (22)

**TUESDAY 12 MAY – NEWCASTLE**

The ground position light signal, Shunting Down North to No. 10 signal, will be abolished. (22)

## DETAILS OF WORK ALREADY CARRIED OUT

**ETHERLEY**

The signal box has been closed and all associated points and signals dispensed with, except the facing points, Down Main to Sidings, which are worked from a new 2 lever ground frame released by Key Token. "Shut in" facilities have been provided with a telephone communicating with Bishop Auckland East and Wolsingham (New Item) (22)

**BETWEEN FERRYHILL NO.3 AND FERRYHILL NO.2**

The Down Goods No.2 line between Ferryhill Nos. 3 and 2 signal boxes has ceased to be a running line.

The Ferryhill No.3 end of the points leading from Down Goods No.2 to Down Goods No.3 have been secured for through running to the Down Goods No.3 line. The following signals have been dispensed with at Ferryhill No.3 signal box:—

Down Goods to Down Goods No.2 starting.  
Shunting – Down Goods No.2 to Down Goods.

A buffer stop has been erected on the Down Goods No.2 line, 260 yards south of the bracket signal carrying Ferryhill No.2 Down Goods No.1 and No.2 home signals. (21)

**BOROUGHBRIDGE ROAD**

The trailing connection Up Main to Bibby's Siding has been secured permanently out of use pending removal. (21)

**NEWCASTLE (MANORS JUNCTION)**

The following connections have been secured permanently out of use pending removal and the associated signals abolished:—

Up Reception line to Up B & T main (connections nearer to Manors Stn.)  
Down B & T Main to Down Reception line (connections nearer to Manors Station)  
Down Reception to Up Reception or Bay Platform lines.  
Up Reception to Down Reception line.  
Up B & T Main to Bay Platform lines.  
Down Reception line to Up B & T Main.  
Bay Platform lines to Down B & T Main. (21)

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

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

**WIDDRINGTON**

The trailing connection Up Main to Coal Depot has been abolished. (20)

**WOLSINGHAM**

The Steel Works ground frame is released by Key Token. The tablet instrument in the signal box has been replaced by a Key Token Instrument. (20)

**BISHOP AUCKLAND EAST AND ETHERLEY**

The Up Main line between Bishop Auckland East and Etherley has been abolished.

The Down Main line has become a Single line worked in both directions by Key Token in accordance with the Electric Token Block System.

The Single line extends from Bishop Auckland East to Wolsingham. An Intermediate Token Instrument has been provided at Etherley groundframe.

**Bishop Auckland East**

A new connection Down and Up Main (Single) to Up Main, has been provided, situated 390 yards West (Wolsingham) side of the signal box.

The following new signals have been provided:-

Down Main Starting situated 330 yards from the signal box on the lefthand side of the Down Main.

Up Main Outer Home situated on existing bracket 392 yards west of the signal box.

The Up Distant has been renewed 1,440 yards from the Up Outer Home on the lefthand side of the Down and Up Main.

The Down Main Home together with the associated route indicator have been altered and the following is displayed:-

Aspect	Route Indication	Application to or towards	
Yellow or Green		Main	
Yellow or Subsidiary	1	Platform 1	
Subsidiary	G	Goods Yard	(20)

**\* TYNE (DURHAM, NEWTON HALL)**

The Up line between 68miles 30 chains and 67miles 30chains has been slewed to a new alignment.

U67 four aspect colour light signal has been renewed 1152 yards South of U68 signal at the same height and distance from the Up line. (19)

**\*\* REDCAR**

The connection Down Main to Reception line, has been abolished.

The following signals have been dispensed with :-

Ground Disc, Shunting Reception to Down Main

Down Main to Reception

Ground Disc, Shunting Down Main (applying to Setting back movements)

A new trailing main to main crossover together with a new signal, applying Down Main to Up Main, have been brought into use.

The Excursion Platform line has been dispensed with and the semaphore signal situated at the Tod Point end of the Down Main Platform, applying to Up Direction movements from Down Main Platform, now applies Up Direction movements from Down Main platform to the new signal mentioned in the above paragraph. (19)

**\*\* CHURCH LANE GATE BOX (BETWEEN REDCAR STATION AND LONGBECK)**

A new ground disc signal applying Shunting Down Main to Reception, has been brought into use, situated between the Down and Up Main lines to the East (Longbeck) side of Church Lane Level crossing. (19)



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

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

**\*\*ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's No.9 signal box has been closed with all points previously worked from the box converted to hand operated and the signals dispensed with.

The lines between the port of Tyne Authority's No.6 box and Whitehill Point have been designated as "Sidings" area, and movements in the Whitehill Point area will be under the jurisdiction of the Port of Tyne Authority's "Conductor" who will issue the necessary instructions to trainmen.

Illuminated notice boards "Stop for Instructions" have been provided to control movements from the arrival lines, the loaded sidings and the empty lines.

Telephones are also available at points adjacent to the notice boards to enable trainmen to speak to the "Conductor's" office as necessary to obtain instructions. (19)

**\*BIRTLEY (TYNE).**

The trailing connection Up Fast to A.E.I. Sidings has been secured out of use pending removal. (19)

**SECTION D**

**GENERAL INSTRUCTIONS AND 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.

**MISCELLANEOUS NOTICES**

**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	—
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  
29 April 1970

MO.45/NE/N

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.—".

FOR THE INFORMATION OF RAILWAY STAFF ONLY

CTJ:

WOOLSTENHOLMES

B.R. 31262



British Rail

**NE/N**

**EASTERN REGION**

**No.20**

**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 MAY**

**TO**

**FRIDAY 22 MAY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 17 MAY: NORTHALLERTON

The Hawes Branch line between Northallerton Station to a point adjacent to West Siding Ground Frame will be abolished.

The connection Down Main to Hawes Branch will be secured permanently out of use in the normal position pending removal.

The following signals will be dispensed with:-

N23 Hawes Branch Down Starting Signal.

N26 Hawes Branch to No. 4 Platform or Down Main.

The junction arms on Hawes Branch Up Outer Home Signal will be abolished.

The West Siding Ground Frame and the Branch Siding Ground Frame, together with all associated signals, will be abolished.

The route indication "H", on signals N61, (No. 4 platform to Up Main or Northallerton Loop) and N72 (No. 5 Platform to Up Main or Northallerton Loop), will be abolished.

The lefthand junction indicator on signal N54 (Down Main to Hawes Branch) will be abolished. (24)

## DETAILS OF WORK ALREADY CARRIED OUT

## NEWCASTLE (MANORS NORTH)

The route indicator on Up B. & T. Main B19 signal has been abolished. (23)

## NEWCASTLE

The ground position light signal, Shunting Down North to No. 10 signal, has been abolished. (23)

## ETHERLEY

The signal box has been closed and all associated points and signals dispensed with, except the facing points, Down Main to Sidings, which are worked from a new 2 lever ground frame released by Key Token. "Shut in" facilities have been provided with a telephone communicating with Bishop Auckland East and Wolsingham (22)

## BETWEEN FERRYHILL NO.3 AND FERRYHILL NO.2

The Down Goods No.2 line between Ferryhill Nos. 3 and 2 signal boxes has ceased to be a running line.

The Ferryhill No.3 end of the points leading from Down Goods No.2 to Down Goods No.3 have been secured for through running to the Down Goods No.3 line. The following signals have been dispensed with at Ferryhill No.3 signal box:-

Down Goods to Down Goods No.2 starting.

Shunting - Down Goods No.2 to Down Goods.

A buffer stop has been erected on the Down Goods No.2 line, 260 yards south of the bracket signal carrying Ferryhill No.2 Down Goods No.1 and No.2 home signals. (21)



SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**BOROUGHBRIDGE ROAD**

The trailing connection Up Main to Bibby's Siding has been secured permanently out of use pending removal. (21)

**NEWCASTLE (MANORS JUNCTION)**

The work which was programmed for Tuesday 5 May, has been postponed. (21)

**\*\* WIDDRINGTON**

The trailing connection Up Main to Coal Depot has been abolished. (20)

**\*\* WOLSINGHAM**

The Steel Works ground frame is released by Key Token. The tablet instrument in the signal box has been replaced by a Key Token Instrument. (20)

**\*\* BISHOP AUCKLAND EAST AND ETHERLEY**

The Up Main line between Bishop Auckland East and Etherley has been abolished.

The Down Main line has become a Single line worked in both directions by Key Token in accordance with the Electric Token Block System.

The Single line extends from Bishop Auckland East to Wolsingham. An Intermediate Token Instrument has been provided at Etherley groundframe.

**Bishop Auckland East**

A new connection Down and Up Main (Single) to Up Main, has been provided, situated 390 yards West (Wolsingham) side of the signal box.

The following new signals have been provided:-

Down Main Starting situated 330 yards from the signal box on the lefthand side of the Down Main.

Up Main Outer Home situated on existing bracket 392 yards west of the signal box.

The Up Distant has been renewed 1,440 yards from the Up Outer Home on the lefthand side of the Down and Up Main.

The Down Main Home together with the associated route indicator have been altered and the following is displayed:-

Aspect	Route Indication	Application to or towards	
Yellow or Green		Main	
Yellow or Subsidiary	1	Platform 1	
Subsidiary	G	Goods Yard	(20)

## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

★ **RULE 218A – PROTECTION OF ENGINEERING WORKS WHEN ENGINEER TAKES "ABSOLUTE POSSESSION" OF THE LINE (Supplement No.4 to the Rule Book)**

Until such time as the red banner flags, referred to in clauses 2.1.1. and 2.1.3 of new Rule 218A have been supplied, a red flag must be placed in the 4 foot at each set of detonators protecting an Engineers absolute possession.

**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	—
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  
6 May 1970

MO.45/NE/N

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.—".*

C. J.

FOR THE INFORMATION OF RAILWAY STAFF ONLY WOOLSTENHOLMES SR 31202



**NE/N**

**EASTERN REGION**

**No.21/22**

**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 TWO WEEKS**

**SATURDAY 23 MAY**

**TO**

**FRIDAY 5 JUNE 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 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 31 MAY—BESIDE**

The facing main to main crossover at 14m. 65chs. and trailing connection Down main to former N.C.B. Opencast siding will be abandoned and replaced by plain line. (25)

**DETAILS OF WORK ALREADY CARRIED OUT****NORTHALLERTON**

The Hawes Branch line between Northallerton Station to a point adjacent to West Siding Ground Frame has been abolished.

The connection Down Main to Hawes Branch has been secured permanently out of use in the normal position pending removal.

The following signals have been dispensed with:—

N23 Hawes Branch Down Starting Signal.

N26 Hawes Branch to No. 4 Platform or Down Main.

The junction arms on Hawes Branch Up Outer Home Signal have been abolished.

The West Siding Ground Frame and the Branch Siding Ground Frame, together with all associated signals have been abolished.

The route indication "H", on signals N61, (No.4 platform to Up Main or Northallerton Loop) and N72 (No.5 Platform to Up Main or Northallerton Loop), have been abolished.

The lefthand junction indicator on signal N54 (Down Main to Hawes Branch) has been abolished. (24)

**NEWCASTLE (MANORS NORTH)**

The route indicator on Up B. & T. Main B19 signal has been abolished. (23)

**NEWCASTLE**

The ground position light signal, Shunting Down North to No. 10 signal, has been abolished. (23)

**\*\* ETHERLEY**

The signal box has been closed and all associated points and signals dispensed with, except the facing points, Down Main to Sidings, which are worked from a new 2 lever ground frame released by Key Token. "Shut in" facilities have been provided with a telephone communicating with Bishop Auckland East and Wolsingham (22)

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

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

**\*\* BETWEEN FERRYHILL NO.3 AND FERRYHILL NO.2**

The Down Goods No.2 line between Ferryhill Nos. 3 and 2 signal boxes has ceased to be a running line.

The Ferryhill No.3 end of the points leading from Down Goods No.2 to Down Goods No.3 have been secured for through running to the Down Goods No.3 line. The following signals have been dispensed with at Ferryhill No.3 signal box:—

Down Goods to Down Goods No.2 starting.

Shunting — Down Goods No.2 to Down Goods.

A buffer stop has been erected on the Down Goods No.2 line, 260 yards south of the bracket signal carrying Ferryhill No.2 Down Goods No.1 and No.2 home signals. (21)

**\*\* BOROUGHBRIDGE ROAD**

The trailing connection Up Main to Bibby's Siding has been secured permanently out of use pending removal. (21)

**\*\* NEWCASTLE (MANORS JUNCTION)**

The work which was programmed for Tuesday 5 May, has been postponed. (21)

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## SECTION D

## GENERAL INSTRUCTIONS AND 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.

## MISCELLANEOUS NOTICES

**RULE 218A – PROTECTION OF ENGINEERING WORKS WHEN ENGINEER TAKES "ABSOLUTE POSSESSION" OF THE LINE (Supplement No.4 to the Rule Book)**

Until such time as the red banner flags, referred to in clauses 2.1.1. and 2.1.3 of new Rule 218A have been supplied, a red flag must be placed in the 4 foot at each set of detonators protecting an Engineers absolute possession.

**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	—
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  
13 MAY, 1970

MO.45/NE/N

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.—".



*Greenland S<sup>3</sup>*  
C. J.

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.23**

**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 JUNE**

**TO**

**FRIDAY 12 JUNE 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY AND SUNDAY 6 AND 7 JUNE—NORMANBY BRANCH

The former Up Main will be slewed into the former Down Main at 0 miles 19 chains.

The former Down Main will be removed between 0 miles 20 chains and 0 miles 40 chains.

The former Up Main will be removed between 0 miles 3 chains and 0 miles 17 chains.

The former trailing main to main crossover at 0 miles 40 chains will become facing points worked by spring lever.

The trailing connection from former Down Main to B.S.C. Coke Plant will be secured permanently in the Down Main to Siding position. (26)

## WEDNESDAY 10 JUNE—DARLINGTON SOUTH AND DARLINGTON NORTH

The following A.W.S. Gap Signs will be erected:—

**Darlington South**

Commencement of Gap Sign will be erected at left hand side of No.4 Platform line adjacent to Darlington South signal box (at points, No.4 Platform line to Down Duplicate.)

Termination of Gap Sign will be erected between the Down Goods West and No.4 Platform line 15 feet South of DN.30 signal (Darlington North.).

**Darlington North**

Commencement of Gap Sign will be erected between the Down Main and Wallside Siding, North end of No.1 Platform line.

Termination of Gap Sign will be erected at left hand side of Up Duplicate 8 yards South of Darlington South points, No.1 Platform to Up Duplicate. (26)

## WEDNESDAY 10 JUNE—BEDLINGTON NORTH

The Newbiggin Branch level crossing gates will be dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (26)

## DETAILS OF WORK ALREADY CARRIED OUT

## ERYHOLME

The facing connection Up Main to Down Main, Richmond Branch, at 38 miles 78 chains has been secured temporarily out of use. (New item) (26)

## BESIDE

The facing main to main crossover at 14m. 65chs. and trailing connection Down main to former N.C.B. Opencast siding have been abandoned and replaced by plain line. (25)

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

The Hawes Branch line between Northallerton Station to a point adjacent to West Siding Ground Frame has been abolished.

The connection Down Main to Hawes Branch has been secured permanently out of use in the normal position pending removal.

The following signals have been dispensed with:—

N23 Hawes Branch Down Starting Signal.

N26 Hawes Branch to No. 4 Platform or Down Main.

The junction arms on Hawes Branch Up Outer Home Signal have been abolished.

The West Siding Ground Frame and the Branch Siding Ground Frame, together with all associated signals have been abolished.

The route indication "H", on signals N61, (No. 4 platform to Up Main or Northallerton Loop) and N72 (No. 5 Platform to Up Main or Northallerton Loop), have been abolished.

The lefthand junction indicator on signal N54 (Down Main to Hawes Branch) has been abolished. (24)

**\* \* \* NEWCASTLE (MANORS NORTH)**

The route indicator on Up B. & T. Main B19 signal has been abolished. (23)

**\* \* \* NEWCASTLE**

The ground position light signal, Shunting Down North to No. 10 signal, has been abolished. (23)

**NEWCASTLE—NEWBRIDGE STREET GROUND FRAME**

The facing connection Newbridge Street Up Reception to Newbridge Street Goods Yard, No. 2 Points, has been secured out of use pending removal. (New item) (26)

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## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

**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	—
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  
27 MAY, 1970

MO.45/NE/N

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.24**

**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 JUNE**

**TO**

**FRIDAY 19 JUNE 1970**

**INCLUSIVE**

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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.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****WEDNESDAY 17 JUNE—BEDLINGTON NORTH**

Blyth and Tyne level crossing gates will be dispensed with and replaced by lifting barriers operated from Bedlington North signal box.

**DETAILS OF WORK ALREADY CARRIED OUT****CAMBOIS AND NORTH BLYTH GROUND FRAME**

The new Access line to Alcan site has also been installed. (New Item) (27)

**HEIGHINGTON**

A facing connection Down Arrival to Access and Alcan site has been installed between 2m. 70 chs. and 2m. 75 chs. The points have been secured out of use until further notice except when in use for engineering operations.

The level crossing gates have been dispensed with and replaced by manned barriers. (New Item) (27)

**NORMANBY BRANCH**

The former Up Main has been slewed into the former Down Main at 0 miles 19 chains.

The former Down Main has been removed between 0 miles 20 chains and 0 miles 40 chains.

The former Up Main has been removed between 0m. 3 chains and 0 miles 17 chains.

The former trailing main to main crossover at 0 miles 40 chains has become facing points worked by spring lever.

The trailing connection from former Down Main to B.S.C. Coke Plant has been secured permanently in the Down Main to Siding position. (26)

**DARLINGTON SOUTH AND DARLINGTON NORTH**

The following A.W.S. Gap Signs have been erected:—

**Darlington South**

Commencement of Gap Sign has been erected at left hand side of No.4 Platform line adjacent to Darlington South signal box (at points, No.4 Platform line to Down Duplicate).

Termination of Gap Sign has been erected between the Down Goods West and No.4 Platform line 15 feet South of DN.30 signal (Darlington North).

**Darlington North**

Commencement of Gap Sign has been erected between the Down Main and Wallside Siding, North end of No.1 Platform line.

Termination of Gap Sign has been erected at left hand side of Up Duplicate 8 yards South of Darlington South points, No.1 Platform to Up Duplicate. (26)



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

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

**BEDLINGTON NORTH**

The Newbiggin Branch level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (26)

**ERYHOLME**

The facing connection Up Main to Down Main, Richmond Branch, at 38 miles 78 chains has been secured temporarily out of use. (26)

**BEBSIDE**

The facing main to main crossover at 14m. 65chs. and trailing connection Down main to former N.C.B. Opencast siding have been abandoned and replaced by plain line. (25)

**NORTHALLERTON**

The Hawes Branch line between Northallerton Station to a point adjacent to West Siding Ground Frame has been abolished.

The connection Down Main to Hawes Branch has been secured permanently out of use in the normal position pending removal.

The following signals have been dispensed with:—

N23 Hawes Branch Down Starting Signal.

N26 Hawes Branch to No. 4 Platform or Down Main.

The junction arms on Hawes Branch Up Outer Home Signal have been abolished.

The West Siding Ground Frame and the Branch Siding Ground Frame, together with all associated signals have been abolished.

The route indication "H", on signals N61, (No.4 platform to Up Main or Northallerton Loop) and N72 (No.5 Platform to Up Main or Northallerton Loop), have been abolished.

The lefthand junction indicator on signal N54 (Down Main to Hawes Branch) has been abolished. (24)

**NEWCASTLE—NEWBRIDGE STREET GROUND FRAME**

The facing connection Newbridge Street Up Reception to Newbridge Street Goods Yard, No.2 Points, has been secured out of use pending removal. (26)

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## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

## ★ MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Phillips Siding ground frame) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—
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  
3 JUNE, 1970

MO.45/NE/N

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.—".*

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No. 25**

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 JUNE**

TO

**FRIDAY 26 JUNE 1970**

INCLUSIVE

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

— NIL —

## DETAILS OF WORK ALREADY CARRIED OUT

## HEIGHINGTON

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

Down Main to West Siding  
Up Main to West Siding  
Up Main to East Siding

The following signals have been abolished:—

Shunting, West Siding to Up Main.  
Shunting, Up Main to West Siding.  
Up Main to East Siding.  
Shunting, East Siding to West Siding.  
Down Main to West Siding.

The West Ground Frame and associated connections have been abolished.

(New Item) (28)

## BEDLINGTON NORTH

Blyth and Tyne level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (27)

## CAMBOIS AND NORTH BLYTH GROUND FRAME

A facing connection Down Arrival to Access and Alcan site has been installed between 2m. 70 chs. and 2m. 75 chs. The points have been secured out of use until further notice except when in use for engineering operations.

The new Access line to Alcan site has also been installed.

(27)

## HEIGHINGTON

The level crossing gates have been dispensed with and replaced by manned barriers.

(27)

## NORMANBY BRANCH

The former Up Main has been slewed into the former Down Main at 0 miles 19 chains.

The former Down Main has been removed between 0 miles 20 chains and 0 miles 40 chains.

The former Up Main has been removed between 0m. 3 chains and 0 miles 17 chains.

The former trailing main to main crossover at 0 miles 40 chains has become facing points worked by spring lever.

The trailing connection from former Down Main to B.S.C. Coke Plant has been secured permanently in the Down Main to Siding position.

(26)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DEATILS OF WORK ALREADY CARRIED OUT—continued****DARLINGTON SOUTH AND DARLINGTON NORTH**

The following A.W.S. Gap Signs have been erected:—

**Darlington South**

Commencement of Gap Sign has been erected at left hand side of No.4 Platform line adjacent to Darlington South signal box (at points, No.4 Platform line to Down Duplicate).

Termination of Gap Sign has been erected between the Down Goods West and No.4 Platform line 15 feet South of DN.30 signal (Darlington North).

**Darlington North**

Commencement of Gap Sign has been erected between the Down Main and Wallside Siding, North end of No.1 Platform line.

Termination of Gap Sign has been erected at left hand side of Up Duplicate 8 yards South of Darlington South points, No.1 Platform to Up Duplicate. (26)

**BEDLINGTON NORTH**

The Newbiggin Branch level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (26)

**ERYHOLME**

The facing connection Up Main to Down Main, Richmond Branch, at 38 miles 78 chains has been secured temporarily out of use. (26)

**\* \* BEBSIDE**

The facing main to main crossover at 14m. 65chs. and trailing connection Down main to former N.C.B. Opencast siding have been abandoned and replaced by plain line. (25)

**\* \* NORTHALLERTON**

The Hawes Branch line between Northallerton Station to a point adjacent to West Siding Ground Frame has been abolished.

The connection Down Main to Hawes Branch has been secured permanently out of use in the normal position pending removal.

The following signals have been dispensed with:—

N23 Hawes Branch Down Starting Signal.

N26 Hawes Branch to No. 4 Platform or Down Main.

The junction arms on Hawes Branch Up Outer Home Signal have been abolished.

The West Siding Ground Frame and the Branch Siding Ground Frame, together with all associated signals have been abolished.

The route indication "H", on signals N61, (No.4 platform to Up Main or Northallerton Loop) and N72 (No.5 Platform to Up Main or Northallerton Loop), have been abolished.

The lefthand junction indicator on signal N54 (Down Main to Hawes Branch) has been abolished. (24)

**NEWCASTLE—NEWBRIDGE STREET GROUND FRAME**

The facing connection Newbridge Street Up Reception to Newbridge Street Goods Yard, No.2 Points, has been secured out of use pending removal. (26)

**GENERAL INSTRUCTIONS AND 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

**MISCELLANEOUS NOTICES**

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Phillips Siding ground frame) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—
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  
10 JUNE 1970

MO.45/NE/N

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.—"*



WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.26**

**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 JUNE**

**TO**

**FRIDAY 3 JULY 1970**

**INCLUSIVE**

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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.

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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

## SATURDAY AND SUNDAY 27 AND 28 JUNE – WOODHORN AND ASHINGTON

The lines between Ashington and Ashington Colliery and Lynemouth Colliery will be worked in accordance with the 'No Block' Regulations.

**Woodhorn**

The signalbox together with all signals (with the exception of the Down Distant signal) will be abolished.

Woodhorn Colliery N.C.B. Gate Box will be provided with the following new signals:—

Two aspect colour light Down Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Two aspect colour light Up Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Up Lynemouth Colliery line Distant signal, situated 610 yards from the Up Main Home.

Woodhorn signalbox Down Main Distant will remain and, will, in future, act as the Down Main Distant for Woodhorn Colliery N.C.B. Gate Box.

**Ashington**

A new double junction will be provided between 3 miles 17 chains and 3/4 m.p. this junction will be between the Up Main and (Up) North Arrival line and (Down) North Departure line to Down Main, providing new lines to and from Ashington Colliery.

The existing Up and Down lines between Ashington signalbox and Ashington Colliery will be renamed (Up) South Departure and (Down) South Arrival, respectively.

The junction to and from Linton Colliery will be abolished.

The following new semaphore signals will be provided:—

(Down) North Departure line to Down Main, situated 110 yards from the junction trailing points. A telephone communicating with the signalbox will be provided.

(Down) North Departure line Distant, situated 526 yards from the above mentioned junction signal.

Up Main Home and Up Main to (Up) North Arrival line on a straight post and right hand bracket respectively, situated 471 yards from the signalbox.

(Up) South Departure Distant, situated 568 yards from the Home (existing (Up) South Departure Second Home).

The Down Main Starting signal will be renewed 245 yards from the signalbox (131 yards nearer the signalbox).

The Distance from the Up Main Distant to the new Up Main Home/Up Main to (Up) North Arrival line signal will be 466 yards.

The following signals will be abolished:—

Up Main Home  
(Up) South Departure First Home  
Up First Home from Linton Colliery  
Starting signals to Linton Colliery and to Ashington Colliery

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

## DETAILS OF WORK ALREADY CARRIED OUT

## HEIGHINGTON

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

- Down Main to West Siding
- Up Main to West Siding
- Up Main to East Siding

The following signals have been abolished:—

- Shunting, West Siding to Up Main.
- Shunting, Up Main to West Siding.
- Up Main to East Siding.
- Shunting, East Siding to West Siding.
- Down Main to West Siding.

The West Ground Frame and associated connections have been abolished.

(28)

## BEDLINGTON NORTH

Blyth and Tyne level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box.

(27)

## CAMBOIS AND NORTH BLYTH GROUND FRAME

A facing connection Down Arrival to Access and Alcan site has been installed between 2m. 70 chs. and 2m. 75 chs. The points have been secured out of use until further notice except when in use for engineering operations.

The new Access line to Alcan site has also been installed.

(27)

## HEIGHINGTON

The level crossing gates have been dispensed with and replaced by manned barriers.

(27)

## NORMANBY BRANCH

The former Up Main has been slewed into the former Down Main at 0 miles 19 chains.

The former Down Main has been removed between 0 miles 20 chains and 0 miles 40 chains.

The former Up Main has been removed between 0m. 3 chains and 0 miles 17 chains.

The former trailing main to main crossover at 0 miles 40 chains has become facing points worked by spring lever.

The trailing connection from former Down Main to B.S.C. Coke Plant has been secured permanently in the Down Main to Siding position.

(26)

## DARLINGTON SOUTH AND DARLINGTON NORTH

The following A.W.S. Gap Signs have been erected:—

**Darlington South**

Commencement of Gap Sign has been erected at left hand side of No.4 Platform line adjacent to Darlington South signal box (at points, No.4 Platform line to Down Duplicate).

Termination of Gap Sign has been erected between the Down Goods West and No.4 Platform line 15 feet South of DN.30 signal (Darlington North).

**Darlington North**

Commencement of Gap Sign has been erected between the Down Main and Wallside Siding, North end of No.1 Platform line.

Termination of Gap Sign has been erected at left hand side of Up Duplicate 8 yards South of Darlington South points, No.1 Platform to Up Duplicate.

(26)



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

**\* \* BEDLINGTON NORTH**

The Newbiggin Branch level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (26)

**\* \* ERYHOLME**

The facing connection Up Main to Down Main, Richmond Branch, at 38 miles 78 chains has been secured temporarily out of use. (26)

**\* \* NEWCASTLE—NEWBRIDGE STREET GROUND FRAME**

The facing connection Newbridge Street Up Reception to Newbridge Street Goods Yard, No.2 Points, has been secured out of use pending removal. (26)

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## GENERAL INSTRUCTIONS AND 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  
\*\*

## MISCELLANEOUS NOTICES

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Phillips Siding ground frame) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—
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  
17 JUNE 1970

MO.45/NE/N

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.—"*

## BRUTE WORKING



**Wrong Method**



**Right Method**

**Damage and Accidents we cannot afford  
always use the BRIDGING BOARD**



GREENLAND



British Rail

C. J.

WOOLSTENHOLME

NE/N

EASTERN REGION

No.27

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 JULY**

TO

**FRIDAY 10 JULY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 5 JULY—NORTH ORMESBY AND GUISBOROUGH JUNCTION

North Ormesby Up Home signal (with Guisborough Junction Up Distant below) will be renewed 28 yards further from the signal box. (30)

## DETAILS OF WORK ALREADY CARRIED OUT

## WOODHORN AND ASHINGTON

The lines between Ashington and Ashington Colliery and Lynemouth Colliery are now worked in accordance with the 'No Block' Regulations.

**Woodhorn**

The signal box together with all signals (with the exception of the Down Distant signal) has been abolished.

Woodhorn Colliery N.C.B. Gate Box has been provided with the following new signals:—

Two aspect colour light Down Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Two aspect colour light Up Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Up Lynemouth Colliery line Distant signal, situated 610 yards from the Up Main Home.

Woodhorn signal box Down Main Distant now acts as the Down Main Distant for Woodhorn Colliery N.C.B. Gate Box.

**Ashington**

A new double junction has been provided between 3 miles 17 chains and 3¼ m.p. this junction is between the Up Main and (Up) North Arrival line and (Down) North Departure line to Down Main, providing new lines to and from Ashington Colliery.

The existing Up and Down lines between Ashington signal box and Ashington Colliery have been renamed (Up) South Departure and (Down) South Arrival, respectively.

The junction to and from Linton Colliery has been abolished.

The following new semaphore signals have been provided:—

(Down) North Departure line to Down Main, situated 110 yards from the junction trailing points. A telephone communicating with the signal box is provided.

(Down) North Departure line Distant, situated 526 yards from the above mentioned junction signal.

Up Main Home and Up Main to (Up) North Arrival line on a straight post and right hand bracket respectively, situated 471 yards from the signalbox.

(Up) South Departure Distant, situated 568 yards from the Home (existing (Up) South Departure Second Home).

The Down Main Starting signal has been renewed 245 yards from the signal box (131 yards nearer the signal box).

The Distance from the Up Main Distant to the new Up Main Home/Up Main to (Up) North Arrival line signal is 466 yards.

The following signals have been abolished:—

Up Main Home

(Up) South Departure First Home

Up First Home from Linton Colliery

Starting signals to Linton Colliery and to Ashington Colliery

(29)

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

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

**HEIGHINGTON**

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

- Down Main to West Siding
- Up Main to West Siding
- Up Main to East Siding

The following signals have been abolished:—

- Shunting, West Siding to Up Main.
- Shunting, Up Main to West Siding.
- Up Main to East Siding.
- Shunting, East Siding to West Siding.
- Down Main to West Siding.

The West Ground Frame and associated connections have been abolished. (28)

**\*\*BEDLINGTON NORTH**

Blyth and Tyne level crossing gates have been dispensed with and replaced by lifting barriers operated from Bedlington North signal box. (27)

**\*\*CAMBOIS AND NORTH BLYTH GROUND FRAME**

A facing connection Down Arrival to Access and Alcan site has been installed between 2m. 70 chs. and 2m. 75 chs. The points have been secured out of use until further notice except when in use for engineering operations.

The new Access line to Alcan site has also been installed. (27)

**HEIGHINGTON**

The level crossing gates have been dispensed with and replaced by manned barriers. (27)

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## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

## ★ NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) ETC.

**Pontop Crossing signal box** has been destroyed by fire and until further notice will not be operative as a block post. Handsignalmen will be provided at the stop signals formerly worked from this box.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Phillips Siding ground frame) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—
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  
24 JUNE 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—".*

WOOLSTENHOLMES



British Rail

**NE/N**

**EASTERN REGION**

**No.28**

**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 JULY**

**TO**

**FRIDAY 17 JULY 1970**

**INCLUSIVE**

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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.

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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

**NORTH ORMESBY AND GUISBOROUGH JUNCTION**

North Ormesby Up Home signal (with Guisborough Junction Up Distant below) has been renewed 28 yards further from the signal box. (30)

**WOODHORN AND ASHINGTON**

The lines between Ashington and Ashington Colliery and Lynemouth Colliery are now worked in accordance with the 'No Block' Regulations.

**Woodhorn**

The signal box together with all signals (with the exception of the Down Distant signal) has been abolished.

Woodhorn Colliery N.C.B. Gate Box has been provided with the following new signals:—

Two aspect colour light Down Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Two aspect colour light Up Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Up Lynemouth Colliery line Distant signal, situated 610 yards from the Up Main Home.

Woodhorn signal box Down Main Distant now acts as the Down Main Distant for Woodhorn Colliery N.C.B. Gate Box.

**Ashington**

A new double junction has been provided between 3 miles 17 chains and 3¼ m.p. this junction is between the Up Main and (Up) North Arrival line and (Down) North Departure line to Down Main, providing new lines to and from Ashington Colliery.

The existing Up and Down lines between Ashington signal box and Ashington Colliery have been renamed (Up) South Departure and (Down) South Arrival, respectively.

The junction to and from Linton Colliery has been abolished.

The following new semaphore signals have been provided:—

(Down) North Departure line to Down Main, situated 110 yards from the junction trailing points. A telephone communicating with the signal box is provided.

(Down) North Departure line Distant, situated 526 yards from the above mentioned junction signal.

Up Main Home and Up Main to (Up) North Arrival line on a straight post and right hand bracket respectively, situated 471 yards from the signalbox.

(Up) South Departure Distant, situated 568 yards from the Home (existing (Up) South Departure Second Home).

The Down Main Starting signal has been renewed 245 yards from the signal box (131 yards nearer the signal box).



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

**WOODHORN AND ASHINGTON —continued**

**Ashington—continued**

The Distance from the Up Main Distant to the new Up Main Home/Up Main to (Up) North Arrival line signal is 466 yards.

The following signals have been abolished:—

- Up Main Home
- (Up) South Departure First Home
- Up First Home from Linton Colliery
- Starting signals to Linton Colliery and to Ashington Colliery (29)

**\* \* HEIGHINGTON**

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

- Down Main to West Siding
- Up Main to West Siding
- Up Main to East Siding

The following signals have been abolished:—

- Shunting, West Siding to Up Main.
- Shunting, Up Main to West Siding.
- Up Main to East Siding.
- Shunting, East Siding to West Siding.
- Down Main to West Siding.

The West Ground Frame and associated connections have been abolished. (28)

**\* \* HEIGHINGTON**

The level crossing gates have been dispensed with and replaced by manned barriers. (28)

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## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

## ★ NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided. (Amended)

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—

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

York  
1 JULY 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"



**British Rail**

WOOLSTENHOLME

**NE/N**

**EASTERN REGION**

**No.29**

**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 JULY**

**TO**

**FRIDAY 24 JULY 1970**

**INCLUSIVE**

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 19 JULY—BETWEEN CHURCH LANE AND REDCAR

**Church Lane**

The signal applying Reception Line to Down Main, will be renewed as a ground disc on the left hand side of the points.

**Redcar**

All mechanical signals controlled from Redcar signal box will be abolished.

Track Circuit Block will be introduced between Grangetown and Redcar.

The Up line between the East (Saltburn) end facing crossover and the West end trailing crossover, will become the Up Loop, and the Down Main between the same two points will become the Down and Up Platform line.

Up trains will continue to use the Up Platform and Down trains the Down Platform until further notice.

Nos.3/5 two aspect, straight post and right hand bracket, Up Main Starting and Up Goods Loop Starting signals, will be renewed in the same position as three aspect signals and will become the Up Loop to Up Main and Up Main Second Home. The signals will be renumbered R.225 and R.224.

The Up Main Distant semaphore signal will be renewed as a three aspect colour light, capable of displaying a Yellow or Green aspect, 855 yds. further from the signal box to the left of the Up Main.

The Up Outer Home semaphore signal will be renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 24 yards further from the signal box. A right hand junction indicator will be provided. The signal will apply Up Main First Home and Up Main to Platform. This signal will be numbered R.223.

The bracket signal carrying the Down Main to Reception Sidings, and Down Main Intermediate Starting semaphore signals, will be renewed as a three aspect colour light capable of displaying a Red, Yellow or Green aspect, ten yards further from the signal box and will become the Down Starting signal. This signal will be numbered R.228.

The two aspect colour light signal, Tod Point Starting signal and Fishermans Down Home will be renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 3233 yards from Redcar signal box and will become Redcar Down First Home. This signal will be numbered R.230.

Tod Point Down Main colour light home will become Redcar Down Main Distant, the braking distance to the Down Main First Home will be 1162 yards.

The following new signals will be brought into use:—

Redcar Up Starting, a three aspect colour light, capable of displaying a Red, Yellow or Green aspect to left of Up Main 20 35 yards West of signal box. This signal will be numbered R.226. A telephone communicating with the signal box, will be provided at the new signal.

Redcar Down Second Home, a three aspect colour light capable of displaying a Red, Yellow or Green aspect, to left of Down Main. This signal will be numbered R.229. A telephone, communicating with the signal box, will be provided, at the new signal.

**Tod Point**

The signal box will be abolished, all signals worked therefrom are dispensed with, and all connections secured normal.

The Up Home signal and Up Starting signal will be controlled from Grangetown and will be renumbered 235 and 236 respectively.

**Fishermans Crossing**

The following signals will be dispensed with:—

Up Distant

Up Home with Tod Point Distant mounted beneath.

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

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

**FRIDAY 24 JULY — FIGHTING COCKS LEVEL CROSSING**

From 16 00 hrs. the hand worked gates will be replaced by hand worked boom gates to be operated by train men. (32)

**DETAILS OF WORK ALREADY CARRIED OUT**

**NORTH ORMESBY AND GUISBOROUGH JUNCTION**

North Ormesby Up Home signal (with Guisborough Junction Up Distant below) has been renewed 28 yards further from the signal box. (30)

**\* \* WOODHORN AND ASHINGTON**

The lines between Ashington and Ashington Colliery and Lynemouth Colliery are now worked in accordance with the 'No Block' Regulations.

**Woodhorn**

The signal box together with all signals (with the exception of the Down Distant signal) has been abolished.

Woodhorn Colliery N.C.B. Gate Box has been provided with the following new signals:—

Two aspect colour light Down Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Two aspect colour light Up Main Home signal, capable of displaying a Red or Green aspect, situated 50 yards from the N.C.B. Gate Box.

Up Lynemouth Colliery line Distant signal, situated 610 yards from the Up Main Home.

Woodhorn signal box Down Main Distant now acts as the Down Main Distant for Woodhorn Colliery N.C.B. Gate Box.

**Ashington**

A new double junction has been provided between 3 miles 17 chains and 3¼ m.p. this junction is between the Up Main and (Up) North Arrival line and (Down) North Departure line to Down Main, providing new lines to and from Ashington Colliery.

The existing Up and Down lines between Ashington signal box and Ashington Colliery have been renamed (Up) South Departure and (Down) South Arrival, respectively.

The junction to and from Linton Colliery has been abolished.

The following new semaphore signals have been provided:—

(Down) North Departure line to Down Main, situated 110 yards from the junction trailing points. A telephone communicating with the signal box is provided.

(Down) North Departure line Distant, situated 526 yards from the above mentioned junction signal.

Up Main Home and Up Main to (Up) North Arrival line on a straight post and right hand bracket respectively, situated 471 yards from the signalbox.

(Up) South Departure Distant, situated 568 yards from the Home (existing (Up) South Departure Second Home).

The Down Main Starting signal has been renewed 245 yards from the signal box (131 yards nearer the signal box).

The Distance from the Up Main Distant to the new Up Main Home/Up Main to (Up) North Arrival line signal is 466 yards.

The following signals have been abolished:—

Up Main Home

(Up) South Departure First Home

Up First Home from Linton Colliery

Starting signals to Linton Colliery and to Ashington Colliery

(29)

## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

**NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.****Pontop Crossing Signal Box**

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**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	—

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

York  
8 JULY 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*



WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.30**

**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 JULY**

**TO**

**FRIDAY 31 JULY 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## TUESDAY 28 JULY—MANORS JUNCTION

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

Up Reception line to Up B & T Main  
Down B & T Main to Down Reception line  
Down Reception to Up Reception or Bay Platform lines  
Up Reception to Down Reception line  
Up B & T Main to Bay Platform lines  
Down Reception line to Up B & T Main  
Bay Platform lines to Down B & T Main

The associated signals will be abolished.

(33)

## WEDNESDAY 29 JULY—MARSH BRANCH (TEES)

The two lever ground frame controlling signals to Messrs. R. Hills & Coal Sidings will be abolished.

(33)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN CHURCH LANE AND REDCAR

## Church Lane

The signal applying Reception Line to Down Main, has been renewed as a ground disc on the left hand side of the points.

## Redcar

All mechanical signals controlled from Redcar signal box have been abolished.

Track Circuit Block has been introduced between Grangetown and Redcar.

The Up line between the East (Saltburn) end facing crossover and the West end trailing crossover, is now the Up Loop, and the Down Main between the same two points is now the Down and Up Platform line.

Up trains will continue to use the Up Platform and Down trains the Down Platform until further notice.

Nos.3/5 two aspect, straight post and right hand bracket, Up Main Starting and Up Goods Loop Starting signals, have been renewed in the same position as three aspect signals and are now the Up Loop to Up Main and Up Main Second Home. The signals have been renumbered R.225 and R.224.

The Up Main Distant semaphore signal has been renewed as a three aspect colour light, capable of displaying a Yellow or Green aspect, 855 yds. further from the signal box to the left of the Up Main.

The Up Outer Home semaphore signal has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 24 yards further from the signal box. A right hand junction indicator has been provided. The signal applies Up Main First Home and Up Main to Platform. This signal is numbered R.223.

The bracket signal carrying the Down Main to Reception Sidings, and Down Main Intermediate Starting semaphore signals, has been renewed as a three aspect colour light capable of displaying a Red, Yellow or Green aspect, ten yards further from the signal box and has become the Down Starting signal, and numbered R.228.

The two aspect colour light signal, God Point Starting signal and Fishermans Down Home has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 3233 yards from Redcar signal box and has become Redcar Down First Home, and numbered R.230

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**

1262

**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN CHURCH LANE AND REDCAR – continued****Redcar – continued**

Tod Point Down Main colour light home has become Redcar Down Main Distant, the braking distance to the Down Main First Home is 1162 yards.

The following new signals have been brought into use:—

Redcar Up Starting, a three aspect colour light, capable of displaying a Red, Yellow or Green aspect to left of Up Main 2035 yards West of signal box, and the signal numbered R.226. A telephone communicating with the signal box, has been provided at the new signal.

Redcar Down Second Home, a three aspect colour light capable of displaying a Red, Yellow or Green aspect, to left of Down Main. This signal is numbered R.229. A telephone, communicating with the signal box, has been provided at the new signal.

**Tod Point**

The signal box has been abolished, all signals worked therefrom dispensed with, and all connections secured normal.

The Up Home signal and Up Starting signal are controlled from Grangetown and renumbered 235 and 236 respectively.

**Fishermans Crossing**

The following signals have been dispensed with:—

Up Distant

Up Home with Tod Point Distant mounted beneath. (32)

**FIGHTING COCKS LEVEL CROSSING**

The hand worked gates have been replaced by hand worked boom gates to be operated by train men. (32)

**\* \* NORTH ORMESBY AND GUISBOROUGH JUNCTION**

North Ormesby Up Home signal (with Guisborough Junction Up Distant below) has been renewed 28 yards further from the signal box. (30)

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## GENERAL INSTRUCTIONS AND 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

## MISCELLANEOUS NOTICES

## ★ EXPERIMENTAL ELECTRIC TAIL LAMPS

Prototype battery operated tail lamps are being put into service on selected trains. The prototype lamps measure approximately 10" x 8" x 6" and have two red lenses mounted vertically. A sealed beam unit is located behind each lens and only one lens is illuminated at a time, the other being a standby.

The lamp is switched on by a switch located on the front of the lamp casing. Should the lamp in one lens fail the standby can be brought into use by operating the switch to the other position.

A "charge in hand" test button is also provided on the lamp casing. If, when the test button is pressed, the indicator light shows this means that there is less than 12 hours life left in the battery.

Before commencing a journey Guards must press the test button and if the light shows arrangements must be made for the lamp to be returned to the charging point and another lamp, either electric or oil, provided for the train.

The lamps must be used in the same way as oil tail lamps and switched on only at those times when an oil tail lamp would have been lit.

The lamps must only be used on the services specified by the Divisional Manager, Doncaster, and the Guards must report any failure of the lamp on the completion of the journey. If the Guard is relieved before the train reaches its destination, he must advise his relief of the failure and also make a report when booking off duty.

These prototype lamps are not suitable for being lit within Oil Refineries or Depots and must therefore be treated as oil lamps in accordance with Instruction E.2/17 of Section 3 of the Working Manual for Rail Staff.

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## ★ BATTERSBY

**Commencing Monday 27 July and until further notice** – repairs to the platform walls and copings will be carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements will also be made to replatform trains as necessary.**

## 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	—

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

York  
15 JULY 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.31**

**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 AUGUST**

**TO**

**FRIDAY 7 AUGUST 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 2 AUGUST – STELLA GILL FLATTS AND SOUTH PELAW

All lines between Stella Gill Flatts and South Pelaw will be taken out of use except No. 3 Incoming Line which will remain as a 300 yard long Shunt Spur, access to be gained at South Pelaw. The associated points and signals will be abolished.

The signal formerly applying Up Branch to No. 3 Incoming line, will in future apply to the New Shunt Spur.

Stella Gill Flatts signal box will be abolished.

The connection at South Pelaw, Down Branch to Down Main will be secured out of use pending removal.

The bracket signals at South Pelaw, Down Branch Home and Down Branch to Down Main will be renewed as a straight post signal applying to Down Branch only, the signal applying Down Branch to Down Main will be abolished.

The Up Main Calling-on signal will be abolished. (34)

## MONDAY 3 AUGUST – MONKSEATON

Sidings Nos. 21, 23, 24 and 25 will be dispensed with and the connection from No. 1 Standage Siding to No. 2 Standage Siding will be secured out of use pending removal. The Station Sidings Crossover will be secured out of use pending removal. (34)

## DETAILS OF WORK ALREADY CARRIED OUT

## BELFORD

A single lever ground frame has been installed to the left of the Warehouse Siding at the North end of the Warehouse, to operate points Warehouse Siding to Quarry Siding and trap points from Quarry Siding. A telephone has been provided at the trap points. (New item) (34)

## CENTRAL MARINE GROUND FRAME

The Up Main between the facing Main to Main crossover "A" end, and the trailing, Mains crossover "B" end, has been recovered and the line has been slewed into the Down Main. The line between these two points has become a single line. Movements over this section of line are under the control of the Slag Island Supervisor. (New item) (34)

## MANORS JUNCTION

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

- Up Reception line to Up B & T Main
- Down B & T Main to Down Reception line
- Down Reception to Up Reception or Bay Platform lines
- Up Reception to Down Reception line
- Up B & T Main to Bay Platform lines
- Down Reception line to Up B & T Main
- Bay Platform lines to Down B & T Main

The associated signals have been abolished. (33)

## MARSH BRANCH (TEES)

The two lever ground frame controlling signals to Messrs. R. Hills & Coal Sidings has been abolished. (33)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN CHURCH LANE AND REDCAR****Church Lane**

The signal applying Reception Line to Down Main, has been renewed as a ground disc on the left hand side of the points.

**Redcar**

All mechanical signals controlled from Redcar signal box have been abolished.

Track Circuit Block has been introduced between Grangetown and Redcar.

The Up line between the East (Saltburn) end facing crossover and the West end trailing crossover, is now the Up Loop, and the Down Main between the same two points is now the Down and Up Platform line.

Up trains will continue to use the Up Platform and Down trains the Down Platform until further notice.

Nos.3/5 two aspect, straight post and right hand bracket, Up Main Starting and Up Goods Loop Starting signals, have been renewed in the same position as three aspect signals and are now the Up Loop to Up Main and Up Main Second Home. The signals have been renumbered R.225 and R.224.

The Up Main Distant semaphore signal has been renewed as a three aspect colour light, capable of displaying a Yellow or Green aspect, 855 yds. further from the signal box to the left of the Up Main.

The Up Outer Home semaphore signal has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 24 yards further from the signal box. A right hand junction indicator has been provided. The signal applies Up Main First Home and Up Main to Platform. This signal is numbered R.223.

The bracket signal carrying the Down Main to Reception Sidings, and Down Main Intermediate Starting semaphore signals, has been renewed as a three aspect colour light capable of displaying a Red, Yellow or Green aspect, ten yards further from the signal box and has become the Down Starting signal, and numbered R.228.

The two aspect colour light signal, Tod Point Starting signal and Fishermans Down Home has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 3233 yards from Redcar signal box and has become Redcar Down First Home, and numbered R.230

Tod Point Down Main colour light home has become Redcar Down Main Distant, the braking distance to the Down Main First Home is 1162 yards.

The following new signals have been brought into use:—

Redcar Up Starting, a three aspect colour light, capable of displaying a Red, Yellow or Green aspect to left of Up Main 2035 yards West of signal box, and the signal numbered R.226. A telephone communicating with the signal box, has been provided at the new signal.

Redcar Down Second Home, a three aspect colour light capable of displaying a Red, Yellow or Green aspect, to left of Down Main. This signal is numbered R.229. A telephone, communicating with the signal box, has been provided at the new signal.

**Tod Point**

The signal box has been abolished, all signals worked therefrom dispensed with, and all connections secured normal.

The Up Home signal and Up Starting signal are controlled from Grangetown and renumbered 235 and 236 respectively.

**Fishermans Crossing**

The following signals have been dispensed with:—

Up Distant

Up Home with Tod Point Distant mounted beneath.

(32)

**FIGHTING COCKS LEVEL CROSSING**

The hand worked gates have been replaced by hand worked boom gates to be operated by train men.

(32)

## GENERAL INSTRUCTIONS AND 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

## ★ CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

## Conveyance of Military Explosives

## APPENDIX B

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E, pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

- E1/7 Wagons containing military explosives are labelled with marshalling Category letters J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.
- E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R.21349/2 and may only be conveyed when accompanied by Form of Advice B.R.29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

- E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/2 Working Manual must be observed.

- E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.
- E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
22 JULY 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*

WOOLSTENHOLMES



British Rail

**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 8 AUGUST**

**TO**

**FRIDAY 14 AUGUST 1970**

**INCLUSIVE**

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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.

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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

**STELLA GILL FLATTS AND SOUTH PELAW**

All lines between Stella Gill Flatts and South Pelaw have been taken out of use except No.3 Incoming Line which remains as a 300 yard long Shunt Spur, access is gained at South Pelaw. The associated points and signals have been abolished.

The signal formerly applying Up Branch to No.3 Incoming line, now applies to the New Shunt Spur.

Stella Gill Flatts signal box has been abolished.

The connection at South Pelaw, Down Branch to Down Main has been secured out of use pending removal.

The bracket signals at South Pelaw, Down Branch Home and Down Branch to Down Main have been renewed as a straight post signal applying to Down Branch only, the signal applying Down Branch to Down Main has been abolished.

The Up Main Calling-on signal has been abolished. (34)

**MONKSEATON**

Sidings Nos. 21, 23, 24 and 25 have been dispensed with and the connection from No.1 Standage Siding to No.2 Standage Siding has been secured out of use pending removal. The Station Sidings Crossover has been secured out of use pending removal. (34)

**BELFORD**

A single lever ground frame has been installed to the left of the Warehouse Siding at the North end of the Warehouse, to operate points Warehouse Siding to Quarry Siding and trap points from Quarry Siding. A telephone has been provided at the trap points. (34)

**CENTRAL MARINE GROUND FRAME**

The Up Main between the facing Main to Main crossover "A" end, and the trailing, Mains crossover "B" end, has been recovered and the line has been slewed into the Down Main. The line between these two points has become a single line. Movements over this section of line are under the control of the Slag Island Supervisor. (34)

**MANORS JUNCTION**

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

- Up Reception line to Up B & T Main
- Down B & T Main to Down Reception line
- Down Reception to Up Reception or Bay Platform lines
- Up Reception to Down Reception line
- Up B & T Main to Bay Platform lines
- Down Reception line to Up B & T Main
- Bay Platform lines to Down B & T Main

The associated signals have been abolished. (33)

**MARSH BRANCH (TEES)**

The two lever ground frame controlling signals to Messrs. R. Hills & Coal Sidings has been abolished. (33)

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## DETAILS OF WORK ALREADY CARRIED OUT-continued

**BETWEEN CHURCH LANE AND REDCAR****Church Lane**

The signal applying Reception Line to Down Main, has been renewed as a ground disc on the left hand side of the points.

**Redcar**

All mechanical signals controlled from Redcar signal box have been abolished.

Track Circuit Block has been introduced between Grangetown and Redcar.

The Up line between the East (Saltburn) end facing crossover and the West end trailing crossover, is now the Up Loop, and the Down Main between the same two points is now the Down and Up Platform line.

Up trains will continue to use the Up Platform and Down trains the Down Platform until further notice.

Nos. 3/5 two aspect, straight post and right hand bracket, Up Main Starting and Up Goods Loop Starting signals, have been renewed in the same position as three aspect signals and are now the Up Loop to Up Main and Up Main Second Home. The signals have been renumbered R.225 and R.224.

The Up Main Distant semaphore signal has been renewed as a three aspect colour light, capable of displaying a Yellow or Green aspect, 855 yds. further from the signal box to the left of the Up Main.

The Up Outer Home semaphore signal has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 24 yards further from the signal box. A right hand junction indicator has been provided. The signal applies Up Main First Home and Up Main to Platform. This signal is numbered R.223.

The bracket signal carrying the Down Main to Reception Sidings, and Down Main Intermediate Starting semaphore signals, has been renewed as a three aspect colour light capable of displaying a Red, Yellow or Green aspect, ten yards further from the signal box and has become the Down Starting signal, and numbered R.228.

The two aspect colour light signal, Tod Point Starting signal and Fishermans Down Home has been renewed as a three aspect colour light, capable of displaying a Red, Yellow or Green aspect, 3233 yards from Redcar signal box and has become Redcar Down First Home, and numbered R.230

Tod Point Down Main colour light home has become Redcar Down Main Distant, the braking distance to the Down Main First Home is 1162 yards.

The following new signals have been brought into use:-

Redcar Up Starting, a three aspect colour light, capable of displaying a Red, Yellow or Green aspect to left of Up Main 2035 yards West of signal box, and the signal numbered R.226. A telephone communicating with the signal box, has been provided at the new signal.

Redcar Down Second Home, a three aspect colour light capable of displaying a Red, Yellow or Green aspect, to left of Down Main. This signal is numbered R.229. A telephone, communicating with the signal box, has been provided at the new signal.

**Tod Point**

The signal box has been abolished, all signals worked therefrom dispensed with, and all connections secured normal.

The Up Home signal and Up Starting signal are controlled from Grangetown and renumbered 235 and 236 respectively.

**Fishermans Crossing**

The following signals have been dispensed with:-

Up Distant

Up Home with Tod Point Distant mounted beneath.

(32)

**FIGHTING COCKS LEVEL CROSSING**

The hand worked gates have been replaced by hand worked boom gates to be operated by train men.

(32)

## GENERAL INSTRUCTIONS AND 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

## CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

## Conveyance of Military Explosives

## APPENDIX B

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E, pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

- E1/7 Wagons containing military explosives are labelled with marshalling Category letters J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.
- E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R.21349/2 and may only be conveyed when accompanied by Form of Advice B.R.29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

- E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R.30054/2 Working Manual must be observed.

- E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R.30054/6 Working Manual must be observed.
- E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
29 JULY 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—".*



GREENLAND  
WOOLSTENHOLMES



**British Rail**

**NE/N**

**EASTERN REGION**

**No.33**

**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 AUGUST**

**TO**

**FRIDAY 21 AUGUST 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 19 AUGUST – PICTON

The Up Goods Loop Ground Frame and associated signal will be abolished. The Ground Frame connection Up Goods Loop to Up Main will be secured permanently out of use in the normal position, pending removal.

A buffer stop will be provided on the Up Goods Loop, facing Picton, 60 yards South (Northallerton) side of ground shunt disc signal which applies set back along Up Goods Loop. (36)

## TUESDAY 18 AUGUST – GLAISDALE

The right hand bracket Up Main Starting signal and miniature arm signal applying Up Main to Shunt Spur will be dispensed with and replaced by a straight post Up Main Starting signal with the arm at a reduced height of 16 feet above rail level. A ground disc shunt signal applying Up Main to Shunt Spur, will be provided to replace the miniature arm signal. These signals will be provided 91 yards from the signalbox 38 yards nearer than the bracket signal. (36)

## DETAILS OF WORK ALREADY CARRIED OUT

## STELLA GILL FLATTS AND SOUTH PELAW

All lines between Stella Gill Flatts and South Pelaw have been taken out of use except No.3 Incoming Line which remains as a 300 yard long Shunt Spur, access is gained at South Pelaw. The associated points and signals have been abolished.

The signal formerly applying Up Branch to No.3 Incoming line, now applies to the New Shunt Spur.

Stella Gill Flatts signal box has been abolished.

The connection at South Pelaw, Down Branch to Down Main has been secured out of use pending removal.

The bracket signals at South Pelaw, Down Branch Home and Down Branch to Down Main have been renewed as a straight post signal applying to Down Branch only, the signal applying Down Branch to Down Main has been abolished.

The Up Main Calling-on signal has been abolished. (34)

## MONKSEATON

Sidings Nos. 21, 23, 24 and 25 have been dispensed with and the connection from No.1 Standage Siding to No.2 Standage Siding has been secured out of use pending removal. The Station Sidings Crossover has been secured out of use pending removal. (34)

## BELFORD

A single lever ground frame has been installed to the left of the Warehouse Siding at the North end of the Warehouse, to operate points Warehouse Siding to Quarry Siding and trap points from Quarry Siding. A telephone has been provided at the trap points. (34)

## CENTRAL MARINE GROUND FRAME

The Up Main between the facing Main to Main crossover "A" end, and the trailing, Mains crossover "B" end, has been recovered and the line has been slewed into the Down Main. The line between these two points has become a single line. Movements over this section of line are under the control of the Slag Island Supervisor. (34)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**

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

**MANORS JUNCTION**

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

- Up Reception line to Up B & T Main
- Down B & T Main to Down Reception line
- Down Reception to Up Reception or Bay Platform lines
- Up Reception to Down Reception line
- Up B & T Main to Bay Platform lines
- Down Reception line to Up B & T Main
- Bay Platform lines to Down B & T Main

The associated signals have been abolished.

(33)

**MARSH BRANCH (TEES)**

The two lever ground frame controlling signals to Messrs. R. Hills & Coal Sidings has been abolished.

(33)

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## GENERAL INSTRUCTIONS AND 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

## CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

## Conveyance of Military Explosives

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E, pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

- E1/7 Wagons containing military explosives are labelled with marshalling Category letters J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.
- E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R.21349/2 and may only be conveyed when accompanied by Form of Advice B.R.29973.
- When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.
- E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

- E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.
- E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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
Wornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	—
Battersby shed	Contractor constructing new extensions to daily service shed. Machinery in use.	Until further notice	—

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

York  
AUGUST, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*

GREENLAND  
C. J.



WOOLSTENHOLME

**NE/N**

**EASTERN REGION**

**No.34**

**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 AUGUST**

**TO**

**FRIDAY 28 AUGUST 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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## PICTON

The Up Goods Loop Ground Frame and associated signal have been abolished. The Ground Frame connection Up Goods Loop to Up Main has been secured permanently out of use in the normal position, pending removal.

A buffer stop has been provided on the Up Goods Loop, facing Picton, 60 yards South (Northallerton) side of ground shunt disc signal which applies set back along Up Goods Loop. (36)

## GLAISDALE

The right hand bracket Up Main Starting signal and miniature arm signal applying Up Main to Shunt Spur have been dispensed with and replaced by a straight post Up Main Starting signal with the arm at a reduced height of 16 feet above rail level. A ground disc shunt signal applying Up Main to Shunt Spur, has been provided to replace the miniature arm signal. These signals have been provided 91 yards from the signal box 38 yards nearer than the bracket signal. (36)

## \*\* STELLA GILL FLATTS AND SOUTH PELAW

All lines between Stella Gill Flatts and South Pelaw have been taken out of use except No.3 Incoming Line which remains as a 300 yard long Shunt Spur, access is gained at South Pelaw. The associated points and signals have been abolished.

The signal formerly applying Up Branch to No.3 Incoming line, now applies to the New Shunt Spur. Stella Gill Flatts signal box has been abolished.

The connection at South Pelaw, Down Branch to Down Main has been secured out of use pending removal.

The bracket signals at South Pelaw, Down Branch Home and Down Branch to Down Main have been renewed as a straight post signal applying to Down Branch only, the signal applying Down Branch to Down Main has been abolished.

The Up Main Calling-on signal has been abolished. (34)

## \* MONKSEATON

Sidings Nos. 21, 23, 24 and 25 have been dispensed with and the connection from No.1 Standage Siding to No.2 Standage Siding has been secured out of use pending removal. The Station Sidings Crossover has been secured out of use pending removal. (34)

## \* BELFORD

A single lever ground frame has been installed to the left of the Warehouse Siding at the North end of the Warehouse, to operate points Warehouse Siding to Quarry Siding and trap points from Quarry Siding. A telephone has been provided at the trap points. (34)

## \* CENTRAL MARINE GROUND FRAME

The Up Main between the facing Main to Main crossover "A" end, and the trailing, Mains crossover "B" end, has been recovered and the line has been slewed into the Down Main. The line between these two points has become a single line. Movements over this section of line are under the control of the Slag Island Supervisor. (34)

**GENERAL INSTRUCTIONS AND 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

\*\*

★ **MONDAY 24 AUGUST – EAGLESCLIFFE, DOWN SIDING**

A swing chock will be installed at 8m. 35chs.

(37)

**CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES**

**Conveyance of Military Explosives**

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E, pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

E1/7 Wagons containing military explosives are labelled with marshalling Category letters J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R.21349/2 and may only be conveyed when accompanied by Form of Advice B.R.29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

**NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.**

**Pontop Crossing Signal Box**

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

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**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
12 AUGUST, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—".*



THIS CONCERNS **YOU**

COULD **YOU**—

Help an injured colleague?

Attend to a person taken ill? At work?  
At home?

Give clear and precise instructions in the  
event of an accident?

IF NOT—

ARE **YOU** HAPPY TO LEAVE THESE JOBS TO  
SOMEBODY ELSE?

THERE MAY NOT BE ANYONE ELSE!!

WHY NOT JOIN YOUR LOCAL FIRST AID  
CLASS?

Contact your Staff Office for details or one of the  
Divisional Ambulance Secretaries. **THEY WILL BE  
PLEASED TO HELP YOU TO HELP OTHERS.**



British Rail

WOOLSTENHOLME

**NE/N**

**EASTERN REGION**

**No.35/36**

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 NOTICE IS FOR A PERIOD OF TWO WEEKS

**SATURDAY 29 AUGUST**

TO

**FRIDAY 11 SEPTEMBER 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.

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 6 SEPTEMBER - BEAMISH

A new Up Main Starting Signal with the arm 17 feet above rail level will be installed 123 yards from the Signal Box to the left of the Up Main.

DETAILS OF WORK ALREADY CARRIED OUT

PICTON

The Up Goods Loop Ground Frame and associated signal have been abolished. The Ground Frame connection Up Goods Loop to Up Main has been secured permanently out of use in the normal position, pending removal.

A buffer stop has been provided on the Up Goods Loop, facing Picton, 60 yards South (Northallerton) side of ground shunt disc signal which applies set back along Up Goods Loop. (36)

GLAISDALE

The right hand bracket Up Main Starting signal and miniature arm signal applying Up Main to Shunt Spur have been dispensed with and replaced by a straight post Up Main Starting signal with the arm at a reduced height of 16 feet above rail level. A ground disc shunt signal applying Up Main to Shunt Spur, has been provided to replace the miniature arm signal. These signals have been provided 91 yards from the signal box 38 yards nearer than the bracket signal. (36)

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**GENERAL INSTRUCTIONS AND NOTICES**

L M E

**36**

★ 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

**EAGLESCLIFFE, DOWN SIDING**

A swing chock has been installed at 8m. 35chs.

**NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.**

**Front Crossing Signal Box**

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.**

**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
Hornaby 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	—

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

York  
19 AUGUST, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.37**

**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 SEPTEMBER**

**TO**

**FRIDAY 18 SEPTEMBER 1970**

**INCLUSIVE**

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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.

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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.*

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**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 13 SEPTEMBER – WINNING**

Up Main Distant will be repositioned 93 yards further from the Signal Box to the left of the Up Main, the braking distance to the Up Main First Home will be 567 yards. (40)

**MONDAY 14 SEPTEMBER – BETWEEN RYHOPE AND SILKSWORTH COLLIERY.**

Silksworth Signal Box together with all signals worked therefrom will be abolished. Silksworth Colliery N.C.B. signal box will cease to be a block post and the Electric Token instrument will be removed.

The line between Ryhope and Silksworth Colliery will be worked in accordance with the "One Train Working" regulations, the Staff being kept in Ryhope.

The connection Up line to Down line situated on the Silksworth Colliery side of Silksworth Signal Box will become spring points normally set single line to Down line.

Notice Boards will be sited as follows:—

**Down Direction** 20 yards North of hand points from Silksworth Colliery to left of line worded "START OF ONE TRAIN WORKING". 520 yards South of spring points to left of line worded "SPRING POINTS 500 YARDS AHEAD". 25 yards South of spring points to left of line worded "STOP EXAMINE POINTS".

**Up Direction** 25 yards South of Ryhope Colliery run off points Up Wellfield to Up Silksworth Branch to left of line worded "START OF ONE TRAIN WORKING".

**THURSDAY 17 SEPTEMBER – NEWCASTLE (MANORS NORTH).**

The following connections will be secured out of use pending removal, and the associated signals abolished:—

Up Reception Line to Up B. & T. Main.

Down B. & T. Main to Down Reception Line.

Down Reception to Up Reception or Bay Platform Lines.

Up Reception to Down Reception lines.

Up B. & T. Main to Bay Platform lines.

Down Reception line to Up B. & T. Main.

Bay Platform lines to Down B. & T. Main. (40)

**DETAILS OF WORK ALREADY CARRIED OUT****BEAMISH**

A new Up Main Starting Signal with the arm 17 feet above rail level has been installed 123 yards from the Signal Box to the left of the Up Main. (39)



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

## DETAILS OF WORK ALREADY CARRIED OUT-- continued.

## \*\* PICTON

The Up Goods Loop Ground Frame and associated signal have been abolished. The Ground Frame connection Up Goods Loop to Up Main has been secured permanently out of use in the normal position, pending removal.

A buffer stop has been provided on the Up Goods Loop, facing Picton, 60 yards South (Northallerton) side of ground shunt disc signal which applies set back along Up Goods Loop. (36)

## \*\* GLAISDALE

The right hand bracket Up Main Starting signal and miniature arm signal applying Up Main to Shunt Spur have been dispensed with and replaced by a straight post Up Main Starting signal with the arm at a reduced height of 16 feet above rail level. A ground disc shunt signal applying Up Main to Shunt Spur, has been provided to replace the miniature arm signal. These signals have been provided 91 yards from the signal box 38 yards nearer than the bracket signal. (36)

## GENERAL INSTRUCTIONS AND 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 GENERAL APPENDIX

Page 76 (Page 47 Supplement No.3)

## COUPLING AND UNCOUPLING OF VEHICLES

Clause 2.5 – Delete second paragraph.

Pages 98/99 (Pages 52/53 Supplement No.3)

## CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

Delete entries and Substitute the following:—

## 1. Conveyance of Coaching Stock by Freight Trains

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially fitted trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15' must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 Passenger-carrying vehicles, including sleeping cars and catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.

## CONVEYANCE OF BOGIE PALLET VANS FOR SHELLSTAR LTD.

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months.

## EAGLESCLIFFE, DOWN SIDING

A swing chock has been installed at 8m. 35chs.

(37)

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided

## ★ WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

Commencing 07 00 on Monday 24 September and until further notice. Contractors will be constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.**

**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	—

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

York  
2 SEPTEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.38**

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 SEPTEMBER**

TO

**FRIDAY 25 SEPTEMBER 1970**

INCLUSIVE

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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.

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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****SATURDAY 19 SEPTEMBER—NEWBURN LEVEL CROSSING (SCOTSWOOD TO NEWBURN)**

The level crossing gates will be replaced by hand-worked boom gates.

**SUNDAY 20 SEPTEMBER—ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's Nos. 8, 10 and 2 signalboxes will be closed with all points previously worked from the boxes converted to hand operation and the signals abolished.

The lines between the Port of Tyne Authority's No. 6 box and the Exchange Sidings will be designated as "Shunting" area.

An illuminated notice board 'STOP AND PROCEED WHEN LINE AHEAD CLEAR' will be provided on the arrival line at the approach side of the Exchange Sidings.

A notice board 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' will be erected at the end of the Exchange Sidings.

An illuminated notice board 'STOP AND TELEPHONE FOR INSTRUCTIONS' will be placed on the departure line at the exit from the Exchange Sidings, with a telephone to enable trainmen to speak to the signalman at the Port of Tyne Authority's No. 6 signalbox.

No. 6 signalbox Down Home signal will be converted to a miniature arm.

**DETAILS OF WORK ALREADY CARRIED OUT****WINNING**

Up Main Distant has been repositioned 93 yards further from the signal box to the left of the Up Main, the braking distance to the Up Main First Home will be 567 yards (40)

**BETWEEN RYHOPE AND SILKSWORTH COLLIERY.**

Silksworth signal box together with all signals worked therefrom have been abolished. Silksworth Colliery N.C.B. signal box has ceased to be a block post and the Electric Token instrument removed.

The line between Ryhope and Silksworth Colliery is now being worked in accordance with the "One Train Working" regulations, the Staff being kept in Ryhope.

The connection Up line to Down line situated on the Silksworth Colliery side of Silksworth signal box has become spring points normally set single line to Down line.

Notice Boards have been sited as follows:—

**Down Direction** 20 yards North of hand points from Silksworth Colliery to left of line worded "START OF ONE TRAIN WORKING". 520 yards South of spring points to left of line worded "SPRING POINTS 500 YARDS AHEAD". 25 yards South of spring points to left of line worded "STOP EXAMINE POINTS".

**Up Direction** 25 yards South of Ryhope Colliery run off points Up Wellfield to Up Silksworth Branch to left of line worded "START OF ONE TRAIN WORKING".

**GENERAL INSTRUCTIONS AND 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 GENERAL APPENDIX**

**Page 76** (Page 47 Supplement No.3)

**COUPLING AND UNCOUPLING OF VEHICLES**

Clause 2.5 – **Delete** second paragraph.

**Pages 98/99** (Pages 52/53 Supplement No.3)

**CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN**

**Delete** entries and **Substitute** the following:—

**1. Conveyance of Coaching Stock by Freight Trains**

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially fitted trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15' must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 **Passenger-carrying vehicles, including Sleeping Cars and Catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.**

**CONVEYANCE OF BOGIE PALLET VANS FOR SHELLSTAR LTD.**

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months.

**NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.****Pontop Crossing Signal Box**

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

**WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.**

**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	—

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

York  
9 SEPTEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.39**

**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 SEPTEMBER**

**TO**

**FRIDAY 2 OCTOBER 1970**

**INCLUSIVE**

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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.

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## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY — continued</b>		
<b>DAILY UNTIL FURTHER NOTICE — continued</b>		
Battersby	Platform Lines	08 00 to 16 30. Repairing platform walls and copings. (See Section 'D'.)
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
Glaisdale	All	08 00 to 16 00. Preparing for signalling alterations.
Sleights and Bog Hall	Down and Up Main	08 00 to 18 00. Contractor laying sewer at lineside and under tracks between 29m. 4chs. and 29m. 17chs.
<b>SUNDAY 27 SEPTEMBER</b>		
Nunthorpe and Battersby	Single	07 00 to 18 00. Renewing Great Ayton platform walls.
Glaisdale and Grosmont	Single (BLOCKED)	07 00 to 16 30. Examining bridge No. 81 at 26m. 59chs. Viaduct inspection unit in use. Both signal boxes open.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY 26 SEPTEMBER—BOROUGHBRIDGE ROAD

The following points will be disconnected and secured in the normal position, pending removal:—

- 2 Crossover, Down main to Up main.
- 5 Trap points, sidings to Up main.
- 26 Crossover, Up main to Down main.
- 28 Cold store to Down main.

The following points will be disconnected and secured in the reverse position, pending removal:—

- 16 Up main to Up loop.
- 17 Down loop to Down main (end of points nearer signal box).

The following signals will be dispensed with:—

- 1 Shunting Down main to Up main.
- 3 Up siding No.1 to Up main.
- 4 Shunting Up siding No.2 to Up main.
- 6 Shunting Up main to Down main or sidings.
- 10 Shunting Up main to Down main.
- 20 Down main home.
- 27 Shunting Down main to cold store.
- 29 Shunting cold store to Down main.

The left hand junction indicator on No.11 signal will be abolished. The second yellow aspect on No.9 signal will be abolished. (42)

## TUESDAY 29 SEPTEMBER—PONTOP CROSSING

The following signals will be abolished:—

- No.2 Down Main Home.
- No.3 Up Main Home.

(42)



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

**NEWBURN LEVEL CROSSING (SCOTSWOOD TO NEWBURN)**

The level crossing gates have been replaced by hand-worked boom gates. (41)

**ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's Nos. 8, 10 and 2 signal boxes have been closed with all points previously worked from the boxes converted to hand operation and the signals abolished.

The lines between the Port of Tyne Authority's No. 6 box and the Exchange Sidings is designated as "Shunting" area.

An illuminated notice board 'STOP AND PROCEED WHEN LINE AHEAD CLEAR' has been provided on the arrival line at the approach side of the Exchange Sidings.

A notice board 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' has been erected at the end of the Exchange Sidings.

An illuminated notice board 'STOP AND TELEPHONE FOR INSTRUCTIONS' has been placed on the departure line at the exit from the Exchange Sidings, with a telephone to enable trainmen to speak to the signaller at the Port of Tyne Authority's No. 6 signal box.

No. 6 signal box Down Home signal has been converted to a miniature arm. (41)

**WINNING**

Up Main Distant has been repositioned 93 yards further from the signal box to the left of the Up Main, the braking distance to the Up Main First Home will be 567 yards (40)

**BETWEEN RYHOPE AND SILKSWORTH COLLIERY.**

Silksworth signal box together with all signals worked therefrom have been abolished. Silksworth Colliery N.C.B. signal box has ceased to be a block post and the Electric Token instrument removed.

The line between Ryhope and Silksworth Colliery is now being worked in accordance with the "One Train Working" regulations, the Staff being kept in Ryhope.

The connection Up line to Down line situated on the Silksworth Colliery side of Silksworth signal box has become spring points normally set single line to Down line.

Notice Boards have been sited as follows:—

**Down Direction** 20 yards North of hand points from Silksworth Colliery to left of line worded "START OF ONE TRAIN WORKING". 520 yards South of spring points to left of line worded "SPRING POINTS 500 YARDS AHEAD". 25 yards South of spring points to left of line worded "STOP EXAMINE POINTS".

**Up Direction** 25 yards South of Ryhope Colliery run off points Up Wellfield to Up Silksworth Branch to left of line worded "START OF ONE TRAIN WORKING".

**NEWCASTLE (MANORS NORTH)**

The following connections have been secured out of use pending removal, and the associated signals abolished:—

- Up Reception Line to Up B. & T. Main.
- Down B. & T. Main to Down Reception Line.
- Down Reception to Up Reception or Bay Platform Lines.
- Up Reception to Down Reception lines.
- Up B. & T. Main to Bay Platform lines.
- Down Reception line to Up B. & T. Main.
- Bay Platform lines to Down B. & T. Main.

(40)

**\* \* BEAMISH**

A new Up Main Starting Signal with the arm 17 feet above rail level has been installed 123 yards from the Signal Box to the left of the Up Main. (39)

## GENERAL INSTRUCTIONS AND 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

## ★ YORK YARD NORTH

## On Sunday 27 September

No.39 Points will be temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to No.5 Up Reception will only be possible from the Skelton end of York Yard and a buffer stop erected, limiting standage to 90 yards.

## NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.

## Pontop Crossing Signal Box

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

## WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice** – repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
16 SEPTEMBER 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*

*514  
Greenland*

WOOLSTENHOLMES



**British Rail**

**NE/N**

**EASTERN REGION**

**No.40**

*Pages 5/6*

*23/24  
missing*

**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 OCTOBER**

**TO**

**FRIDAY 9 OCTOBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 4 OCTOBER – NORTHALLERTON

The Ground Position Light Signal applying to set back movements into No. 5 platform line will be repositioned 48 yards nearer to the platform (43)

## SUNDAY 4 OCTOBER – NEWCASTLE

New Bridge Street Ground Frame will be dispensed with, and all points and Signals worked therefrom will be abolished. The connection Up Reception to Down Reception will become hand worked. (43)

## SUNDAY 4 OCTOBER – CLIFF HOUSE

The Up Main Inner Distant signal will be dispensed with, and the Up Main Outer Distant will become the Up Main Distant.

The Up Goods Fixed Distant will be repositioned, 1,018 yards from B Yard ground frame Up Goods signal.

The B Yard Ground Frame Up Goods signal will be converted to a full arm and a new fixed distant signal will be provided on the same post 395 yards from the Home signal.

Miniature arms on the following signals will be replaced by full arms:—

Down Goods Loop to Down Goods Home.

Down Main to Down Goods Home.

Down Goods Starting.

Up Goods to Up Goods Loop Home Signal.

A new signal reading Up Goods Sidings to Up Main will be provided above the Up Goods Siding Departure signal on the same post and the route indicator below this signal will **not** now read to the Up Main.

The four routes indicated will be:—

2 – No.2 East Siding.

1 – No.1 East Siding.

G – Up Goods.

S – South Durham Steel & Iron Company's Sidings.

The Cliff House Branch from a point beyond the Long Hill Siding Ground Frame will become "One Train Working". A double sided notice board reading "START OF ONE TRAIN WORKING" and "END OF ONE TRAIN WORKING" will be erected at the start of the section.

The North and South Ground Frames will be dispensed with, and all associated signals abolished. All points will become hand worked. Two illuminated notice boards reading "STOP. WHISTLE. PROCEED WHEN LINE IS CLEAR" will be erected near to the site of the former South Ground Frame. (43)

## DETAILS OF WORK ALREADY CARRIED OUT

## BOROUGHBRIDGE ROAD

The following points have been disconnected and secured in the normal position, pending removal:—

Crossover, Down main to Up main.

Trap points, sidings to Up main.

Crossover, Up main to Down main.

Cold store to Down main.

The following points have been disconnected and secured in the reverse position, pending removal:—

Up main to Up loop.

Down loop to Down main (end of points nearer signal box).

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

The following signals have been dispensed with:—

- Shunting Down main to Up main.
- Up siding No.1 to Up main.
- Shunting Up siding No.2 to Up main.
- Shunting Up main to Down main or sidings.
- Shunting Up main to Down main.
- Down main home.
- Shunting Down main to cold store.
- Shunting cold store to Down main.

The left hand junction indicator on No.11 signal has been abolished. The second yellow aspect on No.9 signal has been abolished. (42)

**PONTOFF CROSSING**

The following signals have been abolished:—

- No.2 Down Main Home.
- No.3 Up Main Home.

(42)

**NEWBURN LEVEL CROSSING (SCOTSWOOD TO NEWBURN)**

The level crossing gates have been replaced by hand-worked boom gates. (41)

**ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's Nos.8, 10 and 2 signal boxes have been closed with all points previously worked from the boxes converted to hand operation and the signals abolished.

The lines between the Port of Tyne Authority's No.6 box and the Exchange Sidings is designated as "Shunting" area.

An illuminated notice board 'STOP AND PROCEED WHEN LINE AHEAD CLEAR' has been provided on the arrival line at the approach side of the Exchange Sidings.

A notice board 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' has been erected at the end of the Exchange Sidings.

An illuminated notice board 'STOP AND TELEPHONE FOR INSTRUCTIONS' has been placed on the departure line at the exit from the Exchange Sidings, with a telephone to enable trainmen to speak to the signalman at the Port of Tyne Authority's No.6 signal box.

No.6 signal box Down Home signal has been converted to a miniature arm. (41)

**\* \* WINNING**

Up Main Distant has been repositioned 93 yards further from the signal box to the left of the Up Main, the braking distance to the Up Main First Home will be 567 yards (40)

**\* \* BETWEEN RYHOPE AND SILKSWORTH COLLIERY.**

Silksworth signal box together with all signals worked therefrom have been abolished. Silksworth Colliery N.C.B. signal box has ceased to be a block post and the Electric Token instrument removed.

The line between Ryhope and Silksworth Colliery is now being worked in accordance with the "One Train Working" regulations, the Staff being kept in Ryhope.

The connection Up line to Down line situated on the Silksworth Colliery side of Silksworth signal box has become spring points normally set single line to Down line.

Notice Boards have been sited as follows:—

**Down Direction** 20 yards North of hand points from Silksworth Colliery to left of line worded "START OF ONE TRAIN WORKING". 520 yards South of spring points to left of line worded "SPRING POINTS 500 YARDS AHEAD". 25 yards South of spring points to left of line worded "STOP EXAMINE POINTS".

**Up Direction** 25 yards South of Ryhope Colliery run off points Up Wellfield to Up Silksworth Branch to left of line worded "START OF ONE TRAIN WORKING".

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

The following connections have been secured out of use pending removal, and the associated signals abolished:—

Up Reception Line to Up B. & T. Main.  
 Down B. & T. Main to Down Reception Line.  
 Down Reception to Up Reception or Bay Platform Lines.  
 Up Reception to Down Reception lines.  
 Up B. & T. Main to Bay Platform lines.  
 Down Reception line to Up B. & T. Main.  
 Bay Platform lines to Down B. & T. Main.

(40)

**SECTION D****GENERAL INSTRUCTIONS AND 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

**★ BETWEEN 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.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 90 yards.

**NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) ETC.****Pontop Crossing Signal Box**

A new temporary signal box has been erected on the site of the original signal box. The fixed stop signals are not in use and Handsignalmen are provided.

**WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
23 SEPTEMBER 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—".*

WOOLSTENHOLMES



**British Rail**

**NE/N**

**EASTERN REGION**

**No.41**

**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 OCTOBER**

**TO**

**FRIDAY 16 OCTOBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 11 OCTOBER – FERRYHILL NO.3 AND NO.1.

The trailing connection in the Down Main Line at 56 miles 78chains leading to the North of England Engineering and Electrical Company's private siding will be removed and replaced by plain line. The two lever ground frame, telephone and "Limit of Shunt Board" will also be removed. (44)

## SUNDAY 11 OCTOBER – NORTHALLERTON.

The Ground Position Light shunting signal applying:—

- Down Main to Up Main.
- Down Main to No.5 Platform.
- Down Main Shunting.

will be repositioned 40 yards further South. (44)

## SUNDAY 11 OCTOBER—CHEVINGTON

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

- Main to Main Crossover
- Down Main to Branch

The following signals will be abolished:—

- Up Branch Starting
- Shunting—Up Main to Down Goods Loop, Down Main, or Ground
- Position Light signal applying to Up Goods Loop
- Shunting—Down Main to Up Main or setting back along
- Down Main to next Ground Position Light signal.

The following release levers will be abolished:—

- Acklington Ground Frame – Down Main/Down Sidings
- Down Main/Up Main
- Acklington Goods Yard Ground Frame – Down Main/Goods Yard
- Down Main/Up Main.

The facing crossover Ground Frame together with associated points will be abolished. (44)

## DETAILS OF WORK ALREADY CARRIED OUT

## NORTHALLERTON

The Ground Position Light Signal applying to set back movements into No.5 platform line has been repositioned 48 yards nearer to the platform. (43)

## NEWCASTLE

New Bridge Street Ground Frame has been dispensed with, and all points and Signals worked therefrom have been abolished. The connection Up Reception to Down Reception is now hand worked. (43)



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

The Up Main Inner Distant signal has been dispensed with, and the Up Main Outer Distant has become the Up Main Distant.

The Up Goods Fixed Distant has been repositioned 1,018 yards from B Yard ground frame Up Goods signal.

The B Yard Ground Frame Up Goods signal has been converted to a full arm and a new fixed distant signal has been provided on the same post 395 yards from the Home signal.

Miniature arms on the following signals have been replaced by full arms:-

- Down Goods Loop to Down Goods Home.
- Down Main to Down Goods Home.
- Down Goods Starting.
- Up Goods to Up Goods Loop Home Signal.

A new signal reading Up Goods Sidings to Up Main has been provided above the Up Goods Siding Departure signal on the same post and the route indicator below this signal no longer reads to the Up Main.

The four routes indicated will be:-

- 2 - No.2 East Siding.
- 1 - No.1 East Siding.
- G - Up Goods.
- S - South Durham Steel & Iron Company's Sidings.

(43)

**BOROUGHBRIDGE ROAD**

The following points have been disconnected and secured in the normal position, pending removal:-

- Crossover, Down main to Up main.
- Trap points, sidings to Up main.
- Crossover, Up main to Down main.
- Cold store to Down main.

The following points have been disconnected and secured in the reverse position, pending removal:-

- Up main to Up loop.
- Down loop to Down main (end of points nearer signal box).

The following signals have been dispensed with:-

- Shunting Down main to Up main.
- Up siding No.1 to Up main.
- Shunting Up siding No.2 to Up main.
- Shunting Up main to Down main or sidings.
- Shunting Up main to Down main.
- Down main home.
- Shunting Down main to cold store.
- Shunting cold store to Down main.

The left hand junction indicator on No.11 signal has been abolished. The second yellow aspect on No.9 signal has been abolished.

(42)

**PONTOP CROSSING**

The following signals have been abolished:-

- No.2 Down Main Home.
- No.3 Up Main Home.

(42)

**\* NEWBURN LEVEL CROSSING (SCOTSWOOD TO NEWBURN)**

\*\* The level crossing gates have been replaced by hand-worked boom gates.

(41)

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

**\* \*ALBERT EDWARD DOCK (PORT OF TYNE AUTHORITY)**

The Port of Tyne Authority's Nos. 8, 10 and 2 signal boxes have been closed with all points previously worked from the boxes converted to hand operation and the signals abolished.

The lines between the Port of Tyne Authority's No. 6 box and the Exchange Sidings is designated as "Shunting" area.

An illuminated notice board 'STOP AND PROCEED WHEN LINE AHEAD CLEAR' has been provided on the arrival line at the approach side of the Exchange Sidings.

A notice board 'B.R. LOCOMOTIVES MUST NOT PASS THIS POINT' has been erected at the end of the Exchange Sidings.

An illuminated notice board 'STOP AND TELEPHONE FOR INSTRUCTIONS' has been placed on the departure line at the exit from the Exchange Sidings, with a telephone to enable trainmen to speak to the signalman at the Port of Tyne Authority's No. 6 signal box.

No. 6 signal box Down Home signal has been converted to a miniature arm.

(41)

**SECTION D**

**GENERAL INSTRUCTIONS AND 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*

**BETWEEN 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.

**YORK YARD NORTH**

No. 39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No. 5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 90 yards.

**WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
30 SEPTEMBER 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—".*



WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.42**

**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 OCTOBER**

**TO**

**FRIDAY 23 OCTOBER 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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 18 OCTOBER-DARLINGTON PARKGATE

The Main to Main crossover will be repositioned 53 yards further north. The Disc Signal Down Main to Up Main.

No.1 Reception.

Goods Loop

will be repositioned 15 yards further north.

The Disc Signal Up Main to Down Main/Down Branch will be repositioned 40 yards further north. (45)

## SUNDAY 18 OCTOBER-NORTHALLERTON

The connection Up Main to Up Sidings together with the associated shunt signal routes will be abolished. (45)

## DETAILS OF WORK ALREADY CARRIED OUT

## FERRYHILL NO. 3 AND NO 1.

The trailing connection formerly in the Down Main Line at 56 miles 78chains leading to the North of England Engineering and Electrical Company's private siding has been removed and replaced with plain line. The two lever ground frame, telephone and "Limit of Shunt Board" have also been removed. (44)

## NORTHALLERTON

The Ground Position Light shunting signal applying:-

Down Main to Up Main.

Down Main to No.5 Platform.

Down Main Shunting.

has been repositioned 40 yards further South. (44)

## CHEVINGTON

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

Main to Main Crossover

Down Main to Branch

The following signals have been abolished:-

Up Branch Starting

Shunting - Up Main to Down Goods Loop, Down Main, or Ground

Position Light signal applying to Up Goods Loop

Shunting - Down Main to Up Main or setting back along

Down Main to next Ground Position Light signal.

The following release levers have been abolished:-

Acklington Ground Frame - Down Main/Down Sidings

Down Main/Up Main

Acklington Goods Yard Ground Frame - Down Main/Goods Yard

Down Main/Up Main.

The facing crossover Ground Frame together with associated points have been abolished. (44)

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

The Ground Position Light Signal applying to set back movements into No.5 platform line has been repositioned 48 yards nearer to the platform. (43)

**NEWCASTLE**

New Bridge Street Ground Frame has been dispensed with, and all points and Signals worked therefrom have been abolished. The connection Up Reception to Down Reception is now hand worked. (43)

**CLIFF HOUSE**

The Up Main Inner Distant signal has been dispensed with, and the Up Main Outer Distant has become the Up Main Distant.

The Up Goods Fixed Distant has been repositioned 1,018 yards from B Yard ground frame Up Goods signal.

The B Yard Ground Frame Up Goods signal has been converted to a full arm and a new fixed distant signal has been provided on the same post 395 yards from the Home signal.

Miniature arms on the following signals have been replaced by full arms:—

- Down Goods Loop to Down Goods Home.
- Down Main to Down Goods Home.
- Down Goods Starting.
- Up Goods to Up Goods Loop Home Signal.

A new signal reading Up Goods Sidings to Up Main has been provided above the Up Goods Siding Departure signal on the same post and the route indicator below this signal no longer reads to the Up Main.

The four routes indicated will be:—

- 2 — No.2 East Siding.
- 1 — No.1 East Siding.
- G — Up Goods.
- S — South Durham Steel & Iron Company's Sidings.

(43)

**\*\* BOROUGHBRIDGE ROAD**

The following points have been disconnected and secured in the normal position, pending removal:—

- Crossover, Down main to Up main.
- Trap points, sidings to Up main.
- Crossover, Up main to Down main.
- Cold store to Down main.

The following points have been disconnected and secured in the reverse position, pending removal:—

- Up main to Up loop.
- Down loop to Down main (end of points nearer signal box).

The following signals have been dispensed with:—

- Shunting Down main to Up main.
- Up siding No.1 to Up main.
- Shunting Up siding No.2 to Up main.
- Shunting Up main to Down main or sidings.
- Shunting Up main to Down main.
- Down main home.
- Shunting Down main to cold store.
- Shunting cold store to Down main.

The left hand junction indicator on No.11 signal has been abolished. The second yellow aspect on No.9 signal has been abolished. (42)



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

The following signals have been abolished:—

No.2 Down Main Home.

No.3 Up Main Home.

(42)

**SECTION D****GENERAL INSTRUCTIONS AND 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*

**BETWEEN 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.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 90 yards.

**WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
7 OCTOBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.43**

**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 OCTOBER**

**TO**

**FRIDAY 30 OCTOBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 25 OCTOBER – NORTHALLERTON

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

- Slip connection Up Main to Northallerton Down loop.
- Down main to Down Northallerton loop.

A new set of points will be brought into use leading from Down Main to Up Main to Down Northallerton loop.

The following signals will be abolished:—

- Shunting – Down Northallerton loop to Up main/Down main.
- Shunting – Up main to Down Northallerton loop.
- Shunting – Up main to next ground position light signal (outside signal box).
- Subsidiary – Down main to Down Northallerton loop (associated with signal N.54).
- Subsidiary – No.5 platform to Down Northallerton loop (associated with signal N.72). (46)

## SUNDAY 25 OCTOBER – ERYHOLME

The double junction at Eryholme leading to the Richmond Branch, and the trailing main to main crossovers between 38m. 70chs. and 39m. 5chs. together with the associated signals will be abolished. (46)

## SUNDAY 25 OCTOBER – BETWEEN DARLINGTON SOUTH AND ERYHOLME

The colour light signal U.41 (Up Main to U.40 Signal) will be renewed six yards further north at an increased height of 12 feet above rail level. (46)

## SUNDAY 25 OCTOBER—MANORS NORTH

The following signals will be abolished:—

- B.15 – Up B.T. Main to signal B.19.
- B.16 – Down B.T. Main to signal DBO.
- B.29 (subsidiary) – New Bridge Street Up Reception to Manors Curve. (46)

## SUNDAY 25 OCTOBER—NEWCASTLE JESMOND STATION

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

- Trailing B. & T. Mains Crossover.
- Facing Connection Up B. & T. Main to New Bridge Street Up Reception.
- Facing Connection New Bridge Street Down Reception to Down B. & T. Main.

All associated signalling will be abolished. (46)

## DETAILS OF WORK ALREADY CARRIED OUT

## BELFORD

The colour light signal, BD10 – Up Main starting, has been renewed in the same position as a straight post signal, with the red aspect twelve feet above rail level. (46)

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

The Main to Main crossover has been repositioned 53 yards further north. The Disc Signal Down Main to Up Main.

No.1 Reception.

Goods Loop

has been repositioned 15 yards further north.

The Disc Signal Up Main to Down Main/Down Branch has been repositioned 40 yards further north. (45)

**NORTHALLERTON**

The connection Up Main to Up Sidings together with the associated shunt signal routes have been abolished. (45)

**FERRYHILL NO. 3 AND NO 1.**

The trailing connection formerly in the Down Main Line at 56 miles 78chains leading to the North of England Engineering and Electrical Company's private siding has been removed and replaced with plain line. The two lever ground frame, telephone and "Limit of Shunt Board" have also been removed. (44)

**NORTHALLERTON**

The Ground Position Light shunting signal applying:—

Down Main to Up Main.

Down Main to No.5 Platform.

Down Main Shunting.

has been repositioned 40 yards further South. (44)

**CHEVINGTON**

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

Main to Main Crossover (North of signal box)

Down Main to Branch

The following signals have been abolished:—

Up Branch Starting

Shunting — Up Main to Down Goods Loop, Down Main, or Ground

Position Light signal applying to Up Goods Loop

Shunting — Down Main to Up Main or setting back along

Down Main to next Ground Position Light signal.

The following release levers have been abolished:—

Acklington Ground Frame — Down Main/Down Sidings

Down Main/Up Main

Acklington Goods Yard Ground Frame — Down Main/Goods Yard

Down Main/Up Main.

The facing crossover Ground Frame together with associated points have been abolished. (44)

**\* \* NORTHALLERTON**

The Ground Position Light Signal applying to set back movements into No.5 platform line has been repositioned 48 yards nearer to the platform. (43)

**\* \* NEWCASTLE**

New Bridge Street Ground Frame has been dispensed with, and all points and Signals worked therefrom have been abolished. The connection Up Reception to Down Reception is now hand worked. (43)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## \* CLIFF HOUSE

\* \* The Up Main Inner Distant signal has been dispensed with, and the Up Main Outer Distant has become the Up Main Distant.

The Up Goods Fixed Distant has been repositioned 1,018 yards from B Yard ground frame Up Goods signal.

The B Yard Ground Frame Up Goods signal has been converted to a full arm and a new fixed distant signal has been provided on the same post 395 yards from the Home signal.

Miniature arms on the following signals have been replaced by full arms:—

Down Goods Loop to Down Goods Home.

Down Main to Down Goods Home.

Down Goods Starting.

Up Goods to Up Goods Loop Home Signal.

A new signal reading Up Goods Sidings to Up Main has been provided above the Up Goods Siding Departure signal on the same post and the route indicator below this signal no longer reads to the Up Main.

The four routes indicated will be:—

2 — No.2 East Siding.

1 — No.1 East Siding.

G — Up Goods.

S — South Durham Steel & Iron Company's Sidings.

(43)



## GENERAL INSTRUCTIONS AND 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

\*\*

## BETWEEN 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.

## YORK YARD NORTH

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 90 yards.

## WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice**—repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.**

**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	—

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

York  
14 OCTOBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.—"*

**An open door on a  
moving train invites**

**Injury**

**Damage**

**Delay.**

**Close those doors firmly  
before trains depart.**



**NE/N**

**EASTERN REGION**

**No.44**

**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 31 OCTOBER**

**TO**

**FRIDAY 6 NOVEMBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## NORTHALLERTON

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

- Slip connection Up Main to Northallerton Down loop.
- Down main to Down Northallerton loop.

A new set of points have been brought into use leading from Down Main to Up Main to Down Northallerton loop.

The following signals have been abolished:-

- Shunting - Down Northallerton loop to Up main/Down main.
- Shunting - Up main to Down Northallerton loop.
- Shunting - Up main to next ground position light signal (outside signal box).
- Subsidiary - Down main to Down Northallerton loop (associated with signal N.54).
- Subsidiary - No.5 platform to Down Northallerton loop (associated with signal N.72). (46)

## ERYHOLME

The double junction at Eryholme leading to the Richmond Branch, and the trailing main to main crossovers between 38m. 70 chs. and 39m. 5 chs. together with the associated signals have been abolished. (46)

## BETWEEN DARLINGTON SOUTH AND ERYHOLME

The colour light signal U. 41 (Up Main to U. 40 Signal) has been renewed six yards further north at an increased height of 12 feet above rail level. (46)

## MANORS NORTH

The following signals have been abolished:-

- B.15 - Up B.T. Main to signal B.19.
- B.16 - Down B.T. Main to signal DBO.
- B.29 (subsidiary) - New Bridge Street Up Reception to Manors Curve. (46)

## NEWCASTLE JESMOND STATION

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

- Trailing B. & T. Mains Crossover.
- Facing Connection Up B. & T. Main to New Bridge Street Up Reception.
- Facing Connection New Bridge Street Down Reception to Down B. & T. Main.

All associated signalling has been abolished. (46)

## BELFORD

The colour light signal, BD10 - Up Main starting, has been renewed in the same position as a straight post signal, with the red aspect twelve feet above rail level. (46)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## FARLINGTON PARKGATE

The Main to Main crossover has been repositioned 53 yards further north. The Disc Signal Down Main to Up Main.

No. 1 Reception.

Goods Loop

has been repositioned 15 yards further north.

The Disc Signal Up Main to Down Main/Down Branch has been repositioned 40 yards further north. (45)

## NORTHALLERTON

The connection Up Main to Up Sidings together with the associated shunt signal routes have been abolished. (45)

\*  
\*\* FERRYHILL NO. 3 AND NO 1.

The trailing connection formerly in the Down Main Line at 56 miles 78 chains leading to the North of England Engineering and Electrical Company's private siding has been removed and replaced with plain line. The two lever ground frame, telephone and "Limit of Shunt Board" have also been removed. (44)

\*  
\*\* NORTHALLERTON

The Ground Position Light shunting signal applying:—

Down Main to Up Main.

Down Main to No. 5 Platform.

Down Main Shunting.

has been repositioned 40 yards further South. (44)

\*  
\*\* CHEVINGTON

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

Main to Main Crossover (North of signal box)

Down Main to Branch

The following signals have been abolished:—

Up Branch Starting

Shunting — Up Main to Down Goods Loop, Down Main, or Ground

Position Light signal applying to Up Goods Loop

Shunting — Down Main to Up Main or setting back along

Down Main to next Ground Position Light signal.

The following release levers have been abolished:—

Acklington Ground Frame — Down Main/Down Sidings

Down Main/Up Main

Acklington Goods Yard Ground Frame — Down Main/Goods Yard

Down Main/Up Main.

The facing crossover Ground Frame together with associated points have been abolished. (44)

## GENERAL INSTRUCTIONS AND 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

## ★ REDCAR STATION

Commencing Sunday 1 November, one platform working will be introduced at Redcar station, all stopping trains being dealt with in the Down platform. Drivers of Down trains must bring their trains to a stand with the driving cab towards the East end of the canopy and Up trains with the cab towards the West end.

## BETWEEN 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.

## ★ YORK YARD NORTH

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

## WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

Until further notice. Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

Until further notice – repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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	—

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

York  
21 OCTOBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.45**

**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 NOVEMBER**

**TO**

**FRIDAY 13 NOVEMBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 8 NOVEMBER—PILMOOR

The connection Up Slow to Up Sidings will be secured permanently out of use pending removal and associated signalling abolished.

No.9 ground position light signal will in future only apply to movements Up Fast to Down Fast or Down Slow. (48)

## SUNDAY 8 NOVEMBER—LONDONDERRY

The miniature arm signal applying Shunting Sidings Nos.1 and 2 to No.2 Loop or Down Seaham situated 69 yards from the signal box to the left of Nos.1 and 2 sidings will be repositioned 15 yards further from the signal box. (48)

## TUESDAY 10 NOVEMBER—DUNSTON EAST

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.

The level crossing gates will be converted to hand operation and notice boards worded:—  
"STOP FOR ORDERS" will be erected 25 yards on either side of the crossing. (48)

## DETAILS OF WORK ALREADY CARRIED OUT

## NORTHALLERTON

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

- Slip connection Up Main to Northallerton Down loop.
- Down main to Down Northallerton loop.

A new set of points have been brought into use leading from Down Main to Up Main to Down Northallerton loop.

The following signals have been abolished:—

- Shunting — Down Northallerton loop to Up main/Down main.
- Shunting — Up main to Down Northallerton loop.
- Shunting — Up main to next ground position light signal (outside signal box).
- Subsidiary — Down main to Down Northallerton loop (associated with signal N.54).
- Subsidiary — No.5 platform to Down Northallerton loop (associated with signal N.72). (46)

## ERYHOLME

The double junction at Eryholme leading to the Richmond Branch, and the trailing main to main crossovers between 38m. 70 chs. and 39m. 5 chs. together with the associated signals have been abolished. (46)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN DARLINGTON SOUTH AND ERYHOLME**

The colour light signal U. 41 (Up Main to U. 40 Signal) has been renewed six yards further north at an increased height of 12 feet above rail level. (46)

**MANORS NORTH**

The following signals have been abolished:—

B.15 — Up B.T. Main to signal B.19.

B.16 — Down B.T. Main to signal DBO.

B.29 (subsidiary) — New Bridge Street Up Reception to Manors Curve. (46)

**NEWCASTLE JESMOND STATION**

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

Trailing B. & T. Mains Crossover.

Facing Connection Up B. & T. Main to New Bridge Street Up Reception.

Facing Connection New Bridge Street Down Reception to Down B. & T. Main.

All associated signalling has been abolished. (46)

**BELFORD**

The colour light signal, BD10 — Up Main starting, has been renewed in the same position as a straight post signal, with the red aspect twelve feet above rail level. (46)

**\*\* DARLINGTON PARKGATE**

The Main to Main crossover has been repositioned 53 yards further north. The Disc Signal Down Main to Up Main.

No.1 Reception.

Goods Loop

has been repositioned 15 yards further north.

The Disc Signal Up Main to Down Main/Down Branch has been repositioned 40 yards further north. (45)

**\*\* NORTHALLERTON**

The connection Up Main to Up Sidings together with the associated shunt signal routes have been abolished. (45)

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## GENERAL INSTRUCTIONS AND 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

## REDCAR STATION

One platform working has been introduced at Redcar station, all stopping trains being dealt with in the Down platform. Drivers of Down trains must bring their trains to a stand with the driving cab towards the East end of the canopy and Up trains with the cab towards the West end.

## YORK YARD NORTH

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

## WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

## MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Phillips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

## BATTERSBY

**Until further notice** – repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

**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. Also replacing main doors at all back entrances.	Until further notice	–

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

York  
28 OCTOBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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. –"*

GREENLAND



C. J.  
WOOLSTENHOLMES

**NE/N**

**EASTERN REGION**

**No.46**

**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 NOVEMBER**

**TO**

**FRIDAY 20 NOVEMBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 15 NOVEMBER – BOLDON COLLIERY AND PONTOP CROSSING

**Pontop Crossing**

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.

**Boldon Colliery**

The Down Main Home Signal will be abolished and replaced by the former Pontop Crossing Down Main Home, 640 yards from the signal box.

The Up Main Starting Signal with Pontop Crossing Distant below will be abolished and replaced by the former Pontop Crossing Up Main Home with Tile Shed Distant below, 591 yards from the signal box. Diamond signs will be fitted to each signal.

The Up Goods Line between Green Lane signal box and Boldon Colliery (N.C.B.) will become a single line and re-named "Up and Down Pontop". It will be worked under "One Train Working Regulations", and a staff will be provided worded "Boldon Colliery (N.C.B.) and Green Lane". Notice boards will be provided as follows at the Green Lane end:—

At commencement of single line "START OF ONE TRAIN WORKING. MOVEMENTS MUST NOT BE MADE PASSED THIS SIGN WITHOUT THE BRANCH STAFF". 50 yards before the end of the single line:— "END OF ONE TRAIN WORKING".

The existing trap points on this line, 40 yards either side of the main lines at the former Pontop Crossing will be worked from Boldon Colliery signal box.

The following new signals will be brought into use:—

BY28, a colour light situated to the left of the single line (Up direction), 2 yards in rear of trap points, displaying a red aspect with subsidiary signal below. A fixed distant will be provided 712 yards on the approach side.

BY27, a colour light situated to the left of the single line (Down direction), 10 yards in rear of trap points displaying a red aspect with subsidiary signal below. A fixed distant will be provided 964 yards on the approach side.

Telephones will be provided at these signals.

## SUNDAY 15 NOVEMBER – GREEN LANE

All points will be abolished with the exception of the Harton lines East crossover.

All signals will be abolished excepting:—

Up Harton Fixed Distant  
 Up Harton Home No.1  
 Down Harton Fixed Distant  
 Shunting Up to Down Harton  
 Up Main Distant  
 Up Main to Up Branch Home  
 Up Branch Starting  
 Down Branch Fixed Distant  
 Down Branch Home  
 Down Branch to Down Main Starting.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK REFERRED TO IN SECTION B—continued****FRIDAY 20 NOVEMBER — GREEN LANE**

The following signals will be abolished:—

- Up Main Distant
- Up Main to Up Branch Home
- Up Branch Starting
- Down Branch Fixed Distant
- Down Branch Home
- Down Branch to Down Main Starting

**MONDAY to FRIDAY 16 to 20 NOVEMBER — BANK TOP**

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.

**DETAILS OF WORK ALREADY CARRIED OUT****PILMOOR**

The connection Up Slow to Up Sidings has been secured permanently out of use pending removal and the associated signalling abolished.

No.9 ground position light signal will now only apply to movements Up Fast to the Down Fast or Down Slow. (48)

**LONDONDERRY**

The miniature arm signal applying Shunting Sidings Nos. 1 and 2 to No.2 Loop or Down Seaham formerly situated 69 yards from the signal box to the left of Nos. 1 and 2 sidings has been repositioned 15 yards further from the signal box. (48)

**DUNSTON EAST**

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.

The level crossing gates have been converted to hand operation and notice boards worded:—  
"STOP FOR ORDERS" have been erected 25 yards on either side of the crossing. (48)

**\* \* NORTHALLERTON**

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

- Slip connection Up Main to Northallerton Down loop.
- Down main to Down Northallerton loop.

A new set of points have been brought into use leading from Down Main to Up Main to Down Northallerton loop.

The following signals have been abolished:—

- Shunting — Down Northallerton loop to Up main/Down main.
- Shunting — Up main to Down Northallerton loop.
- Shunting — Up main to next ground position light signal (outside signal box).
- Subsidiary — Down main to Down Northallerton loop (associated with signal N.54).
- Subsidiary — No.5 platform to Down Northallerton loop (associated with signal N.72). (46)

**\* \* ERYHOLME**

The double junction at Eryholme leading to the Richmond Branch, and the trailing main to main crossovers between 38m. 70 chs. and 39m. 5 chs. together with the associated signals have been abolished. (46)

**\* \* BETWEEN DARLINGTON SOUTH AND ERYHOLME**

The colour light signal U. 41 (Up Main to U. 40 Signal) has been renewed six yards further north at an increased height of 12 feet above rail level. (46)

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

The following signals have been abolished:—

B.15 — Up B.T. Main to signal B.19.

B.16 — Down B.T. Main to signal DBO.

B.29 (subsidiary) — New Bridge Street Up Reception to Manors Curve.

(46)

**\* \* NEWCASTLE JESMOND STATION**

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

Trailing B. & T. Mains Crossover.

Facing Connection Up B. & T. Main to New Bridge Street Up Reception.

Facing Connection New Bridge Street Down Reception to Down B. & T. Main.

All associated signalling has been abolished.

(46)

**\* \* BELFORD**

The colour light signal, BD10 — Up Main starting, has been renewed in the same position as a straight post signal, with the red aspect twelve feet above rail level.

(46)

**SECTION D****GENERAL INSTRUCTIONS AND 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*

**REDCAR STATION**

One platform working has been introduced at Redcar station, all stopping trains being dealt with in the Down platform. Drivers of Down trains must bring their trains to a stand with the driving cab towards the East end of the canopy and Up trains with the cab towards the West end.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

**WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

**Until further notice.** Contractors are constructing a new level crossing and roadway over the Branch adjacent to Central Marine Ground frame between Deep Water Berth and Clarence Road signal box.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**MONSANTO SINGLE LINE BRANCH**

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

**BATTERSBY**

**Until further notice** – repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions.** Local arrangements are also being made to replatform trains as necessary.

★ **ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)**

**TABLE F**

From	To	Line	Number of vehicles and special conditions.
<b>Page 247 (Page 88 Supp. No.1)</b>			
<b>DARLINGTON (HOPETOWN) TO NICKSTREAM</b>			
<b>Amend:–</b>			
Hopetown	Shellstar Siding	Single	10 Freight wagons (See page 400 for Special Instructions).

**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. Also replacing main doors at all back entrances.	Until further notice	—

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

York  
5 NOVEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.47**

**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 NOVEMBER**

**TO**

**FRIDAY 27 NOVEMBER 1970**

**INCLUSIVE**

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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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 22 NOVEMBER -- OGDENS LANE**

Ogdens Lane ground frame and all associated signalling will be abolished.

Notice boards will be provided on either side of the level crossing at 440 yards worded:—

“OGDENS LANE — 440 YARDS”

and at 25 yards either side of the level crossing worded:—

“STOP FOR ORDERS”

**DETAILS OF WORK ALREADY CARRIED OUT****BOLDON COLLIERY AND PONTOP CROSSING****Pontop Crossing**

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.

**Boldon Colliery**

The Down Main Home signal has been abolished and replaced by the former Pontop Crossing Down Main Home, 640 yards from the signal box.

The Up Main Starting signal with Pontop Crossing Distant below has been abolished and replaced by the former Pontop Crossing Up Main Home with Tile Shed Distant below, 591 yards from the signal box.

Diamond signs have been fitted to each signal.

The Up Goods line between Green Lane signal box and Boldon Colliery (N.C.B.) has become a single line and renamed “Up and Down Pontop”. It is worked under “One Train Working Regulations” and a staff has been provided worded “Boldon Colliery (N.C.B.) and Green Lane”, Notice boards have been provided as follows at the Green Lane end:—

At commencement of single line “START OF ONE TRAIN WORKING. MOVEMENTS MUST NOT BE MADE PASSED THIS SIGN WITHOUT THE BRANCH STAFF”. 50 yards before the end of the single line:— “END OF ONE TRAIN WORKING”.

The existing trap points on this line, 40 yards either side of the main lines at the former Pontop Crossing, are now worked from Boldon Colliery signal box.

The following new signals have been brought into use:—

BY28, a colour light, situated to the left of the single line (Up direction), 2 yards in rear of trap points, displaying a red aspect with subsidiary signal below. A fixed distant has been provided 712 yards on the approach side.

BY27, a colour light situated to the left of the single line (Down direction), 10 yards in rear of trap points displaying a red aspect with subsidiary signal below. A fixed distant has been provided 964 yards on the approach side.

Telephones have been provided at these signals.

(49)

**GREEN LANE**

All points have been abolished with the exception of the Harton lines East crossover.

All signals have been abolished excepting:—

Up Harton Fixed Distant

Up Harton Home No.1

Down Harton Fixed Distant

Shunting Down Harton

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

The following signals have been abolished:—

Up Main Distant	
Up Main to Up Branch Home	
Up Branch Starting	
Down Branch Fixed Distant	
Down Branch Home	
Down Branch to Down Main Starting	(40)

**BANK TOP**

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

All connections have been secured out of use in the normal position pending removal. (49)

**PILMOOR**

The connection Up Slow to Up Sidings has been secured permanently out of use pending removal and the associated signalling abolished.

No.9 ground position light signal will now only apply to movements Up Fast to the Down Fast or Down Slow. (48)

**LONDONDERRY**

The miniature arm signal applying Shunting Sidings Nos. 1 and 2 to No.2 Loop or Down Seaham formerly situated 69 yards from the signal box to the left of Nos. 1 and 2 sidings has been repositioned 15 yards further from the signal box. (48)

**DUNSTON EAST**

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.

The level crossing gates have been converted to hand operation and notice boards worded:—  
"STOP FOR ORDERS" have been erected 25 yards on either side of the crossing. (48)

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SECTION D

**GENERAL INSTRUCTIONS AND 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  
 \*\*

**★ PILMOOR**

The Up Slow to Up Fast crossover between 15m. 32chs. and 15m. 40chs. and the Up Fast to Up Slow crossover between 15m. 25chs. and 15m. 32chs. will be out of use and clamped normal from 16 00 Sunday 22 November until 15 00 Monday 30 November.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

**BATTERSBY**

Until further notice – repairs to the platform walls and copings are being carried out. Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.

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. Also replacing main doors at all back entrances.	Until further notice	-

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

York  
 12 NOVEMBER, 1970

MO.45/NE/N

F.J. BURGE  
 Chief Operating 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. –"

GREENLAND  
C. J.

WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.48**

**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 NOVEMBER**

**TO**

**FRIDAY 4 DECEMBER 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 hand signals may be exhibited.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 29 NOVEMBER - BEAL

The Up Main auto right hand bracket signal (No.U59) will be renewed as a straight post signal in the same position with the red aspect 12 ft. above rail level. (51)

## DETAILS OF WORK ALREADY CARRIED OUT

## NORTHALLERTON LOW GATES

The level crossing gates have been replaced by lifting barriers controlled from the signal box. New Item (51)

## OGDENS LANE

Ogdens Lane ground frame and all associated signalling has been abolished.

Notice boards have been provided on either side of the level crossing at 440 yards worded:-

"OGDENS LANE - 440 YARDS"

and at 25 yards either side of the level crossing worded:-

"STOP FOR ORDERS"

(50)

## BOLDON COLLIERY AND PONTOP CROSSING

## Pontop Crossing

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.

## Boldon Colliery

The Down Main Home signal has been abolished and replaced by the former Pontop Crossing Down Main Home, 640 yards from the signal box.

The Up Main Starting signal with Pontop Crossing Distant below has been abolished and replaced by the former Pontop Crossing Up Main Home with Tile Shed Distant below, 591 yards from the signal box. Diamond signs have been fitted to each signal.

The Up Goods line between Green Lane signal box and Boldon Colliery (N.C.B.) has become a single line and renamed "Up and Down Pontop". It is worked under "One Train Working Regulations" and a staff has been provided worded "Boldon Colliery (N.C.B.) and Green Lane", Notice boards have been provided as follows at the Green Lane end:-

At commencement of single line "START OF ONE TRAIN WORKING. MOVEMENTS MUST NOT BE MADE PASSED THIS SIGN WITHOUT THE BRANCH STAFF". 50 yards before the end of the single line:- "END OF ONE TRAIN WORKING".

The existing trap points on this line, 40 yards either side of the main lines at the former Pontop Crossing are now worked from Boldon Colliery signal box.

The following new signals have been brought into use:-

BY28, a colour light, situated to the left of the single line (Up direction), 2 yards in rear of trap points, displaying a red aspect with subsidiary signal below. A fixed distant has been provided 712 yards on the approach side.

BY27, a colour light situated to the left of the single line (Down direction), 10 yards in rear of trap points displaying a red aspect with subsidiary signal below. A fixed distant has been provided 964 yards on the approach side.

Telephones have been provided at these signals.

(49)



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

All points have been abolished with the exception of the Harton lines East crossover.

All signals have been abolished excepting:—

Up Harton Fixed Distant	
Up Harton Home No.1	
Down Harton Fixed Distant	
Shunting Up to Down Harton	(49)

The following signals have been abolished:—

Up Main Distant	
Up Main to Up Branch Home	
Up Branch Starting	
Down Branch Fixed Distant	
Down Branch Home	
Down Branch to Down Main Starting	(49)

**BANK TOP**

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

All connections have been secured out of use in the normal position pending removal. (49)

**\* \* PILMOOR**

The connection Up Slow to Up Sidings has been secured permanently out of use pending removal and the associated signalling abolished.

No.9 ground position light signal will now only apply to movements Up Fast to the Down Fast or Down Slow. (48)

**\* \* LONDONDERRY**

The miniature arm signal applying Shunting Sidings Nos. 1 and 2 to No.2 Loop or Down Seaham formerly situated 69 yards from the signal box to the left of Nos. 1 and 2 sidings has been repositioned 15 yards further from the signal box. (48)

**\* \* DUNSTON EAST**

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.

The level crossing gates have been converted to hand operation and notice boards worded:—  
"STOP FOR ORDERS" have been erected 25 yards on either side of the crossing. (48)

## GENERAL INSTRUCTIONS AND 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

★ INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON RAIL TAMPING MACHINES

Referring to clause 2 of the above instructions shown on page 44 of the General Appendix: The maximum speed of 25m.p.h. will not apply to the following machines; the speed of which must be restricted to 20m.p.h.:-

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

★ BRITISH OXYGEN COMPANY 100 TON TANKS

British Oxygen Company 100 ton G.L.W. cryogenic tanks may run at 60 m.p.h. in all conditions of loading (H.M.L. and E.) Wagons panels are being prepared and will be affixed as soon as possible.

★ PILMOOR

From 15 00 hours Monday 30 November following relaying the undermentioned connections in the Up Fast line will be brought back into use:-

Facing connection between 15m. 26chs. and 15m. 29chs. forming the Up Fast to Up Slow crossover.

Trailing connection between 15m. 32chs. and 15m. 35chs. forming the Up Slow to Up Fast crossover.

\*\* PILMOOR

The Up Slow to Up Fast crossover between 15m. 32chs. and 15m. 40chs. and the Up Fast to Up Slow crossover between 15m. 25chs. and 15m. 32chs. will be out of use and clamped normal from 16 00 Sunday 22 November until 15 00 Monday 30 November.

YORK YARD NORTH

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

BATTERSBY

Until further notice - repairs to the platform walls and copings are being carried out. Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

. 31262

**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. Also replacing main doors at all back entrances.	Until further notice	-

18

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

York  
19 NOVEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.-"*



WOOLSTENHOLMES



**NE/N**

**EASTERN REGION**

**No.49**

**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 DECEMBER**

**TO**

**FRIDAY 11 DECEMBER 1970**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 6 DECEMBER—TYNEMOUTH NORTH

The bracket signal situated 918 yards from the signal box and carrying the Up Main Distant and Up Main to Platform Distant arms, will be abolished.

A new straight post signal, Up Main Distant will be brought into use, 1063 yards from the signal box. The distance between the Up Main Distant and Home signals will be 890 yards. (51/52)

## DETAILS OF WORK ALREADY CARRIED OUT

## FERRYHILL NO.1

The Down Slow Distant signal has been abolished.

## FERRYHILL NO.3

The Up Slow to Up Main Distant signal has been abolished.

## FERRYHILL NO.2

The Down Goods No.3 to Down Goods No.2 signal has been removed and replaced by a ground disc signal 60 yards nearer the signal box. **New Item (51/52)**

## BEAL

The Up Main auto right hand bracket signal (No.U59) has been renewed as a straight post signal in the same position with the red aspect 12 ft. above rail level. (51/52)

## NORTHALLERTON LOW GATES

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (51/52)

## OGDENS LANE

Ogdens Lane ground frame and all associated signalling has been abolished.

Notice boards have been provided on either side of the level crossing at 440 yards worded:—

“OGDENS LANE — 440 YARDS”

and at 25 yards either side of the level crossing worded:—

“STOP FOR ORDERS”

(50)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## \* \* BOLDON COLLIERY AND PONTOP CROSSING

**Pontop Crossing**

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.

**Boldon Colliery**

The Down Main Home signal has been abolished and replaced by the former Pontop Crossing Down Main Home, 640 yards from the signal box.

The Up Main Starting signal with Pontop Crossing Distant below has been abolished and replaced by the former Pontop Crossing Up Main Home with Tile Shed Distant below, 591 yards from the signal box. Diamond signs have been fitted to each signal.

The Up Goods line between Green Lane signal box and Boldon Colliery (N.C.B.) has become a single line and renamed "Up and Down Pontop". It is worked under "One Train Working Regulations" and a staff has been provided worded "Boldon Colliery (N.C.B.) and Green Lane", Notice boards have been provided as follows at the Green Lane end:—

At commencement of single line "START OF ONE TRAIN WORKING. MOVEMENTS MUST NOT BE MADE PAST THIS SIGN WITHOUT THE BRANCH STAFF". 50 yards before the end of the single line:— "END OF ONE TRAIN WORKING".

The existing trap points on this line, 40 yards either side of the main lines at the former Pontop Crossing are now worked from Boldon Colliery signal box.

The following new signals have been brought into use:—

BY28, a colour light, situated to the left of the single line (Up direction), 2 yards in rear of trap points, displaying a red aspect with subsidiary signal below. A fixed distant has been provided 712 yards on the approach side.

BY27, a colour light situated to the left of the single line (Down direction), 10 yards in rear of trap points displaying a red aspect with subsidiary signal below. A fixed distant has been provided 964 yards on the approach side.

Telephones have been provided at these signals.

(49)

## \* \* GREEN LANE

All points have been abolished with the exception of the Harton lines East crossover.

All signals have been abolished excepting:—

Up Harton Fixed Distant

Up Harton Home No.1

Down Harton Fixed Distant

Shunting Up to Down Harton

The following signals have been abolished:—

Up Main Distant

Up Main to Up Branch Home

Up Branch Starting

Down Branch Fixed Distant

Down Branch Home

Down Branch to Down Main Starting

(49)

## \* \* BANK TOP

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

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

(49)



**GENERAL INSTRUCTIONS AND 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

**★ RIVERSIDE BRANCH**

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

**INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON RAIL TAMPING MACHINES**

Referring to clause 2 of the above instructions shown on page 44 of the General Appendix: The maximum speed of 25m.p.h. will not apply to the following machines; the speed of which must be restricted to 20m.p.h:—

Plasser 06 — 32

Plasser 06 — 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

**BRITISH OXYGEN COMPANY 100 TON TANKS**

British Oxygen Company 100 ton G.L.W. cryogenic tanks may run at 60 m.p.h. in all conditions of loading (H.M.L. and E.) Wagons panels are being prepared and will be affixed as soon as possible.

**PILMOOR**

From 15 00 hours Monday 30 November following relaying the undermentioned connections in the Up Fast line will be brought back into use:—

Facing connection between 15m. 26chs. and 15m. 29chs. forming the Up Fast to Up Slow crossover.

Trailing connection between 15m. 32chs. and 15m. 35chs. forming the Up Slow to Up Fast crossover.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

**BATTERSBY**

Until further notice — repairs to the platform walls and copings are being carried out. Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.

**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. Also replacing main doors at all back entrances.	Until further notice	-

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

York  
26 NOVEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating 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.-"*



British Rail

C. J.  
WOOLSTENHOLMES

**NE/N**

**EASTERN REGION**

**No.50**

**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 DECEMBER**

**TO**

**FRIDAY 18 DECEMBER 1970**

**INCLUSIVE**

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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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 13 DECEMBER – WHITEHOUSE**

The Up Main Outer Distant signal will be abolished and incorporated in the new Cargo Fleet Up Main Home 3 aspect colour light signal situated to the left of the Up Main 397 yards from Cargo Fleet signal box. (2)

**SUNDAY 13 DECEMBER – CARGO FLEET**

The bracket signal carrying the Up Main Home together with Whitehouse Up Main Outer Distant below, will be abolished and replaced by a 3 aspect colour light signal displaying red, yellow or green aspects, situated on the left hand side of the Up Main 397 yards from the signal box. (2)

**WEDNESDAY 16 DECEMBER – YORK YARD NORTH**

The shunting signal Up Warehouse to Up Main Goods or Up Shunting line or Up Arrival lines will be renewed on the same site with the arm at a reduced height of 16 feet 6 inches above rail level. (2)

**DETAILS OF WORK ALREADY CARRIED OUT****TYNEMOUTH NORTH**

The bracket signal formerly situated 918 yards from the signal box and carrying the Up Main Distant and Up Main to platform Distant arms, has been abolished.

A new straight post signal, Up Main Distant has been brought into use, 1063 yards from the signal box. The distance between the Up Main Distant and Home signals is 890 yards. (51/52)

**FERRYHILL NO.1**

The Down Slow Distant signal has been abolished.

**FERRYHILL NO.3**

The Up Slow to Up Main Distant signal has been abolished.

**FERRYHILL NO.2**

The Down Goods No.3 to Down Goods No.2 signal has been removed and replaced by a ground disc signal 60 yards nearer the signal box. (51/52)

**BEAL**

The Up Main auto right hand bracket signal (No.U59) has been renewed as a straight post signal in the same position with the red aspect 12 ft. above rail level. (51/52)

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

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## NORTHALLERTON LOW GATES

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

(51/52)

\* **OGDENS LANE**

Ogdens Lane ground frame and all associated signalling has been abolished.

Notice boards have been provided on either side of the level crossing at 440 yards worded:—

“OGDENS LANE — 440 YARDS”

and at 25 yards either side of the level crossing worded:—

“STOP FOR ORDERS”

(50)

\* **BOLDON COLLIERY AND PONTOP CROSSING****Pontop Crossing**

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.

**Boldon Colliery**

The Down Main Home signal has been abolished and replaced by the former Pontop Crossing Down Main Home, 640 yards from the signal box.

The Up Main Starting signal with Pontop Crossing Distant below has been abolished and replaced by the former Pontop Crossing Up Main Home with Tile Shed Distant below, 591 yards from the signal box.

Diamond signs have been fitted to each signal.

The Up Goods line between Green Lane signal box and Boldon Colliery (N.C.B.) has become a single line and renamed “Up and Down Pontop”. It is worked under “One Train Working Regulations” and a staff has been provided worded “Boldon Colliery (N.C.B.) and Green Lane”, Notice boards have been provided as follows at the Green Lane end:—

At commencement of single line “START OF ONE TRAIN WORKING. MOVEMENTS MUST NOT BE MADE PAST THIS SIGN WITHOUT THE BRANCH STAFF”. 50 yards before the end of the single line:— “END OF ONE TRAIN WORKING”.

The existing trap points on this line, 40 yards either side of the main lines at the former Pontop Crossing are now worked from Boldon Colliery signal box.

The following new signals have been brought into use:—

BY28, a colour light, situated to the left of the single line (Up direction), 2 yards in rear of trap points, displaying a red aspect with subsidiary signal below. A fixed distant has been provided 712 yards on the approach side.

BY27, a colour light situated to the left of the single line (Down direction), 10 yards in rear of trap points displaying a red aspect with subsidiary signal below. A fixed distant has been provided 964 yards on the approach side.

Telephones have been provided at these signals.

(50)

## GENERAL INSTRUCTIONS AND 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

★ **BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W. BOGIE TANKS LOADED WITH CRYOGENIC GASES**

When the above tanks are conveyed, in addition to the instructions contained in Section F3 (Pink Pages) of B.R. 30054/3 "Working Manual for Rail Staff", the following **MUST** apply:—

1. These vehicles are subject to a speed restriction of 60m.p.h.
2. These vehicles must not be loose shunted, or allowed to pass over marshalling yard humps
3. The following notice is displayed on each vehicle:—  
Important — If this vehicle is involved in any accident, immediately:—
  - (a) Eliminate all naked lights.
  - (b) Telephone Fire Service.
  - (c) Telephone B.O.C. at Widnes: 051-424-7341/2505/4128, also Amersham 7081 (reverse charge) and say "Rail-car Emergency".Do not touch any valves or equipment until expert advice is available.
4. With reference to 3(c) above, this should be done through H.Q. Control, York — telephone 0904-53022, extension 2433.

5. **LEAKAGE**

The pressure relief valve is set at 45p.s.i., and under normal circumstances of travel should prevent escape of vapour. If, however, there is any evidence of leakage, which would appear as a cloud of vapour, from the valve chest, situated at mid-span underneath the tank barrel, — or from elsewhere from the tank, then the wagon should be taken out of service immediately, and B.O.C. advised through the Control as in 3(c) and 4 above.

6. **WAGON DERAILMENT**

(a) **Wagon remaining upright with no leakage.**

In this event, advice to B.O.C. must be made through H.Q. Control. Thereby the laid down accident procedure would follow. In this event, there would be no need to wait arrival of B.O.C. representatives before simply jacking the vehicle up in order to re-rail the wagon. Inform the local authority Fire Service to be in attendance during this operation.

(b) **Wagon Derailed on its side with no leakage of product.**

Advise B.O.C. through H.Q. Control and follow accident procedure as painted on the tank wagon. In this event, it is considered unwise to commence lifting and re-railment operations until the B.O.C. representatives have arrived on the scene and inspected the vehicle. Inform the local authority Fire Service to be in attendance.

(c) **Wagon Derailed on its side with contents leaking.**

This is a major accident. Take all possible action to prevent injury to persons;

- (a) Keep **everyone** on the windward side.
- (b) Prohibit smoking and the use of naked lights.
- (c) Inform the local authority Fire Service to be in attendance.

B.O.C. to be advised through H.Q. Control. Await arrival of B.O.C. representatives before any further action is taken.

7. All movements must be accompanied by Form B.R. 29973/3 (advice to Train Crews).



**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**RIVERSIDE BRANCH**

The parapet of bridge No.50 at 6m. 65 chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

**INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING  
 OF MECHANICALLY PROPELLED ON RAIL TAMPING MACHINES**

Referring to clause 2 of the above instructions shown on page 44 of the General Appendix: The maximum speed of 25m.p.h. will not apply to the following machines; the speed of which must be restricted to 20m.p.h.:-

- Plasser 06 – 32
- Plasser 06 – 16, 05 and 05E
- Plasser 04
- Plasser WE 275 (P. & C. machine)

**\*  
 \*\* BRITISH OXYGEN COMPANY 100 TON TANKS**

British Oxygen Company 100 ton G.L.W. cryogenic tanks may run at 60 m.p.h. in all conditions of loading (H.M.L. and E.) Wagons panels are being prepared and will be affixed as soon as possible.

**YORK YARD NORTH**

No.39 Points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to No.5 Up Reception is only possible from the Skelton end of York Yard and a buffer stop has been erected, limiting standage to 570 yards.

**BATTERSBY**

**Until further notice** – repairs to the platform walls and copings are being carried out. **Drivers to be prepared to stop short of obstructions. Local arrangements are also being made to replatform trains as necessary.**

**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. Also replacing main doors at all back entrances.	Until further notice	—

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

York  
 3 DECEMBER, 1970

MO.45/NE/N

F.J. BURGE  
 Chief Operating 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.—"*

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 BOOK CONTAINS NOTICES FOR 2 WEEKS

**SATURDAY 19 DECEMBER**

**TO**

**FRIDAY 1 JANUARY 1971**

**INCLUSIVE**

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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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \* \* <sup>A</sup> 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 DECEMBER—ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. will be temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

## SUNDAY 20 DECEMBER—STRANTON

The bracket carrying the Down Main Distant signal will be abolished, and replaced by a left-hand bracket carrying a two aspect colour light signal situated on the right-hand side of the Up Main 330 yards further from the signal box. The distance between the Down Main Distant and Home signal will be 1100 yards.

## DETAILS OF WORK ALREADY CARRIED OUT

## WHITEHOUSE

The Up Main Outer Distant signal has been abolished and incorporated in the new Cargo Fleet Up Main Home 3 aspect colour light signal situated to the left of the Up Main 397 yards from Cargo Fleet signal box. (2)

## CARGO FLEET

The bracket signal carrying the Up Main Home together with Whitehouse Up Main Outer Distant below, has been abolished and replaced by a 3 aspect colour light signal displaying red, yellow or green aspects, situated on the left hand side of the Up Main 397 yards from the signal box. (2)

## YORK YARD NORTH

The shunting signal Up Warehouse to Up Main Goods or Up Shunting line or Up Arrival lines has been renewed on the same site with the arm at a reduced height of 16 feet 6 inches above rail level. (2)

## \* \* \* TYNEMOUTH NORTH

The bracket signal formerly situated 918 yards from the signal box and carrying the Up Main Distant and Up Main to platform Distant arms, has been abolished.

A new straight post signal, Up Main Distant has been brought into use, 1063 yards from the signal box. The distance between the Up Main Distant and Home signals is 890 yards. (51/52)

## FERRYHILL NO.1

The Down Slow Distant signal has been abolished.

## FERRYHILL NO.3

The Up Slow to Up Main Distant signal has been abolished.

## \* \* \* FERRYHILL NO.2

The Down Goods No.3 to Down Goods No.2 signal has been removed and replaced by a ground disc signal 60 yards nearer the signal box. (51/52)

## \* \* \* BEAL

The Up Main auto right hand bracket signal (No.U59) has been renewed as a straight post signal in the same position with the red aspect 12 ft. above rail level. (51/52)

## \* \* \* NORTHALLERTON LOW GATES

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



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

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

York  
9 DECEMBER, 1970

MO.45/NE/N

F.J. BURGE  
Chief Operating Manager

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